



TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEAR 2024/25 THROUGH FISCAL YEAR 2028/29

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RESOLUTION**

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INTRODUCTION

PURPOSE

The Lee County Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) for fiscal years (FY) 2024/25 through 2028/29 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 was received last 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 in 2022 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 7th 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. There were also \$360,000 in ARPA dollars that 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 \$28.4 million from the State's SUN Trail Program for undertaking various projects including the implementation of a multi-use trail on Van Buren/El Dorado/Kismet Parkway from NE 24th Avenue to Burnt Store Road, the extension of the John Yarbrough Linear Park Trail from Colonial Boulevard to Hanson Street, a Rails to Trails Feasibility Study involving the Seminole Gulf Railroad Rail Corridor from Bonita Beach Road to Alico Road, the Caloosahatchee Downtown Multimodal Alternatives Study, and the design phase for the CR 865 Multi Use Trail from Little Hickory Pass Bridge to Big Carlos Bridge.

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 Luckett 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 mechanisms undertaken in Lee County includes the donation 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 2024/25 through 2028/29. 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 are included on each project page, except for the Countywide projects.

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 Appendix B. 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 for 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 2024/25 through FY 2028/29.

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 2023/24 Fiscal Year ends on June 30th.

The following projects have been completed:

1. *Corkscrew Road 6-laning from Ben Hill Griffin Pkwy to Fire House Lane (FPN #4463371)*
2. *US 41 Sidewalk from Tara Blvd to N of French Creek Lane (FPN #440337-1)*
3. *New Traffic Signal at the Estero Blvd and Crescent Street intersection (FPN #444923-2)*
4. *Signal Timing & Coordination at Various Locations (FPN #438098-1)*
5. *US 41 Safety Project from Winkler Avenue to SR 82 (FPN #431313-1)*
6. *SW 29th Ave Sidewalk from Ceitus Pkwy to SW 3rd Lane (FPN #438156-1)*
7. *Statewide Rumble Strips (On System South) Signing/Pavement Markings (FPN #452442) on SR 82, US 41, SR 78, SR 31, and SR 884*

Construction of the following projects are under way or will commence prior to completion of current fiscal year ending June 30, 2024

8. *I-75 at Colonial Boulevard Diverging Diamond Interchange (FPN #413065-1)*
9. *Big Carlos Bridge Replacement (FPN #445323-1)*
10. *SW 10th St SW from Chiquita Blvd to Skyline Blvd (FPN #448704-1)*
11. *Tice Street Sidewalk (FPN#450857-1)*
12. *Winkler Ave (NB) at Colonial Blvd Right Turn Lane (FPN #447897-1)*
13. *Winkler Ave at Challenger Blvd Roundabout (FPN #447820-1)*
14. *Fowler Street Right Turn Lane at Colonial Blvd (FPN #436995-1)*
15. *SR 865 (San Carlos) Intersection Improvements from North Crescent Street to North of Hurricane Pass Bridge (FPN #433726)*
16. *US 41 at Six Mile Cypress Parkway PD&E Study (FPN #444328)*
17. *I 75 Resurfacing from Bonita Beach Road to Alico Road (FPN #446344)*
18. *SR 739 from Caloosahatchee River to N of SR 78 Resurfacing (FPN #446293)*
19. *SR 865 Safety Project from Linda Loma Dr to Kelly Rd (FPN #447800)*
20. *SR 867 Safety Project from Cypress Lake Dr to Edinburgh Drive (FPN #447884)*
21. *SR 78 Safety Project from Evalena Lane to New Post Road (FPN #447875)*

The following projects have been advanced, deferred or deleted:

1. *Design Phase of Coconut Rd from US 41 to Via Coconut Point (FPN #45203-1) advanced from FY 2028 to FY 2027*
2. *Design Phase Corkscrew Rd Bike Path from US 41 to Koreshan State Park (FPN #451968-1) advanced from FY 2028 to FY 2026*
3. *Resurfacing of SR 78 from W of I 75 Ramps to West of Wells Rd (FPN #44956-1) deferred from FY 2025 to FY 2028*
4. *Resurfacing of SR 78 from New Post Rd to North of Evanwood Lane (FPN #450722-1) deferred from FY 2025 to FY 2028*
5. *Resurfacing of SR 45 (US 41) from North of Pondella Rd to North of SR 78 (FPN #450726-1) deferred from FY 2025 to FY 2028*
6. *Construction Phase of East Terry Street Bike Path from Southern Pines Dr to I 75 (FPN #451384-1) deferred from FY 2028 to FY 2029*
7. *Construction Phase of the JYLP Linear Park Extension from Colonial Blvd to Hanson Street (FPN #447515-1) advanced from FY 2027 to FY 2024*
8. *Construction Phase of Kismet Pkwy Trail from Nelson Rd to Del Prado Blvd (FPN #440236-1) advanced from FY 2025 to FY 2024*
9. *Construction and CEI Phases of Pauling Lane from Pine Ave to Old 41 Rd (FPN #448705-1) deleted*
10. *Construction and CEI Phases of Cochran St from Pine Ave to Old 41 Rd (FPN #448703-1) deleted*

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 21, 2024, 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 May 1, 2024.

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 5th 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.

As part of the 2050 Long Range Transportation Plan, the Lee and Collier MPOs are now jointly going to develop a Congestion Management Process 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 E includes the transportation disadvantaged program projects in the FDOT Tentative Work Program for fiscal years 2024/25 through 2028/29.

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 2024/25 column foot note, in the five years of the current TIP in the FY 2024/25 through FY 2028/29 columns, and projected costs to complete the project are included in the total project cost near the bottom of the page.

For additional information on a project, access to the Long Range Transportation Plan (LRTP) is provided. The link to the 2045 LRTP and amendments is located at: [2045 Supporting Documents - Lee County MPO \(leempo.com\)](https://leempo.com/2045-Supporting-Documents) 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 2024/25 through FY 2028/29 columns, and projected costs to complete the project from the Long Range Transportation Plan in the greater than the FY 2028/29 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 and amendments is located at: [2045 Supporting Documents - Lee County MPO \(leempo.com\)](https://leempo.com/2045-Supporting-Documents) 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 2024/25 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 2025, the 5 years of programming in the FDOT Work Program for projects (FYs 2025 through 2029) plus the projected cost to complete the projects from the MPO LRTP in the greater than 2029 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.

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 21st 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)

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

1. Number of Fatalities;
2. Rate of Fatalities per 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 2024.*

Performance Measures	Calendar Year 2024 Statewide Target
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 a vision of zero traffic-related fatalities in 2012. This, in effect, became FDOT’s target for zero traffic fatalities and quantified the policy set by Florida’s Legislature more than 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 FHWA, 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 established 0 as the only acceptable target for all five 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 October 20, 2023, the Lee MPO agreed to support FDOT’s statewide safety performance targets for calendar year 2024, 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.

TABLE 2.2: LEE MPO HIGHWAY SAFETY PERFORMANCE TARGETS

Performance Measures	Calender Year 2024 MPO Target
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 (2018-2022) of crash data and Vehicle Miles Traveled (VMT) were used to compare it against the (2014-2018) Baseline and the 2022 Safety targets for Lee County. Table 2.3 below shows the results.

TABLE 2.3 LEE MPO 2020 SAFETY PERFORMANCE TARGET ASSESSMENT

Performance Measures	2022 Target	2018-22 Actual	2014-18 Baseline	Met Target?	Better Than Baseline?
Number of Fatalities	0	110.2	97.6	No	No
Number of Serious Injuries	0	634.2	529.4	No	No
Fatality Rate per 100 million Vehicle Mile Travelled (VMT)	0.00	1.39	1.29	No	No
Serious Injuries per 100 million Vehicle Miles Travelled (VMT)	0.00	7.99	6.99	No	No
Total number of non motorized Fatalities and non motorized Serious Injuries	0	112.2	96.2	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 2010 through 2022.

TABLE 2.4: TRENDS OF LEE MPO SAFETY PERFORMANCE MEASURES

Performance Measures	2010-14	2011-15	2012-16	2013-17	2014-18	2015-19	2016-20	2017-21	2018-2022
Number of Fatalities	75.6	81	87.2	97.2	97.6	101	103.6	105.6	110.2
Number of Serious Injuries	458	460.4	498.6	515.8	529.6	562.4	594.4	615.4	634.2
Fatality Rate per 100 million Vehicle Mile Travelled (VMT)	1.14	1.19	1.23	1.33	1.29	1.31	1.34	1.36	1.39
Serious Injuries per 100 million Vehicle Miles Travelled (VMT)	6.92	6.79	7.10	7.08	7.00	7.29	7.68	7.89	7.99
Total number of non motorized Fatalities and non motorized Serious Injuries	80	84	91	95.2	96	100	101.4	106.8	112.2

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.

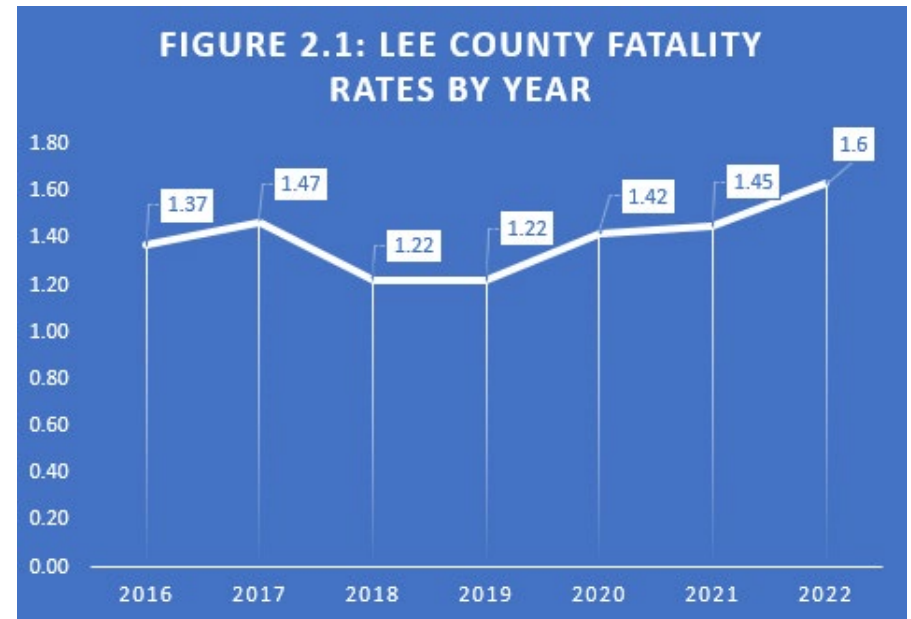
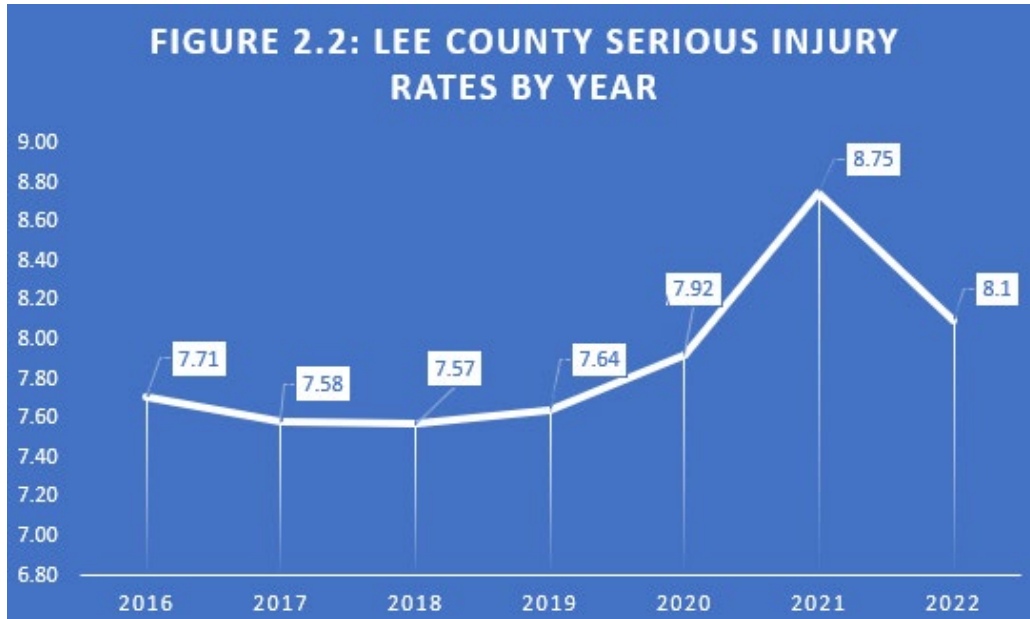
TABLE 2.5: LEE MPO CRASH DATA BY INDIVIDUAL YEARS

Performance Measures	2016	2017	2018	2019	2020	2021	2022	2023*
Number of Fatalities	105.0	113.0	95	98	107	115	135	15
Number of Serious Injuries	589.0	582.0	592	612	597	694	678	63
Fatality Rate per 100 million Vehicle Mile Travelled (VMT)	1.37	1.47	1.22	1.22	1.42	1.45	1.63	NA
Serious Injuries per 100 million Vehicle Miles Travelled (VMT)	7.71	7.58	7.57	7.64	7.92	8.75	8.10	NA
Total number of non motorized Fatalities and non motorized Serious Injuries	93.0	104.0	89	115	106	120	135	12

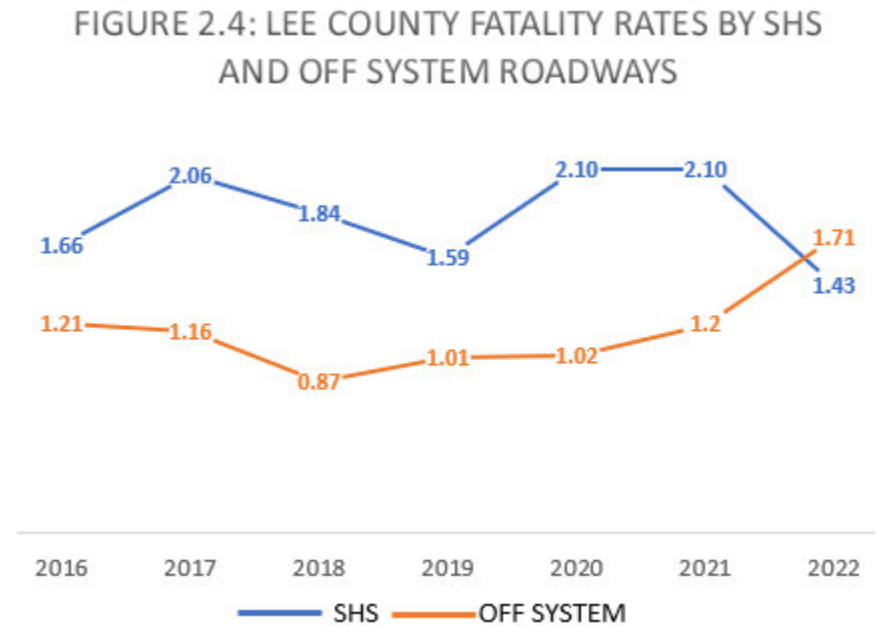
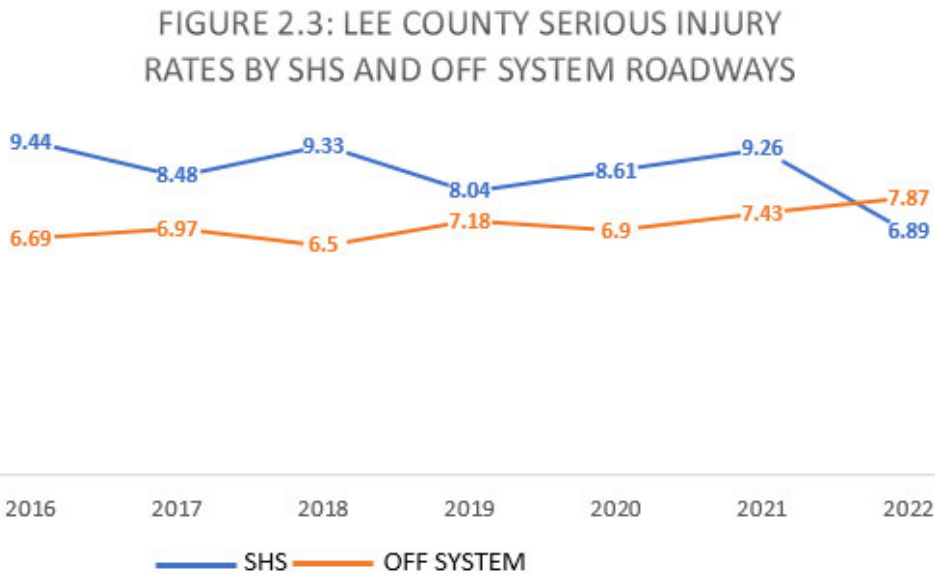
* Numbers are from Signal Four Analytics Dashboard

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, identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC, as well as other statewide traffic safety partners. 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 are 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: safer road users, safer vehicles, safer speeds, safer 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 2023 HSIP Annual Report, FDOT reported calendar year 2024 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 the 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 20, 2023, FHWA reported the results of its 2021 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2021 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 the baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. [The HSIP Implementation Plan](#) was submitted with the HSIP Annual Report to FHWA on August 31, 2023.

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 2023 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.
- Implement key safety countermeasures.
- 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 \$156 million in HSIP funds for use during the 2023 state fiscal year from July 1, 2022 through June 30, 2023, 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 \$128.7 million in infrastructure investments on state-maintained roadways and \$27.5 million in infrastructure investments on local roadways. A list of HSIP projects can be found in the [HSIP 2023 Annual Report](#).

Beginning in fiscal year 2024, HSIP funding is 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 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 implemented the Lee MPO's Bike Ped Safety Education Programs and Countermeasure projects to drive down fatalities and serious injuries under the SHSP Pedestrians and Bicycles Emphasis area. The MPO is now developing a Comprehensive Safety Action Plan for all modes on Off System roadways using federal Safe Streets for All funds. This Plan is being supplemented by FDOT's Vision Zero Plan for On System roadways in Lee County. The ongoing plan development will result in countermeasures, strategies, programs, and recommendations targeting high injury and fatality locations, and it is expected that upcoming TIPs will see a lot of the projects identified in the Plans.

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 \$20.02 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 \$4.65 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
Section B - Bicycle Pedestrian Activities	Kismet Pkwy from Del Prado Blvd to NE 24th Ave	Shared Use Path
	East Terry St from Imperial Pkwy to Plam Bay Ct	Multiuse Path and Bike Lanes
	Lehigh Elementary	Sidewalks and Pedestrian Bridge
	Pine Island Rd from Stringfellow Rd to Veterans Pkwy	Sidewalks/Shared Use Path/Shoulders
	Daniels Pkwy from Commerce Lakes Dr to SR 82	8' wide Sidewalk
	US 41 from Tara Blvd to Charlotte County Line	Sidewalk
	Bell Blvd from Sunrise Blvd to Joel Blvd	Shared Use Path
Section C - O & M	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 \$10.20 Million in HSP funds has been invested in this TIP. Another \$3.92 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
	SR 80 from Veronica Shoemaker to Ortiz/Kingston Dr	Safety Improvements including mid block crossings, pavement markings, high visible crosswalks at intersections, etc.
	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 from North of SR 78 to Diplomat Pkwy	
US 41 at W Terry St	Intersection safety improvements including construction of new mast arm signals, right turn channelizing islands, etc.	
Section I - Routine Maintenance	SR 78 from W of I 75 Ramps to W of Wells Rd	Resurfacing/Bike Lanes

Highway capacity expansion, bridge rehabilitation and replacement, and interchange improvements also contribute to safety. This TIP includes approximately \$748 Million in such projects (including \$622,572,500 in mainline capacity improvements on I 75 from Golden Gate Parkway in Collier County to Corkscrew Rd in Lee County). Approximately \$71 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 \$858 Million in transportation investments is programmed in this TIP through FY 2029 which are anticipated to contribute toward achieving the PMI targets. The Lee MPO will continue to monitor investments in the TIPs and will demonstrate progress toward goals and objectives in the L RTP.

3 PAVEMENT & BRIDGE CONDITION MEASURES (PM2)

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

- International Roughness Index (IRI) - an indicator of roughness (applicable to asphalt, jointed concrete, and continuously reinforced concrete pavements);
- Percent of NHS bridges (by deck area) classified as in good condition;
- Percent of NHS bridges (by deck area) classified as in poor condition;
- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate National Highway System (NHS) pavements in good condition; and
- Percent of non-Interstate NHS pavements 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 asphalt, jointed concrete, and continuously reinforced concrete pavements);
- Cracking percent – percentage of pavement surface exhibiting cracking (applicable to asphalt, jointed concrete, and continuously reinforced concrete pavements);
- Rutting - extent of surface depressions (applicable to asphalt pavements only);
- Faulting - vertical misalignment of pavement joints (applicable to jointed concrete pavements only); 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 3.1: STATEWIDE BRIDGE PERFORMANCE TARGETS

BRIDGE CONDITION PERFORMANCE MEASURES	2022 STATEWIDE CONDITION	2023 STATEWIDE TARGET	2025 STATEWIDE TARGET
% OF NHS BRIDGES IN GOOD CONDITION (BY DECK AREA)	58.2%	≥50%	≥50%
% OF NHS BRIDGES IN POOR CONDITION (BY DECK AREA)	0.6%	≤10.0%	≤10.0%

Source:2022 Statewide Conditions (fdotsourcebook.com)

TABLE 3.2: STATEWIDE PAVEMENT PERFORMANCE TARGETS

PAVEMENT CONDITION PERFORMANCE MEASURES	2022 STATEWIDE CONDITION	2023 STATEWIDE TARGET	2025 STATEWIDE TARGET
% OF PAVEMENT ON THE INTERSTATE SYSTEM IN GOOD CONDITION	73.4%	≥60.0%	≥60.0%
% OF PAVEMENT ON THE INTERSTATE SYSTEM IN POOR CONDITION	0.2%	≥5.0%	≥5.0%
% OF PAVEMENT ON NON-INTERSTATE NHS IN GOOD CONDITION	48.8%	≥40.0%	≥40.0%
% OF PAVEMENT ON NON-INTERSTATE NHS IN POOR CONDITION	0.6%	≤10.0%	≤10.0%

Source:2022 Statewide Conditions (fdotsourcebook.com)

In determining its approach to establishing performance targets for the federal bridge and pavement condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state's bridges and pavement to specific state-defined 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 state statutory guidelines envelope the statewide federal targets that have been established for bridges and pavements.

In addition, FDOT developed a [Transportation Asset Management Plan](#) (TAMP) for the state NHS bridge and pavement assets. 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 current TAMP was submitted on December 30, 2022, and recertified by FHWA on February 23, 2023.

Further, the federal pavement condition measures require a data collection methodology that is a departure from the methods historically used by FDOT. For bridge condition, performance is measured in deck area under the federal measure, while 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.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. 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 2022 exceeded the established targets. Based on analyses of the data, the previous statewide targets are still appropriate for 2023 and 2025.

FHWA determined that FDOT made significant progress toward its 2021 PM2 targets; FHWA's assessment of progress toward the 2023 targets is anticipated to be provided in 2024.

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.

CY 2022 Lee County performance condition numbers for both NHS Bridges and Interstate NHS Pavement dropped compared to the year before. The 2022 performance condition for NHS bridges (by deck area) in good condition was 79.3% (vs. 83.71% in 2021) and Interstate NHS pavements in good condition was 93.4% (Vs. 95.5% in 2021). The 2022 performance condition for Non-Interstate NHS pavements was slightly better than 2021 at 51.8% (vs. 51.7% in 2021)

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 \$687.36 Million while I 75 bridge condition improvement is \$2.8 Million. Current investments in other NHS (non-interstate) pavement improvements are approximately \$318.7 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 from Golden Gate to S of Corkscrew Rd	Capacity Improvements
Section I - Routine Maintenance	I-75 from Alico Rd to South of Daniels Pkwy	Resurfacing
	I-75 from South of SR 82 to South of Lockett 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
	US 41 at Bonita Beach Rd	Pavement Rehab & Intersection Capacity Improvements
Section I - Routine Maintenance	US 41 from North of Pondella Rd to North of SR 78	Resurfacing
	SR 80 from SR 31 to Buckingham Rd	Resurfacing
	SR 82 from Ortiz Ave to Colonial Blvd	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, 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 traveled on the Interstate system that are reliable;
2. Percent of person-miles traveled 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_x, VOC, CO, PM₁₀, and PM_{2.5}) for CMAQ funded projects.

Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida. A description of the first three measures is below.

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. The 2-year and 4-year targets set for this performance period are identical to the 2-year and 4-year targets set for the previous performance period. 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 5.1 below presents the statewide targets.

TABLE 4.1 STATEWIDE SYSTEM PERFORMANCE AND FREIGHT (PM3) TARGETS

PERFORMANCE MEASURE	2022 STATEWIDE CONDITION	2023 STATEWIDE TARGET	2025 STATEWIDE TARGET
% OF PERCENT-MILES TRAVELED ON THE INTERSTATE SYSTEM THAT ARE RELIABLE	85.7%	≥75.0	≥60.0%
% OF PERSON-MILES TRAVELED ON THE NON-INTERSTATE NHS THAT ARE RELIABLE	92.1%	≥50.0%	≥5.0%
TRUCK TRAVEL TIME RELIABILITY (INTERSTATE)	1.46	1.75	2.00

Source: 2022 Statewide Conditions (fdotsourcebook.com)

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. Actual performance in 2021 was better than the 2021 targets. FHWA’s assessment of progress toward the 2023 targets is anticipated to be released in March 2024. 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 investment 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. An update to the FMTP will be adopted in the spring of 2024.

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.

CY 2022 Lee County performance condition numbers for both Interstate and Non-Interstate Reliability dropped compared to the year before. Interstate and Non-Interstate Reliability for 2022 were 93.10 % (vs. 94.10% in 2021) and 90.8% (vs. 94.8% in 2021) respectively. Performance Condition for Truck Travel Time Reliability fared better in 2022 (1.59 vs 1.41 in 2021).

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 \$690 Million has been committed in this TIP towards such projects on I 75 while approximately \$317.4

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

TIP SECTION	PROJECT LOCATION	PROJECT TYPE
Section A - Highway	I-75 at Daniels Pkwy Interchange	Interchange Improvement
	I 75 from Golden Gate to S of Corkscrew Rd	Capacity Improvements
Section I - Routine Maintenance	I-75 from SR 82 to S of Lockett Road	Resurfacing
	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
Section A - Highway	SR 739 (Metro Pkwy) from S of Daniels Pkwy to N of Daniels Pkwy	Capacity Improvements
	SR 739 (Metro Pkwy) from Daniels Pkwy to Winkler Ave	Capacity Improvements
	US 41 at Bonita Beach Road	Intersection Capacity Improvements
Section I - Routine Maintenance	US 41 from N of Pondella Rd to N of SR 78	Resurfacing
	SR 78 from US 41 to Veterans Pkwy	Resurfacing
	SR 80 from SR 31 to Buckingham Rd	Resurfacing
	SR 78 from Park 78 to Wells Rd	Resurfacing
	SR 78 from Wells Rd to SR 31	Resurfacing
	SR 82 from Ortiz Ave to Colonial Blvd	Resurfacing
Section J - Operations & Management	LC Traffic Management Center Operations	TSM&O
	LC Traffic Operations Ctr 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 5.1 below identifies the TAM performance measures.

TABLE 5.1: FTA TAM PERFORMANCE MEASURES

Asset Category	Performance Measure
Equipment	Percentage of non-revenue support service and maintenance vehicles that have met or exceeded their Useful Life Benchmark
Rolling Stock	Percentage of non-revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark
Infrastructure	Percentage of track segments with performance restrictions
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.

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.

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.

TABLE 5.2: FTA TAM PERFORMANCE MEASURES

TIER I	TIER II
Operates rail service	Subrecipient of FTA 5311 funds
OR	OR
≥101 vehicles across all fixed route modes	American Indian Tribe
OR	OR
≥101 vehicles in one non fixed route mode	≤100 vehicles across all fixed route modes
	OR
	≤100 vehicles in one non-fixed route mode

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 Agency Targets

On March 18, 2022, LeeTran updated its TAM Plan and set new targets that cover FY 2022 through FY 2027. 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	CY22 TARGET	CY23 TARGET	CY24 TARGET	CY25 TARGET	CY26 TARGET	CY27 TARGET
ROLLING STOCK	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%
EQUIPMENT	AUTO	11	10.3	8	90%	100%	100%	100%	100%	100%
	TRUCKS & TIRE VEHICLE	38	8.8	8	23%	44%	44%	39%	31%	31%
ASSET CATERGORY	ASSET CLASS/TYPE	ASSETS	AVG GROUP AGE	DEFAULT ULB RATING (LESS THAN 3.0 RATING)	CY22 TARGET	CY23 TARGET	CY24 TARGET	CY25 TARGET	CY26 TARGET	CY27 TARGET
FACILITY	PASSENGER/PARKING FACILITIES	4	15	<3.0	0%	0%	0%	0%	0%	0%
	ADMIN FACILITIES (HQ)	2	24	<3.0	20%	20%	20%	20%	20%	20%
	MAINT FACILITIES	3	7	<3.0	20%	20%	20%	20%	20%	20%

The TAM 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 (CY 2021) available, and the 5-year targets from CY 2022 through CY 2027.

For CY 2023, LeeTran met all targets except for passenger/parking facilities as shown below in Table 5.3.

TABLE 5.3: LEETRAN'S TAM TARGET PERFORMANCE FOR CY 2023

ASSET CATEGORY	VEHICLE CLASS/TYPE	DEFAULT ULB	CY 23 TARGET	ASSET CONDITION (CY 23 PERFORMANCE METRIC % EXCEEDING ULB)	TARGET MET
ROLLING STOCK	BU-BUS	14	0%	0%	✓
	CU-CUTAWAY	10	0%	0%	✓
	OR-OTHER	14	0%	0%	✓
	VN-VAN	8	0%	0%	✓
EQUIPMENT	AUTO	8	100%	53%	✓
	TRUCKS & TIRE VEHICLE	8	44%	23%	✓
ASSET CATEGORY	VEHICLE CLASS/TYPE	DEFAULT ULB RATING	CY 23 TARGET	ASSET CONDITION (CY 23 PERFORMANCE METRIC % EXCEEDING ULB)	TARGET MET
FACILITY	PASSENGER/PARKING FACILITIES	<3.0	0%	25%	✗
	ADMIN/MAIN FACILITIES (HQ)	<3.0	20%	20%	✓
	ADMIN/MAIN FACILITIES	<3.0	20%	20%	✓

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 \$98 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.¹

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 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

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

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 2024. These targets are shown below in Table 6.1.

TABLE 6.1: CY 2024 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.
MB - Bus	0	0	17.6	≤ 0.62	≤ 62,084.05	15.3	< 0.54
DR-Demand Response	0	0	2.33	≤ 0.13	≤ 55,317.33	3.66	< 0.20

Notes:

- Safety event and injury targets are based on a reducing each by one event for every mode from a three-year rolling average of submitted NTD data.
 - CY 2021, 2022 and 2023 NTD reporting were used to create the targets
 - 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 for CY 2021, 2022, and 2023

Going by 2023 Calendar Year NTD reported data, and as shown in Table 6.1a, LeeTran met its safety performance target for Total Fatalities and Fatality Rates for Demand Responsive Bus Service but did not do so for the Fixed Route Bus Service. Also, neither mode of service could meet their targets for Total Injuries, Injury Rate, Total Safety Events and Safety Event Rate as shown in Tables 6.1b and 6.1c.

TABLE 6.1 A:2023 PERFORMANCE DATA

MODE OF TRANSIT SERVICE	TOTAL FATALITIES			FATALITY RATE PER 100,000 MILE		
	CY 2023 Target	CY 2023 Performance Data	Target Met	CY 2023 Target	CY 2022 Performance Data	Target Met
MB-Bus	0	1	☒	0	0.04	☒
DR -Demand Response	0	0	✓	0	0	✓

TABLE 6.1 B:2023 PERFORMANCE DATA

MODE OF TRANSIT SERVICE	TOTAL INJURIES			INJURY RATE PER 100,000 MILES		
	CY 2023 Target	CY 2023 Performance Data	Target Met	CY 2023 Target	CY 2023 Performance Data	Target Met
MB-Bus	15	20	☒	≤0.5	0.75	☒
DR -Demand Response	2	4	☒	≤0.15	0.21	☒

TABLE 6.1 C:2023 PERFORMANCE DATA

MODE OF TRANSIT SERVICE	SYSTEM RELIABILITY MEAN			TOTAL SAFETY EVENTS			SAFETY EVENT RATE PER 100,000		
	CY 2023 Target	CY 2023 Performance Data	Target Met	CY 2023 Target	CY 2023 Performance Data	Target Met	CY 2023 Target	CY 2023 Performance Data	Target Met
MB-Bus	36,856	42,066.37	✓	15	16	☒	≤0.5	0.6	☒
DR -Demand Response	37,703	40,886.43	✓	2	7	☒	≤0.15	0.32	☒

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 \$206 Million.** Illustrative examples of the transit investments in this TIP are shown on the next page in Table 6.2.

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.

TABLE 6.2: PTASP INVESTMENT EXAMPLES

TIP SECTION	PROJECT NAME	PROJECT TYPE
Section I - Routine Maintenance	US 41 from N of Pondella to N of SR 78	Resurfacing
	SR 78 from US 41 to Veterans Pkwy	
	SR 82 from Ortiz Ave to Colonial Blvd	
Section D - Safety	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 W Terry St	Intersection safety improvements including construction of new mast arm signals, right turn channelizing islands, etc.
Section E - Transit	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
Section A - Highways	US 41 at Bonita Beach Rd	Capacity Improvements
	Metro Pkwy from Daniels Pkwy to Winkler Ave	Capacity Improvements

5-Year Summary of Projects by Funding Category

Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
Federal	41,172,636	39,358,726	52,744,841	48,204,767	238,467,962	419,948,932
Local	30,536,759	21,224,994	16,008,438	24,758,721	17,969,069	110,497,981
State	79,477,621	46,018,196	25,940,433	30,435,029	16,668,446	198,539,725
State 100%	0	39,538,774	0	3,453,746	0	42,992,520
Total	151,187,016	146,140,690	94,693,712	106,852,263	273,105,477	771,979,158

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ACBR - ADVANCE CONSTRUCTION (BRT)							
4419422	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)	0	0	640,000	0	0	640,000
Total		0	0	640,000	0	0	640,000
ACCM - ADVANCE CONSTRUCTION (CM)							
4453231	BIG CARLOS BRIDGE REPLACEMENT	0	388,318	0	0	0	388,318
Total		0	388,318	0	0	0	388,318
ACER - ADVANCE CONSTRUCTION (ER)							
4526901	SANDS BLVD REPAIRS AT BRIDGE NO. 125717 AND 125718 OVER ETERNITY CANAL	0	399,775	0	0	0	399,775
4529162	SURFSIDE BLVD OVER MAXINE CANAL- BRIDGE NO. 125724	0	121,641	0	0	0	121,641
Total		0	521,416	0	0	0	521,416
ACNP - ADVANCE CONSTRUCTION NHPP							
4419422	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)	0	0	0	0	203,122,579	203,122,579
4462962	SR 93 (I-75) AT CR 876 / DANIELS PARKWAY	258,690	0	0	0	0	258,690
4527931	I-75 FROM N OF ALICO RD TO S OF DANIELS PKWY	1,500,000	0	12,331,084	0	0	13,831,084
4535591	I-75 FROM S OF SR 82 TO S OF LUCKETT RD	1,350,000	0	6,710,604	0	0	8,060,604
Total		3,108,690	0	19,041,688	0	203,122,579	225,272,957
ACNR - AC NAT HWY PERFORM RESURFACING							
4507231	SR 78 FROM W OF SANTA BARBARA BLVD TO E OF DEL PRADO BLVD	0	6,046,317	0	0	0	6,046,317
4507261	SR 45 (US 41) FROM N OF PONDELLA RD TO N OF SR 78	0	0	0	3,448,921	0	3,448,921
Total		0	6,046,317	0	3,448,921	0	9,495,238
ACSA - ADVANCE CONSTRUCTION (SA)							
4453231	BIG CARLOS BRIDGE REPLACEMENT	0	2,369,196	3,500,000	3,000,000	0	8,869,196

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ACSA -							
Total		0	2,369,196	3,500,000	3,000,000	0	8,869,196
ACSS - ADVANCE CONSTRUCTION (SS,HSP)							
4421231	GUNNERY ROAD AT BUCKINGHAM ROAD	500,000	0	0	0	0	500,000
4462661	SR 80 FROM VERONICA SHOEMAKER TO ORTIZ/KINGSTON DR	5,334,661	0	0	0	0	5,334,661
4462691	SR 82 FROM FORD ST TO VERONICA SHOEMAKER	1,698,741	0	0	0	0	1,698,741
4496571	US 41 AT W TERRY ST	0	0	1,132,900	0	0	1,132,900
4496581	FOWLER AVE AT CARROLL RD	315,000	0	632,564	0	0	947,564
4507231	SR 78 FROM W OF SANTA BARBARA BLVD TO E OF DEL PRADO BLVD	0	1,096,088	0	0	0	1,096,088
4507261	SR 45 (US 41) FROM N OF PONDELLA RD TO N OF SR 78	0	0	0	1,886,763	0	1,886,763
4531061	US 41 FROM NORTH OF SR 78 TO DIPLOMAT PKWY	400,000	0	0	1,889,453	0	2,289,453
Total		8,248,402	1,096,088	1,765,464	3,776,216	0	14,886,170
ACSU - ADVANCE CONSTRUCTION (SU)							
4453231	BIG CARLOS BRIDGE REPLACEMENT	0	5,000,000	5,000,000	5,000,000	0	15,000,000
Total		0	5,000,000	5,000,000	5,000,000	0	15,000,000
ART - ARTERIAL HIGHWAYS PROGRAMS							
4313342	SR 739 (METRO PKWY) AT DANIELS PKWY	0	39,538,774	0	0	0	39,538,774
Total		0	39,538,774	0	0	0	39,538,774
BRRP - STATE BRIDGE REPAIR & REHAB							
4447761	I-75 (SR 93) SB OVER CALOOSAHATCHEE RIVER BRIDGE # 120083	0	250,000	0	2,514,840	0	2,764,840
4513571	US 41 OVER CALOOSAHATCHEE RIVER BRIDGE #120002	100,000	1,140,075	0	0	0	1,240,075
Total		100,000	1,390,075	0	2,514,840	0	4,004,915
CARU - CARB FOR URB. AREA > THAN 200K							

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CARU - CARB FOR URB. AREA > THAN 200K							
1957641	LEE MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING	804	820	820	820	820	4,084
1957642	LEE MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING	0	0	0	0	1,204,330	1,204,330
4369262	PINE ISLAND RD FROM STRINGFELLOW RD TO VETERANS PKWY	696,224	0	0	0	0	696,224
4381022	ANDALUSIA BLVD FROM NE 11TH TERR TO DIPLOMAT PKWY	0	581,041	0	0	0	581,041
4419011	BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD	1,197,770	0	0	0	0	1,197,770
4494801	EAST TERRY ST PATH FROM IMPERIAL PKWY TO PALM BAY CT	0	533,575	0	0	0	533,575
4496811	VIA COCONUT POINT ROUNDABOUT - COCONUT TO CORKSCREW	0	0	91,420	0	0	91,420
4496831	COCONUT RD SIDEWALK FROM OAKWILDE TO VIA COCONUT POINT	0	0	444,485	0	0	444,485
4496991	GATOR CIRCLE PHASE 1 & 2 FROM AVERILL BLVD TO RAMSEY BLVD	0	0	359,225	0	0	359,225
4496992	GATOR CIRCLE PHASE 3 & 4 FROM RAMSEY BLVD TO DEL PRADO BLVD	0	0	309,200	0	0	309,200
4513871	WINKLER AVE FROM COLONIAL BLVD TO SIX MILE CYPRESS PKWY	0	0	0	640,510	0	640,510
4513901	CARRELL RD FROM CLEVELAND AVE TO JYLP SHARED USE PATH	0	0	0	5,573	0	5,573
4514461	ANDALUSIA BLVD FROM DIPLOMAT PKWY TO KISMET PKWY	0	0	0	487,349	0	487,349
4519681	CORKSCREW ROAD FROM US 41 TO KORESHAN STATE PARK	0	89,714	0	558,247	0	647,961
Total		1,894,798	1,205,150	1,205,150	1,692,499	1,205,150	7,202,747
CM - CONGESTION MITIGATION - AQ							
4453231	BIG CARLOS BRIDGE REPLACEMENT	0	742,486	0	0	0	742,486
Total		0	742,486	0	0	0	742,486
D - UNRESTRICTED STATE PRIMARY							
4125801	LEE COUNTY HIGHWAY LIGHTING	832,359	857,323	883,051	0	0	2,572,733

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
D - UNRESTRICTED STATE PRIMARY							
4135481	CAPE CORAL HIGHWAY LIGHTING	60,645	62,464	64,338	0	0	187,447
4135491	FT MYERS HIGHWAY LIGHTING	440,118	453,318	466,922	0	0	1,360,358
4245741	BONITA SPRINGS HIGHWAY LIGHTING	120,935	124,562	128,300	0	0	373,797
4392171	VILLAGE OF ESTERO	162,074	166,935	171,945	0	0	500,954
Total		1,616,131	1,664,602	1,714,556	0	0	4,995,289
DDR - DISTRICT DEDICATED REVENUE							
4101401	LEE COUNTY TRANSIT SYSTEM - (LCTS) OPERATING ASSISTANCE BLOCK GRANT	153,987	2,815,781	900,255	2,987,262	2,176,880	9,034,165
4126721	LEE COUNTY TRAFFIC SIGNALS REIMBURSEMENT	816,373	839,910	0	100,000	0	1,756,283
4206521	SOUTHWEST FLORIDA INT'L ARP - PARALLEL RUNWAY 6R/24L PHASE I	244,494	2,013,068	0	0	0	2,257,562
4313341	SR 739 (METRO PKWY) FROM S OF DANIELS TO N OF WINKLER	11,688,650	0	0	100,000	0	11,788,650
4313342	SR 739 (METRO PKWY) AT DANIELS PKWY	0	35,000	0	0	0	35,000
4403781	LEE TOC OPS FUND COUNTY WIDE	277,500	277,500	277,500	277,500	277,500	1,387,500
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION	5,000,000	0	5,000,000	1,052,740	4,358,556	15,411,296
4463141	PAGE FIELD SOUTH QUADRANT HANGARS AND RAMP	2,500,000	2,500,000	332,829	0	0	5,332,829
4478842	SR 867 MCGREGOR BLVD FROM CYPRESS LAKE TO EDINBURGH DR	0	812,044	0	0	0	812,044
4489551	SR 82 FROM ORTIZ AVE TO COLONIAL BLVD	0	7,638,875	0	0	0	7,638,875
4489561	SR 78 FROM PARK 78 DR TO WELLS RD	0	0	0	235,494	0	235,494
4489571	SR 865 FROM E OF SR 45 (US 41) TO W OF METRO PKWY	0	1,949,368	0	0	0	1,949,368
4499811	LANDSCAPE FOWLER ST AT SR 884 (COLONIAL BLVD)	0	385,846	0	0	0	385,846
4500371	SOUTHWEST FL INTL REHAB RWY 6-24 AND TWY SYSTEM	852,539	0	2,000,000	0	0	2,852,539
4507221	SR 78 FROM NEW POST RD TO N OF EVANWOOD LN	0	0	0	3,208,145	0	3,208,145
4507231	SR 78 FROM W OF SANTA BARBARA BLVD TO E OF DEL PRADO BLVD	0	322,586	0	0	0	322,586

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
DDR - DISTRICT DEDICATED REVENUE							
4507241	SR 80 FROM E OF SR 31 TO E OF BUCKINGHAM RD	0	3,733,746	0	0	0	3,733,746
4507271	SR 865 FROM N OF HURRICANE PASS TO S OF SUMMERLIN RD	1,375,800	0	0	0	0	1,375,800
4507281	SR 867 FROM OLD MCGREGOR BLVD TO WHISKEY CREEK DR	0	0	7,339,908	0	0	7,339,908
4531061	US 41 FROM NORTH OF SR 78 TO DIPLOMAT PKWY	0	0	0	219,916	0	219,916
Total		22,909,343	23,323,724	15,850,492	8,181,057	6,812,936	77,077,552
DI - ST. - S/W INTER/INTRASTATE HWY							
4462962	SR 93 (I-75) AT CR 876 / DANIELS PARKWAY	37,927,888	0	0	0	0	37,927,888
Total		37,927,888	0	0	0	0	37,927,888
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4313342	SR 739 (METRO PKWY) AT DANIELS PKWY	0	5,300	0	0	0	5,300
4447761	I-75 (SR 93) SB OVER CALOOSAHATCHEE RIVER BRIDGE # 120083	0	5,000	0	5,640	0	10,640
4489551	SR 82 FROM ORTIZ AVE TO COLONIAL BLVD	0	5,300	0	0	0	5,300
4489561	SR 78 FROM PARK 78 DR TO WELLS RD	0	0	5,465	0	0	5,465
4489571	SR 865 FROM E OF SR 45 (US 41) TO W OF METRO PKWY	0	5,300	0	0	0	5,300
4499811	LANDSCAPE FOWLER ST AT SR 884 (COLONIAL BLVD)	0	5,300	0	0	0	5,300
4507211	SR 78 FROM W OF WELLS RD TO SR 31	5,000	0	0	11,280	0	16,280
4507221	SR 78 FROM NEW POST RD TO N OF EVANWOOD LN	0	0	0	5,640	0	5,640
4507231	SR 78 FROM W OF SANTA BARBARA BLVD TO E OF DEL PRADO BLVD	0	5,300	0	0	0	5,300
4507241	SR 80 FROM E OF SR 31 TO E OF BUCKINGHAM RD	0	5,300	0	0	0	5,300
4507261	SR 45 (US 41) FROM N OF PONDELLA RD TO N OF SR 78	5,000	0	0	5,640	0	10,640
4507271	SR 865 FROM N OF HURRICANE PASS TO S OF SUMMERLIN RD	5,000	0	0	0	0	5,000
4507281	SR 867 FROM OLD MCGREGOR BLVD TO WHISKEY CREEK DR	0	0	33,720	0	0	33,720

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4513571	US 41 OVER CALOOSAHATCHEE RIVER BRIDGE #120002	5,000	5,300	0	0	0	10,300
4526221	SR45(US41)FROM CALOOSAHATCHEE RIVER BRIDGE #120002 TO N OF PONDELLA RD	0	5,000	0	0	0	5,000
4526801	SR 78 FROM US 41 TO VETERANS PARKWAY	10,000	0	0	0	0	10,000
Total		30,000	47,100	39,185	28,200	0	144,485
DIS - STRATEGIC INTERMODAL SYSTEM							
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION	194,082	0	0	3,000,000	0	3,194,082
Total		194,082	0	0	3,000,000	0	3,194,082
DITS - STATEWIDE ITS - STATE 100%.							
4126721	LEE COUNTY TRAFFIC SIGNALS REIMBURSEMENT	700,000	472,554	1,372,707	0	0	2,545,261
Total		700,000	472,554	1,372,707	0	0	2,545,261
DPTO - STATE - PTO							
4073291	LEE COUNTY - TRANSIT SYSTEM - OPERATING ASSISTANCE - CORRIDOR	968,000	491,530	349,115	1,064,066	1,064,066	3,936,777
4101401	LEE COUNTY TRANSIT SYSTEM - (LCTS) OPERATING ASSISTANCE BLOCK GRANT	2,579,781	0	2,000,000	0	900,000	5,479,781
4206521	SOUTHWEST FLORIDA INT'L ARP - PARALLEL RUNWAY 6R/24L PHASE I	2,383,385	0	0	0	0	2,383,385
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION	0	5,000,000	0	3,947,260	641,444	9,588,704
4463141	PAGE FIELD SOUTH QUADRANT HANGARS AND RAMP	0	0	2,167,171	2,500,000	0	4,667,171
4500371	SOUTHWEST FL INTL REHAB RWY 6-24 AND TWY SYSTEM	147,461	0	0	0	2,250,000	2,397,461
Total		6,078,627	5,491,530	4,516,286	7,511,326	4,855,510	28,453,279
DS - STATE PRIMARY HIGHWAYS & PTO							
4313341	SR 739 (METRO PKWY) FROM S OF DANIELS TO N OF WINKLER	405,920	11,657,996	0	0	0	12,063,916
4462962	SR 93 (I-75) AT CR 876 / DANIELS PARKWAY	500,000	0	0	0	0	500,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
DS - STATE PRIMARY HIGHWAYS & PTO							
4478842	SR 867 MCGREGOR BLVD FROM CYPRESS LAKE TO EDINBURGH DR	0	171,646	0	0	0	171,646
4489551	SR 82 FROM ORTIZ AVE TO COLONIAL BLVD	0	664,110	0	0	0	664,110
4489561	SR 78 FROM PARK 78 DR TO WELLS RD	0	0	0	927,322	0	927,322
4489571	SR 865 FROM E OF SR 45 (US 41) TO W OF METRO PKWY	0	266,790	0	0	0	266,790
4490151	US 41 OVER CALOOSAHATCHEE RIVER BRIDGE #120002	950,000	0	0	0	0	950,000
4507211	SR 78 FROM W OF WELLS RD TO SR 31	630,000	0	0	0	0	630,000
4507241	SR 80 FROM E OF SR 31 TO E OF BUCKINGHAM RD	0	769,669	0	0	0	769,669
4507261	SR 45 (US 41) FROM N OF PONDELLA RD TO N OF SR 78	1,181,400	0	0	0	0	1,181,400
4507281	SR 867 FROM OLD MCGREGOR BLVD TO WHISKEY CREEK DR	0	0	2,447,207	0	0	2,447,207
4526221	SR45(US41)FROM CALOOSAHATCHEE RIVER BRIDGE #120002 TO N OF PONDELLA RD	0	98,400	0	0	0	98,400
Total		3,667,320	13,628,611	2,447,207	927,322	0	20,670,460
DU - STATE PRIMARY/FEDERAL REIMB							
4101251	LEE COUNTY TRANSIT SYSTEM - (LCTS) FTA 5311 OPERATING ASSISTANCE	260,000	358,467	267,000	244,635	280,000	1,410,102
Total		260,000	358,467	267,000	244,635	280,000	1,410,102
FTA - FEDERAL TRANSIT ADMINISTRATION							
4101471	LEE COUNTY TRANSIT SYSTEM / FACILITY PROJECT FTA 5307	9,909,446	10,900,391	10,846,414	17,418,928	17,801,338	66,876,517
4345161	LEE COUNTY/CAPE CORAL UZA FTA 5339 CAPITAL ASSISTANCE	1,110,209	1,221,230	1,121,855	1,342,969	1,391,151	6,187,414
Total		11,019,655	12,121,621	11,968,269	18,761,897	19,192,489	73,063,931
FTAT - FHWA TRANSFER TO FTA (NON-BUD)							
4443061	LEETRAN BUS PURCHASE	500,000	1,500,000	1,500,000	1,500,000	1,500,000	6,500,000
Total		500,000	1,500,000	1,500,000	1,500,000	1,500,000	6,500,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
GMR - GROWTH MANAGEMENT FOR SIS							
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION	6,254,230	0	0	8,272,284	5,000,000	19,526,514
Total		6,254,230	0	0	8,272,284	5,000,000	19,526,514
LF - LOCAL FUNDS							
4073291	LEE COUNTY - TRANSIT SYSTEM - OPERATING ASSISTANCE - CORRIDOR	968,000	491,530	349,115	1,064,066	1,064,066	3,936,777
4101251	LEE COUNTY TRANSIT SYSTEM - (LCTS) FTA 5311 OPERATING ASSISTANCE	260,000	358,467	267,000	244,635	280,000	1,410,102
4101401	LEE COUNTY TRANSIT SYSTEM - (LCTS) OPERATING ASSISTANCE BLOCK GRANT	2,733,768	2,815,781	2,900,255	2,987,262	3,076,880	14,513,946
4101471	LEE COUNTY TRANSIT SYSTEM / FACILITY PROJECT FTA 5307	2,477,362	2,725,098	2,711,604	4,354,732	4,450,335	16,719,131
4313342	SR 739 (METRO PKWY) AT DANIELS PKWY	0	6,218,370	0	0	0	6,218,370
4345161	LEE COUNTY/CAPE CORAL UZA FTA 5339 CAPITAL ASSISTANCE	277,552	305,308	280,464	335,742	347,788	1,546,854
4419011	BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD	504,164	0	0	0	0	504,164
4419422	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)	0	0	0	0	1,500,000	1,500,000
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION	10,998,312	5,000,000	5,000,000	13,272,284	5,000,000	39,270,596
4443212	SR 45 (US 41) AT BONITA BEACH ROAD	0	700,000	0	0	0	700,000
4462691	SR 82 FROM FORD ST TO VERONICA SHOEMAKER	111,801	0	0	0	0	111,801
4462962	SR 93 (I-75) AT CR 876 / DANIELS PARKWAY	4,205,800	0	0	0	0	4,205,800
4463141	PAGE FIELD SOUTH QUADRANT HANGARS AND RAMP	2,500,000	2,500,000	2,500,000	2,500,000	0	10,000,000
4500371	SOUTHWEST FL INTL REHAB RWY 6-24 AND TWY SYSTEM	1,000,000	0	2,000,000	0	2,250,000	5,250,000
4526801	SR 78 FROM US 41 TO VETERANS PARKWAY	4,500,000	0	0	0	0	4,500,000
Total		30,536,759	21,114,554	16,008,438	24,758,721	17,969,069	110,387,541
LFP - LOCAL FUNDS FOR PARTICIPATING							
4308891	DIPLOMAT PKWY FROM DEL PRADO TO NE 24TH AVE	0	29,363	0	0	0	29,363

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
LFP - LOCAL FUNDS FOR PARTICIPATING							
4313301	CAPE CORAL SIDEWALKS	0	81,077	0	0	0	81,077
Total		0	110,440	0	0	0	110,440
PL - METRO PLAN (85% FA; 15% OTHER)							
4393125	LEE COUNTY MPO FY 2024/2025-2025/2026 UPWP	1,378,009	1,399,574	0	0	0	2,777,583
4393126	LEE COUNTY MPO FY 2026/2027-2027/2028 UPWP	0	0	1,399,574	1,399,574	0	2,799,148
4393127	LEE COUNTY MPO FY 2028/2029-2029/2030 UPWP	0	0	0	0	1,399,574	1,399,574
Total		1,378,009	1,399,574	1,399,574	1,399,574	1,399,574	6,976,305
SA - STP, ANY AREA							
4507261	SR 45 (US 41) FROM N OF PONDELLA RD TO N OF SR 78	0	0	0	400,440	0	400,440
Total		0	0	0	400,440	0	400,440
SR2T - SAFE ROUTES - TRANSIT							
4480292	LEHIGH ELEMENTARY - SRTS	742,110	0	0	0	0	742,110
4513461	CHALLENGER MIDDLE SCHOOL - SAFE ROUTES TO SCHOOL	0	59,515	0	449,610	0	509,125
Total		742,110	59,515	0	449,610	0	1,251,235
SU - STP, URBAN AREAS > 200K							
1957641	LEE MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING	3,965,688	6,677	0	0	0	3,972,365
1957642	LEE MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING	0	0	365,670	1,185,916	3,304,659	4,856,245
4126365	LEE COUNTY COMPUTER SIGNAL SYSTEM UPDATE PHASE III	1,210,000	0	0	0	0	1,210,000
4299601	LEE COUNTY TRAFFIC MANAGEMENT CENTER OPERATIONS	43,500	43,500	43,500	43,500	0	174,000
4313301	CAPE CORAL SIDEWALKS	0	44,410	0	0	0	44,410
4353472	OLD US 41 FROM US 41 TO BONITA BEACH RD	0	0	2,201,000	0	0	2,201,000
4369262	PINE ISLAND RD FROM STRINGFELLOW RD TO VETERANS PKWY	2,824,777	0	0	0	0	2,824,777

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
SU - STP, URBAN AREAS > 200K							
4419001	MARSH AVENUE FROM MICHIGAN AVE TO SR 80 (PALM BEACH) BLVD	754,009	0	0	0	0	754,009
4419012	BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD	298,641	0	0	0	0	298,641
4421231	GUNNERY ROAD AT BUCKINGHAM ROAD	1,805,214	0	0	0	0	1,805,214
4443061	LEETRAN BUS PURCHASE	500,000	1,500,000	1,500,000	1,500,000	1,500,000	6,500,000
4443212	SR 45 (US 41) AT BONITA BEACH ROAD	0	2,801,000	0	0	0	2,801,000
4486991	US 41 - NFM EAST SIDE FROM TARA BLVD TO CHARLOTTE COUNTY LINE	0	4,000	0	55,970	0	59,970
4487061	MCGREGOR BLVD AT IONA DR INTERSECTION	0	305,000	0	1,772,513	0	2,077,513
4496811	VIA COCONUT POINT ROUNDABOUT - COCONUT TO CORKSCREW	524,000	0	0	0	0	524,000
4496831	COCONUT RD SIDEWALK FROM OAKWILDE TO VIA COCONUT POINT	330,000	0	0	0	0	330,000
4496991	GATOR CIRCLE PHASE 1 & 2 FROM AVERILL BLVD TO RAMSEY BLVD	0	0	264,128	0	0	264,128
4513831	DANIELS PKWY FROM CORPORATE LAKES DR TO SR 82	0	0	438,575	0	1,562,467	2,001,042
4513841	EAST TERRY ST FROM SOUTHERN PINES DR TO I-75	0	0	0	0	1,404,844	1,404,844
4513871	WINKLER AVE FROM COLONIAL BLVD TO SIX MILE CYPRESS PKWY	0	0	0	1,000	0	1,000
4519681	CORKSCREW ROAD FROM US 41 TO KORESHAN STATE PARK	0	108,286	0	3,974	0	112,260
4520531	COCONUT ROAD FROM US41 TO VIA COCONUT POINT	0	0	180,000	1,000	501,816	682,816
4522351	MCGREGOR BLVD FROM COLONIAL BLVD TO US41 (CLEVELAND AVE)	0	0	0	250,000	0	250,000
4534171	CITY OF FORT MYERS COMPLETE STREETS STUDY SEABOARD & SECOND ST	0	0	0	0	300,000	300,000
4534181	FORT MYERS BEACH BUS SHELTER ACQUISITION AND INSTALLATION	260,000	0	0	0	0	260,000
4534451	FORUM BLVD FROM CHAMPION RING RD TO SR 82 (DR. MLK JR. BLVD)	0	0	0	0	29,903	29,903
4535021	SAN CARLOS BLVD SIDEWALK FROM KELLY ROAD TO GULF POINT STREET	0	0	0	0	601,000	601,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
SU - STP, URBAN AREAS > 200K							
4535571	SR 82 DR. MLK JR BLVD FROM MICHIGAN LINK TO ORTIZ AVE	0	0	0	0	1,110,000	1,110,000
Total		12,515,829	4,812,873	4,992,873	4,813,873	10,314,689	37,450,137
TALT - TRANSPORTATION ALTS- ANY AREA							
4308891	DIPLOMAT PKWY FROM DEL PRADO TO NE 24TH AVE	0	264,265	0	0	0	264,265
4381022	ANDALUSIA BLVD FROM NE 11TH TERR TO DIPLOMAT PKWY	0	19,959	0	0	0	19,959
4478751	SR 78 FROM EVALENA LN TO NEW POST RD	40,000	0	0	0	0	40,000
4478801	SR 865 FROM LINDA LOMA DR TO KELLY RD	40,000	0	0	0	0	40,000
4480292	LEHIGH ELEMENTARY - SRTS	1,000	0	0	0	0	1,000
4486991	US 41 - NFM EAST SIDE FROM TARA BLVD TO CHARLOTTE COUNTY LINE	0	0	0	1,231,835	0	1,231,835
4496992	GATOR CIRCLE PHASE 3 & 4 FROM RAMSEY BLVD TO DEL PRADO BLVD	0	0	11,342	0	0	11,342
Total		81,000	284,224	11,342	1,231,835	0	1,608,401
TALU - TRANSPORTATION ALTS- >200K							
1957641	LEE MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING	969	989	989	989	989	4,925
4308891	DIPLOMAT PKWY FROM DEL PRADO TO NE 24TH AVE	0	85,873	0	0	0	85,873
4313301	CAPE CORAL SIDEWALKS	0	186,015	0	0	0	186,015
4418991	SW SANTA BARBARA PL FROM NICHOLAS PKWY TO SW 20TH ST	872,970	0	0	0	0	872,970
4419001	MARSH AVENUE FROM MICHIGAN AVE TO SR 80 (PALM BEACH) BLVD	260,201	0	0	0	0	260,201
4419011	BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD	290,003	0	0	0	0	290,003
4486991	US 41 - NFM EAST SIDE FROM TARA BLVD TO CHARLOTTE COUNTY LINE	0	400,000	0	0	0	400,000
4494801	EAST TERRY ST PATH FROM IMPERIAL PKWY TO PALM BAY CT	0	780,604	0	0	0	780,604
4496811	VIA COCONUT POINT ROUNDABOUT - COCONUT TO CORKSCREW	0	0	718,928	0	0	718,928

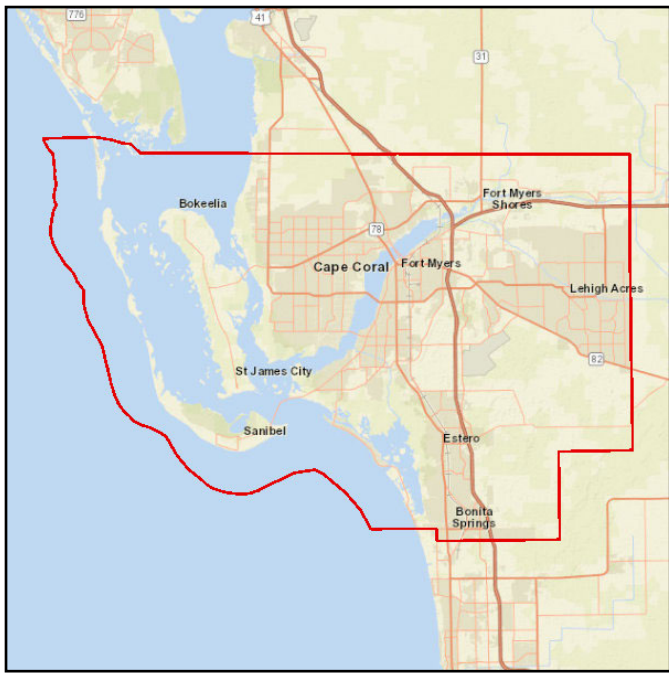
5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
TALU - TRANSPORTATION ALTS- >200K							
4496991	GATOR CIRCLE PHASE 1 & 2 FROM AVERILL BLVD TO RAMSEY BLVD	0	0	109,879	0	0	109,879
4496992	GATOR CIRCLE PHASE 3 & 4 FROM RAMSEY BLVD TO DEL PRADO BLVD	0	0	622,685	0	0	622,685
4513831	DANIELS PKWY FROM CORPORATE LAKES DR TO SR 82	0	0	1,000	0	958,902	959,902
4513851	EAST TERRY ST FROM PALM BAY CT TO SOUTHERN PINES DR	0	0	0	366,178	0	366,178
4513861	CHALLENGER BLVD FROM COLONIAL BLVD TO SIX MILE CYPRESS PKWY	0	0	0	578,200	0	578,200
4513901	CARRELL RD FROM CLEVELAND AVE TO JYLP SHARED USE PATH	0	0	0	508,114	0	508,114
4513921	SE 24TH AVE FROM SE 15TH TERR TO VISCAYA PKWY	0	0	0	339,689	0	339,689
4513931	GARDEN BLVD FROM NE 33RD ST TO DE NAVARRA PKWY	0	0	0	250,727	0	250,727
4514461	ANDALUSIA BLVD FROM DIPLOMAT PKWY TO KISMET PKWY	0	0	0	441,370	0	441,370
4534451	FORUM BLVD FROM CHAMPION RING RD TO SR 82 (DR. MLK JR. BLVD)	0	0	0	0	493,590	493,590
Total		1,424,143	1,453,481	1,453,481	2,485,267	1,453,481	8,269,853
TLWR - 2015 SB2514A-TRAIL NETWORK							
4436031	KISMET PKWY FROM DEL PRADO BLVD TO NE 24TH AVE	0	0	0	3,453,746	0	3,453,746
Total		0	0	0	3,453,746	0	3,453,746

Section A - Highway

1957641 - LEE MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING

Non-SIS



From:
To:
Section: A - Highway
Work Summary: TRAFFIC OPS IMPROVEMENT **Length:**
Lead Agency: FDOT **LRTP #:** Page 5-21, Table 5-16

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	3,965,688	6,677	0	0	0	3,972,365
CST	TALU	969	989	989	989	989	4,925
CST	CARU	804	820	820	820	820	4,084
Total		3,967,461	8,486	1,809	1,809	1,809	3,981,374

Prior Cost <2025: 25,502

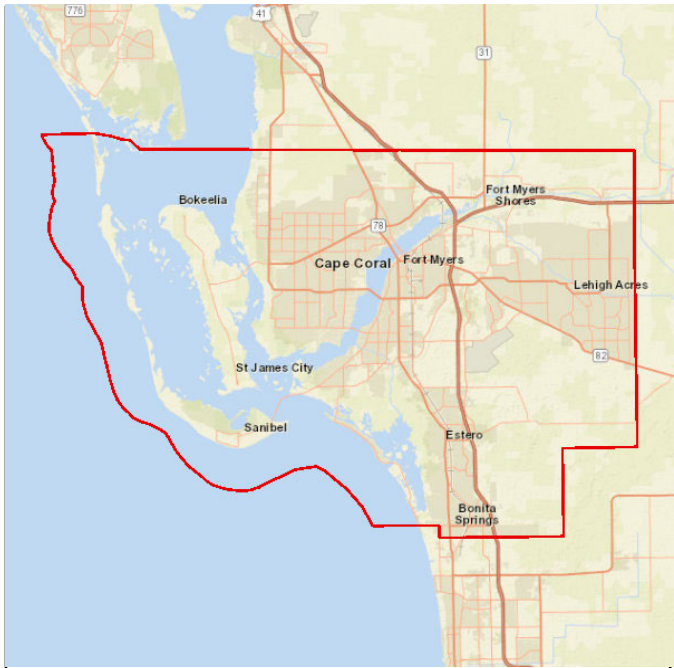
Future Cost >2030: 0

Total Project Cost: 4,006,876

Project Description: This is the multi-modal enhancement box

1957642 - LEE MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING

Non-SIS



From:
To:
Section: A - Highway
Work Summary: TRAFFIC OPS IMPROVEMENT **Length:** 0
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-21, Table 5-16

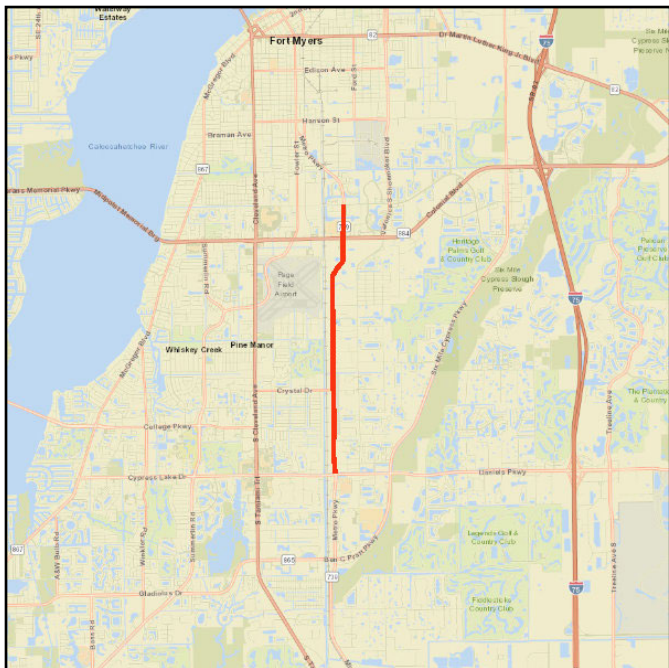
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	0	0	365,670	1,185,916	3,304,659	4,856,245
CST	CARU	0	0	0	0	1,204,330	1,204,330
Total		0	0	365,670	1,185,916	4,508,989	6,060,575

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 6,060,575

Project Description:

4313341 - SR 739 (METRO PKWY) FROM S OF DANIELS TO N OF WINKLER

Non-SIS



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

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ROW	DS	405,920	11,657,996	0	0	0	12,063,916
ROW	DDR	11,688,650	0	0	0	0	11,688,650
ENV	DDR	0	0	0	100,000	0	100,000
Total		12,094,570	11,657,996	0	100,000	0	23,852,566

Prior Cost <2025: 12,904,850

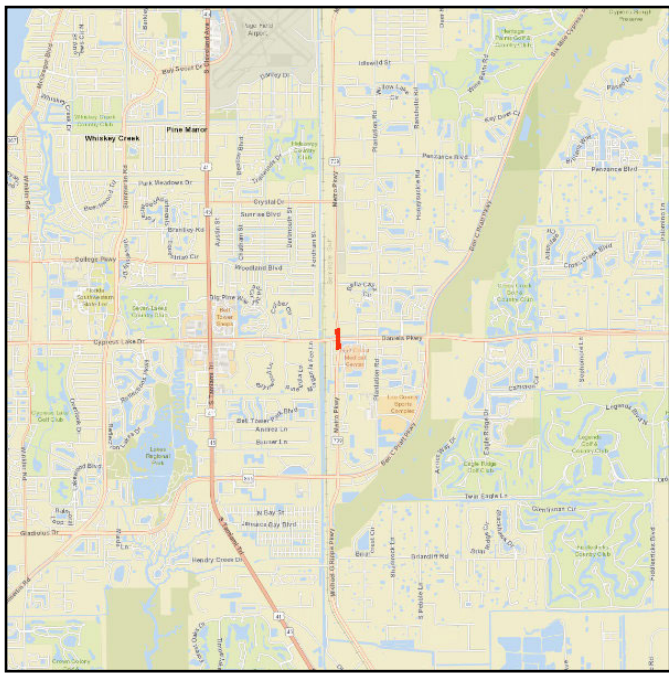
Future Cost >2030: 0

Total Project Cost: 36,757,416

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

4313342 - SR 739 (METRO PKWY) AT DANIELS PKWY

Non-SIS



From: South of Daniels Parkway
To: North of Daniels Parkway
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 0.859
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-17, Table 5-9, Project S2

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DIH	0	5,300	0	0	0	5,300
CST	LF	0	386,370	0	0	0	386,370
CST	ART	0	31,656,774	0	0	0	31,656,774
RRU	DDR	0	35,000	0	0	0	35,000
RRU	LF	0	5,832,000	0	0	0	5,832,000
RRU	ART	0	7,882,000	0	0	0	7,882,000
Total		0	45,797,444	0	0	0	45,797,444

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 45,797,444

Project Description: Construction in this item is for the Metro Daniels CFI only

4353472 - OLD US 41 FROM US 41 TO BONITA BEACH RD

Non-SIS



From: US 41 in Collier
To: Bonita Beach Road
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 1.18
Lead Agency: MANAGED BY CITY OF BONITA SPRINGS **LRTP #:** Page 5-17, Table 5-9, Project S5

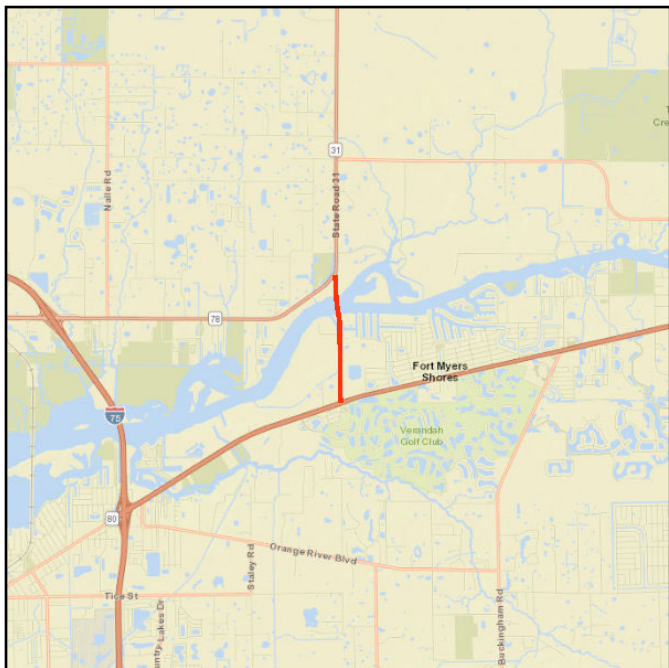
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	SU	0	0	2,201,000	0	0	2,201,000
Total		0	0	2,201,000	0	0	2,201,000

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 2,201,000

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

4419422 - SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)

SIS



From: SR 80/Palm Beach Blvd
To: SR 78/Bayshore Rd
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 1.407
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-21, Table 5-15, Project SIS 4

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
RRU	LF	0	0	0	0	1,500,000	1,500,000
RRU	ACNP	0	0	0	0	6,400,000	6,400,000
DSB	ACNP	0	0	0	0	196,522,579	196,522,579
ENV	ACNP	0	0	0	0	200,000	200,000
ENV	ACBR	0	0	640,000	0	0	640,000
Total		0	0	640,000	0	204,622,579	205,262,579

Prior Cost <2025: 2,410,810

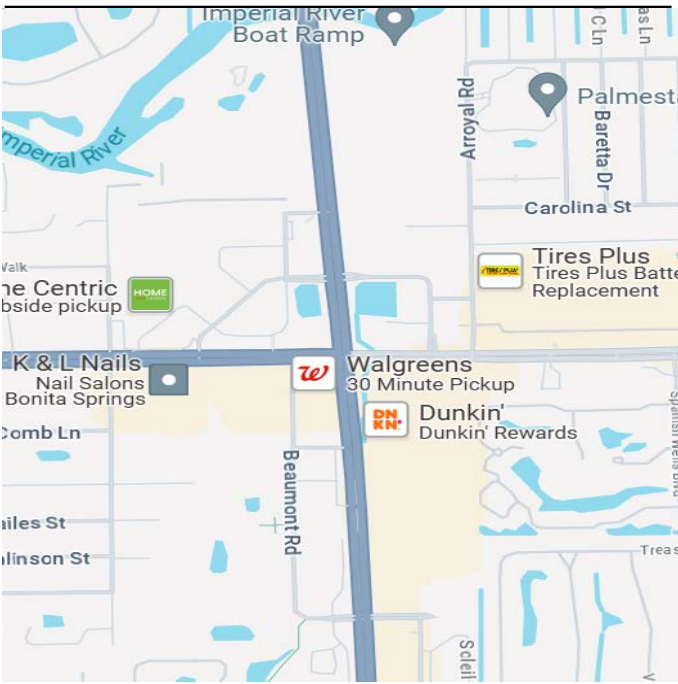
Future Cost >2030: 0

Total Project Cost: 207,673,389

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

4443212 - SR 45 (US 41) AT BONITA BEACH ROAD

Non-SIS



From:
To:
Section: A - Highway
Work Summary: INTERSECTION IMPROVEMENT **Length:** 1.0
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-19, Table 5-10, Project B1

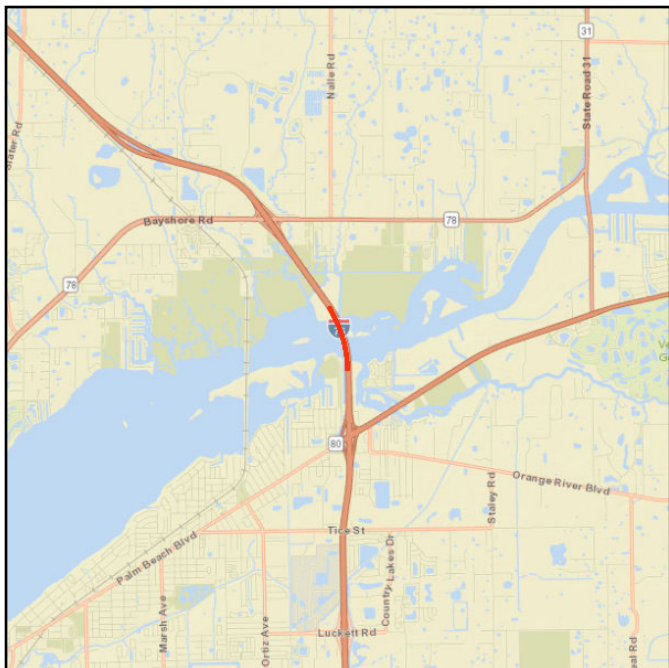
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	SU	0	2,801,000	0	0	0	2,801,000
PE	LF	0	700,000	0	0	0	700,000
Total		0	3,501,000	0	0	0	3,501,000

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 3,501,000

Project Description: Improvements include eight lane US 41 with traffic signal or six lane US 41 with partial displaced left turn and shared use paths approved in ongoing PD&E study.

4447761 - I-75 (SR 93) SB OVER CALOOSAHATCHEE RIVER BRIDGE # 120083

SIS



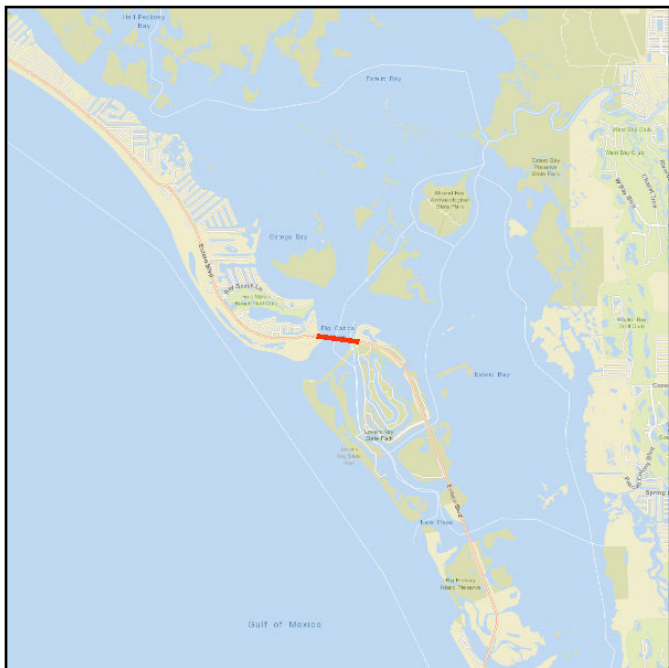
From:
To:
Section: A - Highway
Work Summary: BRIDGE REPAIR REHABILITATION **Length:** 0.742
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DIH	0	0	0	5,640	0	5,640
CST	BRRP	0	0	0	2,514,840	0	2,514,840
PE	DIH	0	5,000	0	0	0	5,000
PE	BRRP	0	250,000	0	0	0	250,000
Total		0	255,000	0	2,520,480	0	2,775,480

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 2,775,480
Project Description: Bridge repair/rehabilitation

4453231 - BIG CARLOS BRIDGE REPLACEMENT

Non-SIS



From:
To:
Section: A - Highway
Work Summary: BRIDGE REPLACEMENT **Length:** .770
Lead Agency: MANAGED BY LEE COUNTY **LRTP #:** Page 5-17, Table 5-9, Project S-3

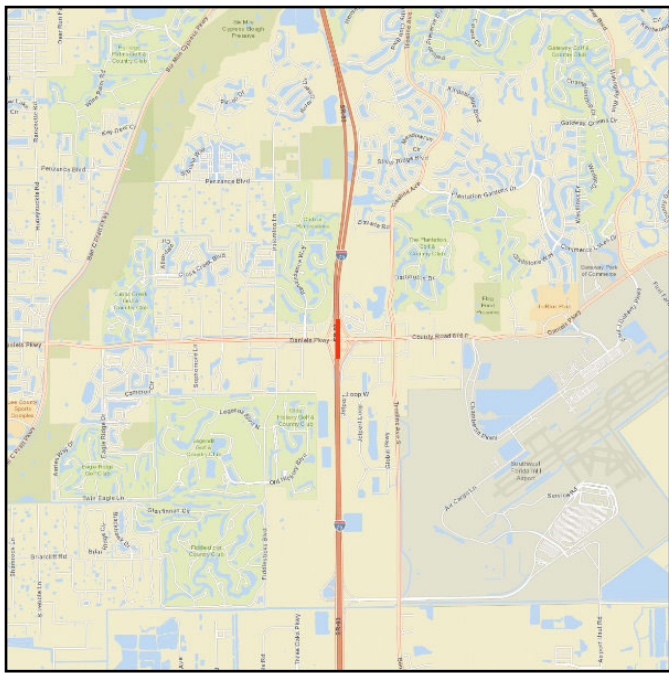
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
LAR	ACSA	0	2,369,196	3,500,000	3,000,000	0	8,869,196
LAR	CM	0	742,486	0	0	0	742,486
LAR	ACSU	0	5,000,000	5,000,000	5,000,000	0	15,000,000
LAR	ACCM	0	388,318	0	0	0	388,318
Total		0	8,500,000	8,500,000	8,000,000	0	25,000,000

Prior Cost <2025: 48,145,000
Future Cost >2030: 0
Total Project Cost: 73,145,000

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

4462962 - SR 93 (I-75) AT CR 876 / DANIELS PARKWAY

SIS



From:
To:
Section: A - Highway
Work Summary: INTERCHANGE IMPROVEMENT **Length:** .800
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-21, Table 5-15, Project SIS1

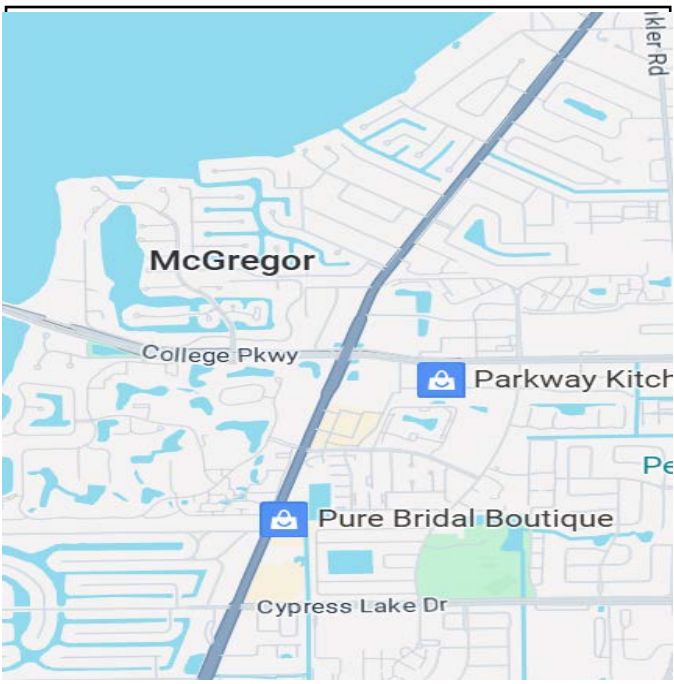
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DI	37,927,888	0	0	0	0	37,927,888
CST	LF	205,800	0	0	0	0	205,800
CST	ACNP	10,290	0	0	0	0	10,290
PE	ACNP	248,400	0	0	0	0	248,400
RRU	DS	500,000	0	0	0	0	500,000
RRU	LF	4,000,000	0	0	0	0	4,000,000
Total		42,892,378	0	0	0	0	42,892,378

Prior Cost <2025: 602,153
Future Cost >2030: 0
Total Project Cost: 43,494,531

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

4478842 - SR 867 MCGREGOR BLVD FROM CYPRESS LAKE TO EDINBURGH DR

Non-SIS



From: Cypress Lake Drive
To: Edinburgh Drive
Section: A - Highway
Work Summary: LANDSCAPING **Length:** 1.024
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-3, Table 5-2

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DS	0	171,646	0	0	0	171,646
CST	DDR	0	812,044	0	0	0	812,044
Total		0	983,690	0	0	0	983,690

Prior Cost <2025: 175,000

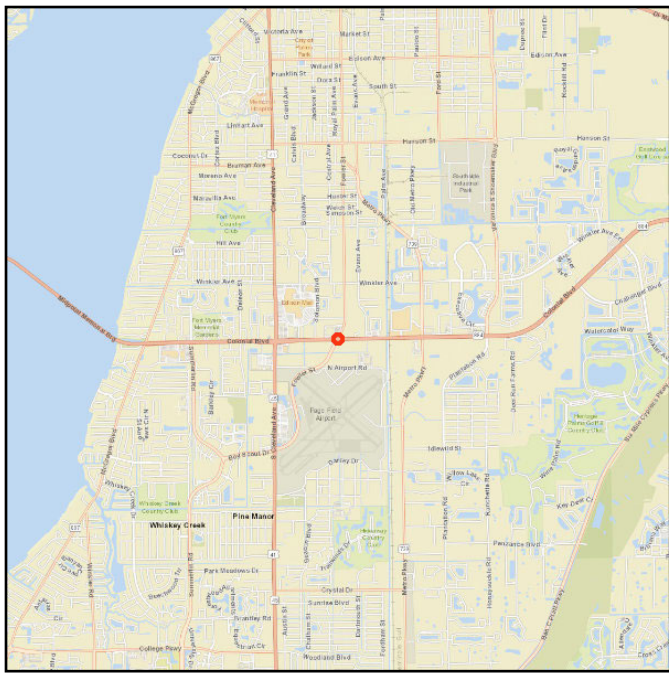
Future Cost >2030: 0

Total Project Cost: 1,158,690

Project Description:

4499811 - LANDSCAPE FOWLER ST AT SR 884 (COLONIAL BLVD)

Non-SIS



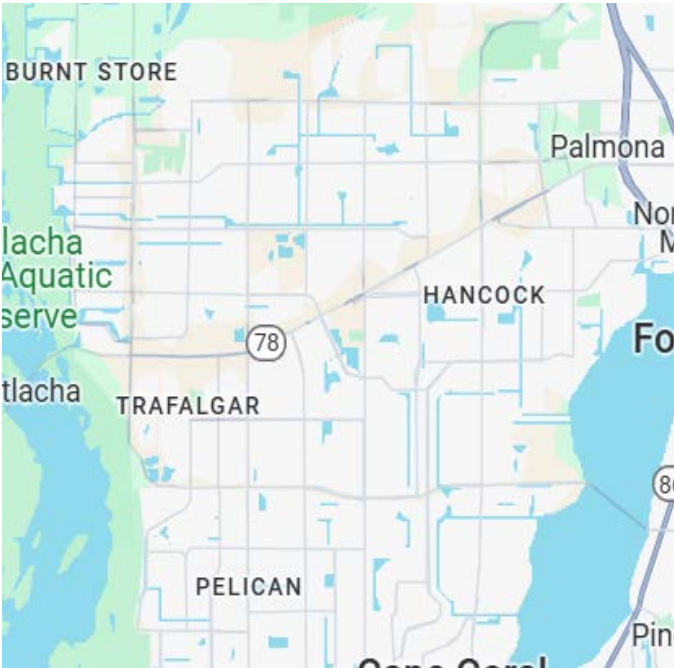
From:
To:
Section: A - Highway
Work Summary: LANDSCAPING **Length:** 0.465
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DDR	0	385,846	0	0	0	385,846
CST	DIH	0	5,300	0	0	0	5,300
Total		0	391,146	0	0	0	391,146

Prior Cost <2025: 8,127
Future Cost >2030: 0
Total Project Cost: 399,273
Project Description:

4526801 - SR 78 FROM US 41 TO VETERANS PARKWAY

Non-SIS



From: Burnt Store Road/Veterans Parkway
To: West of US 41
Section: A - Highway
Work Summary: PD&E/EMO STUDY **Length:** 9.106
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-19, Table 5-11, Project C5

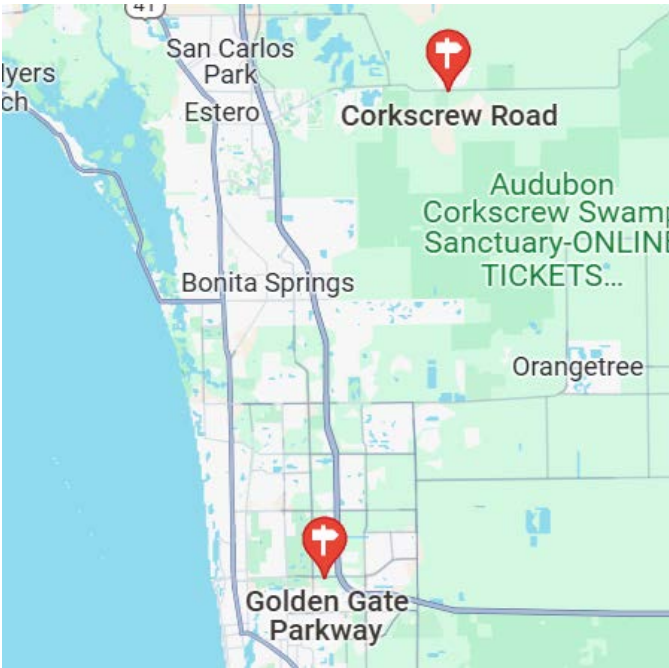
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PDE	DIH	10,000	0	0	0	0	10,000
PDE	LF	4,500,000	0	0	0	0	4,500,000
Total		4,510,000	0	0	0	0	4,510,000

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 4,510,000

Project Description:

4525441 - I-75 FROM N. OF GOLDEN GATE PKWY TO S. OF CORKSCREW

SIS



From: Golden Gate Parkway in Collier Co.
To: S. of Corkscrew Rd in Lee County
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 17.696
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-25, Table 5-15, Project SIS 3

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	FINC	0	0	2,210,000	0	0	2,210,000
ROW	FINC	0	173,200,000	0	0	0	173,200,000
RRU	FINC	0	0	12,000,000	0	0	12,000,000
CST	FINC	0	0	435,162,500	0	0	435,162,500
Total		0	173,200,000	449,372,500	0	0	622,572,500

Prior Cost <2025 24,300,000

Future Cost >2030: 0

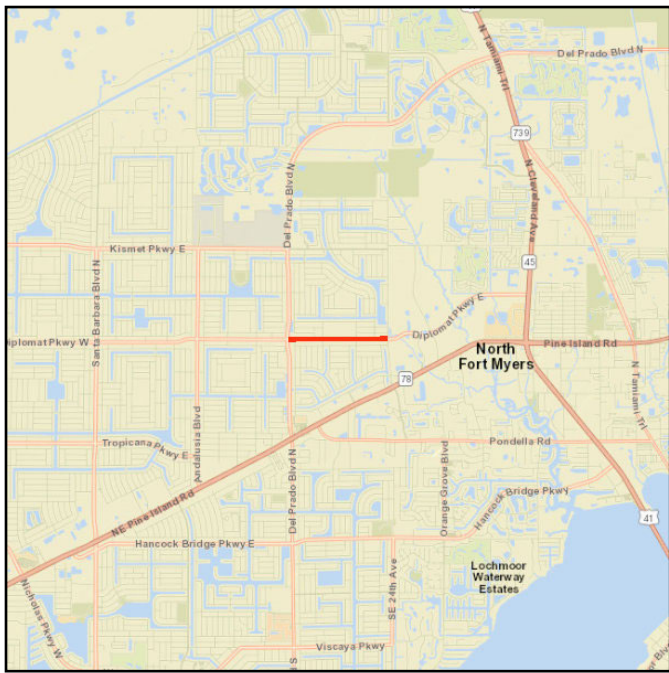
Total Project Cost: 646,872,500

Project Description: Widen I-75 from G.G. Pkwy to Corkscrew Road - six lanes to eight lanes

Section B - Bicycle Pedestrian Activities

4308891 - DIPLOMAT PKWY FROM DEL PRADO TO NE 24TH AVE

Non-SIS



From: DEL PRADO BLVD
To: NE 24TH AVE
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 1.036 MI
Lead Agency: City of Cape Coral **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALU	0	85,873	0	0	0	85,873
CST	LFP	0	29,363	0	0	0	29,363
CST	TALT	0	264,265	0	0	0	264,265
Total		0	379,501	0	0	0	379,501

Prior Cost <2025: 0

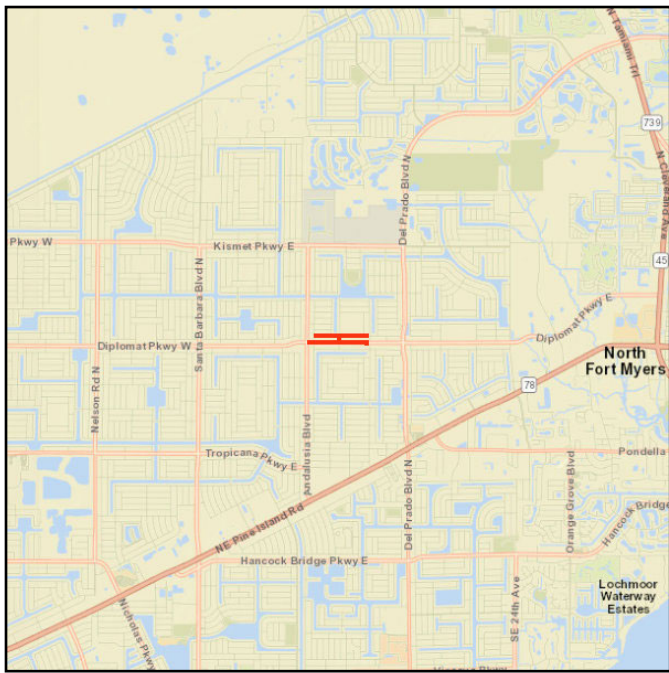
Future Cost >2030: 0

Total Project Cost: 379,501

Project Description: Construct sidewalks on both sides of the road

4313301 - CAPE CORAL SIDEWALKS

Non-SIS



From:
To:
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** .617 MI
Lead Agency: City of Cape Coral **L RTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	0	44,410	0	0	0	44,410
CST	TALU	0	186,015	0	0	0	186,015
CST	LFP	0	81,077	0	0	0	81,077
Total		0	311,502	0	0	0	311,502

Prior Cost <2025: 25,385

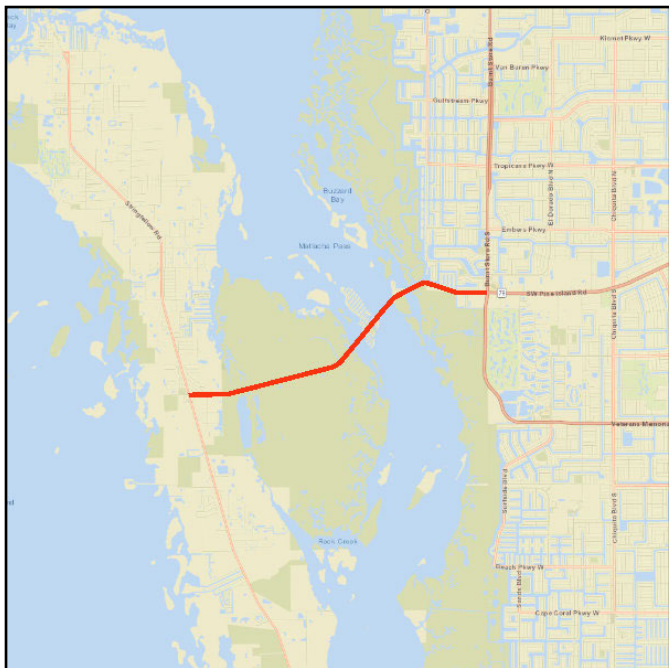
Future Cost >2030: 0

Total Project Cost: 336,887

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

4369262 - PINE ISLAND RD FROM STRINGFELLOW RD TO VETERANS PKWY

Non-SIS



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

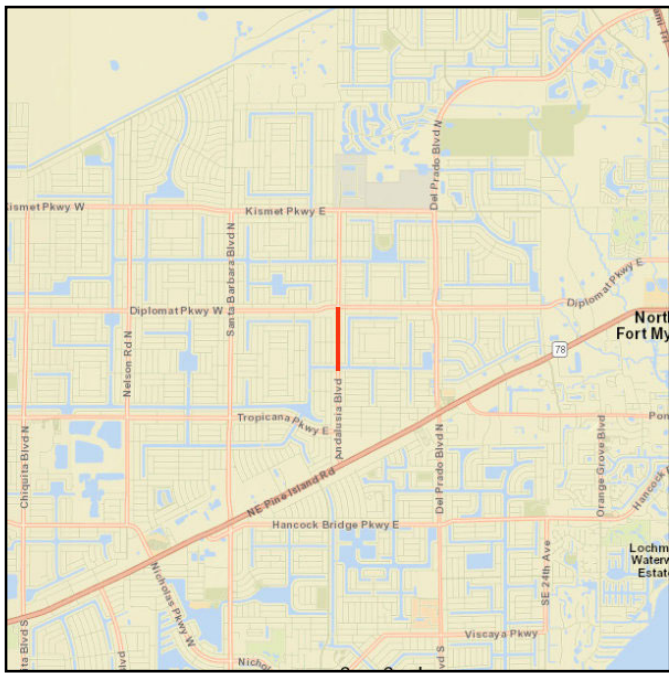
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	SU	2,804,777	0	0	0	0	2,804,777
PE	CARU	696,224	0	0	0	0	696,224
ENV	SU	20,000	0	0	0	0	20,000
Total		3,521,001	0	0	0	0	3,521,001

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 3,521,001

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

4381022 - ANDALUSIA BLVD FROM NE 11TH TERR TO DIPLOMAT PKWY

Non-SIS



From: NE 11 Terrace
To: Diplomat PKWY
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 0.9
Lead Agency: MANAGED BY CITY OF CAPE CORAL **LRTP #:** Page 5-2, Section 5.1.2

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALT	0	19,959	0	0	0	19,959
CST	CARU	0	581,041	0	0	0	581,041
Total		0	601,000	0	0	0	601,000

Prior Cost <2025: 0

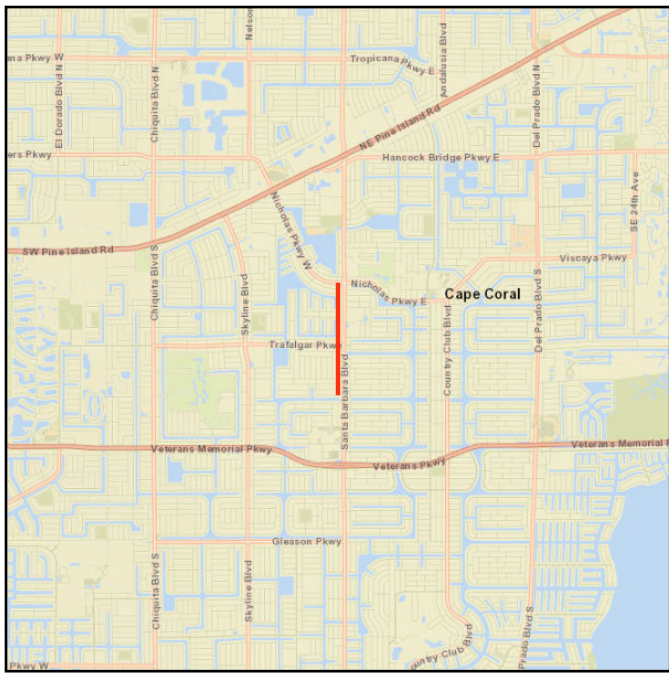
Future Cost >2030: 0

Total Project Cost: 601,000

Project Description: Construct sidewalk on both sides of roadway

4418991 - SW SANTA BARBARA PL FROM NICHOLAS PKWY TO SW 20TH ST

Non-SIS



From: Nicholas Parkway
To: SW 20th Street
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 1.2
Lead Agency: MANAGED BY CITY OF CAPE CORAL **LRTP #:** Page 5-10, Table 5-6

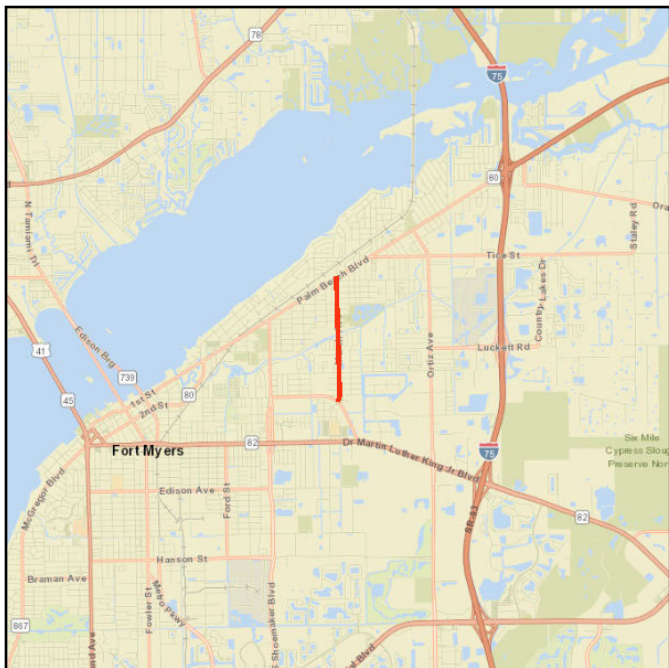
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALU	872,970	0	0	0	0	872,970
Total		872,970	0	0	0	0	872,970

Prior Cost <2025: 114,301
Future Cost >2030: 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

4419001 - MARSH AVENUE FROM MICHIGAN AVE TO SR 80 (PALM BEACH) BLVD

Non-SIS



From: Michigan Avenue
To: SR 80/Palm Beach
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 3.382
Lead Agency: MANAGED BY CITY OF FORT MYERS **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	754,009	0	0	0	0	754,009
CST	TALU	260,201	0	0	0	0	260,201
Total		1,014,210	0	0	0	0	1,014,210

Prior Cost <2025: 97,044

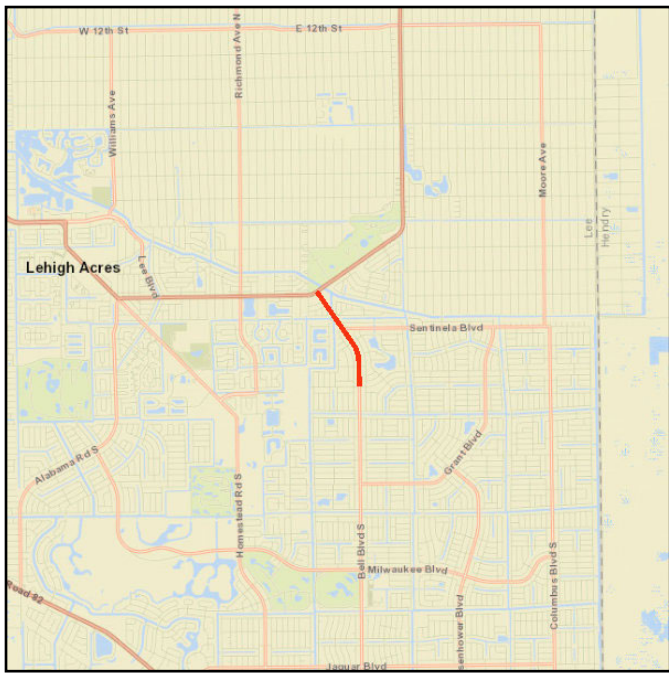
Future Cost >2030: 0

Total Project Cost: 1,111,254

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

4419011 - BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD

Non-SIS



From: Sunrise Boulevard
To: Joel Boulevard
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 1.112
Lead Agency: MANAGED BY LEE CNTY BOCC **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALU	290,003	0	0	0	0	290,003
CST	LF	504,164	0	0	0	0	504,164
CST	CARU	1,197,770	0	0	0	0	1,197,770
Total		1,991,937	0	0	0	0	1,991,937

Prior Cost <2025: 406,688

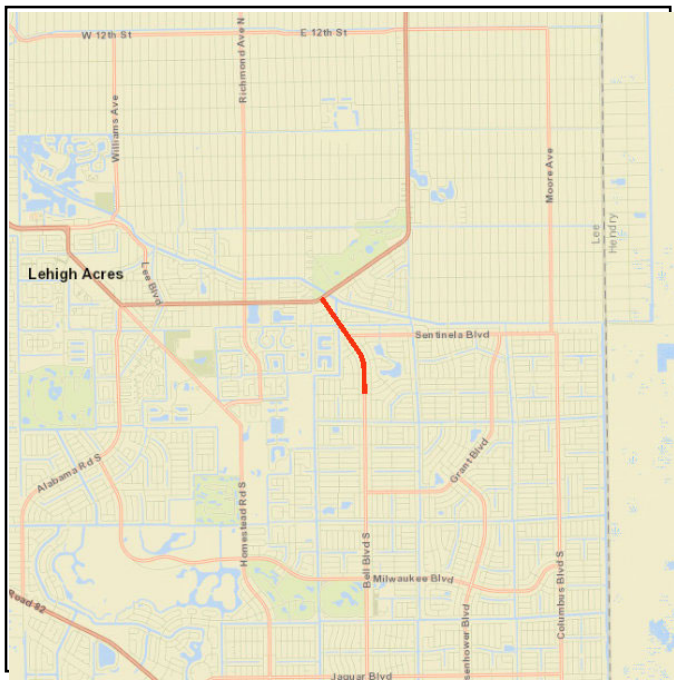
Future Cost >2030: 0

Total Project Cost: 2,398,625

Project Description: Construct shared use path on both sides of roadway, includes also project FPN #4419012

4419012 - BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD

Non-SIS



From: Sunrise Boulevard
To: Joel Boulevard
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 1.112
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	298,641	0	0	0	0	298,641
Total		298,641	0	0	0	0	298,641

Prior Cost <2025: 406,688

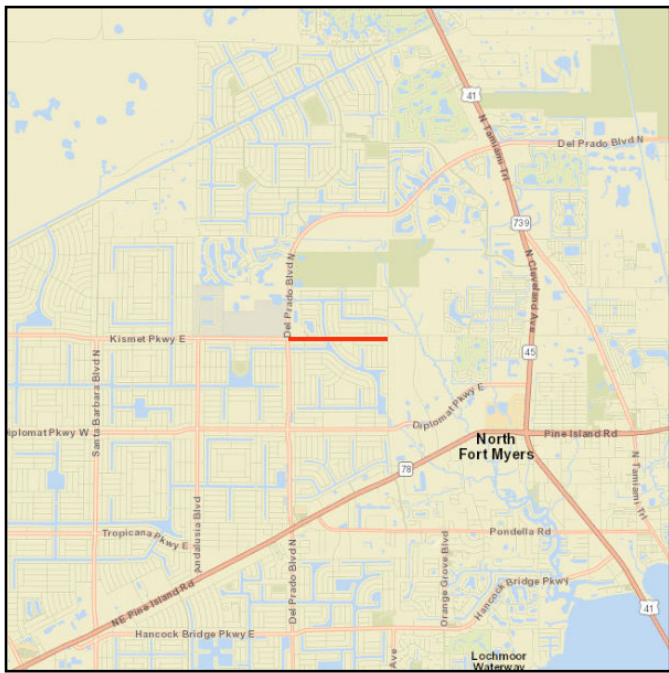
Future Cost >2030: 0

Total Project Cost: 705,329

Project Description: Construct shared use path on both sides of roadway, includes project FPN #4419011

4436031 - KISMET PKWY FROM DEL PRADO BLVD TO NE 24TH AVE

Non-SIS



From: Del Prado Boulevard
To: NE 24th Avenue
Section: B - Bicycle Pedestrian Activities
Work Summary: BIKE PATH/TRAIL **Length:** 1.033
Lead Agency: MANAGED BY CITY OF CAPE CORAL **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TLWR	0	0	0	3,453,746	0	3,453,746
Total		0	0	0	3,453,746	0	3,453,746

Prior Cost <2025: 558,358

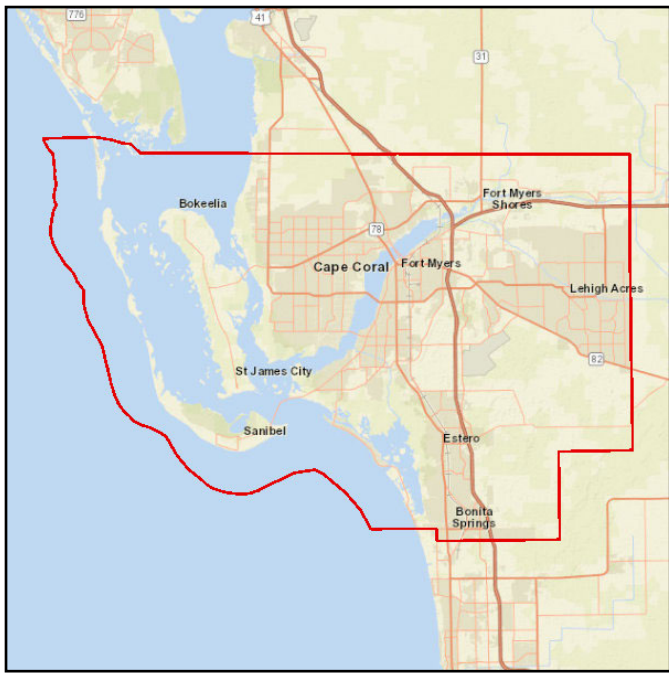
Future Cost >2030: 0

Total Project Cost: 4,012,104

Project Description: Construct at least ten feet wide shared use path, with the side of the road where facility will be located to be decided during ongoing design.

4480292 - LEHIGH ELEMENTARY - SRTS

Non-SIS



From:
To:
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 0.3
Lead Agency: MANAGED BY LEE CNTY BOCC **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALT	1,000	0	0	0	0	1,000
CST	SR2T	742,110	0	0	0	0	742,110
Total		743,110	0	0	0	0	743,110

Prior Cost <2025: 0

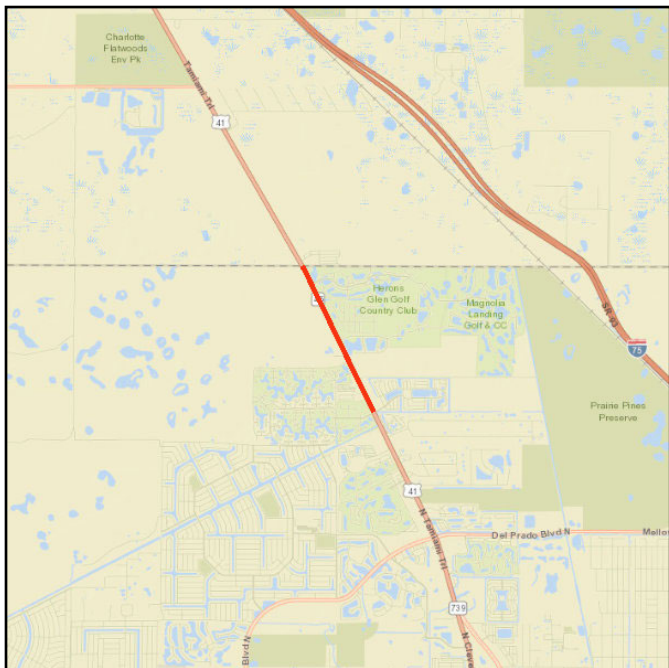
Future Cost >2030: 0

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

4486991 - US 41 - NFM EAST SIDE FROM TARA BLVD TO CHARLOTTE COUNTY LINE

Non-SIS



From: Tara Blvd
To: Charlotte County
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 1.844
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	0	0	0	55,970	0	55,970
CST	TALT	0	0	0	1,231,835	0	1,231,835
PE	SU	0	4,000	0	0	0	4,000
PE	TALU	0	400,000	0	0	0	400,000
Total		0	404,000	0	1,287,805	0	1,691,805

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 1,691,805

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

4490151 - US 41 OVER CALOOSAHATCHEE RIVER BRIDGE #120002

Non-SIS



From:
To:
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 0.941
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-18, Table 5-9, Project S18

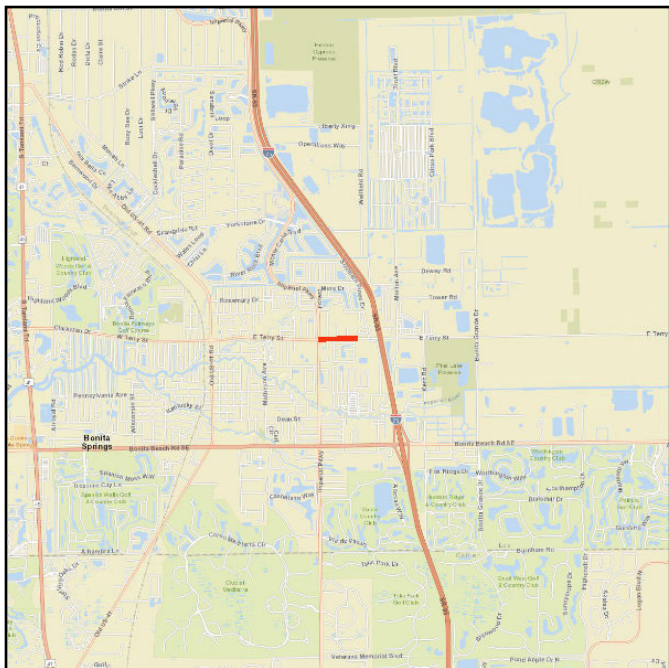
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
INC	DS	950,000	0	0	0	0	950,000
Total		950,000	0	0	0	0	950,000

Prior Cost <2025: 29,650,097
Future Cost >2030: 0
Total Project Cost: 30,600,097

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

4494801 - EAST TERRY ST PATH FROM IMPERIAL PKWY TO PALM BAY CT

Non-SIS



From: Imperial Pkwy
To: Palm Bay Ct
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 0.175
Lead Agency: MANAGED BY CITY OF BONITA SPRINGS **LRTP #:** Page 5-10, Table 5-6

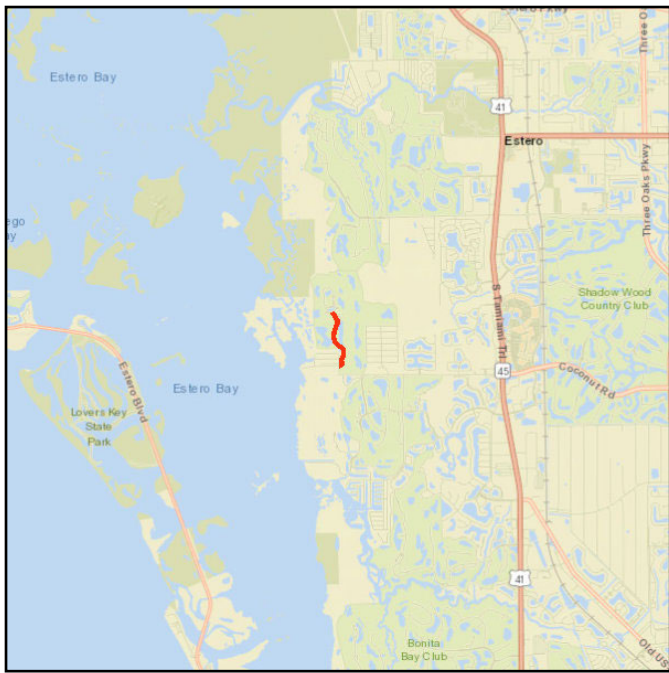
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALU	0	780,604	0	0	0	780,604
CST	CARU	0	533,575	0	0	0	533,575
Total		0	1,314,179	0	0	0	1,314,179

Prior Cost <2025: 0
Future Cost >2030: 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

4496811 - VIA COCONUT POINT ROUNDABOUT - COCONUT TO CORKSCREW

Non-SIS



From: Coconut Rd
To: Corkscrew Rd
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 0.371
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-10, Table 5-6

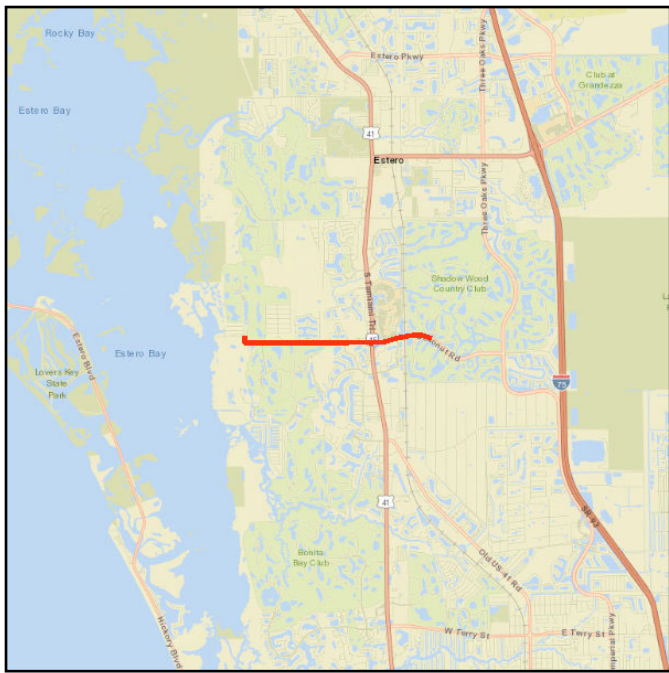
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALU	0	0	718,928	0	0	718,928
CST	CARU	0	0	91,420	0	0	91,420
PE	SU	524,000	0	0	0	0	524,000
Total		524,000	0	810,348	0	0	1,334,348

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 1,334,348

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

4496831 - COCONUT RD SIDEWALK FROM OAKWILDE TO VIA COCONUT POINT

Non-SIS



From: Oakwilde Blvd
To: Via Coconut Point
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 0.423
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	CARU	0	0	444,485	0	0	444,485
PE	SU	330,000	0	0	0	0	330,000
Total		330,000	0	444,485	0	0	774,485

Prior Cost <2025: 0

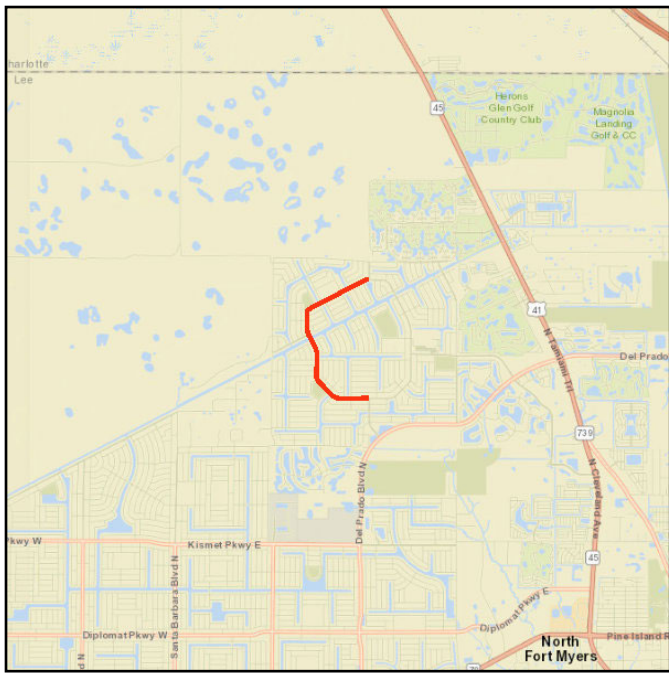
Future Cost >2030: 0

Total Project Cost: 774,485

Project Description: Add an eight feet wide sidewalk on the north side of Coconut Road from Oakwilde Blvd to Via Coconut Point

4496991 - GATOR CIRCLE PHASE 1 & 2 FROM AVERILL BLVD TO RAMSEY BLVD

Non-SIS



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

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	0	0	264,128	0	0	264,128
CST	TALU	0	0	109,879	0	0	109,879
CST	CARU	0	0	359,225	0	0	359,225
Total		0	0	733,232	0	0	733,232

Prior Cost <2025: 0

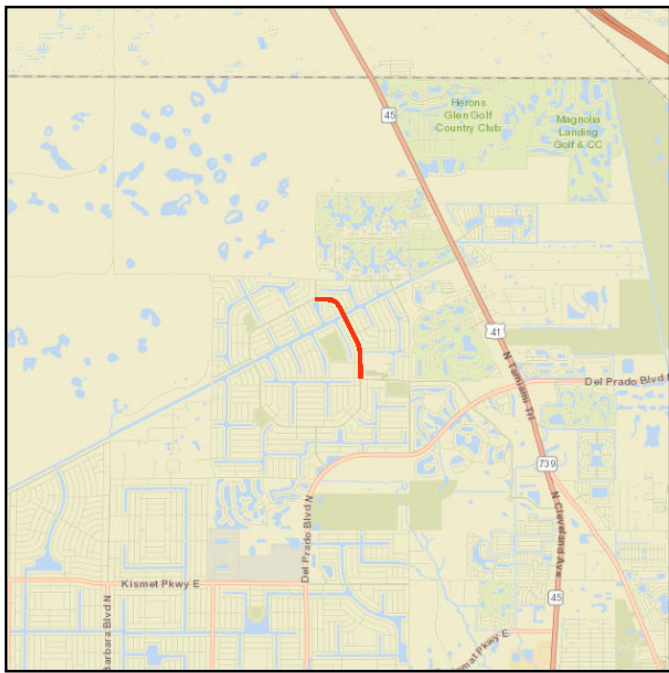
Future Cost >2030: 0

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

4496992 - GATOR CIRCLE PHASE 3 & 4 FROM RAMSEY BLVD TO DEL PRADO BLVD

Non-SIS



From: Ramsey Blvd
To: Del Prado Blvd
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 2.162
Lead Agency: MANAGED BY CITY OF CAPE CORAL **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALU	0	0	622,685	0	0	622,685
CST	TALT	0	0	11,342	0	0	11,342
CST	CARU	0	0	309,200	0	0	309,200
Total		0	0	943,227	0	0	943,227

Prior Cost <2025: 0

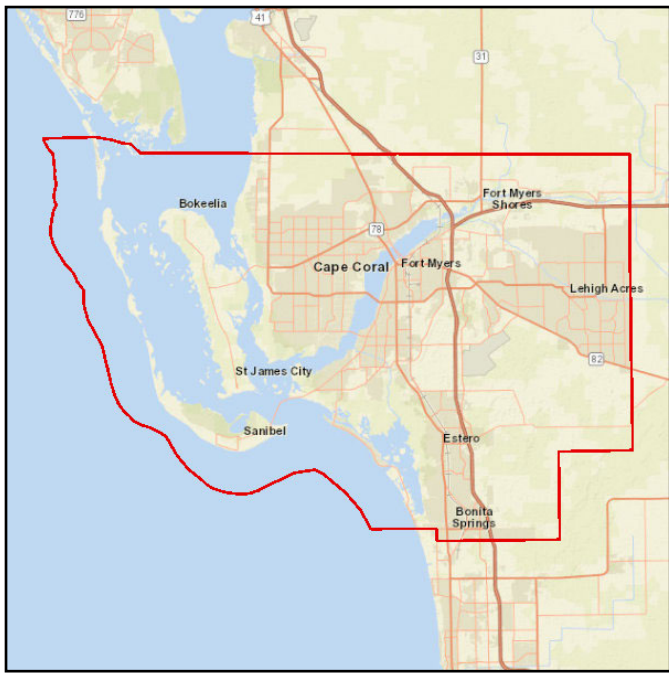
Future Cost >2030: 0

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

4513461 - CHALLENGER MIDDLE SCHOOL - SAFE ROUTES TO SCHOOL

Non-SIS



From:
To:
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 0
Lead Agency: MANAGED BY CITY OF CAPE CORAL **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SR2T	0	0	0	449,610	0	449,610
PE	SR2T	0	59,515	0	0	0	59,515
Total		0	59,515	0	449,610	0	509,125

Prior Cost <2025: 0

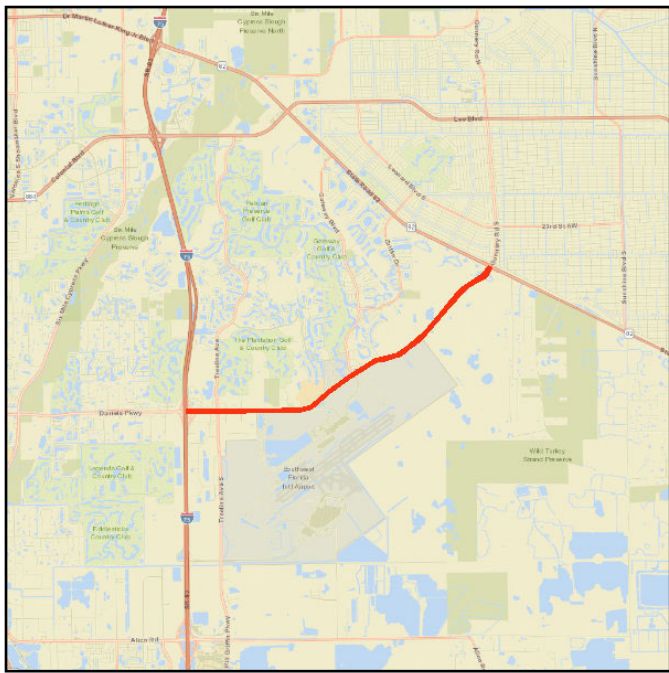
Future Cost >2030: 0

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

4513831 - DANIELS PKWY FROM CORPORATE LAKES DR TO SR 82

Non-SIS



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

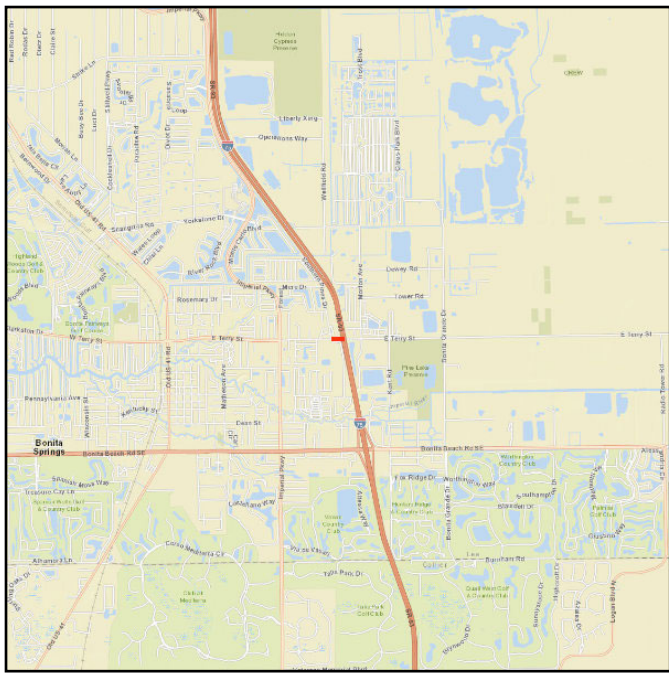
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	0	0	0	0	1,562,467	1,562,467
CST	TALU	0	0	0	0	958,902	958,902
PE	SU	0	0	438,575	0	0	438,575
PE	TALU	0	0	1,000	0	0	1,000
Total		0	0	439,575	0	2,521,369	2,960,944

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 2,960,944

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

4513841 - EAST TERRY ST FROM SOUTHERN PINES DR TO I-75

Non-SIS



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

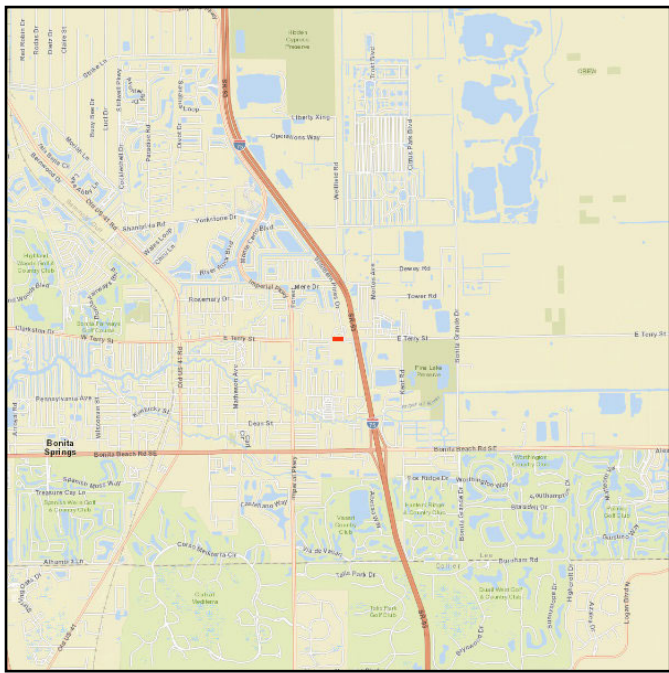
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	0	0	0	0	1,404,844	1,404,844
Total		0	0	0	0	1,404,844	1,404,844

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 1,404,844

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

4513851 - EAST TERRY ST FROM PALM BAY CT TO SOUTHERN PINES DR

Non-SIS



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

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALU	0	0	0	366,178	0	366,178
Total		0	0	0	366,178	0	366,178

Prior Cost <2025: 0

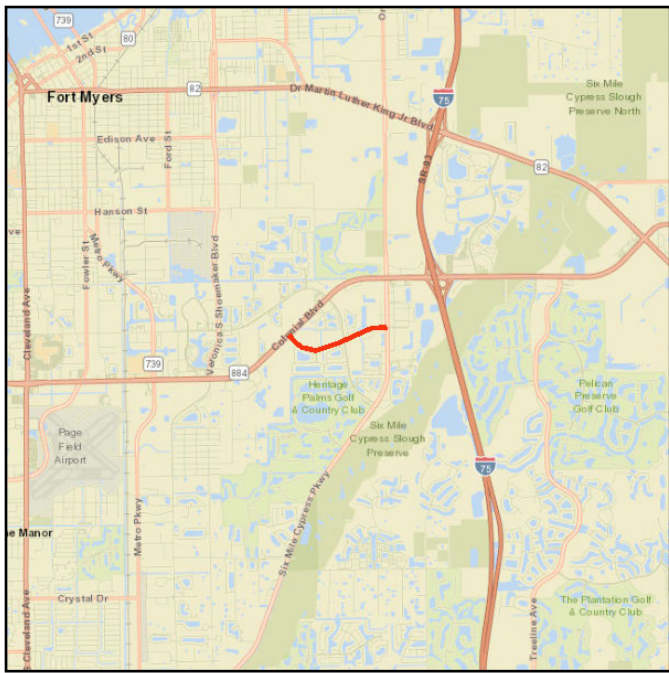
Future Cost >2030: 0

Total Project Cost: 366,178

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

4513861 - CHALLENGER BLVD FROM COLONIAL BLVD TO SIX MILE CYPRESS PKWY

Non-SIS



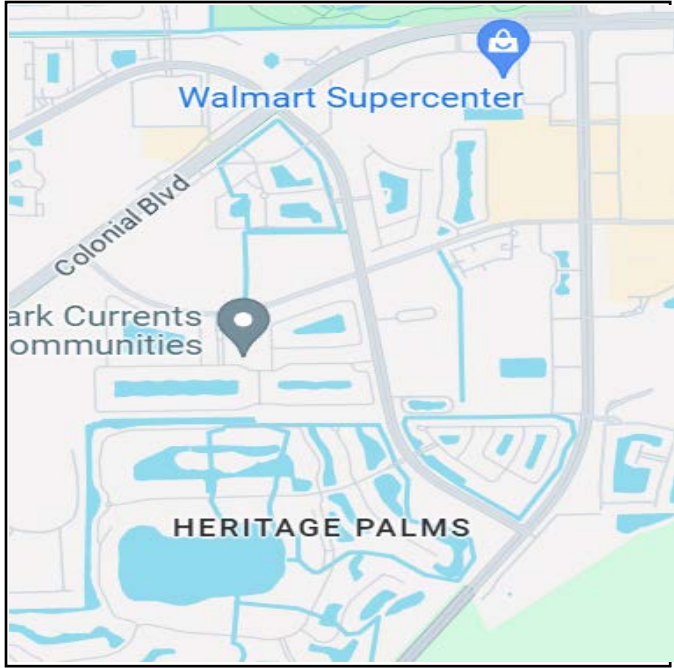
From: Colonial Boulevard
To: Six Mile Cypress Parkway
Section: B - Bicycle Pedestrian Activities
Work Summary: BIKE LANE/SIDEWALK **Length:** 1.128
Lead Agency: MANAGED BY CITY OF FORT MYERS **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALU	0	0	0	578,200	0	578,200
Total		0	0	0	578,200	0	578,200

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 578,200
Project Description: Install bicycle lanes

4513871 - WINKLER AVE FROM COLONIAL BLVD TO SIX MILE CYPRESS PKWY

Non-SIS



From: Colonial Boulevard
To: Six Mile Cypress Parkway
Section: B - Bicycle Pedestrian Activities
Work Summary: BIKE LANE/SIDEWALK **Length:** 1.275
Lead Agency: MANAGED BY LEE CNTY BOCC **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	0	0	0	1,000	0	1,000
CST	CARU	0	0	0	640,510	0	640,510
Total		0	0	0	641,510	0	641,510

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 641,510
Project Description: Install bicycle lanes

4513901 - CARRELL RD FROM CLEVELAND AVE TO JYLP SHARED USE PATH

Non-SIS



From:
To:
Section: B - Bicycle Pedestrian Activities
Work Summary: BIKE PATH/TRAIL **Length:** 0.751
Lead Agency: MANAGED BY CITY OF FORT MYERS **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALU	0	0	0	508,114	0	508,114
CST	CARU	0	0	0	5,573	0	5,573
Total		0	0	0	513,687	0	513,687

Prior Cost <2025: 0
Future Cost >2030: 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

4513921 - SE 24TH AVE FROM SE 15TH TERR TO VISCAYA PKWY

Non-SIS



From:
To:
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 0.83
Lead Agency: MANAGED BY CITY OF CAPE CORAL **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALU	0	0	0	339,689	0	339,689
Total		0	0	0	339,689	0	339,689

Prior Cost <2025: 0

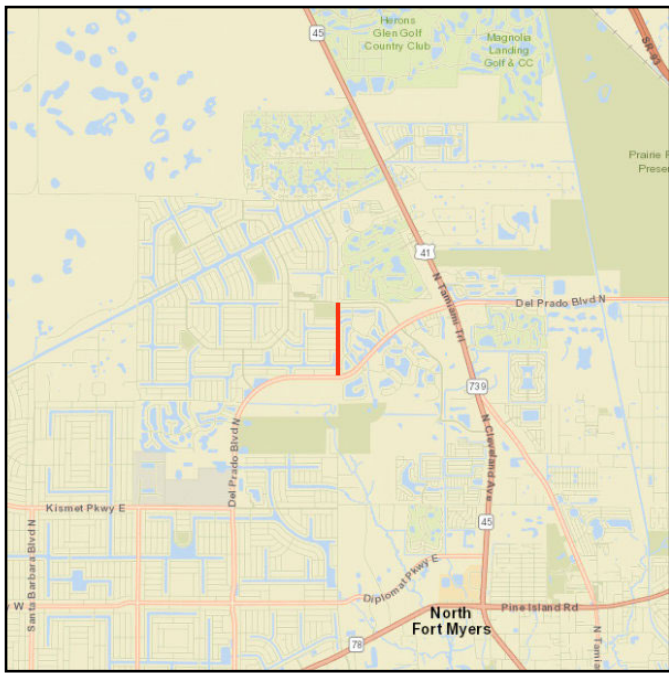
Future Cost >2030: 0

Total Project Cost: 339,689

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

4513931 - GARDEN BLVD FROM NE 33RD ST TO DE NAVARRA PKWY

Non-SIS



From: NE 33rd Street
To: De Navarra Parkway
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 0.706
Lead Agency: MANAGED BY CITY OF CAPE CORAL **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALU	0	0	0	250,727	0	250,727
Total		0	0	0	250,727	0	250,727

Prior Cost <2025: 0

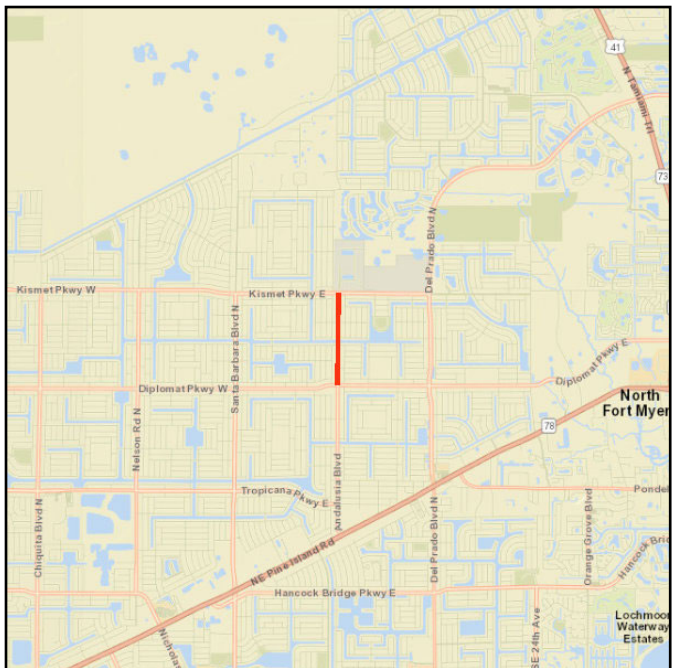
Future Cost >2030: 0

Total Project Cost: 250,727

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

4514461 - ANDALUSIA BLVD FROM DIPLOMAT PKWY TO KISMET PKWY

Non-SIS



From:
To:
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 0.955
Lead Agency: MANAGED BY CITY OF CAPE CORAL **L RTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALU	0	0	0	441,370	0	441,370
CST	CARU	0	0	0	487,349	0	487,349
Total		0	0	0	928,719	0	928,719

Prior Cost <2025: 0

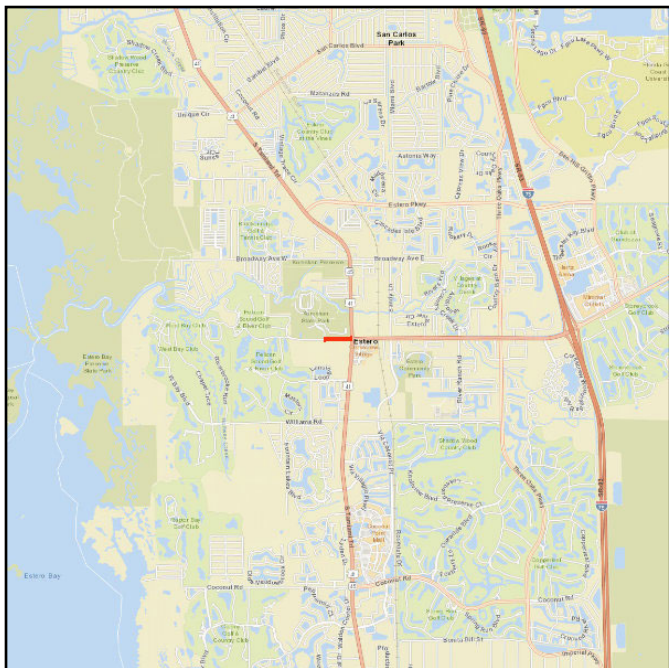
Future Cost >2030: 0

Total Project Cost: 928,719

Project Description: Construction of five ft. concrete sidewalks on both sides of Andalusia Boulevard within project limits.

4519681 - CORKSCREW ROAD FROM US 41 TO KORESHAN STATE PARK

Non-SIS



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

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	0	0	0	3,974	0	3,974
CST	CARU	0	0	0	558,247	0	558,247
PE	SU	0	108,286	0	0	0	108,286
PE	CARU	0	89,714	0	0	0	89,714
Total		0	198,000	0	562,221	0	760,221

Prior Cost <2025: 0

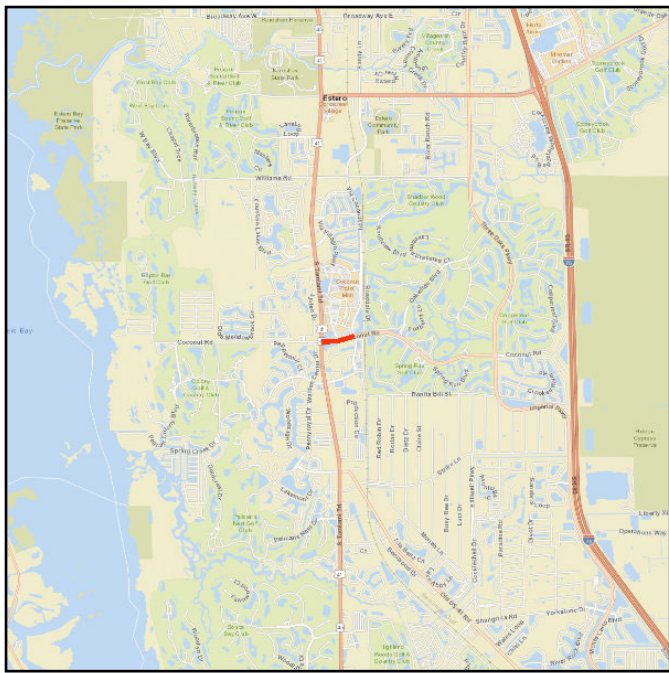
Future Cost >2030: 0

Total Project Cost: 760,221

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

4520531 - COCONUT ROAD FROM US41 TO VIA COCONUT POINT

Non-SIS



From: US 41
To: Via Coconut Point
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 0.3
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	0	0	0	0	501,816	501,816
PE	SU	0	0	180,000	1,000	0	181,000
Total		0	0	180,000	1,000	501,816	682,816

Prior Cost <2025: 0

Future Cost >2030: 0

Total Project Cost: 682,816

Project Description: Add an eight ft. wide sidewalk on the north side of Coconut Road from US 41 to Via Coconut Point

4522351 - MCGREGOR BLVD FROM COLONIAL BLVD TO US41 (CLEVELAND AVE)

Non-SIS



From:
To:
Section: B - Bicycle Pedestrian Activities
Work Summary: FEASIBILITY STUDY **Length:** 3.087
Lead Agency: MANAGED BY CITY OF FORT MYERS **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PLN	SU	0	0	0	250,000	0	250,000
Total		0	0	0	250,000	0	250,000

Prior Cost <2025: 0

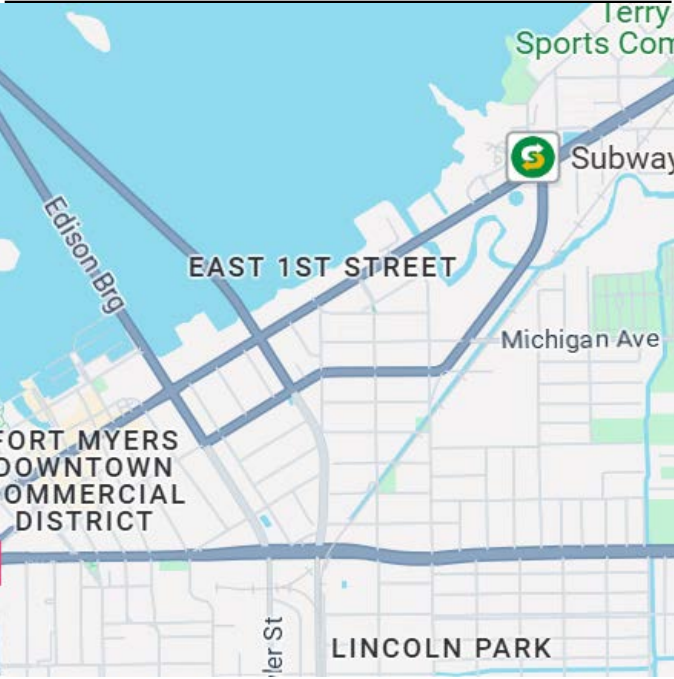
Future Cost >2030: 0

Total Project Cost: 250,000

Project Description: Conduct a feasibility study for bicycle lanes along McGregor Boulevard.
 PROJECT TO BE WITHDRAWN AT REQUEST OF CITY OF FORT MYERS.

4534171 - CITY OF FORT MYERS COMPLETE STREETS STUDY SEABOARD & SECOND ST

Non-SIS



From:
To:
Section: B - Bicycle Pedestrian Activities
Work Summary: FEASIBILITY STUDY **Length:** 1.157
Lead Agency: MANAGED BY CITY OF FORT MYERS **LRTP #:** Page 5-2, Section 5.1.2

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PLN	SU	0	0	0	0	300,000	300,000
Total		0	0	0	0	300,000	300,000

Prior Cost <2025: 0

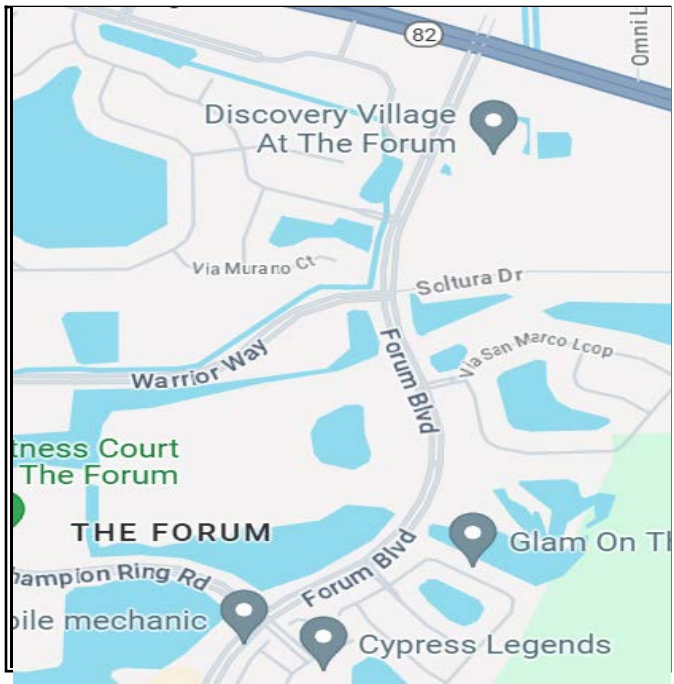
Future Cost >2030: 0

Total Project Cost: 300,000

Project Description: Conduct complete streets study along Seaboard and Second Streets.

4534451 - FORUM BLVD FROM CHAMPION RING RD TO SR 82 (DR. MLK JR. BLVD)

Non-SIS



From: Champion Ring Road
To: SR 82
Section: B - Bicycle Pedestrian Activities
Work Summary: BIKE PATH/TRAIL **Length:** 0.903
Lead Agency: MANAGED BY CITY OF FORT MYERS **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	0	0	0	0	29,903	29,903
CST	TALU	0	0	0	0	493,590	493,590
Total		0	0	0	0	523,493	523,493

Prior Cost <2025: 0

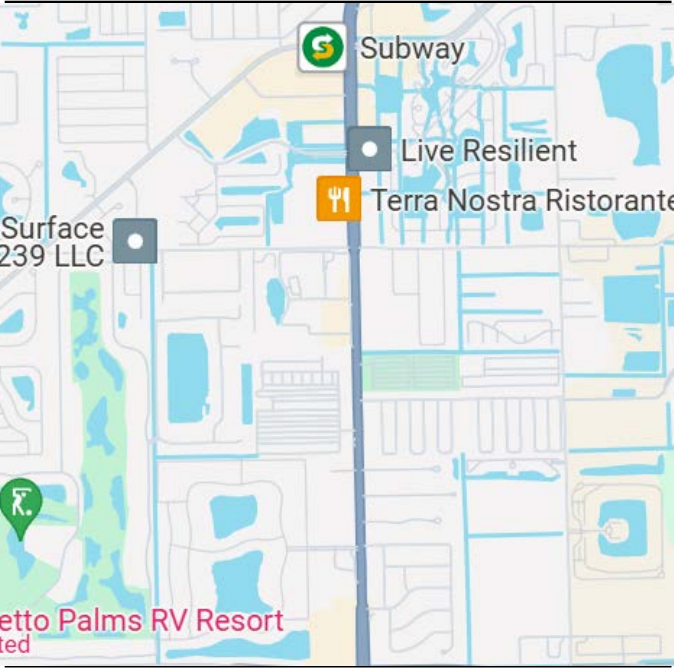
Future Cost >2030: 0

Total Project Cost: 523,493

Project Description: Install ten ft. wide shared use path on west side of Forum Boulevard within project limits.

4535021 - SAN CARLOS BLVD SIDEWALK FROM KELLY ROAD TO GULF POINT STREET

Non-SIS



From: Kelly Road
To: Gulf Point Street
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 0.418
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-10, Table 5-6

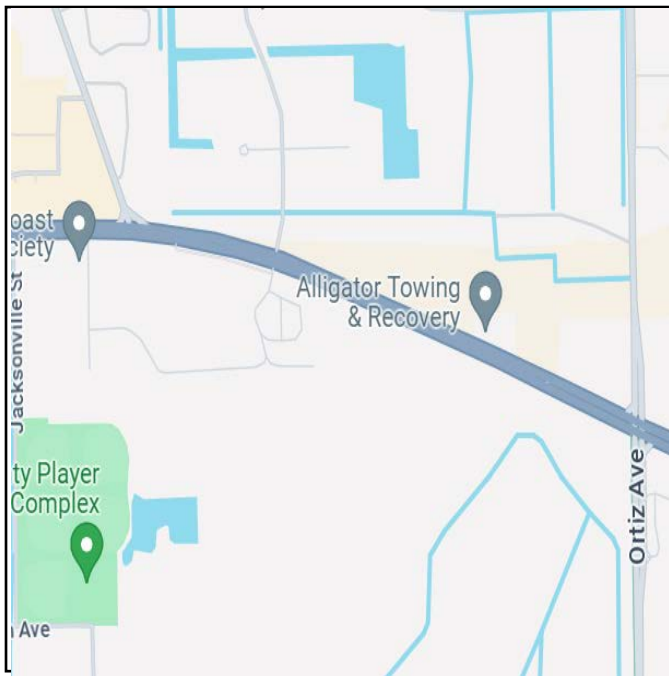
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	SU	0	0	0	0	601,000	601,000
Total		0	0	0	0	601,000	601,000

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 601,000

Project Description: Construct eight ft. wide sidewalk on east side of San Carlos Boulevard within project limits.

4535571 - SR 82 DR. MLK JR BLVD FROM MICHIGAN LINK TO ORTIZ AVE

Non-SIS



From: Michigan Link
To: Ortiz Avenue
Section: B - Bicycle Pedestrian Activities
Work Summary: SIDEWALK **Length:** 0.85
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	SU	0	0	0	0	1,110,000	1,110,000
Total		0	0	0	0	1,110,000	1,110,000

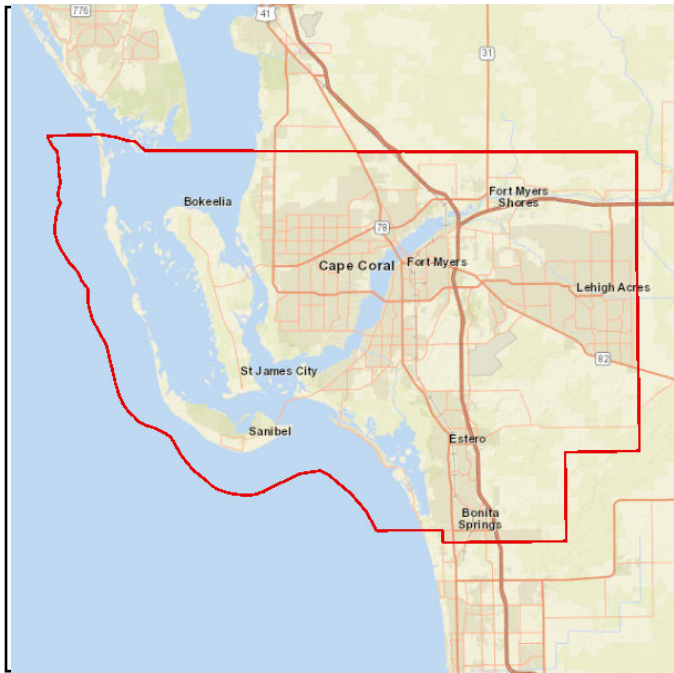
Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 1,110,000

Project Description: Construct eight ft. wide sidewalk on SR 82 within project limits.

Section C - Traffic Systems Management and Operations

4126365 - LEE COUNTY COMPUTER SIGNAL SYSTEM UPDATE PHASE III

Non-SIS



From:
To:
Section: C - Traffic Systems Management and Operations
Work Summary: ATMS - ARTERIAL TRAFFIC MGMT **Length:** 0.001
Lead Agency: MANAGED BY LEE CNTY BOCC **LRTP #:** Page 5-21, Table 5-16, Project M2

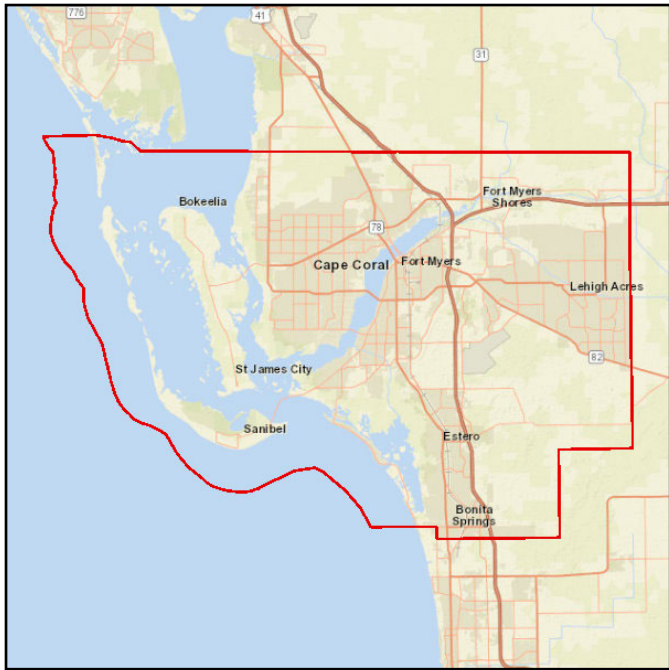
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	SU	1,210,000	0	0	0	0	1,210,000
Total		1,210,000	0	0	0	0	1,210,000

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 1,210,000

Project Description: Expand and complete Advance Traffic Management System in Lee County.

4299601 - LEE COUNTY TRAFFIC MANAGEMENT CENTER OPERATIONS

Non-SIS



From:
To:
Section: C - Traffic Systems Management and Operations
Work Summary: TRAFFIC MANAGEMENT CENTERS **Length:**
Lead Agency: Lee County **LRTP #:** Page 5-21, Table 5-16, Project M1

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
OPS	SU	43,500	43,500	43,500	43,500	0	174,000
Total		43,500	43,500	43,500	43,500	0	174,000

Prior Cost <2025: 1,758,843

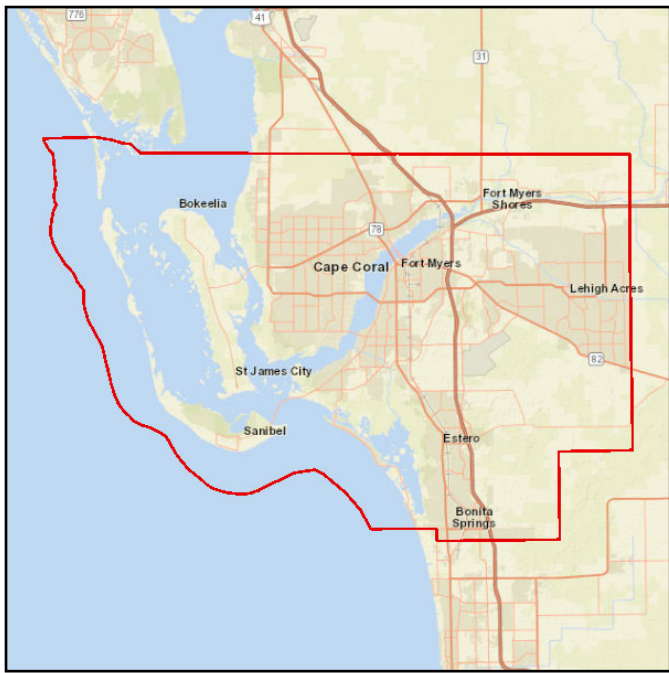
Future Cost >2030: 0

Total Project Cost: 1,932,843

Project Description: Local reimbursement for Traffic Management Center Operations with Lee MPO allocated Federal Funds.

4403781 - LEE TOC OPS FUND COUNTY WIDE

Non-SIS



From:
To:
Section: C - Traffic Systems Management and Operations
Work Summary: OTHER ITS **Length:**
Lead Agency: MANAGED BY LEE CNTY BOCC **LRTP #:** Appendix E, Page 10, Table 11

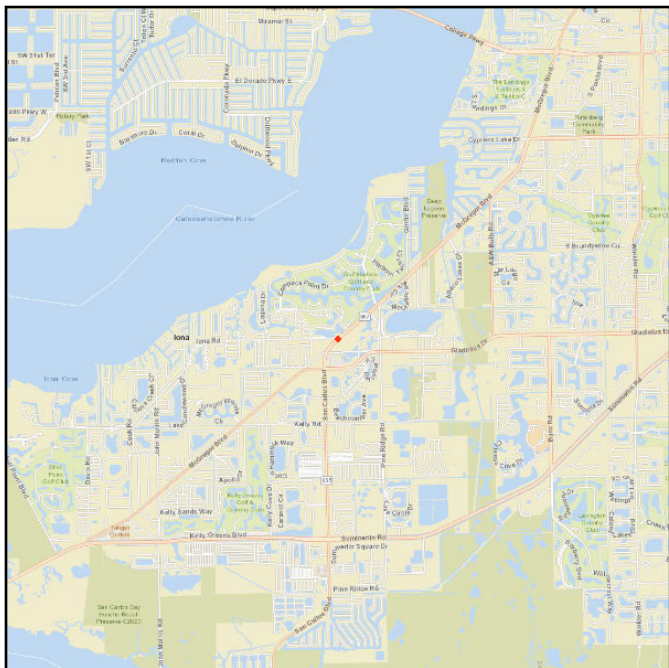
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
OPS	DDR	277,500	277,500	277,500	277,500	277,500	1,387,500
Total		277,500	277,500	277,500	277,500	277,500	1,387,500

Prior Cost <2025: 1,560,000
Future Cost >2030: 0
Total Project Cost: 2,947,500

Project Description: Local reimbursement for traffic management operations with state funds.

4487061 - MCGREGOR BLVD AT IONA DR INTERSECTION

Non-SIS



From:
To:
Section: C - Traffic Systems Management and Operations
Work Summary: ADD TURN LANE(S) **Length:** 0.156
Lead Agency: MANAGED BY FDOT **LRTP #:** Page 5-21, Table 5-16

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	0	0	0	1,772,513	0	1,772,513
PE	SU	0	305,000	0	0	0	305,000
Total		0	305,000	0	1,772,513	0	2,077,513

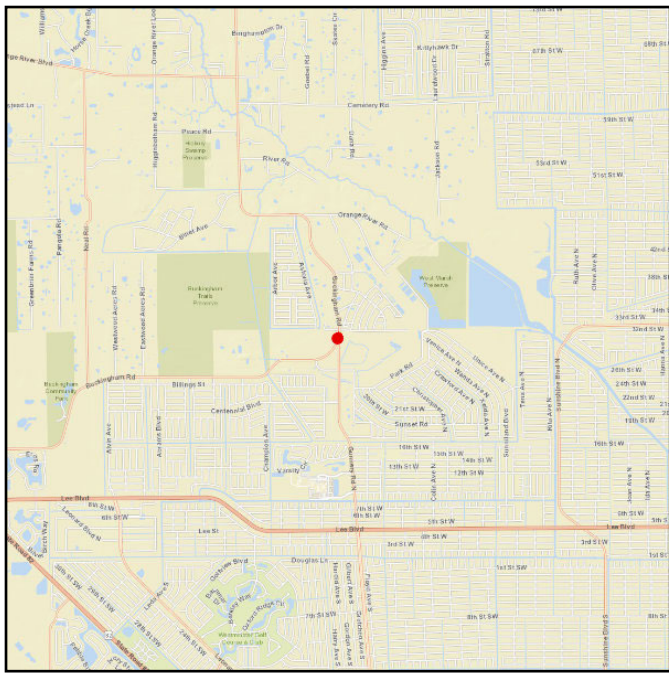
Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 2,077,513

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

Section D - Safety

4421231 - GUNNERY ROAD AT BUCKINGHAM ROAD

Non-SIS



From:
To:
Section: D - Safety
Work Summary: ROUNDABOUT **Length:** 0.001
Lead Agency: MANAGED BY LEE CNTY BOCC **L RTP #:** Appendix B, Section 1.1.19, Page 15 TSM&O

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	1,805,214	0	0	0	0	1,805,214
CST	ACSS	500,000	0	0	0	0	500,000
Total		2,305,214	0	0	0	0	2,305,214

Prior Cost <2025: 414,247

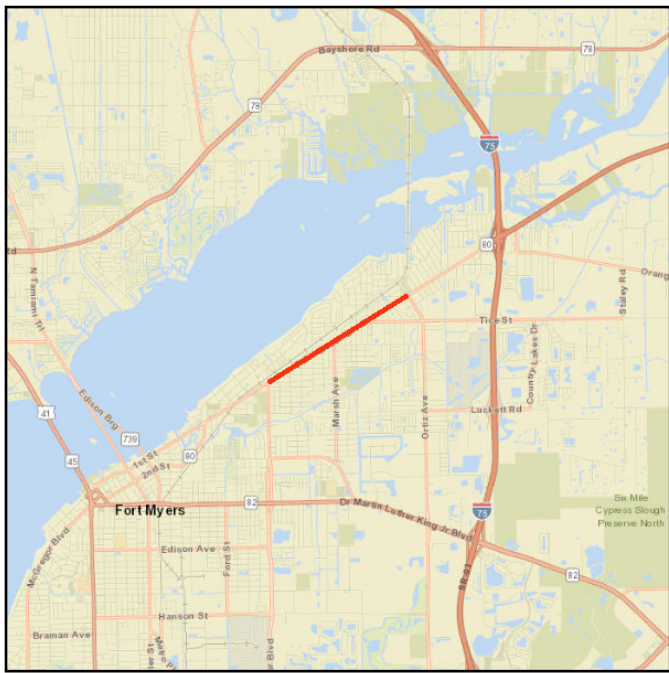
Future Cost >2030: 0

Total Project Cost: 2,719,461

Project Description: Construct a two lane roundabout

4462661 - SR 80 FROM VERONICA SHOEMAKER TO ORTIZ/KINGSTON DR

Non-SIS



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

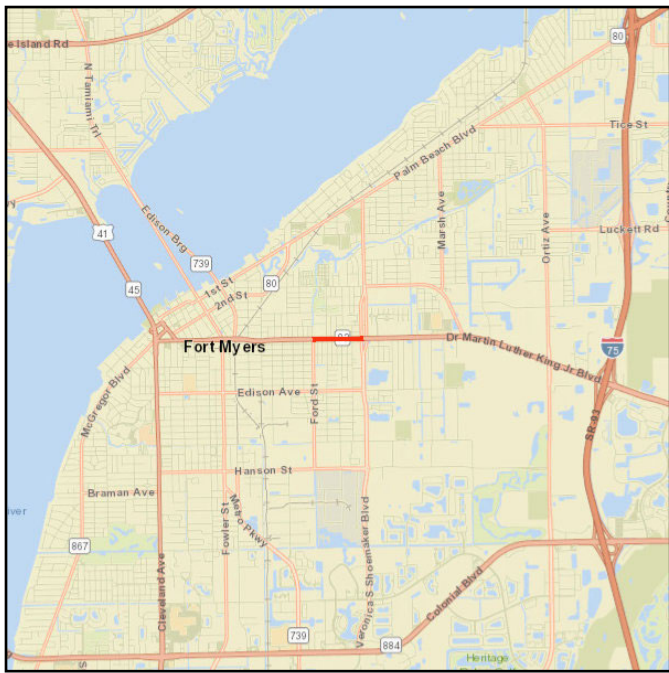
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	ACSS	5,334,661	0	0	0	0	5,334,661
Total		5,334,661	0	0	0	0	5,334,661

Prior Cost <2025: 795,307
Future Cost >2030: 0
Total Project Cost: 6,129,968

Project Description: Install pedestrian hybrid beacons at midblock crossings, high visibility crosswalks at intersections, new signage and pavement markings to enhance roadway safety.

4462691 - SR 82 FROM FORD ST TO VERONICA SHOEMAKER

Non-SIS



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

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	LF	111,801	0	0	0	0	111,801
CST	ACSS	1,698,741	0	0	0	0	1,698,741
Total		1,810,542	0	0	0	0	1,810,542

Prior Cost <2025: 475,910
Future Cost >2030: 0
Total Project Cost: 2,286,452

Project Description: Install pedestrian hybrid beacons at midblock crossings, high visibility crosswalks at intersections, new signage, and pavement markings to enhance roadway safety.

4478751 - SR 78 FROM EVALENA LN TO NEW POST RD

Non-SIS



From: Evalena Ln
To: New Post Rd
Section: D - Safety
Work Summary: MEDIAN MODIFICATION **Length:** 0.635
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ENV	TALT	40,000	0	0	0	0	40,000
Total		40,000	0	0	0	0	40,000

Prior Cost <2025: 2,857,834
Future Cost >2030: 0
Total Project Cost: 2,897,834

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

4478801 - SR 865 FROM LINDA LOMA DR TO KELLY RD

Non-SIS



From: Linda Loma Dr
To: Kelly Rd
Section: D - Safety
Work Summary: MEDIAN MODIFICATION **Length:** 0.868
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

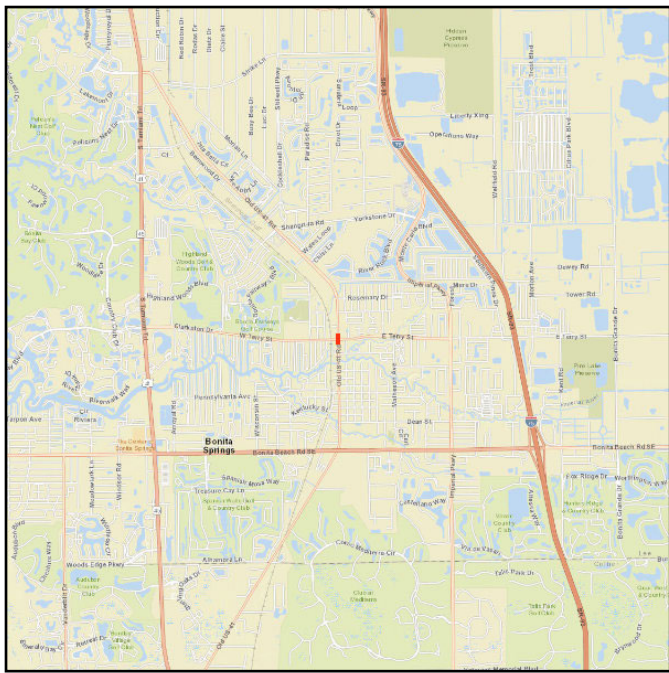
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ENV	TALT	40,000	0	0	0	0	40,000
Total		40,000	0	0	0	0	40,000

Prior Cost <2025: 3,943,252
Future Cost >2030: 0
Total Project Cost: 3,983,252

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

4496571 - US 41 AT W TERRY ST

Non-SIS



From:
To:
Section: D - Safety
Work Summary: SAFETY PROJECT **Length:** 0.004
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

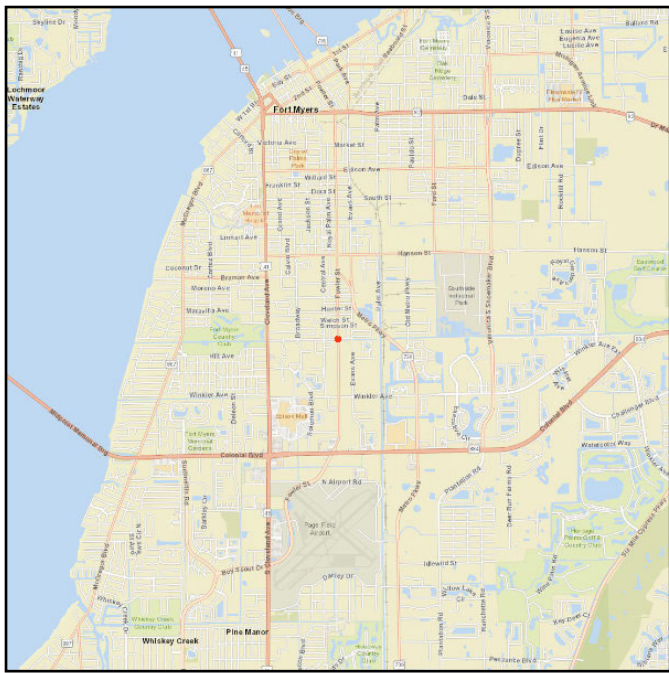
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	ACSS	0	0	1,132,900	0	0	1,132,900
Total		0	0	1,132,900	0	0	1,132,900

Prior Cost <2025: 127,642
Future Cost >2030: 0
Total Project Cost: 1,260,542

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

4496581 - FOWLER AVE AT CARROLL RD

Non-SIS



From:
To:
Section: D - Safety
Work Summary: SAFETY PROJECT **Length:** 0.004
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	ACSS	0	0	632,564	0	0	632,564
PE	ACSS	315,000	0	0	0	0	315,000
Total		315,000	0	632,564	0	0	947,564

Prior Cost <2025: 0

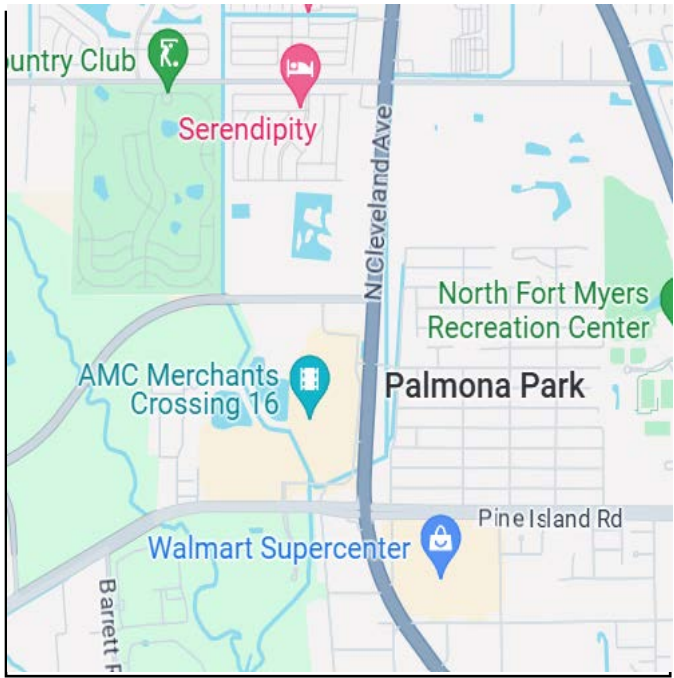
Future Cost >2030: 0

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

4531061 - US 41 FROM NORTH OF SR 78 TO DIPLOMAT PKWY

Non-SIS



From:
To:
Section: D - Safety
Work Summary: SAFETY PROJECT **Length:** 0.418
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DDR	0	0	0	219,916	0	219,916
CST	ACSS	0	0	0	1,889,453	0	1,889,453
PE	ACSS	400,000	0	0	0	0	400,000
Total		400,000	0	0	2,109,369	0	2,509,369

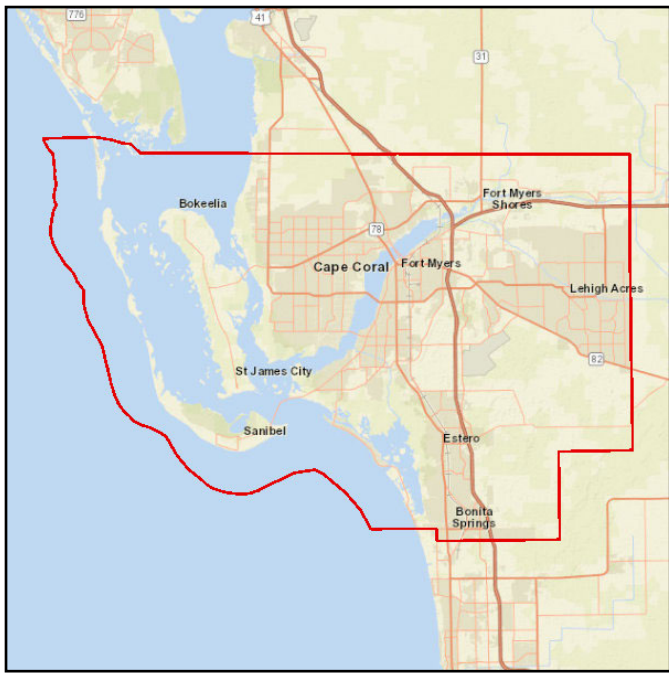
Prior Cost <2025: 1,361
Future Cost >2030: 0
Total Project Cost: 2,510,730

Project Description:

Section E - Transit

4073291 - LEE COUNTY - TRANSIT SYSTEM - OPERATING ASSISTANCE - CORRIDOR

Non-SIS



From:
To:
Section: E - Transit
Work Summary: URBAN CORRIDOR IMPROVEMENTS **Length:**
Lead Agency: LeeTran **LRTP #:** Page 5-5, Table 5-3

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
OPS	LF	968,000	491,530	349,115	1,064,066	1,064,066	3,936,777
OPS	DPTO	968,000	491,530	349,115	1,064,066	1,064,066	3,936,777
Total		1,936,000	983,060	698,230	2,128,132	2,128,132	7,873,554

Prior Cost <2025: 58,419,817

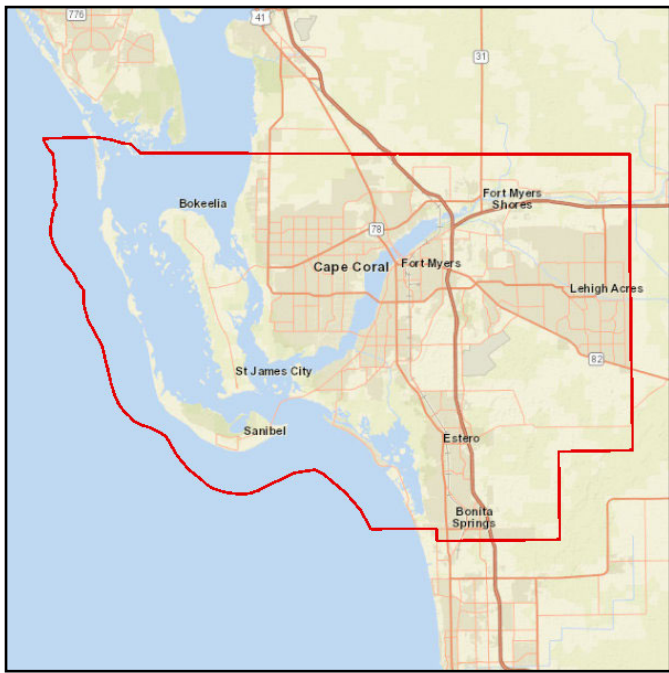
Future Cost >2030: 0

Total Project Cost: 66,293,371

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

4101251 - LEE COUNTY TRANSIT SYSTEM - (LCTS) FTA 5311 OPERATING ASSISTANCE

Non-SIS



From:
To:
Section: E - Transit
Work Summary: OPERATING/ADMIN. ASSISTANCE **Length:**
Lead Agency: LeeTran **LRTP #:** Page 5-5, Table 5-3

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
OPS	LF	260,000	358,467	267,000	244,635	280,000	1,410,102
OPS	DU	260,000	358,467	267,000	244,635	280,000	1,410,102
Total		520,000	716,934	534,000	489,270	560,000	2,820,204

Prior Cost <2025: 7,340,570

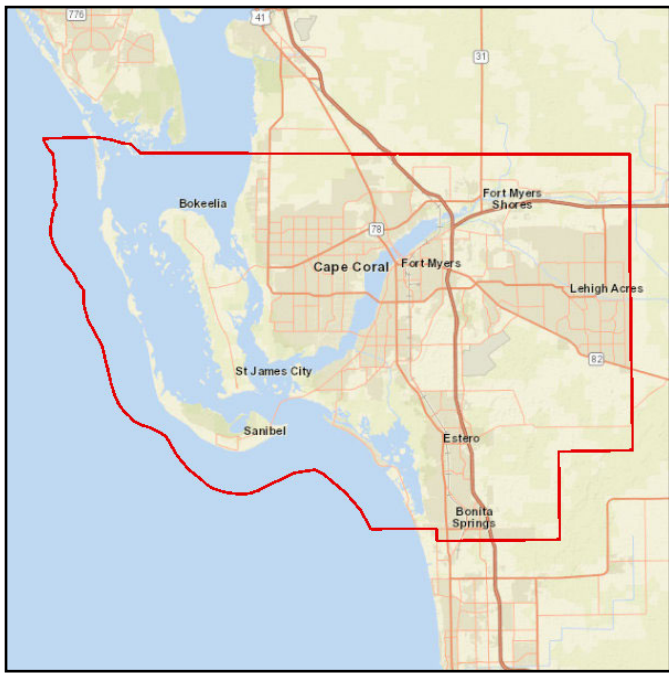
Future Cost >2030: 0

Total Project Cost: 10,160,774

Project Description: SECTION 5311 RURAL AND SMALL AREAS PARATRANSIT OPERATING

4101401 - LEE COUNTY TRANSIT SYSTEM - (LCTS) OPERATING ASSISTANCE BLOCK GRANT

Non-SIS



From:
To:
Section: E - Transit
Work Summary: OPERATING FOR FIXED ROUTE **Length:**
Lead Agency: LeeTran **LRTP #:** Page 5-5, Table 5-3

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
OPS	DDR	153,987	2,815,781	900,255	2,987,262	2,176,880	9,034,165
OPS	LF	2,733,768	2,815,781	2,900,255	2,987,262	3,076,880	14,513,946
OPS	DPTO	2,579,781	0	2,000,000	0	900,000	5,479,781
Total		5,467,536	5,631,562	5,800,510	5,974,524	6,153,760	29,027,892

Prior Cost <2025: 60,453,617

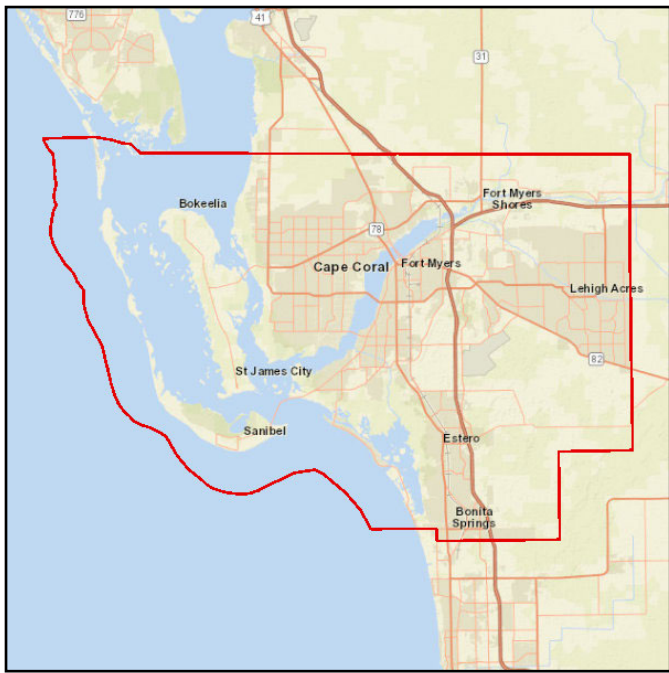
Future Cost >2030: 0

Total Project Cost: 89,481,509

Project Description:

4101471 - LEE COUNTY TRANSIT SYSTEM / FACILITY PROJECT FTA 5307

Non-SIS



From:
To:
Section: E - Transit
Work Summary: CAPITAL - LEE TRAN **Length:**
Lead Agency: LeeTran **LRTP #:** Page 5-5, Table 5-3

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CAP	LF	2,477,362	2,725,098	2,711,604	4,354,732	4,450,335	16,719,131
CAP	FTA	9,909,446	10,900,391	10,846,414	17,418,928	17,801,338	66,876,517
Total		12,386,808	13,625,489	13,558,018	21,773,660	22,251,673	83,595,648

Prior Cost <2025: 119,747,475

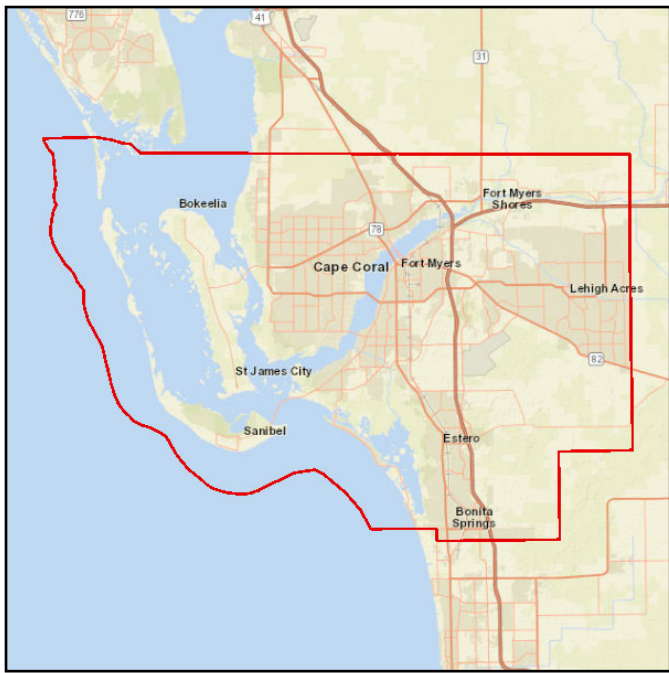
Future Cost >2030: 0

Total Project Cost: 203,343,123

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

4345161 - LEE COUNTY/CAPE CORAL UZA FTA 5339 CAPITAL ASSISTANCE

Non-SIS



From:
To:
Section: E - Transit
Work Summary: CAPITAL FOR FIXED ROUTE **Length:**
Lead Agency: LeeTran **LRTP #:** Page 5-5, Table 5-3

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CAP	LF	277,552	305,308	280,464	335,742	347,788	1,546,854
CAP	FTA	1,110,209	1,221,230	1,121,855	1,342,969	1,391,151	6,187,414
Total		1,387,761	1,526,538	1,402,319	1,678,711	1,738,939	7,734,268

Prior Cost <2025: 8,813,080

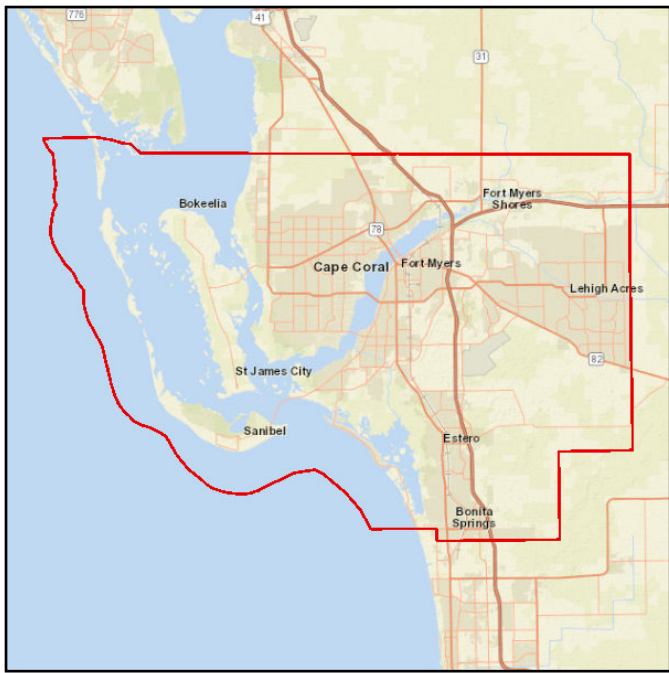
Future Cost >2030: 0

Total Project Cost: 16,547,348

Project Description: BUSES AND BUS FACILITIES

4443061 - LEETRAN BUS PURCHASE

Non-SIS



From:
To:
Section: E - Transit
Work Summary: CAPITAL FOR FIXED ROUTE **Length:**
Lead Agency: MANAGED BY LEE COUNTY **LRTP #:** Page 5-16, Table 5-13

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CAP	SU	500,000	1,500,000	1,500,000	1,500,000	1,500,000	6,500,000
CAP	FTAT	500,000	1,500,000	1,500,000	1,500,000	1,500,000	6,500,000
Total		1,000,000	3,000,000	3,000,000	3,000,000	3,000,000	13,000,000

Prior Cost <2025: 2,000,000

Future Cost >2030: 0

Total Project Cost: 15,000,000

Project Description:

4534181 - FORT MYERS BEACH BUS SHELTER ACQUISITION AND INSTALLATION

Non-SIS



From:
To:
Section: E - Transit
Work Summary: CAPITAL FOR FIXED ROUTE **Length:** 2.253
Lead Agency: MANAGED BY TOWN OF FORT MYERS BEACH **LRTP #:** Page 5-21, Table 5-16

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SU	260,000	0	0	0	0	260,000
Total		260,000	0	0	0	0	260,000

Prior Cost <2025: 0

Future Cost >2030: 0

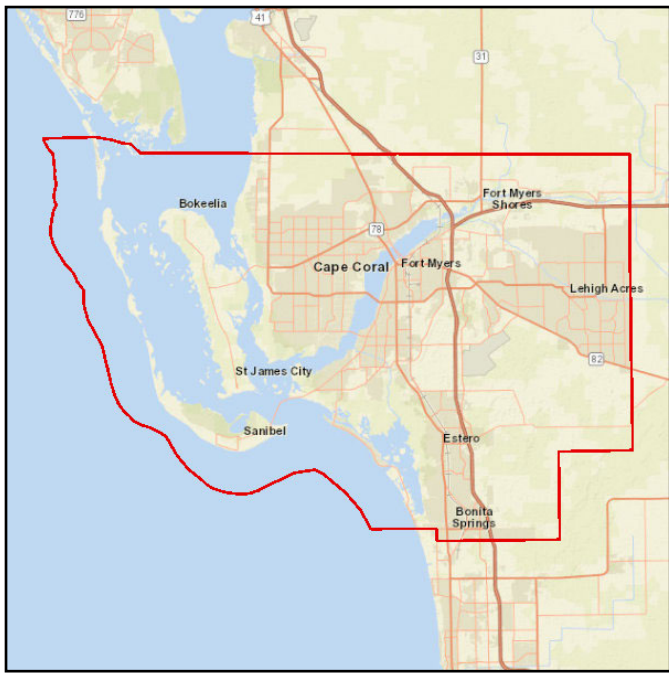
Total Project Cost: 260,000

Project Description: Shelters with bicycle racks on Estero Boulevard

Section H - Planning

4393125 - LEE COUNTY MPO FY 2024/2025-2025/2026 UPWP

Non-SIS



From:
To:
Section: H - Planning
Work Summary: TRANSPORTATION PLANNING **Length:**
Lead Agency: MANAGED BY LEE COUNTY METROPOLITAN PLANNIN **LRTP #:** Page 5-21, Table 5-16

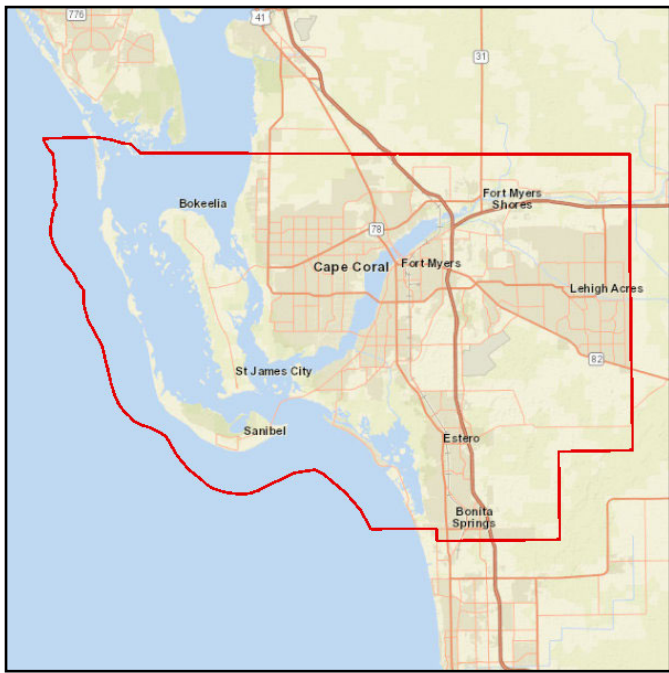
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PLN	PL	1,378,009	1,399,574	0	0	0	2,777,583
Total		1,378,009	1,399,574	0	0	0	2,777,583

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 2,777,583

Project Description:

4393126 - LEE COUNTY MPO FY 2026/2027-2027/2028 UPWP

Non-SIS



From:
To:
Section: H - Planning
Work Summary: TRANSPORTATION PLANNING **Length:**
Lead Agency: Lee County MPO **LRTP #:** Page 5-21, Table 5-16

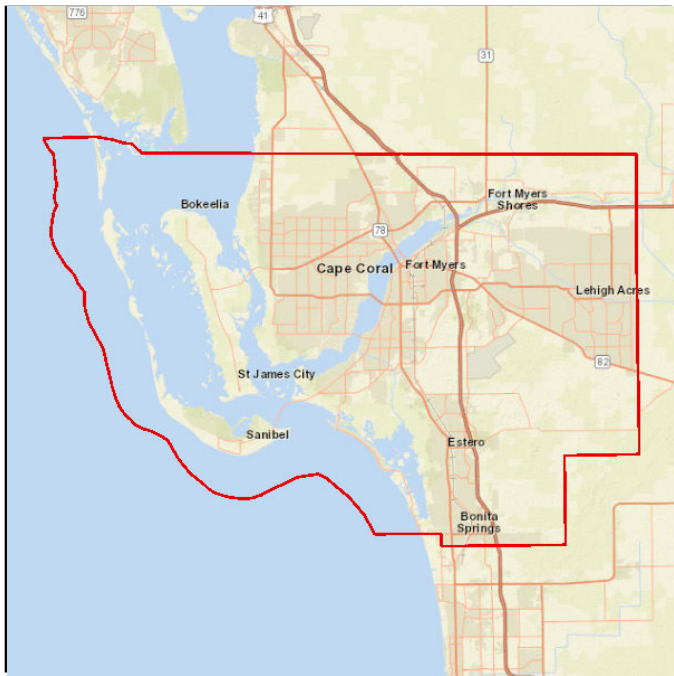
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PLN	PL	0	0	1,399,574	1,399,574	0	2,799,148
Total		0	0	1,399,574	1,399,574	0	2,799,148

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 2,799,148

Project Description:

4393127 - LEE COUNTY MPO FY 2028/2029-2029/2030 UPWP

Non-SIS



From:
To:
Section: H - Planning
Work Summary: TRANSPORTATION PLANNING **Length:** 0
Lead Agency: Lee County MPO **LRTP #:** Page 5-26, Table 5-16

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PLN	PL	0	0	0	0	1,399,574	1,399,574
Total		0	0	0	0	1,399,574	1,399,574

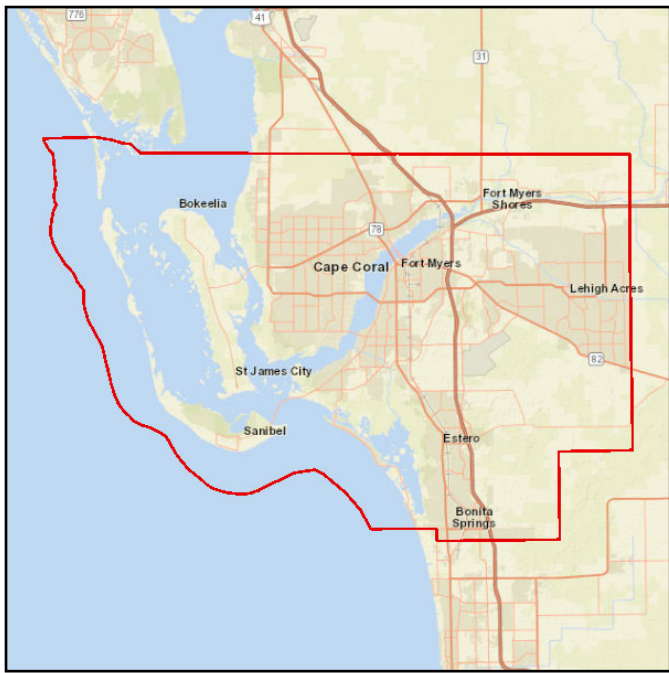
Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 1,399,574

Project Description:

Section I - Routine Maintenance

4125801 - LEE COUNTY HIGHWAY LIGHTING

Non-SIS



From:							
To:							
Section:	I - Routine Maintenance						
Work Summary:	ROUTINE MAINTENANCE						
Lead Agency:	Lee County						
			Length:				
			LRTP #:	Appendix E, Page 10, Table 11			

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
MNT	D	832,359	857,323	883,051	0	0	2,572,733
Total		832,359	857,323	883,051	0	0	2,572,733

Prior Cost <2025: 6,741,697

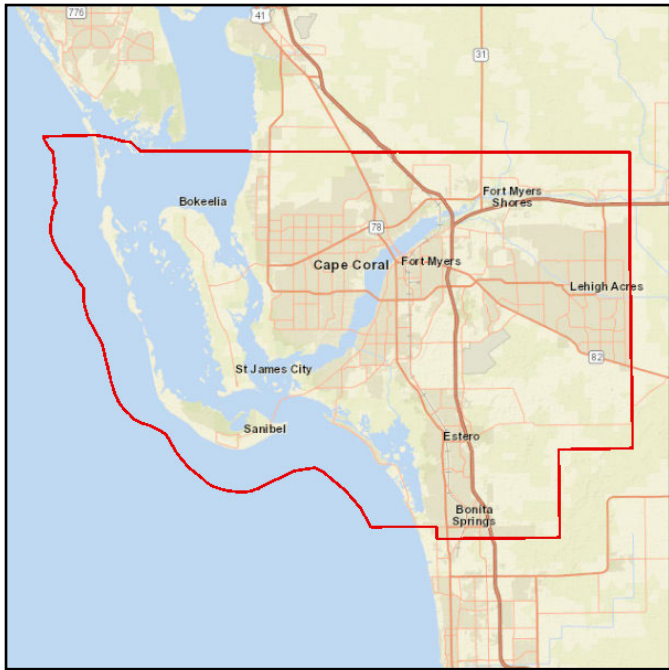
Future Cost >2030: 0

Total Project Cost: 9,314,430

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

4126721 - LEE COUNTY TRAFFIC SIGNALS REIMBURSEMENT

Non-SIS



From:
To:
Section: I - Routine Maintenance
Work Summary: TRAFFIC SIGNALS **Length:** 9.184 MI
Lead Agency: FDOT **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
OPS	DDR	816,373	839,910	0	0	0	1,656,283
OPS	DITS	700,000	472,554	1,372,707	0	0	2,545,261
MNT	DDR	0	0	0	100,000	0	100,000
Total		1,516,373	1,312,464	1,372,707	100,000	0	4,301,544

Prior Cost <2025: 9,542,823

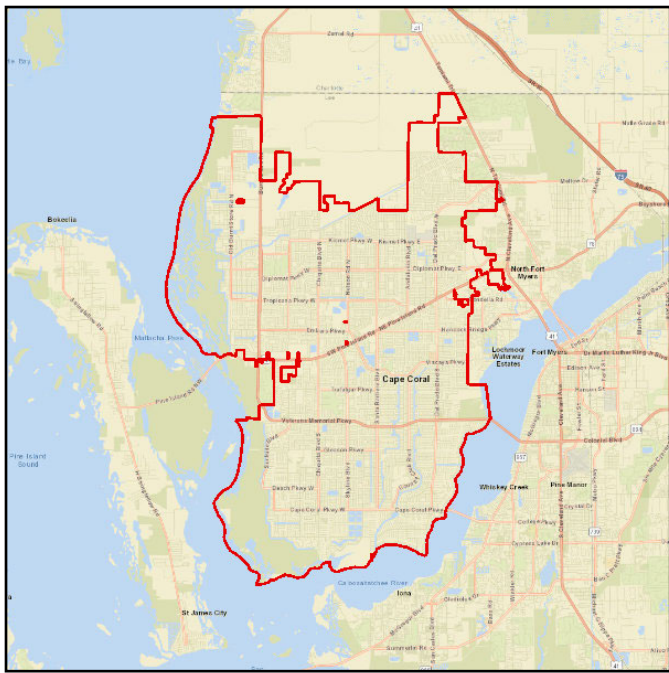
Future Cost >2030: 0

Total Project Cost: 13,844,367

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

4135481 - CAPE CORAL HIGHWAY LIGHTING

Non-SIS



From:
To:
Section: I - Routine Maintenance
Work Summary: ROUTINE MAINTENANCE **Length:**
Lead Agency: City of Cape Coral **L RTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
MNT	D	60,645	62,464	64,338	0	0	187,447
Total		60,645	62,464	64,338	0	0	187,447

Prior Cost <2025: 657,387

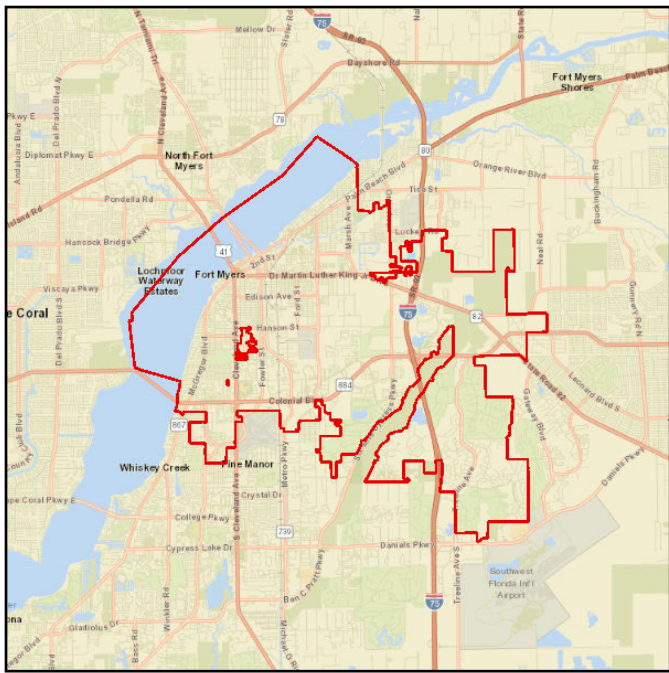
Future Cost >2030: 0

Total Project Cost: 844,834

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

4135491 - FT MYERS HIGHWAY LIGHTING

Non-SIS



From:
To:
Section: I - Routine Maintenance
Work Summary: ROUTINE MAINTENANCE **Length:**
Lead Agency: City of Fort Myers **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
MNT	D	440,118	453,318	466,922	0	0	1,360,358
Total		440,118	453,318	466,922	0	0	1,360,358

Prior Cost <2025: 5,266,343

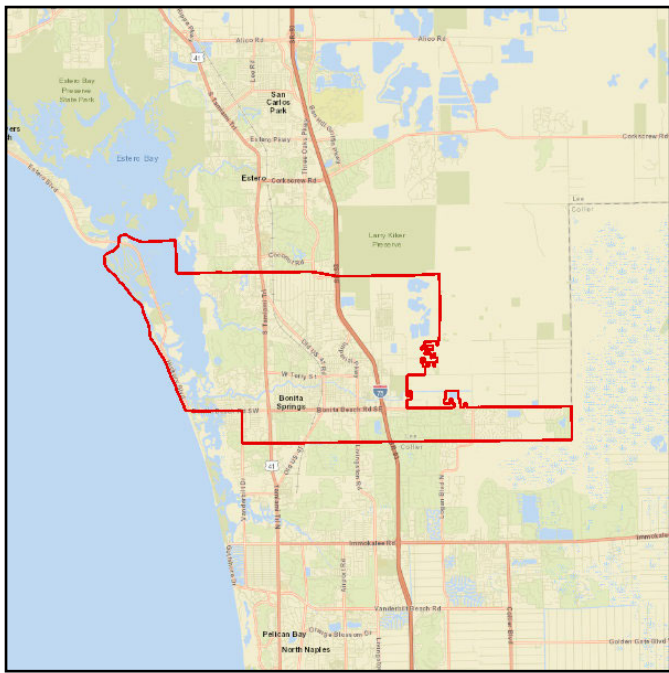
Future Cost >2030: 0

Total Project Cost: 6,626,701

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

4245741 - BONITA SPRINGS HIGHWAY LIGHTING

Non-SIS



From:
To:
Section: I - Routine Maintenance
Work Summary: ROUTINE MAINTENANCE **Length:**
Lead Agency: City of Bonita Springs **LRTP #:** Appendix E, Page 10, Table 11

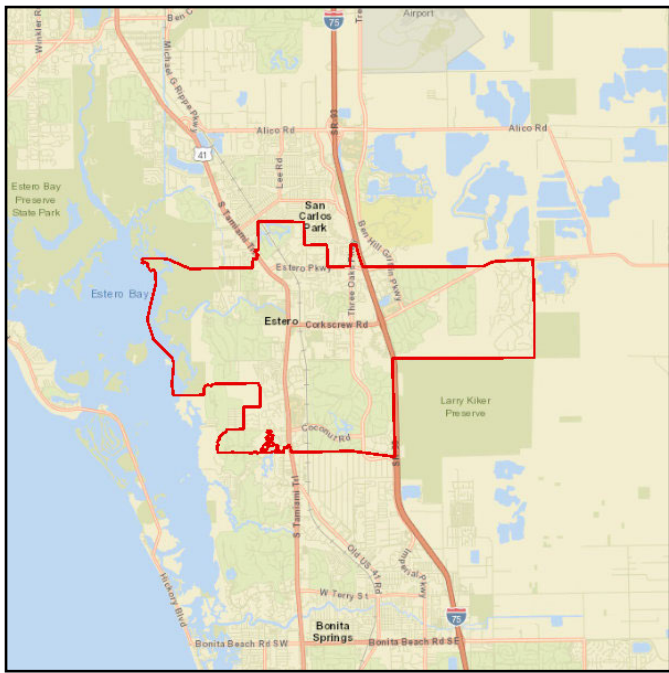
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
MNT	D	120,935	124,562	128,300	0	0	373,797
Total		120,935	124,562	128,300	0	0	373,797

Prior Cost <2025: 1,284,911
Future Cost >2030: 0
Total Project Cost: 1,658,708

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

4392171 - VILLAGE OF ESTERO

Non-SIS



From:
To:
Section: I - Routine Maintenance
Work Summary: ROUTINE MAINTENANCE **Length:**
Lead Agency: Village of Estero **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
MNT	D	162,074	166,935	171,945	0	0	500,954
Total		162,074	166,935	171,945	0	0	500,954

Prior Cost <2025: 792,710
Future Cost >2030: 0
Total Project Cost: 1,293,664
Project Description:

4489551 - SR 82 FROM ORTIZ AVE TO COLONIAL BLVD

SIS



From: Ortiz Ave
To: Colonial Blvd
Section: I - Routine Maintenance
Work Summary: RESURFACING **Length:** 3.044
Lead Agency: MANAGED BY FDOT **L RTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DS	0	664,110	0	0	0	664,110
CST	DDR	0	7,638,875	0	0	0	7,638,875
CST	DIH	0	5,300	0	0	0	5,300
Total		0	8,308,285	0	0	0	8,308,285

Prior Cost <2025: 1,197,065

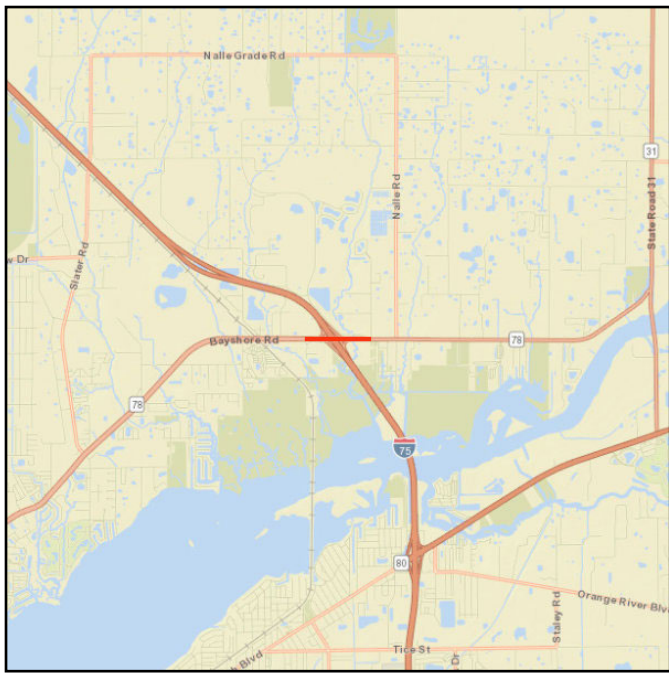
Future Cost >2030: 0

Total Project Cost: 9,505,350

Project Description:

4489561 - SR 78 FROM PARK 78 DR TO WELLS RD

Non-SIS



From: Park 78 Dr
To: Wells Rd
Section: I - Routine Maintenance
Work Summary: RESURFACING **Length:** 0.625
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DS	0	0	0	927,322	0	927,322
CST	DDR	0	0	0	235,494	0	235,494
CST	DIH	0	0	5,465	0	0	5,465
Total		0	0	5,465	1,162,816	0	1,168,281

Prior Cost <2025: 390,679

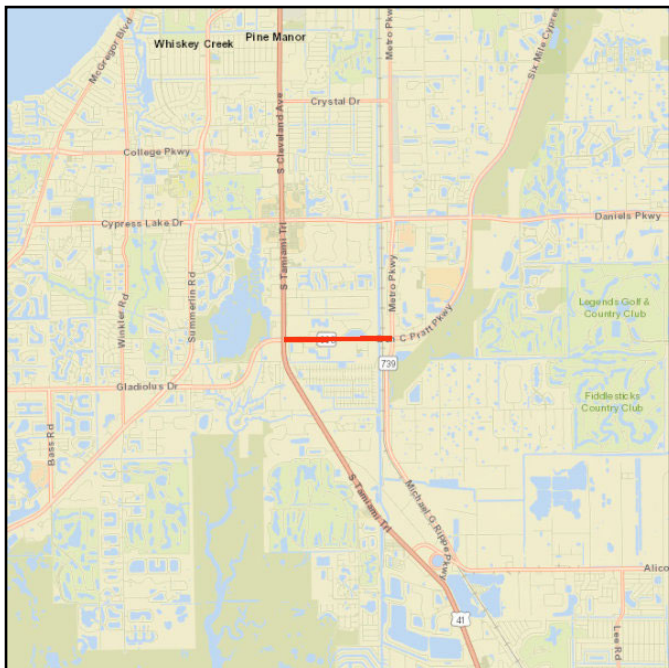
Future Cost >2030: 0

Total Project Cost: 1,558,960

Project Description:

4489571 - SR 865 FROM E OF SR 45 (US 41) TO W OF METRO PKWY

Non-SIS



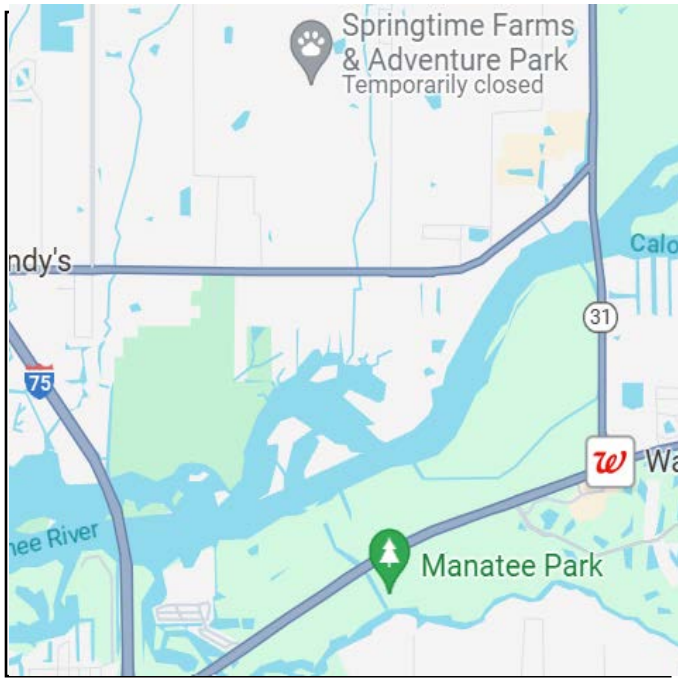
From: East of SR 45 (US 41)
To: West of Metro Parkway
Section: I - Routine Maintenance
Work Summary: RESURFACING **Length:** 1.053
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DDR	0	1,949,368	0	0	0	1,949,368
CST	DIH	0	5,300	0	0	0	5,300
RRU	DS	0	266,790	0	0	0	266,790
Total		0	2,221,458	0	0	0	2,221,458

Prior Cost <2025: 501,649
Future Cost >2030: 0
Total Project Cost: 2,723,107
Project Description:

4507211 - SR 78 FROM W OF WELLS RD TO SR 31

Non-SIS



From: Wells Road
To: SR 31
Section: I - Routine Maintenance
Work Summary: RESURFACING **Length:** 2.958
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

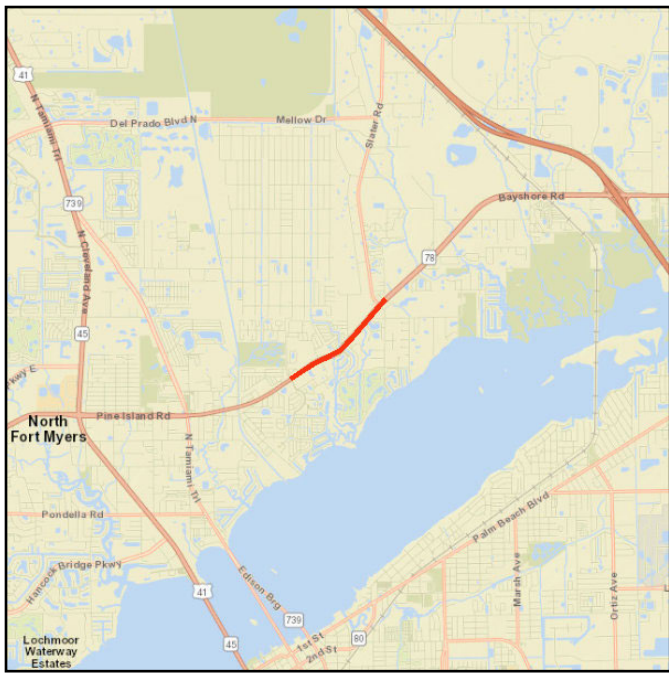
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DIH	0	0	0	11,280	0	11,280
PE	DS	630,000	0	0	0	0	630,000
PE	DIH	5,000	0	0	0	0	5,000
Total		635,000	0	0	11,280	0	646,280

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 646,280

Project Description:

4507221 - SR 78 FROM NEW POST RD TO N OF EVANWOOD LN

Non-SIS



From: New Post Road
To: North of Evanwood Lane
Section: I - Routine Maintenance
Work Summary: RESURFACING **Length:** 1.338
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DDR	0	0	0	3,208,145	0	3,208,145
CST	DIH	0	0	0	5,640	0	5,640
Total		0	0	0	3,213,785	0	3,213,785

Prior Cost <2025: 240,413

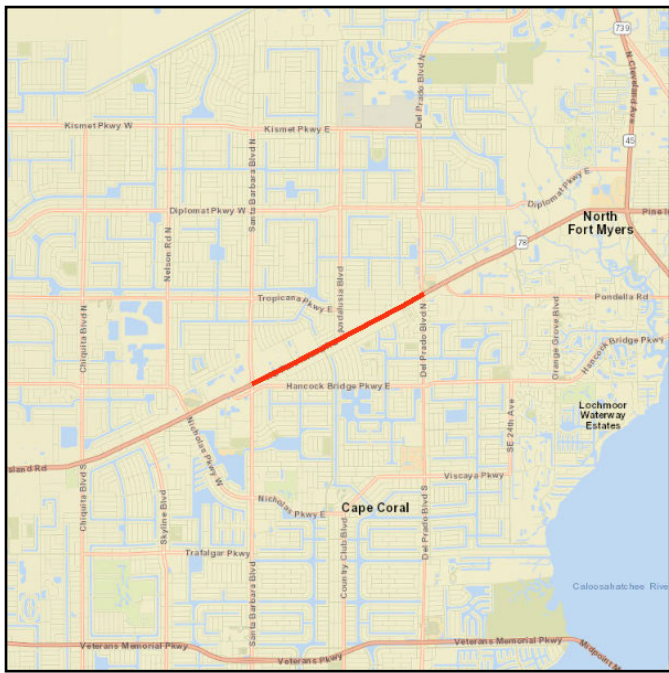
Future Cost >2030: 0

Total Project Cost: 3,454,198

Project Description:

4507231 - SR 78 FROM W OF SANTA BARBARA BLVD TO E OF DEL PRADO BLVD

Non-SIS



From: West of Santa Barbara
To: East of Del Prado
Section: I - Routine Maintenance
Work Summary: RESURFACING **Length:** 2.489
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DDR	0	322,586	0	0	0	322,586
CST	DIH	0	5,300	0	0	0	5,300
CST	ACSS	0	1,096,088	0	0	0	1,096,088
CST	ACNR	0	6,046,317	0	0	0	6,046,317
Total		0	7,470,291	0	0	0	7,470,291

Prior Cost <2025: 1,881,546

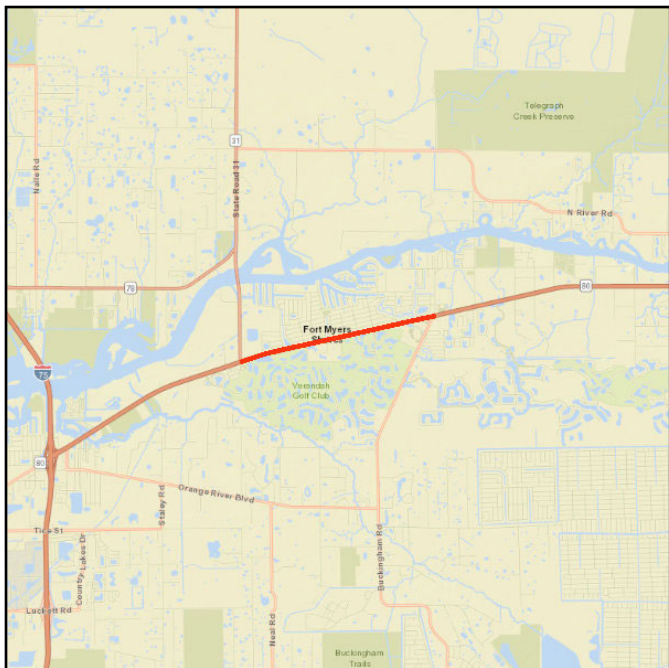
Future Cost >2030: 0

Total Project Cost: 9,351,837

Project Description:

4507241 - SR 80 FROM E OF SR 31 TO E OF BUCKINGHAM RD

SIS



From: East of SR 31
To: East of Buckingham Road
Section: I - Routine Maintenance
Work Summary: RESURFACING **Length:** 2.47
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DS	0	297,005	0	0	0	297,005
CST	DDR	0	3,733,746	0	0	0	3,733,746
CST	DIH	0	5,300	0	0	0	5,300
RRU	DS	0	472,664	0	0	0	472,664
Total		0	4,508,715	0	0	0	4,508,715

Prior Cost <2025: 392,300

Future Cost >2030: 0

Total Project Cost: 4,901,015

Project Description:

4507271 - SR 865 FROM N OF HURRICANE PASS TO S OF SUMMERLIN RD

Non-SIS



From: North of Hurricane Pass
To: South of Summerlin Road
Section: I - Routine Maintenance
Work Summary: RESURFACING **Length:** 1.919
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

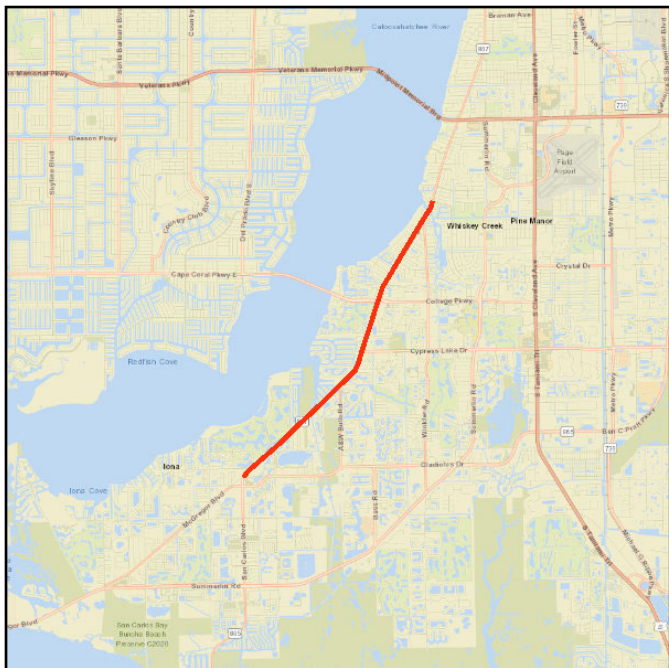
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	DDR	1,375,800	0	0	0	0	1,375,800
PE	DIH	5,000	0	0	0	0	5,000
Total		1,380,800	0	0	0	0	1,380,800

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 1,380,800

Project Description:

4507281 - SR 867 FROM OLD MCGREGOR BLVD TO WHISKEY CREEK DR

Non-SIS



From: Old McGregor Boulevard
To: Whiskey Creek Drive
Section: I - Routine Maintenance
Work Summary: RESURFACING **Length:** 5.075
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DS	0	0	2,447,207	0	0	2,447,207
CST	DDR	0	0	7,339,908	0	0	7,339,908
CST	DIH	0	0	33,720	0	0	33,720
Total		0	0	9,820,835	0	0	9,820,835

Prior Cost <2025: 636,935
Future Cost >2030: 0
Total Project Cost: 10,457,770
Project Description:

4513571 - US 41 OVER CALOOSAHATCHEE RIVER BRIDGE #120002

Non-SIS



From:
To:
Section: I - Routine Maintenance
Work Summary: BRIDGE REPAIR REHABILITATION **Length:** 0.941
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

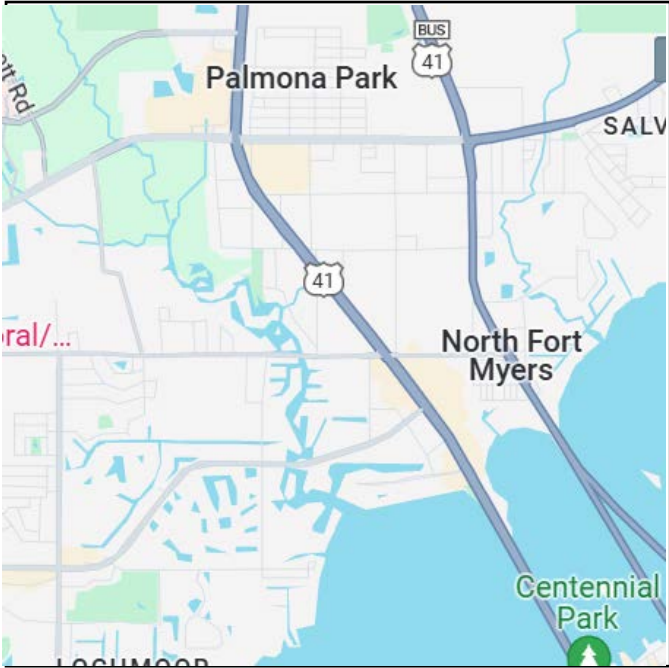
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DIH	0	5,300	0	0	0	5,300
CST	BRRP	0	1,140,075	0	0	0	1,140,075
PE	DIH	5,000	0	0	0	0	5,000
PE	BRRP	100,000	0	0	0	0	100,000
Total		105,000	1,145,375	0	0	0	1,250,375

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 1,250,375

Project Description:

4526221 - SR45(US41)FROM CALOOSAHATCHEE RIVER BRIDGE #120002 TO N OF PONDELLA RD

Non-SIS



From: Caloosahatchee Bridge
To: North of Pondella road
Section: I - Routine Maintenance
Work Summary: RESURFACING **Length:** 1.296
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	DS	0	98,400	0	0	0	98,400
PE	DIH	0	5,000	0	0	0	5,000
Total		0	103,400	0	0	0	103,400

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 103,400

Project Description:

4526901 - SANDS BLVD REPAIRS AT BRIDGE NO. 125717 AND 125718 OVER ETERNITY CANAL

Non-SIS



From:
To:
Section: I - Routine Maintenance
Work Summary: EMERGENCY OPERATIONS **Length:** 0
Lead Agency: MANAGED BY LEE CNTY BOCC **LRTP #:** Appendix E, Page 10, Table 11

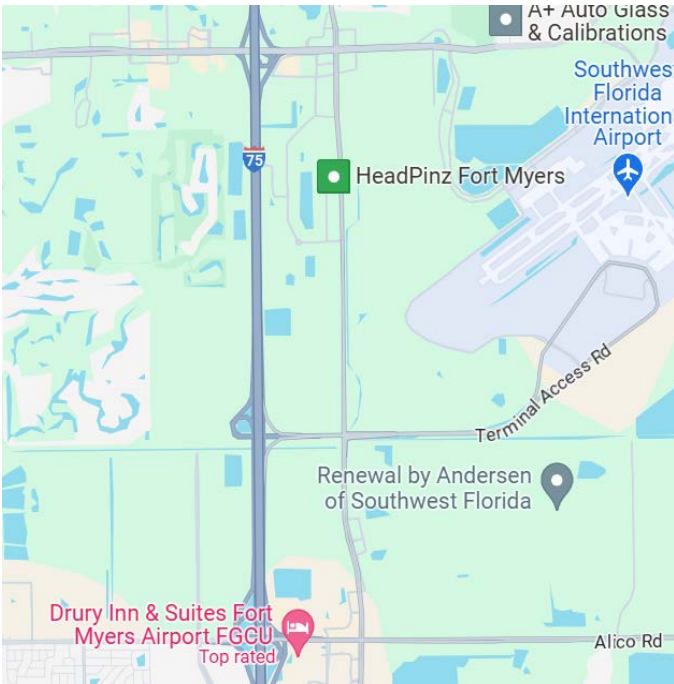
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	ACER	0	399,775	0	0	0	399,775
Total		0	399,775	0	0	0	399,775

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 399,775

Project Description:

4527931 - I-75 FROM N OF ALICO RD TO S OF DANIELS PKWY

SIS



From: North of Alico Road
To: South of Daniels Parkway
Section: I - Routine Maintenance
Work Summary: RESURFACING **Length:** 4.143
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

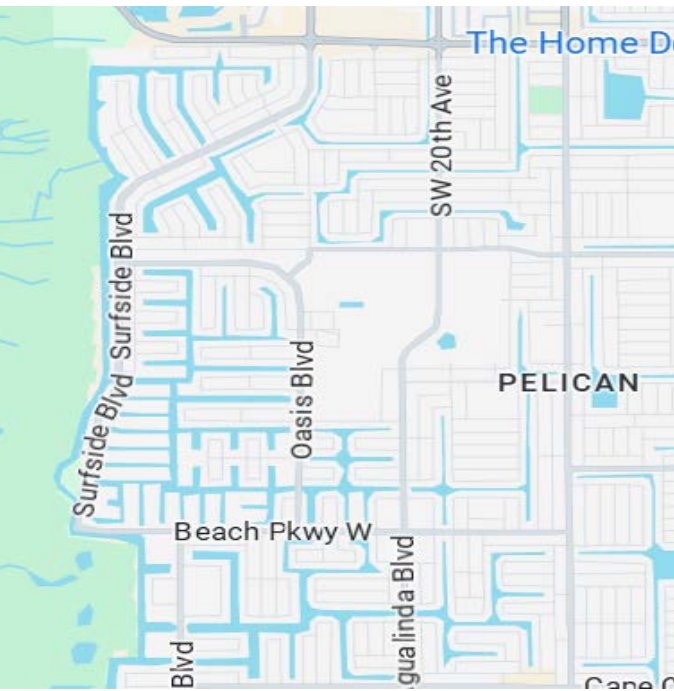
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	ACNP	0	0	12,331,084	0	0	12,331,084
PE	ACNP	1,500,000	0	0	0	0	1,500,000
Total		1,500,000	0	12,331,084	0	0	13,831,084

Prior Cost <2025: 5,000
Future Cost >2030: 0
Total Project Cost: 13,836,084

Project Description:

4529162 - SURFSIDE BLVD OVER MAXINE CANAL- BRIDGE NO. 125724

Non-SIS



From:
To:
Section: I - Routine Maintenance
Work Summary: EMERGENCY OPERATIONS **Length:** 0
Lead Agency: MANAGED BY LEE CNTY BOCC **LRTP #:** Appendix E, Page 10, Table 11

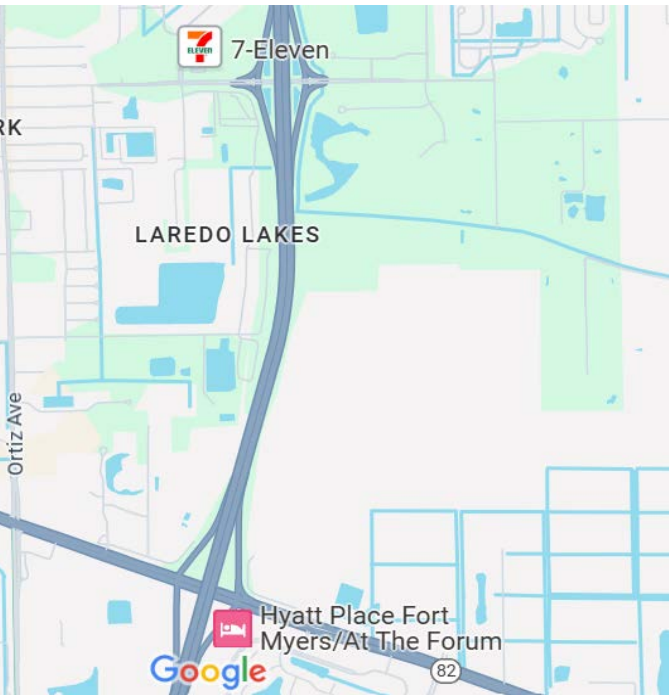
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	ACER	0	121,641	0	0	0	121,641
Total		0	121,641	0	0	0	121,641

Prior Cost <2025: 0
Future Cost >2030: 0
Total Project Cost: 121,641

Project Description:

4535591 - I-75 FROM S OF SR 82 TO S OF LUCKETT RD

SIS



From: South of SR 82
To: South of Lockett Road
Section: I - Routine Maintenance
Work Summary: RESURFACING **Length:** 2.002
Lead Agency: MANAGED BY FDOT **LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	ACNP	0	0	6,710,604	0	0	6,710,604
PE	ACNP	1,350,000	0	0	0	0	1,350,000
Total		1,350,000	0	6,710,604	0	0	8,060,604

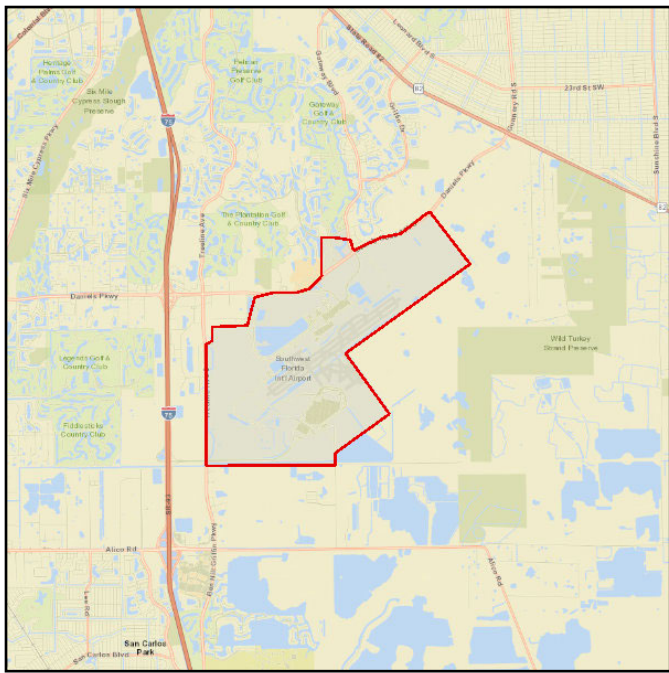
Prior Cost <2025: 5,000
Future Cost >2030: 0
Total Project Cost: 8,065,604

Project Description:

Section J - Aviation

4206521 - SOUTHWEST FLORIDA INT'L ARP - PARALLEL RUNWAY 6R/24L PHASE I

SIS



From:
To:
Section: J - Aviation
Work Summary: AVIATION CAPACITY PROJECT **Length:**
Lead Agency: Lee County Port Authority **L RTP #:** Appendix E, Page 6, Table 4

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CAP	DDR	244,494	2,013,068	0	0	0	2,257,562
CAP	DPTO	2,383,385	0	0	0	0	2,383,385
Total		2,627,879	2,013,068	0	0	0	4,640,947

Prior Cost <2025: 93,050,408

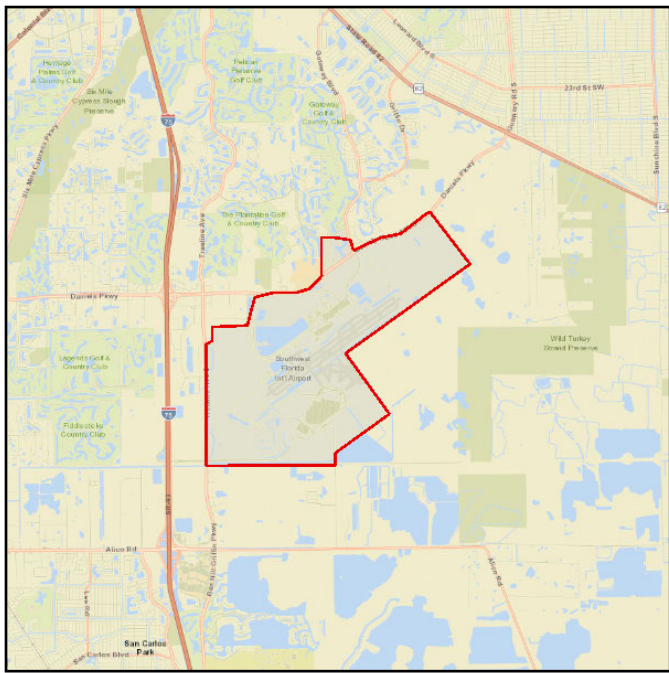
Future Cost >2030: 0

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

4419811 - SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION

SIS



From:
To:
Section: J - Aviation
Work Summary: AVIATION REVENUE/OPERATIONAL **Length:**
Lead Agency: Lee County Port Authority **LRTP #:** Appendix E, Page 6, Table 4

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CAP	DDR	5,000,000	0	5,000,000	1,052,740	4,358,556	15,411,296
CAP	LF	10,998,312	5,000,000	5,000,000	13,272,284	5,000,000	39,270,596
CAP	DPTO	0	5,000,000	0	3,947,260	641,444	9,588,704
CAP	DIS	194,082	0	0	3,000,000	0	3,194,082
CAP	GMR	6,254,230	0	0	8,272,284	5,000,000	19,526,514
Total		22,446,624	10,000,000	10,000,000	29,544,568	15,000,000	86,991,192

Prior Cost <2025: 113,325,764

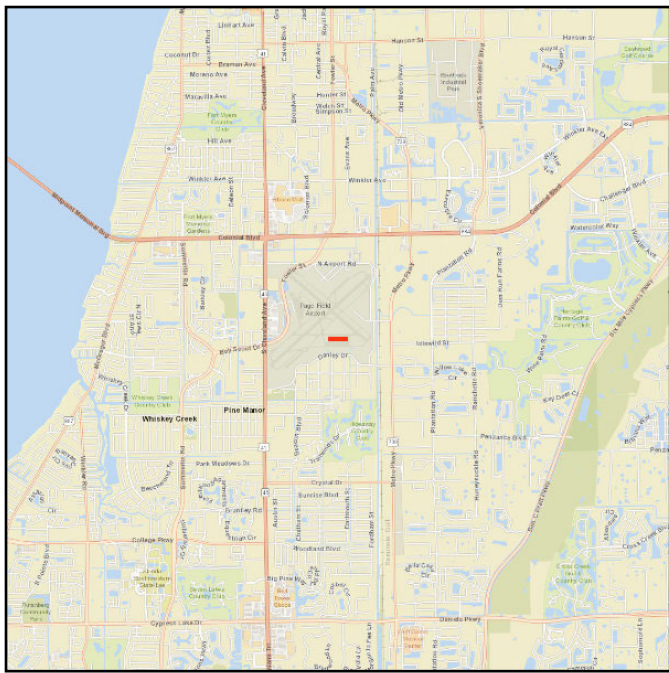
Future Cost >2030: 0

Total Project Cost: 200,316,956

Project Description:

4463141 - PAGE FIELD SOUTH QUADRANT HANGARS AND RAMP

Non-SIS



From:
To:
Section: J - Aviation
Work Summary: AVIATION REVENUE/OPERATIONAL **Length:**
Lead Agency: Lee County Port Authority **LRTP #:** Appendix E, Page 6, Table 4

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CAP	DDR	2,500,000	2,500,000	332,829	0	0	5,332,829
CAP	LF	2,500,000	2,500,000	2,500,000	2,500,000	0	10,000,000
CAP	DPTO	0	0	2,167,171	2,500,000	0	4,667,171
Total		5,000,000	5,000,000	5,000,000	5,000,000	0	20,000,000

Prior Cost <2025: 11,050,000

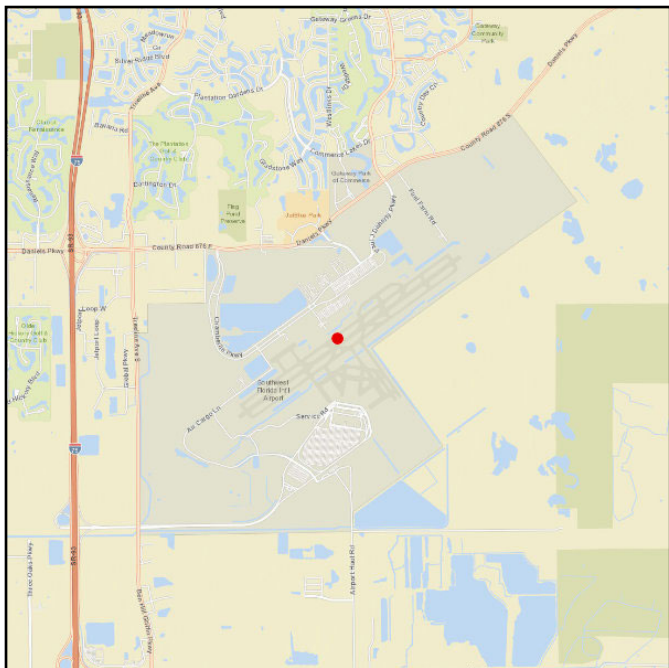
Future Cost >2030: 0

Total Project Cost: 31,050,000

Project Description:

4500371 - SOUTHWEST FL INTL REHAB RWY 6-24 AND TWY SYSTEM

SIS



From:
To:
Section: J - Aviation
Work Summary: AVIATION PRESERVATION PROJECT **Length:**
Lead Agency: Lee County Port Authority **LRTP #:** Appendix E, Page 6, Table 4

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CAP	DDR	852,539	0	2,000,000	0	0	2,852,539
CAP	LF	1,000,000	0	2,000,000	0	2,250,000	5,250,000
CAP	DPTO	147,461	0	0	0	2,250,000	2,397,461
Total		2,000,000	0	4,000,000	0	4,500,000	10,500,000

Prior Cost <2025: 326,410
Future Cost >2030: 0
Total Project Cost: 10,826,410
Project Description:

APPENDIX A

- a. Acronyms**
- b. Project Phase**
- c. Fund Codes**

Acronyms Used in this TIP			
ACRONYM	DESCRIPTION	ACRONYM	DESCRIPTION
AADT	Annual Average Daily Traffic	CTST	Community Traffic System Team
ADA	American Disabilities Act	CTD	Commission for Transportation Disadvantaged
ADM	Administration	CUTR	Center for Urban Transportation Research
AMDA	Application for Master Development Approval	CUTS	Coordinated Urban Transportation Systems
AMPO	Association of Metropolitan Planning Organization	DB	Design – Build
ATIS	Advanced Traveler Information System	DBE	Disadvantaged Business Enterprise
ATMS	Advanced Traffic Management System	DMS	Dynamic Messaging System
ATPPL	Alternative Transportation in Parks and Public Lands	DOT	Department of Transportation
BOCC	Board of County Commissioners	DRI	Development of Regional Impact
BPAC	Bicycle Pedestrian Advisory Committee	EAR	Evaluation and Appraisal Report
BPCC	Bicycle Pedestrian Coordinating Committee	EEO	Equal Employment Opportunity
BRT	Bus Rapid Transit	EMO	Environmental Management Office
CAC	Citizens Advisory Committee	ENV	Environmental Mitigation
CAD	Computer Aided Drafting	ESRI	Environmental Systems Research Institute
CAMP	Corridor Access Management Plan	EST	Environmental Screening Tool
CAP	Capital Grant	ETAT	Environmental Technical Advisory Team
CAT	Collier Area Transit	ETDM	Efficient Transportation Decision Making
CEI	Construction Engineering Inspection	FAC	Federal Aid Circular
CEMP	Comprehensive Emergency Management Plan	FAP	Federal Aid Program
CFASPP	Continuing Florida Aviation System Planning Process	FDOT	Florida Department of Transportation
CFDA	Catalogue of Federal Domestic Assistance	FGCU	Florida Gulf Coast University
CFR	Code of Federal Regulations	FHWA	Federal Highway Administration
CIGR	County Incentive Grant Program with growth management funds	FIHS	Florida Interstate Highway System
CIP	Capital Improvement Program	FM	Federal Management
CM/TSM	Congestion Mitigation/Transportation System Management	FMR	Federal Management Regulation
CMR	Congestion Monitoring Report	FPN	Financial Project Number
CMP	Congestion Management Process	FPTA	Florida Public Transportation Association
CMS	Congestion Management System	FS	Florida Statutes
COOP	Continuity of Operation Plan	FSUTMS	Florida Standard Urban Transportation Model Structure
CRA	Community Redevelopment Agency	FY	Fiscal Year
CRT	Commuter Rail Transit	GA	General Aviation
CTC	Community Transit Coordinator	GIS	Geographical Information System
HWY	Highway	PDC	Present Day Cost
I-	Interstate	PD&E	Project Development & Environment
ICAR	Intergovernmental Coordination and Review	PE	Preliminary Engineering

IDAS	Intelligent Transportation Systems Deployment analysis System	PEA	Planning Emphasis Area
ITS	Intelligent Transportation System	PIP	Public Involvement Plan
IMS	Incident Management System	PL	Planning
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991	PTO	Public Transportation Organization
ITSSC	Intelligent Transportation Systems Stakeholder Committee	RFP	Request for Proposal
JARC	Job Access and Reverse Commute	ROW, R/W	Right of Way
JPA	Joint Participation Agreement	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
LAP	Local Agency Program	SAP	Specific Area Plans
LAR	Local Advance Reimbursement	SEIR	State environmental Impact Report
LC	Lee County	SIB	State Infrastructure Bank
LCB	Local Coordinating Board	SIS	Strategic Intermodal System
LCDOT	Lee County Department of Transportation	SOV	Single Occupancy Vehicle
LCHSTP	Locally Coordinated Public Transit Human Services Transportation Plan	SR	State Road
LOS	Level of Service	SRTS	Safe Route to School
LRTP	Long Range Transportation Plan	STP	Surface Transportation Program
LUAM	Land Use Allocation Model	SW	Sidewalk
MCC	Model Coordinating Committee	SWFIA	Southwest Florida International Airport
MN	Maintenance	SWFMRT	Southwest Florida Metro-Regional Transportation
M&O	Maintenance and Operations	SWFRPC	Southwest Florida Regional Planning Council
MPO	Metropolitan Planning Organization	TAC	Technical Advisory Committee
MPOAC	Metropolitan Planning Organization Advisory Council	TAN	Transportation Advisory Network
MPP/PL	Metropolitan Planning Program	TAOC	Transit Authority Oversight Committee
MSTU	Municipal Service Taxing Unit	TAZ	Traffic Analysis Zone
NARC	National Association of Regional Councils	TD	Transportation Disadvantaged
NEPA	National Environmental Policy Act	TDM	Transportation Demand Management
NHAC	Principal Arterials	TDP	Transit Development Plan
NS/EW	North South/East West	TDSP	Transportation Disadvantaged Service Plan
OMB	Office of Management and Budget	TE	Transportation Enhancement
OPS	Operations Grant	T/E Grant	Trip Equipment Grant
PDA	Personal Digital Assistant	TEA	Transportation Enhancement Application
TEA-21	Transportation Equity Act for the 21 st Century	TRANPLAN	Transportation Planning
TELUS	Transportation Economic and Land Use System	TRIP	Transportation Regional Incentive Program
TIA	Traffic Impact Analysis	TRB	Transportation Research Board
TIM	Traffic Incident Management	ULAM	Urban Land Use Allocation Model
TIP	Transportation Improvement Plan	UPWP	Unified Planning Work Program
TMA	Transportation Management Area	USC	United States Code
TMC	Transportation Monitoring Center	UZA	Urbanized Area

TOCC	Traffic Operations Coordinating Committee	ZDATA	Zonal Data
TOP	Transportation Operations Program	LCHSTP	Locally Coordinated Human Services Transportation Plan
RW	Runway	ATCT	Air Traffic Control Tower
N, S, E, W	North, South, East or West	SMS	Safety Management System
Bus.	Business	VASI	Visual Approach Slope Indicator
TMOCC	Traffic Management Operations Committee		
FUNDING SOURCE CODES			
ACNH	ADVANCED CONSTRUCTION (NH)	HSP	HIGHWAY SAFETY PROGRAM
ACSA	ADVANCED CONSTRUCTION - SURFACE TRANSPORTATION PROGRAM	LF	LOCAL FUNDS
ACSU	ADVANCE CONSTRUCTION (SU)	LFP	LOCAL FUNDS FOR PARTICIPATING
ACXA	ADVANCE CONSTRUCTION (XA)	LFF	LOCAL FUNDS - FOR MATCHING F/A
BNDS	RIGHT-OF-WAY BONDS	LFRF	LOCAL FUND REIMBURSEMENT FUTURE
BNIR	INTRASTATE R/W & BRIDGE BONDS	MG	MINIMUM GUARANTEE
BRRP	BRIDGE REPAIR/REHABILITATION	MGNH	MINIMUM GUARANTEE FOR NATIONAL HIGHWAYS
CIGP	COUNTY INCENTIVE GRANT PROGRAM	NH	PRINCIPAL ARTERIALS
CIGR	COUNTY INCENTIVE GRANT GROWTH MANAGEMENT	PL	METRO PLAN (85% FA; 15% OTHER)
CM	CONGESTION MITIGATION	RHH	RAIL HIGHWAY X-INGS - HAZARD
D	UNRESTRICTED STATE PRIMARY	S129	SURFACE TRANSPORTATION PROGRAM (STP) EARMARKS - 2008
DDR	DISTRICT DEDICATED REVENUE	SA	SURFACE TRANSPORTATION PROGRAM (STP)- ANY AREA
DDRF	DISTRICT DEDICATED REVENUE MATCHING FUNDS	SE	SURFACE TRANSPORTATION PROGRAM (STP) - ENCHANCEMENT
DI	STATE - SW INTER/INTRASTATE HIGHWAY	SIBG	STATE FUNDED INFRASTRUCTURE - GROWTH MANAGEMENT
DIH	STATE IN-HOUSE PRODUCT SUPPORT	SIB1	STATE INFRASTRUCTURE BANK
DIS	STRATEGIC INTERMODAL SYSTEM	SR2E	SAFE ROUTES - EITHER
DPTO	STATE PUBLIC TRANSPORTATION AGENCY	SR2S	SAFE ROUTES TO SCHOOL - INFRASTRUCTURE
DS	STATE PRIMARY HIGHWAYS AND PTO	SU	STP - URBAN AREAS > 200K
DU	STATE PRIMARY/FEDERAL REIMB	TALU	TAP – URBAN AREAS > 200K
EB	EQUITY BONUS	TALT	TAP – ANY AREA
EBNH	EQUITY BONUS - NH	TDDR	TRANSPORTATION DISADVANTAGED- DDR USE
FAA	FEDERAL AVIATION AGENCY	TDTF	TRANSPORTATION DISADVANTAGED TRUST FUND
FCO	PRIMARY/FIXED CAPITAL OUTLAY	TIMP	TRANSPORTATION IMPROVEMENT
FTA	FEDERAL TRANSIT AGENCY	TRIP	TRANSPORTATION REGIONAL IMPROVEMENT PROGRAM
FTAT	FHWA TRANSFER TO FTA	XU	STP - URBAN AREAS OVER 200K
GMR	GENERAL REVENUE FOR SIS		

Project Phase Information

The following provides information detailing the project phase abbreviations associated with the projects contained within the TIP.

Code	Description		
ADM	ADMINISTRATION		
CAP	CAPITOL IMPROVEMENT		
CST	CONSTRUCTION		
DSB	DESIGN BUILD		
ENV	ENVIRONMENTAL		
INC	CONTRACT INCENTIVES		
LAR	LOCAL GOVERNMENT REIMBURSEMENT		
MNT	BRIDGE/ROADWAY/CONTRACT MAINTENANCE		
MSC	MISCELLANEOUS		
OPS	OPERATIONS		
PE	PRELIMINARY ENGINEERING (DESIGN)		
PDE	PROJECT DEVELOPMENT AND ENVIROMENTAL STUDY		
PLN	PLANNING		
RES	RESEARCH		
ROW	RIGHT OF WAY		
RRU	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

BRAC	BRT (AC/REGULAR)	F34	O.F.A. - AC/REGULAR
BRP	STATE BRIDGE REPLACEMENT	N11	100% STATE
BRRP	STATE BRIDGE REPAIR & REHAB	N11	100% STATE
BRT	FED BRIDGE REPL - ON SYSTEM	F31	O.F.A. - REGULAR FUNDS
BRTD	FED BRIDGE REPL--DISCRETIONARY	F33	O.F.A. - DEMO/EARMARK FUNDS
BRTZ	FED BRIDGE REPL - OFF SYSTEM	F31	O.F.A. - REGULAR FUNDS
CFA	CONTRACTOR FUNDS ADVANCE	N49	OTHER NON-FEDERAL FUNDS
CIGP	COUNTY INCENTIVE GRANT PROGRAM	N12	100% STATE - SINGLE AUDIT ACT
CIGR	GROWTH MANAGEMENT FOR CIGP	N11	100% STATE
CM	CONGESTION MITIGATION - AQ	F31	O.F.A. - REGULAR FUNDS
COE	CORP OF ENGINEERS (NON-BUDGET)	F49	100% FEDERAL NON-FHWA
COOP	COOPERATIVE AGREEMENTS - FHWA	F49	100% FEDERAL NON-FHWA
D	UNRESTRICTED STATE PRIMARY	N11	100% STATE
DC	STATE PRIMARY PE CONSULTANTS	N11	100% STATE
DDR	DISTRICT DEDICATED REVENUE	N11	100% STATE
DDRF	DIST DEDICAT REV MATCHING FNDS	N11	100% STATE
DEM	ENVIRONMENTAL MITIGATION	N11	100% STATE
DEMW	ENVIRONMEN MITIGATION-WETLANDS	N11	100% STATE
DER	EMERGENCY RELIEF - STATE FUNDS	N11	100% STATE
DFTA	FED PASS-THROUGH \$ FROM FTA	F49	100% FEDERAL NON-FHWA
DI	ST. - S/W INTER/INTRASTATE HWY	N11	100% STATE
DIH	STATE IN-HOUSE PRODUCT SUPPORT	N11	100% STATE
DIOH	STATE 100% - OVERHEAD	N11	100% STATE
DIS	STRATEGIC INTERMODAL SYSTEM	N11	100% STATE
DITS	STATEWIDE ITS - STATE 100%.	N11	100% STATE
DL	LOCAL FUNDS - PTO - BUDGETED	N44	LOCAL
DPTO	STATE - PTO	N11	100% STATE
DRA	REST AREAS - STATE 100%	N11	100% STATE
DS	STATE PRIMARY HIGHWAYS & PTO	N11	100% STATE
DSB0	UNALLOCATED TO FACILITY	N41	TOLL CAPITAL IMPROVEMENT
DSB1	SKYWAY	N41	TOLL CAPITAL IMPROVEMENT
DSB2	EVERGLADES PKY/ALLIGATOR ALLEY	N41	TOLL CAPITAL IMPROVEMENT
DSB3	PINELLAS BAYWAY	N41	TOLL CAPITAL IMPROVEMENT
DSB5	BEELINE EXPRESSWAY	N41	TOLL CAPITAL IMPROVEMENT

DSB6	TAMPA-HILLSBOROUGH EXPR. AUTH.	N41	TOLL CAPITAL IMPROVEMENT
DSB7	MID-BAY BRIDGE AUTHORITY	N41	TOLL CAPITAL IMPROVEMENT
DSBC	GARCON POINT BRIDGE	N41	TOLL CAPITAL IMPROVEMENT
DSBD	I-95 EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
DSBF	I-595	N41	TOLL CAPITAL IMPROVEMENT
DSBG	I-75 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBH	I-4 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBI	PALMETTO ML TOLL CAP IMPROVE	N41	TOLL CAPITAL IMPROVEMENT
DSBJ	I-295 EXPRESS LANES - CAPITAL	N41	TOLL CAPITAL IMPROVEMENT
DSBT	TURNPIKE/REIMBURSED BY TOLL	N41	TOLL CAPITAL IMPROVEMENT
DSBW	WEKIVA PARKWAY	N41	TOLL CAPITAL IMPROVEMENT
DSF	STATE PRIMARY MATCHING FUNDS	N11	100% STATE
DU	STATE PRIMARY/FEDERAL REIMB	F49	100% FEDERAL NON-FHWA
DWS	WEIGH STATIONS - STATE 100%	N11	100% STATE
EB	EQUITY BONUS	F31	O.F.A. - REGULAR FUNDS
EBBP	EQUITY BONUS SUPPLEMENTING BDG	F34	O.F.A. - AC/REGULAR
EBNH	EQUITY BONUS SUPPLEMENTING NH	F34	O.F.A. - AC/REGULAR
EBOH	EQUITY BONUS - OVERHEAD	F31	O.F.A. - REGULAR FUNDS
EM09	GAA EARMARKS FY 2009	N11	100% STATE
EM11	GAA EARMARKS FY 2011	N11	100% STATE
ER06	HURRICANES 2006	F42	100% FEDERAL EMERGENCY FUNDS
ER10	2010 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER12	2012 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER13	2013 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER14	SPRING FLOODING 2014	F42	100% FEDERAL EMERGENCY FUNDS
F001	FEDERAL DISCRETIONARY - US19	F33	O.F.A. - DEMO/EARMARK FUNDS
F002	CORRIDORS/BORDERS - US19 - D07	F33	O.F.A. - DEMO/EARMARK FUNDS
F330	SEC 330 STP EARMARKS 2003	F43	100% FEDERAL DEMO/EARMARK
FAA	FEDERAL AVIATION ADMIN	F49	100% FEDERAL NON-FHWA
FBD	FERRYBOAT DISCRETIONARY	F33	O.F.A. - DEMO/EARMARK FUNDS
FCO	PRIMARY/FIXED CAPITAL OUTLAY	N11	100% STATE
FD21	FDM-DODGE ISLAND TUNNEL	F33	O.F.A. - DEMO/EARMARK FUNDS
FEDR	FEDERAL RESEARCH ACTIVITIES	F43	100% FEDERAL DEMO/EARMARK
FEMA	FED EMERGENCY MGT AGENCY	F49	100% FEDERAL NON-FHWA

FHPP	FEDERAL HIGH PRIORITY PROJECTS	F33	O.F.A. - DEMO/EARMARK FUNDS
FLEM	FL DIV OF EMERGENCY MANAGEMENT	N49	OTHER NON-FEDERAL FUNDS
FSF1	FED STIMULUS, S/W MANAGED	F45	100% FEDERAL STIMULUS PROGRAM
FTA	FEDERAL TRANSIT ADMINISTRATION	F49	100% FEDERAL NON-FHWA
FTAT	FHWA TRANSFER TO FTA (NON-BUD)	F43	100% FEDERAL DEMO/EARMARK
GMR	GROWTH MANAGEMENT FOR SIS	N11	100% STATE
GR13	GENERAL REVENUE FOR FY2013 GAA	N11	100% STATE
GR15	GENERAL REVENUE FOR FY2015 GAA	N11	100% STATE
GR17	GENERAL REVENUE FOR FY2017 GAA	N11	100% STATE
GRSC	GROWTH MANAGEMENT FOR SCOP	N11	100% STATE
HP	FEDERAL HIGHWAY PLANNING	F31	O.F.A. - REGULAR FUNDS
HPP	HIGH PRIORITY PROJECTS	F43	100% FEDERAL DEMO/EARMARK
HR	FEDERAL HIGHWAY RESEARCH	F31	O.F.A. - REGULAR FUNDS
HRRR	HIGH RISK RURAL ROAD	F31	O.F.A. - REGULAR FUNDS
HSP	SAFETY (HIWAY SAFETY PROGRAM)	F31	O.F.A. - REGULAR FUNDS
HSPT	SAFETY EDUCATIONAL-TRANSFERRED	F31	O.F.A. - REGULAR FUNDS
IBRC	INNOVATIVE BRIDGE RES & CONST	F43	100% FEDERAL DEMO/EARMARK
IM	INTERSTATE MAINTENANCE	F11	I, IM - REGULAR FUNDING
IMAC	IM (AC/REGULAR)	F13	IM - AC/REGULAR
IMD	INTERSTATE MAINTENANCE DISCRET	F14	I, IM - DISCRETIONARY
IVH	INTELLIGENT VEHICLE HIWAY SYST	F33	O.F.A. - DEMO/EARMARK FUNDS
LF	LOCAL FUNDS	N44	LOCAL
LFD	"LF" FOR STTF UTILITY WORK	N11	100% STATE
LFF	LOCAL FUND - FOR MATCHING F/A	N44	LOCAL
LFNE	LOCAL FUNDS NOT IN ESCROW	N44	LOCAL
LFP	LOCAL FUNDS FOR PARTICIPATING	N44	LOCAL
LFR	LOCAL FUNDS/REIMBURSIBLE	N44	LOCAL
LFRF	LOCAL FUND REIMBURSABLE-FUTURE	N44	LOCAL
LFU	LOCAL FUNDS_FOR UNFORSEEN WORK	N11	100% STATE
LHIP	HIGHWAY INFRASTRUCTURE - 2010	F31	O.F.A. - REGULAR FUNDS
MCSG	MOTOR CARRIER SAFETY GRANT	F49	100% FEDERAL NON-FHWA
NCPD	NATIONAL CORRIDOR PLN & DEV	F33	O.F.A. - DEMO/EARMARK FUNDS
NFP	NATIONAL FREIGHT PROGRAM	F31	O.F.A. - REGULAR FUNDS
NFPD	NAT FREIGHT PGM-DISCRETIONARY	F31	O.F.A. - REGULAR FUNDS

NH	PRINCIPAL ARTERIALS	F21	NH - REGULAR FUNDING
NHAC	NH (AC/REGULAR)	F23	NH - AC/REGULAR
NHBR	NATIONAL HIGWAYS BRIDGES	F31	O.F.A. - REGULAR FUNDS
NHEX	NATIONAL PERFORM PROG. EXEMPT	F21	NH - REGULAR FUNDING
NHPP	IM, BRDG REPL, NATNL HWY-MAP21	F21	NH - REGULAR FUNDING
NHRE	NAT HWY PERFORM - RESURFACING	F31	O.F.A. - REGULAR FUNDS
NHTS	NATIONAL HWY TRAFFIC SAFETY	F49	100% FEDERAL NON-FHWA
NSTP	NEW STARTS TRANSIT PROGRAM	N11	100% STATE
NSWR	2015 SB2514A-NEW STARTS TRANST	N11	100% STATE
OST	OFFICE OF THE SECRETARY USDOT	F49	100% FEDERAL NON-FHWA
PKBD	TURNPIKE MASTER BOND FUND	N21	TURNPIKE CAPITAL IMPROVEMENT
PKED	2012 SB1998-TURNPIKE FEEDER RD	N11	100% STATE
PKER	TPK MAINTENANCE RESERVE-ER	N24	TURNPIKE EMERGENCY
PKLF	LOCAL SUPPORT FOR TURNPIKE	N45	LOCAL - TURNPIKE
PKM1	TURNPIKE TOLL MAINTENANCE	N21	TURNPIKE CAPITAL IMPROVEMENT
PKOH	TURNPIKE INDIRECT COSTS	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYI	TURNPIKE IMPROVEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYO	TURNPIKE TOLL COLLECTION/OPER.	N22	TURNPIKE OPERATIONS
PKYR	TURNPIKE RENEWAL & REPLACEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PL	METRO PLAN (85% FA; 15% OTHER)	F41	100% FEDERAL FUNDS
PLH	PUBLIC LANDS HIGHWAY	F41	100% FEDERAL FUNDS
PLHD	PUBLIC LANDS HIGHWAY DISCR	F43	100% FEDERAL DEMO/EARMARK
POED	2012 SB1998-SEAPORT INVESTMENT	N11	100% STATE
PORB	PORT FUNDS RETURNED FROM BONDS	N11	100% STATE
PORT	SEAPORTS	N11	100% STATE
RBRP	REIMBURSABLE BRP FUNDS	N11	100% STATE
RECT	RECREATIONAL TRAILS	F31	O.F.A. - REGULAR FUNDS
RED	REDISTR. OF FA (SEC 1102F)	F31	O.F.A. - REGULAR FUNDS
RHH	RAIL HIGHWAY X-INGS - HAZARD	F31	O.F.A. - REGULAR FUNDS
RHP	RAIL HIGHWAY X-INGS - PROT DEV	F31	O.F.A. - REGULAR FUNDS
S112	STP EARMARKS - 2006	F43	100% FEDERAL DEMO/EARMARK
S115	STP EARMARKS - 2004	F43	100% FEDERAL DEMO/EARMARK
S117	STP EARMARKS - 2005	F43	100% FEDERAL DEMO/EARMARK
S125	STP EARMARKS - 2009	F43	100% FEDERAL DEMO/EARMARK

S129	STP EARMARKS - 2008	F43	100% FEDERAL DEMO/EARMARK
SA	STP, ANY AREA	F31	O.F.A. - REGULAR FUNDS
SAAN	STP, ANY AREA - NOT ON NHS	F31	O.F.A. - REGULAR FUNDS
SABR	STP, BRIDGES	F31	O.F.A. - REGULAR FUNDS
SAFE	SECURE AIRPORTS FOR FL ECONOMY	N11	100% STATE
SB	SCENIC BYWAYS	F33	O.F.A. - DEMO/EARMARK FUNDS
SCED	2012 SB1998-SMALL CO OUTREACH	N11	100% STATE
SCOP	SMALL COUNTY OUTREACH PROGRAM	N12	100% STATE - SINGLE AUDIT ACT
SCRA	SMALL COUNTY RESURFACING	N12	100% STATE - SINGLE AUDIT ACT
SCRC	SCOP FOR RURAL COMMUNITIES	N11	100% STATE
SCWR	2015 SB2514A-SMALL CO OUTREACH	N12	100% STATE - SINGLE AUDIT ACT
SE	STP, ENHANCEMENT	F31	O.F.A. - REGULAR FUNDS
SED	STATE ECONOMIC DEVELOPMENT	N11	100% STATE
SIB1	STATE INFRASTRUCTURE BANK	N48	OTHER SIB FUNDS
SIBF	FEDERAL FUNDED SIB	F49	100% FEDERAL NON-FHWA
SIWR	2015 SB2514A-STRATEGIC INT SYS	N11	100% STATE
SL	STP, AREAS <= 200K	F31	O.F.A. - REGULAR FUNDS
SN	STP, MANDATORY NON-URBAN <= 5K	F31	O.F.A. - REGULAR FUNDS
SPN	PROCEED FROM SPONSOR AGREEMENT	N11	100% STATE
SR2E	SAFE ROUTES - EITHER	F31	O.F.A. - REGULAR FUNDS
SR2N	SAFE ROUTES NON-INFRASTRUCTURE	F31	O.F.A. - REGULAR FUNDS
SR2S	SAFE ROUTES - INFRASTRUCTURE	F31	O.F.A. - REGULAR FUNDS
SR2T	SAFE ROUTES - TRANSFER	F31	O.F.A. - REGULAR FUNDS
SROM	SUNRAIL REVENUES FOR O AND M	N49	OTHER NON-FEDERAL FUNDS
SSM	FED SUPPORT SERVICES/MINORITY	F41	100% FEDERAL FUNDS
ST10	STP EARMARKS - 2010	F43	100% FEDERAL DEMO/EARMARK
STED	2012 SB1998-STRATEGIC ECON COR	N11	100% STATE
SU	STP, URBAN AREAS > 200K	F31	O.F.A. - REGULAR FUNDS
TALL	TRANSPORTATION ALTS- <200K	F31	O.F.A. - REGULAR FUNDS
TALN	TRANSPORTATION ALTS- < 5K	F31	O.F.A. - REGULAR FUNDS
TALT	TRANSPORTATION ALTS- ANY AREA	F31	O.F.A. - REGULAR FUNDS
TALU	TRANSPORTATION ALTS- >200K	F31	O.F.A. - REGULAR FUNDS
TCP	FUEL TAX COMPLIANCE PROJECT	F41	100% FEDERAL FUNDS
TCSP	TRANS, COMMUNITY & SYSTEM PRES	F43	100% FEDERAL DEMO/EARMARK

TDDR	TRANS DISADV - DDR USE	N49	OTHER NON-FEDERAL FUNDS
TDED	TRANS DISADV TRUST FUND - \$10M	N49	OTHER NON-FEDERAL FUNDS
TDHC	TRANS DISADV - HEALTHCARE	N49	OTHER NON-FEDERAL FUNDS
TDTF	TRANS DISADV - TRUST FUND	N49	OTHER NON-FEDERAL FUNDS
TGR	TIGER GRANT THROUGH FHWA	F43	100% FEDERAL DEMO/EARMARK
TIFI	TRANS INFRAST FIN & INNOV ACT	F49	100% FEDERAL NON-FHWA
TIFR	TIFIA FUNDS REDISTRIBUTED	F41	100% FEDERAL FUNDS
TIGR	TIGER HIGHWAY GRANT	F49	100% FEDERAL NON-FHWA
TIMP	TRANSPORTATION IMPROVEMENTS	F33	O.F.A. - DEMO/EARMARK FUNDS
TLWR	2015 SB2514A-TRAIL NETWORK	N11	100% STATE
TM01	SUNSHINE SKYWAY	N43	TOLL MAINTENANCE
TM02	EVERGLADES PARKWAY	N43	TOLL MAINTENANCE
TM03	PINELLAS BAYWAY	N43	TOLL MAINTENANCE
TM05	BEELINE EAST	N43	TOLL MAINTENANCE
TM06	TAMPA-HILLSBOROUGH EXPR. AUTH.	N43	TOLL MAINTENANCE
TM07	MID-BAY BRIDGE AUTHORITY	N43	TOLL MAINTENANCE
TM11	ORLANDO-ORANGE CO. EXPR. SYSTE	N43	TOLL MAINTENANCE
TMBC	GARCON POINT BRIDGE	N43	TOLL MAINTENANCE
TMBD	I-95 EXPRESS LANES	N43	TOLL MAINTENANCE
TMBG	I-75 ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
TMBH	I-4 ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
TMBI	PALMETTO ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
TMBJ	I-295 EXPRESS LANES - MAINT	N43	TOLL MAINTENANCE
TMBW	WEKIVA PARKWAY TOLL MAINT	N43	TOLL MAINTENANCE
TO01	SUNSHINE SKYWAY	N42	TOLL OPERATIONS
TO02	EVERGLADES PARKWAY	N42	TOLL OPERATIONS
TO03	PINELLAS BAYWAY	N42	TOLL OPERATIONS
TO04	MIAMI-DADE EXPRESSWAY AUTH.	N42	TOLL OPERATIONS
TO05	BEELINE EAST	N42	TOLL OPERATIONS
TO06	TAMPA-HILLSBOROUGH EXPR. AUTH.	N42	TOLL OPERATIONS
TO07	MID-BAY BRIDGE AUTHORITY	N42	TOLL OPERATIONS
TO11	ORLANDO-ORANGE CO. EXPR. SYST.	N42	TOLL OPERATIONS
TOBC	GARCON POINT BRIDGE	N42	TOLL OPERATIONS
TOBD	I-95 EXPRESS LANES	N42	TOLL OPERATIONS

TOBF	I-595	N42	TOLL OPERATIONS
TOBG	I-75 ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBH	I-4 ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBI	PALMETTO ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBJ	I-295 EXPRESS LANES-OPERATING	N42	TOLL OPERATIONS
TOBW	WEKIVA PARKWAY TOLL OPERATIONS	N42	TOLL OPERATIONS
TPFP	TRUCK PARKING FACILITIES PGM	F33	O.F.A. - DEMO/EARMARK FUNDS
TRIP	TRANS REGIONAL INCENTIVE PROGM	N12	100% STATE - SINGLE AUDIT ACT
TRWR	2015 SB2514A-TRAN REG INCT PRG	N12	100% STATE - SINGLE AUDIT ACT
TSM	TRANSPORT SYSTEMS MANAGEMENT	F41	100% FEDERAL FUNDS
VPPP	VALUE PRICING PILOT PROGRAM	F33	O.F.A. - DEMO/EARMARK FUNDS
WKBL	2012 SB1998-TRANS BEACHLINE-TP	N11	100% STATE
WKOC	2012 SB1998-REPAYMNT OOC DEBT	N11	100% STATE

APPENDIX B

PROJECT PRIORITIES

The 2023 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 2025 – FY 2029.

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 2025 through FY 2029.

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.

STP and State Funded and Other MPO Priority Evaluation Criteria			
Mode	Score	Criterion/Measures of Effectiveness	Weight
1. Minimizing Impacts on Natural, Historic, Cultural or Archeological Resources			7%
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.	
2. Making Regional Connections			8%
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	

STP and State Funded and Other MPO Priority Evaluation Criteria			
Mode	Score	Criterion/Measures of Effectiveness	
3. Reducing Traffic Congestion			

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	

STP and State Funded and Other MPO Priority Evaluation Criteria			
Mode	Score	Criterion/Measures of Effectiveness	
		4. Supporting Community Plans and Minimizing Community Impacts	8%
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	
5. Alternatives to Driving Alone			15%
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	

STP and State Funded and Other MPO Priority Evaluation Criteria			
Mode	Score	Criterion/Measures of Effectiveness	
6. Improving Access to Activity Centers (Shopping, Jobs, Tourism, Education and/or Medical)			10%
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	
7. Enhancing Goods Movement			
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	
STP and State Funded and Other MPO Priority Evaluation Criteria			
Mode	Score	Criterion/Measures of Effectiveness	
7. Enhancing Goods Movement			7%
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	
8. Safety (Reducing Crashes)			17%
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	
STP and State Funded and Other MPO Priority Evaluation Criteria			
Mode	Score	Criterion/Measures of Effectiveness	Weight
		9. Long Term Maintenance Costs	5%
All Modes	5	Project reduces long term maintenance costs	
	3	Project increases long term maintenance costs	
	0	Other project	
		10. Improving Existing Facilities	7%
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 SIS¹:

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 ²

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 use¹:

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

¹This is a statutory prioritization criterion.

²An 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.

2023 FEDERAL AND STATE FUNDED PRIORITIES
 Adopted by Lee MPO on June 16, 2023

Staff Recommend	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 ¹						\$43.5
2	2	1957641	Multi-Modal Enhancement Box ¹						\$3,500
3	3		Big Carlos Bridge Replacement			Bridge	0.4	CST	\$5,000
4	5	4443281	US 41 at Six Mile Cypress Parkway			Intersection	1.0	PE	\$2,000
5	6	4443214	US 41 at Bonita Beach Road			Bypass/Intersection	1.0	PE	\$2,800
6	7	4369281	Burnt Store Road	Van Buren Pkwy	Charlotte Co/I	2L to 4L	5.5	ROW	\$24,600
7	8	4313344	SR 730 (Metro Pkwy)	S. of Colonial	Winkler Ave	Partial CFI	1.0	CST	\$37,700
8	9	4313342	SR 730 (Metro Pkwy)	S. of Daniels	N. of Daniels	Partial CFI	0.6	CST	\$20,600
9	10	4313343	SR 730 (Metro Pkwy)	N. of Daniels	S. of Colonial	4L to 6L	2.9	CST	\$28,200
10	11	4419421	SR 31	SR 80	SR 78	2L to 4L	1.4	CST	\$180,000
11	12	4449371	SR 78	I-75	SR 31	2L to 4L	3.3	PE	\$4,500
12	13	4353471	Old US 41	US 41	Bonita Beach Road	Add lanes/reconstruct	2.7	ROW	\$19,600
13	14		Cape Coral Bridge	W. of McGregor	E. of Del Prado	Bridge Reconst/Widen 6L	1.1	CST	\$210,000
14	15		US 41/SR 78 Int. Improvements			Intersection	0.5	PD&E	\$600
15			Fowler St/Evans Ave	S. of Hanson	MLK Blvd.	3L NB/3L SB	1.4	PD&E	\$2,000
16	16	4126363	Countywide ATMS			Phase III Implementation		PE	\$1,200

Notes:

¹The 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, .995 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 TRIP PRIORITIES FOR LEE AND COLLIER FOR 2023
Adopted by Collier MPO in June 2023 and Lee MPO in May 2023

Sponsor	Routes	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	STATUS	State Funding Level	Fiscal Year
2021/2022										
Lee County	Corkscrew Road	E.of Ben Hill Griffin	Bella Terra	2L to 4L	CST	\$24,525,000	\$6,975,000	Funded	\$ 2,651,966	FY 21/22
2022/2023										
Lee County	Ortiz	Colonial Blvd	SR 82	2L to 4L	CST	\$34,566,000	\$4,000,000			
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$35,600,000	\$4,000,000			
Lee County	Three Oaks Ext.	Fiddlesticks Canal Crossing	Pony Drive	New 4L	CST	\$80,774,000	\$8,000,000			
2023/2024										
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	Funded	\$ 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			
2024/2025										
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	\$43,635,000	\$5,000,000			
Collier County	Santa Barbara/Logan Blvd.	Painted Leaf Lane	Pine Ridge Road	Operational Imp.	CST	\$8,000,000	\$4,000,000			
Lee County	Alico Extension - Phase I	Airport Haul Rd	E. of Alico Road	New 4L	CST	\$30,000,000	\$3,000,000			
Collier County	Goodlette Road	Vanderbilt Beach Road	Immokalee Road	2L to 4L	CST	\$5,500,000	\$2,750,000	Funded	\$ 2,750,000	FY 23/24
2025/2026										
Lee County	Burnt Store Rd	Van Buren Pkwy.	1,000' N.of Charlotte Co/L.	2L to 4L	ROW	\$32,000,000	\$4,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$37,188,000	\$5,000,000			
2026/2027										
Lee County	Alico Extension - Phase II & III	E. of Alico Road	SR 82	New 4L	CST	\$200,000,000	\$8,000,000			
2027/2028										
Collier County	Immokalee Road - Shoulder Project	Logan Blvd	Livingston Rd	Shoulders	CST	\$15,000,000	\$4,000,000	Funded	\$10,999,000	FY26/28
Collier County	Immokalee Road	At Livingston Road		Major Intersect.	PE	\$4,500,000	\$1,000,000	Funded	\$2,500,000	FY24
Collier County	Randall Blvd	Everglades	8th	2L to 6L	PE	\$5,760,000	\$2,880,000	Funded	\$2,880,000	FY25
2028/2029										
Collier County	Oil Well Road	Everglades	Oil Well Grade Rd.	2L to 6L	CST	\$54,000,000	\$6,000,000			

2023 JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO

Adoption by Lee MPO in May or June

Adoption by Charlotte County-Punta Gorda MPO in May 2023

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Prgrammed	Year Funded	2023 Joint Priority
Lee County	Burnt Store Rd	Van Buren Pkwy	~1000' North of Charlotte Co/L	2L to 4L	ROW	\$32,000,000	\$4,000,000			
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	Collingswood Blvd	2L to 4L	PE, CST	\$38,080,000	\$2,200,000			
Lee County	Ortiz Avenue	Colonial Blvd	SR 82	2L to 4L	CST	\$34,566,000	\$4,000,000			
Charlotte County	Jones loop Rd	Burnt Store Rd	Piper Rd	4L to 6L	PE, CST	\$45,020,000	TBD			
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$35,600,000	\$4,000,000			
Charlotte County	Kings Hwy	Sandhill Blvd	DeSoto County Line	2L to 4L	CST		\$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	\$43,635,000	\$5,000,000			
Lee County	Alico Extension - Phase I	Airport Haul Rd	East of Alico Road	2L to 4L/New 4L	CST	\$30,000,000	\$3,000,000			
Lee County	Alico Extension - Phase II & III	East of Alico Rd	SR 82	New 4L	CST	\$200,000,000	\$8,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$37,188,000	\$5,000,000			

2023 Project Priority List – FDOT D1

[Freight Coordinator: **Amanda Tyner**]

Map ID	Project Name	County	Project Type	FM Number	DFC Priority	PD&E Status	Project Request (Millions)	Network Designations*			
								SHS	NHFN	SIS	RFN
Charlotte County-Punta Gorda MPO											
P1	US-17 from Copley Ave. to CR-74 (Bermont Rd.)	Charlotte	Roadway	N/A	Yes	Funded	\$3.05	Yes	No	Yes	No
Heartland Regional TPO											
P2	SR-70 from Jefferson Ave. to CR-29	Highlands	Roadway	414506-1	Yes	Funded	\$104.43	Yes	No	Yes	Yes
P3	US-98 from US-27 to East of Airport Rd.	Highlands	Roadway	414511-2	Yes	On-Going	\$36.12	Yes	No	Yes	Yes
P4	SR-710 Additional Lanes from US-441 to Martin Co. Line, New Road from SR-70 to US-441	Okeechobee	Roadway	419344-3	Yes	Completed	\$203.70	Yes	No	Yes	Yes
Lee County MPO											
P5	Metro Pkwy. Widening from Daniels Pkwy. to Winkler Ave.	Lee	Roadway	431334-1	Yes	Completed	\$95.00	Yes	No	No	Yes
P6	SR-31 from SR-80 to SR-78	Lee	Roadway	441942-1	Yes	On-Going	\$142.03	Yes	No	Yes	Yes
P7	SR-78 Widening from SR-31 to I-75 and Interchange Improvements	Lee	Roadway	444937-1	Yes	On-Going	\$93.80	Yes	Yes	Yes	Yes
Polk TPO											
P8	SR-60 at CSX S-Line Rail Crossing Grade Separation	Polk	Grade Separation	436559-1	Yes	Completed	\$58.00	Yes	No	Yes	No
P9	SR-60 Widening from CR 630 to Osceola County Line	Polk	Roadway	N/A	Yes	Completed	\$7.83	Yes	No	Yes	No

*SHS = State Highway System
NHFN = National Highway Freight Network
SIS = Strategic Intermodal System
RFN = Regional Freight Network

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

		Criterion	Methodology	Max Score
A	Intermodal Connectivity			10
1	Intermodal Connectivity ¹	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 ²	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 ¹	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	Public, Personal and Traffic Safety			15
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 $0.71 - 2.99 = 1.0$ $3 - 3.99 = 2.0$ ≥ 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	¼ 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

MULTIMODAL BOX FUND PRIORITIES
Adopted by Lee MPO on 6/16/2023

Applicant	Roadway/Proect	From	To	Length (Mile)	Proposed Improvements	Side	Phase Funded	Requested Phase	Cost	Recommended Priorities
Leetran	Leetran Bus Purchase (Recurring Expense consistent with MPO Transportation Plan)			NA	NA	NA	NA	Purchase	\$1,500,000	1
LCBOCC	Daniels Pkwy	Corporate Lakes Blvd	SR 82	1.31	Install 8' Sidewalk	North Side	PE	CST	\$2,520,369	2
								PE Shortfall	\$275,515	
Estero	Coconut Road	US 41	Via Coconut Pt	0.3	Install 8' Sidewalk	North Side	PE	CST	\$440,913	3
Estero	Corkscrew Rd Pathway	US 41	Koreshan State Park	0.25	Install 10' Shared Use Path	North Side	PE	CST	\$608,723.00	4
FMB	FMB Bus Shelters	@ various locations along Estero Blvd		NA	Acquisition and Placement of 8 Bus Shelters		N/A	Acquisition/ Installation	\$260,000	5
MPO	Caloosahatchee D'town Multimodal Alt Study	Hanson St @ Palm Ave	Littleton Rd @ US 41	10	Conduct SUN Trail Alignment Feasibility Study	N/A	N/A	Planning	\$800,000	6
FM	Complete Streets Study	Fowler St	First St	1.15	Conduct complete streets study along the Seaboard and Second Streets	N/A	N/A	Planning	\$300,000	7
MPO	SR 82	Michigan Link	Ortiz	0.86	Install 8' Sidewalk	North Side	N/A	PE & CST	X	8
MPO	San Carlos Blvd	Kelly Road	Gulf Point St	0.36	Install 8' Sidewalk	East Side	N/A	PE & CST	X	9
MPO	SR 82	Michigan Link	Ortiz	0.86	Replace existing sidewalk with 10' asphalt Shared Use Path	South Side	N/A	PE	X	10
FM	Forum Blvd	Champion Ring Rd	Dr. MLK Jr. Blvd	1	Install 10' Shared Use Path	West Side	N/A	CST	\$523,493	11
MPO	US 41	French Creek Lane	Charlotte County Line	1.14	Install 8' Sidewalk	West Side	N/A	PE	X	12
MPO	San Carlos Blvd	Summerlin Rd	Linda Loma Rd	1.05	Install 8' sidewalk	East Side	N/A	PE	X	13

Notes:

X - FDOT to provide LRE Costs

Note that the Lee MPO is asking that the Caloosahatchee D'town Multi modal Alt Study (Priority 6) be funded with SUN Trail Program funds and this project is included in this priority list only as a back up option if SUN Trail Program funds are unavailable.

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
1	Buckingham Rd/Gunnery Rd Intersection	1 Way Stop to Roundabout	PE/ROW	CST	\$ 2,304,214	1
2	Winkler Road/Challenger Blvd Intersection	Interim Traffic Signal to Roundabout	FUNDED			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.

2024 - 2029 AVIATION PRIORITIES FOR PAGE FIELD

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

9/1/2023

Page 1 of 1

Airport: Page Field
Sponsor: Lee County Port Authority

Local ID: FMY
Sponsor ID: RSW

NPIAS No.: 12-0027
Site No.: 03198.*A

Project Description:	UPIN:	FDOT Item No.:	Fed Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown		
							State	Local	
South Quadrant Hangars and Ramp	PFL0007901	446314 1	1	1	2024	\$0	\$2,500,000	\$14,086,324	\$16,586,324
Apron Expansion	PFL0009595		2	2	2024	\$1,620,000	\$90,000	\$90,000	\$1,800,000
Yearly Total 2024						\$1,620,000	\$2,590,000	\$14,176,324	\$18,386,324
South Quadrant Hangars and Ramp	PFL0007901	446314 1	1	1	2025	\$0	\$2,500,000	\$0	\$2,500,000
Yearly Total 2025						\$0	\$2,500,000	\$0	\$2,500,000
South Quadrant Hangars and Ramp	PFL0007901	446314 1	1	1	2026	\$0	\$2,500,000	\$0	\$2,500,000
Apron Expansion	PFL0009595		2	2	2026	\$10,080,000	\$560,000	\$560,000	\$11,200,000
Yearly Total 2026						\$10,080,000	\$3,060,000	\$560,000	\$13,700,000
South Quadrant Hangars and Ramp	PFL0007901	446314 1	1	1	2027	\$0	\$2,500,000	\$0	\$2,500,000
Yearly Total 2027						\$0	\$2,500,000	\$0	\$2,500,000
South Quadrant Hangars and Ramp	PFL0007901	446314 1	1	1	2028	\$0	\$2,500,000	\$0	\$2,500,000
Yearly Total 2028						\$0	\$2,500,000	\$0	\$2,500,000

2024 - 2029 AVIATION PRIORITIES FOR RSW

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

9/1/2023

Page 1 of 3

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								
UPIN: PFL0003816 FDOT Item No.: 420652 1			2024	\$0	\$2,435,165	\$2,435,165	\$4,870,330	
Terminal Expansion								
UPIN: PFL0011605 FDOT Item No.: 441981 1	1		2024	\$0	\$15,296,066	\$120,586,401	\$135,882,467	
Terminal Expansion II (Gates Expansion)								
UPIN: PFL0013919 FDOT Item No.:	2		2024	\$68,480,730	\$0	\$206,000,000	\$274,480,730	
Rental Car and Parking Expansion								
UPIN: PFL0014126 FDOT Item No.:			2024	\$0	\$0	\$2,500,000	\$2,500,000	
Public Safety Building								
UPIN: PFL0014127 FDOT Item No.:			2024	\$0	\$0	\$300,000	\$300,000	
Pavement Rehabilitation of Roads								
UPIN: RSW61 FDOT Item No.: 430979 1			2024	\$0	\$2,224,800	\$2,224,800	\$4,449,600	
Yearly Total 2024				\$68,480,730	\$19,956,031	\$334,046,366	\$422,483,127	
Design and Construct ATCT and TRACON								
UPIN: PFL0003816 FDOT Item No.: 420652 1			2025	\$0	\$2,435,165	\$2,435,165	\$4,870,330	
Terminal Expansion								
UPIN: PFL0011605 FDOT Item No.: 441981 1	1		2025	\$0	\$10,998,312	\$53,951,986	\$64,950,298	
Rehabilitation of Runway 6/24								
UPIN: PFL0013674 FDOT Item No.: 450037 1	3		2025	\$4,500,000	\$750,000	\$750,000	\$6,000,000	
Terminal Expansion II (Gates Expansion)								
UPIN: PFL0013919 FDOT Item No.:	2		2025	\$11,400,000	\$0	\$110,951,960	\$122,351,960	
Rental Car and Parking Expansion								
UPIN: PFL0014126 FDOT Item No.:			2025	\$0	\$0	\$2,500,000	\$2,500,000	

Public Safety Building									
UPIN:	PFL0014127	FDOT Item No.:		2025	\$0	\$0	\$700,000	\$700,000	
Pavement Rehabilitation of Roads									
UPIN:	RSW61	FDOT Item No.:	430979 1	2025	\$0	\$500,000	\$500,000	\$1,000,000	
Yearly Total	2025				\$15,900,000	\$14,683,477	\$171,789,111	\$202,372,588	
Design and Construct ATCT and TRACON									
UPIN:	PFL0003816	FDOT Item No.:	420652 1	2026	\$0	\$1,500,000	\$1,500,000	\$3,000,000	
Terminal Expansion									
UPIN:	PFL0011605	FDOT Item No.:	441981 1 1	2026	\$0	\$5,000,000	\$0	\$5,000,000	
Terminal Expansion II (Gates Expansion)									
UPIN:	PFL0013919	FDOT Item No.:	2	2026	\$11,400,000	\$0	\$110,951,961	\$122,351,961	
Rental Car and Parking Expansion									
UPIN:	PFL0014126	FDOT Item No.:		2026	\$0	\$0	\$105,000,000	\$105,000,000	
Purchase ARFF Vehicle - Class 4									
UPIN:	PFL0014513	FDOT Item No.:		2026	\$1,500,000	\$250,000	\$250,000	\$2,000,000	
Purchase ARFF Vehicle - Class 5									
UPIN:	PFL0014514	FDOT Item No.:		2026	\$1,500,000	\$250,000	\$250,000	\$2,000,000	
Yearly Total	2026				\$14,400,000	\$7,000,000	\$217,951,961	\$239,351,961	
Terminal Expansion									
UPIN:	PFL0011605	FDOT Item No.:	441981 1 1	2027	\$0	\$5,000,000	\$0	\$5,000,000	
Rehabilitation of Runway 6/24									
UPIN:	PFL0013674	FDOT Item No.:	450037 1 3	2027	\$30,000,000	\$5,000,000	\$5,000,000	\$40,000,000	
Terminal Expansion II (Gates Expansion)									
UPIN:	PFL0013919	FDOT Item No.:	2	2027	\$0	\$10,363,274	\$0	\$10,363,274	
Rental Car and Parking Expansion									
UPIN:	PFL0014126	FDOT Item No.:		2027	\$0	\$0	\$100,000,000	\$100,000,000	
Yearly Total	2027				\$30,000,000	\$20,363,274	\$105,000,000	\$155,363,274	
Expand Employee Parking Lot									
UPIN:	PFL0007459	FDOT Item No.:		2028	\$0	\$0	\$100,000	\$100,000	

Terminal Expansion									
UPIN:	PFL0011605	FDOT Item No.:	441981 1	1	2028	\$0	\$2,909,010	\$0	\$2,909,010
Terminal Expansion II (Gates Expansion)									
UPIN:	PFL0013919	FDOT Item No.:		2	2028	\$0	\$20,000,000	\$0	\$20,000,000
Rehabilitation of Taxiway A									
UPIN:	PFL0014020	FDOT Item No.:			2028	\$900,000	\$150,000	\$150,000	\$1,200,000
Public Safety Building									
UPIN:	PFL0014127	FDOT Item No.:			2028	\$0	\$0	\$14,000,000	\$14,000,000
Yearly Total	2028					\$900,000	\$23,059,010	\$14,250,000	\$38,209,010
Expand Employee Parking Lot									
UPIN:	PFL0007459	FDOT Item No.:			2029	\$0	\$0	\$100,000	\$100,000
Terminal Expansion II (Gates Expansion)									
UPIN:	PFL0013919	FDOT Item No.:		2	2029	\$0	\$20,000,000	\$0	\$20,000,000
Rehabilitation of Taxiway A									
UPIN:	PFL0014020	FDOT Item No.:			2029	\$9,000,000	\$1,500,000	\$1,500,000	\$12,000,000
Yearly Total	2029					\$9,000,000	\$21,500,000	\$1,600,000	\$32,100,000

APPENDIX C

TRANSPORTATION DISADVANTAGED PROGRAM SUMMARY

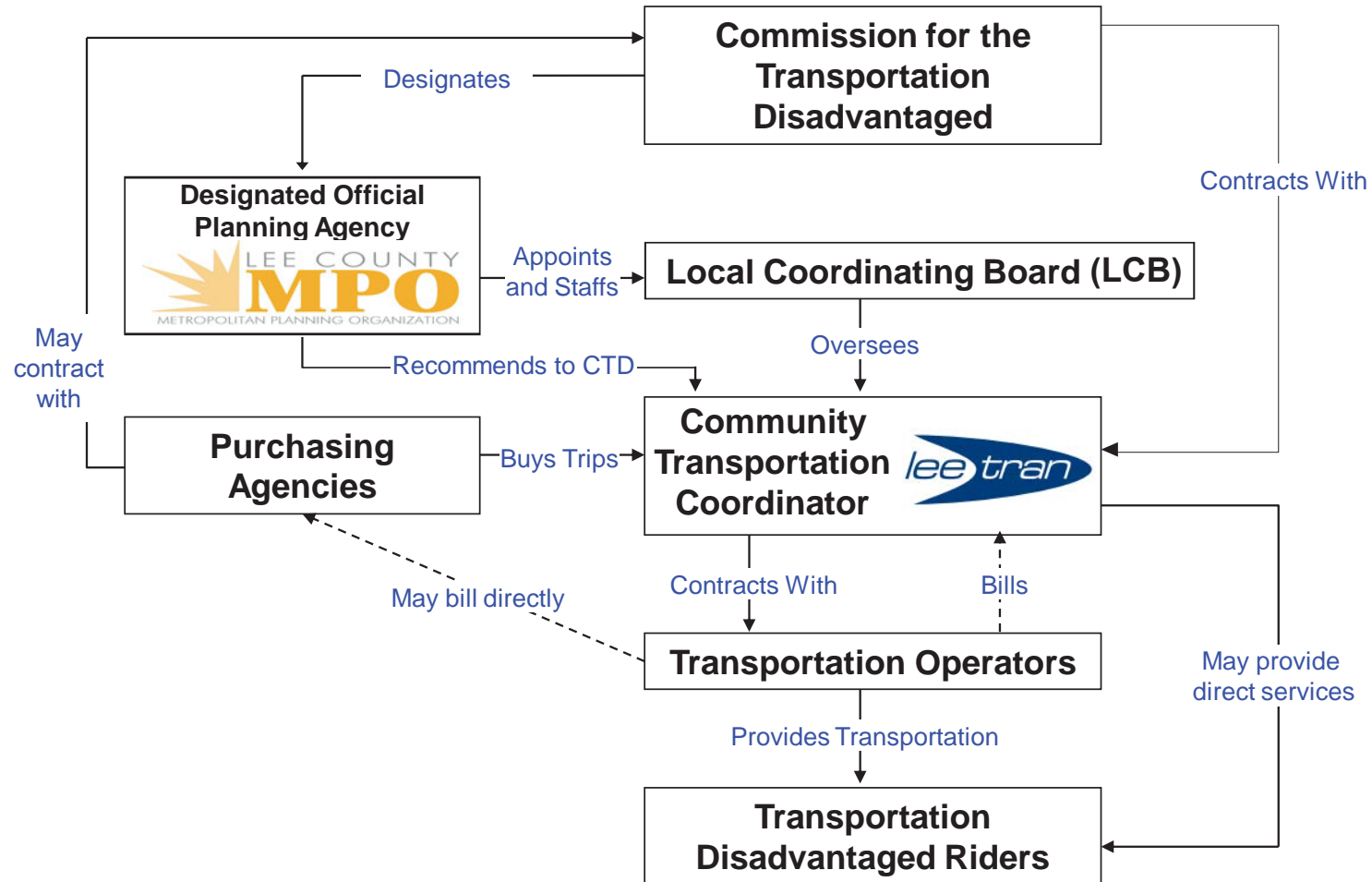
SOURCE: State of Florida Commission for the Transportation Disadvantaged

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 2025 through FY 2029 in Section D are all consistent with the Transportation Disadvantaged Service Plan (TDSP) approved by the Lee County MPO Board on May 17, 2024.



Coordinated Transportation System Organization



County: Lee
 CTC: Lee County Board of County Commissioners
 Contact: Virginia L Walters
 3401 Metro Parkway
 Ft Myers, FL 33901
 239-533-0353
 Email: VWalters@leegov.com

Demographics	Number
Total County Population	772,902
Unduplicated Head Count	1,298



Trips by Type of Service	2021	2022	2023
Fixed Route (FR)	0	0	0
Deviated FR	0	0	0
Complementary ADA	0	0	0
Paratransit	51,238	78,338	103,415
TNC	0	0	0
Taxi	0	0	0
School Board (School Bus)	0	0	0
Volunteers	0	0	0
TOTAL TRIPS	51,238	78,338	103,415

Passenger Trips by Trip Purpose	2021	2022	2023
Medical	28,544	32,347	28,617
Employment	2,130	5,195	8,465
Ed/Train/DayCare	9,165	30,492	59,859
Nutritional	2,883	3,127	1,883
Life-Sustaining/Other	8,516	7,177	4,591
TOTAL TRIPS	51,238	78,338	103,415

Passenger Trips by Revenue Source	2021	2022	2023
CTD	17,552	24,524	27,252
AHCA	320	18,127	34,758
APD	2,031	441	1,999
DOEA	0	0	0
DOE	0	0	0
Other	31,335	35,246	39,406
TOTAL TRIPS	51,238	78,338	103,415

Trips by Provider Type	2021	2022	2023
CTC	17,552	24,525	27,818
Transportation Operator	0	0	0
Coordination Contractor	33,686	53,813	75,597
TOTAL TRIPS	51,238	78,338	103,415

Vehicle Data	2021	2022	2023
Vehicle Miles	577,151	939,653	776,048
Roadcalls	3	36	15
Accidents	10	2	67
Vehicles	133	154	143
Drivers	156	157	150

Financial and General Data	2021	2022	2023
Expenses	\$2,503,843	\$2,990,610	\$3,295,618
Revenues	\$2,538,670	\$3,114,424	\$3,399,783
Commendations	14	2	3
Complaints	22	19	11
Passenger No-Shows	736	636	806
Unmet Trip Requests	0	0	0

Performance Measures	2021	2022	2023
Accidents per 100,000 Miles	1.73	0.21	8.63
Miles between Roadcalls	192,384	26,101	51,737
Avg. Trips per Passenger	51.86	53.55	79.67
Cost per Trip	\$48.87	\$38.18	\$31.87
Cost per Paratransit Trip	\$48.87	\$38.18	\$31.87
Cost per Total Mile	\$4.34	\$3.18	\$4.25
Cost per Paratransit Mile	\$4.34	\$3.18	\$4.25

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.

Federally Obligated Highway Projects	Page 1-14
Federally Obligated Planning Projects	Page 15
Federally Obligated Transit Projects	Page 16
Federally Obligated Misc. Projects	Page 17

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

LEE MPO

HIGHWAYS
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ITEM NUMBER:406225 6	PROJECT DESCRIPTION:I-75 AT CORKSCREW INTERCHANGE	*SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12075000	PROJECT LENGTH: 1.392MI	TYPE OF WORK:ADD TURN LANE(S) LANES EXIST/IMPROVED/ADDED: 6/ 2/ 2
FUND CODE	2023	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
CM		77,031
TOTAL 406225 6		77,031
TOTAL 406225 6		77,031

ITEM NUMBER:413065 1	PROJECT DESCRIPTION:I-75 (SR 93) AT SR 884 (COLONIAL BLVD) INTERCHANGE	*SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12075000	PROJECT LENGTH: .500MI	TYPE OF WORK:INTERCHANGE - ADD LANES LANES EXIST/IMPROVED/ADDED: 6/ 6/ 2
FUND CODE	2023	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NH		-155,000
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP		78,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP		16,192,614
TOTAL 413065 1		16,115,614
TOTAL 413065 1		16,115,614

ITEM NUMBER:429823 1	PROJECT DESCRIPTION:SR 80 FROM SHORELAND DRIVE TO CR 80 (BUCKINGHAM RD)	*SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12020000	PROJECT LENGTH: 4.488MI	TYPE OF WORK:BIKE PATH/TRAIL LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2023	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-251
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		91,455
SU		1,229,859
TOTAL 429823 1		1,321,063
TOTAL 429823 1		1,321,063

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	2023	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-67,290
TOTAL 430887 1		-67,290
TOTAL 430887 1		-67,290

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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	2023	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT		-780
TOTAL 430892 1		-780
TOTAL 430892 1		-780

ITEM NUMBER:431313 1	PROJECT DESCRIPTION:US 41 (SR 45) FROM WINKLER AVENUE TO SR 82	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12010000	PROJECT LENGTH: 2.476MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2023	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHRE		-4,394
SA		372,311
TOTAL 431313 1		367,917
TOTAL 431313 1		367,917

ITEM NUMBER:431330 1	PROJECT DESCRIPTION:CAPE CORAL SIDEWALKS	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12000564	PROJECT LENGTH: .617MI	
		TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2023	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF CAPE CORAL		
TALT		-39,789
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT		-824
TOTAL 431330 1		-40,613
TOTAL 431330 1		-40,613

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	2023	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		-18,841
SU		-4,035
TOTAL 433221 1		-22,876
TOTAL 433221 1		-22,876

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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	2023

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSU	877,274
SU	6,641,535
TOTAL 433726 2	7,518,809
TOTAL 433726 2	7,518,809

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	2023

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-696
TOTAL 434995 1	-696
TOTAL 434995 1	-696

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	2023

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	1,000
TOTAL 435114 1	1,000
TOTAL 435114 1	1,000

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	2023

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSU	18,584
SU	102,820
TOTAL 435341 1	121,404
TOTAL 435341 1	121,404

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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	2023	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		1,000
TOTAL 435351 1		1,000
TOTAL 435351 1		1,000

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	2023	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT		-1,559
TOTAL 435358 1		-1,559
TOTAL 435358 1		-1,559

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	2023	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		12,000
TOTAL 436547 1		12,000
TOTAL 436547 1		12,000

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	2023	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		15,000
TOTAL 436928 1		15,000
TOTAL 436928 1		15,000

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ITEM NUMBER:436955 2 PROJECT DESCRIPTION:SR 884 (COLONIAL BLVD) AT FOWLER ST TYPE OF WORK:INTERSECTION IMPROVEMENT *NON-SIS*
DISTRICT:01 COUNTY:LEE LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
ROADWAY ID:12005000 PROJECT LENGTH: .472MI

FUND CODE	2023	
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		24,227
TOTAL 436955 2		24,227
TOTAL 436955 2		24,227

ITEM NUMBER:438007 1 PROJECT DESCRIPTION:SR 876 (DANIELS PKWY) FROM WEST OF I-75 TO REST AREA TYPE OF WORK:RESURFACING *NON-SIS*
DISTRICT:01 COUNTY:LEE LANES EXIST/IMPROVED/ADDED: 7/ 7/ 0
ROADWAY ID:12100000 PROJECT LENGTH: .513MI

FUND CODE	2023	
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHRE		63,356
TOTAL 438007 1		63,356
TOTAL 438007 1		63,356

ITEM NUMBER:438156 1 PROJECT DESCRIPTION:SW 29TH AVE SIDEWALKS FROM CEITUS PARKWAY TO SW 3RD TER TYPE OF WORK:SIDEWALK *NON-SIS*
DISTRICT:01 COUNTY:LEE LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
ROADWAY ID:12000000 PROJECT LENGTH: .001MI

FUND CODE	2023	
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PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF CAPE CORAL		
SU		1,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF CAPE CORAL		
CARU		53,259
GFSU		160,481
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
GFSU		1,000
TOTAL 438156 1		215,740
TOTAL 438156 1		215,740

ITEM NUMBER:440119 1 PROJECT DESCRIPTION:MCGREGOR BLVD (SR867) INTERSECTION LIGHTING RETROFIT TYPE OF WORK:LIGHTING *NON-SIS*
DISTRICT:01 COUNTY:LEE LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
ROADWAY ID:12040000 PROJECT LENGTH: 3.081MI

FUND CODE	2023	
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		-34,163
TOTAL 440119 1		-34,163
TOTAL 440119 1		-34,163

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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	2023	
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		-455
TOTAL 440130 1		-455
TOTAL 440130 1		-455

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	2023	
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		-62,972
TOTAL 440134 1		-62,972
TOTAL 440134 1		-62,972

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	
ROADWAY ID:12010000	PROJECT LENGTH: .751MI	
		TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2023	
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PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-4,325
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		5,351
TALU		62,527
TOTAL 440337 1		63,553
TOTAL 440337 1		63,553

ITEM NUMBER:441899 1	PROJECT DESCRIPTION:SW SANTA BARBARA PLACE FROM NICHOLAS PARKWAY TO SW 20TH STREET	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12000026	PROJECT LENGTH: 1.226MI	
		TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2023	
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PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF CAPE CORAL		
GFSU		113,801
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
GFSU		500
TOTAL 441899 1		114,301
TOTAL 441899 1		114,301

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ITEM NUMBER:441900 1	PROJECT DESCRIPTION:MARSH AVENUE FROM MICHIGAN AVE TO SR 80 (PALM BEACH) BLVD	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12000000	PROJECT LENGTH: 4.737MI	
		TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2023	
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PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF FORT MYERS		
GFSU	96,544	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
GFSU	500	
TOTAL 441900 1	97,044	
TOTAL 441900 1	97,044	

ITEM NUMBER:441901 2	PROJECT DESCRIPTION:BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:	PROJECT LENGTH: .000	
		TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2023	
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PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
CARU	398,688	
TOTAL 441901 2	398,688	
TOTAL 441901 2	398,688	

ITEM NUMBER:442123 1	PROJECT DESCRIPTION:GUNNERY ROAD AT BUCKINGHAM ROAD	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12000000	PROJECT LENGTH: .001MI	
		TYPE OF WORK:ROUNDBOUT
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2023	
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PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY LEE CNTY BOCC		
HSP	138,887	
TOTAL 442123 1	138,887	
TOTAL 442123 1	138,887	

ITEM NUMBER:442123 2	PROJECT DESCRIPTION:GUNNERY ROAD AT BUCKINGHAM ROAD	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12000000	PROJECT LENGTH: .001MI	
		TYPE OF WORK:ROUNDBOUT
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2023	
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PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	1,000	
TOTAL 442123 2	1,000	
TOTAL 442123 2	1,000	

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ITEM NUMBER:442382 2 PROJECT DESCRIPTION:HURRICANE IAN ON STATE (12) SIGN REPAIR/REPLACEMENT *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	2023
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ER22	53,474
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT ER22	445,617
TOTAL 442382 2	499,091
TOTAL 442382 2	499,091

ITEM NUMBER:444321 1 PROJECT DESCRIPTION:SR 45 (US 41) AT BONITA BEACH ROAD *NON-SIS*
DISTRICT:01 COUNTY:LEE TYPE OF WORK:PD&E/EMO STUDY
ROADWAY ID:12010000 PROJECT LENGTH: .600MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2023
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PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	244,686
TOTAL 444321 1	244,686
TOTAL 444321 1	244,686

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	2023
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP	183,946
SA	532,058
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT TALT	50,000
TOTAL 444640 1	766,004
TOTAL 444640 1	766,004

ITEM NUMBER:444923 2 PROJECT DESCRIPTION:ESTERO BLVD AT CRESCENT STREET *NON-SIS*
DISTRICT:01 COUNTY:LEE TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:12530000 PROJECT LENGTH: .011MI LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0

FUND CODE	2023
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	1,000
TOTAL 444923 2	1,000
TOTAL 444923 2	1,000

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ITEM NUMBER:444937 1 PROJECT DESCRIPTION:SR 78 FROM I-75 TO SR 31 CAPACITY STUDY *NON-SIS*
DISTRICT:01 COUNTY:LEE TYPE OF WORK:PD&E/EMO STUDY
ROADWAY ID:12060000 PROJECT LENGTH: 3.572MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2023

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	337,372
TOTAL 444937 1	337,372
TOTAL 444937 1	337,372

ITEM NUMBER:445323 1 PROJECT DESCRIPTION:BIG CARLOS BRIDGE REPLACEMENT *NON-SIS*
DISTRICT:01 COUNTY:LEE TYPE OF WORK:BRIDGE REPLACEMENT
ROADWAY ID:12530000 PROJECT LENGTH: .770MI LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0

FUND CODE	2023

PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY LEE CNTY BOCC	
CM	742,486
TOTAL 445323 1	742,486
TOTAL 445323 1	742,486

ITEM NUMBER:446240 1 PROJECT DESCRIPTION:WRONG WAY DRIVING SIGNS BUNDLE A *SIS*
DISTRICT:01 COUNTY:LEE TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
ROADWAY ID:12075034 PROJECT LENGTH: .620MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND CODE	2023

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	467,567
TOTAL 446240 1	467,567
TOTAL 446240 1	467,567

ITEM NUMBER:446240 2 PROJECT DESCRIPTION:WRONG WAY DRIVING SIGNS BUNDLE B *SIS*
DISTRICT:01 COUNTY:LEE TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
ROADWAY ID:12075030 PROJECT LENGTH: .265MI LANES EXIST/IMPROVED/ADDED: 1/ 0/ 0

FUND CODE	2023

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	196,611
TOTAL 446240 2	196,611
TOTAL 446240 2	196,611

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ITEM NUMBER:446266 1	PROJECT DESCRIPTION:SR 80 FROM VERONICA SHOEMAKER TO KINGSTON DR	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12020000	PROJECT LENGTH: 2.310MI	TYPE OF WORK:SAFETY PROJECT
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2023	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		674,822
TOTAL 446266 1		674,822
TOTAL 446266 1		674,822

ITEM NUMBER:446269 1	PROJECT DESCRIPTION:SR 82 FROM FORD ST TO VERONICA SHOEMAKER	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12070000	PROJECT LENGTH: .464MI	TYPE OF WORK:PEDESTRIAN SAFETY IMPROVEMENT
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2023	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		77,124
TOTAL 446269 1		77,124
TOTAL 446269 1		77,124

ITEM NUMBER:446292 1	PROJECT DESCRIPTION:SR 80 FROM BUCKINGHAM ROAD TO HENDRY COUNTY LINE	*SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12020000	PROJECT LENGTH: 9.538MI	TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2023	

PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALU		75,000
TOTAL 446292 1		75,000
TOTAL 446292 1		75,000

ITEM NUMBER:446293 1	PROJECT DESCRIPTION:SR 739 FROM CALOOSAHATCHEE RIVER TO N OF SR 78	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12001000	PROJECT LENGTH: 1.712MI	TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2023	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		177,060
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALU		50,000
TOTAL 446293 1		227,060
TOTAL 446293 1		227,060

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ITEM NUMBER:446344 1 PROJECT DESCRIPTION:I-75 (SR 93) FROM S OF BONITA BEACH RD TO N OF ALICO RD
 DISTRICT:01 COUNTY:LEE
 ROADWAY ID:12075000 PROJECT LENGTH: 13.888MI

SIS
 TYPE OF WORK:RESURFACING
 LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	2023
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PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	1,127,412
NHPP	1,127,412
TOTAL 446344 1	1,127,412
TOTAL 446344 1	1,127,412

ITEM NUMBER:447820 1 PROJECT DESCRIPTION:WINKLER AVE AT CHALLENGER BLVD ROUNDABOUT
 DISTRICT:01 COUNTY:LEE
 ROADWAY ID:12000212 PROJECT LENGTH: .060MI

NON-SIS
 TYPE OF WORK:ROUNDABOUT
 LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2023
<hr/>	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF FORT MYERS	
CARU	1,093,000
SU	2,175,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
CARU	5,000
TOTAL 447820 1	3,273,000
TOTAL 447820 1	3,273,000

ITEM NUMBER:447875 1 PROJECT DESCRIPTION:SR 78 FROM EVALENA LN TO NEW POST RD
 DISTRICT:01 COUNTY:LEE
 ROADWAY ID:12060000 PROJECT LENGTH: .763MI

NON-SIS
 TYPE OF WORK:MEDIAN MODIFICATION
 LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2023
<hr/>	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	408,275
TOTAL 447875 1	408,275
TOTAL 447875 1	408,275

ITEM NUMBER:447880 1 PROJECT DESCRIPTION:SR 865 FROM LINDA LOMA DR TO KELLY RD
 DISTRICT:01 COUNTY:LEE
 ROADWAY ID:12004000 PROJECT LENGTH: .896MI

NON-SIS
 TYPE OF WORK:MEDIAN MODIFICATION
 LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2023
<hr/>	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	455,603
TOTAL 447880 1	455,603
TOTAL 447880 1	455,603

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HIGHWAYS
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ITEM NUMBER:447884 1	PROJECT DESCRIPTION:SR 867 FROM CYPRESS LAKE DR TO EDINBURGH DR	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12040000	PROJECT LENGTH: 1.024MI	TYPE OF WORK:MEDIAN MODIFICATION
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2023	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		842
TOTAL 447884 1		842
TOTAL 447884 1		842

ITEM NUMBER:447886 1	PROJECT DESCRIPTION:SR 80 FROM SR 31 TO BUCKINGHAM RD	*SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12020000	PROJECT LENGTH: 2.492MI	TYPE OF WORK:MEDIAN MODIFICATION
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2023	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		373,970
TOTAL 447886 1		373,970
TOTAL 447886 1		373,970

ITEM NUMBER:447897 1	PROJECT DESCRIPTION:WINKLER AVE (NB) AT COLONIAL BLVD RIGHT TURN LANE	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12000570	PROJECT LENGTH: .023MI	TYPE OF WORK:ADD RIGHT TURN LANE(S)
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1
FUND CODE	2023	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF FORT MYERS		
SU		485,932
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		500
TOTAL 447897 1		486,432
TOTAL 447897 1		486,432

ITEM NUMBER:448029 1	PROJECT DESCRIPTION:LEHIGH ELEMENTARY - SRTS	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:	PROJECT LENGTH: .000	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2023	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SR2T		119,253
TOTAL 448029 1		119,253
TOTAL 448029 1		119,253

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HIGHWAYS
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ITEM NUMBER:448704 1	PROJECT DESCRIPTION:SW 10TH ST SW FROM CHIQUITA BLVD TO SKYLINE BLVD	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:	PROJECT LENGTH: .000	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2023	
-----	-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF CAPE CORAL		
GFSU	97,536	
TOTAL 448704 1	97,536	
TOTAL 448704 1	97,536	

ITEM NUMBER:451936 1	PROJECT DESCRIPTION:HURRICANE IAN SANIBEL ISLAND ACCESS - EMERGENCY REPAIRS	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12000094	PROJECT LENGTH: 2.724MI	TYPE OF WORK:EMERGENCY OPERATIONS
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2023	
-----	-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	580,132	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	696,159	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	5,801,318	
TOTAL 451936 1	7,077,609	
TOTAL 451936 1	7,077,609	

ITEM NUMBER:451937 1	PROJECT DESCRIPTION:HURRICANE IAN PINE ISLAND ROADWAY - TEMPORARY REPAIRS	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:	PROJECT LENGTH: .000	TYPE OF WORK:EMERGENCY OPERATIONS
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2023	
-----	-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	545,075	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	654,090	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	5,460,750	
TOTAL 451937 1	6,659,915	
TOTAL 451937 1	6,659,915	

ITEM NUMBER:451937 2	PROJECT DESCRIPTION:HURRICANE IAN PINE ISLAND ROADWAY - PERMANENT REPAIRS	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12060000	PROJECT LENGTH: .793MI	TYPE OF WORK:EMERGENCY OPERATIONS
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2023	
-----	-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	3,380,619	

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HIGHWAYS
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
 ER22 37,862,960
TOTAL 451937 2 41,243,579
TOTAL 451937 2 41,243,579

ITEM NUMBER:452055 1 PROJECT DESCRIPTION:HURRICANE IAN BIG HICKORY - EMERGENCY REPAIRS *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	2023
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT ER22	41,738
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ER22	50,086
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT ER22	417,380
TOTAL 452055 1	509,204
TOTAL 452055 1	509,204

ITEM NUMBER:452057 1 PROJECT DESCRIPTION:HURRICANE IAN LITTLE CARLOS - EMERGENCY REPAIRS *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	2023
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT ER22	56,487
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ER22	67,785
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT ER22	564,870
TOTAL 452057 1	689,142
TOTAL 452057 1	689,142
TOTAL DIST: 01	93,266,825
TOTAL HIGHWAYS	93,266,825

FLORIDA DEPARTMENT OF TRANSPORTATION
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 =====
PLANNING
 =====

ITEM NUMBER:439312 3
 DISTRICT:01
 ROADWAY ID:

PROJECT DESCRIPTION:LEE COUNTY MPO FY 2020/2021-2021/2022 UPWP
 COUNTY:LEE
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK:TRANSPORTATION PLANNING
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2023
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	-671,718
TOTAL 439312 3	-671,718
TOTAL 439312 3	-671,718

ITEM NUMBER:439312 4
 DISTRICT:01
 ROADWAY ID:

PROJECT DESCRIPTION:LEE COUNTY MPO FY 2022/2023-2023/2024 UPWP
 COUNTY:LEE
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK:TRANSPORTATION PLANNING
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2023
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	1,475,762
TOTAL 439312 4	1,475,762
TOTAL 439312 4	1,475,762
TOTAL DIST: 01	804,044
TOTAL PLANNING	804,044

FLORIDA DEPARTMENT OF TRANSPORTATION
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 =====
TRANSIT
 =====

ITEM NUMBER: 441898 1
 DISTRICT: 01
 ROADWAY ID:

PROJECT DESCRIPTION: LEE TRAN BUS PURCHASE
 COUNTY: LEE
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK: CAPITAL FOR FIXED ROUTE
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2023
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
SU	1,500,000
TOTAL 441898 1	1,500,000
TOTAL 441898 1	1,500,000
TOTAL DIST: 01	1,500,000
TOTAL TRANSIT	1,500,000

FLORIDA DEPARTMENT OF TRANSPORTATION
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 =====
MISCELLANEOUS
 =====

ITEM NUMBER:429960 1 PROJECT DESCRIPTION:LEE COUNTY TRAFFIC MANAGEMENT CENTER OPERATIONS *NON-SIS*
 DISTRICT:01 COUNTY:LEE TYPE OF WORK:TRAFFIC MANAGEMENT CENTERS
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2023
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY LEE COUNTY BOCC	
SU	43,500
TOTAL 429960 1	43,500
TOTAL 429960 1	43,500

ITEM NUMBER:447823 1 PROJECT DESCRIPTION:TRAFFIC CRASH INVESTIGATION SCANNER (LIDAR) FOR LEE COUNTY MPO *NON-SIS*
 DISTRICT:01 COUNTY:LEE TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2023
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-41,795
TOTAL 447823 1	-41,795
TOTAL 447823 1	-41,795

ITEM NUMBER:451802 1 PROJECT DESCRIPTION:HURRICANE IAN DISASTER RECOVERY - LEE COUNTY *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	2023
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
ER22	27,195
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
ER22	226,618
TOTAL 451802 1	253,813
TOTAL 451802 1	253,813
TOTAL DIST: 01	255,518
TOTAL MISCELLANEOUS	255,518

GRAND TOTAL 95,826,387

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 2023-2026 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.

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.

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 Mid-Year Update

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 8/18/2023

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
Florida													
FL EVER (309946/202746)	2023	FL	Miami-Dade	EVER	Tamiami Trail Next Steps DSC Project Management and In-House Technical Support associated with the NSFLTP project by FDOT	4R	FLTP - NPS	\$100,000.00	Title 23	NPS	Construction	FL-26	NPS-SER
FL FLAP JKSVL A1A(1)	2023	FL	Duval	Timucuan Ecological & HP/Mayport Naval St	St. Johns River Ferry Improvement	Other	FLAP	\$1,308,840.00	Title 23	local	Construction	FL-04	NPS-SER
FL FLTP FW CRY(1)	2023	FL	Citrus	Crystal River NWR	Dock became unstable due to deteriorating piling and damages sustained during Hurricane Hermine in 2016. Correcting these issues will bring it into good condition.	4R	FLTP - FWS	\$1,149,000.00	Title 23	FWS	Construction	FL-11	FWS-4-SE
FL FS BLACK CREEK BRG	2023	FL	Clay	Appalachian NF	Black Creek Bridge Replacement	BR_New	FLTP - FS	\$2,400,000.00	Title 23	FS	Construction	FL-11	FS-08-South
FL FTNP CASA 305080	2023	FL	St. Johns	CASA	Repalce FOMA ferry	Transit	FLTP - NPS	\$120,000.00	Title 23	NPS	Construction	FL-06	NPS-SER
FL EVER (309946/202746)	2024	FL	Miami-Dade	EVER	Tamiami Trail Next Steps DSC Project Management and In-House Technical Support associated with the NSFLTP project by FDOT	4R	FLTP - NPS	\$100,000.00	Title 23	NPS	Construction	FL-26	NPS-SER
FL FLAP 24	2024	FL	Duval	Timucuan Ecological and Historic Preserve	Timucuan Trail	28	FLAP	\$1,800,000.00	Title 23	local	Planned	FL-04	NPS-SER
FL JIM WOODRUFF LOCK & DAM-LAKE	2024	FL	Various	Jim Woodruff Lock & Dam - Lake Seminole	Resurfacing on an approximate 1 mile segment of roadway located on the dam structure and a 25,000 square feet parking area. Electrical utility line is buried under right inbound lane (linear patch) with access boxes at each light pole. The surfaces exhibit high severity and frequent longitudinal and transverse cracking.	4R	FLTP - USACE	\$2,100,000.00	Title 23	USACE	In design	FL-02	USACE-SA
FL NP DESO 900(1)	2024	FL	Desoto	DESO	Rehabilitate DESO Rt. 0900	3R	FLTP - NPS	\$660,000.00	Title 23	EFL	In design	FL-09	NPS-SER
FL FLAP 26	2025	FL	Citrus	Crystal River NWR	Crystal River NWR Headquarters Bypass Road	4R	FLAP - EFL	\$1,655,000.00	Title 23	EFL	In design	FL-11	FWS-4-SE



FY2023-FY2026 Transportation Improvement Program Mid-Year Update

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 8/18/2023

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
FL ERFO FW JND 2022-1(1)	2026	FL	Lee	J.N. Ding Darling National Wildlife Refuge.	Permanent Repair consists of regrading roadway sideslopes, asphalt pavement patching, replacing two boardwalks, reconstructing one boardwalk, replacing concrete steps, replacing minor culverts, replacing one wildlife observation tower, regrading and resurfacing aggregate trail (3 trails), replacing guide signs and clearing along a canoe water-trail.	3R	ERFO	\$4,261,978.00	Title 23	EFL	Planned	FL-14	FWS-4-SE
FL ERFO FW MRT 2022-1(1)	2026	FL	Brevard	Merritt Island National Wildlife Refuge.	Permanent Repair consists of aggregate resurfacing, shallow fill slope repair/regrading, replacing shoreline slope armoring. Three roadways, approx. 10 mile length.	3R	ERFO	\$5,448,696.00	Title 23	EFL	Planned	FL-24	FWS-4-SE
FL ERFO FW PLC 2022-1(1)	2026	FL	Indian River	Pelican Island National Wildlife Refuge.	Permanent Repair consists of rehabilitating trail surface and riprap slope protection (two trails). Approx 2,000'.	Trails	ERFO	\$1,348,283.00	Title 23	EFL	Planned	FL-08	FWS-4-SE
FL FW HBS 900(1) 901(1) TRL(1)	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	\$2,627,233.88	Title 23	EFL	Planned	FL-07	FWS-4-SE
FL FLTP FW LXH (3)	2027	FL	Palm Beach	ARM Loxahatchee NWR	Develop Alternative Transportation Projects at refuge	Transit	FLTP - FWS	\$170,877.00	Title 23	FWS	Planned	FL-22	FWS-4-SE
FL FW SMK TRL(1)	2027	FL	Wakulla	St. Marks NWR	Replace Plum Orchard Pond Trail Boardwalks	Trail	FLTP - FWS	\$1,576,883.24	Title 23	EFL	Planned	FL-02	FWS-4-SE
NP SER PMS FY24(1)	2024	FL, GA	Various	Various	Pavement Preservation - CANA, CASA, DESO, FOCA, FOFR, FOMA, FOPU, FOSU,	1R	FLTP - NPS	\$3,789,000.00	Title 23	EFL	In design	Various	NPS-SER
NP SER PMS FY23(1)	2023	FL, MS	Fulton	GUIS	Pavement Preservation Projects for GUIS	1R	FLTP - NPS	\$4,300,000.00	Title 23	EFL	Construction	Various	NPS-SER

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.



Capital Improvement Program Detail Report FY23/24-FY27/28

Responsible Department	Project Title	Project #	Fund	Code	Total Spent thru FY 21/22	FY 22/23 Adopted Budget	FY 22/23 Amended Budget	FY 23/24 Proposed Budget	FY 24/25 Proposed Budget	FY 25/26 Proposed Budget	FY 26/27 Proposed Budget	FY 27/28 Proposed Budget	Five Year Project Total	Years 6-10	Total Project
Community Development						5,105,215	5,506,943								5,506,943
	Wild Turkey Strand					5,004,630	5,406,358								5,406,358
Community Development	Wild Turkey Strand	20500948730	48730	E		2,502,315	2,703,179								2,703,179
Community Development	Wild Turkey Strand	20500930700	30700	GT		2,502,315	2,703,179								2,703,179
	Bob Janes Gopher Tortoise CIP					100,585	100,585								100,585
Community Development	Bob Janes Gopher Tortoise CIP	20077148730	48730	E		20,117	20,117								20,117
Community Development	Bob Janes Gopher Tortoise CIP	20077130700	30700	GT		20,117	20,117								20,117
Community Development	Bob Janes Gopher Tortoise CIP	20077140132	40132	E		20,117	20,117								20,117
Community Development	Bob Janes Gopher Tortoise CIP	20077138653	38653	I		20,117	20,117								20,117
Community Development	Bob Janes Gopher Tortoise CIP	20077130100	30100	GF-CIP		20,117	20,117								20,117
County Lands					341,753,923	25,000	379,750	25,000	25,000	25,000	25,000	25,000	125,000		342,258,673
County Lands	Conservation 2020	20880030103	30103	CONS	341,753,923	25,000	379,750	25,000	25,000	25,000	25,000	25,000	125,000		342,258,673
Innovation and Tech					2,617,897			1,000,000					1,000,000		3,617,897
Innovation and Tech	Fiber Optic Expand/Refresh	20887351500	51500	IT	2,617,897			1,000,000					1,000,000		3,617,897
Library					3,688,877	10,453,903	15,520,697	57,500					57,500		19,267,074
Library	Exterior Shade Structure	20073634800	34800	L	549,635	100,000	970,365	57,500					57,500		1,577,500
Library	Library Admin Relocation	20071234800	34800	L	1,730,256		500,000								2,230,256
Library	Riverdale Library Renovations	20070634800	34800	L	1,408,903		2,696,429								4,105,332
Library	South Cty Regional Renovations	20070734800	34800	L	83	10,353,903	11,353,903								11,353,986
Natural Resources					10,358,677	5,360,266	20,095,128	5,562,103	10,334,150	17,141,500	15,862,790	16,631,640	65,532,183	100,000	96,085,988
Natural Resources	Alico Rd. Drainage Imp	20072830100	30100	GF-CIP	5,500		110,470		5,582,150				5,582,150		5,698,120
Natural Resources	Bob Janes Restoration Project	20859930100	30100	GF-CIP	432,242		867,758	1,560,103					1,560,103		2,860,103
Natural Resources	Brantley-Dover Canal Impr	20073730100	30100	GF-CIP	12,825	212,000	349,175								362,000
Natural Resources	Caloosahatchee Canal L-3 Rehab	20860030100	30100	GF-CIP	66,448		133,552								200,000
Natural Resources	Caloosahatchee TMDL Compl	20858830100	30100	GF-CIP	2,570,386	400,000	714,348	400,000	400,000	400,000	400,000	400,000	2,000,000		5,284,734
Natural Resources	Canal H-7 Drainage Improvement	20071330100	30100	GF-CIP	173,657	130,000	217,434								391,091
Natural Resources	Crew Flint Pen Hydrologic Restoration	20077230100	30100	GF-CIP		500,000	500,000			5,000,000			5,000,000		5,500,000
Natural Resources	Deep Lagoon Hydro Presv Rest	20851730100	30100	GF-CIP	249,703		1,476,713		2,000,000				2,000,000		3,726,416
Natural Resources	EMWCD-Infrastructure Rep Grant	21072730100	30100	G	3,083,395		4,035,898								7,119,293
Natural Resources	Flood Remediation	20064830100	30100	GF-CIP	623,770		3,103,413							100,000	3,827,183
Natural Resources	Industrial Park Berm Improv	20071430100	30100	GF-CIP	158,880		3,654								162,534
Natural Resources	Kiker Preserve Berm	20073830100	30100	G,GF-CIP	153,688		572,609	750,000	750,000	6,000,000	6,000,000	7,800,000	21,300,000		22,026,297
Natural Resources	Lakes Park Phase III	20070930100	30100	GF-CIP	431,687	1,325,000	1,747,313	2,200,000					2,200,000		4,379,000
Natural Resources	Palm Creek Filter Marsh	20076130100	30100	GF-CIP	154,983		200,162		1,500,000				1,500,000		1,855,145
	Powell Creek/Old Bridge Park				1,050,230		399,770								1,450,000
Natural Resources	Powell Creek/Old Bridge Park	20860130100	30100	GF-CIP	285,155		390,845								676,000
Natural Resources	Powell Creek/Old Bridge Park	22860130100	30100	G	765,075		8,925								774,000
Natural Resources	Six Mile Cypress Slough South	20073930100	30100	GF-CIP		500,000	800,000			1,400,000			1,400,000		2,200,000
	Sunniland/9 Mile Run Drainage				135,479		1,164,522	652,000					652,000		1,952,001
Natural Resources	Sunniland/9 Mile Run Drainage	20855730100	30100	GF-CIP	135,479		864,522	652,000					652,000		1,652,001
Natural Resources	Sunniland/9 Mile Run Drainage	22855730100	30100	G			300,000								300,000
Natural Resources	Yellow Fever Crk Chain Imp	20850930100	30100	GF-CIP	1,055,804		405,071								1,460,875
Natural Resources	Ten Mile Canal South	20075530100	30100	GF-CIP		2,293,266	3,293,266		2,102,000	2,341,500	9,462,790	8,431,640	22,337,930		25,631,196
Parks and Recreation					5,604,072	10,602,150	32,730,619	14,143,573	5,449,425	10,200,000	75,000	600,000	30,467,998		68,802,689
	Able Canal Pathway				857,547		269,378	9,513,423					9,513,423		10,640,348
Parks and Recreation	Able Canal Pathway	20215438700	38700	I	255,622		244,378	4,150,773					4,150,773		4,650,773
Parks and Recreation	Able Canal Pathway	20215438652	38652	I	-			1,000,000					1,000,000		1,000,000
Parks and Recreation	Able Canal Pathway	21215430100	30100	G	601,925		25,000	4,362,650					4,362,650		4,989,575
	Big Carlos Pass Park							120,000	850,000				970,000		970,000
Parks and Recreation	Big Carlos Pass Park	20079538700	38700	I				120,000					120,000		120,000
Parks and Recreation	Big Carlos Pass Park	20079530114	30114	T					850,000				850,000		850,000
	Boca Grande Dog Park				670,339		430,660								1,100,999



Capital Improvement Program Detail Report FY23/24-FY27/28

Responsible Department	Project Title	Project #	Fund	Code	Total Spent	FY 22/23	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	Five Year Project Total	Years 6-10	Total Project
					thru FY 21/22	Adopted Budget	Amended Budget	Proposed Budget	Proposed Budget	Proposed Budget	Proposed Budget	Proposed Budget			
Parks and Recreation	Boca Grande Dog Park	20071838651	38651	I	670,339		80,660								750,999
Parks and Recreation	Boca Grande Dog Park	20071830100	30100	GF-CIP			350,000								350,000
Parks and Recreation	Boca Grande Tennis and Pickleball	20077830100	30100	GF-CIP		85,000	85,000	40,500	1,049,425				1,089,925		1,174,925
Parks and Recreation	Hammond Stadium Light Poles	20078730102	30102	T				2,500,000					2,500,000		2,500,000
Parks and Recreation	Larry Kiker Preserve	20071930114	30114	T	600,393		5,399,607		1,300,000	3,200,000			4,500,000		10,500,000
Parks and Recreation	Lavender's Landing Improvements	20073030100	30100	GF-CIP		200,000	200,000		575,000				575,000		775,000
	Lehigh Community Park Expansion				2,985,089	4,200,000	14,456,949								17,442,038
Parks and Recreation	Lehigh Community Park Expansion	20065138652	38652	I	2,985,089	3,000,000	7,497,136								10,482,225
Parks and Recreation	Lehigh Community Park Expansion	20065138700	38700	I		1,200,000	6,959,813								6,959,813
Parks and Recreation	NFM Shuffleboard Shade	20076430100	30100	GF-CIP	33,871	950,000	1,566,130								1,600,001
Parks and Recreation	Pine Island Dog Park	not assigned	38651	I							75,000	600,000	675,000		675,000
Parks and Recreation	Player Development Complex	20926030102	30102	T	239,127	1,350,000	4,184,874								4,424,001
Parks and Recreation	Rutenburg Park Improvements	20073338653	38653	I	66,524	1,790,000	2,023,476								2,090,000
Parks and Recreation	Schandler Hall Skate Park	20073438652	38652	I	1,700		273,300	142,500					142,500		417,500
Parks and Recreation	Shade Structures Parks & Playgrounds	20076330100	30100	GF-CIP	40,375	1,827,150	3,613,925	1,827,150					1,827,150		5,481,450
Parks and Recreation	Telegraph Creek Kayak Launch	20067038700	38700	I	109,107	200,000	227,320		275,000				275,000		611,427
Parks and Recreation	Trail System Expansion	200735		T					1,400,000	7,000,000			8,400,000		8,400,000
Public Safety					20,881,861	3,311,801	68,319,664	6,539,696	4,035,696				10,575,392		99,776,917
Public Safety	East Station	20077530100	30100	GF-CIP		96,000	96,000	1,500,000					1,500,000		1,596,000
Public Safety	Cardiac Monitor Replacement	20078830100	30100	GF-CIP				2,100,000					2,100,000		2,100,000
Public Safety	CDBG-MIT Hertz-Alico	21131030100	30100	GF-CIP			7,346,415								7,346,415
	EOC Expansion				1,395,633		45,604,190								46,999,823
Public Safety	EOC Expansion	20066430100	30100	GF-CIP	1,395,633		15,439,112								16,834,745
Public Safety	EOC Expansion	22066430100	30100	G			13,707,160								13,707,160
Public Safety	EOC Expansion	11129500100	00100	G			16,457,918								16,457,918
Public Safety	Fire Station Alerting	20077330100	30100	GF-CIP		315,000	315,000	250,000	250,000				500,000		815,000
	GCN Radio Replacement System				13,470,225		529,774								13,999,999
Public Safety	GCN Radio Replacement System	20066530100	30100	GF-CIP	7,815,059		184,940								7,999,999
Public Safety	GCN Radio Replacement System	20066552000	52000	GCN	5,655,166		344,834								6,000,000
	HMGP - Generators				506,063		7,988,177								8,494,240
Public Safety	HMGP - Generators	21071618200	18200	H	505,681		5,893,161								6,398,842
Public Safety	HMGP - Generators	20071630100	30100	GF-CIP	299		679,915								680,214
Public Safety	HMGP - Generators	20071618200	18200	H	83		1,415,101								1,415,184
Public Safety	Next Generation E911	20074115200	15200	EM	3,164,713	423,105	1,032,275								4,196,988
Public Safety	North Station	20077730100	30100	GF-CIP		96,000	96,000		3,096,000				3,096,000		3,192,000
Public Safety	PS/LCSO CAD Hardware	20074330100	30100	GF-CIP		189,696	1,770,833	189,696	189,696				379,392		2,150,225
Public Safety	PS/LCSO CAD System	20074230100	30100	GF-CIP	2,345,228										2,345,228
	South Central Station					96,000	1,126,000	1,500,000					1,500,000		2,626,000
Public Safety	South Central Station	20077430100	30100	GF-CIP		96,000	96,000	1,500,000					1,500,000		1,596,000
Public Safety	South Central Station	20077438900	38900	I			1,030,000								1,030,000
	Southeast Station					2,096,000	2,415,000	1,000,000	500,000				1,500,000		3,915,000
Public Safety	Southeast Station	20077630100	30100	GF-CIP		2,096,000	2,096,000	1,000,000	500,000				1,500,000		3,596,000
Public Safety	Southeast Station	20077638900	38900	I			319,000								319,000
Solid Waste					2,073,079	18,888,840	36,126,180	23,814,600	40,904,100	41,513,500	6,096,800	10,900,000	123,229,000		161,428,259
Solid Waste	Ash Monofill Sideslope Closure	not assigned	40132	E						1,568,000	4,056,000		5,624,000		5,624,000
Solid Waste	Buckingham Resource Area	20075140132	40132	E		330,000	330,000	770,000					770,000		1,100,000
Solid Waste	Buckingham Scale Improvements	20068040132	40132	E	105,471		559,529								665,000
Solid Waste	Class I Phase IV Update	not assigned	40132	E							2,000,000	10,900,000	12,900,000		12,900,000
Solid Waste	Compost Facility & Well Imprvmt	20065740132	40132	E	570,341		185,659								756,000
Solid Waste	Hendry Cnty Transfer Station	20062440132	40132	E	190,857	700,000	3,834,144	6,400,000					6,400,000		10,425,001
Solid Waste	Landfill Class I Update	20095640132	40132	E	679,558	6,000,000	12,234,615								12,914,173
Solid Waste	Landfill Class III Update	20071540132	40132	E		400,000	400,000	2,400,000	2,168,000	9,567,000			14,135,000		14,535,000



Capital Improvement Program Detail Report FY23/24-FY27/28

Responsible Department	Project Title	Project #	Fund	Code	Total Spent	FY 22/23	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	Five Year Project Total	Years 6-10	Total Project
					thru FY 21/22	Adopted Budget	Amended Budget	Proposed Budget	Proposed Budget	Proposed Budget	Proposed Budget	Proposed Budget			
Solid Waste	Landfill Gas Collection System	20093640132	40132	E	5,479	1,300,000	1,400,000								1,405,479
Solid Waste	Lee County Compost Facility	20075240132	40132	E	47,013	1,400,000	2,152,987	4,800,000					4,800,000		7,000,000
Solid Waste	Lee Hendry Landfill Connectivity	20075340132	40132	E			476,000								476,000
Solid Waste	Material Recovery Facility	20075440132	40132	E	5,900	7,620,000	9,114,100	9,222,000	38,544,400	30,181,400			77,947,800		87,067,800
Solid Waste	Parts and Equipment Storage	20095540132	40132	E	53,981		837,000								890,981
Solid Waste	Recycling Facilities	20076840132	40132	E		904,000	904,000								904,000
Solid Waste	Umbrella-Buckingham Upgrades	20068140132	40132	E	126,498		134,504	190,800					190,800		451,802
Solid Waste	Umbrella-Generators-mult sites	20068340132	40132	E	34,930		341,070								376,000
Solid Waste	Umbrella-Mechanical Systems	20068440132	40132	E	235,657	30,900	93,043	31,800	32,700	33,600	40,800		138,900		467,600
Solid Waste	Umbrella-Scales	20068540132	40132	E		203,940	325,940		159,000	163,500			322,500		648,440
Solid Waste	WTE Facilities Hardening	21076540132	40132	G	17,394		2,803,589								2,820,983
Transit					3,778,647	3,260,182	11,292,864	535,000	535,000	535,000	535,000	535,000	2,675,000		17,746,511
	ADA & Passenger Amenities				71,104		637,499	535,000	535,000	535,000	535,000	535,000	2,675,000		3,383,603
Transit	ADA & Passenger Amenities	20886448640	48640	G			67,499	35,000	35,000	35,000	35,000	35,000	175,000		242,499
Transit	ADA & Passenger Amenities	21886448640	48640	G	71,104		570,000	500,000	500,000	500,000	500,000	500,000	2,500,000		3,141,104
Transit	Lehigh Acres Park & Ride	21072448640	48640	G	165,575	2,860,182	5,974,872								6,140,447
Transit	NFM Super Stop	21077048640	48640	G		400,000	400,000								400,000
	South Park&Ride Trsf Stations				3,541,968		4,280,493								7,822,461
Transit	South Park&Ride Trsf Stations	20889448640	48640	G	900,306		520,153								1,420,459
Transit	South Park&Ride Trsf Stations	21889448640	48640	G	2,641,662		3,760,340								6,402,002
Transportation					79,554,215	119,124,107	358,555,482	18,762,118	71,928,332	59,277,176	236,743,460	94,390,864	481,101,950	462,191,764	1,381,403,411
	Alico Road Connector				5,865,862	10,759,314	20,125,037	4,547,555	13,000,000	55,682,342		92,000,000	165,229,897	39,272,804	230,493,600
Transportation	Alico Road Connector	20924530700	30700	GT	2,800	6,759,314	14,647,212			27,682,342		40,000,000	67,682,342	39,272,804	121,605,158
Transportation	Alico Road Connector	20924538825	38825	I	5,863,062	4,000,000	5,477,825	4,547,555		8,000,000		6,000,000	18,547,555		29,888,442
Transportation	Alico Road Connector	20924538823	38823	I					13,000,000	20,000,000		16,000,000	49,000,000		49,000,000
Transportation	Alico Road Connector	20924530720	30720	ST								30,000,000	30,000,000		30,000,000
	Bicycle/Pedestrian Facilities				23,377,364	2,003,160	8,793,098	2,003,160	6,570,350	2,694,834	11,363,460	1,490,864	24,122,668		56,293,130
Transportation	Bicycle/Pedestrian Facilities	20600238821	38821	I			132,218								132,218
Transportation	Bicycle/Pedestrian Facilities	20600238822	38822	I	1,327,896	495,000	2,217,292	495,000	271,073	546,250	1,549,506		2,861,829		6,407,017
Transportation	Bicycle/Pedestrian Facilities	20600238823	38823	I	2,209,051		2,272,437				245,575		245,575		4,727,063
Transportation	Bicycle/Pedestrian Facilities	20600238824	38824	I	1,420,661	138,793	327,096		337,511	259,280	1,940,688	1,490,864	4,028,343		5,776,100
Transportation	Bicycle/Pedestrian Facilities	20600238825	38825	I	116,359		1,278,119	138,793	135,801	1,889,304	780,858		2,944,756		4,339,234
Transportation	Bicycle/Pedestrian Facilities	20600230700	30700	GT	18,303,397	1,369,367	2,565,936	1,369,367	5,825,965		6,846,833		14,042,165		34,911,498
	Big Carlos Pass Bridge Replace				6,090,725		97,859,141								103,949,866
Transportation	Big Carlos Pass Bridge Replace	20572430700	30700	GT			486,435								486,435
Transportation	Big Carlos Pass Bridge Replace	20572430720	30720	ST	6,090,725		13,131,560								19,222,285
Transportation	Big Carlos Pass Bridge Replace	20572430721	30721	ST			11,000,000								11,000,000
Transportation	Big Carlos Pass Bridge Replace	20572431203	31203	D			25,000,000								25,000,000
Transportation	Big Carlos Pass Bridge Replace	11129500100	00100	G			48,241,146								48,241,146
Transportation	Cape Coral Bdg WP Span Repl	20924830721	30721	ST	1,161,114	3,119,516	18,307,104				224,480,000		224,480,000		243,948,218
Transportation	Midpoint Bridge	20076930721	30721	D,ST		15,473,314	15,473,314							279,931,305	295,404,619
	Corkscrew Road				16,564,044	26,180,139	38,498,960	4,999,575					4,999,575		60,062,579
Transportation	Corkscrew Road	20066930100	30100	GF-CIP	5,560,738		378,446								5,939,184
Transportation	Corkscrew Road	20066930700	30700	CONT.GT	6,454,233		8,156,602	4,999,575					4,999,575		19,610,410
Transportation	Corkscrew Road	20066931203	31203	D		26,180,139	28,180,139								28,180,139
Transportation	Corkscrew Road	22066930700	30700	G	1,585,408		747,438								2,332,846
Transportation	Corkscrew Road	20066938825	38825	I	2,963,665		1,036,335								4,000,000
	Gateway/Griffin Roundabout				470,702		9,133,960								9,604,662
Transportation	Gateway/Griffin Roundabout	20067138823	38823	I	215,862		3,004,138								3,220,000
Transportation	Gateway/Griffin Roundabout	20067130700	30700	GT	254,840		1,329,822								1,584,662
Transportation	Gateway/Griffin Roundabout	2006731203	31203	D			4,800,000								4,800,000
Transportation	Hickory Bridge Replacement	20508330720	30720	ST		8,188,912	8,188,912		4,770,011				4,770,011	99,351,742	112,310,665



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Responsible Department	Project Title	Project #	Fund	Code	Total Spent	FY 22/23	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY26/27	FY27/28	Five Year Project Total	Years 6-10	Total Project
					thru FY 21/22	Adopted Budget	Amended Budget	Proposed Budget	Proposed Budget	Proposed Budget	Proposed Budget	Proposed Budget			
Transportation	Lee Blvd Traffic Signals	20063730700	30700	GT	752,930		682,200								1,435,130
	Ortiz 4L/Colonial-MLK				1,885,450		33,368,279								35,253,729
Transportation	Ortiz 4L/Colonial - MLK	20061338823	38823	I	1,885,450		19,630,897								21,516,347
Transportation	Ortiz 4L/Colonial - MLK	20061331203	31203	D			11,562,382								11,562,382
Transportation	Ortiz 4L/Colonial - MLK	22061330700	30700	G			2,175,000								2,175,000
	Ortiz Ave MLK to Lockett				2,383,017	4,242,273	4,796,696							43,635,913	50,815,626
Transportation	Ortiz Ave MLK to Lockett	20407230700	30700	GT		4,242,273	4,242,273							43,635,913	47,878,186
Transportation	Ortiz Ave MLK to Lockett	20407238823	38823	I	2,383,017		554,423								2,937,440
Transportation	Signal System ATMS Upgrade	20675930700	30700	GT	7,504,288	750,000	1,637,045	750,000	750,000	750,000	750,000	750,000	3,750,000		12,891,333
	Three Oaks Extension North				12,842,258	35,257,479	87,965,148	6,311,828	46,687,971				52,999,799		153,807,205
Transportation	Three Oaks Extension North	20405330700	30700	GT	10,305,056		46,507,669	6,311,828	10,687,971				16,999,799		73,812,524
Transportation	Three Oaks Extension North	20405331203	31203	D		35,257,479	30,457,479								30,457,479
Transportation	Three Oaks Extension North	20405338823	38823	I	2,077,537		1,000,000						25,000,000		28,077,537
Transportation	Three Oaks Extension North	20405338824	38824	I	459,665		10,000,000		11,000,000				11,000,000		21,459,665
	Toll Interoperability				656,461	150,000	476,588	150,000	150,000	150,000	150,000	150,000	750,000		1,883,049
Transportation	Toll Interoperability	20581842133	42133	ST	106,668	30,000	99,414	30,000	30,000	30,000	30,000	30,000	150,000		356,082
Transportation	Toll Interoperability	20581842135	42135	ST	549,793	120,000	377,174	120,000	120,000	120,000	120,000	120,000	600,000		1,526,967
	Toll System Replacement					13,000,000	13,250,000								13,250,000
Transportation	Toll System Replacement	20061542133	42133	ST		2,600,000	2,650,000								2,650,000
Transportation	Toll System Replacement	20061542135	42135	ST		10,400,000	10,600,000								10,600,000
Utilities					118,364,528	80,435,440	180,320,600	74,838,250	151,855,000	164,065,000	115,065,000	64,115,000	568,938,250	68,165,000	935,788,378
Utilities	Alico Road Connector - LCDOT	20079348730	48730	E				2,000,000	2,000,000				4,000,000		4,000,000
Utilities	Ben Hill Griffin FM Improve S	20733448713	48713	E	423,820	3,136,440	3,662,620	3,800,000					3,800,000		7,886,440
Utilities	Big Carlos Pass	20074448730	48730	E		1,500,000	1,500,000	763,250					763,250		2,263,250
Utilities	CFM Flow Diversion	20074648713	48713	E			700,000	335,000					335,000		1,035,000
Utilities	Replacement	20762248720	48720	E	1,415,493	500,000	6,236,706	500,000					500,000		8,152,199
Utilities	Corkscrew Road Widening	20067548730	48730	E	5,246,930	3,400,000	6,379,152	5,570,000	7,000,000				12,570,000		24,196,082
Utilities	Cybersecurity Risk Assessment	20078048730	48730	E		750,000	750,000	1,350,000					1,350,000		2,100,000
Utilities	Relocation - FDOT	not assigned	48730	E					3,000,000				3,000,000		3,000,000
Utilities	DOT Proj Utility Relocations	20741648730	48730	E	4,159,190	500,000	2,583,800		500,000	500,000	500,000	500,000	2,000,000	2,000,000	10,742,990
Utilities	Electrical Equip Upgrd&Repl	20742948730	48730	E	6,029,359	210,000	932,546	820,000	650,000	410,000	235,000	235,000	2,350,000	1,025,000	10,336,905
Utilities	FGCU Sewer	20730448730	48730	E			119,259	50,000	250,000				300,000		1,331,053
Utilities	FGCU Water	20719748730	48730	E	1,642,578		81,380	50,000	255,000				305,000		2,028,958
Utilities	Fiesta Village Swr Coll Sys Im	20729348713	48713	E	157,305		2,508,294								2,665,599
Utilities	Fiesta Village WWTP Deep Well	20925148730	48730	D,E	10,307,108	7,800,000	11,615,988						-		21,923,096
Utilities	Fiesta Village WWTP Rm Upgrd	20061648730	48730	E	8,343,505	3,020,000	1,819,818	500,000					500,000		10,663,323
Utilities	FMB Belt Press Replacement	20067648730	48730	E,G	272,591	3,000,000	3,135,351	2,000,000					2,000,000		5,407,942
Utilities	FMB Deep Injection Well #2	20061748730	48730	E	3,828,713		7,920,382						-		11,749,095
Utilities	FMB Filter Controls Upgrade	20074848720	48720	E		580,000	580,000						-		580,000
Utilities	FMB Main Switchgear Repl	20062648720	48720	E,G	95,628	2,500,000	2,929,373	6,525,000					6,525,000		9,550,001
	FMB WRF Capacity Restoration Project				474,015	2,000,000	2,225,985	3,000,000	41,000,000	46,000,000	46,000,000	40,000,000	176,000,000	31,000,000	209,700,000
Utilities	FMB WRF Capacity Restoration Project	20061948713	48713	E		2,000,000	2,000,000								2,000,000
Utilities	FMB WRF Capacity Restoration Project	20061948730	48730	E	474,015		225,985	3,000,000	41,000,000	46,000,000	46,000,000	40,000,000	176,000,000	31,000,000	207,700,000
Utilities	Generator Replacements (FEMA)	20079248730	48730	E					2,300,000				2,300,000		2,300,000
Utilities	Green Meadows 2nd Deep Inj	20746148730	48730	E		500,000	500,000	1,400,000	7,000,000	7,500,000			15,900,000		16,400,000
Utilities	Hancock Bridge Sidewalk Utility	20078948730	48730	E				1,100,000					1,100,000		1,100,000
Utilities	Lazy Days Water Main Replaceme	20065548720	48720	E	1,164,765	319,000	377,714								1,542,479
Utilities	LCU Generator Replace/Improve	20744448730	48730	E	2,425,201	660,000	1,375,325	50,000	200,000	50,000	50,000	50,000	400,000	250,000	4,450,526
Utilities	Littleton Road Widening - LCDOT	20078248730	48730	E		500,000	500,000	1,100,000					1,100,000		1,600,000
Utilities	LT LS Recovery and Harden (FEMA)	20079048720	48720	E				500,000	3,000,000	3,000,000	3,000,000	3,000,000	12,500,000		12,500,000
Utilities	LS 5507 & Force Main Replace(FEMA)	20079148730	48730	E				1,000,000	2,000,000				3,000,000		3,000,000
Utilities	Master Pump Station 6600 Upgrd	20063848730	48730	E	358,295	800,000	986,705	910,000	-				910,000		2,255,000



Capital Improvement Program Detail Report FY23/24-FY27/28

Responsible Department	Project Title	Project #	Fund	Code	Total Spent	FY 22/23	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	Five Year Project Total	Years 6-10	Total Project
					thru FY 21/22	Adopted Budget	Amended Budget	Proposed Budget	Proposed Budget	Proposed Budget	Proposed Budget	Proposed Budget			
Utilities	Metro Pkwy - FDOT	20078348730	48730	E		500,000	500,000		500,000	6,500,000			7,000,000		7,500,000
	NLC WTP Expansion to 15 MGD				3,943,735	18,500,000	32,356,265	4,000,000	10,000,000				14,000,000		50,300,000
Utilities	NLC WTP Expansion to 15 MGD	20063348712	48712	E,D	3,943,735	10,000,000	23,856,265								27,800,000
Utilities	NLC WTP Expansion to 15 MGD	20063348730	48730	E,D		8,500,000	8,500,000	4,000,000	10,000,000				14,000,000		22,500,000
Utilities	NLC WTP RO Pump Upgrades	not assigned	48730	E								1,000,000		8,000,000	8,000,000
	NLC WTP Wellfield Expansion to				11,598,091		19,770,084	3,725,000	8,500,000	7,225,000			19,450,000		50,818,175
Utilities	NLC WTP Wellfield Expansion to	20761948712	48712	E	10,189,076		17,570,084	3,725,000	2,500,000				6,225,000		33,984,160
Utilities	NLC WTP Wellfield Expansion to	20761948730	48730	E	1,409,015		2,200,000		6,000,000	7,225,000			13,225,000		16,834,015
Utilities	North-South WM-SR 80	20062848730	48730	E	661,352		550,000								1,211,352
Utilities	Operations Building Replacement	20745448730	48730	E	2,453,314		480,940								2,934,254
Utilities	Ortiz Av FM-SR 82 to Colonial	20065648720	48720	E	178,769		2,458,160	1,000,000					1,000,000		3,636,929
Utilities	Ortiz Utility Relocation MLK-SR80	20075048730	48730	E			500,000		2,000,000	4,000,000			6,000,000		6,500,000
Utilities	Pine Island WWTP Deep Bed Sand Filt	20746548730	48730	E	-	470,000	470,000		1,600,000				1,600,000		2,070,000
Utilities	Remote Telemetry Replacement	20762348730	48730	E	5,054,049		2,557,464								7,611,513
Utilities	RSW Trans Line-Ben Hill/Treeln	20719348712	48712	E	2,796,524	4,400,000	6,370,262	2,400,000					2,400,000		11,566,786
Utilities	SE Force Mains	20067348730	48730	E		500,000	500,000	3,000,000	6,500,000	12,000,000	10,000,000	1,000,000	32,500,000		33,000,000
	SE Wellfield Expansion					500,000	2,050,000	1,600,000	3,500,000	10,500,000	4,000,000	1,500,000	21,100,000	20,000,000	43,150,000
Utilities	SE Wellfield Expansion	20078148712	48712	E		500,000	1,300,000	1,600,000	3,500,000	3,500,000	4,000,000	1,500,000	14,100,000	20,000,000	35,400,000
Utilities	SE Wellfield Expansion	20078148730	48730	E			750,000			7,000,000			7,000,000		7,750,000
Utilities	Secondary Contain for Chemical Tanks	20745648730	48730	E	351,570	270,000	420,000		1,320,000				1,320,000		2,091,570
	SEWRF-SE Water Reclaim Fac				2,341,451	1,750,000	3,106,830	7,000,000	32,500,000	55,000,000	48,200,000	15,000,000	157,700,000		163,148,281
Utilities	SEWRF-SE Water Reclaim Fac	20746748713	48713	E	2,341,451	1,750,000	3,106,830	7,000,000	9,000,000	5,000,000			21,000,000		26,448,281
Utilities	SEWRF-SE Water Reclaim Fac	20746748730	48730	E					23,500,000	50,000,000	48,200,000	15,000,000	136,700,000		136,700,000
Utilities	Summerlin Rd 20" FM Replacemen	20065348730	48730	E	3,960,452		7,578,550								11,539,002
Utilities	Three Oaks Second DIW	20078548730	48730	E		500,000	500,000	1,300,000	7,500,000	7,500,000			16,300,000		16,800,000
Utilities	Three Oaks WRF Expansion	20072348713	48713	E	3,706,982	16,700,000	28,193,018	9,300,000	3,000,000				12,300,000		44,200,000
Utilities	Tice Area WM Replacement	20063948730	48730	E	1,024,313	650,000	2,298,953						-		3,323,266
Utilities	US 41 WM Replacements	20067848730	48730	E	150,390		374,611	3,015,000					3,015,000		3,540,001
Utilities	US41 S WM Replacement (IsIPk/JonBay)	20078648720	48720	E		250,000	250,000	40,000	1,600,000				1,640,000		1,890,000
Utilities	Wastewater System Improvements	20722948730	48730	E	4,925,861	350,000	780,144	700,000	700,000	700,000	350,000	350,000	2,800,000	1,050,000	9,556,005
Utilities	Wastewater Treatment Plant Imp	20713848730	48730	E	6,907,306	195,000	391,795	2,275,000	450,000	650,000	950,000	450,000	4,775,000	1,500,000	13,574,101
Utilities	Water System Improvements	20709448730	48730	E	9,052,921	1,750,000	2,877,608	650,000	650,000	650,000	650,000	650,000	3,250,000	1,950,000	17,130,529
Utilities	Water Treatment Plt Improv	20726848730	48730	E	6,783,100	95,000	1,548,025	380,000	250,000	750,000	1,000,000	250,000	2,630,000	1,000,000	11,961,125
Utilities	Well Redevelop/Upgrd&Rebuild	20714948720	48720	E	4,440,831	130,000	303,476	130,000	130,000	130,000	130,000	130,000	650,000	390,000	5,784,307
Utilities	Wells D25&S25 Relocation/Repla	20065248730	48730	E		1,250,000	1,850,000								1,850,000
Utilities	Winkler Rd. Watermain Improvements	20927048712	48712	E	717,058		806,192	1,000,000					1,000,000		2,523,250
Utilities	Wtr/Swr Line Reloc-3 Oaks	20742648730	48730	E	60,170		1,057,825		2,000,000	1,000,000			3,000,000		4,117,995
Grand Total					588,675,777	256,566,904	728,847,927	145,277,840	285,066,703	292,757,176	374,403,050	187,197,504	1,283,702,273	530,456,764	3,131,682,741

Code Legend	
A=Advalorem	GF-CIP= General Fund Capital Imp
BP=BP	GT=Gas Tax
CONS= Conservation 2020	H=All Hazards
CONT=Contribution	I=Impact Fees
D=Debt	IT=Innovation and Technology
E=Enterprise	L= Library Advalorem
E-911= E-911 Operations	ST=Surplus Tolls
G=Grant	T=Tourist Development Tax
GIF=Growth Inc Fund	

Reconciling Items	
Grand Total	145,277,840
Utilities Loan	(23,410,000)
System Balance 8/15/23	121,867,840



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Capital Project Fund Fiscal Year 2023-2024

		2021-2022 Actual	2022-2023 Budget	2022-2023 Expected	2023-2024 Budget	+/- Budget
30.000.3660000	Contributions	655,055	334,502	334,502	1,500,000	1,165,498
Miscellaneous Revenues Totals:		655,055	334,502	334,502	1,500,000	1,165,498
30.999.3810001	Transfer in from General Fund	2,444,034	29,967,075	29,637,075	13,661,956	(16,305,119)
30.999.3810010	Transfer in from Gas Tax	1,426,858	4,422,811	4,422,811	778,990	(3,643,821)
30.999.3810013	Transfer in from Grant Fund	1,698,894	49,958,106	49,958,106	11,945,467	(38,012,639)
30.999.3810014	Transfer in From Rd Imp Fee	3,606,616	26,061,839	26,061,839	4,076,454	(21,985,385)
30.999.3810016	Transfer in from Com Prk Imp	439,836	1,790,878	1,790,878	400,000	(1,390,878)
30.999.3810018	Transfer In Stormwater Fund	0	2,800,000	2,800,000	700,000	(2,100,000)
30.999.3810019	Transfer in from Building Fees Fund	134,274	821,099	821,099	0	(821,099)
31.999.3810001	Transfer in from General Fund	94,904	1,805,657	1,805,657	510,000	(1,295,657)
31.999.3810013	Transfer in from Grant Fund	0	330,465	330,465	0	(330,465)
31.999.3810016	Transfer in from Com Prk Imp	277,132	1,753,573	1,753,573	0	(1,753,573)
Other Sources Totals:		10,122,549	119,711,503	119,381,503	32,072,867	(87,638,636)
Totals:		10,777,604	120,046,005	119,716,005	33,572,867	(86,473,138)
30.000.519.6000	Exotic Removal of FPL ROW Path	0	10,500	10,500	0	(10,500)
30.240.513.6400	Comm Dev.Bldg Permits Tech Enhancem	134,274	821,099	821,099	0	(821,099)
30.240.513.6401	Technology Equip. Replacement Reserve	18,071	184,263	184,263	50,000	(134,263)
30.240.513.6402	Backups for Server Data	25,188	14,812	14,812	0	(14,812)
30.270.519.4910	Highway Monument along I-75	17,584	1,120,882	1,120,882	250,000	(870,882)
30.270.519.4911	Urban Design	88,683	400,776	400,776	100,000	(300,776)
30.270.519.4912	Goodbread Grocery	0	498,097	498,097	0	(498,097)
30.270.519.4920	Flagpole along I-75	0	90,000	90,000	0	(90,000)
30.270.519.4924	City Facilities Major Repairs	111,971	1,568,389	1,568,389	1,600,000	31,611
30.270.519.4927	City Facilities Security Upgrades	0	9,578	9,578	0	(9,578)
30.270.519.4932	Dean St Kayak Launch Facility	12,222	0	0	0	0
30.270.519.4935	City Hall Generator Replacement	48,845	677,715	677,715	0	(677,715)
30.270.519.4936	City Hall Sewer Lateral Repair Asphalt O	250	384,750	384,750	0	(384,750)
30.270.519.6365	BB Rd/Imperial Parkway Gateway Featu	0	0	0	538,000	538,000
30.270.519.6400	Vehicle Major Repairs & Replacement Re	93,653	54,129	54,129	75,000	20,871
30.270.519.6401	City Hall & Liles Hotel Elevators	0	95,000	95,000	0	(95,000)
30.402.513.6400	Cameras - City Hall Chambers	0	1,663	1,663	0	(1,663)
General Government Totals:		550,742	5,931,653	5,931,653	2,613,000	(3,318,653)
30.000.537.6105	Environmentally Sensitive Land Acquisit	0	500,000	500,000	100,000	(400,000)
30.240.539.6354	Technology Infrastructure Planning	0	250,000	250,000	250,000	0
30.250.535.6301	Lakes of San Souci Sewer Project	0	0	0	1,900,000	1,900,000
30.250.535.6302	Sun Village Sewer Project	0	0	0	4,100,000	4,100,000
30.250.538.6100	Land Acquisition for Stormwater Purpos	0	5,000,000	5,000,000	0	(5,000,000)
30.250.538.6108	Water Acquisition/Demo PDM Home Bu	0	0	0	4,431,940	4,431,940
30.250.538.6110	Quinn/Downs/Dean Buyout Program	1,022,220	5,805,227	5,805,227	0	(5,805,227)
30.250.538.6215	Equipment Storage Facility	0	0	0	350,000	350,000
30.250.538.6806	Pine Lake Preserve	5,000	305,696	305,696	0	(305,696)
30.250.538.6807	Logan Blvd Floodway/Drainage	48,191	1,797,315	1,797,315	0	(1,797,315)
30.250.538.6809	Flood Imp-Sprg Ck BS Golf Course	247,099	14,709,292	14,709,292	10,117,483	(4,591,809)
30.250.538.6810	Quinn/Downs/Dean West of ImperialD	382,575	11,383,361	11,383,361	0	(11,383,361)
30.250.538.6811	Felts Ave Bio-Reactor Phase II	109,567	100,372	100,372	350,000	249,628
30.250.538.6812	Big Bend Road Drainage	249,154	811,063	811,063	0	(811,063)
30.250.538.6813	Citrus Park Drainage Project PH I	201,839	3,396,861	3,396,861	0	(3,396,861)
30.611.537.6000	Beach Renourishment 2024	0	858,588	858,588	110,000	(748,588)
Physical Environment Totals:		2,265,646	44,917,775	44,917,775	21,709,423	(23,208,352)
30.250.541.6300	Minor Road & Drainage Improvements	255,108	637,503	637,503	150,000	(487,503)
30.250.541.6308	Asphalt Overlays	0	500,000	500,000	500,000	0
30.250.541.6310	FDOT Pond on Arroyal Rd	0	87,168	87,168	0	(87,168)

Capital Project Fund
Fiscal Year 2023-2024

		2021-2022 Actual	2022-2023 Budget	2022-2023 Expected	2023-2024 Budget	+/- Budget
30.250.541.6315	East Terry Vegetative Buffer/Wall	234,978	104,779	104,779	0	(104,779)
30.250.541.6317	Bonita Bch Rd/US 41 Quadrant	2,846,794	7,207,115	7,207,115	1,859,010	(5,348,105)
30.250.541.6318	Bonita Bch Rd Vision Implementation	0	859,511	859,511	0	(859,511)
30.250.541.6319	Roadway Restriping	60,657	339,343	339,343	188,990	(150,353)
30.250.541.6320	Multi-Use Pathways & Sidewalks	0	750,000	750,000	0	(750,000)
30.250.541.6323	W. Terry St. Multi-Use Pathway	34,698	2,672,270	2,672,270	0	(2,672,270)
30.250.541.6324	Sun Trail	0	4,988,995	4,988,995	0	(4,988,995)
30.250.541.6327	Goodwin St Sidewalks & Drainage Impro	296,955	5,260,039	5,260,039	821,924	(4,438,115)
30.250.541.6328	Decorative Streetlight Conversion to LED	478,284	29,892	29,892	50,000	20,108
30.250.541.6334	Maddox Lane Sidewalk	322,732	0	0	0	0
30.250.541.6335	W Terry-Pine to Rail Road	416,036	0	0	0	0
30.250.541.6336	Imperial Shores Blvd Sidewalk Project	988,933	2,077,315	2,077,315	0	(2,077,315)
30.250.541.6337	Dean St Sidewalks/Infras Mosaic Comm	0	141,843	141,843	0	(141,843)
30.250.541.6338	W Terry St South Side Sidewalk	273	489,619	489,619	500,000	10,381
30.250.541.6339	Pelican Landing/Old 41/US41 Intersecti	0	0	0	125,000	125,000
30.250.541.6342	Traffic Calming	0	140,000	140,000	15,000	(125,000)
30.250.541.6343	Bridge Maintenance	50,154	549,518	549,518	25,000	(524,518)
30.250.541.6345	Cockleshell Sidewalk-Glen Haven Rd to S	72,126	0	0	0	0
30.250.541.6346	Old 41 & Strike Lane Intersection Improv	42,355	1,294,913	1,294,913	356,260	(938,653)
30.250.541.6347	Old 41 & BB Rd Quadrant	0	4,659,290	4,659,290	339,260	(4,320,030)
30.250.541.6348	Rosemary Drive Multi Pathway	0	2,130,790	2,130,790	0	(2,130,790)
30.250.541.6349	Forrester Drive Drainage	41,432	1,670,312	1,670,312	600,000	(1,070,312)
30.250.541.6357	Old 41 Bike Pedestrian Improvements	0	100,000	100,000	0	(100,000)
30.250.541.6358	Paradise Road Bike Ped Improvements	0	100,000	100,000	200,000	100,000
30.250.541.6364	E Terry St Multi-Use Pathway	0	16,833,197	16,833,197	0	(16,833,197)
30.250.541.6906	Median Landscape Enhancement	0	761,261	761,261	0	(761,261)
30.270.541.6322	US 41 Bridge Beautification	0	114,000	114,000	0	(114,000)
30.270.545.6355	Parking Garage Feasibility	0	50,000	50,000	0	(50,000)
Transportation Totals:		6,141,515	54,548,673	54,548,673	5,730,444	(48,818,229)
31.000.552.6311	Downtown Redevelopment	94,904	78,381	78,381	0	(78,381)
Economic Environment Totals:		94,904	78,381	78,381	0	(78,381)
30.270.572.6000	Additional Soccer Fields	0	3,022,300	3,022,300	675,000	(2,347,300)
30.270.572.6360	City Wide Park Lighting-LED Conversion	0	38,500	38,500	150,000	111,500
30.270.573.4928	Acquisition of Public Art	12,000	138,000	138,000	50,000	(88,000)
30.270.575.6014	Everglades Wonder Gardens Cafe' Upgra	0	99,684	99,684	0	(99,684)
30.602.572.6022	Small Rec Building Improvements	0	60,000	60,000	0	(60,000)
30.603.572.6008	Comm Park Sealcoating Parking Lot	2,050	50,733	50,733	50,000	(733)
30.603.572.6015	Baseball Complex Master Plan	1,303,829	3,540,423	3,540,423	900,000	(2,640,423)
30.603.572.6350	Community Park Tennis Court Resurface	0	13,360	13,360	45,000	31,640
30.603.572.6361	Community Park Playground Improvement	0	44,015	44,015	30,000	(14,015)
30.604.572.6001	Pool-Fountain Resurfacing	0	80,000	80,000	20,000	(60,000)
30.605.572.6009	Riverside Parking Sealcoating Parking Lo	9,450	19,462	19,462	45,000	25,538
30.605.572.6013	Bandshell Area Improvements	0	36,009	36,009	0	(36,009)
30.605.572.6031	Depot Park Security Cameras	12,828	0	0	0	0
30.605.572.6205	Bandshell Renovations/Updates	0	75,000	75,000	0	(75,000)
30.605.572.6351	Depot Park Playground Expansion	0	250,000	250,000	0	(250,000)
30.605.572.6356	Island Park Entrance Improvements	16,765	533,235	533,235	0	(533,235)
30.605.572.6359	Bandshell Lawn Artificial Turf	0	350,000	350,000	80,000	(270,000)
30.609.572.6025	Former Community Hall & Banyan Tree l	0	982,195	982,195	0	(982,195)
30.610.572.6016	Dog Park Shade Structure	0	14,653	14,653	0	(14,653)
30.610.572.6021	Dog Park Trail Overlay	0	45,000	45,000	0	(45,000)
30.612.572.6909	Hickory Blvd N & Circle Landscaping	0	0	0	80,000	80,000
30.613.572.6029	Sealcoating Soccer Complex Parking	12,841	4,159	4,159	0	(4,159)
30.613.572.6032	Soccer Complex Concession & Restroom	0	0	0	250,000	250,000
30.615.572.6019	Liler Hotel Roof Replacement & Stucco	31,550	159,820	159,820	30,000	(129,820)
30.615.572.6030	Liles Hotel Security Cameras	25,551	0	0	0	0
30.615.572.6200	Liles Hotel & Plaza Wall Exterior Paintin	0	15,210	15,210	75,000	59,790
30.620.572.6028	Sealcoating Marni Fields Parking	7,220	9,780	9,780	0	(9,780)
30.620.572.6352	Marni Fields Install Water & Sewer	13,579	186,421	186,421	30,000	(156,421)
30.628.572.6001	Mayhood Park Exotics Removal	0	60,250	60,250	0	(60,250)
30.629.572.6353	Oak Creek Kayak Launch	0	330,000	0	0	(330,000)

Capital Project Fund
Fiscal Year 2023-2024

		2021-2022 Actual	2022-2023 Budget	2022-2023 Expected	2023-2024 Budget	+/- Budget
30.631.572.6210	Former Library Building	0	600,000	600,000	500,000	(100,000)
31.602.572.6000	Recreation Center Improvements	0	300,000	300,000	200,000	(100,000)
31.604.572.6002	Children's Activity Pool	51,067	2,318,059	2,318,059	310,000	(2,008,059)
31.605.572.6008	Skate Park	217,921	1,091,251	1,091,251	0	(1,091,251)
31.610.572.6005	Additional Trails/Entrance	2,900	4,233	4,233	0	(4,233)
31.621.572.6007	River Prk-US 41	5,245	97,771	97,771	0	(97,771)
Culture & Recreation Totals:		1,724,797	14,569,523	14,239,523	3,520,000	(11,049,523)
Totals:		10,777,604	120,046,005	119,716,005	33,572,867	(86,473,138)

ASSET MANAGEMENT PROGRAM

CATEGORIES



Capital Projects

Funding Source	2024 Adopted	2025 Forecast	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast
5 Cent Gas Tax	\$ 2,796,216	\$ 19,287,944	\$ 400,000	\$ 19,709,996	\$ 400,000	\$ 19,633,972
6 Cent Gas Tax	13,237,025	-	-	-	-	-
Appropriations	17,000,000	-	-	-	-	-
CFEC	-	1,600,000	10,000,000	6,400,000	-	-
CRA	1,230,028	-	-	-	-	-
Fire Impact Fees	530,450	4,551,261	-	742,630	9,092,325	-
Fire Operations	425,000	16,607,986	-	-	-	-
General Fund	6,650,657	19,460,102	6,250,102	26,696,122	6,250,102	6,250,102
Grant Funded	1,329,188	8,516,995	1,217,010	1,788,053	1,564,709	-
Irrigation Impact/CFEC	-	-	-	-	-	-
ISF Fleet Maintenance	-	43,865,066	-	-	-	-
Road Impact Fees	29,951,371	-	-	-	-	-
Stormwater	11,841,716	14,000,084	1,103,760	15,094,177	1,148,352	15,149,248
W&S Spec Assmt Debt	154,274,546	158,259,910	-	270,055,876	-	241,012,606
Water & Sewer	51,235,589	262,777,094	98,620,000	63,181,788	1,200,000	6,560,600
Grand Total	\$ 290,501,786	\$ 548,926,442	\$ 117,590,872	\$ 403,668,642	\$ 19,655,488	\$ 288,606,528



Facilities Maintenance

Funding Source	2024 Adopted	2025 Forecast	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast
5 Cent Gas Tax	\$ 2,320,000	\$ 2,570,000	\$ 2,570,000	\$ 2,670,000	\$ 2,920,000	\$ 3,350,000
6 Cent Gas Tax	5,700,000	5,950,000	6,450,000	6,950,000	7,200,000	7,270,000
General Fund	5,176,967	2,899,124	1,915,797	2,298,625	2,149,294	1,916,977
General Fund/P&R Programs	-	100,000	400,000	-	-	-
Stormwater	5,664,740	4,151,235	5,867,971	3,873,355	6,080,190	5,193,631
Water & Sewer	4,145,000	7,287,500	3,137,500	3,075,000	2,976,500	-
Grand Total	\$ 23,006,707	\$ 22,957,859	\$ 20,341,268	\$ 18,866,980	\$ 21,325,984	\$ 17,730,608



Land Acquisition

Funding Source	2024 Adopted	2025 Forecast	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast
Irrigation CIAC	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Irrigation Impact/CFEC	150,000	150,000	150,000	150,000	150,000	150,000
General Fund	2,095,061	2,440,838	2,592,714	2,749,415	2,903,443	-
Stormwater	100,000	100,000	100,000	100,000	100,000	100,000
Water & Sewer	300,000	300,000	300,000	300,000	300,000	300,000
Grand Total	\$ 2,695,061	\$ 3,040,838	\$ 3,192,714	\$ 3,349,415	\$ 3,503,443	\$ 600,000



Capital Software

Funding Source	2024 Adopted	2025 Forecast	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast
General Fund	\$ 950,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 650,000
Stormwater	-	-	-	-	-	100,000
Grand Total	\$ 950,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 750,000



Capital Equipment

Funding Source	2024 Adopted	2025 Forecast	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast
All Hazards	\$ 25,457	\$ 9,662	\$ 30,000	\$ -	\$ -	\$ -
ALS Impact Fees	-	-	-	59,000	-	65,000
Fire Operations	1,716,057	449,458	339,819	647,791	456,525	687,810
Fleet Mgmt Allocation	102,500	18,000	67,000	-	40,000	88,000
General Fund	2,830,247	3,364,426	3,039,296	2,971,312	3,268,456	4,757,394
Property Mgmt Allocation	20,000	-	-	63,000	15,000	-
Stormwater	1,464,500	1,309,000	824,000	385,000	544,000	580,000
Water & Sewer	6,273,248	4,008,500	3,696,633	4,115,232	4,121,500	7,363,000
Grand Total	\$ 12,432,009	\$ 9,159,046	\$ 7,996,748	\$ 8,241,335	\$ 8,445,481	\$ 13,541,204



Capital Fleet

Funding Source	2024 Adopted	2025 Forecast	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast
6 Cent Gas Tax	\$ 344,672	\$ -	\$ -	\$ -	\$ -	\$ -
All Hazards	-	-	-	70,000	40,000	-
Building Code	-	37,132	120,000	160,000	246,595	208,960
Capital Improv Allocation	82,400	84,872	42,000	87,000	42,436	94,103
Charter School	870,000	300,000	308,000	159,000	-	-
CRA	-	-	-	-	30,000	-
Facilities Management	50,000	-	-	-	-	-
Fire Impact Fees	389,500	-	-	-	-	-
Fire Operations	1,599,338	2,848,515	3,038,026	2,516,036	3,302,672	3,296,890
Fire Operations/Water and Sewer	48,000	-	-	-	-	-
Fleet Mgmt Allocation	60,770	-	106,000	88,000	61,000	47,672
General Fund	3,958,030	4,066,793	4,519,309	4,935,206	5,627,108	4,214,234
Lot Mowing	-	-	-	40,000	40,000	41,119
Police Impact Fees	511,000	-	-	-	-	-
Property Mgmt Allocation	55,000	-	80,000	193,000	180,300	191,280
Risk Management	-	-	-	42,000	-	-
Solid Waste	31,000	31,000	62,000	-	-	-
Stormwater	2,331,000	1,046,200	1,450,000	2,178,000	1,235,000	256,007
Water & Sewer	2,063,351	2,473,200	1,056,100	2,682,500	1,677,160	1,579,670
Grand Total	\$ 12,394,061	\$ 10,887,712	\$ 10,781,435	\$ 13,150,742	\$ 12,482,271	\$ 9,929,935

Department	Funding Source	Description	2024 Adopted	2025 Forecast	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast	
Government Services	General Fund	City Fiber and Wireless	\$ 2,534,297	\$ 2,323,742	\$ 2,323,742	\$ 2,323,742	\$ 2,323,742	\$ 2,323,742	
		Operating Costs	-	-	-	-	-	-	
		City Hall/Council Roof Replacement	-	850,000	-	-	-	-	
		Operating Costs	-	-	-	-	-	-	
Parks and Recreation	Appropriations	Historic Caloosahatchee Shoreline Preservation	2,000,000	-	-	-	-	-	
		Operating Costs	-	-	-	-	-	-	
	General Fund	Coral Oaks Renovation (Clubhouse, Course, Driving Range)	-	-	-	20,326,020	-	-	
			Operating Costs	-	-	-	-	-	
		Jaycee Park Shoreline	-	12,360,000	-	-	-	-	
			Operating Costs	-	-	-	-	-	
	Skate Park Building Replacement	515,000	-	-	-	-	-		
	Operating Costs	-	-	-	-	-	-		
	WA Youth Center Roof	-	-	-	120,000	-	-		
	Operating Costs	-	-	-	-	-	-		
Public Works	5 Cent Gas Tax	Chiquita access management and turn lane improvements	206,000	515,000	-	-	-	-	
		Operating Costs	-	-	-	-	-	-	
		Diplomat Access management and capacity improvement	206,000	515,000	-	-	-	-	
		Operating Costs	-	-	-	-	-	-	
		Median Curbing	400,000	400,000	400,000	400,000	400,000	400,000	
		Operating Costs	-	-	-	-	-	-	
	General Fund	Community Median Beautification	321,360	321,360	321,360	321,360	321,360	321,360	
			Operating Costs	-	-	-	-	-	-
		CTAC-Median Improvements	1,030,000	1,030,000	1,030,000	1,030,000	1,030,000	1,030,000	
			Operating Costs	-	-	-	-	-	-
		Pine Island PD&E	2,250,000	-	-	-	-	-	
		Operating Costs	-	-	-	-	-	-	
		Sidewalks - additional School area	-	2,575,000	2,575,000	2,575,000	2,575,000	2,575,000	
		Operating Costs	-	-	-	-	-	-	
	Grant Funded	Grant Funded Sidewalks	1,329,188	899,160	1,217,010	1,788,053	1,564,709	-	
		Operating Costs	-	-	-	-	-	-	
		Sun Trail (Nelson Pkwy to Del Prado Blvd)	-	7,617,835	-	-	-	-	
		Operating Costs	-	-	-	-	-	-	
	ISF Fleet Maintenance	Fleet Building	-	43,865,066	-	-	-	-	
		Operating Costs	-	-	-	-	-	-	
	Road Impact Fees	Andalusia Blvd (Industrial Park to Jacaranda) 4 lane	6,386,000	-	-	-	-	-	
			Operating Costs	-	-	-	-	-	
Intersection Improvements for traffic control devices		3,090,000	-	-	-	-	-		
		Operating Costs	-	-	-	-	-		
	N1 NE 24th Ave (Kismet/Littleton to Diplomat) 2 to 3 lane	13,234,728	-	-	-	-	-		
	Operating Costs	-	-	-	-	-	-		
	NE 24th Ave (Diplomat to Pine Island) 2 to 3 lane Weir Improvements (Rehab Construction)	7,240,643	1,082,118	1,103,760	1,125,835	1,148,352	1,236,000		
	Operating Costs	-	-	-	-	-	-		
Utilities	Appropriations	ADM-56 US 41 Conveyance	5,000,000	-	-	-	-	-	
		Operating Costs	-	-	-	-	-	-	
	CFEC	North RO 6 MGD Expansion	-	1,600,000	10,000,000	6,400,000	-	-	
			Operating Costs	-	-	-	-	-	
	Water & Sewer	ADM-22-Treatment services for Sanitary Sewer (Yearly)	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	
			Operating Costs	-	-	-	-	-	
		ADM-56 US 41 Conveyance	14,000,000	-	-	-	-	-	
			Operating Costs	-	-	-	-	-	
		Country Club Pipe Replacement	-	20,000,000	-	-	-	-	
			Operating Costs	-	-	-	-	-	
		North Deep Injection Well (DIW)	4,000,000	8,500,000	9,500,000	-	-	-	
			Operating Costs	-	-	-	-	-	
		North RO 12MG Potable Water Storage Tank	-	2,800,000	15,360,000	9,200,000	-	-	
			Operating Costs	-	-	-	-	-	
		North RO Distribution Pump and Motor	-	2,800,000	15,360,000	9,200,000	-	-	
			Operating Costs	-	-	-	-	-	
North Util Complex UCD Administration and Warehouse;		-	6,000,000	12,000,000	8,000,000	-	-		
		Operating Costs	-	-	-	-	-		
North Util Complex Utili Admin Bld	-	3,000,000	12,000,000	8,000,000	-	-			
	Operating Costs	-	-	-	-	-			
NRO RO WTP Expansion Phase II	4,450,000	25,000,000	-	-	-	-			
	Operating Costs	-	-	-	-	-			
NRO-10 Rehab/Rpl Raw Wtr Well	5,570,000	-	-	-	-	-			
	Operating Costs	-	-	-	-	-			
Phase 1 - Neighborhood Water Line Replacement (Nicholas to Dominica Canal)	-	-	1,000,000	12,000,000	-	-			
	Operating Costs	-	-	-	-	-			
Phase 2 - Neighborhood Water Line Replacement (Dominica to Damao Canal)	-	1,000,000	12,200,000	-	-	-			
	Operating Costs	-	-	-	-	-			



Capital Fleet

Department	Funding Source	Description	2024 Adopted	2025 Forecast	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast
Public Works	Police Impact Fees	Fleet Coordinator - GF	\$ 34,000	\$ -	\$ -	\$ -	\$ -	\$ -
		Future Position Vehicles	-	608,730	1,083,320	882,900	1,015,840	-
		Public Information Vehicle	34,000	-	-	-	-	-
		Police Lieutenant Vehicle	73,000	-	-	-	-	-
		Police Officer Vehicle	146,000	-	-	-	-	-
		Police Sergeant Vehicle	219,000	-	-	-	-	-
		Training Detective Vehicle	73,000	-	-	-	-	-
		F-350 Crew Cab Dually for Transportation (borrowing)	68,000	-	-	-	-	-
		New Bucket truck for Transportation (flexibility)	175,000	-	-	-	-	-
		New Sign Truck for Transportation (flexibility)	101,672	-	-	-	-	-
	Facilities Management	Senior Trades Specialist vehicle	50,000	-	-	-	-	-
		Project Manager vehicle	48,000	-	-	-	-	-
	Fire Operations/Water and S	Asset # 19265 - FORD F-550	-	-	106,000	-	-	-
		Asset # 23426 - FORD F-350	60,770	-	-	-	-	-
	Fleet Mgmt Allocation	Asset # 27803- Ford Explorer	-	-	-	44,000	-	-
		Asset # 28268 - Club Car Carryall 300	-	-	-	-	15,000	-
	General Fund	Asset # 28420 - Ford Taurus	-	-	-	-	46,000	-
		Asset # 28450 - Ford Taurus	-	-	-	44,000	-	-
	General Fund	Asset # 28162 - Transit Connect	-	-	-	-	-	47,672
		Asset # 20852 - Caterpillar Roller	60,000	-	-	-	-	-
	General Fund	Asset # 22940 - Bush hog	-	-	-	8,000	-	-
		Asset # 23410 - Vermeer Chipper	40,000	-	-	-	-	-
	General Fund	Asset # 23518 - SAKAI HS66ST	-	20,000	-	-	-	-
		Asset # 24935 - GMC T75000	400,000	-	-	-	-	-
	General Fund	Asset # 25222 - Schulte Bat Wing Mower	25,000	-	-	-	-	-
		Asset # 25223 -Case Tractor	-	-	130,000	-	-	-
	General Fund	Asset # 25314- International 7400 Hvy Dump	125,000	-	-	-	-	-
		Asset # 27129 - Imperial Trailer	-	28,000	-	-	-	-
	General Fund	Asset # 27672 - Freightliner M2-106	-	150,000	-	-	-	-
		Asset # 27799- Case SV300	90,000	-	-	-	-	-
	General Fund	Asset # 27802 - Case 580	-	-	150,000	-	-	-
		Asset # 27805 -Case 570N	-	-	-	-	156,000	-
	General Fund	Asset # 28001 - Ford F 250	-	46,350	-	-	-	-
		Asset # 28006 - Ford F350	-	-	-	58,000	-	-
	General Fund	Asset # 28037 - Ford F250	-	-	-	50,000	-	-
		Asset # 28039 - Ford Escape	-	-	36,630	-	-	-
	General Fund	Asset # 28049 - Ford F250	-	-	-	-	50,648	-
		Asset # 28065 - Ford F250	-	-	48,000	-	-	-
	General Fund	Asset # 28113 - Ford F250	-	-	50,000	-	-	-
		Asset # 28196 - Hustler 3700	-	39,253	-	-	-	-
	General Fund	Asset # 28248 - CASE 621F	-	180,000	-	-	-	-
		Asset # 28250 - TORO Z MASTER	-	-	43,050	-	-	-
	General Fund	Asset # 28251 - TORO Z MASTER	38,110	-	-	-	-	-
		Asset # 28266 - Club Car Carryall 1500	-	-	15,800	-	-	-
	General Fund	Asset # 28267 - CLUB CAR CARRYALL 1500	15,000	-	-	-	-	-
		Asset # 28310 - Hustler 3700	38,110	-	-	-	-	-
	General Fund	Asset # 28311 - Hustler 3700	38,110	-	-	-	-	-
		Asset # 28345 - Ford F150	-	-	-	-	37,630	-
	General Fund	Asset # 28353 - New Holland Workmaster	-	-	-	-	60,000	-
		Asset # 28354 - Pj Trailer P8242	12,000	-	-	-	-	-
	General Fund	Asset # 28355 - Ford F150	-	-	40,000	-	-	-
		Asset # 28356 - Ford F150	-	-	-	40,000	-	-
	General Fund	Asset # 28366 - Ford Edge	-	-	-	39,000	-	-
		Asset # 28463 - Ford F150	-	-	-	-	41,000	-
	General Fund	Asset # 28464 - Ford F150	-	36,500	-	-	-	-
		Asset # 28571 - Freightliner M2-106	-	-	-	-	190,000	-
	General Fund	Asset # 28624- Ford F450	-	-	-	70,000	-	-
		Asset # 28702 - Ford F150	-	-	-	-	40,000	-
	General Fund	Asset #21719 4000D	70,000	-	-	-	-	-
		Asset #27830 M2-106	-	-	-	-	-	150,000
	General Fund	Asset #28451 EXPLORER	-	-	-	-	-	47,672
		Asset #28539 EDB18F-23	-	-	-	-	-	200,000
	General Fund	Asset #28614 V5900	-	-	-	-	-	8,500
		Asset #28643 50150 BITUMEN APPLICATOR	-	-	-	-	-	7,000
	General Fund	Asset #28847 F350	-	-	-	-	-	65,000
		Asset #28854 F350	-	-	-	-	-	65,000
	General Fund	Asset #28855 F350	-	-	-	-	-	65,000
		Asset #28986 F450	-	-	-	111,000	-	-
	General Fund	Survey Crew vehicle	57,500	-	-	-	-	-
		Future Position Vehicles	-	68,000	68,000	57,500	238,000	-
	Lot Mowing	Asset # 28834 - Ford Explorer	-	-	-	40,000	-	-
		Asset # 28979 - Ford F150	-	-	-	-	40,000	-
	Property Mgmt Allocation	Asset #28984 F150	-	-	-	-	-	41,119
		Asset # 22797 - HYSTER FORKLIFT	-	-	80,000	-	-	-
	Property Mgmt Allocation	Asset # 28067 - FORD TRANSIT 250	55,000	-	-	-	-	-
		Asset #27630- Ford E350	-	-	-	80,000	-	-
	Property Mgmt Allocation	Asset #28034 - Ford Transit 250	-	-	-	56,500	-	-
		Asset #28035 - Ford Transit 250	-	-	-	56,500	-	-
	Property Mgmt Allocation	Asset #28036 - Ford Transit 250	-	-	-	-	60,100	-
		Asset #28105 TRANSIT 250	-	-	-	-	-	63,760
	Property Mgmt Allocation	Asset #28223 - Ford Transit 250	-	-	-	-	60,100	-
		Asset #28224 - Ford Transit 250	-	-	-	-	60,100	-
	Property Mgmt Allocation	Asset #28225 TRANSIT 250	-	-	-	-	-	63,760
		Asset #28226 TRANSIT 250	-	-	-	-	-	63,760



ADOPTED BUDGET SUMMARY
Village of Estero - Fiscal Year 2023-2024

ESTIMATED REVENUES	GENERAL FUND	BUILDING FUND	CAPITAL PROJECTS	DRIVING RANGE	TOTAL ALL FUNDS
Taxes:					
Ad Valorem Taxes					
General Fund Millage per \$1,000	0.7400	\$ 6,077,400	\$ -	\$ -	\$ 6,077,400
Gas Tax	635,000	-	435,250	-	1,070,250
Franchise Fees	2,625,000	-	-	-	2,625,000
Communication Services Tax	975,000	-	-	-	975,000
Other Taxes	25,000	-	-	-	25,000
Licenses and Permits	1,250	1,178,500	-	-	1,179,750
Intergovernmental Revenues	7,451,960	-	-	-	7,451,960
Charges for Services	266,000	33,500	-	363,755	663,255
Fines and Forfeitures	250	-	-	-	250
Impact Fees	-	-	1,138,500	-	1,138,500
Investment Earnings	600,000	17,250	127,750	5,750	750,750
Other Miscellaneous Revenues	96,000	-	-	-	96,000
TOTAL SOURCES	18,752,860	1,229,250	1,701,500	369,505	22,053,115
Transfers In	-	-	31,245,915	-	31,245,915
Fund Balances/Reserves/Net Assets	38,362,664	657,623	14,970,870	123,951	54,115,108
TOTAL REVENUES, TRANSFERS & BALANCES	\$ 57,115,524	\$ 1,886,873	\$ 47,918,285	\$ 493,456	\$ 107,414,138
EXPENDITURES					
General Government	\$ 5,132,600	\$ -	\$ -	\$ -	\$ 5,132,600
Public Safety	238,110	1,543,750	-	-	1,781,860
Physical Environment	575,000	-	24,448,623	-	25,023,623
Transportation	2,688,410	-	11,007,280	-	13,695,690
Human Services	40,000	-	-	-	40,000
Culture and Recreation	297,850	-	-	357,505	655,355
TOTAL EXPENDITURES	8,971,970	1,543,750	35,455,903	357,505	46,329,128
Transfers Out	31,245,915	-	-	-	31,245,915
Fund Balances/Reserves/Net Assets	16,897,639	343,123	12,462,382	135,951	29,839,095
TOTAL APPROPRIATED EXPENDITURES, TRANSFERS, RESERVES & BALANCES	\$ 57,115,524	\$ 1,886,873	\$ 47,918,285	\$ 493,456	\$ 107,414,138

The complete adopted budget book will be uploaded to the Village website in lieu of this document when finished.



City Of Fort Myers, Florida
5 Year Capital Improvement Program
2023-2024 through FY2027-2028

Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FIVE YEAR TOTAL	BEYOND 2028
City Structures	\$3,781,700	\$7,236,000	\$23,086,000	\$23,536,000	\$22,786,000	\$80,425,700	\$1,144,000
Infrastructure	\$19,311,144	\$18,335,000	\$30,729,800	\$10,980,000	\$5,250,000	\$84,605,944	\$0
Parks & Recreation	\$17,462,890	\$27,320,000	\$9,340,000	\$2,440,000	\$0	\$56,562,890	\$0
Public Safety	\$20,535,000	\$44,535,000	\$20,600,000	\$0	\$180,000	\$85,850,000	\$0
Stormwater	\$550,000	\$2,945,000	\$5,075,000	\$0	\$0	\$8,570,000	\$0
Technology	\$500,000	\$4,000,000	\$250,000	\$0	\$0	\$4,750,000	\$0
Utilities	\$78,581,300	\$97,924,800	\$108,568,800	\$124,595,000	\$82,580,000	\$492,249,900	\$343,968,200
Total Expenditures	\$140,722,034	\$202,295,800	\$197,649,600	\$161,551,000	\$110,796,000	\$813,014,434	\$345,112,200

Funding Sources Summary

Governmental Debt	\$41,592,000	\$100,326,700	\$71,911,100	\$38,122,000	\$69,995,000	\$321,946,800
Utility Debt	\$51,822,100	\$60,580,600	\$76,460,000	\$78,205,000	\$20,685,000	\$287,752,700
Cash from Operations	\$18,070,900	\$18,048,500	\$23,361,000	\$14,486,000	\$14,866,000	\$88,832,400
Impact Fees	\$13,290,000	\$15,640,000	\$12,230,000	\$10,480,000	\$5,250,000	\$56,890,000
CRA with funds on deposit within the Community Redevelopment Trust fund	\$3,196,490	\$2,500,000	\$7,000,000	\$8,000,000	\$0	\$20,696,490
Grants/FDOT/Other	\$12,750,544	\$5,200,000	\$6,687,500	\$12,258,000	\$0	\$36,896,044
Total	\$140,722,034	\$202,295,800	\$197,649,600	\$161,551,000	\$110,796,000	\$813,014,434

The next few pages detail each project with their funding source and amounts for each Fiscal Year.
Please note: The pink highlighted projects are listed more than once due to them having more than one funding source.

CIP FY2024-2028

Ward	Category	Funding Source	Project Name	FY2024	FY2025	FY2026	FY2027	FY2028	Five Year Total
All	City Structures	General Fund	ADA Compliance Renovations	-	-	100,000	-	-	100,000
1	City Structures	General Fund	Cemetery Galilee Way Bridge Rehab	-	200,000	-	-	-	200,000
1	City Structures	General Fund	Cemetery Repaving	-	286,000	286,000	286,000	286,000	1,144,000
4	City Structures	Parking Fund	City of Palms Garage - Top Deck Repairs	283,400	-	-	-	-	283,400
4	City Structures	Parking Fund	City of Palms Parking Garage Improvements	1,316,600	-	-	-	-	1,316,600
1	City Structures	Line of Credit	Cultural Center	800,000	6,000,000	6,000,000	-	-	12,800,000
2	City Structures	Line of Credit	Dr Ella Piper Building	500,000	-	-	-	-	500,000
4	City Structures	Parking Fund	Main Street Garage - Top Deck Repairs	281,700	-	-	-	-	281,700
4	City Structures	Future Debt	New City Hall	-	-	3,500,000	22,500,000	22,500,000	48,500,000
4	City Structures	Future Debt	New Public Parking Garage	-	750,000	12,500,000	-	-	13,250,000
2	City Structures	Fleet Fund	PW Utility Vehicle Wash Station	-	-	700,000	-	-	700,000
2	City Structures	Line of Credit	PWC Fencing	-	-	-	750,000	-	750,000
2	City Structures	Solid Waste Fund	Solid Waste Office Building	600,000	-	-	-	-	600,000
2,4	Infrastructure	Future Debt	1st & 2nd St Improvement Fowler-Seaboard	-	500,000	7,936,000	-	-	8,436,000
3,4	Infrastructure	Road Impact Fees	Carroll Canal Box Culvert - US41-TenMile	-	4,000,000	4,000,000	-	-	8,000,000
5	Infrastructure	Road Impact Fees	Challenger Blvd Extension - Colonial to Winkler	-	1,200,000	2,750,000	2,750,000	5,000,000	11,700,000
4	Infrastructure	CRA with funds on deposit within the Community Redevelopment Trust fund	CRA Downtown Projects	2,446,600	-	-	-	-	2,446,600
2	Infrastructure	Road Impact Fees	Dani Drive Extension	100,000	-	-	-	-	100,000
2	Infrastructure	Line of Credit	Dora Street Improvements	-	1,000,000	-	-	-	1,000,000
2	Infrastructure	Road Impact Fees	Edison Extension - Arcadia to Ortiz	5,000,000	2,000,000	-	-	-	7,000,000
4	Infrastructure	CRA with funds on deposit within the Community Redevelopment Trust fund	Edwards Drive Streetscape & Safety Improvements	-	-	500,000	5,000,000	-	5,500,000
2	Infrastructure	Road Impact Fees	Hanson St Ext - US41-Ortiz Ave	-	1,000,000	-	-	-	1,000,000
3	Infrastructure	Line of Credit	Hanson Street/Work Drive Traffic Signal Study	1,000,000	-	-	-	-	1,000,000
4	Infrastructure	Road Impact Fees	Hill Avenue/Combined Network Shared Use Path	1,500,000	-	-	-	-	1,500,000
All	Infrastructure	Road Impact Fees	Intersection Safety Improvements	250,000	-	250,000	-	250,000	750,000

CIP FY2024-2028

Ward	Category	Funding Source	Project Name	FY2024	FY2025	FY2026	FY2027	FY2028	Five Year Total
2	Infrastructure	Grants	J. Yarborough Linear Pk IV Feasibility	-	-	5,563,800	-	-	5,563,800
2	Infrastructure	CRA with funds on deposit within the Community Redevelopment Trust fund	Junkyard Buyout	689,000					689,000
1	Infrastructure	FDOT	Marsh Avenue Sidewalk Michigan to SR80	544	-	-	-	-	544
4,5	Infrastructure	Line of Credit	McGregor Blvd Flexible Pavement & Pavers	1,250,000	-	-	-	-	1,250,000
4	Infrastructure	Line of Credit	McGregor Traffic Safety Improvements	750,000	750,000	-	-	-	1,500,000
3,4	Infrastructure	CRA with funds on deposit within the Community Redevelopment Trust fund	Midtown Streetscape Improvement Project	-	2,500,000	5,500,000	3,000,000	-	11,000,000
2,4	Infrastructure	CRA with funds on deposit within the Community Redevelopment Trust fund	Riverwalk Connections	-	-	1,000,000	-	-	1,000,000
2	Infrastructure	Bank Note - Special Assessment Distr.	Serena Park Subdivision	3,000,000	3,000,000	-	-	-	6,000,000
4,5	Infrastructure	Road Impact Fees	Sidewalks (Phase III, IV Utility Improvements)	-	460,000	230,000	230,000	-	920,000
6	Infrastructure	Street Maintenance Fund	Treeline Avenue/Plantation Gardens Traffic Signal	150,000		-	-	-	150,000
6	Infrastructure	Line of Credit	Treeline Avenue/Plantation Gardens Traffic Signal		1,000,000	-	-	-	1,000,000
2	Infrastructure	2018 Bonds	Underground Fuel Tanks Replacement	575,000	-	-	-	-	575,000
1,2	Infrastructure	Future Debt	Veronica Shoemaker Improvement - Michigan to SR 80.	-	925,000	3,000,000	-	-	3,925,000
2,3,5	Infrastructure	Line of Credit	Winkler Avenue Corridor Improvements - Metro to Colonial	2,100,000	-	-	-	-	2,100,000
5	Infrastructure	Road Impact Fees	Winkler/Challenger Roundabout	500,000	-	-	-	-	500,000
5	Parks & Recreation	General Fund	Aquatic Building Remodel-Combination with Racquet Club Offices	-	100,000	750,000	-	-	850,000
5	Parks & Recreation	General Fund	Aquatic Center Decking, Slide Platforms/Flumes/Caging	-	300,000	-	-	-	300,000
1	Parks & Recreation	Grants	Billy Bowlegs Recreation Facility	1,500,000		-	-	-	1,500,000
1	Parks & Recreation	Line of Credit	Billy Bowlegs Recreation Facility		1,500,000	-	-	-	1,500,000
1	Parks & Recreation	Line of Credit	Boat Ramp - New	1,550,000		-	-	-	1,550,000
1	Parks & Recreation	Grants	Boat Ramp - New		4,000,000	-	-	-	4,000,000
3	Parks & Recreation	Future Debt	Bowling Green Park Renovations	-	100,000	500,000	-	-	600,000
2	Parks & Recreation	Eastwood Golf Course Fund	EW Cart Paths	-	790,000	1,050,000	-	-	1,840,000
2	Parks & Recreation	Eastwood Golf Course Fund	EW Driving Range Lighting	-	-	100,000	-	-	100,000
2	Parks & Recreation	Park Impact Fees	Forum Neighborhood Park - Phase II	-	1,500,000	1,500,000	-	-	3,000,000

CIP FY2024-2028

Ward	Category	Funding Source	Project Name	FY2024	FY2025	FY2026	FY2027	FY2028	Five Year Total
6	Public Safety	General Fund	Fire Station 15 - Improvements		185,000	-	-	-	185,000
4	Public Safety	Line of Credit	New Police Department Facility	18,750,000			-	-	18,750,000
4	Public Safety	Future Debt	New Police Department Facility		37,500,000	18,750,000	-	-	56,250,000
6	Public Safety	Future Debt	PD Southeast Substation	-	-	1,500,000	-	-	1,500,000
6	Public Safety	Line of Credit	Police Satellite Office Space	-	-	350,000	-	-	350,000
2	Stormwater	Grants	Dean Park/Velasco Village Drainage Improvement	-	1,200,000	-	-	-	1,200,000
3,4	Stormwater	Stormwater Fund	Drainage Phase III, IV & Downtown (Midtown)	-	-	500,000	-	-	500,000
1	Stormwater	Stormwater Fund	Green Acres Drainage Improvement	100,000	800,000	-	-	-	900,000
All	Stormwater	Stormwater Fund	Local Mitigation Strategy Hazard	-	-	1,280,000	-	-	1,280,000
2	Stormwater	Stormwater Fund	Meadow Lark Park Drainage Improvement	150,000	945,000	945,000	-	-	2,040,000
2	Stormwater	Stormwater Fund	Rockfill Road Drainage Improvements	300,000	-	-	-	-	300,000
4	Stormwater	Stormwater Fund	Stormwater Drainage Phase IIIC, Area 4	-	-	2,350,000	-	-	2,350,000
All	Technology	2022 Bank Note	ERP System	500,000			-	-	500,000
All	Technology	Future Debt	ERP System		4,000,000	250,000	-	-	4,250,000
			Total - Excluding Utility Projects	62,140,734	104,371,000	89,080,800	36,956,000	28,216,000	320,764,534



General Fund Budget

Town of Fort Myers Beach
Final Annual Budget
General Fund Revenue and Expenditures by Department
FY 2023-2024

	FY22 Actual	FY23 Budget	FY23 YTD as of 6/30/23	FY24 Budget	Change from FY23 to FY24
Revenues					
Town Council	-	-	-	-	-
Town Manager	-	-	-	-	-
Town Clerk	-	-	-	-	-
Human Resources	-	-	-	-	-
Finance	6,419,041	7,048,739	5,981,577	5,173,355	(1,875,384)
Prior Year Carryover (Use of Reserve)	-	3,656,567	-	-	(3,656,567)
Bridge Loan to Cover Revenue Loss	-	-	-	3,471,122	3,471,122
Transfer from ARPA	-	-	-	831,598	831,598
Transfer Back Estero Lighting Funding	-	-	-	500,000	500,000
Transfer in from Reserves	-	-	-	175,000	175,000
Short Term Rentals	227,385	169,100	56,125	100,000	(69,100)
Legal	-	-	-	-	-
General Government	-	-	-	-	-
Community Development	226,388	188,500	145,494	271,220	82,720
Code Enforcement	48,165	25,000	26,595	127,000	102,000
Town Hall Maintenance	-	-	-	-	-
Public Works Administration	10,151	5,000	5,058	1,500	(3,500)
Public Works Maintenance	8,671	800	726	-	(800)
Times Square	1,050	-	460	-	-
Maritime	9,680	76,205	13,300	25,000	(51,205)
Parking Meter Operations	2,140,629	2,300,000	489,624	1,200,000	(1,100,000)
Mooring Field Operations	383,003	409,000	7,274	149,547	(259,453)
Bayside Park	-	15,000	-	5,000	(10,000)
Bay Oaks Recreation Center	84,545	112,500	23,788	30,000	(82,500)
Bay Oaks Pool	64,704	89,000	-	7,000	(82,000)
Mound House	152,650	163,500	17,585	71,000	(92,500)
Newton Park	125	29,400	-	-	(29,400)
Beach Monitoring/Renourishment	-	-	-	-	-
Total Revenues	9,776,188	14,288,311	6,767,607	12,138,342	(2,149,969)

	FY22 Actual	FY23 Budget	FY23 YTD as of 6/30/23	FY24 Budget	Change from FY23 to FY24
Expenses					
Town Council	176,686	236,900	170,893	289,481	52,581
Town Manager	348,173	347,205	364,233	839,219	492,014
Town Clerk	613,728	660,600	432,520	382,836	(277,764)
Human Resources	-	-	98	268,876	268,876
Finance	536,363	646,300	401,180	730,627	84,327
Short Term Rentals	48,965	50,150	38,628	53,250	3,100
Legal	217,552	250,000	201,275	325,000	75,000
General Government	2,197,552	5,690,144	329,170	2,315,552	(3,374,592)
Community Development	545,092	768,670	573,329	1,032,487	263,817
Code Enforcement	281,707	393,515	213	596,852	203,337
Town Hall Maintenance	77,398	95,690	21,782	109,090	13,400
Public Works Administration	257,400	264,972	191,873	315,489	50,517
Public Works Maintenance	927,974	1,361,040	588,870	1,292,813	(68,227)
Times Square	44,941	45,600	14,607	45,600	-
Maritime	91,927	52,785	413	147,385	94,600
Parking Meter Operations	592,767	669,890	335,255	680,163	10,273
Mooring Field Operations	216,000	340,180	167,443	415,431	75,251
Bayside Park	-	15,000	498	15,000	-
Bay Oaks Recreation Center	894,656	1,222,550	512,954	882,235	(340,315)
Bay Oaks Pool	427,045	444,305	218,806	556,309	112,004
Mound House	617,329	690,415	420,342	633,441	(56,974)
Newton Park	39,378	42,400	-	-	(42,400)
Beach Monitoring/Renourishment	-	-	-	211,206	211,206
Total Expenses	9,152,634	14,288,311	4,984,380	12,138,342	(2,149,969)

**Town of Fort Myers Beach
Final Annual Budget
General Fund Revenue Details
FY 2023-2024**

Revenues	FY22 Actual	FY23 Budget	FY23 YTD as of 6/30/23	FY24 Budget	Change from FY23 to FY24
Ad Valorem Taxes	3,571,341	4,246,739	3,943,587	2,437,655	(1,809,084)
Public Service Tax	948,952	950,000	243,390	570,000	(380,000)
Gas Utility Tax	13,935	12,000	3,049	7,200	(4,800)
State Communications Services	520,376	550,000	251,406	475,000	(75,000)
Local Business Tax	2,961	2,000	861	2,000	-
Building Permit Fees	200	-	3,400	-	-
Plans Review Fee	10,151	5,000	5,058	1,500	(3,500)
Lee County Interlocal Agreement	-	-	-	-	-
Other Licenses & Permits	21,420	20,000	20,685	23,000	3,000
Solid Waste Franchise	104,641	80,000	54,751	80,000	-
Zoning Fees	-	-	7,550	180,400	180,400
Sign Fees	-	-	-	-	-
Original Short Term Rental Fees	-	-	-	-	-
Code Case Fees	-	-	-	-	-
Code Enforcement Liens R	-	-	-	20,000	20,000
Special Events Permits	3,799	-	-	2,000	2,000
FEMA Reimbursement	-	-	-	-	-
WCIND Grant - Law Enforcement	9,680	35,000	3,920	25,000	(10,000)
Safety Grant	-	-	-	-	-
FEDP Grant/CVA	131,291	241,205	4,539	47,547	(193,658)
State Revenue Sharing	256,876	200,000	151,205	220,000	20,000
Mobile Home License	16,445	13,000	5,080	6,500	(6,500)
Alcoholic Beverages License	25,182	10,000	18,982	10,000	-
Half Cent Sales Tax	637,218	700,000	440,898	585,000	(115,000)
FBIP Grant	-	-	9,380	-	-
Administrative Charge	325,612	300,000	293,244	278,720	(21,280)
Lien Searches	25,275	25,000	2,135	30,000	5,000
Registration Fees	35	-	-	-	-
New Short Term Rental	226,485	169,100	55,625	16,670	(152,430)
Right of Way	114,404	105,000	(4,035)	52,500	(52,500)
Short Term Rental Fees for Workforce Housing	-	-	-	83,330	83,330
Solid Waste Fees	-	-	-	-	-
Environmental Restoration	-	-	-	-	-
Harborage User Fees	242,692	201,000	2,420	100,000	(101,000)
Pump Out Services	1,821	2,000	285	1,000	(1,000)
Parking Facilities Revenue	2,128,929	2,300,000	429,089	700,000	(1,600,000)
Parking Permits	5,967	5,000	9,322	500	(4,500)
Parking Violations	-	-	51,243	500,000	500,000
Mound House Programs & Tours	38,673	50,000	1,096	20,000	(30,000)
Pool Revenue	64,408	87,000	-	5,000	(82,000)
Newton Classes	-	400	-	-	(400)
Mound House Admissions	39,183	50,000	1,598	20,000	(30,000)
Mound House Memberships	11,160	18,500	995	5,000	(13,500)
BORC Revenue	80,283	90,000	15,788	25,000	(65,000)
Code Citation	-	-	-	20,000	20,000
Code Enforcement Fees	22,750	-	10,250	30,000	30,000
Other Fines & Foreiture	2,770	-	126,487	-	-
Merchandise	36,486	39,800	3,722	20,500	(19,300)
Interest Income	(34,556)	5,000	546,296	500,000	495,000
Gain/Loss of Investment	9,000	-	-	-	-
Newton Park Rentals	125	7,000	-	-	(7,000)
Mound House Rentals	925	5,000	-	1,000	(4,000)
Donations (Non-Specific)	2,300	2,000	2,470	2,000	-
Sponsorship Donations	-	-	-	-	-
Mound House Donations	4,926	5,000	10,173	5,000	-
BORC Donations	2,000	3,000	8,000	5,000	2,000
Scholarships	3,000	-	-	-	-
Street Performers Licenses	1,125	-	-	750	750
Miscellaneous	104,386	45,500	12,200	35,850	(9,650)
Miscellaneous - Claims/Premium Reimb	-	-	-	-	-
Other Misc. Revenue	14,846	32,000	1,524	10,000	(22,000)
Refunds & Rembursement	-	-	-	-	-
Insurance Claims	26,710	-	-	-	-
Prior Year Carryover (Use of Reserves)	-	3,676,067	-	-	(3,676,067)
Transfer in from DEO Bridge Loan	-	-	-	3,471,122	3,471,122
Transfer in from ARPA	-	-	-	831,598	831,598

**Town of Fort Myers Beach
Final Annual Budget
40 - Capital Fund
Repair Replacement Department Summary**

		Projected FY24 Beginning Balance	FY24 Transfer In from ARPA	FY24 Budget (Estimated to Expend 25% of Balance)	Transfer Estero Lighting Funding Back to General Fund	Projected FY24 Ending Balance
Department Repair and Replacement Budget						
Town Clerk	40.14	51,966		(13,000)		38,966
Finance	40.16	14,468		(3,600)		10,868
General Government	40.19	530,380		(132,600)		397,780
Community Development	40.20	4,200		(1,100)		3,100
Town Hall Maintenance	40.29	-		-		-
Public Works Admin	40.30	3,872		(1,000)		2,872
Public Works Maint	40.31	807,460		(201,900)		605,560
Times Square	40.32	-		-		-
Maritime	40.33	105,008		(26,300)		78,708
Parking	40.34	33,125		(8,300)		24,825
Mooring Field	40.36	12,415		(3,100)		9,315
Bay Oaks	40.50	680,231		(170,100)		510,131
Bay Oaks Pool	40.51	357,898		(89,500)		268,398
Mound House	40.70	21,028		(5,300)		15,728
Newton Park	40.71	12,000		(3,000)		9,000
Total Department Repair and Replacement Budget		2,634,052	-	(658,800)	-	1,975,252
One-Time Projects						
Beach Renourishment	40.72	1,327,501	164,814	(1,492,315)		(0)
Estero Boulevard Lighting	40.19	500,000			(500,000)	-
Total One-Time Projects		1,827,501	164,814	(1,492,315)	(500,000)	(0)
Total Capital Fund Budget		4,461,553	164,814	(2,151,115)	(500,000)	1,975,252

Town of Fort Myers Beach
Final Annual Budget
41 - Community Enhancements
50 - Bay Oaks Recreation Center

		FY22 Actual	FY23 Budget	FY23 YTD as of 6/30/23	FY24 Budget	Change from FY23 to FY24
Expenses						
Legal Services	53101	(3,757)	-	-	-	-
Storage Facility Rental	54401	887	-	-	-	-
Equipment Rental	54404	382	-	-	-	-
Repairs & Maintenance	54600	-	-	3,540	-	-
Road Maintenance	54608	-	-	29,016	-	-
Other Current Charges and Obligations	54900	100	-	-	-	-
Licenses, Permits and Fees	54906	5,854	-	-	-	-
Contingency	58100	-	-	-	6,706,243	6,706,243
Buildings	62000	630,682	8,800,000	35,045	-	(8,800,000)
Open Spaces	63550	253,251	-	-	-	-
Total Expenses		887,399	8,800,000	67,600	6,706,243	(2,093,757)

CAPITAL IMPROVEMENT PLAN - FIVE YEAR SCHEDULE BY DEPARTMENT/FUND

Fund	Dept.		FY 2023			FY 2024			FY 2025	FY 2026	FY 2027	FY 2028	Total 5 Year CIP Plan
			Adopted Budget	Amended Budget	Estimated Actual	Carry Forward	New Funding Required	Total Budget FY 2024					
370	7200	Upper Windows	7,000	-	-	-	20,000	20,000	-	-	-	-	20,000
370	7200	Pool Acid Wash	14,000	-	-	-	-	-	14,000	-	-	-	14,000
370	7200	Generator (HMGP)**	-	-	-	-	40,000	40,000	440,000	-	-	-	480,000
370	7200	Wrap Facility	-	-	-	-	-	-	5,000	-	-	5,000	10,000
TOTAL RECREATION SINKING FUND			\$ 386,605	\$ 196,755	\$ 166,835	\$ -	\$ 210,500	\$ 210,500	\$ 794,500	\$ 90,500	\$ 406,000	\$ 94,000	\$ 1,595,500
173	7250	Roof Checks - Garage, Restrooms, Dug-outs, and Pavilions*	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ 1,150	\$ 1,150	\$ 1,150	\$ 1,150	\$ 5,600
173	7250	Pavilion Repairs: Add safety chains, replace basketball backstops, and remove pulley system and scoreboard*	-	-	-	-	-	-	33,400	-	-	-	33,400
173	7250	Paint Ballfield Buildings*	-	-	-	-	-	-	10,000	-	-	-	10,000
173	7250	Playground equipment replacement*	-	-	-	-	30,000	30,000	-	-	-	-	30,000
173	7250	Pavilion Line Repainting*	-	-	-	-	-	4,110	-	-	-	-	4,110
TOTAL BALLFIELD MAINTENANCE FUND			\$ -	\$ -	\$ -	\$ -	\$ 31,000	\$ 35,110	\$ 44,550	\$ 1,150	\$ 1,150	\$ 1,150	\$ 83,110
301	4100	Flail Axle	\$ -	\$ -	\$ -	\$ -	\$ 245,000	\$ 245,000	\$ -	\$ -	\$ -	\$ -	\$ 245,000
301	4100	Trucks	37,500	37,500	-	37,500	7,500	45,000	94,000	143,000	147,000	199,000	628,000
301	4100	Grader	-	-	-	-	-	-	270,000	-	-	-	270,000
301	4100	Sweeper	170,000	170,000	152,689	-	-	-	-	-	-	-	-
301	4100	Backhoe	-	-	-	-	-	-	-	125,000	-	-	125,000
301	4100	Scissor Lift & Forklift (respectively)	-	-	-	-	-	-	30,000	-	80,000	-	110,000
301	4100	Mower	-	-	-	-	-	-	36,000	-	-	-	36,000
301	4100	Litter vacuum	-	-	-	-	-	-	100,000	-	-	-	100,000
301	4100	Utility vehicle	18,000	18,000	17,975	-	-	-	20,000	20,000	-	-	40,000
301	4100	Small Tractor with boom mower	-	-	-	-	-	-	-	67,000	-	-	67,000
301	4100	Shared use path repairs**	-	-	-	-	1,150,000	1,150,000	-	-	-	-	1,150,000
301	4100	Palm Ridge Road improvements	400,000	-	-	-	400,000	400,000	-	-	-	-	400,000

CAPITAL IMPROVEMENT PLAN - FIVE YEAR SCHEDULE BY DEPARTMENT/FUND

Fund	Dept.		FY 2023			FY 2024			FY 2025	FY 2026	FY 2027	FY 2028	Total 5 Year CIP Plan
			Adopted Budget	Amended Budget	Estimated Actual	Carry Forward	New Funding Required	Total Budget FY 2024					
301	4100	Middle Gulf Path and roadway relocation	-	-	-	-	-	75,000	400,000	-	-	475,000	
301	4100	Periwinkle Way bridge scour protection project	200,000	200,000	-	200,000	-	-	-	-	-	200,000	
301	4100	Periwinkle Way box culvert replacement	-	-	-	-	-	450,000	2,000,000	-	-	2,450,000	
301	4100	East Periwinkle bridge replacement**	-	-	-	-	750,000	4,750,000	-	-	-	5,500,000	
301	4100	Clam Bayou Box Culvert Replacement	-	-	-	-	-	-	250,000	1,500,000	-	1,750,000	
301	4100	Donax Street resurfacing	-	-	-	-	-	40,000	400,000	-	-	440,000	
301	4100	East Gulf Drive SUP widening project	-	-	-	-	-	-	-	50,000	500,000	550,000	
301	4100	Storage garage (portion of allocation)	-	-	-	-	-	275,000	-	-	-	275,000	
301	4100	Beach Road Water Control Structure Rehabilitation Project**	-	-	-	-	50,000	300,000	-	-	-	350,000	
301	4100	Dredge Sanibel Slough**	100,000	100,000	-	100,000	1,000,000	-	-	-	-	1,100,000	
301	4100	Tahiti-Jamaica/Tradewinds Drainage Improvements **	963,895	963,895	-	963,895	-	-	-	-	-	963,895	
301	4100	East Rocks Area Drainage Improvements**	372,529	372,529	-	372,529	-	-	-	-	-	372,529	
TOTAL TRANSPORTATION			\$ 2,261,924	\$ 1,861,924	\$ 170,664	\$ 1,673,924	\$ 3,602,500	\$ 5,276,424	\$ 6,440,000	\$ 3,405,000	\$ 1,777,000	\$ 699,000	\$ 17,597,424
302	7200	2475 Library Way Facility Renovation	\$ 1,788,800	\$ -	\$ -	\$ -	\$ -	\$ 3,056,549	\$ -	\$ -	\$ -	\$ -	3,056,549
TOTAL CENTER 4 LIFE			\$ 1,788,800	\$ -	\$ -	\$ -	\$ -	\$ 3,056,549	\$ -	\$ -	\$ -	\$ -	\$ 3,056,549
115	Var	Hurricane Ian FEMA Projects	\$ -	\$ -	\$ -	\$ -	\$ 40,585,281	\$ 40,585,281	\$ -	\$ -	\$ -	\$ -	40,585,281
TOTAL HURRICANE IAN			\$ -	\$ -	\$ -	\$ -	\$ 40,585,281	\$ 40,585,281	\$ -	\$ -	\$ -	\$ -	\$ 40,585,281
TOTAL GOVERNMENTAL FUNDS (INCLUDING GENERAL)			\$ 6,485,668	\$ 3,985,218	\$ 1,138,491	\$ 2,068,569	\$ 45,695,581	\$ 47,818,260	\$ 11,848,599	\$ 4,138,650	\$ 2,744,150	\$ 1,031,150	\$ 26,995,528

CAPITAL IMPROVEMENT PLAN - FIVE YEAR SCHEDULE BY DEPARTMENT/FUND

Fund	Dept.		FY 2023			FY 2024			FY 2025	FY 2026	FY 2027	FY 2028	Total 5 Year CIP Plan
			Adopted Budget	Amended Budget	Estimated Actual	Carry Forward	New Funding Required	Total Budget FY 2024					
450	3500	Generator storage building	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000
450	3500	Donax WRF Existing System Improvements	300,000	300,000	165,000	-	-	-	253,000	491,000	540,000	157,500	1,441,500
450	3500	Donax WRF Process Improvements**	1,159,986	1,159,986	459,986	700,000	65,000	765,000	-	-	-	-	765,000
450	3500	Phase 4B Sewer Expansion	1,842,752	1,842,752	1,017,752	825,000	15,000	840,000	-	-	-	-	840,000
450	3500	Metal tank replacement (Engineering) - Wulfert plant**	1,266,628	1,266,628	40,000	1,226,628	1,264,815	2,491,443	-	-	-	-	2,491,443
450	3500	Replacement vacuum trucks - 748	475,000	475,000	475,000	-	-	-	-	-	-	-	-
450	3500	Replacement vacuum trucks - 757	-	-	-	-	-	-	-	300,000	-	-	300,000
450	3500	Replacement crane truck - 760	-	-	-	-	-	-	135,000	-	-	-	135,000
450	3500	Replacement crane truck (1 1/2 ton) - 753	-	-	-	-	135,000	135,000	-	-	-	-	135,000
450	3500	Replacement pickup truck (3/4 ton) - 759	36,500	36,500	-	-	-	-	45,000	-	-	-	45,000
450	3500	Replacement maintenance pickup truck (1/2 ton) - 751	-	-	-	-	-	-	47,000	-	-	-	47,000
450	3500	Replacement Portable Generators	-	-	-	-	-	-	120,000	120,000	120,000	120,000	480,000
450	3500	Donax WRF Emergency Generator Replacement	600,000	600,000	600,000	-	-	-	-	-	-	-	-
450	3500	Donax WRF Process Blower Replacement & Air Piping Modifications (Engineering)	-	-	-	-	-	-	300,000	3,100,000	-	-	3,400,000
450	3500	Cured-in-Place Pipe (CIPP) Lining of Clay Gravity Sewers**	500,000	500,000	-	500,000	-	500,000	500,000	500,000	500,000	500,000	2,500,000
450	3500	West & East Wastewater System Flow & Pressure Monitoring	225,000	-	-	-	-	-	225,000	275,000	275,000	-	775,000
450	3500	Force Main from MLS 3 to Connection to 16in Force Main**	300,000	-	-	-	300,000	300,000	2,150,000	-	-	-	2,450,000
450	3500	West & East Wastewater System Pump and Misc Upgrades	-	-	-	-	-	-	50,000	640,000	-	-	690,000
450	3500	Donax WRF - lan Mitigation**	-	-	-	-	3,100,000	3,100,000	2,750,000	-	-	-	5,850,000
450	3500	Lift Station Control Panel Replacement - lan Mitigation**	-	-	-	-	12,750,000	12,750,000	10,875,000	10,875,000	-	-	34,500,000
450	3500	Reuse System Repairs**	-	-	-	-	156,000	156,000	-	-	-	-	156,000
450	3500	Wastewater Collection System Repairs**	-	-	-	-	4,000,000	4,000,000	3,000,000	3,000,000	-	-	10,000,000
TOTAL SEWER SYSTEM ENTERPRISE FUND			\$ 6,705,866	\$ 6,180,866	\$ 2,757,738	\$ 3,251,628	\$ 21,785,815	\$ 25,037,443	\$ 20,500,000	\$ 19,301,000	\$ 1,435,000	\$ 777,500	\$ 67,050,943

CAPITAL IMPROVEMENT PLAN - FIVE YEAR SCHEDULE BY DEPARTMENT/FUND

Fund	Dept.		FY 2023			FY 2024			FY 2025	FY 2026	FY 2027	FY 2028	Total 5 Year CIP Plan
			Adopted Budget	Amended Budget	Estimated Actual	Carry Forward	New Funding Required	Total Budget FY 2024					
Public Safety													
470	2100	ATV Replacements	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000
470	2100	Police Aide Vehicles	30,000	30,000	30,000	-	30,000	30,000	20,000	-	-	-	50,000
470	2100	Parking Aide Vehicle (2 trucks - 3 year replacement cycle)	75,000	75,000	35,000	-	-	-	60,000	-	-	-	60,000
470	2100	Watercraft (can be eliminated if Marine Boat is approved)	-	-	-	-	-	-	60,000	-	-	-	60,000
470	2100	Non-lethal weapons (20% - additional 80% in Fund 300)	-	-	-	-	17,200	17,200	60,000	-	-	-	77,200
470	2100	Marine patrol boat	175,000	-	-	-	-	-	175,000	-	-	-	175,000
Subtotal Public Safety			\$ 355,000	\$ 105,000	\$ 65,000	\$ -	\$ 47,200	\$ 47,200	\$ 400,000	\$ -	\$ -	\$ -	\$ 447,200
Natural Resources													
470	3730	Hybrid vehicle for inspections	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
470	3700	2022 Hurricane Ian Beach Recovery Project (Florida DEP Grant)**	-	-	-	-	13,083,726	13,083,726	-	-	-	-	13,083,726
470	3700	Sanibel Island Beach Emergency Berm (FEMA Obligated Project #704467)	-	-	-	-	10,222,954	10,222,954	-	-	-	-	10,222,954
Subtotal Natural Resources			\$ -	\$ -	\$ -	\$ -	\$ 23,356,680	\$ 23,356,680	\$ -	\$ -	\$ -	\$ -	\$ 23,356,680
Public Works													
470	4100	Utility vehicle / Gator (TDC Grant #401656)	\$ 20,000	\$ 20,000	\$ 17,976	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000
470	4100	Pickup truck(s) (TDC Grant #401656)	-	-	-	-	70,000	70,000	120,000	-	120,000	-	310,000
470	4100	Mower (TDC Grant # 401656)	30,000	30,000	24,505	-	-	-	-	-	-	-	-
470	4100	Small dump truck (TDC Grant # 401656)	-	-	-	-	-	-	-	60,000	-	-	60,000
470	4100	Dump body for pickup (TDC Grant #401656)	4,000	4,000	4,000	-	4,000	4,000	4,000	4,000	4,000	4,000	20,000
470	4100	Tractors (TDC Grant # 401656)	-	-	-	-	115,000	115,000	-	-	-	-	115,000
470	4100	Trash/recycling bins - (TDC Grant #401656)	12,000	12,000	14,680	-	-	-	15,000	15,000	15,000	15,000	60,000
470	4100	Trailer Mowers (TDC Grant #401656)	-	-	-	-	8,000	8,000	-	-	-	-	8,000
470	4100	Water fountains for beaches - (TDC Grant #401656)	4,000	4,000	4,000	-	4,000	4,000	4,000	4,000	4,000	4,000	20,000
470	4100	Beach Accessible Wheelchairs (TDC Grant #401656)	15,000	15,000	-	-	-	-	-	-	-	-	-
470	4100	ADA Accessibility Equipment (TDC Grant #401656)	12,000	12,000	12,000	-	12,000	12,000	12,000	12,000	12,000	12,000	60,000
470	4100	Cat Skid Steere (TDC Grant # 401656)	75,000	75,000	-	-	-	-	-	-	-	-	-
470	4100	Shared use path repairs and widenings	150,000	-	-	-	-	-	150,000	150,000	150,000	150,000	600,000

CAPITAL IMPROVEMENT PLAN FISCAL YEAR 2024 JUSTIFICATIONS

	Fund	Dept.	Project	FY 2024	Description of Project	Funding Source	Impact on Operating Costs
IT	300	1600	Purchase Class C internet addresses	\$ 22,500	Interent access licenses	Transfer from the General fund	None recurring.
	300	1600	ADA compliant website redesign and upgrade	\$ 10,000	ADA compliance for the City's website	Transfer from the General fund	None recurring.
	300	1600	Upgrade/replace core network components	\$ 25,000	Annual funding for the City's core network devices. Each year, equipment needs to be replaced due to either having failed or going off warranty.	Transfer from the General fund	None recurring.
	TOTAL INFORMATION TECHNOLOGY			\$ 57,500			
POLICE	300	2100	Non-lethal weapons (80% - additional 20% in Fund 470)	\$ 68,800	Replacement of end of life equipment for Police Officers	Transfer from the General fund	Minimal annual maintenance
	TOTAL POLICE DEPARTMENT			\$ 68,800			
PUBLIC WORKS	300	7250	City Hall water line	\$ 50,000	Scheduled replacement/upgrade	Transfer from the General fund	None recurring.
	300	7250	Police Department Modernization	\$ 1,394,645	Upgrade and modernization of the Police Department wing of City Hall to include gender diversity and technological initiatives.	State grant funding; transfer from General fund	None recurring.
	300	7250	City Hall generator replacement	\$ 50,000	Grant funded upgrade/replacement of generator	Transfer from the General fund	Minimal annual maintenance
	TOTAL PUBLIC WORKS			\$ 1,494,645			
BUILDING	169	2400	GIS application servers and licensing	\$ 30,000	Necessary equipment and licenses based on predicted volume of activity in the department	Building permit revenue	None recurring.
	169	2400	Trucks for inspections (2)	\$ 60,000	Trucks for inspections for additional staff	Building permit revenue	None recurring.
	TOTAL BUILDING DEPARTMENT			\$ 90,000			
	370	7200	Recreation Center Building and Equipment Replacements	\$ 210,500	All items scheduled in Fiscal Year 2024 are included in the long term sinking fund asset replacement/maintenance schedule	Fund balance/transfer from General fund	None recurring.
TOTAL RECREATION SINKING FUND			\$ 210,500				
BALLFIELDS	173	7200	Roof Checks - Garage, Restrooms, Dug-outs, and Pavilions*	\$ 1,000	Required maintenance - intergovernmental cost share	3-way cost split between City, Lee County and Lee County Schools	None recurring.
	173	7200	Playground equipment replacement*	\$ 30,000	Replacement of equipment damaged in Hurricane Ian	3-way cost split between City, Lee County and Lee County Schools	None recurring.
	173	7250	Pavilion Line Repainting*	\$ 4,110	Required maintenance - intergovernmental cost share	3-way cost split between City, Lee County and Lee County Schools	None recurring.
	TOTAL BALLFIELD			\$ 35,110			
TRANSPORTATION	301	4100	Flail axle	\$ 245,000	Scheduled replacement for end-of-life equipment	Transfer from General fund	Approximately \$500 per year
	301	4100	Trucks	\$ 45,000	Replacement of pickup trucks	Transfer from General fund	Approximately \$300 per year
	301	4100	Shared use path repairs	\$ 1,150,000	Grant funded rehabilitation/replacement of various sections of the shared use path	State grant	Standard annual maintenance
	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. Funds for this project have been transferred from the Road Impact Fee Fund.	Beginning fund balance (roll forward of prior year budgeted and unexpended funds)	None recurring.
	301	4100	Periwinkle Way bridge scour protection project	\$ 200,000	Bridge is deemed scour critical by FDOT inspections	Beginning fund balance	None recurring.
	301	4100	East Periwinkle bridge replacement	\$ 750,000	Rehabilitation/replacement of infrastructure. Partially State grant funded. Current year budget is design/engineering	State grant	None recurring.
	TOTAL TRANSPORTATION						

CAPITAL IMPROVEMENT PLAN FISCAL YEAR 2024 JUSTIFICATIONS

	Fund	Dept.	Project	FY 2024	Description of Project	Funding Source	Impact on Operating Costs
TRANSPORTATION	301	4100	Beach Road water control structure	\$ 50,000	Beach Road water control structure was constructed in 1991. Since that time no major repairs have been performed. Structure is currently in need of a major project to repair concrete and sluice gate issues.	Federal grant	None recurring.
	301	4100	Dredget Sanibel Slough	\$ 1,100,000	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	State grant/City funds	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.	Grant funded/City funds	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.	Grant funded/City funds	None recurring.
	TOTAL TRANSPORTATION				\$ 5,276,424		
IAN	115	/ariou	Hurricane Ian FEMA Projects	\$ 40,585,281	This fund is used for the accounting of Hurricane Ian FEMA reimbursable projects for all governmental funds. These are projects that are expected to begin in FY 2024 and continue through FY 2025	Federal and State grants and City cost share	None recurring.
	TOTAL HURRICANE IAN				\$ 40,585,281		
SEWER UTILITY	450	3500	Donax WRF Process Improvement - Construcion	\$ 765,000	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.	Operating revenues	None recurring.
	450	3500	Phase 4B Sewer Expansion Project	\$ 840,000	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.	Operating revenues	None recurring.
	450	3500	Metal tank replacement - Wulfert plant	\$ 2,491,443	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.	Operating revenues	None recurring.
	450	3500	Replacement crane truck (1 1/2 ton) - 753	\$ 135,000	Standard equipment replacement schedule	Operating revenues	None recurring.
	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.	Operating revenues	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 inches or larger is needed to provide the necessary hydraulic capacity and would provide system redundancy.	Operating revenues	None recurring.
	450	3500	Donax WRF - Hurricane Ian Mitigation	\$ 3,100,000	Anticipated funding needed for storm and disaster mitigation	Federal and State grants	None recurring.
	450	3500	Lift Station Control Panel Replacement - Ian Mitigation**	\$ 12,750,000	Anticipated funding needed for storm and disaster mitigation	Federal and State grants	None recurring.

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.

I

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
Revenue Vehicles	134	6.4	106,285	\$0.00
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
Equipment	49	9.5	0	\$1,078,107.00
Non Revenue/Service Automobile	11	10.3	-	\$180,550.00
Other Rubber Tire Vehicles	38	8.8	-	\$897,557.00
Facilities	9	15.3	N/A	\$0.00
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
Revenue Vehicles	134	6.4	106,285	\$0.00	0%	N/A	N/A
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
Equipment	49	9.5	0	\$1,078,107.00	74%	N/A	N/A
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
Facilities	9	15.3	N/A	\$0.00	N/A	N/A	1
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

Safety Performance Targets							
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>Safety Management Policy Communication</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>Authorities, Accountabilities, and Responsibilities</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>Accountable Executive</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"> • Facilitating full implementation of the SMS across LeeTran • Advocating for a safety culture • Conducting strategic planning for the SMS • Allocating resources for safety when necessary
<p>Chief Safety Officer or SMS Executive</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>Agency Leadership and Executive Management</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"> • 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 • Promote the safety culture • Require that all relevant safety-related information be communicated and used in decision-making • Conduct Safety Assurances

<p>Key Staff</p>	<p>The Department Managers are responsible for:</p> <ul style="list-style-type: none"> • Upholding and promoting safety policies, and safety risk management, safety assurance, and safety training and communication protocols • Developing safety performance measures and targets • Holding department directors and managers accountable for the safety performance within their respective divisions/departments • Fostering a strong safety culture within their divisions/department • Allocating the appropriate staffing resources necessary to become compliant with and maintain compliance with the SMS requirements • Identifying the necessary funds to meet the safety performance requirements and incorporating them into budgeting plans, prioritizing and allocating expenditures according to safety risk
<p>Employee Safety Reporting Program</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"> 1. Employee makes request - employee enters request on LeeTran form, via telephone, or email. 2. Report entry and tracking <ol style="list-style-type: none"> 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. Actions taken will then be reviewed for safety issues. 6. Response to the requester - Primary Safety staff send written report of conclusions and actions taken, once determined and completed. 	

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					
Risk Heat Map		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

Safety Performance Monitoring and Measurement
<i>Describe activities to monitor the system for compliance with procedures for operations and maintenance.</i>
<ul style="list-style-type: none"> • Upholding and promoting safety policies, and safety risk management, safety assurance, and safety training and communication protocols • Developing safety performance measures and targets • Holding department directors and managers accountable for the safety performance within their respective divisions/departments • Fostering a strong safety culture within their divisions/department • Allocating the appropriate staffing resources necessary to become compliant with and maintain compliance with the SMS requirements • Identifying the necessary funds to meet the safety performance requirements and incorporate them into budgeting plans, prioritizing and allocating expenditures according to safety risk
<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"> • Upholding and promoting safety policies, and safety risk management, safety assurance, and safety training and communication protocols • Developing safety performance measures and targets • Holding department directors and managers accountable for the safety performance within their respective divisions/departments • Fostering a strong safety culture within their divisions/department • Allocating the appropriate staffing resources necessary to become compliant with and maintain compliance with the SMS requirements • Identifying the necessary funds to meet the safety performance requirements and incorporate them into budgeting plans, prioritizing and allocating expenditures according to safety risk
<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.

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.

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.

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.

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

PM LEVEL	CUMULATIVE MILEAGE	PM DESCRIPTION
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.

(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

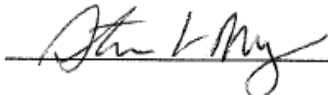
Lee County Transit
Substance Abuse Management Policy
In accordance with USDOT and FTA Regulations

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

Alternate (back-up) Program Manager

Summer Henke 239-533-2067

ehs@leegov.com or

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\)<](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:
Do not schedule an appointment with EHS until HR has provided a clearance on your candidate	
If this is a TEMPORARY position, you MUST complete the following: Date position established: _____ (m/d/y) Expected duration of position _____ (m/d/y)	
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>N</u> ew/ <u>C</u> urrent/ <u>R</u> ehire
_____ 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:

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 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



**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:
JOB TITLE & NUMBER			
DEPARTMENT			
SUPERVISOR			

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



Board of County Commissioners
Department of Human Resources

Employee Health Services

Post Offer, Pre-Employment Certification Form

This certification is to determine solely your ability to perform the duties of the position you have been offered.

A contingent offer of employment may be withdrawn (a) if there is no reasonable accommodation that the employer could make to allow the person to perform the job, or (b) if providing the needed accommodation would cause undue hardship. Offers of employment cannot be legally withdrawn because of speculation about a person's future attendance or use of benefits.

This form will be kept separate from any personnel file, and will be maintained in the records of Employee Health Services

I, _____ have reviewed the attached job description for the position of _____ I certify the following:

_____ (Initial) I am **able** to perform the essential/core duties and/or functions of this position, including those physical requirements associated with the attached job description, with out a reasonable accommodation as defined under applicable federal and state law.

Signature/Parent or Legal Guardian

Date

_____ (Initial) I am **not** able to perform the essential/core duties and/or functions of this position, including those physical requirements associated with the attached job description, with out a reasonable accommodation as defined under applicable federal and state law.



LEE COUNTY HEALTH ASSESSMENT FORM

The intent of this questionnaire is to help the medical staff verify your ability to work safely in the job. Accuracy will simplify this process. Omissions or misrepresentations may cause disqualification. If employed by Lee County, this questionnaire also gives EHS your health status baseline.

DEPT: _____ JOB TITLE: _____ S.S. #: _____
 NAME: _____ M/F AGE: _____ DOB: _____ PHONE #: _____
 HOME ADDRESS: _____ CITY/STATE: _____
 PERSONAL PHYSICIAN: _____ CITY/STATE: _____
 LAST VISIT: _____ REASON: _____
 CURRENT MEDICATIONS: _____ ALLERGIES TO MEDICINE ONLY: _____
 BRIEF MEDICAL HISTORY TO INCLUDE FRACTURES,
 PAST SURGERIES: _____

HEALTH HISTORY:

Do you have or have you ever had:

	Y	DATE	D	U		Y	DATE	D	U	
	E		S	N		E		S	N	
CARDIOVASCULAR:						NEUROLOGIC:				
1. Heart/Heart Trouble/Heart Attack						35. Balance Problems				
2. High/Low Blood Pressure						36. Convulsions, Seizures, Fits, Fainting				
3. Pain or Pressure in Chest						37. Frequent or Severe Headaches				
4. Palpitation or Pounding Heart						38. Head Injuries/Loss of Consciousness				
5. Rheumatic Fever						39. Loss of Memory or Amnesia				
6. Heart Murmur						40. Paralysis, Neuritis, Numbness				
7. Enlarged Swelling of Feet or Ankles						MISCELLANEOUS:				
8. Varicose Veins						41. Last Dental Visit				
9. Fainting Spells						42. Severe Tooth or Gum Trouble				
10. Abnormal Blood Test						43. Skin Condition				
11. EKG/Cardiogram						44. Recent Weight Gain or Loss				
RESPIRATORY:						45. Do You Use Alcohol, How Much?				
12. Asthma or Wheezing						46. Drug or Narcotic Use				
13. Shortness of Breath						47. Depression				
14. Chronic Cough/Hoarseness						48. Do You Smoke, How Much?				
15. Emphysema						49. Frequent Trouble Sleeping				
16. Coughed-Up Blood						50. Nervous Trouble of Any Sort				
17. Abnormal Chest X-Ray/TB Skin Test						51. Used Tranquilizers				
GASTROINTESTINAL:						VISION & HEARING:				
18. Jaundice, Hepatitis or Cirrhosis						52. Last Eye Exam/Hearing Exam				
19. Piles or Rectal Bleeding/Rectal Exam						53. Color Blindness				
20. Stomach, Liver, Intestine Trouble, Ulcers						54. Double or Blurred Vision				
GENITO URINARY:						55. Worn Glasses/Contact Lenses/Orthokeratology Lenses				
21. Kidney/Urinary						56. Glaucoma/Cataracts/Eye Trouble				
22. Other						57. Artificial Eye				
MUSCULOSKELETAL:						58. Corrective Eye Surgery				
23. Arthritis, Rheumatism						59. Hearing Loss/Hearing Aid				
24. Back Surgery						ALLERGIC				
25. Bone Joint, Other Deformity of Back						60. Allergic (except meds), Hayfever				
26. Treatment for Back Strain or Pain						ENDOCRINE/HEMATOLOGIC				
27. Leg Cramps						61. Goiter or Thyroid Trouble				
28. Lameness						62. Sugar In Urine- DIABETES				
29. Painful or Trick Knee, Shoulder, Elbow						ABNORMAL GROWTHS:				
30. Rupture or Hernia						63. Cancer, Cyst/Tumor				
31. Spinal Curvature, Scoliosis						64. Chemotherapy/Radiation Treatment				
32. Swollen or Painful Joints										
33. Worn Brace for Back Support										
34. Worn Neck Brace or Collar										

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: _____ - _____ - _____ - _____

CashPay Account Owner Information (Please Print)			
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:			

Company Information (All fields must be completed by a company representative)			
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

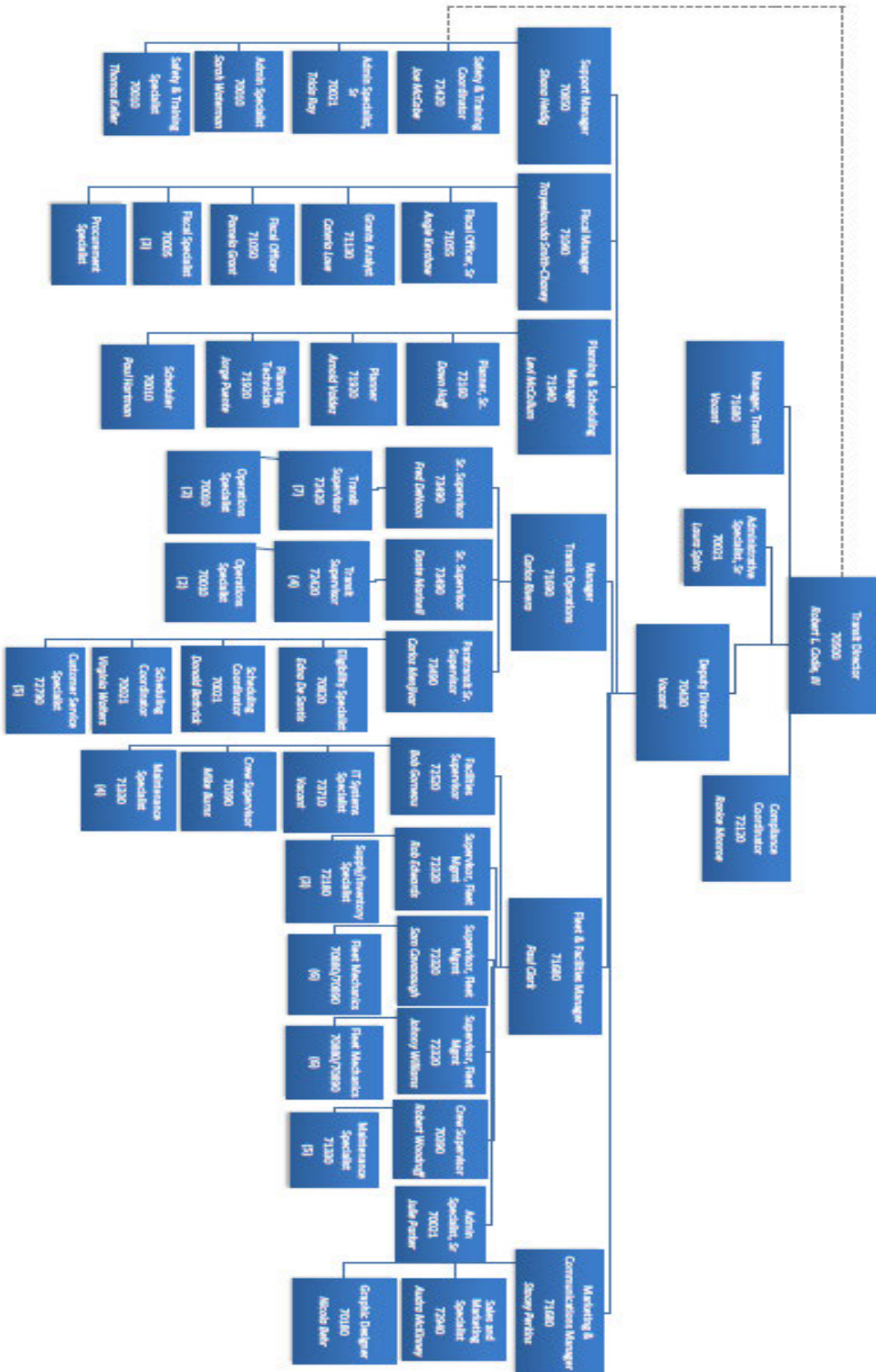
LIST A Documents that Establish Both Identity and Employment Authorization	OR	LIST B Documents that Establish Identity	AND LIST C Documents that Establish Employment Authorization
1. U.S. Passport or U.S. Passport Card		1. Driver's license or ID card issued by a State or outlying possession of the United States provided it contains a photograph or information such as name, date of birth, gender, height, eye color, and address	1. A Social Security Account Number card, unless the card includes one of the following restrictions: (1) NOT VALID FOR EMPLOYMENT (2) VALID FOR WORK ONLY WITH INS AUTHORIZATION (3) VALID FOR WORK ONLY WITH DHS AUTHORIZATION
2. Permanent Resident Card or Alien Registration Receipt Card (Form I-551)		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	2. Certification of Birth Abroad issued by the Department of State (Form FS-545)
3. Foreign passport that contains a temporary I-551 stamp or temporary I-551 printed notation on a machine-readable immigrant visa		3. School ID card with a photograph	3. Certification of Report of Birth issued by the Department of State (Form DS-1350)
4. Employment Authorization Document that contains a photograph (Form I-766)		4. Voter's registration card	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
5. For a nonimmigrant alien authorized to work for a specific employer because of his or her status: a. Foreign passport; and b. Form I-94 or Form I-94A that has the following: (1) The same name as the passport and (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		5. U.S. Military card or draft record	5. Native American tribal document
		6. Military dependent's ID card	6. U.S. Citizen ID Card (Form I-197)
		7. U.S. Coast guard Merchant Mariner Card	7. Identification Card for Use of Resident Citizen in the United States (Form I-179)
		8. Native American tribal document	8. Employment authorization document issued by the department of Homeland Security
		9. Driver's license issued by a Canadian government authority	
For persons under age 18 who are unable to present a document listed above:			
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		10. School record or report card	
		11. Clinic, doctor, or hospital record	
	12. Day-care or nursery school record		

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 3650 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 F: LeeTran Organization Chart (12/2018)



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