

EXHIBIT S

Annual Traffic and Revenue Report Fiscal Year 2012 Lee County Toll Facilities



Sanibel Causeway
Cape Coral Bridge
Midpoint Memorial Bridge



LEE COUNTY
SOUTHWEST FLORIDA

**CDM
Smith**

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April 2013

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CHAPTER 1

INTRODUCTION TO THE LEE COUNTY TOLL FACILITIES

REPORT PURPOSE AND STRUCTURE

This report is prepared on an annual basis for the Lee County Department of Transportation (LeeDOT) and is a summary of the FY 2012 annual performance characteristics of the three Lee County toll bridges. This analysis also includes a brief discussion of the external factors that contribute to total traffic demand and toll revenue generation. Any changes in sources or methodologies that have occurred since the last report are noted in the text.

Chapter 1 provides an introduction and history of the Lee County toll facilities and a brief overview of the physical and operating characteristics of each facility comprising the system. Both historical and current operating characteristics are presented in greater detail in Chapter 2, as well as any divergence observed from historical patterns. Chapter 3 presents historical and current socioeconomic trends through FY 2012. While macroeconomic conditions are always an important driver of traffic and toll revenue performance, the recession of 2007 through 2009 and its lingering effects are deserving of particular attention. Florida, particularly Lee and Charlotte Counties, were amongst the hardest hit in the nation, especially with respect to the precipitous decline in real estate values and home construction activity. The ongoing recovery and the speed and strength with which it progresses will continue to play a major role in the performance of the Lee County toll facilities.

Chapter 4 addresses FY 2012 transaction and revenue performance in the context of historical trends. Detailed information on annual toll program sales by toll payment type; violation enforcement and recovery; and any extenuating factors that may have affected toll collection are presented. Chapter 5 covers the County's financial position in relation to its fiscal obligations including debt service; obligatory payments to reserve funds; revenue sharing; and capital improvements. Chapter 6 presents the findings of the biennial bridge and facilities inspection report, which is a general review of the physical condition and characteristics of the three bridges based on a thorough inspection of those facilities conducted in March 2013.

Most of the metrics presented in this report are tabulated on a fiscal year basis. Lee County's fiscal year begins on October 1 of the previous calendar year, ending the following September 30. For example, FY 2012 began on October 1, 2011 and concluded September 30, 2012. Some external variables are not available on a monthly basis and cannot be converted to fiscal year. These values are presented on a calendar year basis.

SYSTEM HISTORY

The Lee County toll system consists of three tolled bridges: the Midpoint Memorial Bridge; the Cape Coral Bridge; and the Sanibel Causeway. A location map of the three facilities and the region they serve can be found in Figure 1-1. The first two toll facilities built by LeeDOT, the Sanibel Causeway and the Cape Coral Bridge, opened to traffic in 1963 and 1964, respectively. Tolls were removed from the Cape Coral Bridge in 1974 and reinstated in 1989 to help finance the construction of an additional span. The third and final toll facility, the Midpoint Memorial Bridge, opened to traffic in 1997 in response to growing demand for travel across the Caloosahatchee River.

Despite recent economic turbulence, particularly in Lee County where the effects of the housing crisis were especially pronounced, long-term historical growth in regional travel demand has been exceptionally high. During this time, socioeconomic indicators such as total population, households, employment, and median income have steadily increased at a pace considerably greater than the state and national averages. For example, between 1970 and 2007 (prior to the recent recession) Lee County's annual population growth averaged 4.7 percent per year, which is significantly higher than statewide growth and more than four times the national annual average. While economic growth has slowed considerably since late 2007, future regional growth is still forecast to exceed the state and national averages in both the short-term and over the next 30 years. Rapid expansion in the region and the corresponding growth in travel demand have led to continued improvements in Lee County's transportation infrastructure, including numerous operational and physical upgrades to the Lee County toll system. Both long- and short-term socioeconomic trends impacting toll traffic and revenue are discussed at greater length in Chapter 3, including a forecast of future growth, derived from external sources.

Facility Milestones

Table 1-1 lists major milestones in the history of Lee County's toll bridges. Over the past 16 years, several significant changes to infrastructure and toll collection have occurred. The first and one of the most significant milestones occurred in the fall of 1997, when the opening of the Midpoint Memorial Bridge coincided with the introduction of electronic toll collection (ETC) on all Lee County toll bridges. ETC, branded locally as LeeWay, has several advantages over traditional cash toll collection. Customers with a LeeWay transponder (and those from interoperable systems) do not have to stop to pay tolls and benefit from a reduced transaction time. This benefits Lee County as well, as toll facilities are able to handle larger volumes of traffic without the need for costly physical expansions or additional personnel. Additionally, LeeWay patrons with two-axle vehicles are eligible for a variety of discount and variable pricing programs not available to cash customers. While originally offered to only two-axle passenger cars, LeeWay expanded the variable pricing program to include all vehicles in December 2003.

In an effort to further enhance operational efficiencies, Lee County adopted a one-way toll collection policy on the Midpoint Memorial and Cape Coral Bridges, beginning on a trial basis in November 2007. The Sanibel Causeway has always featured one-way tolling. The conversion to one-way tolling entailed the elimination of tolls in the eastbound direction and a doubling of rates in the westbound direction, causing no change in the net cost of a round trip. The program was approved for permanent implementation in June 2008 and in November 2008, the last toll equipment was removed to fully accommodate one-way tolling.

Figure 1-1
Location Map



Since the permanent implementation of one-way tolling on the Midpoint Memorial and Cape Coral Bridges, Lee County has undertaken efforts to renovate toll plazas on both bridges to eliminate the eastbound toll booths (no longer in use) while adding westbound open-road tolling (ORT) lanes. This allows ETC patrons to pass through the toll plaza without slowing down to drive through a traditional toll booth. In July 2009, the Pay-by-Plate program was introduced for rental car customers. The program uses license plate information to identify rental vehicles and collect tolls electronically through agreements with three private companies. This allows rental car customers the same convenience as LeeWay customers to be able to use a toll facility without stopping at a toll booth. The reconstruction of the Midpoint Memorial Bridge plaza was completed in May 2011, and Cape Coral Bridge plaza renovations were completed in September 2012.

**Table 1-1
Facility Milestone Dates**

Date	Event
May 1963	Sanibel Causeway opened to traffic
March 1964	Cape Coral Bridge opened to traffic
1975	Tolls removed on the Cape Coral Bridge
November 1989	Parallel span of the Cape Coral Bridge opened
November 1989	Tolls reinstated on the Cape Coral Bridge
November 1994	Tolls increased on the Cape Coral Bridge
October 1997	Midpoint Memorial Bridge opened to traffic
November 1997	ETC (LeeWay) begins on Lee County facilities
August 1998	Variable Pricing introduced on the Cape Coral and Midpoint bridges
December 2003	ETC and variable pricing made available to vehicles with three or more axles
June 2004	LeeWay accepted on toll systems throughout the state of Florida
October 2004	Sunpass, E-Pass, and O-Pass accepted on the Lee County facilities
November 2004	Toll increased on the Sanibel Causeway
November 2005	Discount program tolls were reduced on the Sanibel Causeway
September 2007	New Sanibel Causeway grand reopening ceremony held
November 2007	One-year trial period for one-way tolling on the Cape Coral and Midpoint bridges begins
June 2008	Approval given for permanent one-way tolling on the Cape Coral and Midpoint bridges
November 2008	Last automatic coin machines (ACM) removed from Cape Coral and Midpoint bridges
July 2009	Pay-by-Plate tolling introduced for rental cars
May 2011	Midpoint Bridge toll plaza reconstruction complete: Open-road tolling introduced; remaining eastbound tolling infrastructure demolished
September 2012	Cape Coral Bridge toll plaza reconstruction complete: Open-road tolling introduced; remaining eastbound tolling infrastructure demolished

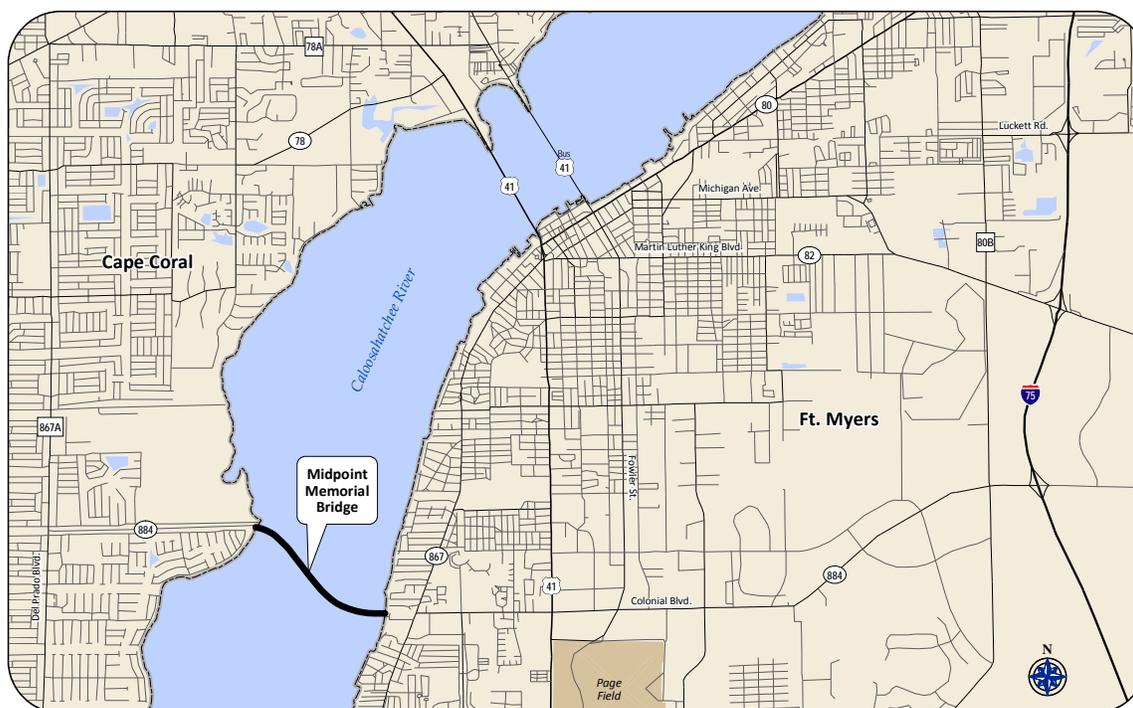
FACILITY PROFILES

Midpoint Memorial Bridge

The Midpoint Memorial Bridge, shown in Figure 1-2, connects Veterans Parkway in Cape Coral with Colonial Boulevard in Fort Myers. It is located approximately three miles north of the Cape Coral Bridge and three miles south of the Caloosahatchee Bridge (US 41). The bridge opened to traffic in October 1997. Concurrent with the construction of the Midpoint Memorial Bridge, major intersection improvements between Colonial Boulevard, C.R. 884, U.S. 41, and Del Prado Boulevard were also completed. The combined improvements provided an additional and much-needed river crossing, and provided greater mobility between the Cape Coral and Fort Myers communities.



**Figure 1-2
Midpoint Memorial Bridge Location Map**



General Usage Characteristics: Since the facility opened in FY 1998, traffic growth was substantial during its first decade of operation. Between FY 1999 and FY 2004, annual transactions grew at an average rate of 7.5 percent per year, and between FY 2004 and FY 2007 as the facility matured, traffic grew at an average of 2.0 percent per year. Due to the conversion to one-way tolling in November 2007, traffic volumes are currently monitored only in the westbound, tolled direction and are not directly comparable to volumes prior to FY 2009 (the first full year of one-way tolling).

Between FY 2010 and FY 2011, total annual transactions declined by 0.4 percent while revenue increased by 0.6 percent during this same time period, marking the first year of positive revenue growth since 2005. The MidPoint Memorial Bridge was the only facility to see a continued decline in traffic in FY 2011, which may be partly attributable to ongoing construction activities on that facility. Between FY 2011 and FY 2012, total annual transactions increased by 4.8 percent, the first year the facility has seen an increase in transactions since FY 2006. Revenue also increased by 4.9 percent during this same time period, marking the second consecutive year of positive revenue growth on the facility. A more detailed account of recent trends and a discussion of the potential causes and ramifications are covered in greater detail in Chapters 2 and 4 of this report.

With respect to traffic composition by vehicle class, 98.7 percent of total transactions on the Midpoint Memorial Bridge in FY 2012 were made by passenger cars and motorcycles. Peaking characteristics vary based on the day of the week. Weekday traffic in the westbound, tolled direction experiences peak volumes between 4:00 p.m. and 6:00 p.m. These two hours represent a combined 24.4 percent of total daily traffic in the tolled direction. Weekend peaking is much more muted and does not display the significant later afternoon spike experienced during weekdays. Weekend traffic climbs steadily over the morning hours, reaches and maintains peak volumes between noon and 6:00 p.m., and declines thereafter. Weekday peaking characteristics, along with reduced weekend volume, a high percentage of passenger cars, and a history of directional peaking patterns during the AM and PM peak traffic hours reaffirm the continued commuter-oriented nature of the facility. Usage characteristics are explored in greater depth in Chapter 2.

Facility Capacity: Based on information presented in the 2010 Highway Capacity Manual (HCM), a multilane highway facility such as the Midpoint Memorial Bridge, which is designed for speeds of 50 mph, can accommodate no more than 2,000 vehicles per hour per lane to maintain a level of service (LOS) “E.” Based on this information, the bridge is theoretically capable of accommodating up to 4,000 vehicles per hour in each direction for a total of 8,000 vehicles per hour. However, actual capacity on the Midpoint Memorial Bridge is restricted by the amount of time it takes to pass through the toll plaza. This is known as transaction time, and is a valuable metric in evaluating operational capacity and efficiently managing toll plaza congestion. Capacity has effectively increased in recent years due to the introduction of one-way tolling in FY 2008, and the demolition of eastbound toll booths and addition of westbound ORT lanes in FY 2011. Determining the actual capacity of the facility would require detailed examination of transaction time for cash customers and the proportion of traffic using ORT lanes. A study of this nature may be beneficial to aid in future planning as traffic volumes resume growing.

Peaking Characteristics: Monthly transactions on the Midpoint Memorial Bridge peaked in March, averaging 21,676 tolled transactions per day, 6.4 percent higher than FY 2011. The peak 15-minute volume in the tolled, westbound direction of travel occurred on Wednesday, March 28, 2012 during the 15-minute period beginning at 4:45 p.m. with a volume of 933 vehicles. As discussed above, the unconstrained maximum capacity for this facility is 4,000 vehicles per hour per direction, or 1,000 per 15-minute interval. At no point during FY 2012 did traffic on the Midpoint Memorial Bridge exceed capacity at Level of Service (LOS) E.

Future Improvements and Plans: Several projects were identified in the Lee County Capital Improvements Program (CIP) for future years including: upgrades to current hardware/software to

maintain interoperability with other toll agencies in FY 2013 and FY 2014, installation of a duplicate fiber ring to link the Midpoint Memorial toll facility to the Cape Coral toll facility in FY 2014, and replacement of the entire toll system in FY 2017 and FY 2018. A review of the FY 2013 through FY 2017 Lee County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) revealed no significant short-term planned improvements that would directly affect traffic on the Midpoint Memorial Bridge. Long-term, the Lee County MPO 2035 Long-Range Transportation Plan (LRTP) identifies widening of the Midpoint Memorial Bridge from four to six lanes as a long-term need, but such a project does not appear in the cost-feasible highway plan. Such a widening also appeared in the previous LRTP but was unfunded there as well.

Cape Coral Bridge

The Cape Coral Bridge, which opened in 1964, provided the first direct connection across the Caloosahatchee River between Fort Myers and Cape Coral. Approximately 3.3 miles south-southwest of the Midpoint Memorial Bridge, the Cape Coral Bridge connects Cape Coral Parkway in Cape Coral with College Parkway in Fort Myers, as shown in Figure 1-3. As previously stated, tolls were temporarily removed from the crossing between 1975 and 1989, after which tolls were reintroduced to help finance the construction of the second, parallel span. Currently, the original span carries traffic in the westbound direction while the newer span carries traffic in the eastbound direction. As with the Midpoint Memorial Bridge, one-way tolling was implemented in November 2007. Upon the completion of toll plaza renovations on the Midpoint Memorial Bridge, construction began on similar modifications to the Cape Coral Bridge. Construction began in May 2011 and was complete in September 2012. Several overnight closures occurred throughout the duration of the project in FY 2012.



**Figure 1-3
Cape Coral Bridge Location Map**



General Usage Characteristics: Like the Midpoint Memorial Bridge, historical traffic growth on the Cape Coral Bridge has been strong, averaging 4.5 percent per year between FY 1999 and FY 2004, and 1.9 percent per year between FY 2004 and FY 2007. This facility also experienced a similar pattern of declines in FY 2009 and FY 2010. Unlike the Midpoint Memorial Bridge, however, transactions increased slightly in FY 2011, rising 0.2 percent over the previous year. Revenue increased as well, following three consecutive years of decline. However, in FY 2012, transactions and revenue both declined by 3.4 percent and 2.0 percent, respectively, as a result of ongoing construction activity and closures on the facility.

With respect to traffic comparison by vehicle class, 98.9 percent of all transactions on the Cape Coral Bridge were made by two-axle passenger vehicles and motorcycles. Peaking characteristics are nearly identical to those on the Midpoint, with peak volumes in the tolled direction occurring between 4:00 and 6:00 p.m. Those two hours represent approximately 23.0 percent of total daily traffic in the tolled direction. Average weekend traffic volumes are approximately 31.1 percent lower than the average weekday volume, which is consistent with the historical variation between weekday and weekend traffic volumes. Like the Midpoint Memorial Bridge, these characteristics identify the Cape Coral Bridge as a predominantly commuter-oriented facility. Usage characteristics are explored in greater depth in Chapters 2 and 4.

Facility Capacity: Like the Midpoint Memorial Bridge, the Cape Coral Bridge has a maximum, theoretical hourly capacity of 4,000 vehicles per direction at LOS E. Capacity in the tolled direction is reduced by the need to stop and pay a toll, while capacity in the eastbound, non-tolled direction may be slightly impacted by the presence of the unused toll booths. Both of these constraints will be ameliorated following reconstruction of the toll plaza to offer ORT lanes in the tolled direction and

demolition of the unused toll booths in the untolled direction, which were both completed in September 2012.

Peaking Characteristics: Average daily transactions on the Cape Coral Bridge reached their peak in March 2012 with an average daily volume of 23,212 transactions, an increase of 1.2 percent from FY 2011. The peak 15-minute tolled volume occurred on Wednesday, August 1, 2012 during the 15-minute period beginning at 5:15 p.m. with a total volume of 1,252 vehicles. With an unconstrained capacity of 4,000 vehicles per hour per direction—or 1,000 vehicles in a 15-minute time period—it is estimated that the facility operated at an LOS of E or better throughout the course of FY 2012.

Future Improvements and Plans: Following completion of the toll plaza modernization and ORT project at the Midpoint Memorial Bridge in May 2011, construction commenced on a similar project at the Cape Coral Bridge plaza, which was complete as of September 2012. Several projects were identified in the Lee County Capital Improvements Program (CIP) for future years including: upgrades to current hardware/software to maintain interoperability with other toll agencies in FY 2013 and FY 2014, installation of a duplicate fiber ring to link the Cape Coral toll facility to the Midpoint Memorial toll facility in FY 2014, and replacement of the entire toll system in FY 2017 and FY 2018. No other short-term facility improvements were identified in the FY 2013 TIP or the LRTP.

Sanibel Causeway

Replacing a ferry which had operated between Sanibel Island and mainland Florida, the Sanibel Causeway opened to traffic in 1963. Its location is illustrated in Figure 1-4. The Causeway consists of three bridges connecting mainland Fort Myers with Sanibel Island via two intermediate, engineered islands. These three individual spans, the two islands, and the toll plaza underwent a major reconstruction completed in early September 2007.



**Figure 1-4
Sanibel Causeway Location Map**



General Usage Characteristics: Unlike the steady historical growth seen on the Midpoint and Cape Coral Bridges, total annual transactions on the Sanibel Causeway have declined in six of the past ten fiscal years. Total transactions have dropped a total of 13.8 percent from a peak of nearly 3.5 million transactions in FY 2001 to nearly 3.0 million in FY 2012. The early part of the last decade included multiple toll rate adjustments and several significant hurricane disruptions, contributing to transaction declines during that period. Traffic began to increase once again between FY 2006 and FY 2008 when total transactions increased by 2.9 percent. However, this growth was followed by declines observed in FY 2009 and FY 2010. This is almost certainly a reflection of the recession and the general economic uncertainty and instability that followed. Traffic resumed growth in FY 2011, with transactions increasing by 1.3 percent over the previous year. In FY 2012, transactions continued to increase by 2.1 percent over FY 2011. Population growth and a stabilization of the employment market may have contributed to a resumption of growth. During FY 2012, revenue also increased by 3.1 percent, which reflects the first year of significant revenue growth since FY 2008. A more detailed account of recent transaction and revenue trends are discussed further in Chapters 2 and 4 of this report.

Traffic composition is quite similar to the other two Lee County toll bridges, with two-axle passenger vehicles and motorcycles accounting for 98.2 percent of all traffic on the bridge. While daily traffic characteristics vary depending on season, weekday traffic volume is typically greater than weekend volume on the Causeway. During FY 2012, average weekday volumes were 14.2 percent greater than weekend volumes with total transactions peaking on Fridays. Typical weekday traffic in the westbound, tolled direction peaks between 7:00 a.m. and 10:00 a.m. before gradually declining throughout the remainder of the day. On weekends, hourly volumes are similar to

weekdays with the exception of the morning peak, which is absent. The relatively strong weekend traffic performance on the Sanibel Causeway reflects the substantial amount of recreational traffic handled by the facility.

Facility Capacity: According to the 2010 HCM, at LOS E the maximum unconstrained capacity for the causeway is 1,700 vehicles per direction per hour, with a maximum total flow in both directions of 3,200 vehicles per hour. As with the other facilities, actual capacity is reduced in the westbound direction by toll plaza activities and is constrained by the ability of the island's transportation infrastructure to absorb incoming traffic.

Peaking Characteristics: In FY 2012, traffic volumes averaged 8,192 vehicles per day in the tolled direction, an increase of 2.5 percent over FY 2011. With respect to seasonal and daily variations, the Sanibel Causeway exhibits traits somewhat different from the Midpoint and Cape Coral facilities. Traffic on the Causeway has historically been highest from January to April, typically peaking during the same period as the other two bridges, but with greater variation between the highest and lowest months. In FY 2012, monthly traffic on the Sanibel Causeway peaked in March with an average daily volume of 10,943 vehicles—33.6 percent higher than the daily average for the year. While the Midpoint Memorial and Cape Coral Bridges also experienced peak demand in March, the average for that month was only 8.6 and 13.8 percent higher than the AADT on those facilities, respectively. The more pronounced peaking on the Sanibel Causeway is primarily due to the recreational nature of a large number of the trips using the causeway. The peak 15-minute volume of 326 vehicles was observed during the 15-minute period beginning at 9:30 a.m. on Wednesday, March 14, 2012. Based on the assumed hourly unconstrained capacity of 1,700 or a 15-minute capacity of 425, the Sanibel Causeway appears to be operating within its capacity.

Future Improvements and Plans: A few projects were identified in the Lee County Capital Improvements Program (CIP) for future years including: upgrades to current hardware/software to maintain interoperability with other toll agencies in FY 2013 and FY 2014 and replacement of the entire toll system in FY 2017 and FY 2018. A review of the current Lee County TIP found no major Causeway-related projects planned for the short-term. Long-term projects in the LRTP include open road tolling on the Sanibel Causeway, although no time frame is specified, and this project is not anticipated to take place in the foreseeable future.

TOLL RATE SCHEDULES

Toll rates on the Midpoint Memorial and Cape Coral Bridges are shown in Table 1-2 and vary based on the method of payment, vehicle class, and time of day. Tolls were doubled in November of 2007 on the MidPoint Memorial and Cape Coral Bridges in conjunction with the introduction of one-way tolling. Though tolls were doubled, one-way toll collection meant that the total toll for a round trip across the bridge remained unchanged. The current base toll rate for a cash transaction is \$2.00 for the first two axles plus \$2.00 for each additional axle. However, many discount programs are available to patrons using a LeeWay transponder.

The annual Unlimited Fare program allows for an unlimited number of trips at a flat rate of \$330.00. A semiannual plan is also available for \$200.00 and runs from either November through April or May through October. Both plans allow for unlimited travel on the Midpoint Memorial and the Cape Coral Bridges and may be prorated for shorter periods. Lee County also offers a Reduced Fare

program. Under this program, patrons pay a one-time fee, after which they receive a fare reduction of 50 percent on all subsequent trips. Like the Unlimited Fare program, the Reduced Fare program is available on an annual or semiannual basis at a cost of \$40.00 and \$24.00, respectively.

Table 1-2
Midpoint Memorial Bridge and Cape Coral Bridge Toll Schedule

Payment Type	Vehicle Class			
	2-Axle	3-Axle	4-Axle	5-Axle
Cash	\$2.00	\$4.00	\$6.00	\$8.00
Unlimited	0.00	--	--	--
Reduced Fare	1.00	--	--	--
Variable Pricing	1.50	3.00	4.50	6.00
Unlimited Variable	0.00	--	--	--
Reduced Variable	0.75	--	--	--
Program Fee				
Unlimited Annual	\$330.00	--	--	--
Unlimited Semiannual	200.00	--	--	--
Reduced Fare Annual	40.00	--	--	--
Reduced Semiannual	24.00	--	--	--

In August 1998, Lee County introduced a Variable Pricing program. Under the program, tolls are reduced by 25 percent during designated periods before and after the AM and PM peak travel hours. These periods are referred to as the “peak shoulders.” The intent is to attract motorists to the shoulder hours. In exchange for accepting a reduced rate, Lee County is able to free up capacity on the facility during its busiest hours. The shoulder periods are as follows (weekdays only, excluding holidays):

- 6:30 a.m. to 7:00 a.m.
- 9:00 a.m. to 11:00 a.m.
- 2:00 p.m. to 4:00 p.m.
- 6:30 p.m. to 7:00 p.m.

The Variable Pricing discount is available to any patron paying via ETC and reduces the toll rate from \$2.00 for 2-axle vehicles to \$1.50⁽¹⁾. The Reduced Fare discount program can be used in conjunction with the Variable Pricing discount for LeeWay customers. The toll for a patron enrolled in the Reduced Fare program traveling in the shoulder hours would be as low as \$0.75 for a two-axle vehicle. Unlike some variable toll systems, there is no corresponding increase in the peak period rates. Variable tolls are not applicable for LeeWay customers with an Unlimited Fare program discount.

⁽¹⁾ LeeWay customers must have a prepaid LeeWay account. All other transponder holders must be pre-approved by their respective issuing agencies.

Patrons of the Sanibel Causeway pay a toll in the westbound (on-island) direction only. Since November 2004, when tolls on the Sanibel Causeway were raised to help secure financing for the construction of the new causeway facility, cash rates have been \$6.00 for two-axle vehicles and \$3.00 per axle thereafter. A subsequent revision in November 2005 reduced tolls for patrons participating in the discount programs. Table 1-3 shows the rates and program fees that are currently in effect on the Sanibel Causeway. As indicated, the base toll for a two-axle passenger vehicle is \$6.00, with \$3.00 assessed for each additional axle. The Unlimited and Reduced Fare programs reflect the higher base toll. Annual and semiannual Unlimited Fare program fees are \$400.00 and \$300.00, respectively, while the annual and semiannual Reduced Fare programs cost \$67.00 and \$50.00, respectively. Unlike the two other Lee County facilities, there is no time of day pricing on the Sanibel Causeway.

**Table 1-3
Sanibel Causeway Toll Schedule**

Payment Type	Vehicle Class			
	2-Axle	3-Axle	4-Axle	5-Axle
Cash	\$6.00	\$9.00	\$12.00	\$15.00
Unlimited	0.00	--	--	--
Reduced Fare	2.00	--	--	--
Program Fee				
Unlimited Annual	\$400.00	--	--	--
Unlimited Semiannual	300.00	--	--	--
Reduced Fare Annual	67.00	--	--	--
Reduced Semiannual	50.00	--	--	--

Due to the numerous combinations of axle class, discount programs, and time-of-day pricing, Tables 1-2 and 1-3 are not all-inclusive. For example, Lee County also offers Combined and Multiple Vehicle Discount programs. The Combined Discount program allows for discounted and/or unlimited travel on all three Lee County toll facilities. Combined Unlimited annual and semiannual programs are available for \$730.00 and \$500.00, respectively. Combined Reduced Fare annual and semiannual programs are also available at a cost of \$107.00 and \$74.00, respectively. Additionally, patrons can purchase mixed subscriptions that provide unlimited travel on the Sanibel Causeway, and discounted travel on the Midpoint and Cape Coral Bridges, or vice versa. Under the Multiple Vehicle Discount program, patrons pay the full price of any selected discount program on the first vehicle registered, and receive a 50 percent discount off the original program fee for a second vehicle. For instance, a patron who signs up for the Unlimited Annual Discount program would pay \$330.00 for the first vehicle, but only \$165 for the second vehicle registered under the same account. For each vehicle registered to a discount program at full cost, a second may be added at a 50 percent discount provided that vehicles are registered to the same individual. The Multiple Vehicle Discount program is only available for two-axle vehicles.

CHAPTER 2

FY 2012 OPERATING CHARACTERISTICS AND TRAFFIC PROFILE

This chapter addresses the overall usage patterns of the three Lee County toll facilities, including a description of monthly, daily, and hourly traffic variations as observed on each facility for Fiscal Year 2012. Additional detail regarding payment type, the distribution of discount program types, and vehicle classification data are also discussed. Note that data used in the creation of a significant portion of this analysis, specifically the information presented in Figures 2-4 through 2-9, are derived directly from lane controller recording devices, and therefore may not necessarily agree with audited traffic data presented throughout the remainder of this annual report. The transaction data from the lane controller recording devices do not account for any non-revenue transactions or post-processing that is included in the audited data. Additional analysis, including revenue and historical context, are presented in Chapter 4.

SEASONAL TRAFFIC VARIATIONS

Traffic variations by month were reviewed for each of the three Lee County toll bridges. The relative variability of traffic across each facility from one month to the next highlights periods of the year when traffic exceeds or drops below the normal pattern. For instance, a bridge which accommodates a large number of tourism-related trips will tend to demonstrate considerable variation, with peak traffic occurring during holidays and typical vacation months. By contrast, facilities used by commuters or with a large proportion of interstate commercial traffic tend to have more consistent year-round levels of traffic. In the tables that follow, monthly total traffic volumes are normalized to average daily transactions (ADT), adjusting for the varying numbers of days in each month. Using ADT allows for an easy comparison of the variations in relative travel demand across each facility at different times of the year.

Midpoint Memorial Bridge

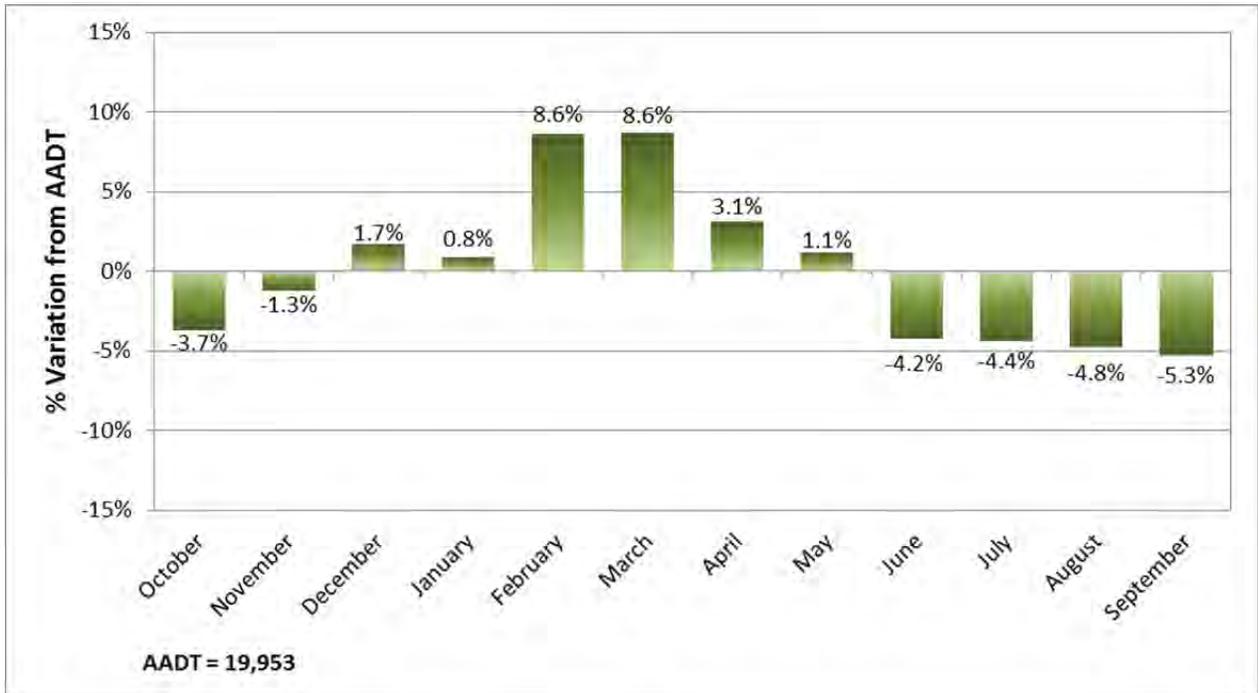
As presented in Table 2-1, monthly traffic volumes on the Midpoint Memorial Bridge remained relatively stable throughout FY 2012. Over the twelve month period, average daily transactions ranged from a high of 21,676 in March 2012 to a low of 18,888 in September 2012. Historically, February and March have carried the highest average daily traffic volumes and each represent over 9.0 percent of the annual traffic. September has historically been the month with the lowest average daily traffic volumes. For further discussion of relative year-over-year performance, see Chapter 4.

**Table 2-1
Monthly Seasonal Variation in Toll-Paying Traffic
Midpoint Memorial Bridge**

Month	Number of Days in Month	Total Toll Paying Transactions	Average Daily Transactions	Seasonal Factor
October	31	595,576	19,212	0.963
November	30	590,962	19,699	0.987
December	31	628,922	20,288	1.017
January	31	623,726	20,120	1.008
February	29	628,389	21,669	1.086
March	31	671,957	21,676	1.086
April	30	617,299	20,577	1.031
May	31	625,477	20,177	1.011
June	30	573,313	19,110	0.958
July	31	591,458	19,079	0.956
August	31	588,929	18,998	0.952
September	30	566,642	18,888	0.947
Average		608,554	19,953	1.000
Total Year	366	7,302,650		

This data is presented in a graphical format in Figure 2-1. Each month's ADT appears as a percentage of the AADT for the fiscal year. While total traffic volumes are higher than FY 2011 (see Chapter 4), the variations in monthly transactions are in line with historical patterns. The increase in transactions in FY 2012 can be attributed to customers utilizing this facility during construction activity on the Cape Coral Bridge throughout the year. The relatively small difference in volume from month to month is typical for a commuter-oriented facility, though a modest peak can be observed in the late winter and early spring months due to tourists and seasonal residents. Detailed comparative performance statistics are presented in Chapter 4 of this report, as well as additional historical perspective.

Figure 2-1
Variation in Average Daily Transactions, by Month (AADT)
Midpoint Memorial Bridge



Cape Coral Bridge

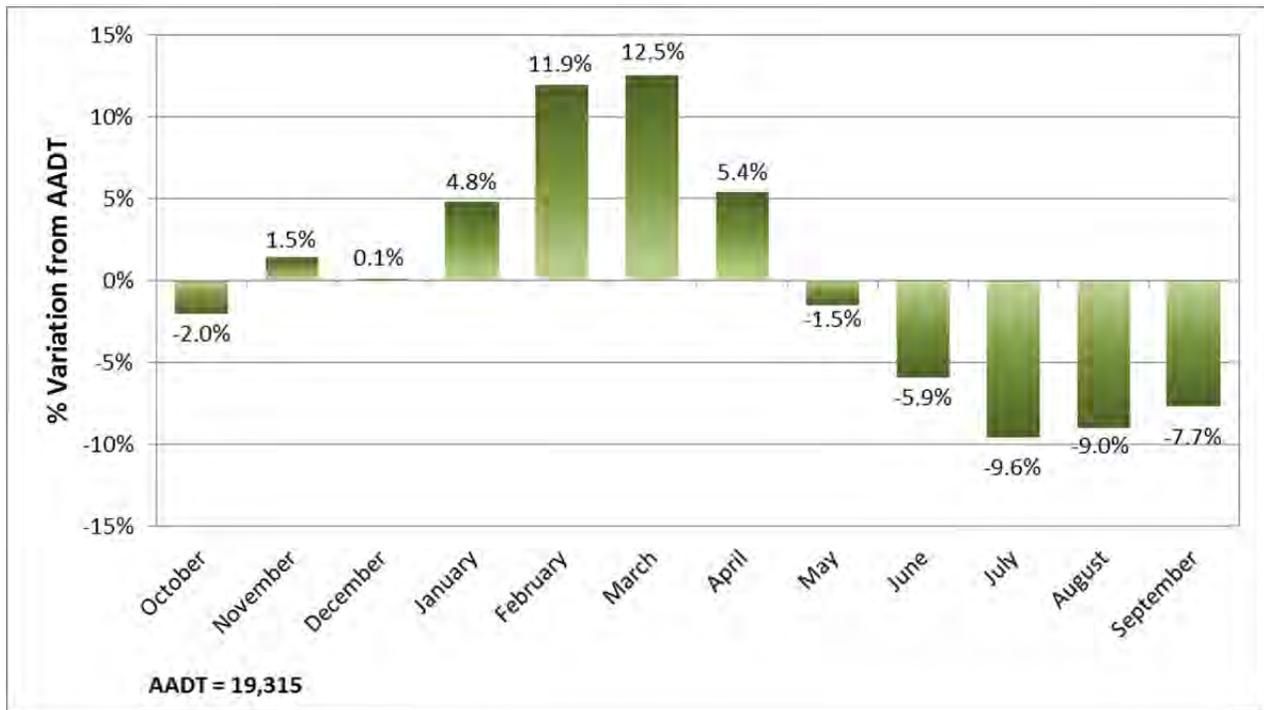
Table 2-2 presents the FY 2012 monthly seasonal traffic variation for the Cape Coral Bridge. As shown, it is quite similar to that of the Midpoint Memorial Bridge. The AADT of 19,315 is 3.2 percent lower than the 19,953 AADT on the Midpoint Memorial Bridge due to ongoing construction on the facility during the year. Monthly ADT peaked in March 2012, totaling 21,730 transactions, while the lowest ADT of 17,463 occurred in July. February and March carried the highest average daily traffic volumes, each representing 9.3 and 9.4 percent of the annual traffic respectively. These monthly ADTs represent a range of 12.0 percent above to 10.0 percent below AADT, indicating considerably more month-to-month variation on the Cape Coral Bridge in comparison to the Midpoint Memorial Bridge. The pattern and range of monthly variation exhibited on the Cape Coral Bridge, as well as its relationship to the Midpoint Memorial Bridge, is consistent with recent years.

**Table 2-2
Monthly Seasonal Variation in Toll-Paying Traffic
Cape Coral Bridge**

Month	Number of Days in Month	Total Toll Paying Transactions	Average Daily Transactions	Seasonal Factor
October	31	586,683	18,925	0.980
November	30	587,940	19,598	1.015
December	31	599,488	19,338	1.001
January	31	627,808	20,252	1.048
February	29	627,021	21,621	1.119
March	31	673,621	21,730	1.125
April	30	610,592	20,353	1.054
May	31	589,916	19,030	0.985
June	30	545,209	18,174	0.941
July	31	541,351	17,463	0.904
August	31	544,895	17,577	0.910
September	30	534,884	17,829	0.923
Average		589,117	19,315	1.000
Total Year	366	7,069,408		

Monthly ADT variations are presented graphically in Figure 2-2. Like the Midpoint Memorial Bridge, distribution of Cape Coral Bridge traffic on a seasonal basis adheres to established historical peaking patterns. Compared with the Midpoint Memorial Bridge, monthly averages on the Cape Coral Bridge tend to be somewhat more variable. As in the past, October through December represent the most “average” period of the year, followed by a peak in traffic in the spring and a rapid decline through the late summer. Though still small in comparison to more seasonally-active facilities such as the Sanibel Causeway, the mid-fiscal year peak on the Cape Coral Bridge is more prominent than on the parallel Midpoint Memorial Bridge. Detailed comparative performance statistics are presented in Chapter 4 of this report.

Figure 2-2
Variation in Average Daily Transactions, by Month (AADT)
Cape Coral Bridge



Sanibel Causeway

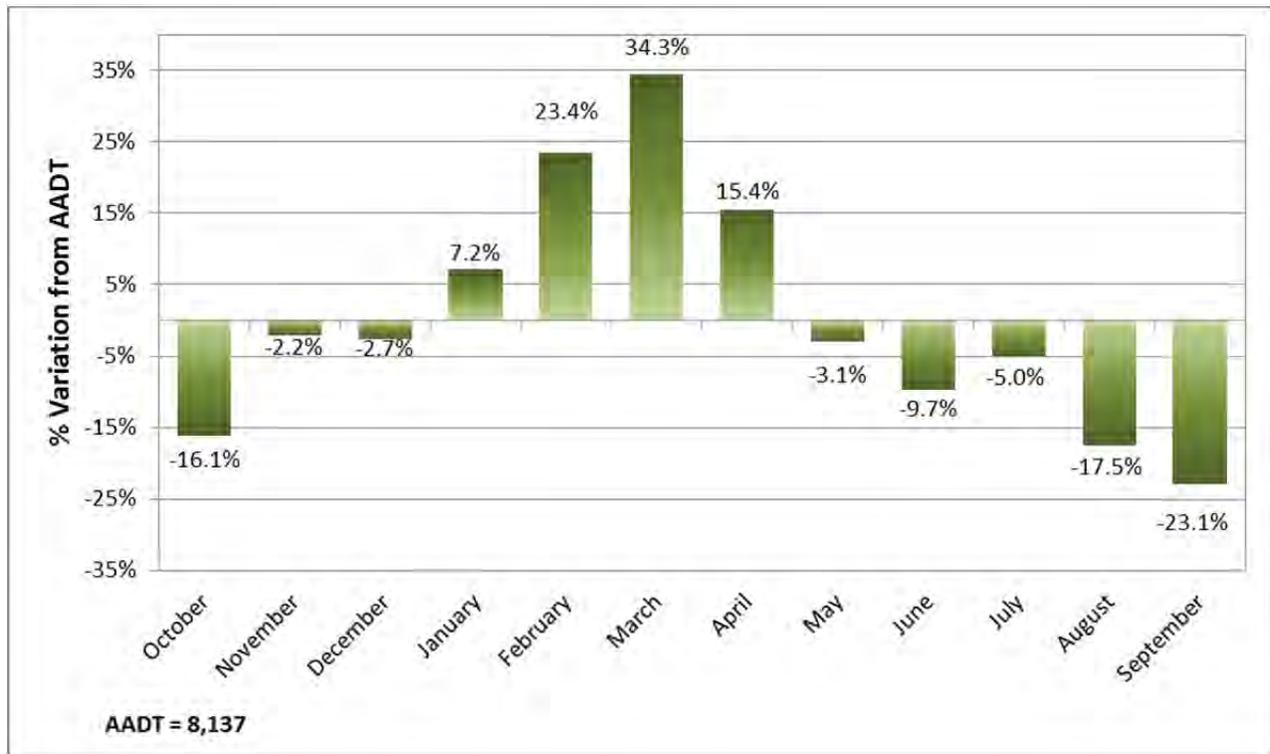
As shown in Table 2-3 and illustrated in Figure 2-3, the Sanibel Causeway exhibits much more significant seasonal peaking characteristics in comparison to the Cape Coral and Midpoint Memorial Bridges. March, the busiest month both historically and during FY 2012, experienced an ADT of 10,931—34.3 percent greater than the FY 2012 AADT of 8,137. In comparison, the percentage difference between the high month and annual average on the Midpoint Memorial and Cape Coral Bridges was only 9.0 percent and 12.0 percent, respectively. In addition to being well above the annual average, March volume on the Sanibel Causeway was 11.0 percent greater than the next busiest month (February), further illustrating the magnitude of that month’s peak. September was the lightest month for traffic on the Sanibel Causeway, with an ADT of 6,261 that was 23.0 percent lower than the FY 2012 AADT and 6.0 percent lower than the next lowest month (August). With highs and lows observed during the months of March and September, respectively, FY 2012 was consistent with historical trends in seasonal variations, as well as the magnitude of those variations. Furthermore, all three facilities experienced peak demand during the month of March.

**Table 2-3
Monthly Seasonal Variation in Toll-Paying Traffic
Sanibel Causeway**

Month	Number of Days in Month	Total Toll Paying Transactions	Average Daily Transactions	Seasonal Factor
October	31	211,527	6,823	0.839
November	30	238,785	7,960	0.978
December	31	245,519	7,920	0.973
January	31	270,321	8,720	1.072
February	29	291,183	10,041	1.234
March	31	338,852	10,931	1.343
April	30	281,618	9,387	1.154
May	31	244,486	7,887	0.969
June	30	220,392	7,346	0.903
July	31	239,574	7,728	0.950
August	31	208,134	6,714	0.825
September	30	187,828	6,261	0.769
Average		248,185	8,137	1.000
Total Year	366	2,978,219		

The seasonal variation on the Sanibel Causeway is illustrated in Figure 2-3. In comparison to the Midpoint Memorial and Cape Coral Bridges, seasonal variation is quite pronounced. Beginning in October, monthly volumes climb each consecutive month, peaking in March with 10,931 ADT or 34.3 percent above AADT. Following the March peak, traffic volumes on the Causeway declined through the end of the fiscal year, reaching an annual low ADT of 6,261 in September or -23.0 percent below AADT.

Figure 2-3
Variation in Average Daily Transactions, by Month (AADT)
Sanibel Causeway



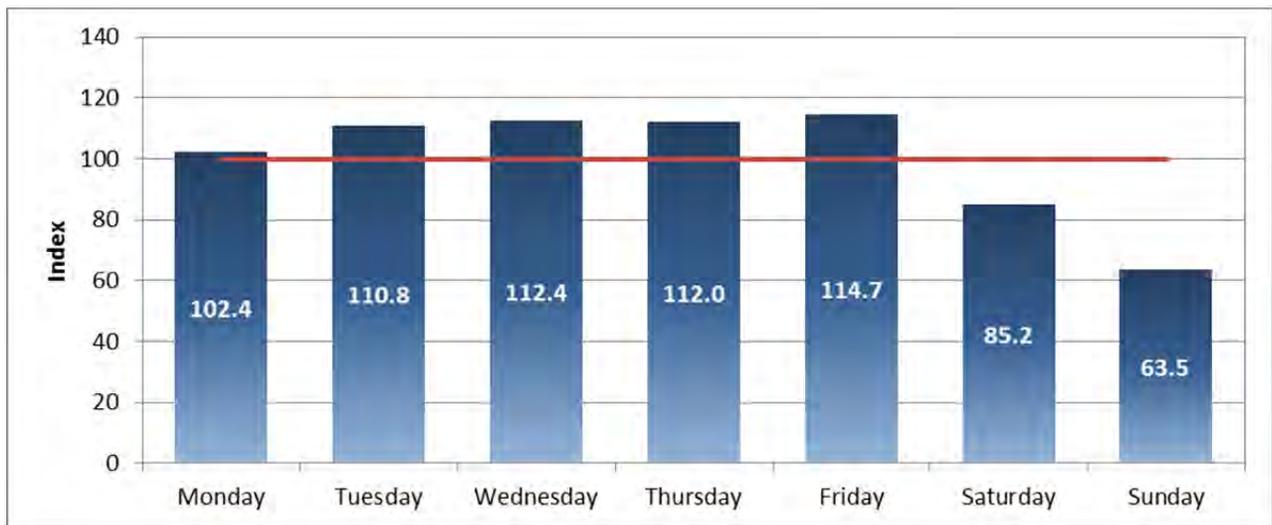
DAILY TRAFFIC VARIATIONS

Daily fluctuations in transactions were also reviewed to provide additional insight into the operating characteristics of each of the three Lee County toll facilities. Typically, commuter-oriented roadways such as the Midpoint Memorial and Cape Coral Bridges experience consistently high traffic volumes throughout the weekday period with volumes declining over the weekends. A facility like the Sanibel Causeway which accommodates a substantial number of leisure trips may experience higher traffic volumes on weekends and holidays as compared with commuter facilities. A combination of leisure and commuter traffic tends to result in peak traffic occurring on Fridays on all three facilities. The figures in this section compare tolled traffic by day of the week against average daily traffic. This data is presented as an index, where the annual average daily tolled traffic equals 100. An index value of 100 for a given day of the week would indicate that day’s traffic was precisely the same volume as the facility’s AADT. A value of 120 would indicate a day that has 20 percent greater volume than the AADT.

Midpoint Memorial Bridge

As shown in Figure 2-4, FY 2012 weekday traffic volumes on the Midpoint Memorial Bridge remained relatively consistent over the course of the five-day work week. Traffic was highest on Fridays, with an index value of 114.7 (14.7 percent higher than the average day), and volumes from Tuesday through Thursday were nearly identical. Bridge traffic declines significantly on Saturdays and Sundays, which have index values of 85.2 and 63.5, respectively. This pattern, as mentioned above, is typical of a facility primarily serving commuter traffic. These results are very consistent with those seen in FY 2011.

Figure 2-4
Variations in Transactions, by Day
Midpoint Memorial Bridge



Cape Coral Bridge

Figure 2-5 shows the FY 2012 daily variation in traffic on the Cape Coral Bridge. On both the Midpoint Memorial and Cape Coral Bridges, Monday traffic was approximately two percent above average. Traffic volumes on Tuesday through Friday are ten to fourteen percent higher than the average. Indexed traffic volumes from Wednesday through Friday range from 110.5 to 113.7, with Friday being the peak day. Traffic volumes decline on Saturdays and Sundays when volumes are 85.3 percent and 66.2 percent of AADT, respectively. In general, the Cape Coral profile closely matches the pattern observed on the Midpoint Memorial Bridge.

Figure 2-5
Variations in Transactions, by Day
Cape Coral Bridge

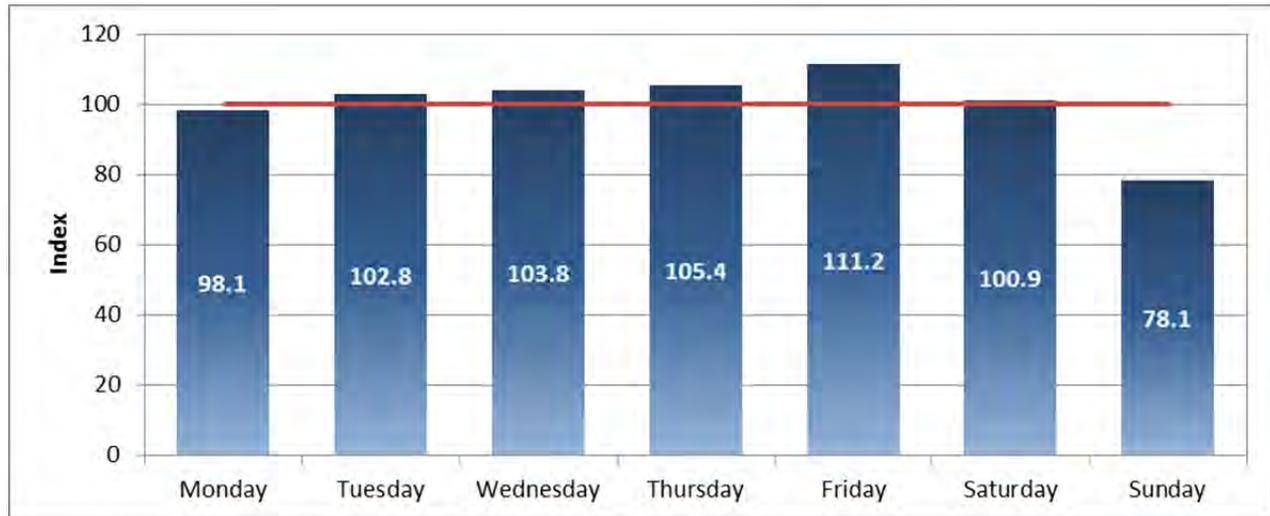


Sanibel Causeway

FY 2012 daily traffic variation on the Sanibel Causeway exhibits a usage trend that is substantially different from the Midpoint Memorial and Cape Coral Bridges due to the facility's orientation toward tourism and related traffic. As shown in Figure 2-6, traffic volumes rose gradually throughout the week, from 98.1 percent of the average on Mondays to a peak of 111.2 percent of the average on Fridays. Unlike the Midpoint Memorial and Cape Coral Bridges, Saturday volume actually exceeds the average slightly with an index value of 100.9. Sundays were typically the lightest travelled days with a volume that is 78.1 percent of the average. This is still a considerably higher index value than was observed on the other two toll facilities, where average Sunday traffic was between 63 percent and 66 percent of the average.

The less-pronounced variation in daily traffic should not be taken to mean that the Sanibel Causeway is entirely dissimilar from the Cape Coral and Midpoint Memorial Bridges. While the high weekend volume does reflect a substantial amount of leisure trips and discretionary usage, weekday volume remains strong and consistent. This implies that alongside the tourism-oriented travel there is also a substantial commuter component. This is likely a result of the sizable service and hospitality industry located on the island, and may also reflect a proportion of the island's residents commuting off-island for work. The FY 2012 daily traffic characteristics are relatively consistent with those of FY 2011.

Figure 2-6
Variations in Transactions, by Day
Sanibel Causeway



HOURLY TRAFFIC VARIATIONS

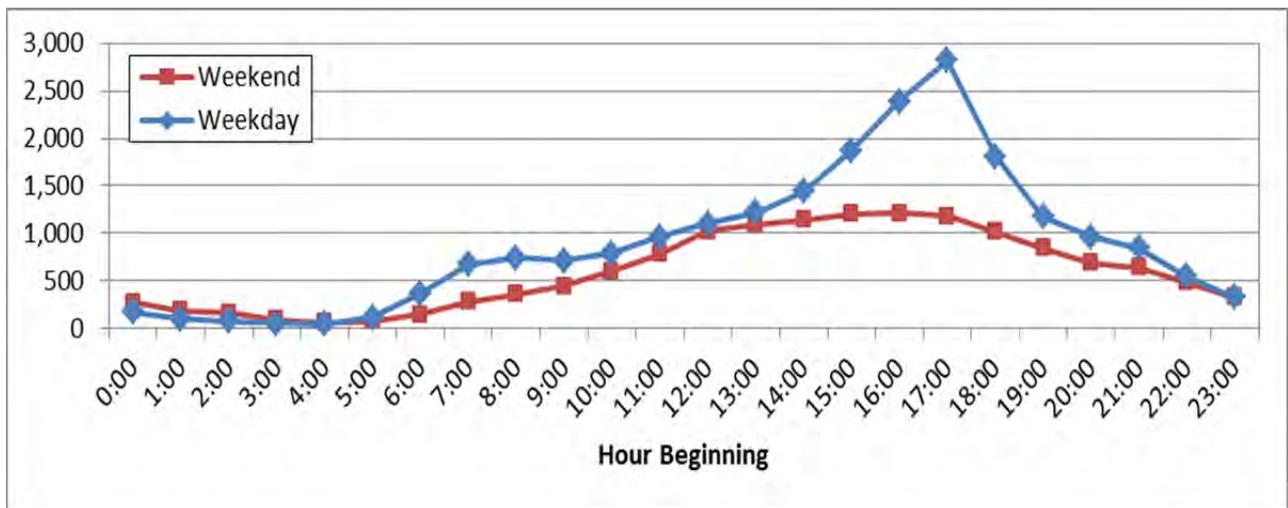
This section contains a review of traffic patterns by hour for each of the three toll bridges. Weekday and weekend traffic are presented separately due to significant differences in respective traffic patterns. As with the data presented previously, the figures contained in this section were developed from unaudited counts at the lane level. Analysis of annual totals and financial documents presented elsewhere in this chapter and in Chapter 4 are based on audited year-end reports and may not agree with the data presented here. In addition, since the conversion to one-way tolling in November 2007 data is available only in the tolled direction. This is important to keep in mind when observing the peaking patterns of traffic throughout the day. For instance, if a prominent morning peak is observed on weekdays in the tolled direction, this is likely due to daily commuters, and it can be inferred that a similar afternoon peak would be observed in the non-tolled direction. Should permanent counters be installed in the future, two-way data will be reported in future annual reports, as was done prior to the conversion to one-way tolling. The tolled direction on the Midpoint Memorial and Cape Coral Bridges is westbound (toward Cape Coral), while the tolled direction on the Sanibel Causeway is southbound (toward Sanibel Island).

Midpoint Memorial Bridge

Figure 2-7 shows the weekday and weekend day hourly traffic profiles on the Midpoint Memorial Bridge. On both weekdays and weekend days, traffic volumes gradually increase throughout the day, peaking in the late afternoon. On weekdays, the afternoon peak is quite steep, exceeding 2,800 vehicles during the busiest hour between 5:00 and 6:00 p.m. Because the tolled direction is westbound (toward Cape Coral), this suggests that commuters using the bridge primarily reside on the west side, traveling east to Fort Myers in the morning and returning home in the evening. Weekday morning tolled transactions begin to increase between 6:00 a.m. and 7:00 a.m., representing a modest reverse-commute peak in the morning before leveling off at 9:00 a.m. and rising slowly again during the midday and early afternoon period. Volumes grow rapidly between

2:00 p.m. and 5:00 p.m. reaching a daily peak of approximately 2,800 vehicles between 5:00 and 6:00 p.m. The peak-hour volume represents approximately 13.2 percent of total weekday transactions in the tolled direction. After 6:00 p.m. traffic drops precipitously, returning to early- to late-morning levels by 7:00 p.m. On weekends, neither the modest morning nor the significant afternoon peaks are present. Instead, traffic increases gradually from approximately 6:00 a.m. until mid-afternoon, reaching a peak of just over 1,200 vehicles in the 4:00 p.m. hour. After 6:00 p.m. traffic volumes steadily decline.

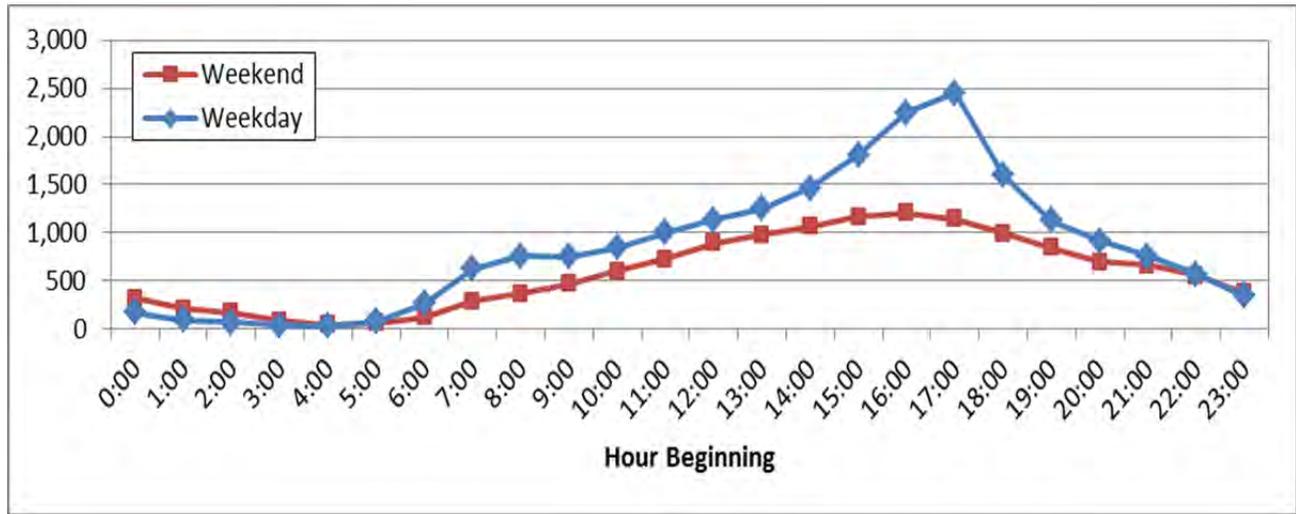
**Figure 2-7
Hourly Traffic Profile
Midpoint Memorial Bridge**



Cape Coral Bridge

Hourly variations in tolled transactions on the Cape Coral Bridge are nearly identical to those observed on the Midpoint Memorial Bridge. As shown in Figure 2-8, weekday tolled traffic reaches a morning peak in the 8:00 a.m. hour and continues to gradually increase throughout the day before a rapid buildup beginning between 2:00 p.m. and 3:00 p.m. As with the Midpoint Memorial Bridge, the peak hour occurs between 5:00 and 6:00 p.m., with a volume of slightly over 2,400 vehicles, or 12.0 percent of the weekday total. Weekend traffic also behaves similarly to the Midpoint Memorial Bridge, growing at a pace parallel to weekday traffic up through 2:00 p.m., though more steadily and without a morning peak. After 2:00 p.m., the rate of growth in traffic slows, reaching a peak of 1,202 vehicles between 4:00 p.m. and 5:00 p.m. followed by a steady decline.

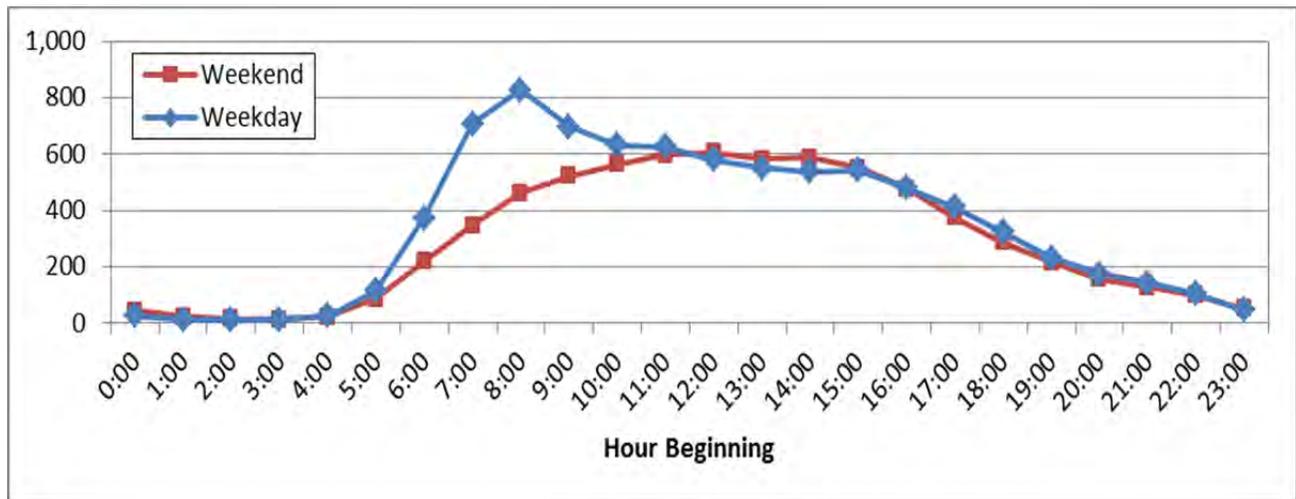
Figure 2-8
Hourly Traffic Profile
Cape Coral Bridge



Sanibel Causeway

As illustrated in Figure 2-9, the hourly traffic patterns on the Sanibel Causeway are quite different from the Midpoint Memorial and Cape Coral Bridges. Owing to the proportionally greater role of recreational traffic on this facility, weekday and weekend traffic patterns are nearly identical with the exception of the five-hour morning peak period occurring on weekdays. From near zero traffic during overnight hours, weekday tolled traffic toward Sanibel Island climbs rapidly beginning at 5:00 a.m. Traffic growth continues to build to a peak of just over 800 vehicles between 8:00 a.m. and 9:00 a.m., representing roughly 10.0 percent of weekday traffic. Following the decline from the morning peak, traffic remains relatively stable throughout the midday at between 500 and 600 vehicles per hour between 10:00 a.m. and 4:00 p.m. Traffic volumes decline steadily after 4:00 p.m., with no sign of an afternoon reverse-commute peak. Weekend traffic is nearly identical to weekdays, save for the lack of a morning peak. Volumes are similar for hours preceding 5:00 a.m. and after 11:00 a.m. During the hours when the morning peak occurs on weekdays, weekend traffic builds gradually, to a peak of 606 vehicles in the noon hour. These trends indicate a sizable number of commuters heading onto the island on weekdays, on top of a larger and steadier flow of recreational trips that occur on both weekdays and weekends, peaking in the middle of the day. As compared with the Midpoint Memorial and Cape Coral Bridges, peak-hour commuter traffic represents a smaller share of overall demand on the facility.

Figure 2-9
Hourly Traffic Profile
Sanibel Causeway



ETC PARTICIPATION

Table 2-4 shows the historical rates of ETC payment usage since ETC was first introduced on the three Lee County toll facilities in 1997. In addition to Lee County's branded ETC system, LeeWay, the Lee County toll facilities also accept the Florida Department of Transportation's SunPass and the Orlando-Orange County Expressway Authority (OOCEA) E-PASS⁽¹⁾ transponders. As shown in Table 2-4, ETC participation on Lee County toll facilities has increased from 45.5 percent of all transactions in FY 1997 to 58.1 percent during FY 2012. The systemwide ETC percentage has increased in 13 of 15 years since introduction in 1997, driven by steady growth on the Cape Coral and Midpoint Memorial Bridges.

ETC penetration on the Sanibel Causeway remained constant from its introduction in FY 1997 through FY 2005. This was followed by a small jump in growth in FY 2006, immediately following the series of rate adjustments on the facility. Since FY 2006, however, ETC participation on that facility has been virtually unchanged, however it increased to just over 61 percent in FY 2012. ETC participation on the Sanibel Causeway was historically higher than on the other two facilities, but has grown much more slowly, as ETC participation on the Midpoint Memorial and Cape Coral Bridges has gradually caught up. Systemwide growth in ETC penetration leveled off between FY 2009 and FY 2011 and increasing by one percent in FY 2012. It is possible that the facilities are reaching a plateau in ETC penetration, whereby the remaining cash patrons, for various reasons, are unlikely to adopt ETC unless further incentivized or compelled to do so.

⁽¹⁾ All Osceola Parkway O-Pass accounts have been converted to the OOCEA's E-PASS program.

**Table 2-4
Systemwide ETC Participation Percentage (all classes)**

Year	Sanibel Causeway	Cape Coral and Midpoint Bridges	Systemwide
FY 1997	57.3	43.2	45.5
FY 1998	56.0	43.7	45.3
FY 1999	56.4	45.8	47.1
FY 2000	56.4	47.5	48.5
FY 2001	56.5	49.7	50.5
FY 2002	56.8	50.3	51.0
FY 2003	57.2	50.5	51.1
FY 2004	55.9	49.3	49.8
FY 2005	57.0	50.4	50.9
FY 2006	60.2	51.2	51.9
FY 2007	60.7	53.9	54.4
FY 2008	60.3	56.1	56.7
FY 2009	60.1	56.1	56.8
FY 2010	60.4	56.1	56.8
FY 2011	60.7	56.4	57.1
FY 2012	61.1	57.5	58.1

On average, ETC penetration on the Sanibel Causeway has grown at approximately 0.4 percent per year. While low, this is not entirely unexpected due to the nature of the use of the facility and the island itself. The population deriving value from LeeWay, primarily residents and daily commuters, is relatively fixed due to growth constraints on the island. As such, LeeWay can, and likely did, reach full market saturation early on. Additional increases in the rate differential between ETC and cash, reducing the cost of the initial investment, or an intensive marketing campaign may grow that rate in the future. However, facility patrons not yet taking advantage of LeeWay are unlikely to adopt ETC under the existing rate and incentive structure. The remaining portion of the population using the Causeway is likely composed mostly of infrequent, leisure traffic. For these individuals, the benefits of a LeeWay account are greatly diminished. Any increase in this group would come from increased usage of SunPass as region-wide ETC adoption rates are still on the rise.

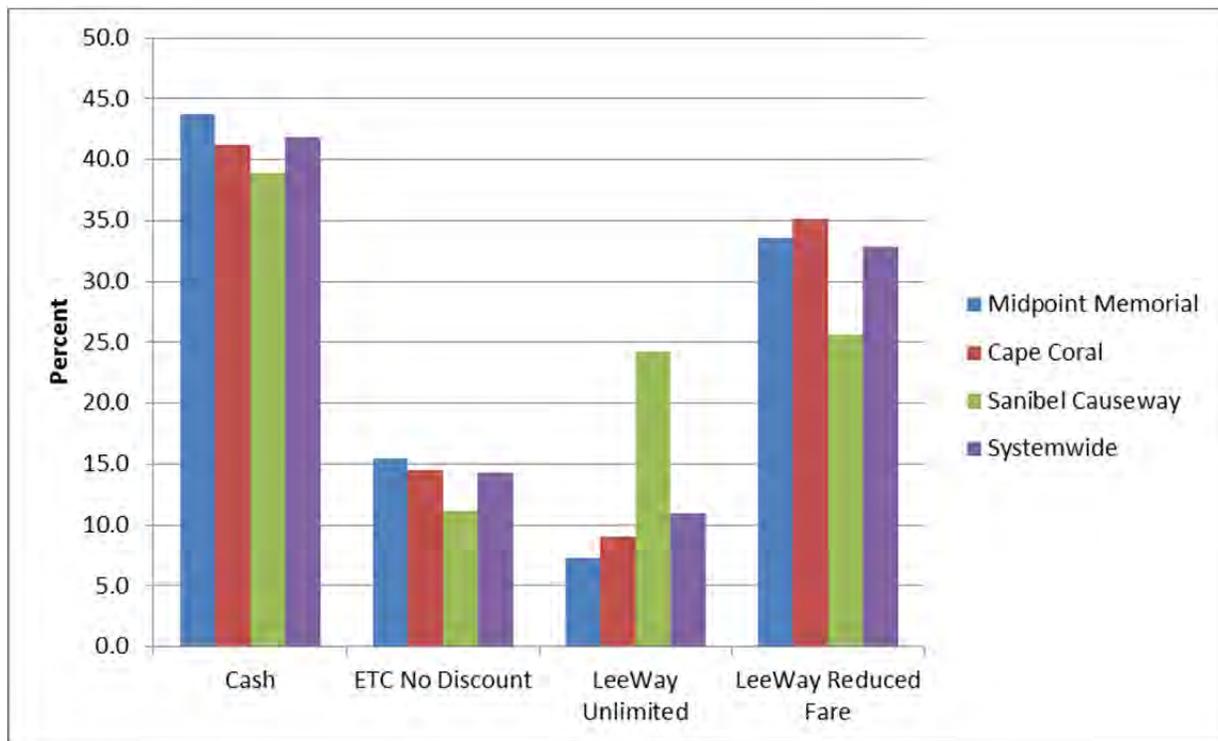
With respect to the ETC participation rate on the Cape Coral and Midpoint Memorial toll facilities, growth has averaged 1.8 percent per year. Overall market penetration remains lower than on the Sanibel Causeway, but the gap has narrowed significantly in recent years, even while growth in ETC participation on the Cape Coral and Midpoint Memorial Bridges has slowed as well. Given this recent slowdown in growth as the participation rate on those facilities has approached that of the Sanibel Causeway, it appears likely that ETC participation has reached market saturation, and further significant near-term growth is unlikely. Given the large discount offered to LeeWay patrons, specifically since the introduction of one-way tolling, it is unclear why patrons have not adopted LeeWay more readily. One possible reason may be the upfront \$40.00 fee required to receive the discounted rate. While the discount itself is quite generous in comparison to similar facilities, the initial cash outlay may present a barrier to adoption. It is also likely that the relatively high rate of

facility use among out-of-town patrons, specifically tourists, has kept the rates lower than on peer facilities with higher shares of commuter traffic. Thus, future growth in ETC participation on the Lee County facilities may be at least partially dependent on external factors, including growth in ETC participation on existing regional facilities, introduction of new toll facilities in the region, and the potential for interoperability with E-ZPass or other transponder systems.

TRANSACTIONS BY PAYMENT TYPE

While the data presented thus far provides insight into the overall adoption of ETC, the actual use of LeeWay transponders is considerably more complex. This is due in large part to the many variations of available plan types, durations, discounts, and number of household vehicles. Moreover, the Sanibel Causeway serves a market with characteristics very different from the market served by the Cape Coral and Midpoint Memorial Bridges. Figure 2-10 presents the distribution of payment type by facility during FY 2012. Though there are dozens of variations of possible payment methods and plans, these plans can be classified in one of four ways: cash, ETC transactions receiving no discount, LeeWay Unlimited, and LeeWay Reduced Fare accounts. For further detail on the various discount programs available and the enrollment in those programs, see Chapter 4.

Figure 2-10
Percent of Payment Type by Facility



As shown, the Midpoint Memorial and Cape Coral Bridges have the highest percentage of cash transactions at 43.7 percent and 41.2 percent, respectively, which is a decline of 1.2 percentage points for this payment type on both facilities. Both bridges also experienced an increase in regular ETC transactions, which suggests that previous cash customers are converting to ETC. The distribution of ETC payments on these two facilities is quite similar, with the majority of ETC

transactions taking advantage of the Reduced Fare and Unlimited programs. LeeWay Reduced Fare transactions account for 33.6 percent and 35.1 percent of total transactions on the Midpoint Memorial and Cape Coral Bridges, respectively. The Unlimited program accounted for the smallest share, fewer than 10.0 percent of transactions on both facilities.

Cash accounted for 38.9 percent of transactions on the Sanibel Causeway. Compared to the other two facilities, a much larger proportion of users opted for the Unlimited program, which accounted for 24.2 percent of all transactions. This is likely due to the higher toll rate on the Sanibel Causeway and the greater savings resulting from the use of the Unlimited program. On the Sanibel Causeway, ETC transactions utilizing no discount account for the smallest segment of overall traffic.

Overall, the share of ETC transactions increased by approximately 3.0 percentage points compared to FY 2011. Full price ETC transactions increased by nearly 2.0 percentage points while the Unlimited and Reduced Fare program transactions decreased by 0.6 and 0.4 percentage points, respectively. Overall, cash transactions increased by 1.0 percentage point. This is a trend that has persisted for several years, and may shed some additional light on the overall lack of growth in ETC usage. As regular commuters are more likely to utilize a discount program, the reduction in the share of these transactions may be indicative of the continuing impact of the economic downturn, as users opt not to renew their Unlimited and Reduced Fare program subscriptions.

With respect to the type of ETC transponder used, the vast majority are Lee County LeeWay accounts. However, as previously mentioned, Lee County accepts both FDOT's SunPass and OOCEA's E-PASS. As shown in Table 2-5, 84.0 percent of systemwide ETC transactions use LeeWay transponders. This marks at least four consecutive years in which the LeeWay share of ETC transactions has declined, down from a high of 91.2 percent in FY 2008.

As the effects of the recession, including job losses and housing foreclosures, were more severe in Lee County than in the rest of the state, it is possible that transactions with local origins declined at a faster pace than those from outside the immediate area. Additionally, it may be indicative of growth in ETC usage on Florida's Turnpike System, or growing awareness among SunPass users of interoperability between the two systems. The share of ETC transactions utilizing SunPass transponders has increased steadily in recent years, from 9.7 percent in FY 2009 to 15.7 percent in FY 2012.

Table 2-5
Percent of ETC Transactions by Issuing Agency

Issuing Agency	Transponder Name	Midpoint Memorial Bridge	Cape Coral Bridge	Sanibel Causeway	Systemwide Total
Lee County	LeeWay	81.6	84.4	88.2	84.0
Florida's Turnpike	SunPass	18.0	15.2	11.2	15.7
OOCEA ⁽¹⁾	E-Pass	0.3	0.3	0.6	0.4
Total		100.0	100.0	100.0	100.0

Note: Due to rounding, totals may not add to exactly 100.0 percent.

Table 2-6 presents the distribution of ETC revenue by issuing agency. This includes Pay-by-Plate transactions, which were introduced in FY 2009. Pay-by-Plate allows rental car customers to pay tolls on Lee County toll facilities without using cash or carrying their own transponder. The Pay-by-

Plate transactions are charged toll rates equivalent to the cash rate plus a video processing fee of \$0.06 per transaction. The service providers are charged an administrative maintenance fee of 8 percent of the monthly gross tolls paid from the provider's prepaid account. Three providers are currently enrolled in the program: American Traffic Solutions (Hertz and Advantage), Rent-A-Toll (Thrifty, Global, Penske, Dollar, and Sunshine), and Highway Toll Administration (Avis, Alamo, Enterprise, Budget, and National). All Pay-by-Plate transactions are ultimately accounted for as ETC transactions, although all ETC transactions contain a record as to whether they were originally transponder-based (LeeWay, SunPass, E-Pass) or image-based (Pay-by-Plate).

Table 2-6
Percent of ETC Revenue by Issuing Agency

Issuing Agency	Transponder Name	Midpoint Memorial Bridge	Cape Coral Bridge	Sanibel Causeway	Systemwide Total
Lee County	LeeWay	66.2	69.8	59.4	65.4
Florida's Turnpike	SunPass	32.1	28.0	32.9	30.9
OOCEA	E-Pass	0.8	0.7	1.8	1.1
Pay-by-Plate	N/A	0.9	1.4	5.9	2.6
Total		100.0	100.0	100.0	100.0

Note: Due to rounding, totals may not add to exactly 100.0 percent.

Note that the distribution of revenue presented in this table is not simply a multiple of gross transactions processed under each system or issuing agency, and does not reflect the frequency with which each system or agency is invoked. Due to discounts available to LeeWay customers and the markups associated with the Pay-by-Plate transactions, revenues do not necessarily correspond with frequency or prevalence of one system or agency over another. This is most notable when comparing the transaction and revenue distributions presented in Tables 2-6 and 2-7. For example, while SunPass transponders account for 18.0 percent of all Midpoint Memorial ETC transactions, Table 2-7 shows that these transactions account for 31.8 percent of all Midpoint Memorial Bridge ETC toll revenues.

FY 2012 was the third full fiscal year in which Pay-by-Plate was available, and the payment method has continued to grow rapidly. In FY 2012, Pay-by-Plate accounted for 2.5 percent of systemwide ETC revenue, up from a 2.0 percent share in FY 2011 and a 0.3 percent share in FY 2009 when the program was first introduced. Overall, Pay-by-Plate still accounts for a very small proportion of total revenue.

TRANSACTIONS BY VEHICLE CLASS

Table 2-7 presents the distribution of traffic on each of the three Lee County toll facilities by vehicle class (number of axles). Systemwide, 98.0 percent of all transactions were made by 2-axle passenger vehicles, with little variation among the three facilities. The next most frequent vehicle class was the three-axle classification, which typically includes delivery and service vehicles. These vehicles accounted for 0.8 percent of all transactions systemwide. Motorcycles and four-axle vehicles represented 0.7 and 0.4 percent of total transactions, respectively, though motorcycles actually outnumber three-axle trucks on the Cape Coral Bridge for the third consecutive year. Trucks with

five or more axles represented just 0.1 percent of toll-paying traffic. The distribution of vehicle classes in FY 2012 was virtually unchanged from the previous fiscal year.

Table 2-7
Percent of Total Transactions by Vehicle Class

Vehicle Class	Midpoint Bridge	Cape Coral Bridge	Sanibel Causeway	Systemwide Total
Motorcycle	0.7	0.8	0.6	0.7
2-Axle	98.0	98.1	97.6	98.0
3-Axle	0.7	0.7	1.1	0.8
4-Axle	0.4	0.3	0.5	0.4
5 or More Axles	0.2	0.1	0.1	0.1
Total	100.0	100.0	100.0	100.0

CHAPTER 3

REGIONAL ECONOMIC GROWTH TRENDS

Usage of a tolled facility in relation to toll-free alternatives depends on three principal factors: the overall travel demand in the region; the potential time and distance savings associated with the facility; and the willingness of motorists to pay for the time and/or distance savings offered by a tolled facility. The first factor, regional travel demand, is driven predominantly by socioeconomic factors such as population, employment, and overall economic activity. Economic activity can be measured most directly in terms of gross regional product (GRP), and is also reflected in measures of retail sales, tourism, the real estate market, and aggregate income levels. Development trends and the relative attractiveness of various housing markets will also impact the distribution of traffic within the region. There are also socioeconomic reasons for travel between Cape Coral and Sanibel to and from Fort Myers. For example, customers only have one route when traveling to Sanibel and limited options for travel across the Caloosahatchee River. Additionally, residents with jobs in Cape Coral, Sanibel and Fort Myers need to use the bridges every day to commute to and from work. These determinants of aggregate travel demand will impact both tolled and toll-free facilities.

The second factor, travel time and distance savings offered by the toll facility, is based on the geographic location of the facility, the state of the overall network, and in particular the level of congestion along various competing routes. If a toll facility offers significant time or distance savings over the nearest toll-free route in a market for which travel demand exists, the facility will have an associated demand. While geography is a fixed attribute, relative congestion may change over time and have an associated impact on demand for the toll facility.

The third factor impacting toll facility usage is the ability and willingness of a potential patron to pay the toll. This factor will determine how many customers use that facility at a particular toll rate once the previous two factors are accounted for. Higher wages, and a higher proportion of commuter and business traffic, will generally result in a higher average value of time among potential toll facility patrons, resulting in a greater willingness to pay for the time and/or distance savings offered. However, if the toll is too high in relation to the time and/or distance savings offered and customer's values of time, demand will be low.

These factors can all be fundamentally traced to underlying socioeconomic variables, so it is important to understand the socioeconomic conditions in which the Lee County facilities have operated historically and in the most recent fiscal year. This chapter presents a number of socioeconomic parameters that are particularly relevant to this study area. Where appropriate and

available, extensive historical context is provided. Wherever possible, comparative data is presented for Lee County, the State of Florida, and the entire United States.

HISTORICAL SOCIOECONOMIC TRENDS

This section presents long-term historical socioeconomic trends under which the Lee County toll facilities have operated in previous years. Statistics are provided through Fiscal Year 2012, and generally extend as far back as 40 years. The data is drawn from a number of government, academic, and private sources.

Population

Between 1971 and 2012, the population of Lee County experienced tremendous growth increasing by nearly 450 percent. Between 1971 and 2008, county population grew every year, adding over 500,000 individuals during that time. Growth was briefly interrupted in 2009 when population declined by approximately 8,600 people or 1.4 percent. However, by 2010 growth had resumed. By 2011 previous population declines had been erased with the county growing by 1.1 percent to 625,310. In 2012, population growth in Lee County increased by 2.0 percent to 638,029. Since 1971, annual population growth has averaged 4.2 percent per year. As shown in Table 3-1, Lee County population growth has significantly outpaced the State of Florida, which, in turn, has grown faster than the nation as a whole over the same period. As a state, Florida's population almost tripled from 7,163,000 in 1971 to 19,074,434 in 2012.

Table 3-1
Historical Population Growth

Year	Lee County	Avg. Annual Percent Change	Florida	Avg. Annual Percent Change	United States	Avg. Annual Percent Change
1971	116,900	--	7,163,000	--	207,660,677	--
1981	214,867	6.3	10,105,957	3.5	229,465,714	1.0
1991	344,032	4.8	13,195,952	2.7	252,153,092	0.9
2001	454,918	2.8	16,331,739	2.2	285,081,556	1.2
2006	585,608	5.2	18,349,132	2.4	298,593,212	0.9
2007	615,741	5.1	18,680,367	1.8	301,579,895	1.0
2008	623,725	1.3	18,807,219	0.7	304,374,846	0.9
2009	615,124	-1.4	18,750,483	-0.3	307,006,550	0.9
2010	618,754	0.6	18,801,332	0.3	309,330,219	0.8
2011	625,310	1.1	18,905,048	0.6	311,591,917	0.7
2012	638,029	2.0	19,074,434	0.9	313,914,040	0.7
1971-2012		4.2		2.4		1.0

Source: Florida Office of Economic and Demographic Research April 1, 2012 Estimates (State and County, except 1971); U.S. Census Bureau July 1 Estimates (National, and State and County for 1971).

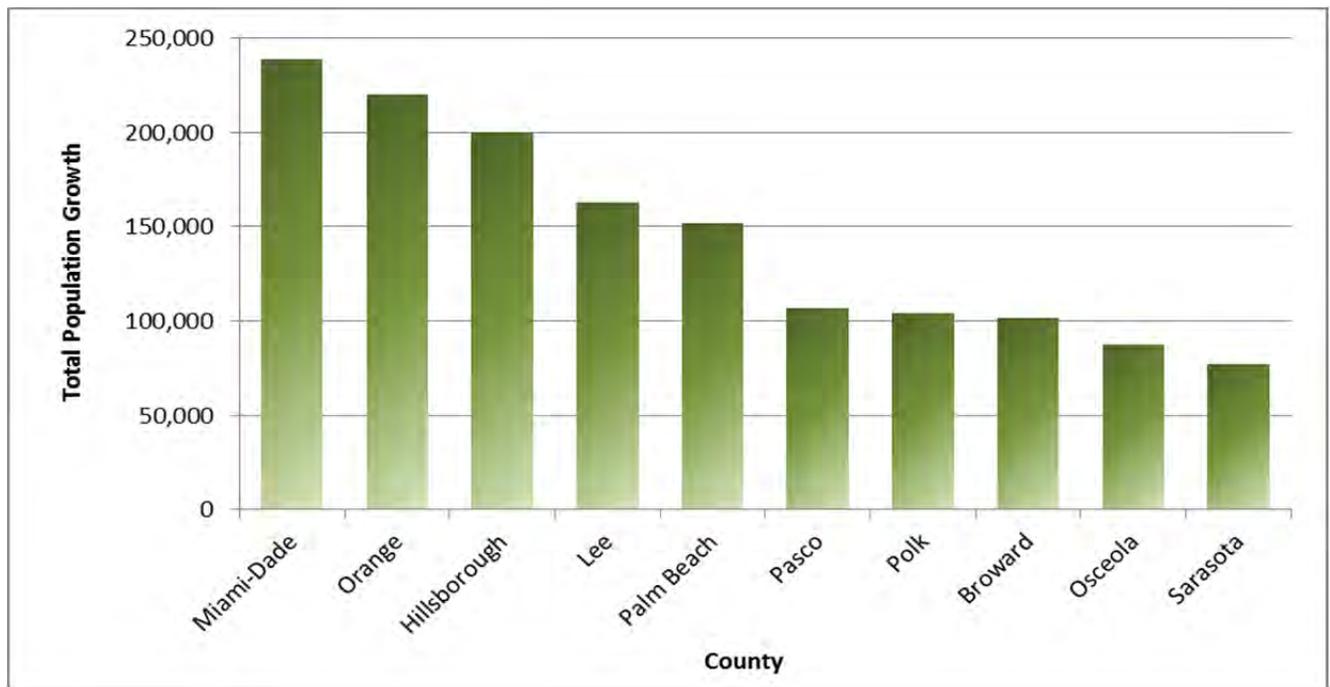
In terms of both absolute and percentage growth, Lee County ranked among the top 10 fastest growing counties in Florida between 2002 and 2012. Figures 3-1 and 3-2 present the ten fastest growing counties over that ten-year period, in terms of absolute growth and percent growth, respectively. These growth rates are based on annual population estimates developed by the Florida Office of Economic and Demographic Research using data from the U.S. Census Bureau. Between

2002 and 2012, Lee County population grew by nearly 163,000 residents, the fourth-highest among all Florida counties in absolute terms, and by 34.3 percent, the sixth-highest in terms of percentage. Both the absolute and percentage growth rates have declined somewhat compared to ten-year periods ending in 2011, 2010 and 2009 (as reported in previous Annual Reports) due to the slower population growth in Lee County since 2007. However, since this trend has generally been mirrored throughout the State of Florida, Lee County's ranking relative to other counties has remained unchanged.

Employment

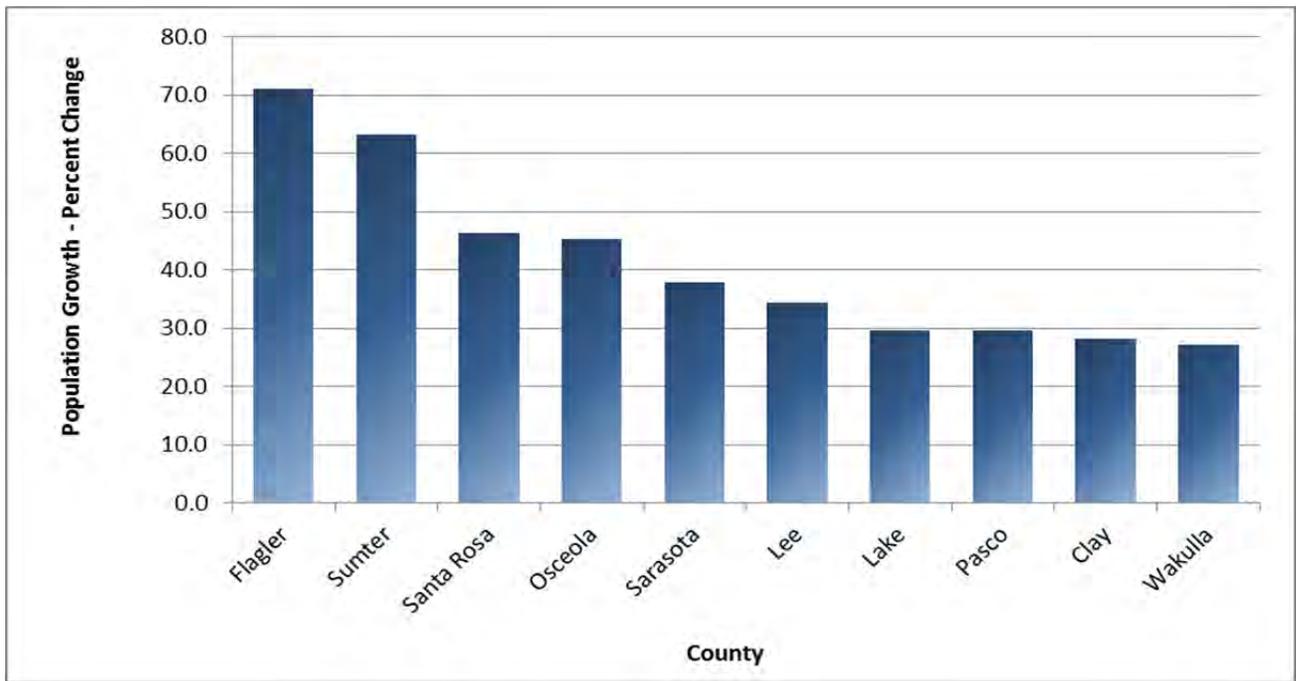
Table 3-2 shows total employment at the county, state, and national level since 1981. Lee County employment growth has significantly outpaced both statewide and national employment growth since 1991. Between 1991 and 2012 employment growth in Lee County averaged 2.6 percent per year. This compares with a statewide average annual growth rate of 1.6 percent and a national average annual growth of 0.9 percent. An examination of other BLS sources dating back to the 1980s indicates that employment growth in Lee County was greatest during that decade, but it remained strong throughout the 1990s and early 2000s. Following 2006, this pattern of rapid employment growth abruptly reversed. As shown in Table 3-2, employment in Lee County declined for three consecutive fiscal years from 2008 to 2010. Prior to 2007 employment growth in Lee County outpaced the state which, in turn, outpaced the nation. This trend was reversed in FY 2011, with Lee County experiencing positive employment growth of 2.9 percent. Lee County employment growth continued in FY 2012 with an increase of 2.1 percent over FY 2011 but has not returned to pre-recessionary numbers. In FY 2012, Florida and the nation both saw an increase in employment by 2.4 and 1.3 percent respectively.

Figure 3-1
Top Ten Counties, Absolute Population Growth
2002-2012



Source: Florida Office of Economic and Demographic Research April 1, 2012 Estimates.

Figure 3-2
Top Ten Counties, Percent Population Growth
2002-2012



Source: Florida Office of Economic and Demographic Research April 1, 2012 Estimates

Table 3-2
Historical Employment Growth

Fiscal Year	Lee County	Avg. Annual Percent Change	Florida	Avg. Annual Percent Change	United States	Avg. Annual Percent Change
1981	N/A	--	4,170,906	--	100,310,800	--
1986	N/A	N/A	5,165,465	4.4	109,075,334	1.7
1991	148,624	N/A	6,065,506	3.3	118,137,580	1.6
1996	168,314	2.5	6,767,525	2.2	127,430,323	1.5
2001	209,039	4.4	7,661,757	2.5	137,370,374	1.5
2006	272,508	5.4	8,519,275	2.1	142,986,450	0.8
2007	280,388	2.9	8,806,208	3.4	145,047,352	1.4
2008	267,330	-4.7	8,734,837	-0.8	145,325,615	0.2
2009	248,811	-6.9	8,243,223	-5.6	140,974,820	-3.0
2010	241,914	-2.8	8,064,961	-2.2	139,012,852	-1.4
2011	249,018	2.9	8,227,798	2.0	140,219,187	0.9
2012	254,260	2.1	8,427,087	2.4	142,024,272	1.3
1991-2012		2.6		1.6		0.9

Source: United States Bureau of Labor Statistics (BLS), Local Area Unemployment Statistics (LAUS) program. Average Annual Percent Change for Lee County is measured from 1991 to 2012, as data was unavailable prior to 1991.

Household Income

Table 3-3 shows the median household income for Lee County, the State of Florida, and the United States from 1969 through 2011. For the years ending 1969, 1979, 1989, and 1999, the data comes from the Decennial Census conducted the year after (1970, 1980, etc). For the years 2004 through 2011, the data comes from American Community Survey (ACS) data released in 2005 through 2012. Each year's values are adjusted for inflation to constant 2011 dollars using the BLS Consumer Price Index for Urban Consumers Research Series (CPI-U-RS). CPI-U-RS is the same index used by the Census Bureau to adjust income between years. Since the previous Annual Report showed the values in 2010 dollars, the historical values shown in Table 3-3 will not match those shown in previous Annual Reports for the same years.

Between 1969 and 2011, Lee County median household income grew by an average of 0.4 percent annually. Over the same period, statewide median household income grew at an average rate of 0.3 percent per year, while national growth was 0.2 percent per year. By 1989, Lee County median household income exceeded the statewide median, and surpassed the national median by 2004. However, slow growth followed by steep declines resulted in Lee County median household income falling below the national median in 2007. County median household income declined by a total of 17.6 percent between 2007 and 2010, falling to over \$6,000 below the national average by 2010. County, state, and national median household income all declined for three consecutive years, reflecting above-average unemployment levels and falling salaries. For the first time since the 1980s, in 2010 Lee County median household income fell behind the State of Florida. In FY 2011, Lee County median household income declined slightly by 0.1 percent and once again exceeded the average for the State of Florida. The Lee County average remains approximately \$5,000 below the national average.

Table 3-3
Historical Median Household Income Growth
(Constant 2011 Dollars)

Year	Lee County	Avg. Annual Percent Change	Florida	Avg. Annual Percent Change	United States	Avg. Annual Percent Change
1969	\$38,433	--	\$39,508	--	\$46,773	--
1979	42,881	1.1	43,067	0.9	49,422	0.6
1989	49,822	1.5	48,132	1.1	52,638	0.6
1999	54,423	0.9	52,399	0.9	56,684	0.7
2004	53,673	-0.3	49,100	-1.3	53,205	-1.3
2005	53,057	-1.1	48,886	-0.4	53,274	0.1
2006	54,161	2.1	50,750	3.8	54,047	1.5
2007	54,995	1.5	51,854	2.2	55,039	1.8
2008	53,010	-3.6	49,909	-3.8	54,349	-1.3
2009	47,556	-10.3	46,909	-6.0	52,660	-3.1
2010	45,322	-4.7	45,810	-2.3	51,625	-2.0
2011	45,266	-0.1	44,299	-3.3	50,502	-2.2
1969-2011		0.4		0.3		0.2

Source: United States Census Bureau and Bureau of Labor Statistics. Values are adjusted for inflation to constant 2011 dollars using the BLS Consumer Price Index for Urban Consumers Research Series (CPI-U-RS).

Gross Regional Product

Gross Regional Product (GRP), also referred to as Gross Domestic Product (GDP) at the national level, is an important measure in gauging the overall health of an economy. It includes the value of all goods and services provided (or consumed) within that region, including government spending, and is intended to represent the sum total of all economic activity. GRP and GDP are estimated on an annual basis for the states, metropolitan areas, and the nation, by the Bureau of Economic Analysis (BEA). Table 3-4 shows the historical GRP for Lee County, the State of Florida, and the United States, for 2001 through 2011. 2012 data was not available as of the writing of this report. Values are shown in constant 2005 dollars, as reported by BEA.

As shown in Table 3-4, 2011 saw a slight decline in GRP/GDP growth at the county level with an increase at both the state and national levels. This decline at the county level of 0.4 percent follows a year of modest growth in FY 2011. The state and national levels increased for the second consecutive year after two years of decline. In the first half of the last decade, Lee County economic growth generally exceeded both the state and the nation. The recessionary trend began in Lee County earlier, with negative GRP growth in 2007, while Florida's and the United States economies continued to grow. Even after the recession took hold nationally, Lee County saw significantly steeper declines in economic activity. Lee County continues to lag the larger economy. As of 2011, the GRP in Lee County remained 16.5 percent below the peak level of 2006. By comparison, the statewide GRP in Florida was 7.5 percent lower than its peak, which occurred in 2007, and the national GDP has exceeded the previous 2007 peak by 0.04 percent as of 2011.

Table 3-4
Historical Gross Regional Product
(Millions of 2005 Dollars)

Year	Lee County	Avg. Annual Percent Change	Florida	Avg. Annual Percent Change	United States	Avg. Annual Percent Change
2001	\$16,149	--	\$563,294	--	\$11,365,110	--
2002	16,579	0.3	583,005	0.3	11,559,801	0.2
2003	17,250	0.4	610,448	0.5	11,809,034	0.2
2004	18,664	0.8	641,330	0.5	12,199,532	0.3
2005	20,587	2.0	681,225	1.2	12,539,116	0.6
2006	21,266	3.3	707,896	3.9	12,875,816	2.7
2007	20,768	-2.3	714,630	1.0	13,103,341	1.8
2008	19,312	-7.0	689,445	-3.5	13,016,791	-0.7
2009	17,778	-7.9	651,982	-5.4	12,527,057	-3.8
2010	17,810	0.2	657,717	0.9	12,918,931	3.1
2011	17,747	-0.4	661,091	0.5	13,108,674	1.5
2001-2011		0.9		1.6		1.4

Source: United States Bureau of Economic Analysis.

Building Permits

Growth in the U.S. housing sector was a significant factor in the economic expansion experienced throughout the 2000s, and an equally significant factor in the economic downturn towards the end of the decade as the "housing bubble" burst. Areas such as Lee County saw large increases in

population and employment associated with significant new construction of housing during the growth years. As such, when home values began to fall and home sales declined, the economic impact in Lee County was particularly severe. This trend is reflected in the previous tables, which illustrate that while Lee County experienced above average growth in the first half of the last decade, the subsequent decline has been equally steep in relation to the state and the nation. The trend is underscored by the precipitous drop in new home construction in the region.

Table 3-5 presents the estimated number of new housing units for which building permits were issued in Lee County, the State of Florida, and the United States between fiscal years 2002 and 2012. As illustrated, Lee County experienced double-digit percent increases in the number of building permits issued each year until FY 2005, followed by double digit declines each year through FY 2009. In fiscal years 2010 and 2011, the number of permits issued rose slightly, with a significant increase of 54.3 percent in FY 2012. While the percentage increases over the past three years may appear substantial, they represent growth following a 96.4 percent decline between 2005 and 2009. The 2,045 permits issued in FY 2012 are still 92.8 percent fewer than the peak year of FY 2005, when over 28,000 units were permitted. Both the State of Florida and the United States also saw a peak in new housing units permitted in FY 2005. Since then, permits issued in Florida have dropped 78.5 percent, and nationally the rate of new building permits has dropped 64.9 percent. The trend in Lee County mirrors that of the State of Florida and the nation, but at greater amplitude. All three geographic areas saw modest rates of growth in 2010, with Lee County once again outpacing the state and the nation. In 2011 growth continued at the county and state level, but the number of permits issued nationwide declined once again. All three levels experienced significant growth in FY 2012, which could indicate the recovery of the housing market.

Table 3-5
Building Permit Growth – Total Units Permitted

Fiscal Year	Lee County	% Change	Florida	% Change	United States	% Change
2002	10,708	-	175,018	-	1,700,300	-
2003	13,239	23.6	182,436	4.2	1,853,700	9.0
2004	19,099	44.3	234,458	28.5	2,045,000	10.3
2005	28,428	48.8	276,073	17.7	2,151,100	5.2
2006	22,073	-22.4	230,923	-16.4	1,971,000	-8.4
2007	7,633	-65.4	121,214	-47.5	1,485,200	-24.6
2008	1,707	-77.6	70,951	-41.5	1,030,100	-30.6
2009	1,022	-40.1	36,602	-48.4	590,200	-42.7
2010	1,209	18.3	39,736	8.6	612,000	3.7
2011	1,325	9.6	40,832	2.8	600,605	-1.9
2012	2,045	54.3	59,387	45.4	753,928	25.5

Source: United States Census Bureau

Tourism

Traffic on the Lee County toll bridges, particularly the Sanibel Causeway, is heavily influenced by regional tourism as well as the employment generated by the tourism and hospitality industries. Annual historical data is presented for both the state and the Lee County region in Table 3-6. Due to

a change in the methodology employed by the Florida Commission for Tourism, statewide tourism estimates prior to calendar year 2009 are incompatible with the data available for the three most current calendar years. As a result, statewide data prior to FY 2010 has been excluded from the table. At the county level, consistent data was available as far back as July 2007 and is reported for the past five fiscal years. The current sources will be used in all future annual reports provided they remain available and methodologically consistent.

As shown in Table 3-6, the number of visitors in Lee County and statewide both increased in 2012, while paid accommodations in Lee County declined by 0.6 percent. This may be due to the relatively slow pace of economic recovery in Florida as compared with the rest of the nation. A larger proportion of visitors in paid accommodations come from faraway origins such as New York, Chicago, and overseas locations, whereas visitors staying with friends and relatives are more likely to originate from nearby locations.

Table 3-6
Statewide and Lee County Tourism

Fiscal Year	Lee County				State of Florida	
	Total Visitors	Percent Change	Paid Accommodations	Percent Change	Total Visitors	Percent Change
2008	4,307,261	--	1,883,064	--	N/A	N/A
2009	4,347,122	0.9	1,993,058	5.8	N/A	N/A
2010	4,273,362	-1.7	2,078,547	4.3	81,430,510	N/A
2011	4,165,540	-2.5	2,228,795	7.2	86,800,000	6.6
2012	4,293,025	3.1	2,215,763	-0.6	88,500,000	2.0

Source: VisitFlorida.org and Lee County Visitor and Convention Bureau

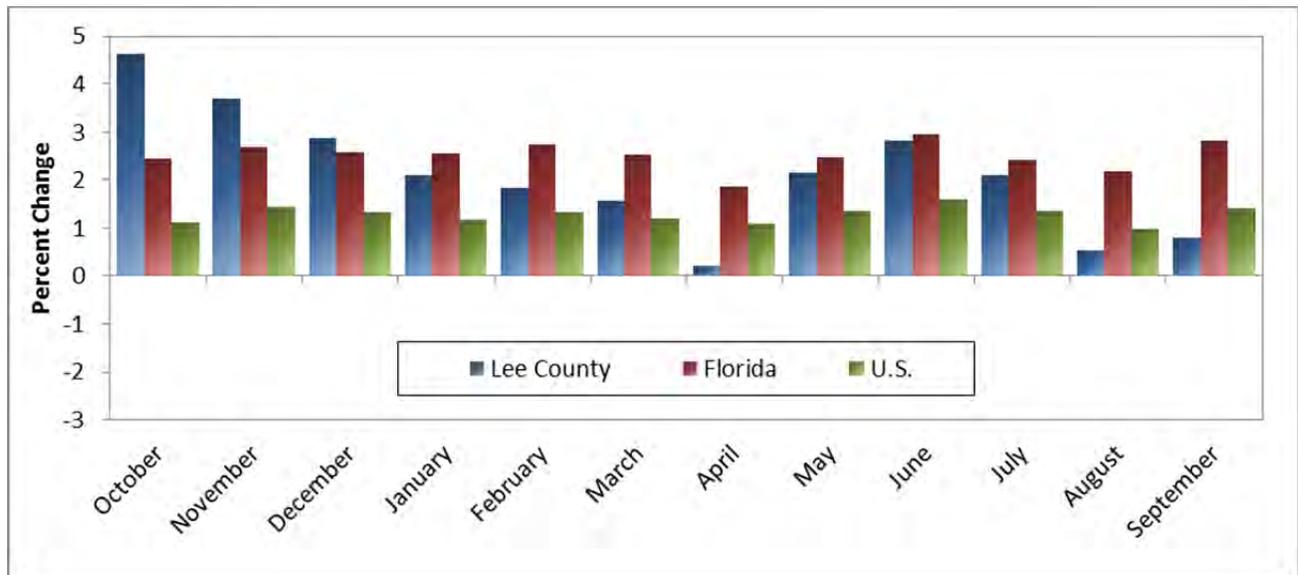
SHORT-TERM RECENT SOCIOECONOMIC STATISTICS

This section presents recent trends in economic indicators such as employment, unemployment, retail sales, and building permit activity. The measures reviewed in this section are presented on a monthly basis, for one or more recent years. These short-term economic variables provide additional insight into the current trends that will immediately affect traffic and toll revenues, especially given the volatility of the current economic climate.

Employment

Figure 3-3 presents the year-over-year percent changes in monthly total employment between Fiscal Years 2011 and 2012 for Lee County, the State of Florida, and the United States. The values are derived from the Bureau of Labor Statistics (BLS) Local Area Unemployment Statistics (LAUS) estimates and are current as of January 2013. As shown, Lee County experienced increases in total employment for all twelve months of the fiscal year. Employment at the state and national levels also increased at relatively consistent levels throughout the year. Figure 3-3 is notable because it illustrates that Florida has continued its growth at a rate that outpaces the nation, and that this trend was consistent throughout the year.

Figure 3-3
Percent Change in Total Employment
2012 vs. 2011

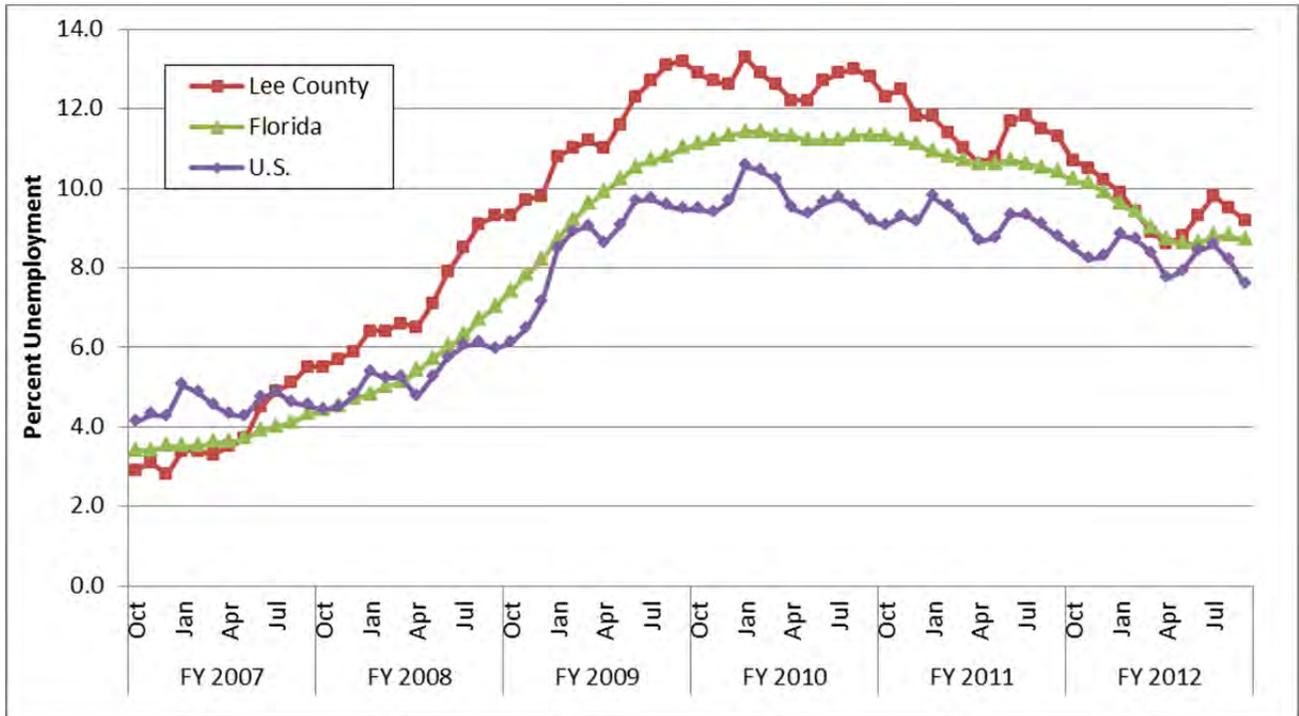


Source: United States Bureau of Labor Statistics, Local Area Unemployment Statistics.

Figure 3-4 shows the unemployment rate, as reported by BLS, for the past six fiscal years. The data presented in Figure 3-4 is derived from the same BLS data set as the previous figure, and is current as of January 2013. As shown, unemployment levels at the county, state, and national levels remained fairly stable through early 2007. Prior to that time, county and statewide unemployment were typically very similar to one another, and consistently one to two percentage points below the national rate. Historically, the unemployment rate in Lee County was lower than the statewide rate. Beginning in the summer of 2007, county unemployment levels increased rapidly, peaking at 13.3 percent in August 2010. Lee County unemployment has exceeded the statewide rate since April 2007, however was slightly lower than the statewide rate during the months of March and April 2012. The Lee County unemployment rate has exceeded the national rate since July 2007. Statewide unemployment has also exceeded the national rate since April 2008.

In FY 2011 the state and county unemployment rates began gradually declining, which has been a continuing trend through FY 2012. For the first time since December 2008, Lee County unemployment has been below 10 percent starting in January 2012. The statewide unemployment rate has also been below 10 percent starting in December 2011. The downward trends have generally been consistent at the national, state, and county level, although Lee County has consistently remained two or more percentage points above the national rate.

**Figure 3-4
Unemployment Rate by Month
FY 2007 through FY 2012**

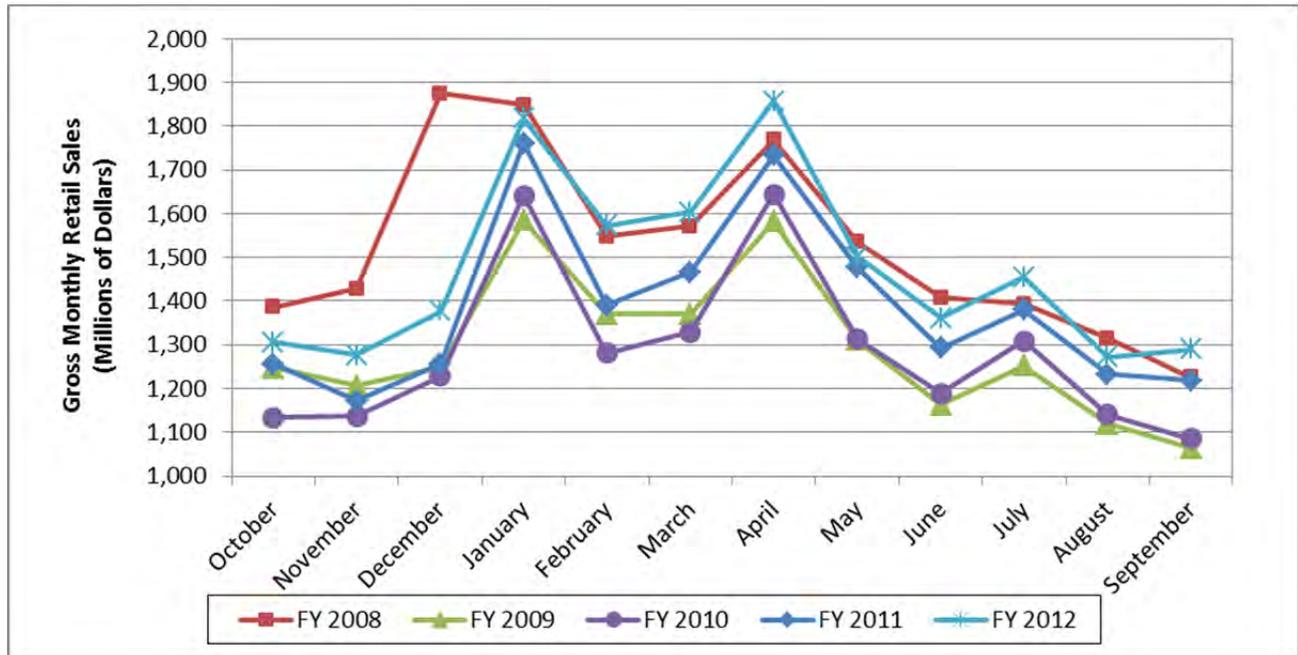


Source: United States Bureau of Labor Statistics, Local Area Unemployment Statistics.

Gross Retail Sales

Gross retail sales in Lee County are presented in Figure 3-5, by month, for Fiscal Years 2008 through 2012. The data presented in this figure was published by the Florida Department of Revenue. As indicated, gross retail sales in Lee County exceeded FY 2008 levels during five out of twelve months in FY 2012. While FY 2009 and FY 2010 were nearly identical for most months, some upward movement can be observed in FY 2011, particularly in the latter half of the fiscal year. FY 2012 gross retail sales growth exceeded the levels seen in FY 2011 for all twelve months. It is still too early to say with confidence that a recovery in the retail sector has taken hold, but a continuation of this pattern in the current fiscal year would indicate considerable recovery since retail sales reached a low point in early FY 2010.

Figure 3-5
Lee County Monthly Gross Retail Sales
FY 2008 through FY 2012



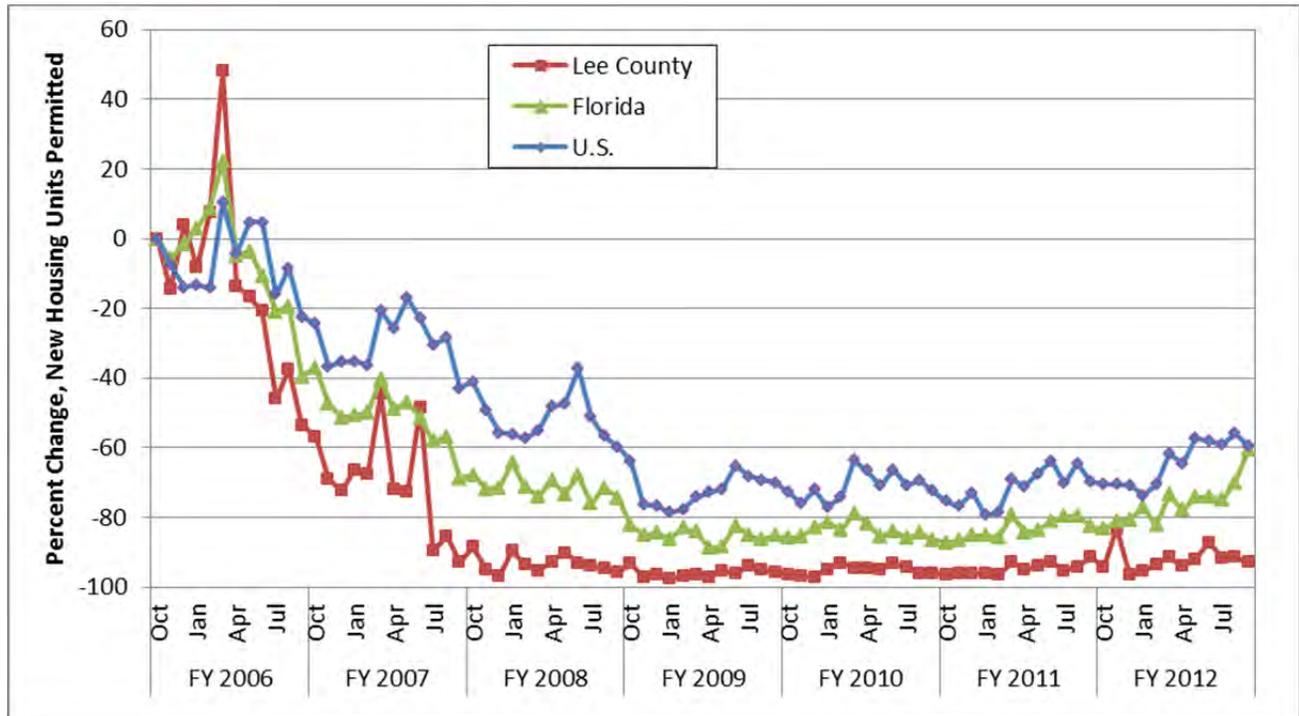
Source: Florida Department of Revenue, Florida Sales Tax Return Data

Building Permits

As previously discussed, the housing market in Lee County has historically been quite volatile, experiencing explosive growth in the early 2000s followed by a near total halt beginning in 2007. The regional housing market is a good indicator of a strong regional economy, and is particularly significant in a market where housing has had such a considerable economic impact in the past. Not only are construction jobs associated with home construction, but new home construction is a leading indicator of population growth, both of which likely result in higher traffic volumes. Figure 3-6 presents the number of new housing units for which permits were issued in Lee County, the State of Florida, and the United States. These values are presented as a percentage of the number issued in October 2005 (the beginning of FY 2006). Showing the number of permits issued as an index value allows for a direct comparison between local, state, and national trends on the same set of axes.

As shown, steady declines at both the state and county levels began to appear in the middle of 2006, and continued through late 2008 before stabilizing. Since that time, new permit activity in Lee County has consistently been between 83 and 98 percent below the historical rate, with the statewide rate of building permits holding steady at 80 to 90 percent lower than in FY 2006, prior to the collapse of the housing market. FY 2012 statewide new permit activity has slightly improved reaching 61 percent lower than in FY 2006 as of September 2012. National declines followed approximately the same pattern, though declines began slightly later and were not as severe. The stabilization seen in Lee County since FY 2008 does not necessarily indicate an increase in demand. Rather, with only a few dozen permits issued per month, the demand for building permits in Lee County may simply have hit a point at which demand could erode no further. Some seasonal variation has been observed at all geographic levels, but this too has been more muted in Lee County than statewide or nationally. The local housing market has yet to observe sustained recovery.

Figure 3-6
Percent Change in Building Permits for New Housing Units
FY 2006 through FY 2012



Source: U.S. Census Bureau, Manufacturing, Mining, and Construction Statistics.

Cape Coral Development

While economic development typically proceeds at a measured pace, some changes in the landscape are concentrated and significant enough that they may potentially affect travel patterns. Historically, many of the regional retail destinations have been located in Fort Myers. In order to access basic goods and services, many Cape Coral residents had to cross the river via one of the four local river crossings. However, in recent years the City of Cape Coral has undertaken an initiative to provide more of these services “on island.” This represents a substantial shift in the local economic landscape, and may reduce the demand for cross-river trips. This, in turn, could gradually reduce demand on the Cape Coral and Midpoint Memorial bridges, or at least dampen the rate of growth with respect to the overall socioeconomic picture of the region. Conversely, however, several new developments of a regional nature, including a major new Veterans Affairs (VA) medical facility, may lead to new demand for trips to Cape Coral from surrounding communities.

According to the Cape Coral Economic Development Office, the City of Cape Coral was recognized several times in the national marketplace in 2012 with awards for Best Mid-Sized City for Job Growth (New Geography); Top Digital City (Center for Digital Government); One of the 200 Best Places for Business and Careers in the Nation (Forbes); and among 25 Best Places to Retire (Money Magazine). New business licenses and permits are showing an increase every month as more national, regional and local enterprises seek to take advantage of the improving market conditions and locate or expand within Cape Coral.

Pine Island Road (State Route 78) continues to be focal point of new commercial growth in Cape Coral. To accommodate future growth, the City of Cape Coral has reached an agreement with the Florida Department of Transportation that will result in the widening of the remaining two-lane portion of Pine Island Road between Chiquita Boulevard and Burnt Store Road. This project is currently being executed and may lead to future development along the western portion of the highway, where significant undeveloped space remains. Planned developments include a Sam's Club and Super Wal-Mart Plaza with available property for a regional shopping and entertainment center.

The completed Department of Veterans Affairs Outpatient Clinic opened in December 2012, replacing a facility in Fort Myers that served 800 patients per day, and approximately 200,000 veterans in a six-county area. The new 220,000 square foot facility is located at the intersection of Diplomat Parkway and Corbett Road in the northeastern part of Cape Coral. The City of Cape Coral continues to market the area within 3 miles of the new clinic as a Veterans Investment Zone (VIZ). The Army Reserve has already started construction of a new 51,000 square foot training facility which will be used to educate over 300 soldiers on weekends. This project is expected to be finished in late 2013.

PROJECTED SOCIOECONOMIC GROWTH

Despite the recent economic uncertainty in Lee County and the nation as a whole, growth in total population, employment, and gross regional product is expected to resume over the long term. As shown in the early part of this chapter, population growth has resumed in Lee County, while employment declines have slowed, and statewide growth indicates the likelihood for a resumption of growth in the local employment market.

This section presents a brief overview of forecasted growth in population, employment, and GRP based on data from the Bureau of Economic and Business Research at the University of Florida (BEBR) and Woods & Poole Economics, Inc. While the most up-to-date information has been included in the tables, the condition of the national, state, and local economies remain uncertain, as do economic forecasts. Depending on the strength and duration of the recovery from the recent recession, long-term forecasts of economic and socioeconomic growth could differ substantially from these projections.

Table 3-7 presents a summary of growth forecasts for Lee County, the State of Florida, and the United States. BEBR was used for the Lee County and Florida forecasts, while Woods & Poole was used for the nationwide population forecast. In each case, the specific values presented in Table 3-7 were developed by using the *growth rates* from the outside forecasts, and applying those rates to the actual 2012 population values as presented in Table 3-1 (also shown in Table 3-7). Therefore, the actual population numbers shown in Table 3-7 will not precisely match those presented in the Woods & Poole and BEBR data sets. The change was made so that projected future growth would be directly comparable to historical trends.

In their March 2012 population forecast (the latest edition available as of the writing of this report), BEBR estimated that Lee County population will experience average annual growth of 1.9 percent through 2040. Over the same period, BEBR projects that the State of Florida will experience average annual population growth of 1.1 percent. Woods & Poole projects average annual growth of 0.9 percent for the nation over that period. As indicated, Lee County growth is expected to return to

levels nearly double those of the state and nation. While the BEBR forecast is not available in one-year increments, the BEBR forecast for Lee County, covering the period from 2012 to 2015, suggests that robust growth is expected to resume in the short term, gradually slowing over time. The Woods & Poole forecast tends to show less variation in the growth rate over time than does the BEBR forecast.

**Table 3-7
Population Growth Forecast**

	Lee County	Avg. Annual Percent Change	Florida	Avg. Annual Percent Change	United States	Avg. Annual Percent Change
2012	638,029	--	19,074,434	--	313,914,040	--
2015	672,221	1.8	19,595,447	0.9	323,419,224	1.0
2020	760,058	2.5	20,947,248	1.3	339,747,882	1.0
2025	844,508	2.1	22,250,522	1.2	356,347,687	1.0
2030	924,677	1.8	23,483,645	1.1	372,865,967	0.9
2035	1,000,364	1.6	24,643,230	1.0	389,238,856	0.9
2040	1,072,864	1.4	25,755,581	0.9	405,683,575	0.8
2012-2040		1.9		1.1		0.9

Source: University of Florida Bureau of Economic and Business Research Florida Population Studies Bulletin 162 Revised March 2012 (Lee County and Florida), Woods & Poole Economics, Inc. 2012 CEDDS (U.S.).

Table 3-8 shows the employment growth forecast for Lee County, the State of Florida, and the United States from 2012 through 2040. Woods & Poole was the source of the forecasts for all three geographic areas. Like the population forecast the table was developed by applying growth rates from the Woods & Poole forecast to the actual 2012 employment numbers shown in Table 3-3.

**Table 3-8
Employment Growth Forecast**

	Lee County	Avg. Annual Percent Change	Florida	Avg. Annual Percent Change	United States	Avg. Annual Percent Change
2012	254,260	--	8,427,087	--	142,024,272	--
2015	268,818	1.9	8,863,581	1.7	147,842,730	1.3
2020	294,415	1.8	9,633,300	1.7	158,075,154	1.3
2025	321,739	1.8	10,458,694	1.7	169,015,620	1.3
2030	350,862	1.7	11,343,322	1.6	180,713,208	1.3
2035	381,855	1.7	12,290,913	1.6	193,220,536	1.3
2040	414,800	1.7	13,305,448	1.6	206,593,470	1.3
2012-2040		1.8		1.6		1.3

Source: Woods & Poole Economics, Inc. 2012 CEDDS.

As with population, employment growth in Lee County is forecasted to outpace the state and the nation, though by less significant margins than pre-recession history. As shown in Table 3-8, Lee County total employment is forecast to increase by an average of 1.8 percent annually through 2040. Statewide and national annual average employment growth is forecast to be 1.6 and 1.3 percent, respectively, over the 28-year period. Consistent with Woods & Poole's population forecast, the employment forecast shows minimal variation in the growth rates over time, with growth at the national level remaining virtually unchanged, and county and state levels slowing just slightly.

Table 3-9 shows the forecasted growth in Gross Domestic Product (GDP) and Gross Regional Product (GRP) for Lee County, the State of Florida, and the United States. Unlike the previous year tables, the base year in Table 3-9 is 2011, as this is the last year for which historical data was available at all geographic levels. Like the previous two tables, this table was developed by applying growth rates from the Woods & Poole forecast to the historical base.

According to the Woods & Poole forecast, Lee County and Florida GRP is projected to increase by an average of 2.6 percent annually between 2011 and 2040. The United States is projected to experience slightly lower growth in annual GRP and GDP, with an average annual forecasted growth rate of 2.2 percent. The table indicates that Woods & Poole projects slower growth over the initial five-year interval, followed by a steep uptick and subsequent slight tapering. In actuality, the Woods & Poole forecast concentrates the initial slow growth entirely in 2012, followed by an immediate resumption of rapid growth, with 2013 being the highest growth year of the entire forecast.

Table 3-9
Gross Product Growth Forecast
(Millions of 2005 Dollars)

	Lee County	Avg. Annual Percent Change	Florida	Avg. Annual Percent Change	United States	Avg. Annual Percent Change
2011	17,747	--	661,091	--	13,108,674	--
2015	19,578	2.5	729,916	2.5	14,253,083	2.1
2020	22,400	2.7	830,187	2.6	15,940,624	2.3
2025	25,564	2.7	943,057	2.6	17,830,084	2.3
2030	29,105	2.6	1,069,983	2.6	19,946,297	2.3
2035	33,059	2.6	1,212,579	2.5	22,317,324	2.3
2040	37,466	2.5	1,372,636	2.5	24,974,613	2.3
2011-2040		2.6		2.6		2.2

Source: Woods & Poole Economics, Inc. 2012 CEDDS.

CHAPTER 4

TOTAL TRANSACTIONS AND GROSS TOLL REVENUE

Chapter 4 presents detailed transaction and toll revenue performance data for the Lee County toll facilities through Fiscal Year 2012, with an emphasis on historical trends. Performance metrics reviewed include traffic and total toll transactions; toll revenue; average toll rates; and discount program sales and revenue. The historical trend analysis takes into account extenuating factors which may have affected transaction and revenue performance, such as toll rate increases, highway construction, and major weather events. The information presented in this chapter is derived from Lee County Department of Transportation (DOT) administration records, and may differ slightly from values presented elsewhere in this report, which are derived from operational records and sample data. It should be noted that the terms traffic and transactions are both used in this report. Traffic refers to the greater category of vehicles using the Lee County roadways, while transactions refer to vehicles that have passed through an actual toll collection location.

FISCAL YEAR 2012 TOLLED TRANSACTIONS AND REVENUE

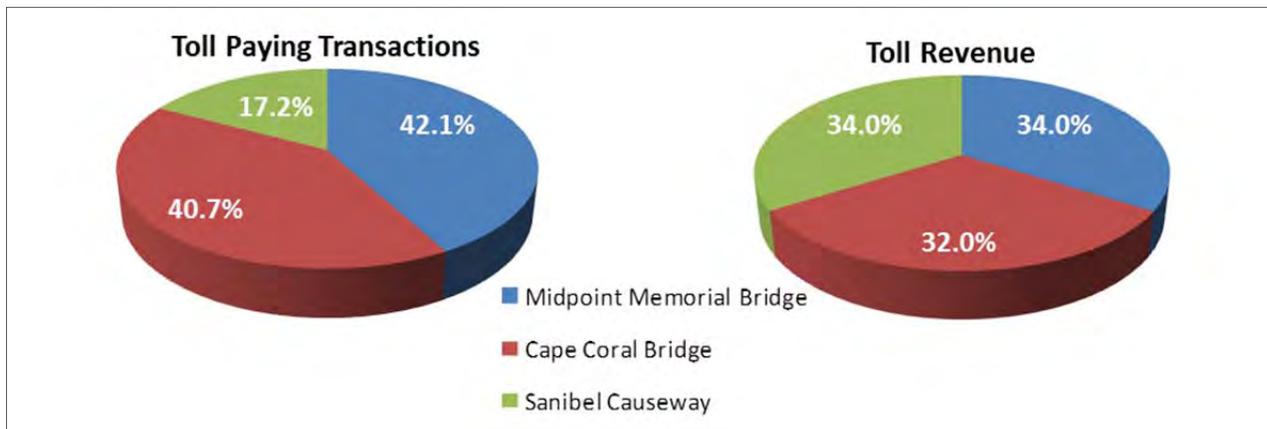
In Fiscal Year 2012, total systemwide transactions and revenue grew for the second consecutive year. However, growth in both categories was minimal, and transaction and revenue totals remain well below peaks experienced in pre-recession years and reflect the continuing impact of the economy in Lee County and the State of Florida as a whole. As shown in Table 4-1, the Cape Coral Bridge was the only facility to experience a net annual decline in transactions and revenue in FY 2012. As previously mentioned, this decline can be attributed to closures throughout the year during construction activities at the Cape Coral toll plaza. Traffic on the Sanibel Causeway increased 2.1 percent while revenues increased 3.1 percent over FY 2011. Midpoint Memorial Bridge reported the largest increase in both transactions and revenues at 4.8 percent and 4.9 percent, respectively, over the prior year. This significant transaction and revenue increase is due in part to the impact of customers utilizing the facility during construction activities at the Cape Coral Bridge plaza.

Figure 4-1 presents the relative proportions of transactions and revenues generated by each of the three Lee County toll bridges. As shown, the Cape Coral and Midpoint Memorial Bridges accounted for almost equal shares of systemwide transactions in FY 2012, collectively representing 82.8 percent of total toll transactions. The remaining 17.2 percent of systemwide transactions were on the Sanibel Causeway. Total toll revenue was almost evenly split between the three facilities, with Sanibel and Midpoint Memorial each accounting for 34.0 percent of toll revenues, despite Sanibel accounting for the least amount of systemwide transactions.

**Table 4-1
Total Transactions and Revenue
Fiscal Year 2012**

Facility	Transactions			Revenue		
	FY 2011	% Change	FY 2012	FY 2011	% Change	FY 2012
Midpoint Memorial Bridge	6,966,395	4.8	7,302,650	\$12,262,048	4.9	\$12,865,906
Cape Coral Bridge	7,315,500	-3.4	7,069,408	12,332,351	-2.0	12,086,478
Sanibel Causeway	2,918,285	2.1	2,978,219	12,447,914	3.1	12,833,459
Total	17,200,180	0.9	17,350,277	37,042,313	2.0	37,785,844

**Figure 4-1
Percent Share of FY 2012 Transactions and Revenue by Facility**



HISTORICAL TOLL TRANSACTIONS AND REVENUE

Systemwide

Table 4-2 presents a comprehensive historical record of systemwide transactions and revenues from FY 1988 through FY 2012. The data is also presented visually in Figure 4-2. As shown, transactions have remained relatively flat since FY 2009, the first full year in which tolls were collected in one direction only, and also the year in which the most recent recession was at its most severe point. While revenue declines in FY 2008 and FY 2009 may be partially attributable to the conversion to one-way tolling, the continued declines through FY 2010 and minimal recovery in FY 2011 and FY 2012 indicate a substantial impact resulting from the recession. Furthermore, transactions and revenue were both showing signs of stagnation and decline as far back as FY 2006, predating both the conversion to one-way tolling and the most recent recession. Some of those earlier declines are likely attributable to substantial toll increases on the Sanibel Causeway, but may also be partly indicative of the early precursors of economic problems in the region. The housing market in Lee County began faltering some time before the nation entered recession, with building permits declining by over 20 percent in FY 2006.

In FY 2012, both transactions and revenues grew for the second consecutive year since prior to both the most recent recession and the conversion to one-way tolling. This growth follows an inflection

point over 2009-2010 in which the rates of decline in both transactions and revenues slowed, foreshadowing the likelihood of a return to growth.

Table 4-2
Systemwide Toll Transactions and Revenue
FY 1988-2012

Fiscal Year	Toll-Paying Transactions	Percent Change	Total Revenue	Percent Change
1988	2,732,066	--	\$4,811,558	--
1989	2,855,493	0.0	5,069,730	0.1
1990 ¹	14,457,854	406.3	13,975,140	175.7
1991	16,757,147	15.9	15,408,724	10.3
1992	17,639,750	5.3	14,992,775	-2.7
1993	18,511,508	4.9	15,743,853	5.0
1994	19,384,938	4.7	16,352,214	3.9
1995 ²	19,216,585	-0.9	19,091,562	16.8
1996	19,699,530	2.5	19,817,736	3.8
1997	20,017,383	1.6	20,147,383	1.7
1998 ^{3, 4}	25,212,859	26.0	24,456,317	21.4
1999	28,000,708	11.1	27,064,956	10.7
2000	29,826,111	6.5	28,550,966	5.5
2001	31,516,014	5.7	30,052,651	5.3
2002	33,034,201	4.8	31,424,582	4.6
2003 ⁵	34,468,398	4.3	30,948,684	-1.5
2004	36,074,005	4.7	33,146,862	7.1
2005 ⁶	38,224,394	6.0	43,189,002	30.3
2006 ⁷	38,267,295	0.1	40,852,877	-5.4
2007 ^{8,9}	37,724,435	-1.4	41,538,709	1.7
2008 ¹⁰	19,724,229	-47.7	38,468,500	-7.4
2009	17,508,626	-11.2	37,542,070	-2.4
2010	17,178,058	-1.9	36,913,422	-1.7
2011	17,200,180	0.1	37,042,313	0.3
2012	17,350,277	0.9	37,785,844	2.0

(1) Tolling reinstated on Cape Coral Bridge November 1, 1989.

(2) Toll increase applied on Cape Coral Bridge November 1, 1994.

(3) Midpoint Memorial Bridge opened to traffic October 19, 1997.

(4) Variable pricing program introduced on Cape Coral and Midpoint bridges August 1998.

(5) Traffic restrictions imposed on Sanibel Causeway due to structural failures identified in January 2003.

(6) Toll increase applied on Sanibel Causeway November 1, 2004.

(7) Tolls reduced on Sanibel Causeway November 1, 2005.

(8) Construction completed on Sanibel Causeway and three new spans opened to traffic in September 2007.

(9) New violation enforcement system implemented on Midpoint Bridge (January 2007) and Sanibel Causeway (June 2007).

(10) One-way tolling introduced on the Midpoint and Cape Coral bridges on November 1, 2007.

Figure 4-2
Systemwide Annual Toll Transactions and Revenue
FY 1988-2012

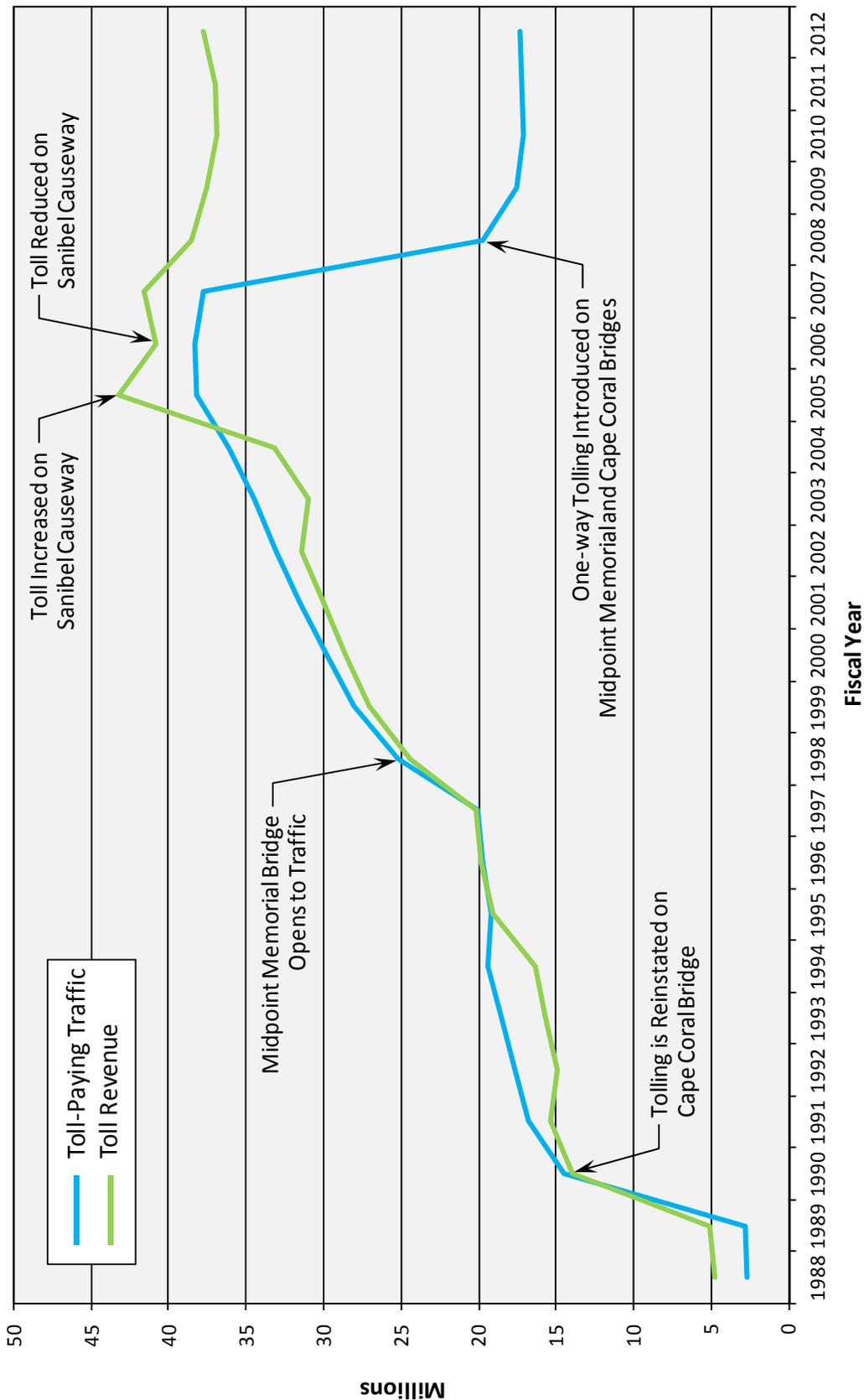
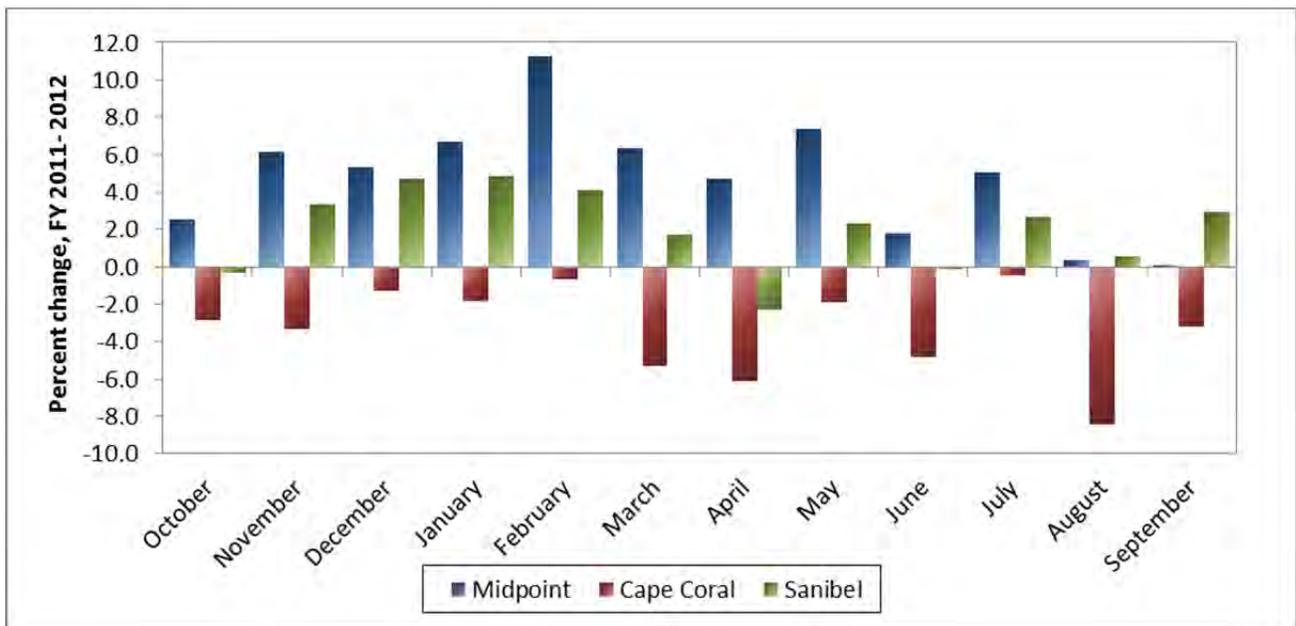


Figure 4-3 presents the percent change in transactions between FY 2011 and FY 2012 by month for each of the three facilities. As shown, the Midpoint Memorial Bridge experienced the largest monthly increases in transactions over the prior year with diminished growth during the second half of the year. The Sanibel Causeway also followed the same pattern with strong transaction growth during the first half of the year then slightly tapering off beginning in March. Transactions during the month of April declined by over 2.0 percent compared to FY 2011. The Cape Coral Bridge experienced the largest declines in all twelve months, including significant declines in months where one or both of the other toll facilities actually experienced growth.

Figure 4-3
Percent Change in Transactions between FY 2011 and FY 2012, by Month
Cape Coral Bridge, Midpoint Memorial Bridge, and Sanibel Causeway



Midpoint Memorial Bridge

Table 4-3 presents historical trends in transactions and revenue on the Midpoint Memorial Bridge from its opening in FY 1998 through FY 2012. As shown, historical transaction and revenue growth was consistently strong for the first seven years of the facility’s operation, followed by a period of stagnation and loss in transaction volume. The trajectory of transaction and revenue growth shifted sharply beginning in FY 2006, which marked the first of five consecutive years of declining revenue. Transactions grew only 0.1 percent in FY 2006, and declined by 2.3 percent in FY 2007. The conversion to one-way tolling resulted in additional changes in motorist behavior, evident in FY 2008 and FY 2009, though these impacts were compounded by the economic recession which was occurring simultaneously. For additional detail on the impacts of the conversion to one-way tolling, please refer to the 2008 Annual Report.

In FY 2011 transactions once again declined, for the fifth consecutive year (preceding both the one-way tolling conversion and the national recession). Revenue, however, grew for the first time since FY 2006, albeit by a modest 0.6 percent. In FY 2012, transactions and revenue both increased significantly due in part to customers using the facility during ongoing construction on the Cape

Coral Bridge. As of FY 2012, the total revenue of \$12.9 million remained 15.5 percent below the peak of \$15.2 million in FY 2005.

Table 4-3
Midpoint Memorial Bridge Toll Transactions and Revenue
FY 1998-2012

Fiscal Year	Toll-Paying Transactions	Percent Change	Total Revenue	Percent Change
1998 ^{1, 2}	9,241,802	--	\$7,858,703	--
1999	11,546,609	24.9	9,852,929	25.4
2000	12,890,554	11.6	10,846,020	10.1
2001	13,700,380	6.3	11,454,241	5.6
2002	14,880,050	8.6	12,536,421	9.4
2003	15,795,078	6.1	12,825,878	2.3
2004	16,578,145	5.0	13,810,222	7.7
2005	17,958,287	8.3	15,228,546	10.3
2006	17,981,689	0.1	15,194,485	-0.2
2007 ³	17,571,604	-2.3	15,144,492	-0.3
2008 ⁴	8,296,227	-52.8	13,125,459	-13.3
2009	7,096,132	-14.5	12,515,963	-4.6
2010	6,997,015	-1.4	12,191,049	-2.6
2011 ⁵	6,966,395	-0.4	12,262,048	0.6
2012	7,302,650	4.8	12,865,906	4.9

(1) Midpoint Memorial Bridge opened to traffic October 19, 1997.

(2) Variable pricing program introduced on Cape Coral and Midpoint Bridges August 1998.

(3) New violation enforcement system implemented in January 2007.

(4) One-way tolling introduced on November 1, 2007.

(5) Toll plaza reconstruction, including construction of high-speed ORT lanes and demolition of unused eastbound lanes completed May 2011.

Table 4-4 shows the year-over-year change in transactions between FY 2011 and FY 2012, on a monthly basis. The table shows both total transactions (from audited reports) and average weekday transactions (derived from lane controller data). In general, both average weekday traffic and overall traffic show similar growth trends. The 11.3 percent increase in February can be attributed to an additional day in 2012 due to it being a leap year. Throughout FY 2012, the monthly year-over-year increase in transactions is likely due to customers using this facility during construction taking place on the Cape Coral Bridge through September 2012. This also explains the lower growth during the last two months of the fiscal year after construction was complete.

**Table 4-4
Comparison of FY 2011 and FY 2012 Monthly Toll Paying Traffic
Midpoint Memorial Bridge**

Month	Monthly Total Transactions			Average Weekday Transactions		
	FY 2011	% Change	FY 2012	FY 2011	% Change	FY 2012
October	580,793	2.5%	595,576	20,447	1.4%	20,743
November	556,517	6.2	590,962	19,174	8.4	20,782
December	597,033	5.3	628,922	20,480	5.1	21,526
January	584,578	6.7	623,726	20,678	4.2	21,547
February	564,677	11.3	628,389	21,516	6.6	22,934
March	631,556	6.4	671,957	21,805	6.3	23,173
April	589,458	4.7	617,299	20,964	6.4	22,302
May	582,410	7.4	625,477	20,120	5.7	21,270
June	563,309	1.8	573,313	19,935	3.1	20,543
July	562,942	5.1	591,458	19,706	4.0	20,493
August	586,643	0.4	588,929	19,974	1.9	20,347
September	566,479	0.0	566,642	20,068	1.9	20,444
Total	6,966,395	4.8	7,302,650	20,400	4.6	21,340

In Table 4-5 year-over-year transaction growth on the Midpoint Memorial Bridge is presented by method of payment, plan type, and vehicle class. Following three consecutive years of declines, LeeWay Unlimited program transactions declined once again, by 0.5 percent. This occurred amid an across-the-board increase in all other discount program transactions. Transactions in the full fare and variable discount LeeWay categories increased significantly by 21.9 percent and 19.6 percent, respectively, suggesting that former discount program subscribers were instead opting to pay full fares. In absolute terms, discount program traffic increased by 77,000 transactions and full fare LeeWay traffic grew by over 190,000. Cash transactions increased by 2.0 percent after a decline of 0.8 percent in FY 2011 and two prior years of declining transactions in this category. In total, every two-axle vehicle payment category experienced year-over-year increases after declines seen during the past three fiscal years.

Three-plus-axle vehicles paying cash grew by 4.9 percent in FY 2012, though this remains the lowest volume category shown in the table, representing approximately 0.5 percent of total volume. This increase in commercial traffic may be an indicator of the continuing economic recovery. Motorcycle transactions also grew by 13.1 percent while three-or-more-axle ETC transactions slightly decreased by 0.3 percent.

Due to the continuing shift away from cash and discount programs toward full-fare LeeWay transactions, overall market share among payment types is gradually changing. Full fare LeeWay (no variable discount) accounted for over 21 percent of transactions for the first time in FY 2012. Overall, full fare transactions gained approximately 0.9 percentage points of market share compared with FY 2011, matching a 0.9 percentage point decline in discount program market share. Again, this suggests that motorists were less able or willing to make the initial outlay of funds required to enroll in the discounted programs, or simply took fewer trips. Individual categories saw shifts of less

than ± 1.0 percent, and cash remains the largest single payment category, accounting for 43.4 percent of transactions. These are consistent with the trends seen on the facility in FY 2011.

Table 4-5
Comparison of FY 2011 and FY 2012 Annual Traffic by Payment and Vehicle Type
Midpoint Memorial Bridge

Full Fare (2-Axle Vehicles)	FY 2011	% Market Share	FY 2012	% Market Share	Change	% Change	% Change in Market Share
Full Fare Cash	3,043,461	44.6%	3,104,483	43.4%	61,022	2.0%	-1.2%
Full Fare LeeWay	690,107	10.1%	841,294	11.8%	151,187	21.9	1.6%
Full Fare LeeWay Variable Discount	201,809	3.0%	241,326	3.4%	39,517	19.6	0.4%
Subtotal – Full Fare	3,935,377	57.7%	4,187,103	58.5%	251,726	6.4	0.8%
LeeWay Discounted Programs (2-Axle Vehicles)							
LeeWay Reduced Fare	1,854,027	27.2%	1,923,191	26.9%	69,164	3.7	-0.3%
LeeWay Reduced Fare Variable Discount	505,096	7.4%	515,441	7.2%	10,345	2.0	-0.2%
Subtotal – Reduced Fare	2,359,123	34.6%	2,438,632	34.1%	79,509	3.4	-0.5%
LeeWay Unlimited	530,602	7.8%	530,482	7.4%	-120	0.0	-0.4%
Subtotal – LeeWay Discounted Programs	2,889,725	42.3%	2,969,114	41.5%	79,389	2.7	-0.8%
All Vehicles							
Motorcycles	45,058	0.7%	50,965	0.7%	5,907	13.1	0.1%
3+ Axle Vehicles - Cash	36,010	0.5%	37,760	0.5%	1,750	4.9	0.0%
3+ Axle Vehicles - ETC	57,866	0.8%	57,708	0.8%	-158	-0.3	0.0%
Subtotal – 2-Axle Vehicles	6,825,102	98.0%	7,156,217	98.0%	331,115	4.9	0.0%
Subtotal – Toll-Paying Traffic	6,964,036		7,302,650		338,614	4.9	
Exempt/Non-Revenue	74,168		73,749		-419	-0.6	
Total	7,038,204		7,376,399		338,195	4.8	

As a complement to the previous table, Table 4-6 presents estimated revenues by vehicle class and payment category. The revenue estimates presented in Table 4-6 are calculated based on total transactions and average toll rates within each payment category. Additionally, revenues generated through the sales of discount programs have been included in this table, but they are not a factor when looking at actual transactions. These values are estimates only and, as such, do not match the audited revenue figures presented elsewhere in this report, including the preceding Tables 4-1, 4-2, and 4-3. Nevertheless, the sums of these estimates are within 1.7 percent of audited revenues and provide useful insight into the distribution of revenues on the Lee County toll facilities.

The change in revenue by payment and vehicle class closely follows the change in transactions identified above. While full fare transactions grew at a rate approximately equal to the decline in reduced fare transactions, the higher toll rate for full fare transactions led to a modest increase in total revenue. While Reduced Fare toll transactions increased by 3.4 percent, revenue from Reduced Fare subscriptions, a sizable portion of total Reduced Fare revenue, increased by only 0.4 percent. Additionally, while Unlimited Program traffic declined by 0.5 percent, revenue from program sales declined by 4.7 percent. It is important to note that program sales revenue accrues at the time the plan is purchased, which in many cases will correspond to transactions in the following fiscal year. Therefore, the continued decline in Unlimited Program sales revenue may indicate further declines in traffic in FY 2013, whereas Reduced Fare program sales revenue was nearly unchanged, which may suggest stabilization in that component of traffic.

Table 4-6
Comparison of FY 2011 and FY 2012 Estimated Annual Revenue by Payment and Vehicle Type
Midpoint Memorial Bridge

Full Fare (2-Axle Vehicles)	FY 2011	% Market Share	FY 2012	% Market Share	Change	% Change	% Change in Market Share
Full Fare Cash	\$6,086,922	50.3%	\$6,208,966	49.1%	\$122,044	2.0%	-2.4%
Full Fare LeeWay	1,380,214	11.4%	1,682,588	13.3%	302,374	21.9	16.6%
Full Fare LeeWay Variable Discount	302,714	2.5%	361,989	2.9%	59,276	19.6	14.4%
Subtotal – Full Fare	7,769,850	64.2%	8,253,543	65.3%	483,694	6.2	1.6%
LeeWay Discounted Programs (2-Axle Vehicles)							
LeeWay Reduced Fare	1,854,027	15.3%	1,923,191	15.2%	69,164	3.7	-0.8%
LeeWay Reduced Fare Variable Discount	378,822	3.1%	386,581	3.1%	7,759	2.0	-2.4%
LeeWay Reduced Fare Program Sales	842,005	7.0%	845,174	6.7%	3,168	0.4	-4.0%
Subtotal – Reduced Fare	3,074,854	25.4%	3,154,945	25.0%	80,091	2.6	-1.9%
LeeWay Unlimited Program Sales	766,002	6.3%	730,290	5.8%	-35,712	-4.7	-8.8%
Subtotal – LeeWay Discounted Programs	3,840,856	31.8%	3,885,235	30.7%	44,379	1.2	-3.2%
All Vehicles							
Motorcycles	45,058	0.4%	50,965	0.4%	5,907	13.1	8.2%
3+ Axle Vehicles - Cash	176,832	1.5%	186,574	1.5%	9,742	5.5	0.9%
3+ Axle Vehicles - ETC	261,386	2.2%	267,051	2.1%	5,665	2.2	-2.3%
Subtotal – 2-Axle Vehicles	11,610,706	96.0%	12,138,778	96.0%	528,073	4.5	0.0%
Total	12,093,982		12,643,368		549,386	4.5	

Cape Coral Bridge

Historical transaction and revenue trend data for the Cape Coral Bridge is presented in Table 4-7. As shown, total FY 2012 toll transactions decreased by 3.4 percent from the previous year, while total revenue decreased by 2.0 percent. The decline in both transactions and revenue can be attributed to lane closures throughout the fiscal year due to construction on the facility. Overall, revenue of \$12,086,478 in FY 2012 is 14.4 percent lower than the revenue peak of \$14,124,429 generated in FY 2007.

Table 4-8 presents the year-over-year change in total monthly transactions and average weekday transactions, by month, for the two most recent fiscal years. Although the Midpoint Memorial Bridge and the Cape Coral Bridge both handle similar volumes of traffic and serve the same overall market, there were some differences in their respective performance over the course of FY 2012. While the Midpoint Memorial Bridge saw increases during all twelve months of the fiscal year, the Cape Coral Bridge transactions reflected the opposite with year-over-year declines in all twelve months. This was expected during FY 2012 since customers used the Midpoint Memorial Bridge while construction was taking place on the Cape Coral Bridge. The significant decline of 21.0 percent in average weekday transactions in May 2012 is due to lane closures in both directions during construction and also during a fatal accident on the bridge. The month of February 2012 included an extra day of transactions due to it being a leap year. As a result, it is difficult to identify a clear long-term trend in facility usage.

**Table 4-7
Cape Coral Bridge Toll Transactions and Revenue
FY 1990-2012**

Fiscal Year	Toll-Paying Transactions	Percent Change	Total Revenue	Percent Change
1990 ¹	11,485,172	--	\$8,622,127	--
1991	13,750,424	0.2	9,995,504	0.2
1992	14,610,123	6.3	9,499,384	-5.0
1993	15,360,381	5.1	10,007,292	5.3
1994	16,193,397	5.4	10,610,187	6.0
1995 ²	16,002,042	-1.2	13,332,077	25.7
1996	16,420,656	2.6	13,903,043	4.3
1997	16,728,651	1.9	14,206,099	2.2
1998 ^{3, 4}	12,671,536	-24.3	10,527,194	-25.9
1999	13,074,094	3.2	10,870,181	3.3
2000	13,536,062	3.5	11,261,177	3.6
2001	14,359,196	6.1	11,944,838	6.1
2002	14,747,594	2.7	12,070,099	1.0
2003	15,423,942	4.6	12,051,150	-0.2
2004	16,303,265	5.7	13,099,139	8.7
2005	17,355,653	6.5	14,094,534	7.6
2006	17,450,273	0.5	13,996,781	-0.7
2007	17,263,048	-1.1	14,124,429	0.9
2008 ⁵	8,509,797	-50.7	12,844,287	-9.1
2009	7,505,751	-11.8	12,541,967	-2.4
2010	7,300,593	-2.7	12,288,494	-2.0
2011	7,315,500	0.2	12,332,351	0.4
2012 ⁶	7,069,408	-3.4	12,086,478	-2.0

(1) Tolls reinstated on Cape Coral Bridge November 1, 1989.

(2) Toll increase applied on Cape Coral Bridge November 1, 1994.

(3) Midpoint Memorial Bridge opened on October 19, 1997.

(4) Variable pricing program introduced on Cape Coral and Midpoint Memorial Bridges in August 1998.

(5) One-way tolling introduced on November 1, 2007.

(6) Toll plaza reconstruction, including construction of high-speed ORT lanes and demolition of unused eastbound lanes completed September 2012.

**Table 4-8
Comparison of FY 2011 and FY 2012 Monthly Toll-Paying Traffic
Cape Coral Bridge**

Month	Monthly Total Transactions			Average Weekday Transactions		
	FY 2011	% Change	FY 2012	FY 2011	% Change	FY 2012
October	603,619	-2.8%	586,683	21,305	-3.4%	20,581
November	607,913	-3.3	587,940	21,688	-4.0	20,812
December	607,288	-1.3	599,488	20,987	-1.7	20,627
January	639,328	-1.8	627,808	22,659	-4.2	21,700
February	631,177	-0.7	627,021	24,283	-5.2	23,012
March	711,008	-5.3	673,621	24,471	-5.1	23,212
April	650,176	-6.1	610,592	23,332	-5.9	21,955
May	601,156	-1.9	589,916	20,741	-21.0	16,380
June	572,714	-4.8	545,209	20,249	-4.3	19,372
July	543,748	-0.4	541,351	18,724	-1.7	18,397
August	594,805	-8.4	544,895	19,669	-0.1	19,657
September	552,568	-3.2	534,884	19,696	-1.3	19,431
Total	7,315,500	-3.4	7,069,408	21,465	-4.9	20,405

A full breakdown of Cape Coral Bridge traffic by class and payment method is provided in Table 4-9. As indicated, the largest decline in any single category was 188,608 transactions, or 6.3 percent, for two-axle vehicles in the full fare cash category. Unlimited Program transactions saw the largest decline, decreasing by 60,687, or 8.6 percent. Reduced Fare transactions declined by 4.6 percent. Overall, discount program transactions declined by 179,756 or 5.5 percent. Transactions in the full fare and variable discount categories increased significantly by 14.4 and 13.1 percent; however, the decline in cash transactions resulted in an overall decline of 1.7 percent in full fare transactions.

In terms of the relative distribution of various payment categories, no single category's share changed by more than 1.7 percent. In total, the movement toward more full fare transactions resulted in a 1.0 percent decline in the share of reduced fare transactions and an equal increase in full fare transactions. Among 2-axle vehicles, cash remained the most popular individual payment category, representing 40.7 percent of all traffic. In total, the market share for 2-axle vehicles remained the same as FY 2011. The decrease in all traffic categories can be attributed to construction on the facility during the year.

Table 4-9
Comparison of FY 2011 and FY 2012 Annual Traffic by Payment and Vehicle Type
Cape Coral Bridge

Full Fare (2-Axle Vehicles)	FY 2011	% Market Share	FY 2012	% Market Share	Change	% Change	% Change in Market Share
Full Fare Cash	3,012,402	42.0%	2,823,794	40.7%	-188,608	-6.3%	-1.2%
Full Fare LeeWay	679,362	9.5%	777,446	11.2%	98,084	14.4	1.7%
Full Fare LeeWay Variable Discount	201,218	2.8%	227,500	3.3%	26,282	13.1	0.5%
Subtotal – Full Fare	3,892,982	54.2%	3,828,740	55.2%	-64,242	-1.7	1.0%
LeeWay Discounted Programs (2-Axle Vehicles)							
LeeWay Reduced Fare	2,011,156	28.0%	1,921,194	27.7%	-89,962	-4.5	-0.3%
LeeWay Reduced Fare Variable Discount	574,934	8.0%	545,827	7.9%	-29,107	-5.1	-0.1%
Subtotal – Reduced Fare	2,586,090	36.0%	2,467,021	35.6%	-119,069	-4.6	-0.4%
LeeWay Unlimited	701,839	9.8%	641,152	9.2%	-60,687	-8.6	-0.5%
Subtotal – LeeWay Discounted Programs	3,287,929	45.8%	3,108,173	44.8%	-179,756	-5.5	-1.0%
All Vehicles							
Motorcycles	57,154	0.8%	54,355	0.8%	-2,799	-4.9	0.0%
3+ Axle Vehicles - Cash	35,001	0.5%	35,785	0.5%	784	2.2	0.0%
3+ Axle Vehicles - ETC	42,434	0.6%	42,355	0.6%	-79	-0.2	0.0%
Subtotal – 2-Axle Vehicles	7,180,911	98.2%	6,936,913	98.1%	-243,998	-3.4	0.0%
Subtotal – Toll-Paying Traffic	7,315,500		7,069,408		-246,092	-3.4	
Exempt/Non-Revenue	54,755		48,959		-5,796	-10.6	
Total	7,370,255		7,118,367		-251,888	-3.4	

Estimated revenues by payment type and vehicle class are presented in Table 4-10. The revenue estimates shown in this table are based upon the number of transactions, average toll rates, and total program sales revenues. As such, they do not precisely match audited revenue figures presented elsewhere in this report. Nonetheless, total estimated revenues are within 1.9 percent of audited revenues and provide valuable insight into the distribution of revenues on the Cape Coral Bridge.

In terms of comparative performance, overall bridge revenues were down by 2.3 percent in FY 2012. The largest decrease in terms of absolute revenue was full fare cash transactions as customers switch to the ETC method of payment, which generated \$377,216 less than FY 2011, a decline of 6.3 percent. The next largest decline in revenue was in Leeway Unlimited Program sales, which generated \$35,712 (or 4.7 percent) less than in FY 2011. (This figure is identical to the Midpoint Memorial Bridge as the same Unlimited Program subscription covers both bridges). Total LeeWay Reduced Fare revenue declined by \$108,624, or 3.3 percent. This decline was primarily driven by fewer toll transactions, as program sales revenue increased by 0.4 percent. Full fare LeeWay and full fare LeeWay variable discount programs posted gains of 14.4 and 13.1 percent, respectively, accounting for \$235,591 in revenue growth. Revenue also increased in the three-or-more-axle vehicles cash and ETC categories. In light of the continued decline in Unlimited Program sales revenue, which is accrued to the year in which the subscription is sold, it is likely that Unlimited Program traffic will continue to decline in FY 2013. Reduced Fare program sales, however, increased by 0.4 percent and may indicate further growth in transactions in that category for FY 2013.

Table 4-10
Comparison of FY 2011 and FY 2012 Estimated Annual Revenue by Payment and Vehicle Type
Cape Coral Bridge

Full Fare (2-Axle Vehicles)	FY 2011	% Market Share	FY 2012	% Market Share	Change	% Change	% Change in Market Share
Full Fare Cash	\$6,024,804	49.6%	\$5,647,588	47.6%	-\$377,216	-6.3%	-4.0%
Full Fare LeeWay	1,358,724	11.2%	1,554,892	13.1%	196,168	14.4	17.2%
Full Fare LeeWay Variable Discount	301,827	2.5%	341,250	2.9%	39,423	13.1	15.8%
Subtotal – Full Fare	7,685,355	63.3%	7,543,730	63.6%	-141,625	-1.8	0.5%
LeeWay Discounted Programs (2-Axle Vehicles)							
LeeWay Reduced Fare	2,011,156	16.6%	1,921,194	16.2%	-89,962	-4.5	-2.2%
LeeWay Reduced Fare Variable Discount	431,201	3.6%	409,370	3.5%	-21,830	-5.1	-2.8%
LeeWay Reduced Fare Program Sales	842,005	6.9%	845,174	7.1%	3,168	0.4	2.8%
Subtotal – Reduced Fare	3,284,362	27.1%	3,175,738	26.8%	-108,624	-3.3	-1.0%
LeeWay Unlimited Program Sales	766,002	6.3%	730,290	6.2%	-35,712	-4.7	-2.4%
Subtotal – LeeWay Discounted Programs	4,050,364	33.4%	3,906,028	32.9%	-144,336	-3.6	-1.3%
All Vehicles							
Motorcycles	57,154	0.5%	54,355	0.5%	-2,799	-4.9	-2.6%
3+ Axle Vehicles - Cash	169,434	1.4%	174,180	1.5%	4,746	2.8	5.2%
3+ Axle Vehicles - ETC	176,936	1.5%	178,731	1.5%	1,795	1.0	3.4%
Subtotal – 2-Axle Vehicles	11,735,719	96.7%	11,449,758	96.6%	-285,961	-2.4	-0.1%
Total	12,139,243		11,857,024	100.0%	-282,219	-2.3	

Sanibel Causeway

Table 4-11 presents the historical transaction and revenue trends for the Sanibel Causeway from FY 1988 to the current reporting year. In FY 2012, total transactions increased by 2.1 percent when compared to FY 2011 levels. Revenues increased by 3.1 percent from FY 2011 after no growth in the prior year. Transactions have largely stabilized after substantial declines in the early 2000s with the first year of significant growth since FY 2008. The 2,978,219 transactions recorded in FY 2012 were 13.8 percent below the peak of 3,456,338 transactions in FY 2001. It is worth noting that in November 2004, tolls were doubled from \$3 to \$6, resulting in a substantial decline in traffic. Such a large increase in tolls can have long-lasting effects on travel decisions. However, when considering the historical trends, wherein transactions have declined for six of the past ten years dating to FY 2002, it is likely that economic factors, and lack of growth in travel demand to and from Sanibel Island, are also significant contributing factors.

Monthly transaction figures for the Sanibel Causeway are presented in Table 4-12. In FY 2012, the monthly traffic totals reflected consistent and stable growth patterns similar to the prior year. In both total monthly transactions and average weekday transactions, growth was positive in nine of twelve months. All months during the fiscal year saw positive growth except for October 2011, April 2012 and June 2012. The month of February 2012 included an extra day of transactions due to it being a leap year.

**Table 4-11
Sanibel Causeway Toll Transactions and Revenue
FY 1988-2012**

Fiscal Year	Toll-Paying Transactions	Percent Change	Total Revenue	Percent Change
1988	2,732,066	--	\$4,811,558	--
1989	2,855,493	0.0	5,069,730	0.1
1990	2,972,682	4.1	5,353,013	5.6
1991	3,006,723	1.1	5,413,220	1.1
1992	3,029,627	0.8	5,493,391	1.5
1993	3,151,127	4.0	5,736,561	4.4
1994	3,191,541	1.3	5,742,027	0.1
1995	3,214,543	0.7	5,759,485	0.3
1996	3,278,874	2.0	5,914,693	2.7
1997	3,288,732	0.3	5,941,284	0.4
1998	3,299,521	0.3	6,070,420	2.2
1999	3,380,005	2.4	6,341,846	4.5
2000	3,399,495	0.6	6,443,769	1.6
2001	3,456,438	1.7	6,653,572	3.3
2002	3,406,557	-1.4	6,818,062	2.5
2003 ¹	3,249,378	-4.6	6,071,656	-10.9
2004	3,192,595	-1.7	6,237,501	2.7
2005 ²	2,910,454	-8.8	13,865,922	122.3
2006 ³	2,835,333	-2.6	11,661,611	-15.9
2007 ⁴	2,889,783	1.9	12,269,788	5.2
2008 ⁵	2,918,205	1.0	12,498,753	1.9
2009	2,906,743	-0.4	12,484,140	-0.1
2010	2,880,450	-0.9	12,433,879	-0.4
2011	2,918,285	1.3	12,447,914	0.1
2012	2,978,219	2.1	12,833,459	3.1

(1) Traffic restrictions imposed on Sanibel Causeway due to structural failures identified in January 2003.

(2) Toll increase applied on Sanibel Causeway November 1, 2004 and transactions impacted by several major hurricanes.

(3) Tolls reduced on Sanibel Causeway November 1, 2005.

(4) New violation enforcement system implemented in June 2007.

(5) Construction completed on Sanibel Causeway and three new spans opened to traffic in September 2007.

Table 4-12
Comparison of FY 2011 and FY 2012 Monthly Toll-Paying Traffic
Sanibel Causeway

Month	Monthly Total Transactions			Average Weekday Transactions		
	FY 2011	% Change	FY 2012	FY 2011	% Change	FY 2012
October	212,135	-0.3%	211,527	7,035	-0.8%	6,981
November	231,035	3.4	238,785	7,839	2.4	8,027
December	234,469	4.7	245,519	7,902	4.3	8,239
January	257,741	4.9	270,321	8,623	4.1	8,973
February	279,624	4.1	291,183	10,138	1.4	10,280
March	332,964	1.8	338,852	10,659	2.7	10,943
April	288,098	-2.2	281,618	9,506	-0.3	9,476
May	238,803	2.4	244,486	7,578	0.8	7,637
June	220,635	-0.1	220,392	7,199	-0.3	7,177
July	233,356	2.7	239,574	7,333	2.8	7,541
August	206,977	0.6	208,134	6,586	2.5	6,752
September	182,448	2.9	187,828	6,085	2.8	6,257
Total	2,918,285	2.1	2,978,219	8,027	2.1	8,193

Table 4-13 presents a breakdown of the current and previous fiscal years' traffic by method of payment and vehicle class for the Sanibel Causeway. As indicated, the largest growth in terms of absolute volume occurred in LeeWay full fare transactions, with 32,692 or 11.6 percent more transactions than in FY 2011. This is consistent with the past two fiscal years, in which LeeWay full fare transactions grew even as most other categories experienced decline. The Cash and LeeWay reduced fare categories also grew, by 8,604 (0.8 percent) and 20,780 (2.8 percent), respectively. The only two-axle vehicle payment category to decline was Unlimited Program transactions, which lost a modest 7,293 (1.0 percent) transactions compared with FY 2011. All three-or-more-axle categories experienced increases in transactions, with the highest in ETC transactions of 2,140 or 6.4 percent. Every category improved upon the previous year's performance, which is consistent with the trend seen in the prior year. Like the Cape Coral and Midpoint Memorial Bridges, Unlimited Program transactions declined, but similar to Midpoint Memorial Bridge the Sanibel Causeway saw an increase in overall discount program transactions. Both the Midpoint Memorial Bridge and Sanibel Causeway also reported an increase in cash transactions whereas these transactions declined on the Cape Coral Bridge. All three facilities saw full fare transactions outpacing discounted transactions. In terms of the distribution of transactions across the various payment categories, there were no major shifts in market share. The biggest year-over-year change was in LeeWay full fare transactions, which saw a 0.9 percentage point increase in market share. Historically, Sanibel Causeway has been the only one of the three Lee County facilities in which discount program transactions account for approximately 50 percent of total traffic. That remained the case in FY 2012, although full fare transactions gained 0.5 percentage points in market share and now stand at 49.0 percent of total transactions.

Table 4-13
Comparison of FY 2011 and FY 2012 Annual Traffic by Payment and Vehicle Type
Sanibel Causeway

Full Fare (2-Axle Vehicles)	FY 2011	% Market Share	FY 2012	% Market Share	Change	% Change	% Change in Market Share
Full Fare Cash	1,115,488	39.1%	1,124,092	38.7%	8,604	0.8%	-0.4%
Full Fare LeeWay	281,276	9.9%	313,968	10.8%	32,692	11.6%	0.9%
Full Fare LeeWay Variable Discount ⁽¹⁾	0	0.0%	0	0.0%	0	0.0%	0.0%
Subtotal – Full Fare	1,396,764	49.0%	1,438,060	49.5%	41,296	3.0%	0.5%
LeeWay Discounted Programs (2-Axle Vehicles)							
LeeWay Reduced Fare	734,455	25.7%	755,235	26.0%	20,780	2.8%	0.2%
LeeWay Reduced Fare Variable Discount ⁽¹⁾	0	0.0%	0	0.0%	0	0.0%	0.0%
Subtotal – Reduced Fare	734,455	25.7%	755,235	26.0%	20,780	2.8%	0.2%
LeeWay Unlimited	721,550	25.3%	714,257	24.6%	-7,293	-1.0%	-0.7%
Subtotal – LeeWay Discounted Programs	1,456,005	51.0%	1,469,492	50.5%	13,487	0.9%	-0.5%
All Vehicles							
Motorcycles	15,488	0.5%	17,424	0.6%	1,936	12.5%	0.1%
3+ Axle Vehicles - Cash	16,536	0.6%	17,611	0.6%	1,075	6.5%	0.0%
3+ Axle Vehicles - ETC	33,492	1.2%	35,632	1.2%	2,140	6.4%	0.0%
Subtotal – 2-Axle Vehicles	2,852,769	97.8%	2,907,552	97.6%	54,783	1.9%	-0.1%
Subtotal – Toll-Paying Traffic	2,918,285		2,978,219		59,934	2.1%	
Exempt/Non-Revenue	16,958		15,853		-1,105	-6.5%	
Total	2,935,243		2,994,072		58,829	2.0%	

⁽¹⁾ Variable discount is not offered on the Sanibel Causeway.

Table 4-14 presents estimated annual toll revenues by payment category for the Sanibel Causeway over the past two fiscal years. As with the other two Lee County facilities, these revenues are estimates only and may not agree with audited values presented elsewhere in the report. As shown, the changes in revenue by vehicle class and payment type mirror changes observed in transactions on the Causeway, with gains in revenue in the LeeWay full fare and reduced fare categories, and reductions in Unlimited Program transactions. Notably, while Unlimited Program transactions declined 1.0 percent, program sales revenues only declined 0.2 percent. In previous years, program sales declined by more than transactions, suggesting that infrequent users were opting out of the program. As that trend has now reversed, and given that program sales tend to be a leading indicator, it appears as though unlimited program transactions may have reached a bottom, with the potential to stabilize or begin growing again.

Table 4-14
Comparison of FY 2011 and FY 2012 Estimated Annual Revenue by Payment and Vehicle Type
Sanibel Causeway

Full Fare (2-Axle Vehicles)	FY 2011	% Market Share	FY 2012	% Market Share	Change	% Change	% Change in Market Share
Full Fare Cash	\$6,692,928	53.2%	\$6,744,552	52.2%	\$51,624	0.8%	-1.9%
Full Fare LeeWay	1,687,656	13.4%	1,883,808	14.6%	196,152	11.6	8.7%
Subtotal – Full Fare	8,380,584	66.7%	8,628,360	66.8%	247,776	3.0	0.2%
LeeWay Discounted Programs (2-Axle Vehicles)							
LeeWay Reduced Fare	1,468,910	11.7%	1,510,470	11.7%	41,560	2.8	0.1%
LeeWay Reduced Fare Program Sales	914,296	7.3%	937,186	7.3%	22,890	2.5	-0.2%
LeeWay Unlimited Program Sales	1,335,020	10.6%	1,332,774	10.3%	-2,246	-0.2	-2.8%
Subtotal – LeeWay Discounted Programs	3,718,226	29.6%	3,780,430	29.3%	62,204	1.7	-1.0%
All Vehicles							
					0		
Motorcycles	30,976	0.2%	34,848	0.3%	3,872	12.5	9.5%
3+ Axle Vehicles - Cash	173,280	1.4%	183,333	1.4%	10,053	5.8	3.0%
3+ Axle Vehicles - ETC	268,333	2.1%	286,388	2.2%	18,055	6.7	3.9%
Subtotal – 2-Axle Vehicles	12,098,810	96.2%	12,408,790	96.1%	309,980	2.6	-0.2%
Total	12,571,399		12,913,359		341,960	2.7	

COMPARATIVE PERFORMANCE

Other Florida Toll Facilities

To provide additional context in analyzing the performance of the Lee County toll facilities, this section discusses performance on other toll roads and bridges throughout Florida. Table 4-15 presents the 2011 and 2012 transaction and revenue data for a number of such facilities. It is important to note the facilities shown in the table operate on a different fiscal year. All of the facilities shown are owned or operated by either Florida's Turnpike Enterprise or the Florida Department of Transportation, and run on a fiscal year of July through June as opposed to the Lee County fiscal year which runs from October to September. Given the differences in accounting calendars and the fluid nature of the economy during this reporting period, the operating results shown in Table 4-15 are not directly comparable to the Lee County performance. In addition, a number of physical and operational changes may have occurred on these facilities over the past two years, and it is therefore difficult to control for all possible variables affecting traffic and revenue. Nevertheless, the comparative performance data provides an additional lens through which to analyze performance on Lee County's three toll facilities.

A review of the available data indicates continued volatility, though a trend toward recovery, throughout the State of Florida, with the Lee County facilities comparable to the growth seen on other facilities. Of the 13 facilities shown in the table, three saw a decline in transactions exceeding 1.0 percent, while only four saw increases of 1.0 percent or more. In terms of revenue, four facilities experienced decline, seven experienced increases exceeding 1.0 percent including Lee County, and only one saw an increase in excess of 5.0 percent. The discrepancy between transaction and revenue performance can be attributable to toll rate increases on a number of facilities over the past year.

Averaging the year-over-year percent change in transactions and revenue on all facilities in the table, on average transactions increased by 0.8 percent while revenue increased by 1.6 percent, indicating that Lee County performed better than its statewide peers in FY 2012, ranking fifth out of thirteen in percent change in transactions, and ranking sixth in revenue.

**Table 4-15
Comparative Performance
Selected Florida Toll Facilities**

Toll Facility	County	Length (miles)	Operator	Transactions			Revenue		
				2011	% Change	2012	2011	% Change	2012
Alligator Alley	Collier/Broward	78	FDOT	7,471,000	0.7	7,524,000	\$19,737,000	-0.5	\$19,647,000
Beachline East Expwy	Orange/Brevard	15	FDOT	17,967,000	-4.5	17,167,000	4,584,000	-3.3	4,432,000
Beachline West Expwy	Orange	8	FDOT	24,998,179	2.6	25,641,208	14,986,890	4.8	15,707,823
Garcon Point Bridge	Santa Rosa	3.5	FDOT	1,251,000	3.1	1,290,000	4,276,000	7.4	4,592,000
Lee County Toll System	Lee	3.5	Lee County	17,200,180	0.9	17,350,277	37,042,313	2.0	37,785,844
Mid-Bay Bridge	Okaloosa	3.5	FDOT	6,489,000	0.5	6,521,000	15,472,000	1.5	15,699,000
Pinellas Bayway	Pinellas	15.2	FDOT	9,225,000	-1.0	9,135,000	3,605,000	-1.9	3,535,000
Polk Pkwy	Polk	25	FTE	26,607,899	3.0	27,394,617	21,775,541	3.9	22,614,726
Sawgrass Expwy	Broward	23	FTE	70,583,814	2.3	72,178,681	50,314,133	2.1	51,360,305
Seminole Expwy	Osceola/Orange/Seminole	55	FTE	31,117,002	0.5	31,265,315	30,762,844	2.3	31,457,245
Suncoast Pkwy	Hillsborough/Pasco/Hernando	42	FTE	28,151,260	-2.0	27,592,360	21,232,784	-2.2	20,768,736
Sunshine Skyway	Pinellas/Manatee	17.4	FDOT	18,005,000	0.8	18,150,000	16,427,000	0.8	16,555,000
Veterans Expwy	Hillsborough	15	FTE	50,932,999	0.7	51,288,330	32,466,407	0.9	32,757,522

Source: Florida's Turnpike Enterprise Traffic Engineer's Annual Report, 2012.

Caloosahatchee River Screen Line

While the previous analysis compared traffic growth on the Lee County toll bridges against other toll facilities in Florida, it is also important to determine whether or not these declines are disproportionate in terms of overall travel demand within the Lee County region. This section examines traffic across the Cape Coral and Midpoint Memorial Bridges in comparison with traffic over two other toll-free bridges that cross the Caloosahatchee River. Collectively, the four crossings – two tolled and two toll-free – form a screen line that captures the majority of movements between Cape Coral and Fort Myers, the two principal cities in the metropolitan area. The change in traffic between FY 2011 and FY 2012 was compared on the tolled versus the toll-free crossings. Sanibel Causeway is not addressed in this analysis because, as the only link between mainland Florida and Sanibel and Captiva Islands, no similar comparison can be made between the facility and a competing toll-free route. This may explain in part the facility's comparatively stronger performance over the past several years.

Table 4-16 compares the year-over-year change in tolled transactions on the two Lee County toll facilities that cross the Caloosahatchee River, as well as the change in total traffic across the two toll-free crossings. While in previous years this analysis looked at the total distribution of traffic among the four bridges, we are no longer able to make this screen line comparison due to the lack of two-way traffic data on the Midpoint Memorial and Cape Coral Bridges. Should this data become available again in the future, the market share approach will be resumed. In the meantime, year-over-year growth serves as an adequate proxy. Data for the toll-free crossings was derived from Lee County Department of Transportation Annual Count Reports for calendar years 2011 and 2012, based on permanent count stations positioned adjacent to each crossing. Each annual count report includes the calendar year AADT at each location, as well as monthly factors. These were used to estimate a fiscal year AADT, which is shown in Table 4-16.

As shown in Table 4-16, the tolled bridges outperformed the toll-free crossings in terms of year-over-year traffic growth, which is the same trend seen last year in FY 2011. The Midpoint Memorial Bridge was the only facility to see an increase in traffic in FY 2012 compared with FY 2011. The Caloosahatchee Bridge and Cape Coral Bridge experienced the largest declines, a year-over-year

drop of 3.4 percent. While the tolled facilities lost considerable amounts of traffic since FY 2008, the toll-free facilities saw only modest change, meaning that the most recent year may be as much an indication of a new equilibrium as a recovery based on the Midpoint Memorial Bridge performance. As previously mentioned, the Cape Coral Bridge was under construction during FY 2012 so it is difficult to determine if this facility will see the beginning signs of recovery going forward.

Table 4-16
Caloosahatchee River Bridge Crossing Traffic Growth
FY 2011-2012

Facility	Annual Average Daily Traffic		
	FY 2011	FY 2012	Percent Change
Edison Bridge - U.S. 41 Business ¹	25,816	25,254	-2.2
Caloosahatchee Bridge - U.S. 41 ¹	39,808	38,473	-3.4
Midpoint Memorial Bridge - Tolled Direction ²	19,086	20,007	4.8
Cape Coral Bridge - Tolled Direction ²	20,042	19,368	-3.4

⁽¹⁾ Fiscal Year AADT estimated based on calendar year AADTs and monthly factors. Source: Traffic Count Reports, 2011, and 2012, Lee County DOT.

⁽²⁾ Tolled direction only.

AVERAGE TOLL

While total transactions play a significant role in gross toll revenue, a shift in the distribution of vehicles types can also have an impact on gross toll revenues, as larger vehicles are assessed higher toll rates. This is addressed in some detail earlier in this chapter, such as tables 4-5, 4-6, 4-9, 4-10, 4-13, and 4-14. The combined effect of shifting payment method distribution and vehicle type distribution can be viewed concisely by examining the average tolls on each of the Lee County facilities. Table 4-17 presents the historical average toll rates for Fiscal Years 1998 through 2012 for each of the three toll bridges. As indicated, changes have been minimal over the last three years. The most obvious and most significant driver of average toll is the base toll rate itself, which last changed on the Cape Coral and Midpoint Memorial Bridges in FY 2008, and on the Sanibel Causeway in FY 2006.

Systemwide, the average toll rate increased from \$2.15 to \$2.18 in FY 2012. This figure includes revenue from transactions, as well as program sales. Among the three individual facilities, the largest change over the most recent fiscal year was a 4 cent increase in the average toll on the Sanibel Causeway, representing a 0.9 percent increase. This change in average toll was likely caused by the significant increase in full fare payments in addition to large increases in three-or-more-axle vehicles on the facility and also the decline in Unlimited Pass usage.

**Table 4-17
Historical Average Toll
FY 1998-2012**

Fiscal Year	Midpoint Memorial Bridge	Cape Coral Bridge	Sanibel Causeway	Systemwide
1998 ¹	\$0.85	\$0.83	\$1.84	\$0.97
1999	0.85	0.83	1.88	0.97
2000	0.84	0.83	1.90	0.96
2001	0.84	0.83	1.92	0.95
2002	0.84	0.82	2.00	0.95
2003	0.81	0.78	1.87	0.90
2004 ²	0.83	0.80	1.95	0.92
2005 ³	0.85	0.81	4.76	1.13
2006 ⁴	0.84	0.80	4.11	1.07
2007	0.86	0.82	4.25	1.10
2008 ⁵	1.58	1.51	4.28	1.95
2009	1.76	1.67	4.29	2.14
2010	1.74	1.68	4.32	2.15
2011	1.76	1.69	4.27	2.15
2012	1.76	1.71	4.31	2.18

(1) Variable pricing program introduced on Cape Coral and Midpoint Memorial Bridges August 1998.

(2) Traffic restrictions imposed on Sanibel Causeway January 2003.

(3) Toll increase applied on Sanibel Causeway November 2004.

(4) Tolls reduced on Sanibel Causeway November 2005.

(5) Toll rates doubled on November 1, 2007 on Cape Coral and Midpoint Bridges, in conjunction with the conversion to one-way tolling.

PROGRAM SALES

Table 4-18 provides a detailed accounting of the sale of discount program subscriptions by facility and plan type. In total, the sale of discount programs represents a significant share of total toll revenue collected by Lee County. As indicated, a total of 68,406 discount program subscriptions were sold in FY 2012, generating \$5,420,887 in revenue, or 14.3 percent of the total systemwide toll revenues. This represents a 0.3 percent reduction in program sales and a 0.8 percent decline in revenue over FY 2011, when 68,173 program sales generated \$5,465,331 in gross revenue. It is also notable that the share of total systemwide revenue attributable to program sales declined, from 14.8 percent in FY 2011, reflecting the shift toward more full fare transactions, as observed earlier in this chapter.

The Cape Coral/Midpoint Memorial Annual Reduced Fare discount program accounted for 55.4 percent of all programs sold in FY 2012. The Sanibel Annual Reduced program, at 12.4 percent, was the only other program to account for more than 10 percent of programs sold. With respect to program sales revenues, 67.3 percent of all program revenue was generated by just three program types: the Cape/Midpoint Annual Reduced Fare (25.5 percent), the Cape/Midpoint Annual Unlimited (22.3 percent), and the Sanibel Annual Unlimited (19.5 percent).

**Table 4-18
Discount Program Sales and Revenue
FY 2012**

Program Description	Quantity	Revenue
Sanibel Annual Unlimited	2,857	\$1,055,558
Sanibel Semiannual Nov thru Apr Unlimited	77	22,050
Sanibel Semiannual May thru Oct Unlimited	97	23,575
Sanibel Annual Reduced	8,455	528,865
Sanibel Semiannual Nov thru Apr Reduced	2,302	111,975
Sanibel Semiannual May thru Oct Reduced	637	30,950
Cape/Midpoint Annual Unlimited	4,126	1,209,609
Cape/Midpoint Semiannual Nov thru Apr Unlimited	192	34,544
Cape/Midpoint Semiannual May thru Oct Unlimited	264	44,992
Cape/Midpoint Annual Reduced	37,871	1,384,560
Cape/Midpoint Semiannual Nov thru Apr Reduced	3,094	70,440
Cape/Midpoint Semiannual May thru Oct Reduced	3,446	78,636
Sanibel and Cape/Midpoint Annual Unlimited	428	300,586
Sanibel and Cape/Midpoint Semiannual Nov thru April Unlimited	12	5,754
Sanibel and Cape/Midpoint Semiannual May thru Oct Unlimited	16	7,098
Sanibel and Cape/Midpoint Annual Reduced	3,581	360,751
Sanibel and Cape/Midpoint Semiannual Nov thru April Reduced	416	29,637
Sanibel and Cape/Midpoint Semiannual May thru Oct Reduced	275	19,610
Annual Sanibel Reduced and Cape/Midpoint Unlimited	95	35,144
Semiannual Nov thru April Sanibel Reduced and Cape/Midpoint Unlimited	1	250
Semiannual May thru Oct Sanibel Reduced and Cape/Midpoint Unlimited	5	1,250
Annual Sanibel Unlimited and Cape/Midpoint Reduced	152	62,986
Semiannual Nov thru April Sanibel Unlimited and Cape/Midpoint Reduced	1	324
Semiannual May thru Oct Sanibel Unlimited and Cape/Midpoint Reduced	6	1,744
Total	68,406	\$5,420,887

The data in Table 4-18 is consistent with previous years in that there is little variation in terms of semiannual program participation in the first and second halves of the year on the Cape Coral and Midpoint Memorial Bridges. Semiannual subscriptions for the first half of the year (November-April) accounted for 47.0 percent of total sales, compared with 53.0 percent for the second half (May-October). The opposite is true for the Sanibel Causeway, where a high peak in the spring means that approximately 76.4 percent of all semiannual subscriptions were for the first half of the year.

In Table 4-19, the comprehensive list of all program type sales listed in Table 4-18 is condensed into five categories. The Cape Coral/Midpoint Unlimited category includes variations on that plan type, including annual and semiannual plans. The Cape Coral/Midpoint Reduced Fare category similarly condenses all annual and semiannual variants into a single category. The same is true of the two Sanibel categories. Finally, a fifth category includes combination plans that cover all three facilities (Reduced Fare, Unlimited, or a combination of the two).

Table 4-19
Summary of Program Sales
FY 2012

Program	Total Count	Percent of Total
Cape Coral/Midpoint Unlimited	4,582	6.7
Cape Coral/Midpoint Reduced Fare	44,411	64.9
Sanibel Unlimited	3,031	4.4
Sanibel Reduced Fare	11,394	16.7
Combination	4,988	7.3
Total	68,406	100.0

TRANSPONDER SALES

Additional revenues are generated directly through the sale of LeeWay transponders. Figure 4-4 and Figure 4-5 show monthly transponder revenue and transponders sold in FY 2012 compared to FY 2011. During FY 2012, Lee County generated additional gross revenues of \$156,741 through the sale of 13,196 transponders. Transponder sales peaked in October with 1,644 transponders sold. Transponder sales were 14.4 percent higher in FY 2012 as compared with the previous year, while revenue was 10.5 percent higher. In FY 2010, transponder sales increased while revenue decreased, due to a shift in customer preferences from traditional replaceable battery transponders, which cost \$32, to mini-transponders, which cost \$10. Over the past two fiscal years the transponder sales and revenues have both increased. The fact that transponder sales and revenues are now trending in the same direction indicates that the distribution of sales between the replaceable-battery units and the mini-transponders has remained stable. Mini-transponders were first offered in April 2009. As of August 1, 2012 Lee County no longer offers replaceable battery units and instead offers customers a battery free hard case transponder.

Figure 4-4
Comparison of FY 2011 and FY 2012
Systemwide Monthly Transponder Revenues

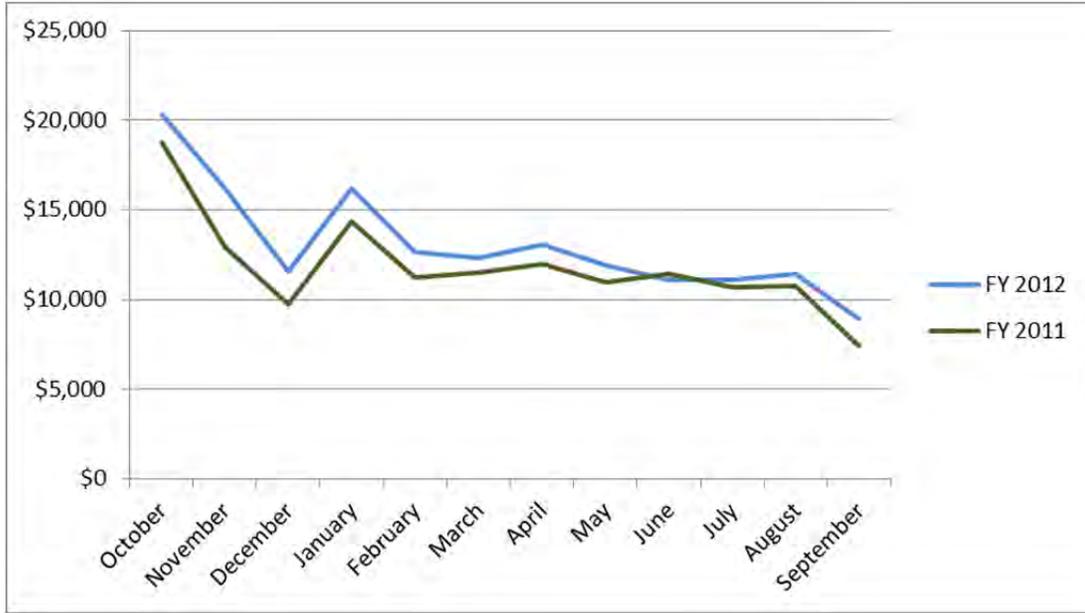
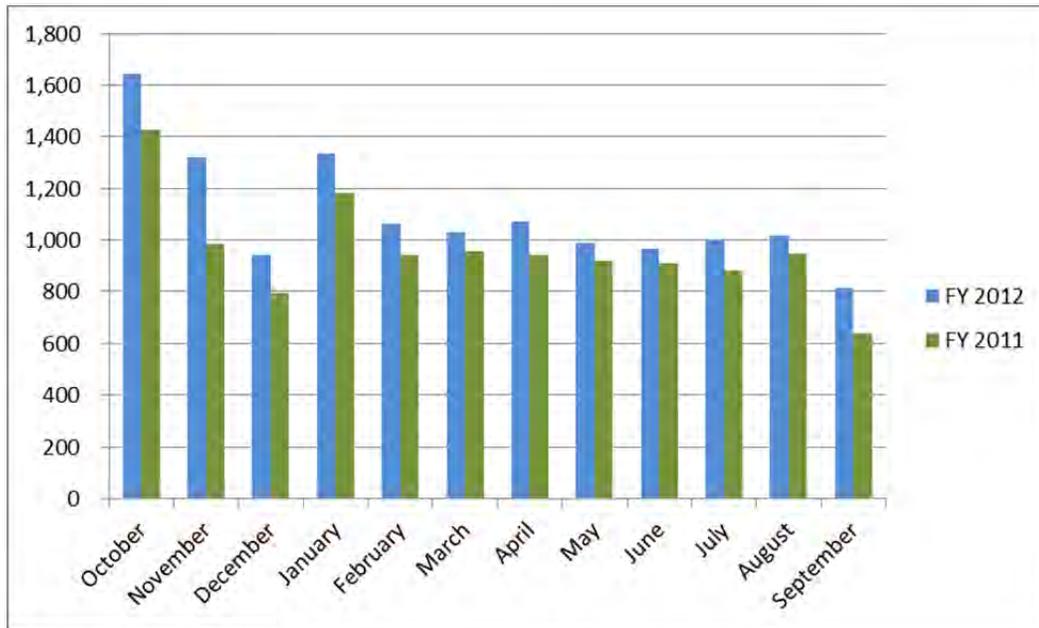


Figure 4-5
Comparison of FY 2011 and FY 2012
Systemwide Monthly Transponder Sales



VIOLATION ENFORCEMENT SYSTEM

During 2007, a violation enforcement system (VES) was installed at the toll plazas for each of the three Lee County toll facilities. When a patron passes through a toll plaza without paying or with an invalid LeeWay account, the VES system employs a system of cameras and sensors to photograph the license plate of the offending vehicle. Violation images are reviewed through a double-blind procedure to obtain license plate information for each recordable violation. Under a double-blind review process, each review is independent of the previous one, and the reviewer has no knowledge of the conclusion reached by the other reviewer. If both reviewers reach the same conclusion, the read is accepted. If there is a discrepancy between the two, the image is sent for additional review. Some images are considered unreadable due to factors such as sunlight or objects obscuring a clear view. If a license plate cannot be conclusively identified, the violation is “coded off” and the violator is not pursued.

Violations for which an image is available are then forwarded for additional processing. If the license plate corresponds to a LeeWay, SunPass, E-Pass, or rental car toll collection service provider account on record, the appropriate toll amount is deducted from the account. This is referred to as Video Tolling, or a “V Toll.” If no ETC account information is available for the plate, the license plate information is provided to the Highway Safety Motor Vehicles Department so they may look up the first registered owner of the vehicle. The registered owner’s information is used to open a VES account and a Toll Due Notice (TDN) is generated and mailed to the owner. If the toll is not paid or contested within 30 days, a uniform traffic citation (UTC) is issued. Owners who receive a UTC have 40 days to pay the toll plus a \$100.00 fee. If not paid within the time specified the UTC is turned into the Lee County court system and the fine increases to include court costs and 3 points may be added to the owner’s driver’s license.

In an effort to reduce operational costs and create a more efficient work environment, toll collectors have been tasked with reviewing violation images during normal work shifts. This allows toll collectors to still be productive when not being utilized in the toll lanes. It also provides additional help for the VES staff so more images can be processed through the system in a timely manner. This innovative method has helped LeeWay achieve significant operational savings and contributes to the continued success of the VES system.

Table 4-20 presents a summary of systemwide violation transactions by month for FY 2012. As shown, 3.0 percent of total transactions were violation transactions. Of these, approximately 14.3 percent were coded off because photos of license plates could not be read. The number of code-offs increased from FY 2011, though as a percentage of total violations, code-offs actually declined. Total violations increased by approximately 27.0 percent from FY 2011 to FY 2012, though the overall rate of collected transactions remained essentially unchanged. In total, 99.6 percent of all Lee County transactions were either paid at the toll plaza or processed for payment through the violation enforcement system.

**Table 4-20
Monthly Violation Transactions
FY 2012**

Month	Total Traffic	% of Violations	Total Violations	VES Code-Offs	Collection %
Oct	1,393,786	3.2%	43,954	5,471	99.6%
Nov	1,417,687	3.1%	43,655	7,145	99.5%
Dec	1,473,929	2.9%	42,702	6,595	99.6%
Jan	1,521,855	2.7%	41,212	7,649	99.5%
Feb	1,546,593	2.6%	40,044	6,121	99.6%
Mar	1,684,430	2.6%	43,494	7,060	99.6%
Apr	1,509,509	2.8%	42,328	5,634	99.6%
May	1,459,879	2.9%	42,735	6,933	99.5%
Jun	1,338,914	3.3%	43,730	7,021	99.5%
Jul	1,372,383	3.5%	48,102	5,307	99.6%
Aug	1,341,958	3.4%	45,328	5,251	99.6%
Sep	1,289,354	3.4%	43,282	4,097	99.7%
Total	17,350,277	3.0%	520,566	74,284	99.6%

Table 4-21 presents a summary of revenue collection activities resulting from violations reported from the lane level system. In FY 2012 \$1,221,788 in violation revenue was registered by the Lee County system, an increase from \$951,822 in FY 2011. \$673,021 of that total, or 55.1 percent, was collected by billing tolls to existing ETC accounts or to rental car companies through the Pay-by-Plate program. Another \$221,193, or 18.1 percent, was collected through the issuance of Toll Due Notices and Uniform Traffic Citations. \$327,574 in originally registered violation revenue was never collected. However, an additional \$713,995 in revenue was collected in fines, fees, and other miscellaneous revenues related to the VES. In total, after accounting for uncollectible revenues and additional fees and fines that were collected, \$386,421 in additional revenue was generated through the VES system, over and above the amounts originally owed.

**Table 4-21
Monthly Violation Revenue Collections
FY 2012**

Month	Outstanding Revenue Collection	AVI - Pay by Plate Revenue Collection	Non AVI Outstanding Violation Collection	VES and Court Collected Toll	Outstanding Collections, Losses, and False Transactions	Service Center Fees, Fines, and Misc. Revenue	Balance
Oct	-\$101,510	\$59,455	-\$42,055	\$16,016	-\$26,039	\$43,245	\$17,206
Nov	-106,457	50,968	-55,489	17,108	-38,382	50,623	12,242
Dec	-96,888	52,862	-44,026	17,194	-26,832	55,220	28,388
Jan	-94,569	52,479	-42,090	19,649	-22,441	66,973	44,532
Feb	-96,754	53,638	-43,116	18,150	-24,966	70,662	45,697
Mar	-109,605	63,139	-46,466	18,048	-28,418	65,505	37,086
Apr	-107,953	64,159	-43,794	17,678	-26,115	59,120	33,004
May	-104,748	48,775	-55,973	17,430	-38,543	57,191	18,648
Jun	-103,640	46,458	-57,182	18,266	-38,917	60,549	21,632
Jul	-113,472	67,666	-45,806	19,322	-26,484	59,388	32,904
Aug	-81,340	67,793	-13,547	22,669	9,122	65,089	74,210
Sep	-104,850	45,629	-59,221	19,663	-39,558	60,431	20,873
Total	-\$1,221,788	\$673,021	-\$548,767	\$221,193	-\$327,574	\$713,995	\$386,421

EVENTS INFLUENCING TOLL TRANSACTIONS AND REVENUE

In addition to the ongoing construction activities on the Cape Coral Bridge, FY 2012 was relatively free of major service interruptions. The following events, incidents, and construction activities were identified as potentially impacting traffic and revenue:

- The Midpoint Memorial Bridge was closed on November 11, 2011 between 6:30 p.m. and 8:30 p.m. for a Veterans Day celebration.
- On March 19-20, 2012, the Midpoint Memorial Bridge eastbound lanes were closed from 10:40 p.m. to 12:05 a.m. due to a traffic accident.
- On May 14-15, 2012, the Cape Coral Bridge westbound lanes were closed from 8:30 p.m. to 5:30 a.m. and the eastbound lanes were closed from 10:00 p.m. to 1:00 a.m. due to construction.
- The Midpoint Memorial Bridge westbound lanes were closed on May 29, 2012 from 2:40 a.m. to 6:00 a.m. due to a fatal accident.
- From 6:15 a.m. on July 4 until 2:00 a.m. on July 5, 2012, the Cape Coral Bridge was closed for a Fourth of July celebration.

- Tolls were suspended on the Midpoint Memorial Bridge, Cape Coral Bridge and Sanibel Causeway from 10:00 a.m. on August 26 to 5:00 p.m. on August 27, 2012, as a result of Tropical Storm Isaac.
- From 9:00 p.m. on September 19 until 4:50 a.m. on September 20, 2012, the westbound lanes on the Cape Coral Bridge were closed due to construction.

No other major weather events, emergencies, or major accidents were reported.

CHAPTER 5

NET AND EXCESS TOLL REVENUE

All toll revenues generated by the Lee County toll system are covered by a strictly prescribed series of bond covenants and interlocal agreements which determine the manner and order in which revenues are distributed. Chapter 5 addresses operating and maintenance costs, net revenues, deposits and withdrawals of covenanted and pledged funds, and bond obligations. Other financial transactions required by covenant or agreement are presented as well. The data in this chapter is obtained from the Lee County Excess Revenue Report.

NET TOLL REVENUE

Net toll revenue is calculated by deducting maintenance and operating (M&O) expenses from gross toll revenues. Table 5-1 presents FY 2012 gross toll revenues, M&O expenditures, and the resulting net revenues for the entire Lee County system and the three toll facilities individually. As shown, systemwide net toll revenues totaled approximately \$27.8 million in FY 2012. Each of the three facilities contributed a roughly equal proportion of gross toll revenues. However, the Sanibel Causeway had considerably lower M&O costs, resulting in net revenue that was 38.8 percent of the systemwide total, compared with 29.4 percent and 31.9 percent on the Cape Coral and Midpoint Memorial Bridges, respectively.

Table 5-1
Net Revenue by Facility
FY 2012

	Midpoint Memorial Bridge	Cape Coral Bridge	Sanibel Causeway	Total
Gross Toll Revenue	\$12,865,906	\$12,086,478	\$12,833,459	\$37,785,844
M&O Costs	-4,022,023	-3,935,365	-2,061,644	-10,019,032
Net Toll Revenue	\$8,843,883	\$8,151,113	\$10,771,815	\$27,766,812

Table 5-2 compares FY 2012 M&O costs and net revenues by facility against the estimates set forth in the 2005B Bond Official Statement (OS). While the comparison is important, it is significant to note that the forecasts included in the 2005B Bond OS did not account for the implementation of one-way tolling which occurred in FY 2008.

As Table 5-2 indicates, actual total M&O expenses were 23.5 percent lower than projected M&O costs. Much of the savings in actual overestimated costs is a direct result of the conversion to one-way tolling. However, FY 2012 net revenues also fell short of the 2005 OS forecast by 7.7 percent. This is primarily because the revenue forecast was produced prior to any signs of recession and

could not have accounted for the state of the local, regional, and national economy in recent years, including three consecutive years of revenue decline. In fact, since FY 2005, actual systemwide gross toll revenue has declined by 12.5 percent, although the 2005B Bond OS predicted annual growth in every year of its forecast.

Table 5-2
Comparative M&O Expenses and Net Toll Revenues by Facility
FY 2012

Facility	Maintenance and Operations Expense			Net Toll Revenue		
	2005B OS Estimate	FY 2012 Actual	Percent Difference	2005B OS Estimate	FY 2012 Actual	Percent Difference
Midpoint Memorial Bridge	-\$5,200,000	-\$4,022,023	-22.7	\$10,028,546	\$8,843,883	-11.8
Cape Coral Bridge	-5,500,000	-3,935,365	-28.4	8,594,534	8,151,113	-5.2
Sanibel Causeway	-2,400,000	-2,061,644	-14.1	11,465,922	10,771,815	-6.1
Total	-\$13,100,000	-\$10,019,032	-23.5	\$30,089,002	\$27,766,812	-7.7

Table 5-3 shows the year-over-year change in M&O expenses by facility. As indicated, expenses increased by 15.8 percent systemwide, with the Sanibel Causeway experiencing the largest percent increase in M&O expenses at 48.8 percent.

Table 5-3
Comparative M&O Expenses by Facility
FY 2011 and 2012

Facility	FY 2011 Actual	FY 2012 Actual	2005B OS Estimate of FY 2012	Percent Change over FY 2011	Percent Change from Estimate
Midpoint Memorial Bridge	-\$3,803,467	-\$4,022,023	-\$5,200,000	5.7	-22.7
Cape Coral Bridge	-3,459,911	-3,935,365	-5,500,000	13.7	-28.4
Sanibel Causeway	-1,385,237	-2,061,644	-2,400,000	48.8	-14.1
Total	-\$8,648,616	-\$10,019,032	-\$13,100,000	15.8	-23.5

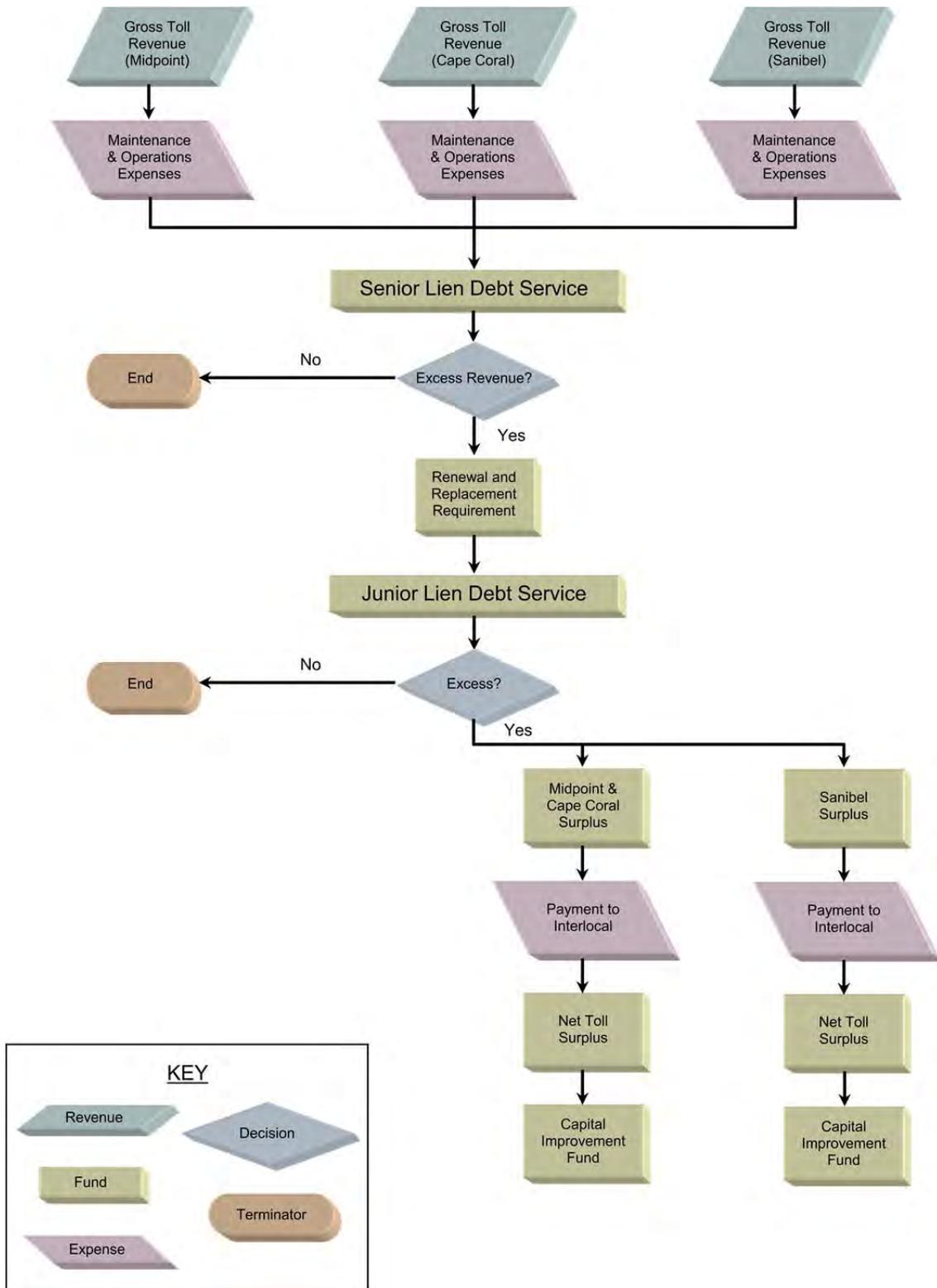
EXPENDITURES AND EXCESS REVENUE

As previously stated, net toll revenues generated by the three tolled facilities must be disbursed in a prescribed manner. The order in which funds are disbursed is presented in Figure 5-1.

Senior Lien Debt Obligation

After paying all M&O expenses, the first obligation is to service senior lien debt. Senior lien debt is composed of debt service to the Series 2001, 2004, 2005A, and 2005B bonds. The ratio of net revenue versus the amount of senior lien debt due in that fiscal year is referred to as the coverage ratio. By covenant, Lee County is required to maintain a coverage ratio of 1.20, or 120 percent net revenue in excess of total senior lien debt obligations. In FY 2012, the coverage ratio for senior lien debt equaled 1.78, as shown in Table 5-4. The coverage ratio in FY 2011 was 1.75, so this is virtually unchanged in the most recent year.

**Figure 5-1
Flow of Funds**



**Table 5-4
Senior Lien Bond Coverage
FY 2012**

Line Item	Amount
Total Gross Revenues	\$37,785,844
Total M&O Costs	-10,019,032
Total Net Revenue	27,766,812
Annual Debt Service	-15,600,000
Debt Coverage Ratio	1.78

Renewal and Replacement Fund

After fulfilling bond and debt obligations, Lee County is required to maintain a renewal and replacement (R&R) account for each facility. These accounts are required to have a minimum balance of either \$500,000 or 5.0 percent of the previous year's gross toll revenues, whichever is greater. Funds in these accounts can be used for a limited number of specific purposes including, but not limited to: major improvements or additions; unusual and extraordinary maintenance or repairs; maintenance activities not recurring annually; renewal and replacement of major equipment; and repairs or maintenance resulting from an emergency. The latter item is conditional, and can only be used in cases where money from the maintenance and operations account and insurance proceeds do not cover the total cost of said emergency. As presented in Table 5-5, expenditures totaling \$77,994 were made from the three R&R accounts. Deposits totaling \$97,218 were made to these three accounts to maintain the required minimum balance. Almost all of the deposits and expenditures were to and from the Cape Coral Bridge R&R account.

**Table 5-5
Deposits and Expenditures, Renewal and Replacement Fund
FY 2012**

Line Item	Midpoint Memorial Bridge	Cape Coral Bridge	Sanibel Causeway	Total
Deposits	\$981	\$75,975	\$20,262	\$97,218
Expenditures	0	-56,594	-21,400	-\$77,994

Interlocal Agreements

After meeting the debt obligations outlined above and satisfying covenanted fund requirements, remaining revenues are subject to Lee County's existing interlocal agreements with the City of Sanibel and the City of Cape Coral. The interlocal agreement with Cape Coral is attached as Appendix A. A copy of the settlement agreement with the City of Sanibel, which includes the interlocal agreement, is attached in Appendix B. The following sections provide brief overviews of these agreements and the general terms of each interlocal agreement.

Sanibel Interlocal Agreement: The interlocal agreement with the City of Sanibel went into effect in November 1987 and was amended and restated in June 2002. In January 2004, a lawsuit was filed by the City of Sanibel against Lee County based primarily on the county's plan to replace Span A of the causeway with a fixed-span bridge rather than a drawspan similar to the original Span A. This

case was dismissed on March 1, 2005, at which time a settlement agreement was reached between Lee County and the City of Sanibel. Under this settlement agreement, the City of Sanibel agreed to use its share of surplus toll revenues to reduce the cost of commuter discount program fees and tolls. Accordingly, a new toll schedule was implemented in November 2005.

As part of the current agreement, Lee County is required to remit to the City of Sanibel 21.0 percent of the net surplus revenues generated from the operation of the Sanibel Causeway. Net surplus revenues are defined as total gross revenues minus causeway operating expenses, the debt service requirement for bonds issued related to the causeway, and payments into the causeway R&R account. In FY 2012, 21.0 percent equated to \$1,057,618.06.

Cape Coral Interlocal Agreement: The interlocal agreement between Lee County and the City of Cape Coral was entered into on March 22, 1995 and has been amended three times, in May 2001, November 2002, and August 2004. The agreement states that 40.0 percent of the net surplus toll revenues generated by the Midpoint Memorial and Cape Coral Bridges be paid to the City of Cape Coral. Net surplus revenues are defined as total gross toll revenues minus Midpoint Memorial Bridge operating expenses, debt service payments, and deposits into the R&R fund. However, both Lee County and the City of Cape Coral have since agreed that these payments be made into a mutually acceptable transportation project fund. As such, no direct transfer of funds between the county and the city occurs. Rather, excess revenues are deposited into one of two capital improvement funds to be discussed in the section that follows.

Capital Improvement Program

Revenue remaining after meeting the conditions of the interlocal agreements must be deposited into a capital improvements fund. The projects being funded through the capital improvement program include the Cape Coral plaza reconstruction, software/hardware upgrades to maintain toll operability with other toll agencies on all three facilities, a duplicate fiber ring linking the Cape Coral and Midpoint Memorial toll facilities, and complete toll system replacement on all three facilities. In the case of the Sanibel Causeway, FY 2012 ended with excess revenue of \$636,856. This excess revenue was applied to interfund loans and toward anticipated operational expenses for the following fiscal year.

Based on a standing agreement between the City of Cape Coral and Lee County, payments due under the interlocal agreement and excess revenues were deposited into the CIP fund. In FY 2012, \$2,884,821 of the \$2,984,821 excess revenues on the Cape Coral and Midpoint Memorial Bridges was applied to the CIP fund. The remaining excess revenues, approximately \$100,000, were carried forward to cover anticipated operations costs in FY 2013.

CHAPTER 6

GENERAL INSPECTION OF TRANSPORTATION FACILITIES

CDM Smith conducted a general condition review of Lee County's toll facilities, including the buildings, adjacent roadways, sign structures, and six toll bridges in March 2013. Information pertaining to the physical condition of each facility, ongoing and completed construction, and planned improvements was compiled and reviewed. Subsequently, a walk-through visual review of each facility was completed with the assistance of County staff.

This general inspection of transportation facilities was conducted in compliance with Section 5.07 of the Composite Transportation Facilities Revenue Bond Resolution No. 86-4-12. CDM Smith, as consulting engineer to the County, has provided this biennial inspection report to document our opinion of the conditions of the facilities.

LEE COUNTY TOLL FACILITIES

This report documents the conditions of the following County-owned facilities:

Bridges

- Cape Coral Bridge – Westbound – Bridge No. 124044
- Cape Coral Bridge – Eastbound – Bridge No. 124065
- Midpoint Memorial Bridge – Bridge No. 124096
- Sanibel Causeway Structure A – Bridge No. 124116
- Sanibel Causeway Structure B – Bridge No. 124115
- Sanibel Causeway Structure C – Bridge No. 124114

Buildings

- LeeWay Service Center – 1366 Colonial Blvd., Ft. Myers
- Cape Coral Toll Facility – 10100 College Parkway, Ft. Myers
- Midpoint Toll Facility – 1930 S.E. 23rd Terrace, Cape Coral
- Sanibel Toll Facility – 18700 McGregor Blvd., Ft. Myers

Sign Structures

- Cape Coral Bridges – 3 overhead span structures, 1 cantilever structure (all westbound)
- Midpoint Bridge – 2 overhead span structures, 5 cantilever structures (all westbound)
- Sanibel Bridge – 3 overhead span structures, 1 traffic signal pole (all westbound)

Lighting & Drainage

Various light standards and fixtures at each bridge & toll building
Catch basins/scuppers at each bridge & toll building

Inspection Team

Site visits to each bridge structure and their adjacent toll facility buildings were conducted by CDM Smith staff accompanied by Lee County personnel. On March 5, 2013, Mr. Erik LeClair, PE, Senior Structural Engineer, performed general walk-through inspections of the Cape Coral eastbound and westbound bridges, the Midpoint Memorial Bridge, and the Sanibel Causeway Bridges A, B & C for the above-deck portions of each structure. Mr. LeClair was accompanied at each site by Mr. Ehab Guirguis, PE, Senior Engineer, Lee County Department of Transportation (DOT).

On March 7, 2013, Mr. LeClair completed a general inspection of each bridge structure from below deck utilizing Lee County DOT's work barge (Midpoint & Cape Coral) and Lee County's Division of Natural Resources work boat (Sanibel Causeway Structures). He was accompanied at each site by Mr. Douglas Busbee, Maintenance Foreman, Lee County Department of Transportation – Operations Division and other Lee County DOT and Natural Resources department staff.

Inspection of the bridges was preceded by a review of the most recent FDOT biennial bridge inspection reports. Review of the August 2011 (Cape Coral), November 2011 (Sanibel), and January 2012 (Midpoint) reports was completed in February prior to arrival on site.

Site visits to view the roadway and sign structure conditions were conducted at all three sites by Mr. LeClair on March 4, 2013.

Site visits to the bridge toll facility buildings were conducted by Mr. LeClair on March 6, 2013. He was accompanied at the individual buildings by Mr. Wilks Hale (Cape Coral – Site Technician), Mr. Ken Johnston (Midpoint – Site Technician), and Mr. James Gehrlein (Sanibel – Site Manager). At the LeeWay Service Center, he was accompanied by Ms. Susan Hopwood, LeeWay Service Center Manager.

Bridge Condition Review Process

The Operations Division of Lee County's Department of Transportation provided bridge record plans and current biennial and interim inspection reports to CDM Smith for review. Discussions with the DOT bridge engineer and Operations Division maintenance foreman provided further information on current and planned maintenance programs.

After reviewing the available bridge inspection reports prepared by others for the Florida Department of Transportation and Lee County, CDM Smith staff visited each bridge and performed a general walk-through inspection to observe the physical condition of each structure. The purpose of this visual review was not to re-inspect the bridges, but for CDM Smith staff to evaluate the overall condition of the structures and to view any repairs made since the FDOT inspections were performed.

All six of the county's toll bridge structures have been inspected by FDOT within the past two years through its biennial bridge inspection program. The inspections were performed by the consultant

firm of Volkert & Associates Inc. Underwater inspections of the bridge piers and piles were performed in conjunction with the structure inspections by Bolt Underwater Services. The level of effort by these consultants included visual inspection of the deck, girders, abutments, piers, and piles in all spans. Inspectors accessed the structures by foot and by using under bridge inspection unit vehicles, an inspection boat, and underwater dive equipment.

Toll Facility Condition Review Process

CDM Smith's inspector met with and interviewed the LeeWay Service Center Manager to discuss the current condition and any ongoing or planned capital projects at the service center building. After the interview, the inspector toured the service center facility interior and exterior to review the layout, observe available equipment and its condition, and evaluate the general condition of the building and grounds. Inspections of each facility building were visual only and no detailed measurements were taken. No testing of materials or systems was performed.

Site visits at each bridge toll facility building were conducted in a similar manner as the service center review. CDM Smith's inspector, accompanied by the previously noted on-site staff, reviewed the building layout and condition. During the review, the inspector discussed current and planned maintenance and capital projects with the toll facility personnel. The frequency of equipment testing (standby generators & fire protection systems) and recently completed projects were also discussed.

Roadway Condition Review Process

A general review of the roadway, lighting, and drainage conditions was conducted during site visits to each facility and bridge. The roadway, lighting and drainage conditions were observed by travel through each corridor, with intermediate stops where deteriorated conditions were observed.

A detailed condition review of each sign structure was conducted by visual and hands-on inspection methods at each sign location. All of the sign structures were inspected from ground level, with no special access equipment.

CAPE CORAL BRIDGES AND TOLL FACILITY

The Cape Coral Bridge and toll facilities are located approximately eight miles south of downtown Fort Myers on College Parkway at its junction with the Caloosahatchee River. The toll plaza and administration building are located approximately one mile east of the river as shown in the Figure 6-1 below.

**Figure 6-1
Cape Coral Bridge Toll Plaza Location Map**



Cape Coral Bridge Toll Plaza

The existing main toll plaza consists of six westbound tolling lanes and two eastbound non-toll lanes with an administration building at the north side of College Parkway. In 2012, the toll equipment, barrier, and canopy were completely replaced and reconfigured to eliminate the barrier structure from the non-toll eastbound lanes and install new open road toll (ORT) collection in the westbound direction.

The new westbound toll barrier configuration consists of three attended toll lanes, one electronic toll collection only lane, and two ORT lanes. Two of the three attended lanes are also equipped with an electronic toll collection system. The ORT lanes are located in the two southern-most, westbound lanes and are separated from the westbound attended lanes and eastbound non-toll lanes by concrete barrier walls.

The two eastbound lanes are now free-flowing, with no barrier or canopy structure overhead. They are fully separated from the westbound lanes by a concrete barrier median. All signs related to toll collection have been removed from the eastbound travel direction.



Cape Coral Toll Plaza – Attended Lanes Canopy Structure



Cape Coral Toll Plaza – Administration Building

The three attended lanes are 11 feet wide and each lane is separated by a 6 foot wide concrete island. The electronic tolling lane is 14 feet wide to accommodate wide loads. Each of the lanes is covered by a canopy structure that is comprised of reinforced concrete columns and support beams, with a precast concrete panel roof. The two ORT lanes are 12 feet wide, with a full lane width shoulder on the right and a 6 foot shoulder on the left.



Open Road Tolling Lanes Equipment Gantry Structure



Concrete Barrier Between Eastbound & ORT Lanes

The current administration building was constructed and opened in 1989, and was expanded to add a larger conference room in 1999. Miscellaneous repairs and material upgrades, such as replacement of tile facing on exterior surfaces and new windows have been made at various times. The employee break room/locker area was expanded and renovated in 2006. Total square footage of the building is approximately 3,390 ft².

As part of the toll plaza reconfiguration in 2012, the toll lane canopy was removed from above the administration building. An access tunnel was also added that connects the administration building

to the northern-most attended lane island, thus eliminating the need for toll attendants to cross the electronic tolling lane.

A new storage building was added in 2012 at the northeast corner of the administration building in an area where the trash corral was previously located. The storage building is insulated and has air conditioning to allow it to be used as a technician's workshop, if necessary. The trash corral was relocated to the southeast corner of the employee parking area.



New Storage Building



Relocated Trash Corral

At the rear (north) side of the administration building, the employee break area has been relocated to a screened enclosure with a concrete floor and metal roof attached to the building.

Architectural Condition

The interior of the building appears to be in very good condition overall with only one maintenance issue noted. In the conference room there appears to be an electrical problem with a portion of the overhead lighting. Elsewhere, flooring, paint, and fixtures typically showed minor signs of wear, but have clearly been maintained on a regular basis.

A portion of the interior office space at the northeast side of the administration building has been reconfigured to provide a single, larger room for housing the data servers and toll lane controllers. The lane controllers were previously housed in a separate room with the standby generator at the north side of the building that was only accessible from an exterior door. The new combined room provides a significant improvement in space for equipment and the ability to provide proper climate control for the controller room. To accommodate this change, the facility supervisor and technician room were also re-sized.

New vinyl flooring tiles and drop ceiling tiles have been installed in the main hallway. A previous lack of storage space for supplies and equipment has been addressed by a reconfiguration of some of the interior office space and the addition of the exterior storage building.



New Tile Flooring Installed In Hallway



Relocated Data Controllers

Fiber optic communications have been completed between the LeeWay Service Center and the Cape Coral facility. The connection was also recently upgraded from 1GB to 10GB capacity. With this connection, all three toll facilities are now connected to the LeeWay Center and the main County offices in downtown Fort Myers.

As part of the toll canopy reconfiguration, a new latex membrane roof system was installed on the administration building. The roof membrane is in very good condition with no deterioration noted. However, there is a low area that ponds water near the central portion of the roof below the communications wire conduits. There were no signs of leakage on the interior of the building that were associated with this area. The stagnant water traps debris and promotes algae growth, which creates a slippery walking surface. Also, several of the interior downspout drains have a minor buildup of debris at the inlet grate that should be cleaned/removed.



**Administration Building Roof
New Latex Membrane Installed**



**Administration Building Roof
Ponded Water With Algae & Debris**

The new toll canopy has a rolled asphalt roof covering that is in new condition. The roof surface slopes towards the east side of the canopy, where it drains through an interior downspout. In the

vicinity of the downspout, the roof surface is slightly lower than the downspout inlet causing some very minor ponding.



**Toll Canopy Roof
Minor Ponding Near Downspout**



**Access Ladder From Administration
Building to Toll Canopy Roof**

The exterior walls are in fair to good condition. However, due to the age of the wall tile surface, it is very difficult to purchase matching tiles when they are damaged or require replacement. The county is currently working on plans to replace the exterior tile surface on the administration building with stucco. The stucco will make for a more durable and easier to maintain surface, and will match the façade of the new toll canopy structure.

Structural Condition

The administration building appears to be in very good structural condition. No indications of structural distress were observed. The concrete toll canopy frame and columns, and the highway-speed toll equipment gantry are in new condition with no notable deterioration observed.



New Toll Booths



New Impact Attenuators

As part of the toll plaza reconfiguration, all of the toll collection booths, concrete islands and vehicle impact attenuators were replaced and are in new condition. The new toll booths are equipped with rear-entry doors, providing a safer work environment for the toll attendants. All signage within the toll canopy area has also been replaced and was in very good condition.

Mechanical and HVAC Condition

No deficiencies were noted in the plumbing fixtures of the bathrooms, break room and janitor's closet. The bath rooms and data room have been equipped with motion-sensing light switches. The dual interior air handling units and exterior condensing units were in good condition and operating properly at the time of inspection. A separate roof top AC/heating unit that serves the conference room also appeared to be working properly.

A new ceiling mounted AC unit has been installed in the expanded data/controller room due to the excessive heat generated by the data equipment.

Mechanical Room

The standby generator for this facility is in good condition. It is tested under load automatically on a weekly basis, and is serviced monthly to ensure it is in working condition at all times. The 1000 gallon capacity above ground diesel fuel tank for the generator is in very good condition.



Data/Controller Room, New UPS



Above Ground Fuel Tank

As part of continuous technology upgrades with the toll collection equipment, the lane controllers and lane monitoring cameras have been upgraded in the non-ORT lanes. A new Uninterruptible Power Supply (UPS) has been installed in the data/controller room.

The security camera and monitoring system was in good condition and operating in appropriate areas of the administration building and toll plaza. Interior and exterior door locks were functional in all parts of the building. The fire alarm and security systems appeared to be functioning properly. There are no sprinklers in the administration building.

Site/Civil Condition

The asphalt concrete employee parking area has been repaved as part of the toll plaza reconfiguration and was in new condition. The parking spaces have also been recently re-striped. A total of 23 parking spaces plus two handicap-only spaces are available in the employee lot.



**Employee Parking Area
New Pavement and Striping**



**New Sidewalk With Old
Landscaping Removed**

The concrete sidewalks in the parking area and in front of the administration have been replaced and are in new condition. The sidewalks at the side and rear of the building were also in good condition. The county is currently designing new landscaping and a ground-mounted toll facility sign to be installed along the front of the administration building and around the employee parking area. This work was identified as a potential cost savings, rather than including it with the toll plaza reconfiguration contract.

Sound barrier walls along the east approach and fencing adjacent to the administration building appear to be in good condition.

Roadway Conditions

The asphalt concrete pavement near the toll plaza approaches is in new condition and provides an excellent ride quality. The pavement extending east to the McGregor Blvd overpass bridge, and west to the deck of the Cape Coral bridges was replaced as part of the toll plaza reconfiguration. The pavement striping is also in very good condition.

The roadway shoulders near the toll plaza, on the bridges and their approaches have been recently cleaned and had very little trash or debris buildup. These areas are routinely cleaned on a monthly basis. Paint is typically applied at vehicle impact locations on the bridge barriers on an as-needed basis.

The drainage system in the employee parking area appeared to be functioning adequately, but was in need of clean out. At the west side customer turn out area, the catch basin is approximately 30% clogged with debris and garbage. There was no evidence of standing water. In the employee parking lot, the catch basin had shallow standing water present.

There were no signs of frequent backup or ponding near the basin. The catch basins are cleaned out on an annual basis.



**Catch Basin at West Side Turn out
30% Clogged w/ Debris**



**Employee Parking Lot
Catch Basin with Standing Water**

The roadway lighting has been replaced on both approaches to the toll plaza. There are both dual and single head light standards placed mainly on the median barrier and along the north side of the roadway near the toll canopy. All of the plaza lighting was in new condition, with no deterioration or malfunction noted.

Sign Structure Condition

Each sign structure on the bridge approaches that has bridge-related signs was inspected. There are a total of four sign structures that are associated with the Cape Coral Bridge, including three overhead span structures and one monopole cantilever structure. All signs are located at the east side of the bridge, on the westbound approach lanes.

The first two overhead span sign structures encountered at the east approach had areas with minor loss of the galvanizing coating on the post and truss members, and light to moderate rust on the electrical conduits. Structurally, they appear to be in very good condition. At the first overhead sign (1-1/4 mile from bridge) the electrical pullbox near the right foundation has a broken cover, potentially allowing moisture to reach the conductors inside.

As part of the toll plaza reconfiguration, the overhead sign closest to the toll plaza was completely replaced. The new sign structure is in excellent condition, with no notable deterioration observed.

A cantilever sign structure was also added near the merge point of the Caloosa Yacht & Racquet Club access road. The sign is mounted on the dividing median and was also in excellent condition.

At the west side of the toll plaza, a sign structure previously used for eastbound toll collection information has been removed.



**WB OSS at 1-1/4 Mile From Plaza
General Configuration**



**WB OSS at 1-1/4 Mile From Plaza
Broken Electric Pullbox Cover**



**WB OSS at 100 Yards From Plaza
New Overhead Structure**



**WB OSS at 1/4 Mile From Plaza
New Cantilever Structure**

The sign panels at all four structures were in good condition, with the exception of some loose bolts on the 1 Mile and 1-1/4 Mile structures. Lighting on the sign structures was functioning at the time of inspection.

Cape Coral Bridge – Westbound

A general walk-through inspection of the above deck components for this facility (Bridge No. 124044) was completed on March 5, 2013. The below deck components and non-submerged substructure were inspected from a work barge on March 7, 2013. Prior to arrival at the site, the most recent biennial inspection report issued by FDOT (8/23/2011) was reviewed and all current and recently completed repair work was discussed with the owner's bridge engineer and maintenance supervisor.

The structure carrying Cape Coral Bridge Road westbound over the Caloosahatchee River was originally constructed in 1963. It carries two lanes of traffic from Fort Myers to Cape Coral, is 3,417 feet long, and consists of 49 precast concrete multi-girder spans with three steel multi-girder main spans. Its most recent sufficiency rating is 66.7 on a rating scale of 0-100, with federal condition ratings of 7 (good) for the deck and superstructure, 6 (satisfactory) for the substructure, and 7 (minor damage) for the channel. The bridge is currently tolled for all users.

The biennial inspection report notes only minor condition deficiencies. These deficiencies include minor isolated areas of concrete spalls, delamination, cracking and surface map cracking on the top surface and underside of the deck; minimal deterioration of the joints, minor paint loss and surface corrosion on the steel girders in the main channel spans (17, 18, and 19); minor areas of cracks, spalls, and delamination on the precast concrete girders; minor cracking, splitting, deterioration, and shear deformation of the elastomeric bearings; moderate cracks, spalls, scaling, and delamination of the piles and pile caps. None of these deficiencies have a significant effect on the traffic volume or load capacity of the bridge.



**Cape Coral Bridge Westbound – North
Elevation View**

In 2009, an epoxy/aggregate overlay was installed on the deck to address concrete cracking noted in an FDOT inspection report. The wearing surface overlay is in very good condition, and recent inspection by the county Operations Division indicated that there were no areas that required patching or repair.

The focus of repairs within the past two years for this structure has been on the concrete footings, columns, pedestals, and beam ends. The Operations Division recently completed a full pier footing pile cap repair that included removal and replacement of up to 6" of concrete around the full perimeter of the pile cap. Since the depth of concrete removal did not reach the depth of the existing reinforcing bars, the county drilled and grouted a new layer of reinforcing bar around the perimeter to support the new concrete. The repair was completed in a professional manner and is in excellent condition.

Elsewhere, the county has completed pier cap beam repairs at several locations on the eastern end of the structure. The repairs included removal of cracked and delaminated concrete, forming, and repouring new concrete on the underside of the cap beam. In the same location on the bridge, the county repaired cracked and delaminated concrete below the fascia beam bearing area. This procedure included temporary jacking to support the fascia beam, removal of the deteriorated concrete, and repouring new concrete pedestals below the beams. All of these repairs were accomplished from work barges, with no disruption of traffic.



WB Bridge – Recent Full Perimeter Repair of cracked and Spalled Concrete Pile Cap



WB Bridge – Pier Capbeam Repair Below Fascia Beam

Lee County conducts routine maintenance of the bridge and its approaches, including cleaning the shoulders on a quarterly basis with a sweeper vehicle to remove debris and garbage. The drainage catch basins at the bridge approaches are cleaned with a vacuum truck on an annual basis to remove sediment and garbage. By doing so, the county receives credit towards its NPDES storm water management obligations for removal of the sediment. Every four months the barriers are repainted.

Overall the structure was found to be in good repair, working order, and condition. It routinely operates at its normal traffic capacity, with no vehicle weight restrictions.

Cape Coral Bridge – Eastbound

A general walk-through inspection of the above deck components for this facility (Bridge No. 124065) was completed on March 5, 2013. The below deck components and non-submerged substructure were inspected from a work barge on March 7, 2013. Prior to arrival at the site, the most recent biennial inspection report issued by FDOT (8/23/2011) was reviewed and all recently completed repair work was discussed with the owner's bridge engineer and maintenance supervisor.

The structure carrying Cape Coral Bridge Road eastbound over the Caloosahatchee River was originally constructed in 1989. It carries two lanes of traffic from Cape Coral to Fort Myers, is 3,412 feet long, and consists of 39 precast concrete multi-girder spans. Its most recent sufficiency rating is 98.2 on a rating scale 0-100, with federal condition ratings of 7 (good) for the deck, superstructure, and substructure, and 7 (minor damage) for the channel. There is currently no toll collection on the eastbound structure.

The biennial inspection report notes only minor condition deficiencies. Items noted include minor transverse and longitudinal cracks in isolated areas on the concrete deck surface; minor, isolated cracks, small spalls, and delaminations on the precast concrete girders; minor, isolated cracks on the concrete columns, footings, and pile caps; and minor cracks with some delaminations on the concrete pier cap beams. None of these deficiencies have a significant effect on the traffic volume or load capacity of the bridge.

In response to a comment in the FDOT biennial inspection report, the Traffic Division has installed reflectors on the concrete barrier at the north side of the bridge. Since their installation, many of the reflectors have been damaged or knocked off of the barrier due to vehicle impact.

Due to the good overall condition of the eastbound Cape Coral Bridge, Lee County currently has no significant ongoing repairs. They are continuing with routine maintenance of the bridge and its approaches. This includes cleaning the shoulders on a quarterly basis with a sweeper vehicle to remove debris and garbage. The drainage catch basins at the bridge approaches are cleaned with a vacuum truck on an annual basis to remove sediment and garbage. By doing so, the county receives credit towards its NPDES storm water management obligations for removal of the sediment. Every four months the barriers are repainted.



Overall the structure was found to be in good repair, working order, and condition. It routinely operates at its normal traffic capacity, with no vehicle weight restrictions.

MIDPOINT MEMORIAL BRIDGE AND TOLL FACILITY

The Midpoint Memorial bridge and toll facility are located approximately seven miles south of downtown Fort Myers on Colonial Boulevard at its junction with the Caloosahatchee River. The toll plaza and administration building are located approximately 3/4 mile west of the river as shown in Figure 6-2.

**Figure 6-2
Midpoint Memorial Bridge Toll Plaza Location Map**



Midpoint Memorial Bridge Toll Plaza

The Midpoint toll plaza configuration consists of a total of six toll lanes and two non-toll lanes with an administration building at the north side of Colonial Boulevard. Tolls are collected in the westbound direction only with a combination of attended, electronic only, and open road tolling (ORT) lanes. The current six lane toll canopy layout was constructed in 2011, with two ORT lanes at the center of the roadway, followed by three attended lanes, and one electronic tolling only lane, respectively as the canopy progresses to the north. The ORT lanes are separated from the attended lanes by a concrete barrier wall that begins approximately 750 feet east of the toll canopy.

The southern two lanes of the roadway are used exclusively for eastbound traffic with no toll collection. All previous tolling infrastructure (canopy, collection equipment, lane dividers, & overhead signs) has been removed. The eastbound lanes are now separated from the westbound ORT lanes by a continuous concrete barrier on both approaches.

Lane 1 of the new configuration is 14 feet wide to accommodate wide loads and all other lanes are 11 feet wide. Adjacent to lane 1 is a delineated bicycle lane. Each of the attended/AVI lanes is separated by a six foot wide concrete island. All westbound toll lanes are covered by the original

concrete facade canopy supported by concrete columns. At the west side of the toll plaza canopy, the previous vehicle turn-out lane adjacent to the plaza administration building has been eliminated.



Midpoint Bridge Toll Plaza – East Fascia



Midpoint Bridge Toll Plaza – West Fascia

The administration building and toll plaza were constructed in 1997. There have been no major expansions since that time. Total square footage of the building is approximately 4,238 ft². The booth access tunnel is 2,900 ft² and two small outbuildings add 80 and 240 ft², respectively, to the available storage area. A 360 ft² screened employee break/smoking room is attached to the larger storage building.



Open Road Tolling Lanes and Canopy



Dividing Barriers Between Eastbound, ORT Lanes and Attended Lanes

Architectural Condition

The building interior appears to be in good condition overall, with no significant maintenance items noted. The office flooring, paint, fixtures and doors were typically in good condition, with minor signs of wear, but are being well maintained on a regular basis. Employee offices, locker room and interior break room were well kept, with minimal excess material storage. There have been no

significant interior modifications to the toll facility building office space since the last inspection in 2010.

The building exterior appears to be in good condition overall. No deficiencies were noted in the brick facade or windows. The roof system on the administration building and the toll canopy has been replaced as part of the toll plaza reconfiguration and is comprised of an asphalt-based rolled roofing material with liquid asphalt/tar sealant. The roof is drained via fascia scuppers and downspouts.



**Toll Facility Lower Roof
New Asphalt Material**



**New Roof Access Ladder Between
Administration Building and Canopy**

Roofing material on both roof levels is in excellent condition. The lighting ground system has also been replaced and is in new condition.



New Canopy Roof



New Lightning Arrest System

The original access tunnel between the administration building and the attended booths has been reconfigured to provide access to both the attended booths and the median island area between the ORT and eastbound lanes. It has also been shortened and no longer extends underneath the

eastbound travel lanes. The toll collection controller cabinets are still maintained along the east wall of the tunnel. The previous problems with drainage entering the tunnel through the controller cabinet conduits have been repaired and a continuous trench drain has been installed along the tunnel floor.



Tunnel with Lane Controller Cabinets



Tunnel Trench Drain

The metal conduit chases between each lane controller box have been repainted, eliminating past surface corrosion due to past leakage from the old coin collection equipment conduits.

IT & Toll Collection Equipment Improvements

The IT infrastructure at this facility is under continuous upgrade to keep pace with evolving technology for toll collection and to accommodate new interconnectivity needs. The Midpoint facility houses the main data servers that monitor transactions at all three toll facilities and communicate the information with the LeeWay Service Center and the County's downtown offices.

Some of the recent upgrades that have been implemented are completion of the fiber optic communications link between Sanibel, Cape Coral, and the LeeWay Service Center; increasing the capacity of the fiber optic line from 1GB to 10GB; installation of VES cameras in all non-ORT lanes; and upgrading WebARCS software.

Structural Condition

The administration building, tunnel, concrete canopy façade, canopy columns, toll booths, concrete islands and vehicle impact attenuators all appear to be in very good structural condition. No indications of structural distress were observed. As noted previously, the tunnel and toll canopy have been reconstructed as part of the toll plaza reconfiguration.

The outdoor break room and both small storage buildings behind the main administration building were also in good condition.

Mechanical and HVAC Condition



Supplemental AC Units - New Condition



Wall Mount Single Room AC Units

No deficiencies were noted in the plumbing fixtures of the bathrooms, employee break room, instant hot water system, plumbing and janitorial closet. Both interior air handling units were in good condition and operating properly at the time of inspection. The units are inspected monthly by Lee County Facilities personnel. Also at the north side of the building, two standalone supplemental AC systems for the site supervisor's office and the count room were working properly.

The standby generator for this facility is in good condition and is tested automatically for 30 minutes under load on a weekly basis. The above ground fuel storage tank is also in good condition and is enclosed in a fenced paddock area.

The security camera and monitor systems are operating in appropriate areas of the administration building and toll plaza. Interior and exterior door locks were functional in all parts of the building. The fire alarm and security systems appeared to be functioning properly. There are no sprinklers in the administration building.

The 15 kVa UPS in the equipment paddock of the tunnel is functioning properly.



Uninterruptible Power Supply

Site/Civil Condition

The asphalt concrete employee parking area was resurfaced during the toll plaza reconstruction and is in good condition. Striping for the parking spaces is in good condition, with 27 regular and 2 handicap-only spaces delineated.



Employee Parking Lot – Asphalt Pavement in Good Condition



New Sidewalk and Landscaping at Front Entrance

The sidewalk from the employee parking lot to the front entrance has been replaced, and new landscaping has been installed. Elsewhere, the concrete sidewalks in the parking area and at the rear of the building were typically in fair condition, with isolated minor cracks, but no spalling or other serious deterioration. Concrete-filled steel bollard posts adjacent to the exterior AC units were in good condition.

The vinyl fencing installed along the north perimeter of the administration building, and forming a paddock area around the generator fuel storage tank and trash dumpsters, was in very good condition.

Roadway Conditions

The asphalt concrete pavement at both sides of the toll plaza was in new condition with a very smooth ride quality. The lane striping was also in very good condition.

Away from the toll plaza, on the east and west approaches to the bridge, the striping was in good condition. Maintenance vehicle turn-outs and gates were in good condition along the west approach. Guide railing and median barrier typically consist of corrugated beam steel along the right and left shoulders, with F-shape concrete in the median. Both were in good condition, with no significant deterioration or impact damaged sections noted.

The drainage system appeared to be functioning properly with no serious deficiencies noted. Adjacent to the toll barrier, new light standards have been installed on the median barrier between the eastbound and westbound lanes, with a new circuit connecting them to the system on Del Prado. The light standards appear to be in good condition and were functioning at the time of inspection.



Westbound Lanes at Toll Barrier Entry



Lane Reconfiguration at West Side of Toll Barrier

The noise barrier wall on the west approach to the bridge consists of steel H-piles with precast concrete panels. The wall was in very good condition with some minor mildew buildup, but no significant deterioration noted.

Sign Structure Condition

Each sign structure on the bridge approaches that has bridge-related signs was inspected. Following are descriptions of the individual signs, in order as they are encountered when approaching the bridge and toll plaza in the westbound direction.

The first overhead span sign (ID #12S224) was in good condition overall, but had several minor deficiencies. At the left post base, the ground wire cable is broken. On the left sign panel, the lettering is peeling on the "Pay Toll" portion of the sign. The right post base plate is partially covered with mulch.

The next sign is a cantilever structure (ID #12S225) that is in good condition overall. At the base of the pole there are two broken electrical conduit clamps. The conduit is loose, but there are no exposed wires. The pole base also has several impact scrapes along the right side of the pole, and a 2.5" long rust delamination/crack on the left side 6" above grade.



Sign 12S224 - Broken Ground Wire Cable

The last overhead span sign structure (ID #12S226) at the east side of the river is in fair to good condition. The galvanic coating on the posts is in fair condition, but several diagonal members of the span truss have light surface rust. The Transcore traffic monitoring device installed at the left sign panel, its cabinet, and conduits are in good condition. A nearby tree in the median is encroaching on the left post and equipment cabinets.

At the west side of the river, the two cantilever structures at 1 mi. and ½ mi. (ID #12S239 & 12S240, respectively) from the toll plaza, westbound direction, had areas of light rust bleed and a minor loss of galvanizing coating on the posts and truss members. Both also have rusted electrical conduit near the pole base, and neither sign panels meet current reflectivity standards.

Two new cantilever sign structures have been installed on the approach to the toll barrier. These new signs are a replacement for a single overhead sign structure (ID #12S241). Both sign structures are in excellent condition, with no notable deterioration.



Sign 12S225 – Disconnected Conduit Clamp on Pole



New Cantilever Sign Structure at 0.25 Miles East of Toll Barrier



New Cantilever Sign Structure at 250 Yards East of Toll Barrier

The sign panels on the east side of the toll plaza canopy have all been replaced and have updated text to identify the new lane configuration. The sign panels of all the westbound structures are lighted. Lighting on the sign structures was functioning at the time of inspection.

All sign structures west of the toll plaza over the eastbound lanes have been removed as part of the toll plaza reconfiguration.

Midpoint Memorial Bridge

A general walk-through inspection of the above deck components for this facility (Bridge No. 124096) was completed on March 5, 2013. The below deck components and non-submerged substructure were inspected from a work barge on March 7, 2013. Prior to arrival at the site, the most recent biennial inspection report issued by FDOT (1/30/2012) was reviewed and all recently completed repair work was discussed with the owner’s bridge engineer and maintenance supervisor.



Midpoint Memorial Bridge – South Elevation View

The Midpoint Memorial Bridge, which carries C.R. 884/Veterans Parkway over the Caloosahatchee River, was originally constructed in 1997. It carries two lanes of traffic in each direction between Cape Coral and Fort Myers, is 7,172 feet long, and consists of 63 precast concrete multi-girder spans. Its most recent sufficiency rating is 85.0 on a rating scale of 0-100, with federal condition ratings of 7 (good) for the deck, superstructure, and substructure, and 7 (minor damage) for the channel. The bridge is currently tolled in the westbound direction only.

The biennial inspection report notes only minor condition deficiencies. Items noted include minor isolated spalls on the underside of the concrete deck and bridge footings; light surface corrosion at the joints; missing/broken reflectors on the median barrier; a separated drainage pipe; minor isolated spalled/delaminated areas and exposed rebar on the piers; delaminated areas on the approach slabs; and minor cracking on the deck surface with areas of map cracking on the underside of the deck. None of these deficiencies have a significant effect on the traffic volume or load capacity of the bridge.



Pier Shear Block Height Reduced



Pier Face Cracks Sealed

In response to the 2012 biennial inspection report comments, the county Traffic Division has installed reflectors on the median barrier. However, many of the reflectors have been damaged or broken off due to traffic impact.

Since the last inspection, the county has completed work on the piers to reduce the height of the seismic shear blocks below the fascia bays. Previous biennial inspection reports identified damage to the precast beam ends resulting from the seismic shear blocks impacting the end diaphragms when the bridge underwent thermal movements. The county addressed the issue by reducing the height of the shear blocks, thus preventing them from impacting the end diaphragms. After this work was complete, the county repaired all of the affected beam ends, and applied sealant to the hairline cracks on the face of each affected pier.

Overall the structure was found to be in good repair, working order, and condition. It routinely operates at its normal traffic capacity, with no vehicle weight restrictions.

SANIBEL CAUSEWAY AND TOLL FACILITY

The Sanibel Causeway bridges and toll facility are located approximately 17 miles south of downtown Fort Myers on County Road 867 (McGregor Boulevard) at San Carlos pass between Pine Island Sound and the Gulf of Mexico. The toll plaza/administration building is located on the southwestern tip of Punta Rassa as shown in Figure 6-3. The causeway is the only surface transportation link between the mainland and Sanibel and Captiva Islands. The main bridge structure spans the Okeechobee waterway at mile 151.

Figure 6-3
Sanibel Causeway Toll Plaza Location Map



Sanibel Causeway Toll Plaza

The existing toll plaza consists of three conventional westbound toll lanes and a double-width, non-tolled, eastbound lane with administrative offices located above the toll lane canopy. The plaza is configured for one-way tolling in the westbound direction only. The right and center lanes (1 & 2) are equipped for use by an attendant to accommodate customers who require exact change or a receipt, and also for LeeWay Electronic Toll Collection. The left lane (3) is equipped for LeeWay ETC only. In cases of emergency (e.g. hurricane evacuation), the non-tolled eastbound plaza lane is wide enough to accommodate two lanes of traffic.



Sanibel Toll Plaza & Administration Building

The outer lane in the westbound direction accommodates wide loads and the remaining lanes are 14 feet +/- in width. Each lane is separated by a six foot wide concrete island. All lanes are covered by a reinforced concrete framed canopy, which also supports the administrative offices. A stair and elevator tower which also houses the generator and fire pump rooms is located at the north side of the structure. A secondary stairwell is attached to the south side of the structure.

Construction of the new toll plaza/administration building was completed late 2007. Total square footage of the building is approximately 5,650 ft².

There was no major work in progress during the inspection. Please refer to the individual condition sections below for additional recent maintenance, upgrades, and planned repairs.

Architectural Condition

The interior and exterior of the building is in very good condition throughout. No significant deterioration or items requiring maintenance were observed.

In 2012, the entire exterior of the facility was repainted. The paint system is in very good condition, with no deterioration noted.



New Paint on South Side of Facility Building



New Paint on Underside of Toll Canopy

No significant deterioration of the structure was observed. There is ample space for the staff offices, toll equipment and electronics, counting room, training room, employee break room, screened porch area and storage rooms within the administrative level of the structure.

Structural Condition

The administration building, concrete canopy, toll booths, concrete islands and vehicle impact attenuators all appear to be in excellent structural condition. No indications of structural distress were observed. At the south side exterior stairwell, concrete cracks were noted at each landing point at the interface between the landing and the stair section. The cracks were generally hairline to 1/32 width. This condition shows very little change (increase in severity) since the 2011 inspection.



Concrete Cracks at Stairwell / Landing Interface

Mechanical and HVAC Condition - The plumbing fixtures in the bathrooms, employee break room, and janitorial closet were in good condition and functioning properly. Motion sensing light switches have been installed in the men's and women's restrooms.

General air conditioning supply to the building is provided by a split system, with dual air handling units and exterior condensing units. The system is in good condition overall, with only some minor surface rust noted on the air handling units.

In the data room, one of the two wall-mounted single room AC units has failed. The unit is scheduled to be replaced in March 2013 and a temporary unit was in use at the time of the inspection.



Malfunctioning AC Unit in Data Room



Temporary AC Unit in Data Room

At north side of the facility, the steel rack system that supports two small AC units serving the elevator area below the generator fuel tank platform had moderate surface rust.

A wall mounted, single room AC unit has been added in the shift supervisor's office to supplement the general facility air conditioning. The office experiences higher temperatures than other rooms in the facility due to its size and location on the west side of the building.

The standby generator for this facility is in good condition and is tested automatically on a weekly basis to ensure it is in working condition at all times. The 1000 gallon fuel storage tank is located on the second level of the stair tower within a fenced area adjacent to the generator room. A fire pump supplies water to the sprinkler system located in all areas of the building. The fire pump system operability is checked weekly and the sprinkler system is serviced on a quarterly basis by the system manufacturer.

An extensive security camera system monitors nearly every room and entry point to the building. The system and its monitors were also in good condition. Interior and exterior door locks operate on a card swipe system and were functional in all parts of the building. A video conferencing monitor formerly mounted in the conference room has been moved to the Cape Coral facility. The fire alarm and security systems appeared to be functioning properly.

Site/Civil Condition

The concrete employee parking area, including sidewalks and curbing is in good condition. There is one handicapped space marked and the striping at the toll facility parking area is in good condition.



New Landscaping



Toll Plaza Employee Parking Area

New landscaping has recently been installed around the north and west sides of the facility building.

Roadway Conditions

The asphalt concrete pavement and all striping on the approaches to the toll plaza and between each of the causeway bridges were in very good condition. No deterioration was observed. Similarly, the concrete apron and steel impact attenuators within the westbound toll lanes were in new condition. The concrete barriers at the west side of the toll plaza which prevent entry or exit from the causeway between the toll plaza and the first bridge were also in new condition.

The roadway drainage system consists of catch basins within the shoulder area at the ends of each causeway bridge. All are in new condition with no significant build-up of trash or debris. These catch basins are pumped out and cleaned on a yearly basis. The shoulders are swept once a month to keep debris build-up to a minimum. At the toll facility, drainage from the booths and parking area flows to a dry swale and outlet structure at the south west quadrant of the building grounds. The swale and outlet structure are in good condition.



**Sanibel Roadway Pavement
& Striping Conditions**

Lighting is provided in the toll plaza area only. The aluminum light standards have square, full cut-off fixtures and are in new condition. All were functioning at the time of inspection.

Sign Structure Condition

Each sign structure on the east approach to the toll plaza was inspected.

The first overhead span sign structure encountered in the westbound direction has severe structural deterioration with following deterioration noted:

- Right trussed post has 1 broken diagonal and second with rust perforations
- Left trussed post has 2 of 5 diagonals broken, and a third with rust perforations
- Widespread loss of galvanic coating on the overhead truss and posts
- Sign panel damage - full height bend at left edge and 1 ft² missing at lower left corner
- Sign panels have inadequate retro-reflectivity



**Sanibel Causeway OSS at Left Posts
Broken Diagonal Brace**



**Sanibel Causeway OSS at Midspan
Bent Sign Panel**

The second overhead sign was also in poor condition with the following deterioration noted:

- Widespread loss of galvanic coating on the overhead truss and posts
- Right post, second diagonal is severed due to serious section loss
- Right post, first diagonal has heavy corrosion and perforations
- Heavy debris buildup around left post foundation



**Sanibel Causeway OSS at Right Trussed
Posts Severed Diagonal Member**



**Sanibel Causeway OSS Left Foundation
Heavy Debris on Foundation**

The third overhead sign was also in poor condition with the following deterioration noted:

- Widespread loss of galvanic coating on the overhead truss and posts
- The sign panel is bent at the upper right corner and does not meet the current retro-reflectivity standards
- Right foundation base plates are covered with debris up to 1" deep
- The end right post base is missing mortar, exposing an anchor bolt



Sanibel Causeway OSS – Debris Around Right Post Baseplates



Sanibel Causeway OSS - Loose/Damaged Sign Panel

A monopole cantilever traffic signal structure is located near the toll plaza at the intersection of CR 867 and Punta Rassa Road. This structure was in very good condition.

All three overhead sign structures have lighting that was functional at the time of inspection. At the traffic signal, the backlit sign panels were also functioning.

Sanibel Causeway – Structure A

A general walk-through inspection of the above deck components for this facility (Bridge No. 124116) was completed on March 5, 2013. The below deck components and non-submerged substructure were inspected from a work barge on March 7, 2013. Prior to arrival at the site, the most recent biennial inspection report issued by FDOT (11/18/2011) was reviewed and all recently completed repair work was discussed with the owner's bridge engineer and maintenance supervisor.



Sanibel Causeway – Structure A

The Sanibel Causeway consists of three separate structures linking Fort Myers to Sanibel Island over San Carlos Bay. It carries C.R. 867/McGregor Boulevard and was constructed in 2007. Structure A is the tallest and northernmost structure of the causeway, with a high span to accommodate boat traffic on the Intracoastal Waterway. It carries one lane of traffic in each direction, is 3,003 feet long, and consists of 21 precast concrete multi-girder spans. Its most recent sufficiency rating is 68.0 on a rating scale of 0-100, with federal condition ratings of 8 (very good) for the deck and channel, and 7 (good) for the superstructure and substructure. The causeway is currently only tolled for vehicles entering Sanibel Island.

Ongoing maintenance consists of deck and shoulder cleaning on a quarterly basis. It was noted at the time of the biennial inspection that the accumulation of dirt and debris in the shoulder areas and the joints on the deck had been removed. The owner's bridge engineer indicated that all three structures (Structures A, B and C) have diagonal web cracks in the bearing areas of every beam. This condition was also noted during the biennial inspection, but the inspection report does not fully document the length, size, and widespread extent of the cracking. The cracks are particularly visible on the painted fascia beams. The county has previously applied clear sealer to the cracked areas, as recommended by the bridge design firm.

In June 2012, the county retained CDM Smith to evaluate the beam end cracks, review the original design of the beams for compliance with AASHTO and FDOT specifications at the time of design, and offer an opinion as to the cause of the cracking. The evaluation concluded that the beams were code and practice compliant at the time of design, and that the cracking appeared to be induced by large internal prestress forces in the beam ends. The CDM Smith letter report recommended that the county initiate a crack monitoring program to fully document the cracking and provide a basis for determining whether the cracks are stabilized or continue to grow.

In late 2012, the county retained TY Lin to implement a crack monitoring program as recommended by CDM Smith. That work was currently ongoing at the time of this inspection. To date, TY Lin has

inspected the beams, and documented the current length and size of the cracks in all three causeway bridges. After six months, the cracks will be inspected again to document any changes.



**Sanibel Causeway Structure A
Exterior Beam End with Applied Sealer**



**Sanibel Causeway Structure A
Piers in Good Condition**

Other items noted in the biennial report included repairs made to the scupper down spouts, which have been shimmed and anchored to the beams. Underwater inspection of Piles 4-1, 11-17 and 17-10 revealed spalls with no exposed steel. Underwater inspection of pile cap footings edge scrapes and concrete formed sides that have vertical cracks with no corrosion staining up to full height x 1/16 in. wide with efflorescence. Bank protection is in need of minor repairs. The north bulkhead cap is intermittently spalled and delaminated with corrosion stains. Underwater inspection revealed scattered timber debris along the fender system and minimal marine growth on several pilings.

Overall the structure was found to be in good repair, working order, and condition with the exception of the beam cracking problem. Continued monitoring and development of an appropriate maintenance/repair method for the cracks is recommended. The bridge routinely operates at its normal traffic capacity, with no vehicle weight restrictions.

Sanibel Causeway – Structure B

A general walk-through inspection of the above deck components for this facility (Bridge No. 124115) was completed on March 5, 2013. The below deck components and non-submerged substructure were inspected from a work barge on March 7, 2013. Prior to arrival at the site, the most recent biennial inspection report issued by FDOT (11/16/2011) was reviewed and all recently completed repair work was discussed with the owner's bridge engineer and maintenance supervisor.



Sanibel Causeway – Structure B

The Sanibel Causeway consists of three separate structures linking Fort Myers to Sanibel Island over San Carlos Bay. It carries C.R. 867/McGregor Boulevard and was constructed in 2007. Structure B is the smallest and central structure of the causeway. It carries one lane of traffic in each direction, is 1,872 feet long, and consists of 13 precast concrete multi-girder spans. Its most recent sufficiency rating is 79.0 on a rating scale of 0-100, with federal condition ratings of 8 (very good) for the substructure, and 7 (good) for the deck and superstructure, and 7 (minor damage) for the channel.

Ongoing maintenance consists of deck and shoulder cleaning on a quarterly basis.

The recent biennial inspection noted that the superstructure beams have multiple hairline diagonal cracks in the lower flange and web up to 8 feet long near the bearing areas. The cracks extend upward and away from the bearing. The FDOT inspector also noted that the bottom flanges of the exterior beams have horizontal cracks up to 2 feet long. The owner's bridge engineer indicated that all three structures (Structures A, B and C) have diagonal web cracks in the bearing areas of every beam. This condition was also noted during the biennial inspection, but the inspection report does not fully document the length, size, and widespread extent of the cracking. The cracks are particularly visible on the painted fascia beams. The county has previously applied clear sealer to the cracked areas, as recommended by the bridge design firm. Elsewhere, there were also several locations where the poured beam end diaphragms have delaminations up to 8 inch x 10 inch in area.

At the topside, the concrete deck was noted as having diagonal and transverse cracking up to 1/64 inch wide throughout, and isolated areas of map cracking that was less than 1/64 inch wide. The undersides of the overhangs have full width up to 1/64 in. wide transverse cracks with some efflorescence.

Underwater inspection revealed scour holes around piles up to 18 inches deep. Bank protection is in need of minor repairs. The ground line was found to be sloping upward to 4 feet away from the west side of piling and 10 feet out from the piling on several bents. Some channel measurements have a 2 feet or greater change since the previous inspection.

None of the deficiencies noted in the biennial reports have any effect on the traffic volume or load capacity of the bridge.

Overall the structure was found to be in good repair, working order, and condition with the exception of the beam cracking problem. Continued monitoring and development of an appropriate maintenance/repair method for the cracks is recommended. The bridge routinely operates at its normal traffic capacity, with no vehicle weight restrictions.

Sanibel Causeway – Structure C

A general walk-through inspection of the above deck components for this facility (Bridge No. 124114) was completed on March 5, 2013. The below deck components and non-submerged substructure were inspected from a work barge on March 7, 2013. Prior to arrival at the site, the most recent biennial inspection report issued by FDOT (11/17/2011) was reviewed and all recently completed repair work was discussed with the owner's bridge engineer and maintenance supervisor.



Sanibel Causeway – Structure C

The Sanibel Causeway consists of three separate structures linking Fort Myers to Sanibel Island over San Carlos Bay. It carries C.R. 867/McGregor Boulevard and was constructed in 2007. Structure C is the longest and southernmost structure of the causeway. It carries one lane of traffic in each direction, is 3,867 feet long, and consists of 27 precast concrete multi-girder spans. Its most recent sufficiency rating is 79.0 on a rating scale of 0-100, with federal condition ratings of 7 (good) for the deck, superstructure and substructure, and 7 (minor damage) for the channel.

Ongoing maintenance consists of deck and shoulder cleaning on a quarterly basis. The bridge rails have minor vehicle impact-related scrapes.

The recent biennial inspection noted that the superstructure beams have multiple hairline diagonal cracks in the lower flange and web up to 10 feet long near the bearing areas. The cracks extend upward and away from the bearing. The FDOT inspector also noted that the exterior beams have numerous hairline horizontal cracks up to 30 inches long throughout the length of the beams. The owner's bridge engineer indicated that all three structures (Structures A, B and C) have diagonal web cracks in the bearing areas of every beam. This condition was also noted during the biennial inspection, but the inspection report does not fully document the length, size, and widespread extent of the cracking. The cracks are particularly visible on the painted fascia beams. The county has previously applied clear sealer to the cracked areas, as recommended by the bridge design firm.

The recent biennial inspection also noted that on the exterior face of Beam 11-1, there is a 1/32 inch wide horizontal crack in the chamber between the web and top flange that extends from Pier 11 to midspan. During this inspection, a similar crack was observed on the Span 9 (based on the Pier numbers), south fascia beam. Continued monitoring and development of an appropriate maintenance/repair method for the crack is recommended.

At the topside, the biennial inspection noted that the abutment joints were filling with dirt and debris, but were functioning. The report also noted that there is a 16 inch long section of the joint gland at Pier 10 that has pulled out of its slot in the left shoulder. The concrete deck has minor transverse

and diagonal cracks up to 1/64 inch wide in numerous spans and transverse cracks up to 1/32 inch wide over some bents with no expansion joints.



**Horizontal Crack in Web/Flange Chamfer
at Span 9**



Beam End Cracks Labeled by Inspectors

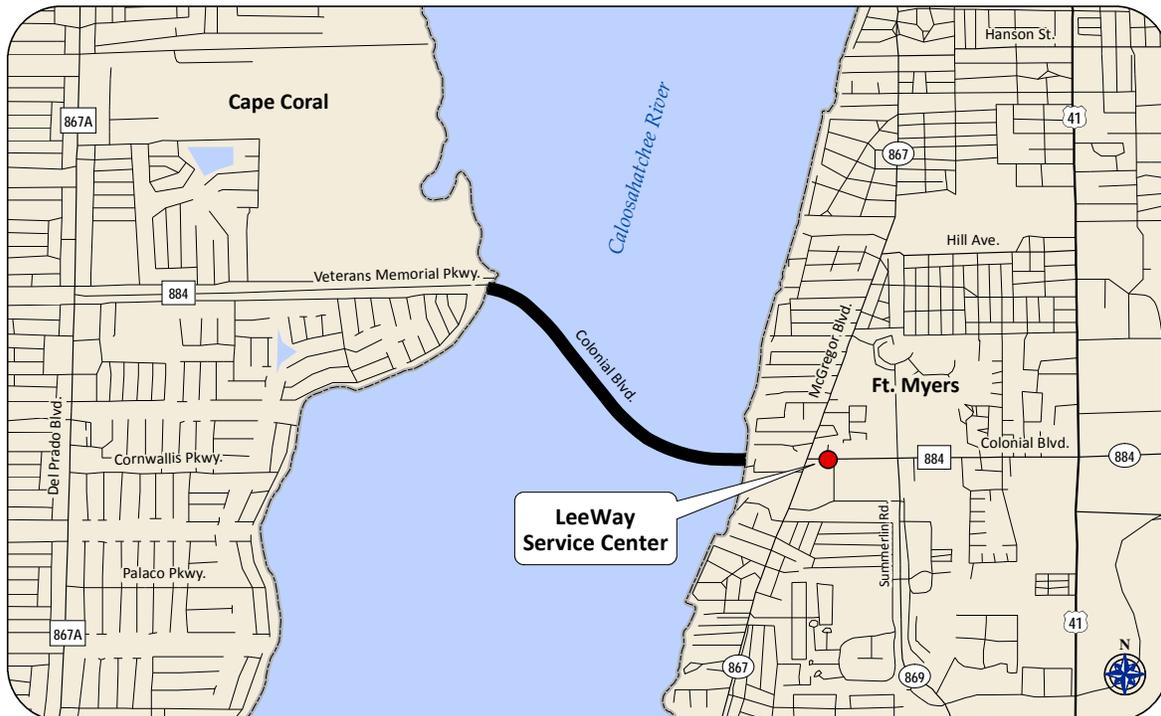
Underwater inspection revealed spalls with no exposed steel up to 24 inch x 12 inch x 8 inch on pile caps 2, 5, 6, 7, 14, and 19. It also noted repairs had been made to spalls on footings 4, 8, 9, 22, and 23. Some channel measurements have a 2 ft or greater change since the previous inspection. None of the deficiencies noted in the biennial report have effect on the traffic volume or load capacity of the bridge.

Overall the structure was found to be in good repair, working order, and condition with the exception of the beam cracking problem. Continued monitoring and development of an appropriate maintenance/repair method for the cracks is recommended, along with further investigation of the horizontal crack at Span 9. The bridge routinely operates at its normal traffic capacity, with no vehicle weight restrictions.

LEEWAY SERVICE CENTER

The LeeWay Service Center is located approximately 4 miles south of downtown Fort Myers on Colonial Boulevard as shown in Figure 6-4. The service center houses the main administrative offices for toll collection operations, customer service, toll enforcement and transponder service.

Figure 6-4
LeeWay Service Center Location Map



LeeWay Service Center Building

The service center building was purchased by the County in 1998 and converted from its previous use as a bank to house the operations and customer service staff. Since that time it has undergone several major renovations. In 2003, the bank's outdoor canopy was converted to additional office space at the south side of the building. In early 2008, a large file storage area at the south side of the building was converted to a conference room and offices. Numerous smaller renovations and updates have also been made, such as installation of outdoor canopies at the transponder service entrance and the employee break area. Total square footage of the building is approximately 7,150 ft².



LeeWay Service Center

The building typically houses 15-20 permanent employees, but has adequate space to accommodate an additional 20-25 seasonal workers during the peak service renewal period.

Architectural Condition

The interior of the building appears to be in good condition overall with no serious maintenance items noted. Fixtures typically showed minor signs of wear, but have clearly been maintained on a regular basis. Storage capacity appears to be adequate for office supplies, files, transponders and other equipment with designated areas for storage of each.

The exterior of the building also appears to be in good condition overall. The painted brick façade and hurricane glass windows installed in 2010 are in very good condition. The LeeWay signs on the east and north sides of the building are in good condition, but the internal lighting of the sign at the north side of the building was not working at the time of inspection.

The service center roof consists of asphalt and stone impregnated, rolled material with internal drains at various locations. The surface material is generally in fair condition throughout, with several discolored areas that may indicate minor ponding due to improper or inadequate sloping of the roof towards the drains. The discolored areas were approximately 3' W X 12' L at the northwest corner, 6' W X 35' L at the southeast corner, and 4' W X 12' L & 10' diameter (two areas) at the southwest corner. These areas are approximately the same size as was noted in the 2011 inspection.



**LeeWay Service Center Roof at Northeast
Bubble Area in Roofing Material**



**LeeWay Service Center Roof at Southeast
Corner Discolored Roofing Material & Ponding**

There is also a minor bubbling of the roofing material near the northeast corner. Subsequent to the inspection, the county repaired several areas of bubbling on the roof.

Electrical and Communication Improvements

The fiber optic communications connections between the LeeWay Service Center and the toll plazas at Cape Coral and Sanibel have been completed and are now active.

A complete upgrade of the WebARCS database and customer interaction software has been completed. The upgraded system allows more online customer interaction with their account.

Structural Condition

The administration building appears to be in very good structural condition. No indications of structural distress were observed.

Mechanical and HVAC Condition

No deficiencies were noted in the plumbing fixtures of the bathrooms. In the employee break room, a supplemental hot water heater under the sink was in new condition.



Supplemental Undersink Water Heater

The employee break room and janitor's closet are in good condition. The HVAC system was working properly at the time of inspection.

The standby generator for this facility was salvaged from the Sanibel site when the new toll plaza was completed in 2007. It is in fair condition and is tested automatically on a weekly basis to ensure it is in working condition at all times. It is enclosed in a fenced, locked paddock area next to the service center building.

The security camera and monitor system was in good condition and operating in appropriate areas of the service center building. Security cameras are also installed in toll booths at all facilities and installation of security cameras for the employee parking areas is under consideration. Interior and exterior door locks were functional in all parts of the building and operate on a card swipe basis. The fire alarm and security systems appeared to be functioning properly. There are no sprinklers in the building.

Site/Civil Condition

The asphalt concrete employee parking area was generally in fair condition. The asphalt is bleached from sun exposure, but is generally smooth with occasional narrow cracks and isolated areas of alligator cracking.

Striping is in very good condition and appears to have been recently repainted. The concrete sidewalks in the parking area and surrounding the building were typically in fair condition, with isolated minor cracks, but no spalling or other serious deterioration.



Customer Parking Area Handicap Spaces Striping in Very Good Condition

A LeeWay ETC transponder test lane is set up at the west side of the building. Customers experiencing problems with their transponders can use this test lane to recreate problems they may be having with their equipment, and then have it diagnosed by service center staff. The test lane consists of a monopole cantilever structure with transponder reading equipment and a signal light. The equipment and test system was working properly at the time of inspection. The monopole cantilever structure was in good condition.



LeeWay Transponder Test Lane

Sign Structure Conditions

There are no sign structures associated with the service center. Directional guide signs for the service center on surrounding streets were typically in fair condition, with a faded surface and reduced reflectivity. At the service center parking area, the northwest driveway entrance sign is in very good condition. Elsewhere, the northeast driveway entrance and parking signs are faded, but remain legible.



Faded LeeWay Entrance Sign

Drainage for the employee and customer parking areas is accomplished through catch basins near the center of each area. Both are functioning, but have a buildup of leaf debris that is partially reducing the outflow pipe opening. There are no signs of backup during storm events.

The trash corral at the southwest corner of the entrance driveway is in fair condition. The painted brick walls are solid & appear stable, with no severe cracking or damage. The concrete slab is deteriorated at the interface with the asphalt parking area.



Parking Lot Catch Basin – Partly Filled with Debris

Appendix A
Interlocal Agreement – City of Cape Coral

**SECOND AMENDMENT TO THE
LEE COUNTY/CITY OF CAPE CORAL
EAST-WEST CORRIDOR INTERLOCAL AGREEMENT**

This Amendment to the Lee County/City of Cape Coral East-West Corridor Interlocal Agreement dated March 22, 1995 and Amended and Restated Lee County/City of Cape Coral East-West Corridor Interlocal Agreement dated May 22, 2001, is made and entered into this 26 day of November, 2002, by and between LEE COUNTY, a political subdivision of the State of Florida, hereinafter referred to as "COUNTY" and the CITY OF CAPE CORAL, a Florida municipal corporation located within Lee County, hereinafter referred to as "CITY", collectively, the "Parties".

WHEREAS, pursuant to the powers and authority granted the Parties under the constitution of the State of Florida and by statute, each has planned, separately and in cooperation with the other, an integrated road network; and

WHEREAS, in a cooperative effort between the Parties to accomplish shared transportation objectives, certain interrelated capital transportation facilities known as the "Midpoint Bridge (from DeLeon Street in the City of Fort Myers to the Del Prado Interchange in the City of Cape Coral, the "East-West Corridor" [now known as the "Veterans Memorial Parkway"]) from the Del Prado Interchange west to the County Line including Burnt Store Road from Pine Island Road north to the County Line and Colonial Boulevard from DeLeon Street to Solomon Boulevard in the City of Fort Myers) (collectively, the "PROJECT") have been planned and are, or are being constructed; and

WHEREAS, the CITY and COUNTY entered into an Interlocal Agreement regarding their respective duties and responsibilities for the PROJECT; and

WHEREAS, it is in the public's interest of both the CITY and the COUNTY to amend the Interlocal Agreement dated March 22, 1995 and Amended and Restated Lee County/City of Cape Coral East-West

Corridor Interlocal Agreement dated March 22, 2001, attached hereto as Exhibits "A" and "B" respectively,

WHEREAS, the cooperative effort of the Parties has included successful participation in the litigation and related expense to establish the authority of the Parties to plan and construct the PROJECT, as reflected in *Lee County and the City of Cape Coral v. the City of Fort Myers*, Case No. 88-598-CA; and,

WHEREAS, the cooperative effort of the Parties has included shared expense of preliminary engineering and the preparation and approval through the public hearing process of the Environmental Impact Statements (E.I.S.) for the PROJECT; and

WHEREAS, the Parties seek to continue the cooperative effort through the financing, design, right-of-way, acquisition, and construction of the PROJECT in a manner that fairly accomplishes the Parties' respective transportation goals and objectives; and

WHEREAS, the Parties seek to utilize the "Toll Revenues" and "Net Surplus Toll Revenues" as herein defined, to equitably distribute same, so as to meet future CITY and COUNTY transportation needs.

NOW, THEREFORE, in consideration of the above promises and other good and valuable consideration, the sufficiency of which is hereby acknowledged by the Parties, the CITY and COUNTY hereby agree to amend the Interlocal Agreement as follows:

1. The Recitals as set forth above are incorporated into the terms of this Agreement as if set out herein at length.
2. The Amended and Restated Agreement is hereby amended as follows, with underlined language being the amendment to previously adopted text and deleted language being shown by struck-through type.

On each April 1, following the first September 30 subsequent to completion of the Midpoint Bridge,

the COUNTY shall remit to the CITY from monies available in the Surplus Account established by the Resolution, forty percent (40%) of the Net Surplus Toll Revenues as defined herein derived from operation of the Bridges during the preceding fiscal year (October 1 to September 30) prior to each payment date, along with an accounting for such payment. Such percentage may be reviewed and renegotiated by the Parties in good faith, each five (5) years following the execution of this Agreement.

For purposes of this Agreement, "Net Surplus Toll Revenues" shall mean Gross Revenues of the Bridges less (i) Operating Expenses of the Bridges; (ii) the Bridges Debt Service Requirement; (iii) the Renewal and Replacement Costs of the Bridges pursuant to the Lee County Bond Covenants; (iv) any payments made by the COUNTY to reimburse the CITY for debt service pursuant to Section 3 hereof; (v) debt service payments made by the COUNTY with respect to its Capital and Transportation Facilities Refunding Revenue Bonds, Series 1993A; (vi) any debt service payments made by the COUNTY with respect to obligations it issues to pay for costs of the PROJECT other than the Bonds and the obligations of the COUNTY secured by a pledge of the COUNTY's share of the gas tax levied by the COUNTY pursuant to Section 336.025(1), Florida Statutes, as described in the Interlocal Agreement between the Parties dated June 27, 1994 (Lee County Contract No. C-93-0835); (vii) any repayment of the Toll Facilities Revolving Trust Fund (TFRTF) loan by the State of Florida for Veteran's Memorial Parkway between Santa Barbara and Surfside Boulevard; (viii) any repayments to the commercial paper debt incurred for the construction of Veteran's Memorial Parkway between Santa Barbara Boulevard and Miracle Parkway; (ix) any project costs, including land acquisition, professional fees, permits and construction of Veteran's Memorial Parkway between Santa Barbara Boulevard and Surfside; (x) construction costs, including any monies advanced by COUNTY for construction of "Veteran's Memorial Parkway Extension", from Surfside Boulevard to approximately 800 feet north of Pine Island Road,

including the intersection of Veteran's and Pine Island Road and project costs relating to Burnt Store Road from SR 78 (Pine Island Road) north to the County line; (xi) State of Florida Infrastructure bank loans, or any other enhancement projects as mutually agreed to by both government entities; ~~and~~ (xii) any other debt service payments on any of the outstanding bonds as defined in subsection 9. above, if necessary; (xiii) and the Cape Coral Toll Plaza Rehabilitation, and (xiv) technology relating to electronic toll collection for Cape Coral and Midpoint Toll Facilities.

3. The County will undertake a corridor study for this roadway from Burnt Store Road at the north county line to Colonial Boulevard's interchange with Interstate I-75. The County will also provide street lighting at Veterans Parkway intersection with State Road 78. Additional street lighting will be provided when warranted and consistent with the adopted County policy on street lighting. Also, the County will construct turn lane improvements at Ceitus Parkway.

43. All of the remaining terms in the Interlocal Agreement dated March 22, 1995 and the Amended and Restated Agreement dated March 22, 2001, attached hereto, remain the same.

IN WITNESS WHEREOF, the parties hereto have caused the execution hereby by their duly authorized officials on the date set forth above.

ATTEST:

By: *Bonnie J. Margulies*
City Clerk

CITY OF CAPE CORAL

By: *Arnold Kempe*
Arnold Kempe, Mayor

APPROVED AS TO FORM:

By: *Dolores D. Menendez*
City Attorney

ATTEST:
CHARLIE GREEN, CLERK

By: *Michelle S. Cooper*
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

By: *W. E. Albright*
Vice-Chairman

APPROVED AS TO FORM BY:

[Signature]
Office of the County Attorney

AMENDED AND RESTATED
LEE COUNTY / CITY OF CAPE CORAL
EAST-WEST CORRIDOR INTERLOCAL AGREEMENT

This Amended and Restated Interlocal Agreement is made and entered into this 22nd day of May, 2001, by and between LEE COUNTY, FLORIDA, a political subdivision of the State of Florida, (hereinafter "COUNTY") and the CITY OF CAPE CORAL, FLORIDA, a Florida municipal corporation located within Lee County; (hereinafter "CITY"), collectively, the "Parties" hereto.

WHEREAS, pursuant to the powers and authority granted the Parties under the constitution of the State of Florida and by statute, each has planned, separately and in cooperation with the other, an integrated road network; and,

WHEREAS, in a cooperative effort between the Parties to accomplish shared transportation objectives, certain interrelated capital transportation facilities known as the "Midpoint Bridge" (from Deleon Street in the City of Fort Myers to the Del Prado Interchange in the City of Cape Coral, the "East-West Corridor" [now known as the "Veterans Memorial Parkway"] (from the Del Prado Interchange to Burnt Store Road in the City of Cape Coral) and Colonial Boulevard from Deleon Street to Solomon Boulevard in the City of Fort Myers (collectively, the "PROJECT") have been planned and are, or are being constructed; and,

WHEREAS, the cooperative effort of the Parties has included successful participation in the litigation and related expense to establish the authority of the Parties to plan and construct the PROJECT, as reflected in Lee County and The City of Cape

Coral v. The City of Fort Myers, Case No. 88-5598-CA; and,

WHEREAS, the cooperative effort of the Parties has included shared expense of preliminary engineering and the preparation and approval through the public hearing process of the Environmental Impact Statements (E.I.S.) for the PROJECT; and,

WHEREAS, the Parties seek to continue the cooperative effort through the financing, design, right-of-way acquisition, and construction of the PROJECT in a manner that fairly accomplishes the Parties' respective transportation goals and objectives; and,

WHEREAS, the cooperative financing effort includes a proposal to utilize a share of the CITY'S debt capacity to fund the construction of a portion of the PROJECT; and,

WHEREAS, the Parties seek to utilize the "Toll Revenues" and "Net Surplus Toll Revenues" as herein defined, in order to mitigate the effect of the pledge of the CITY'S credit, and to equitably distribute same, so as to meet future CITY and COUNTY transportation needs.

NOW THEREFORE, in consideration of the mutual covenants and promises contained herein, the Parties agree as follows:

1. The Parties agree that the PROJECT shall be included within the Lee County Road System for the purposes of superintendence and control by the COUNTY as set forth in the "Florida Transportation Code" Chapter 334.01 et. seq., Florida Statutes, and for all other legal purposes.

2. The Parties acknowledge and agree that the COUNTY shall use all reasonable efforts to finance, design, construct and maintain the transportation facility known as the "Midpoint Bridge" project. The "Midpoint Bridge" project herein referred to

shall consist of construction of the toll funded multi-laned road and bridge from Deleon Street in the City of Fort Myers to Del Prado Boulevard in the City of Cape Coral. The Parties further acknowledge and agree that the COUNTY shall use all reasonable efforts to finance, design, construct, acquire right-of-way for and maintain the Del Prado Boulevard Interchange, which connects the "Midpoint Bridge" project with the "East-West Corridor".

3. The Parties acknowledge that an extension of the "East-West Corridor" project west of Santa Barbara Boulevard to Miracle Parkway is a future additional, essential link in the PROJECT in order to establish a continuous facility from the eastern to the western limits of the CITY. The Parties agree that the COUNTY shall use all reasonable efforts to design that portion of the "East-West Corridor" from Santa Barbara Boulevard to connect with Miracle Parkway. The Parties agree that the CITY may, but is not required to, conduct advance right-of-way acquisition for the Santa Barbara Boulevard to Miracle Parkway portion of the PROJECT in order to expedite construction and to control cost. Unless otherwise agreed to by the CITY under official CITY action, the actual costs of the advance right-of-way cost (not including "internal" or "in-house" costs), shall be reimbursed to the CITY by the COUNTY at or prior to commencement of construction. Such reimbursement shall be conditioned upon COUNTY'S approval of CITY'S purchase price and costs for any property acquired by CITY prior to closing of each parcel. Such approval shall not be unreasonably withheld by COUNTY. COUNTY agrees to construct this portion of the corridor when necessary, appropriate and financially feasible.

4. The Parties acknowledge that both the existing Cape Coral Bridge and the

future Midpoint Bridge facility will produce certain toll revenues. The Parties further acknowledge that based upon revenue projections by the feasibility and financial consultants retained by the COUNTY, there may be at some point in time, "Net Surplus Toll Revenues" as herein defined, generated by the Cape Coral Bridge and Midpoint Bridge facilities.

For purposes of this Section 4., the terms used herein shall have the following meaning:

1. "Additional Obligations" shall mean indebtedness payable on a parity with the Outstanding Bonds, whether such indebtedness is initially issued on a parity basis or achieves parity status by accession as set forth in the Resolution.

2. "Bonds" shall mean the Outstanding Bonds and any Additional Obligations.

3. "Bridges" shall mean the Cape Coral Bridge and the Midpoint Bridge.

4. "Bridges Debt Service Requirement" shall mean the sum of (a) the product of the Debt Service Requirement for the Outstanding Bonds multiplied by the ratio derived by dividing the sum of the amount or proceeds of the Outstanding Bonds used to finance the Bridges and extensions and improvements thereto and any capitalized interest in connection therewith by the total proceeds of the Outstanding Bonds less the sum of (i) any accrued interest, (ii) all issuance costs including any bond insurance premium or other credit enhancement fees, and (iii) any deposit to the Reserve Subaccount established pursuant to the Resolution, and (b) the product of the Debt Service Requirement for any outstanding Additional Obligations and Subordinated Indebtedness multiplied by the ratio derived by dividing the amount of proceeds of any such Additional Obligations and

Subordinated Indebtedness used to finance improvements, modifications or extensions to the Bridges and any capitalized interest in connection therewith by the total proceeds of such Additional Obligations and Subordinated Indebtedness less the sum of (i) any accrued interest, (ii) all issuance costs including any bond insurance premium or other credit enhancement fees, and (iii) any deposit to the Reserve Subaccount established pursuant to the Resolution or to any reserve account for Subordinated Indebtedness.

5. "Debt Service Requirement" for any annual period shall mean the aggregate amount of (a) interest paid or to be paid on account of the Bonds or any Subordinated Indebtedness during such annual period, except to the extent that such interest is paid from the proceeds of such Bonds or Subordinated Indebtedness, (b) principal of the Bonds or Subordinated Indebtedness paid or to be paid during such period whether such payment is due to maturity or mandatory redemption, (c) any deposits to the Reserve Subaccount required by the Resolution, or to any reserve account for Subordinated Indebtedness, during such period, and (d) disbursements for the expenses, liabilities and compensation of any paying agent, registrar, credit bank or depository related to the Bonds or Subordinated Indebtedness during such period.

6. "Gross Revenues" shall have the meaning provided therefor in the Resolution.

7. "Net Revenues" shall mean Gross Revenues less Operating Expenses.

8. "Operating Expenses" shall have the meaning provided therefor in the Resolution.

9. "Outstanding Bonds" shall mean (a) the Lee County, Florida Transportation

Facilities Revenue Bonds, Series 1987, (b) the Lee County, Florida Transportation Facilities Refunding Revenue Bonds, Series 1991, (c) the Lee County, Florida Transportation Facilities Refunding Revenue Bonds, Series 1993 & 1993A, and (d) the Lee County, Florida Transportation Facilities Revenue Bonds, Series 1995.

10. "Renewal and Replacement Costs" shall mean an amount equal to five percent (5%) of the Gross Revenue of the Bridges.

11. "Resolution" shall mean Resolution No. 86-4-12 of the COUNTY, as restated, amended and supplemented.

12. "Subordinated Indebtedness" shall mean indebtedness secured by Net Revenues on a basis junior and subordinate to the Bonds.

On each April 1, following the first September 30 subsequent to completion of the Midpoint Bridge, the COUNTY shall remit to the CITY from monies available in the Surplus Account established by the Resolution, forty percent (40%) of the Net Surplus Toll Revenues as defined herein derived from operation of the Bridges during the preceding fiscal year (October 1 to September 30) prior to each payment date, along with an accounting for such payment. Such percentage may be reviewed and renegotiated by the Parties in good faith, each five (5) years following the execution of this Agreement.

For purposes of this Agreement, "Net Surplus Toll Revenues" shall mean Gross Revenues of the Bridges less (i) Operating Expenses of the Bridges, (ii) the Bridges Debt Service Requirement, (iii) the Renewal and Replacement Costs of the Bridges pursuant to the Lee County Bond Covenants, (iv) any payments made by the COUNTY to reimburse the CITY for debt service pursuant to Section 3 hereof, (v) debt service payments made

by the COUNTY with respect to its Capital and Transportation Facilities Refunding Revenue Bonds, Series 1993A, (vi) any debt service payments made by the COUNTY with respect to obligations it issues to pay for costs of the PROJECT other than the Bonds and the obligations of the COUNTY secured by a pledge of the COUNTY'S share of the gas tax levied by the COUNTY pursuant to Section 336.025(1), Florida Statutes, as described in the Interlocal Agreement between the Parties dated June 27, 1994 (Lee County Contract No. C-93-0835), (vii) any repayment of the Toll Facilities Revolving Trust Fund (TFRTF) loan by the State of Florida for Veteran's Memorial Parkway between Santa Barbara Boulevard and Surfside Boulevard; (viii) any repayments to the commercial paper debt incurred for the construction of Veteran's Memorial Parkway between Santa Barbara Boulevard and Miracle Parkway; (ix) any project costs, including land acquisition, professional fees, permits and construction of Veteran's Memorial Parkway between Santa Barbara Boulevard and Surfside; (x) construction costs, including any monies advanced by COUNTY for construction of Veteran's Memorial Parkway, of that portion of road segment formally known as "Veteran's Memorial Parkway Extension", from Surfside Boulevard to approximately 800 feet north of Pine Island Road, including the intersection of Veteran's and Pine Island Road; State of Florida Infrastructure bank loans, or any other enhancement projects as mutually agreed to by both government entities, and (xi) any other debt service payments on any of the outstanding bonds as defined in subsection 9. above, if necessary.

"Net Surplus Toll Revenues" shall be calculated prior to any deduction of debt service payments by the COUNTY for bonded transportation projects other than the

PROJECT, which for purposes of this provision, shall also include the proposed road improvements from Santa Barbara to the Burnt Store Road Extension in the City of Cape Coral.

Funds paid to the CITY pursuant to this Agreement shall be used for any transportation purpose as authorized by applicable Florida Statutes.

It is expressly understood and agreed by the CITY that the obligation of the COUNTY to make payments to the CITY required by this Agreement is in all respects subject to the Resolution, and that such payments shall be made only from the Surplus Account established pursuant to the Resolution, to the extent monies are available therein for such purpose, and are junior and subordinate to all payments required by the Resolution.

Finally, except for the Gas Tax Bonds as contemplated by this Agreement and as issued by the CITY, nothing herein shall be construed or interpreted to create or constitute an obligation or responsibility of the CITY for any deficits in the revenues from the PROJECT.

5. The "Burnt Store Road Extension" of the Veteran's Memorial Parkway consists of the continuation of Burnt Store Road south of State Road 78 to the East-West Corridor at Surfside Boulevard. This Agreement shall not affect the existing Interlocal Agreement between the Parties pertaining to the "Burnt Store Road Extension" of the Veteran's Memorial Parkway. Prior to the disbursement of any Net Surplus Toll Revenues, any costs for construction of the Veteran's Memorial Parkway Extension will be deducted as previously provided in Section Four, subparagraph five herein.

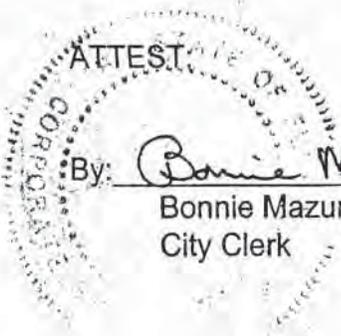
The CITY and the COUNTY acknowledge that the construction of the Veteran's Memorial Parkway Extension, consisting of Veteran's Memorial Parkway between Santa Barbara Boulevard and Surfside Boulevard, and Surfside Boulevard to approximately 800 feet north of Pine Island Road, including the intersection of Veteran's and Pine Island Road, will commence in Calendar Year 2001. The COUNTY will use all reasonable efforts to complete construction in Calendar Year 2002.

6. In the event any one or more of the provisions contained in this Agreement shall, for any reason, be held to be invalid, illegal or unenforceable in any respect, such invalidity or illegality or unenforceability shall not affect any other provision hereof, and this Agreement shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.

7. This Agreement shall remain in full force and effect through the Calendar Year 2020, and will be evaluated by the Parties hereto in Calendar Year 2010, except that the Net Surplus Toll Revenue sharing formula as set forth herein shall remain in full force and effect as long as either or both the Cape Coral or Midpoint Bridges shall remain toll facilities. This Agreement shall be construed in accordance with the laws of the State of Florida.

8. This Agreement may be executed in counterparts, with each Agreement becoming a fully effective and binding document upon the Parties once both Parties have each executed this Interlocal Agreement by their duly authorized representatives.

IN WITNESS WHEREOF, the Parties have hereunto set their hands and seals the date and year first above written.



By: Bonnie Mazurkiewicz
Bonnie Mazurkiewicz
City Clerk

CITY OF CAPE CORAL

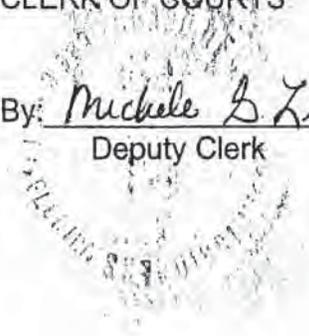
By: Arnold Kempe
Arnold Kempe, Mayor

APPROVED AS TO FORM:

By: Marilyn W. Miller
City Attorney

ATTEST: CHARLIE GREEN
CLERK OF COURTS

By: Michele S. Ledner
Deputy Clerk



BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

By: [Signature]
Vice-Chairman

APPROVED AS TO FORM:

By: [Signature]
Office of the County Attorney

Appendix B
Settlement Agreement – City of Sanibel

IN THE CIRCUIT COURT OF THE TWENTIETH JUDICIAL CIRCUIT
IN AND FOR LEE COUNTY, FLORIDA
CIVIL DIVISION

CITY OF SANIBEL, a municipal corporation,)	
)	
Plaintiff,)	
)	
vs.)	CASE NO.: 04-134-CA-H
)	
LEE COUNTY, a political subdivision of the)	
State of Florida, and THE BOARD OF)	
COUNTY COMMISSIONERS OF LEE)	
COUNTY, its governing body,)	
)	
Defendant.)	
<hr/>		

**SETTLEMENT AGREEMENT AND RELEASE OF CLAIMS
BY AND BETWEEN THE CITY OF SANIBEL AND LEE COUNTY**

This Settlement Agreement and Release of Claims (the "Agreement") is entered into this the 1st day of March, 2005 by and between the City of Sanibel ("City") and Lee County, Florida ("County"), who stipulate as follows:

RECITALS

A. WHEREAS, the City and County are parties to an action in the Circuit Court in and for Lee County, Florida, Case No. 04-134-CA-H, the style of which is set forth above (the "Litigation") arising out of or relating to the Sanibel Island Bridge and Causeway (the "Causeway"); and

B. WHEREAS, the parties have determined that settlement of the Litigation is in the best interests of the residents and businesses of the City and the County and will serve to improve the working relationship between the City and County in general, and specifically with regard to the reduction of the current Sanibel Discount Program Fees and Tolls; and

C. WHEREAS, the City and the County have determined to settle all the claims existing between them in the Litigation in accordance with the terms of this Settlement Agreement; and.

D. WHEREAS, the City and County have been parties to an interlocal agreement pertaining to the Causeway for several decades, the most recent of which is entitled the "Amended and Restated Interlocal Agreement," dated June 11, 2002 (the "Interlocal Agreement"), a copy of which is appended hereto as Exhibit A; and

E. WHEREAS, rights and liabilities of the Parties hereto arising under interlocal agreements other than the Interlocal Agreement as defined hereinabove are not affected nor addressed in any way by this Agreement; and

F. WHEREAS, under Section 6 of the Interlocal Agreement, the parties agreed that the County shall remit to the City twenty-one percent (21%) of the Net Revenues, as that term is defined therein, derived from operation of the Causeway; and

G. WHEREAS, as the result of incurring construction and other costs associated with construction of a new Causeway, the County has increased the Tolls and Sanibel Discount Program Fees associated with use of the Causeway (the "Causeway Tolls," as more fully defined below); and

H. WHEREAS, as the result of incurring construction and other costs associated with the construction of the new Causeway, the County has prepared a "Transportation Facilities Financing Model – Sanibel Interlocal Agreement Rebate" ("Financing Model"), a copy of which is appended hereto as Exhibit B; and

I. WHEREAS, the County intends to issue permanent financing for the replacement of the Sanibel Bridges and Causeway in parity with the County's Series 2001A Transportation Facilities Refunding Bonds, as defined in the Interlocal Agreement, with the estimated debt service payments (acknowledged by the parties to be only estimated as of the date of this Agreement, and subject to change) reflected in the "Bonded Debt Service" column of Exhibit "B".

NOW, THEREFORE, in consideration of the covenants by and between the City and the County, as set forth herein, and the sufficiency of each such sum and covenant being hereby acknowledged by the parties, it is agreed:

TERMS AND CONDITIONS OF AGREEMENT

1. The parties acknowledge that the recitals set forth hereinabove are material, are true and correct, and are incorporated herein by reference.

2. Definitions

a. Causeway Tolls – The term "Causeway Tolls" includes the fee charged the motoring public for the vehicular use of the Sanibel Causeway, and for purposes of this Agreement, the term "Causeway Tolls" shall include the following defined terms:

- (i) "Sanibel Discount Program Fees", which shall include the cost of all Program Fees as described in Lee County Resolution No. 04-08-60, at Section One, Paragraph c., i, ii, iii and iv, and Paragraph e., i, ii, iii and iv, attached hereto as Exhibit C., on an annual, semi-annual or other basis as part of the Sanibel Discount Program, and the per trip charge applicable to such Sanibel Discount Program.
- (ii) "Toll" shall mean the cash fee paid by motorists other than those paying Sanibel Discount Program Fees.

b. Junior Lien or General Loan Fund – The term “Junior Lien or General Loan Fund” means County debt obligation(s) other than bonded debt, and is reflected in the fourth column, “Other Debt Service,” on Exhibit B. The County currently anticipates that this Junior Lien or General Loan Fund will be substantially retired in 2010 and completely retired by 2012.

c. Surplus Toll Revenues – For the purposes of this Agreement only, “Surplus Toll Revenues” shall mean the “Gross Revenues” less the principal “Causeway Debt Service Requirement”, “Additional Obligations”, “Operating Expenses”, “Renewal and Replacement Costs”, and “Subordinated Indebtedness” for the 2001A Transportation Refunding Revenue Bonds, as all such terms are defined in the Interlocal Agreement, except that the term “Transportation Facility” shall mean the Causeway as defined hereinabove.

3. The Parties to this Agreement hereby expressly covenant and agree, for themselves and all who might make claim by and through them, to discontinue and dismiss with prejudice all actions, claims, counterclaims, suits and proceedings, including the Litigation, which are now pending by and between them with respect to the Causeway and/or the Interlocal Agreement, upon full payment of the sum set forth in paragraph No. 4 below, and do further expressly covenant and agree not to institute, reinstate or prosecute any action, cause of action, claim, cross-claim, counterclaim, proceeding or suit among or between them, whether sounding in tort, in contract, or otherwise for any loss or damage suffered by them and all who might make claim through them on account of the Causeway and/or the Interlocal Agreement or any matters related thereto. Each Party shall utilize its best efforts to seek the approval of the Circuit Court for a Joint Stipulated Motion for Dismissal With Prejudice and “Order,” which is appended

hereto as Exhibit D. Each Party shall bear its own attorney's and expert fees, costs, and other expenses.

4. Lee County shall release to the City, the Surplus Toll Revenues which were otherwise due and payable to the City on November 1, 2004, in the sum of Two Hundred Two Thousand Seven Hundred Ninety-Four and 85/100 Dollars (\$202,794.85) within ten (10) business days after the final execution of this Agreement. The City agrees to use same solely for reducing the Sanibel Discount Program Fees consistent with the terms of Paragraph no. 5.a. below.

5. Effective for all Surplus Toll Revenues collected and otherwise available as of October 1, 2004, the City and the County agree to contribute One Hundred Percent (100%) of their respective shares of the Surplus Toll Revenues for the following purposes:

a. The City shall contribute its 21% pro rata share of the Surplus Toll Revenues to which it is entitled under the terms of the Interlocal Agreement for the sole purpose of reducing the Sanibel Discount Program Fees for the Causeway so long as the County contributes its 79% pro rata share as described in Paragraph 5.b below. Notwithstanding the foregoing, and to the extent that the Surplus Toll Revenues must be utilized to retire the Junior Lien Debt or General Fund Loan in order to reduce the Sanibel Discount Program Fees, then to such extent the City contributes the same percentage of its pro rata share as is contributed by the County, with the remainder of its share pledged to the reduction of the Sanibel Discount Program Fees as described above.

b. The County shall contribute the entirety of its 79% pro rata share of the Sanibel Surplus Toll Revenues to which it is entitled under the terms of the Interlocal Agreement for the sole purpose of reducing the Sanibel Bridges Replacement and Toll Facility Project with

associated Sanibel Discount Program Fees and Causeway Tolls, until such time as the Junior Lien Debt or General Fund Loan is paid in full.

6. With respect to the issuance of the County's permanent bonded financing for the Project, the Parties recognize and acknowledge that the market conditions existing at the time of the bond sale, including but not limited to the prime interest rate, the bond ratings established by independent agencies, the relative strength or weakness of the bond market, and other financial variables are all conditions which are beyond the control of the County and make it impossible for the County to definitively agree upon a specific amount of decrease in the Sanibel Discount Program Fees. Nevertheless, it is the County's intention to utilize its best efforts to reduce such fees by at least thirty percent (30%) if market conditions existing at the time of the bond sale can sustain such percentage. The timing of the reduction shall be predicated on the timing of the sale of the County's bonds.

7. The County agrees to utilize its best efforts to establish amounts and schedules which shall result in the substantial retirement of the Junior Lien Debt or General Loan Fund in 2010, with final retirement of the same in 2012. After initial establishment of the amount of the Junior Lien or General Loan Fund, no additional sums shall be added to this class of debt service.

8. Upon the full retirement of the *Junior Lien Debt or General Loan Fund*, the County shall employ at its expense a Traffic and Revenue consultant to review the toll structure to ensure there are sufficient revenues to comply with the existing bond covenants. Said consultant shall exercise due diligence in reviewing and certifying its review. Within one year of the completion of the consultant's review and certification, the County shall consider possible additional reductions in the toll structure and shall perform an assessment of the Surplus Toll

Revenues for each Party. Under no circumstances shall the Surplus Toll Revenues be disbursed to only one of the Parties to this Agreement. Upon any such distribution, the Surplus Toll Revenues shall be used by the Parties for any lawful transportation purpose, as may be authorized by then existing law. In 2009, the Parties shall meet and negotiate in good faith, certain amendments to the "Interlocal Agreement" as defined herein, in conjunction with revisions to that certain Sanibel/Lee County Local Option Gas Tax distribution Interlocal Agreement as entered into by the Parties on May 31, 1989.

9. Subject to applicable laws relating to public hearings and other requirements of the laws of the State of Florida, the Parties will utilize their best efforts to amend and restate the Interlocal Agreement to reflect the above terms and conditions, effectuating the purposes of the Interlocal Agreement to the extent they are not inconsistent herewith.

10. Unless this Agreement is materially breached by the County, the City agrees that it will not bring any action or cause of action against the County or any other entity, nor will it take any action, formal or informal, which would be intended to adversely affect the County's ability to obtain permanent financing, in the form of the issuance of bonds or otherwise, for the Sanibel Bridges Replacement and Toll Facility Project.

11. The Parties acknowledge and agree that dates, assumptions and estimated costs set forth hereinabove and in Exhibit B are expressly contingent upon the Causeway not being subjected to an intervening Act of God or other natural disaster which render the projected performance of either Party as set forth herein or in Exhibit B, commercially impracticable.

12. The City hereby releases and forever discharges the County and its employees, officers, commissioners, agents, attorneys, and successors of and from all claims, demands, and causes of action of any kind and nature, whether known or unknown, in law or in equity, arising

out of or related to the Interlocal Agreement, including but not limited to the claims asserted in the Litigation and any and all such additional claims as could have been asserted in the Litigation.

13. The County hereby releases and forever discharges the City and its employees, officers, councilmen and councilwomen, agents, attorneys, and successors of and from all claims, demands, and causes of action of any kind and nature, whether known or unknown, in law or in equity, arising out of or related to the Interlocal Agreement, including but not limited to the claims asserted in the Litigation and any and all such additional claims as could have been asserted in the Litigation.

14. It is understood and agreed that the making and execution of this Agreement by the Parties hereto and the exchange of consideration reflected herein is not intended to be and shall not be construed as an admission of liability on the part of anyone or any entity, but is made and exchanged in settlement of disputed claims for the reasons set forth in the recitals and to avoid the expense of continuing litigation by the governmental bodies herein.

15. Each Party represents that the individual whose signature appears below on its behalf has full power and authority to execute this Agreement on its behalf, and that such authority is derived by virtue of that individual's office.

16. The Parties represent that they have not sold, assigned, granted or transferred to any person, corporate or natural, any claim, action, demand or cause of action which is released by this Agreement.

17. This Agreement is the result of negotiations among and between the City and the County, and each has had the opportunity to modify the drafting of this Agreement. Each Party

acknowledges that neither it nor anyone acting on its behalf is relying upon any statement, representation or promise (other than those set forth herein) made by or on behalf of any other Party but that, in agreeing to the settlement and in executing this Agreement, it is relying solely upon the results of its own investigation and knowledge and those of its own attorneys, agents, and employees and in reliance upon legal advice of counsel of its own selection, and not upon the legal advice of any other Party or that Party's attorneys.

18. The Parties agree that this Agreement shall be interpreted and construed in accordance with Florida law.

19. The Parties acknowledge and agree that this Agreement may be executed in counterparts, and that it shall be binding in all respects upon and inure to the benefit of the Parties, their legal representatives, successors, and duly approved assigns.

20. In the event that an action is commenced to enforce or interpret this Agreement, the Court may award attorneys' fees, costs and litigation expenses to the prevailing Party.

21. This Agreement must be signed and the Joint Stipulated Motion for Dismissal With Prejudice and Order appended hereto as Exhibit D must be executed and filed on or before the close of business on March 1, 2005; otherwise this Agreement shall be void and of no force and effect.

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LEE COUNTY, FLORIDA

By: *Douglas R. St. Cerny*
DOUGLAS R. ST. CERNY
CHAIRMAN, BOARD OF COUNTY
COMMISSIONERS OF LEE COUNTY

Attest: Charlie Green
Clerk of the Circuit Court
Lee County, Florida

By: *Nichole S. Cooper*
Deputy Clerk

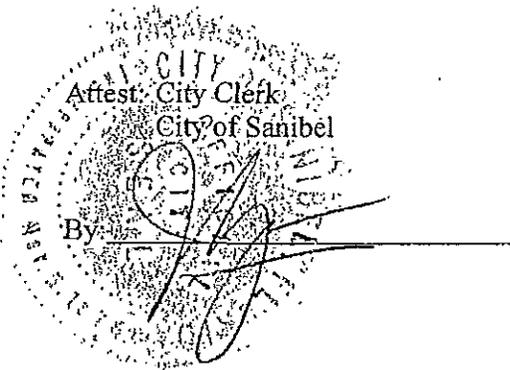


David Owen

APPROVED AS TO FORM
DAVID OWEN
COUNTY ATTORNEY

CITY OF SANIBEL, FLORIDA

By: *Marty Harrity*
MARTY HARRITY
MAYOR



Kenneth B. Cuyler
APPROVED AS TO FORM
KENNETH CUYLER
CITY ATTORNEY

EXHIBIT "A"

**AMENDED AND RESTATED
INTERLOCAL AGREEMENT**

between

LEE COUNTY, FLORIDA

and

CITY OF SANIBEL, FLORIDA

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**AMENDED AND RESTATED
INTERLOCAL AGREEMENT**

THIS AMENDED AND RESTATED INTERLOCAL AGREEMENT is made and entered into on this 11th day of June, 2002, by and between Lee County, a political subdivision and charter county of the State of Florida (the "County"), and the City of Sanibel, a municipal corporation of the State of Florida (the "City"), collectively the "Parties" hereto.

WITNESSETH:

WHEREAS, the County currently owns and operates the Sanibel Bridge and Causeway; and,

WHEREAS, the County has heretofore enacted Lee County Ordinance No. 86-11 providing for the imposition of tolls on certain transportation facilities, including the Sanibel Bridge and Causeway, and authorizing the issuance of transportation facilities revenue bonds payable from the aggregate net revenues of such transportation facilities; and,

WHEREAS, the County has, pursuant to Ordinance No. 86-11, adopted Resolution No. 86-4-12, authorizing the issuance of Transportation Facilities Revenue Bonds, Series 1987, for the purpose of refunding the County's Sanibel Bridge Improvement Bonds dated June 1, 1979, and financing the construction of certain other Transportation Facilities; and,

WHEREAS, in connection with the County's issuance of the Sanibel Bridge Improvement Bonds dated June 1, 1979, the City and the County entered into an Interlocal

Agreement dated as of November 10, 1987; and,

WHEREAS, the Parties hereto have determined that it is in the best interests of the citizens of both the City and the County to amend and restate the prior 1987 Interlocal Agreement and to enter into this Interlocal Agreement in connection with the County's issuance of its Transportation Facilities Revenue Bonds pursuant to Ordinance No. 86-11, and Resolution No. 86-4-12 as it has been further amended.

NOW THEREFORE, in consideration of the mutual benefits to be derived from this Agreement, the Parties hereto covenant and agree as follows:

Section 1. Definitions.

When used in this Agreement, the following terms shall have the following meanings, unless the context clearly otherwise requires:

"Additional Obligations" shall mean indebtedness payable on a parity with the Series 1987 Bonds as they have been subsequently refunded, whether such indebtedness is initially issued on a parity basis or achieves parity status by accession as set forth in the applicable Resolution.

"Agreement" shall mean this Amended and Restated Interlocal Agreement.

"Bonds" shall mean the Series 1987 Bonds as they have been subsequently refunded, and any Additional Parity Obligations.

"Causeway" shall mean the Sanibel Bridge and Causeway extending McGregor Boulevard in Punta Rassa and Causeway Road on Sanibel Island.

"Causeway Debt Service Requirement" shall mean the sum of (a) the product of the Debt Service Requirement for the Series 1987 Bonds multiplied by the ratio derived by

dividing the sum of (i) the amount of proceeds of the Series 1987 Bonds required to refund the Series 1987 Bonds used to finance improvements, modifications or extensions to the Causeway and any capitalized interest in connection therewith by the total proceeds of the Series 1987 Bonds less the sum of (i) any accrued interest, (ii) all issuance costs including any bond insurance premium or other credit enhancement fees, and (iii) any deposit to the Reserve Subaccount established pursuant to the Resolution, and (b) the product of the Debt Service Requirement for any outstanding Additional Obligations and Subordinated Indebtedness multiplied by the ratio derived by dividing the amount of proceeds of any such Additional Obligations and Subordinated Indebtedness used to finance improvements, modifications or extensions to the Causeway and any capitalized interest in connection therewith by the total proceeds of such Additional Obligations and Subordinated Indebtedness less the sum of (i) any accrued interest, and (ii) all issuance costs including any bond insurance premium or other credit enhancement fees and (iii) any deposit to the Reserve Subaccount established pursuant to the Resolution or to any reserve account for Subordinated Indebtedness. The above shall apply to the 1987 Bonds as subsequently refunded by the Series 2001A Transportation Facilities Refunding Revenue Bonds.

"City" shall mean the City of Sanibel, a municipal corporation of the State of Florida.

"County" shall mean Lee County, a political subdivision and charter county of the State of Florida.

"Debt Service Requirement" for any semi-annual period shall mean the aggregate

amount of (a) interest paid or to be paid on account of the Bonds or any Subordinated Indebtedness during such semi-annual period, except to the extent that such interest is paid from the proceeds of such Bonds or Subordinated Indebtedness, (b) principal of outstanding Bonds or Subordinated Indebtedness paid or to be paid during such period whether such payment is due to maturity or mandatory redemption, (c) any deposits to the Reserve Subaccount required by the Resolution, or to any reserve account for Subordinated Indebtedness, during such period, and (d) disbursements for the expenses, liabilities and compensation of any paying agent, registrar, credit bank or depository related to the Bonds or Subordinated Indebtedness during such period.

"Gross Revenues" shall mean all income and monies received by the County from the rates, fees, tolls and other charges to be made and collected by the County from the operation and ownership of a Transportation Facility, or otherwise received by the County or accruing to the County in the ownership and operation of such Transportation Facility, calculated in accordance with generally accepted accounting principles employed in the operation of facilities similar to such Transportation Facility. "Gross Revenues" do not include the proceeds of any governmental grants received in connection with any Transportation Facility.

"Operating Expenses" shall mean the County's reasonable and necessary expenses for current operation, maintenance and repair with respect to a Transportation Facility and shall include, without limiting the generality of the foregoing, administration expenses, insurance and surety bond premiums, legal and engineering expenses, ordinary and current rentals of equipment or other property, refunds of monies lawfully due to

others, payments to pension, retirement, health and hospitalization funds, repayments of operating subsidies received by the County on account of such Transportation Facility, and any other expenses required to be paid for or with respect to proper operation, maintenance or repair of such Transportation Facility, all to the extent properly attributable to such Transportation Facility in accordance with generally accepted accounting principles employed in the operation of facilities similar to the Transportation Facility. "Operating Expenses" do not include any provision for interest, depreciation, amortization or similar charges.

"Ordinance" shall mean Lee County Ordinance No. 86-11, as the same may from time to time hereafter be amended and/or supplemented.

"Prior Agreement" shall mean the Interlocal Agreement dated as of November 10, 1987, entered into by the City and the County in connection with the County's issuance of its Series 1987 Bonds.

"Renewal and Replacement Costs" shall mean an amount equal to five percent (5%) of the Gross Revenues.

"Resolution" shall mean Resolution No. 86-4-12 of the County, including any amendments thereto, heretofore, or hereafter adopted by the County.

"Series 1979 Bonds" shall mean the County's Sanibel Bridge Improvement Bonds dated June 1, 1979.

"Series 1987 Bonds" shall mean the Transportation Facilities Revenue Bonds, Series 1987, issued by the County pursuant to the Resolution, for the purpose of refunding the Series 1979 Bonds, and to finance the construction of certain other Transportation.

Facilities.

"Series 2001A Transportation Facilities Refunding Revenue Bonds" shall mean the Transportation Facilities Revenue Bonds issued by the County, pursuant to the Resolution for the purpose of refunding the Series 1987 Bonds among other related Transportation Bond Issues.

"Subordinated Indebtedness" shall mean indebtedness secured by Gross Revenues on a basis junior and subordinate to the Bonds.

"Transportation Facility" shall mean the Causeway or any other bridge or bridges, causeway or expressway which is acquired, constructed or improved with the proceeds of any series of Bonds.

The terms "herein", "hereunder", "hereby", "hereto", "hereof", and any similar terms, shall refer to this Agreement; the term "heretofore" shall mean before the date of execution of this Agreement; and the term "hereafter" shall mean after the date of execution of this Agreement.

Words importing the masculine gender include every other gender.

Words importing the singular number include the plural number, and vice versa.

Section 2. Term of Agreement.

This Agreement shall become effective upon its execution by the Parties hereto, and shall remain in effect for as long as any Parity Bonds remain outstanding under the Resolution.

Section 3. Maintenance of Causeway.

The County agrees that it will, at all times, maintain the Causeway in good repair

and in sound operating condition and will make all necessary repairs, renewals and replacements. To facilitate the foregoing, the County will have the Causeway inspected by an engineering firm on a biennial basis. The engineering firm will be required to submit a report setting forth its findings whether the Causeway has been maintained in good repair, working order and condition. The inspection and report on the Causeway's condition may be combined with other transportation facilities of the County.

Section 4. Imposition of Causeway Tolls.

The Parties recognize that the County is empowered to establish and impose tolls for use of the Causeway. Subject to the provisions of the Resolution, the County agrees that all such tolls shall be reasonable in amount and shall be classified in a reasonable way to cover all traffic, so that such tolls are uniform in application to all traffic falling within any reasonable classes.

Section 5. Causeway Improvements.

The Parties recognize that the County is presently proceeding to permit, design and construct certain improvements to the Transportation Facility for its entire length, which, if constructed, will develop the Transportation Facility as a two-lane roadway for traffic; one traffic lane for each direction, with two, associated, marked emergency breakdown lanes, one breakdown lane for each direction. The County will proceed in good faith to permit, design and construct the improved two-lane Transportation Facility with the two emergency breakdown lanes as described, retaining the existing Causeway Islands. The description for the two, associated, marked emergency breakdown lanes will not apply to Span A (the bascule bridge) of the Project.

The Parties agree that the County will proceed to seek all necessary and required permits for the proposed Transportation Facility pursuant to the terms and conditions of its Preliminary Design and Engineering ("PD&E") Report dated June 26, 2001, and that the City will not object to, nor interfere with, the County's pursuit of the said permits pursuant to the PD&E Study so long as the current Causeway configuration is maintained.

The Parties further acknowledge said planned Transportation Facility improvement process is an uncertain one as to end result and/or timing, although the County presently anticipates said road and bridge construction may commence approximately in Year 2004. The Parties recognize that the County and the City have been working and consulting together regarding the design of the projected improvements for a substantial period of time and in conjunction with a Study Group established by the City and the County for input on the design. Should the County be unable to reasonably obtain the permits for the projected improvements to the Transportation Facility and/or should circumstances arise beyond the lawful and reasonable control of the County in the permitting, design, or construction of the two-lane road with the two marked emergency breakdown lanes which would make such roadway improvements unfeasible, then this paragraph will be deemed null, void and of no further effect, and can be so declared by the County. The County will provide the City with ninety (90) days prior written notice of the County's proposed declaration of the nullification of this section and the basis for its decision. Then, in such event, the County will consult with the City concerning any alternative designs and applications for the construction of the improvements; such consultation to be non-binding in nature for both Parties.

Section 6. Payments to the City.

On October 30th and April 30th, the County shall remit to the City twenty-one percent (21%) of the Net Revenues derived from operation of the Causeway during the semiannual period ending thirty (30) days prior to each payment date. For purposes of this Agreement, Net Revenues shall mean Gross Revenues of the Causeway less (i) Operating Expenses of the Causeway, (ii) the Causeway Debt Service Requirement, and (iii) the Renewal and Replacement Costs of the Causeway. Commencing with the first full fiscal year following completion of the proposed improvements described in Section 5. hereof, the payment due April 30 of each year shall be adjusted, if necessary and if adequate funds are then on deposit in the Surplus Account, such that the total payment to the City in each fiscal year shall not be less than \$200,000.00. Funds paid to the City pursuant to this Agreement may be used for any lawful purpose of the City.

It is expressly understood and agreed by the City that the obligation of the County to make payments to the City required by this Agreement is in all respects subject to the Resolution and that such payments shall be made only from the Surplus Account established pursuant to the Resolution and are junior and subordinate to all payments required by the Resolution.

Section 7. Tolls for Other Transportation Facilities.

The County agrees to impose on the Transportation Facilities other than the Causeway, tolls that produce Gross Revenues at least sufficient in the aggregate to pay (i) the Debt Service Requirement less the Causeway Debt Service Requirement, (ii) the Operating Expenses of Transportation Facilities other than the Causeway, and (iii) the

Renewal and Replacement Costs of Transportation Facilities other than the Causeway.

Notwithstanding the foregoing, during the period in which interest allocable to the amount of Series 1987 Bond proceeds used to finance the acquisition and construction of a parallel span to the Cape Coral Bridge has been funded from proceeds of the Series 1987 Bonds, the County may, at its sole option, elect to fund the Operating Expenses and renewal and replacement costs of the Cape Coral Bridge from lawfully available funds of the County other than Gross Revenues of the Causeway, in lieu of imposing any toll thereon.

Section 8. Series 1979 Renewal and Replacement Fund.

Upon defeasance of the Series 1979 Bonds, the County shall remit to the City a sum equal to sixteen percent (16%) of the amount then on deposit in the renewal and replacement fund established in connection with issuance of the Series 1979 Bonds.

Section 9. Books and Records.

The County agrees to maintain books, records and accounts sufficient to determine compliance with Section 6. and Section 7. of this Agreement. The City shall have the right at all reasonable times to inspect such books, records and accounts.

Section 10. Prior Agreement Amended.

Upon the execution of this Agreement by the Parties hereto, the 1987 Agreement shall be duly amended by the terms of this Agreement.

Section 11. Parties In Interest.

This Agreement is made solely for the benefit of the County and the City and no other party or person shall acquire or have any right hereunder or by virtue hereof.

Section 12. Counterparts.

This Agreement may be executed in several counterparts, each of which shall be regarded as the original and all of which shall constitute one and the same Agreement.

Section 13. Severability.

If any one or more of the covenants, agreements or provisions of this Agreement shall be held contrary to any express provision of law or contrary to the policy of express law, though not expressly prohibited, or against public policy, or shall for any reason whatsoever be held invalid or unenforceable, then such covenants, agreements or provisions be null and void and shall be deemed separable from the remaining covenants, agreements or provisions of this Agreement and shall in no way affect the validity or enforceability of any of the other covenants, agreements or provisions hereof.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed this 11th day of June, 2002, for the purposes herein expressed.

ATTEST: CHARLIE GREEN
CLERK OF COURTS

By: Joe A. Pearce
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

By: [Signature]
Chairman



APPROVED AS TO FORM:

By: [Signature]
Office of the County Attorney

ATTEST:

By: [Signature]
City Clerk

CITY OF SANIBEL, FLORIDA

By: [Signature]
Mayor

APPROVED AS TO FORM:

By: [Signature]
City Attorney

Lee County, Florida
Transportation Facilities Financing Model

DRAFT

Sanibel Interlocal Agreement Rebate

Year	Net Revenues	Less Bonded Debt Service	Other Debt Service	Rd&R Fund Deposit	Sanibel Net * Revenues	21% Rebate	Rebate Net Revenue
1998	4,930,659	847,029	0	180,450	3,903,180	798,036	3,105,144
1999	5,136,449	847,053	0	83,615	4,205,780	845,491	3,360,289
2000	5,012,248	847,372	0	13,601	4,151,275	856,223	3,295,052
2001	4,969,224	613,750	0	293,819	4,061,654	844,791	3,216,863
2002	4,706,714	773,048	0	10,263	3,923,304	839,496	3,383,808
2003	4,146,884	790,136	0	807,939	2,548,810	641,485	1,907,325
2004	4,492,364	790,290	0	651,056	3,051,018	632,824	2,418,194
2005	11,000,000	790,303	443,333	806,352	8,960,012	(202,795)	9,162,807
2006	10,400,000	2,733,106	10,885,225	409,441	(3,627,772)	0	(3,627,772)
2007	11,700,000	5,239,676	6,155,075	25,000	280,249	0	280,249
2008	12,400,000	5,242,898	6,846,775	80,000	230,327	0	230,327
2009	12,300,000	4,029,379	7,329,925	90,000	250,696	0	250,696
2010	12,400,000	4,629,529	1,000,000	50,000	6,720,471	1,411,299	5,309,172
2011	11,200,000	4,629,286	300,000	60,000	6,210,704	1,304,248	4,906,456
2012	11,000,000	5,144,468	300,000	0	5,555,532	1,166,662	4,388,870
2013	11,100,000	5,159,339	0	40,000	5,920,661	1,243,339	4,677,322
2014	11,200,000	5,446,887	0	60,000	5,693,113	1,199,554	4,493,559
2015	11,100,000	5,439,177	0	210,000	5,450,823	1,144,673	4,306,150
2016	11,200,000	5,442,384	0	200,000	5,557,616	1,167,057	4,390,558
2017	11,300,000	5,441,722	0	210,000	5,648,278	1,186,138	4,462,140
2018	11,400,000	4,652,835	0	210,000	6,537,165	1,372,805	5,164,360
2019	11,300,000	5,634,959	0	210,000	5,455,041	1,145,559	4,309,482
2020	11,300,000	5,635,619	0	200,000	5,464,381	1,147,940	4,316,441
2021	11,400,000	5,635,022	0	205,000	5,559,978	1,167,595	4,392,383
2022	11,300,000	5,637,578	0	210,000	5,452,422	1,145,009	4,307,413
2023	11,400,000	5,636,088	0	200,000	5,563,912	1,168,458	4,395,454
2024	11,500,000	5,634,600	0	210,000	5,655,401	1,187,634	4,467,766
2025	11,400,000	5,637,294	0	210,000	5,532,706	1,166,068	4,366,638
2026	11,500,000	5,633,838	0	200,000	5,666,162	1,189,894	4,476,268
2027	11,500,000	5,637,528	0	210,000	5,452,472	1,167,019	4,285,453
2028	11,300,000	5,632,825	0	210,000	5,457,175	1,146,007	4,311,168
2029	11,300,000	5,634,195	0	200,000	5,465,806	1,147,819	4,317,986
2030	11,300,000	5,636,275	0	210,000	5,453,726	1,145,282	4,308,443
2031	11,300,000	5,633,794	0	210,000	5,456,207	1,145,803	4,310,403
2032	11,100,000	5,636,088	0	210,000	5,253,913	1,103,522	4,150,391
2033	11,000,000	5,636,871	0	200,000	5,163,130	1,084,257	4,078,872

* by Florida case law, this amount should be positive and thus not subsidized by CC/MP Revenues.

Information in this draft Financial Model is being provided solely as a convenience to the Public. It is not to be relied upon as a final expression of facts or calculations with respect to the Model. The information and calculations in this Model have been obtained from sources believed to be timely and reliable but are not guaranteed. Lee County undertakes no obligation to update any information included in this draft Model. The information, calculations and any expressions of opinion herein are subject to change without notice.

This Model constitutes statements of mathematical prediction(s) based on the most current information available at the time the Model was prepared, which was believed to be accurate. This Model is subject to specific criteria which may cause results to differ materially from those set forth herein in subsequent Models, if run under differing criteria.

Lee County disclaims any and all liability or responsibility for use of this draft Financial Model by others for purposes either consistent or inconsistent with its intended purpose, which is as an example of financial results obtained under certain, specific criteria as established by the County.

EXHIBIT "C"

LEE COUNTY RESOLUTION NO. 04-08-60

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF LEE COUNTY, FLORIDA; AMENDING LEE COUNTY RESOLUTION NOS. 90-09-26, 90-09-27, 94-08-05, 96-12-105, 97-09-53, AND 01-06-58, RELATING TO THE CAPE CORAL, MIDPOINT MEMORIAL AND SANIBEL TOLL FACILITIES; MODIFY TOLL STRUCTURE; IMPOSING TOLLS ON THE SANIBEL BRIDGE; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on April 16, 1986, the Board of County Commissioners of Lee County, Florida (the "Board"), enacted Lee County Ordinance No. 86-11, providing for the imposition of tolls on certain bridges and causeways and for the issuance of revenue bonds payable therefrom; and,

WHEREAS, the Board has previously adopted Lee County Resolution Nos. 90-09-26, 90-09-27, 94-08-05, and 01-06-58, which established the toll rates and commuter discount programs for the Sanibel Bridges, Midpoint Memorial Bridge and the Cape Coral Bridge collectively, "The Bridges"; and,

WHEREAS, the Board, on December 18, 1996, adopted Lee County Resolution No. 96-12-105 which sets forth reduced rates for each one-way trip on the Cape Coral Bridge and the Midpoint Memorial Bridge during off-peak hours when using the Automatic Vehicle Identification System (AVI System) for the duration of the congestion pricing program; and,

WHEREAS, the existing Cape Coral Bridge and the new Midpoint Memorial Bridge were established to function in concert to serve a common transportation corridor between the east and west banks of the Caloosahatchee River (collectively, the "Corridor"); and,

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WHEREAS, on September 23, 1997, the Board adopted Lee County Resolution No. 97-09-53 extending the term for the use of decals for the discount program; and,

WHEREAS, the Board finds and determines that vehicle class, frequency of use and time-of-day of use are a reasonable basis for the classification of its tolls; and,

WHEREAS, the Board now finds it appropriate to further amend the Toll Facilities' Resolutions to better serve the public.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF LEE COUNTY, FLORIDA, that:

SECTION ONE:

Lee County Resolution Nos. 90-09-26, 90-09-27, 94-08-05, 96-12-105, 97-09-53 and 01-06-58 are hereby amended with language being added indicated by underlining and language being deleted indicated by ~~strike-through~~, as indicated below.

Imposition of Tolls. Commencing on November 1, 1997 2004, the following tolls shall be imposed for use of The Bridges.

a. Except as otherwise provided herein, a toll for each one-way trip on the Cape Coral and Midpoint Memorial Bridges shall be paid in accordance with the schedule set forth below:

<u>Vehicle Class</u>	<u>Toll</u>
Motorcycles	\$.50
2 axles, 4 tires	1.00
2 axles, 6 tires	1.00
3 axles	2.00
4 axles	3.00
5 axles	4.00
6 or more axles	1.00 per axle

b. The following commuter discount programs utilizing an AVI device will be available for 2-axle, 4-tire vehicles or 2-axle, 6-tire vehicles only:

i. An annual discount program utilizing an AVI device may be purchased at a cost of \$40.00 per vehicle or \$20.00 for the second, fourth, sixth, etc., non-commercial vehicle registered to or leased by the same natural person, which when properly installed will entitle such vehicle to use the Cape Coral and Midpoint Memorial Bridges for a period of twelve months commencing on November 1, upon payment of a \$0.50 toll to be deducted from a prepaid debit account for each one-way trip across the Bridges.

ii. A semi-annual discount program utilizing an AVI device may be purchased at a cost of \$24.00 per vehicle or \$12.00 for the second, fourth, sixth, etc., non-commercial vehicle registered to or leased by the same natural person, which when properly installed will entitle such vehicle to use the Cape Coral and Midpoint Memorial Bridges for a period of six months commencing on November 1, or May 1, upon payment of a \$0.50 toll to be deducted from a prepaid debit account for each one-way trip across the Bridges.

iii. An annual discount program utilizing an AVI device may be purchased at a cost of \$330.00 per vehicle or \$165.00 for the second, fourth, sixth, etc., non-commercial vehicle registered to or leased by the same natural person, which when properly installed will entitle such vehicle to use the Cape Coral and Midpoint Memorial Bridges for a period of twelve months commencing on November 1, without further payment. Prorated annual commuter programs will be sold per the following schedule:

<u>Validity Period</u>	<u>Price</u>	<u>Half-Price</u>
December 1 - October 31	\$309.00	\$155.00
January 1 - October 31	288.00	144.00
February 1 - October 31	267.00	134.00
March 1 - October 31	246.00	123.00
April 1 - October 31	222.00	111.00

iv. A semi-annual discount program utilizing an AVI device may be purchased at a cost of \$200.00 per vehicle or \$100.00 for the second, fourth, sixth, etc. non-commercial vehicle registered to or leased by the same natural person, which when properly installed will entitle such vehicle to use the Cape Coral and Midpoint Memorial Bridges for a period of six months commencing on November 1, or May 1, without further payment. Prorated semi-annual commuter programs will be available per the following schedule:

<u>Validity Period</u>	<u>Price</u>	<u>Half-Price</u>
December 1 - April 30	\$168.00	\$84.00
January 1 - April 30	136.00	68.00
February 1 - April 30	104.00	52.00
March 1 - April 30	72.00	36.00
June 1 - October 31	\$168.00	\$84.00
July 1 - October 31	136.00	68.00
August 1 - October 31	104.00	52.00
September 1 - October 31	72.00	36.00

c. Combination commuter discount programs utilizing an AVI device for use on the Cape Coral, Midpoint Memorial and Sanibel Toll Facilities will be available for 2-axle, 4-wheel vehicles or 2-axle, 6 wheel vehicles only:

i. Annual combination discount programs utilizing an AVI device may be purchased at a cost of ~~\$50.00~~ \$140.00 per vehicle of ~~\$25.00~~ \$70.00 for the second, fourth, sixth, etc., non-commercial vehicles registered to or leased by the same natural person, which when properly installed will entitle such vehicle to use the Cape Coral, Midpoint Memorial and Sanibel

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Toll facilities for a period of twelve months commencing on November 1, upon the payment of a \$0.50 toll deducted from a prepaid debit account at the Cape Coral and Midpoint Memorial Bridges and a \$3.00 toll deducted from a prepaid debit account at the Sanibel Toll Facilities.

ii. Semi-annual combination discount programs utilizing an AVI device may be purchased at a cost of ~~\$30.00~~ \$99.00 per vehicle or ~~\$15.00~~ \$49.50 for the second, fourth, sixth, etc., non-commercial vehicles registered to or leased by the same natural person, which when properly installed will entitle such vehicle to use the Cape Coral, Midpoint Memorial and Sanibel Toll Facilities for a period of six months commencing on November 1 or May 1 upon payment of a \$0.50 toll deducted from a prepaid debit account at the Cape Coral and Midpoint Memorial Bridges and a \$3.00 toll deducted from a prepaid debit account at the Sanibel Toll Facilities.

iii. Annual combination discount programs utilizing an AVI device may be purchased at a cost of ~~\$586.00~~ \$930.00 per vehicle or ~~\$196.00~~ \$465.00 for the second, fourth, sixth, etc. non-commercial vehicle registered to or leased by the same natural person, which when properly installed, will entitle such vehicle to use the Cape Coral, Midpoint Memorial and the Sanibel Toll Facilities for a period of twelve months commencing on November 1, without further payment. Prorated annual combination computer programs will be sold per the following schedule:

<u>Validity Period</u>	<u>Price</u>	<u>Half-Price</u>
December 1 - October 31	\$355.00 <u>\$884.00</u>	\$178.00 <u>\$442.00</u>
January 1 - October 31	530.00 <u>838.00</u>	165.00 <u>419.00</u>
February 1 - October 31	304.00 <u>792.00</u>	152.00 <u>396.00</u>
March 1 - October 31	279.00 <u>746.00</u>	140.00 <u>373.00</u>
April 1 - October 31	259.00 <u>697.00</u>	127.00 <u>349.00</u>

iv. Semi-annual combination discount programs may be purchased at a cost of ~~\$350.00~~ \$650.00 per vehicle or ~~\$115.00~~ \$325.00 for the second, fourth, sixth, etc., non-commercial vehicle registered to or leased by the same natural person, which when the AVI device is properly installed will entitle such vehicle to use the Cape Coral, Midpoint Memorial and Sanibel Toll Facilities for a period of six months commencing on November 1 and May 1, without further payment. Prorated semi-annual combination commuter programs will be sold per the following schedule:

<u>Validity Period</u>	<u>Price</u>		<u>Half-Price</u>	
December 1 - April 30	\$194.00	<u>\$543.00</u>	\$97.00	<u>\$272.00</u>
January 1 - April 30	158.00	<u>436.00</u>	79.00	<u>218.00</u>
February 1 - April 30	129.00	<u>329.00</u>	62.00	<u>165.00</u>
March 1 - April 30	87.00	<u>222.00</u>	44.00	<u>111.00</u>
June 1 - October 31	\$194.00	<u>\$543.00</u>	\$94.00	<u>\$272.00</u>
July 1 - October 31	159.00	<u>436.00</u>	79.00	<u>218.00</u>
August 1 - October 31	129.00	<u>329.00</u>	62.00	<u>165.00</u>
September 1 - October 31	87.00	<u>222.00</u>	44.00	<u>111.00</u>

d. Except as otherwise provided herein, a full paid toll for each Sanibel bound trip on the Causeway shall be paid in accordance with the schedule set forth below.

<u>Vehicle Class</u>	<u>Toll</u>	
Motorcycles	\$1.00	<u>\$ 2.00</u>
2 axles, 4 tires	3.00	<u>6.00</u>
2 axles, 6 tires	5.00	<u>6.00</u>
3 axles	4.50	<u>9.00</u>
4 axles	6.00	<u>12.00</u>
5 axles	7.50	<u>15.00</u>
6 or more axles	1.50 per axle	<u>3.00</u>

No toll shall be charged for a mainland-bound trip on the Sanibel Causeway.

e. The following commuter discount program will be available for 2-axle, 4-tire vehicles or 2-axle, 6-tire vehicles only:

i. An annual discount program utilizing an AVI device may be purchased at a cost of ~~\$25.00~~ \$100.00 per vehicle or ~~\$12.50~~ \$50.00 for the second, fourth, sixth, etc., additional non-commercial vehicle registered to or leased by the same natural person which when properly installed will entitle such vehicle to use the Sanibel Causeway for a period of twelve months commencing on November 1, upon payment of a ~~50.50~~ \$3.00 toll deducted from a prepaid debit account for each Sanibel-bound trip on the Sanibel Causeway.

ii. A semi-annual discount program utilizing an AVI device may be purchased at a cost of ~~\$15.00~~ \$75.00 per vehicle or ~~\$7.50~~ \$37.50 for the second, fourth, sixth, etc., additional non-commercial vehicle registered to or leased by the same natural person which when properly installed will entitle such vehicle to use the Sanibel Causeway for a period of six months commencing on November 1, or May 1 upon payment of a ~~\$6.50~~ \$1.00 toll deducted from a prepaid debit account for each Sanibel-bound trip on the Sanibel Causeway.

iii. An annual discount program utilizing an AVI device may be purchased at a cost of ~~\$150.00~~ \$600.00 per vehicle or ~~\$75.00~~ \$300.00 for the second, fourth, sixth, etc., non-commercial vehicle registered to or leased by the same natural person, which when properly installed will entitle such vehicle to use the Sanibel Causeway for a period of twelve months commencing on November 1, without further payment. Prorated annual commuter programs will be sold per the following schedule:

<u>Validity Period</u>	<u>Price</u>	<u>Half-Price</u>
December 1 - October 31	\$140.00 <u>\$575.00</u>	\$70.00 <u>\$288.00</u>
January 1 - October 31	\$30.00 <u>\$50.00</u>	65.00 <u>275.00</u>
February 1 - October 31	\$20.00 <u>\$25.00</u>	60.00 <u>263.00</u>
March 1 - October 31	\$10.00 <u>\$00.00</u>	55.00 <u>250.00</u>
April 1 - October 31	\$00.00 <u>475.00</u>	50.00 <u>238.00</u>

iv. A semi-annual discount program utilizing an AVI device may be purchased at a cost of ~~\$98.00~~ \$450.00 per vehicle or ~~\$45.00~~ \$225.00 for the second, fourth, sixth, etc., non-commercial vehicle registered to or leased by the same natural person, which when properly installed will entitle such vehicle to use the Sanibel Causeway for a period of six months commencing on November 1 or May 1, without further payment. Prorated semi-annual commuter programs will be sold per the following schedule:

<u>Validity Period</u>	<u>Price</u>	<u>Half-Price</u>
December 1 - April 30	\$76.00 <u>\$375.00</u>	\$38.00 <u>\$188.00</u>
January 1 - April 30	62.00 <u>300.00</u>	32.00 <u>150.00</u>
February 1 - April 30	48.00 <u>225.00</u>	24.00 <u>113.00</u>
March 1 - April 30	34.00 <u>150.00</u>	17.00 <u>75.00</u>
June 1 - October 31	\$76.00 <u>\$375.00</u>	\$38.00 <u>\$188.00</u>
July 1 - October 31	62.00 <u>300.00</u>	32.00 <u>150.00</u>
August 1 - October 31	48.00 <u>225.00</u>	24.00 <u>113.00</u>
September 1 - October 31	34.00 <u>150.00</u>	17.00 <u>75.00</u>

v. During the term of the variable pricing program, a toll for each one-way trip on the Cape Coral and Midpoint Memorial Bridges during off-peak hours when using the automatic vehicle identification system shall be paid in accordance with the schedule set forth below:

<u>Vehicle Class</u>	<u>Off-Peak Hour Toll Payment Without AVI Device*</u>	<u>Off-Peak Hour Toll Payment With AVI Device*</u>
Motorcycles	\$.50	\$.25, upon availability
2 axles, 4 tires	\$1.00	\$.50/.25 (applies to \$.25 coin-drop pre-paid)
2 axles, 6 tires	\$1.00	\$.50/.25 (applies to \$.25 coin-drop pre-paid)
3 axles	\$2.00	\$1.00, upon availability
4 axles	\$3.00	\$1.50, upon availability
5 axles	\$4.00	\$2.00, upon availability
6 or more axles	\$1.00 per axle	\$.50 per axle, upon availability

*As defined and authorized by Paragraphs 1.b.i., 1.b.ii., 1.c.i. and 1.c.ii., above.

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The above rates for off-peak discounted toll travel shall only be available to toll facility travelers who have established a pre-paid account and obtained an officially authorized automatic vehicle identification device. Accommodations for consumers desiring a single payment, annual or semi-annual, discount program, utilizing an AVI device free of a per-trip toll for either the Cape/Midpoint Corridor or with a combination of the Cape/Midpoint Corridor and Sanibel Bridges, shall be continued at the current pricing, but without any additional discounting.

Off-peak hours are currently defined as that time between 6:30 a.m. to 7:00 a.m.; 9:00 a.m. to 11:00 a.m.; 2:00 p.m. to 4:00 p.m.; and 6:30 to 7:00 p.m. Monday through Friday, excluding Memorial Day, Fourth of July, Labor Day, Thanksgiving, Christmas and New Year's Days. The Lee County Director of Public Works shall have the ability to modify the off-peak hours if deemed necessary, upon posting at the facilities of the changes in hours in accordance with §338.01, Florida Statutes. In the event the Fourth of July, Christmas or New Year's Day falls on a Saturday or Sunday, the week-day customarily given as a day off to county employees will be excluded from the definition of off-peak hours and no additional discount in accordance with this schedule will be given.

~~g. From November 1, 1997 should the transponders (AVI devices) not be substantially distributed and operational, any semi-annual and annual decal purchased after April 30, 1997 and October 31, 1996, respectively, will be honored at the toll facilities in Lee County for the various commuter discount programs as outlined in this Resolution, until such time that the transponders (AVI devices) be substantially distributed and operational.~~

~~Upon completion of distributing transponders to all persons taking part in the commuter discount programs, Lee County Division of Transportation will post notice at the facilities that the stickers will no longer be honored at the facilities.~~

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SECTION TWO:

This Resolution shall be implemented as of November 1, 2004, however, the effective date that the time-of-day variable tolls as specified in Section One (d) are put into effect at the Cape Coral and Midpoint Memorial Toll Facilities will be determined by the Lee County Division of Transportation, upon posting at the facilities of the change in accordance with Section 338.01, Florida Statutes.

The foregoing Resolution was offered by Commissioner Judah, who moved its adoption. The motion was seconded by Commissioner St. Cerny and, being put to a vote, the vote was as follows:

DOUGLAS ST. CERNY	<u>AYE</u>
BOB JANES	<u>AYE</u>
RAY JUDAH	<u>AYE</u>
ANDREW COY	<u>AYE</u>
JOHN E. ALBION	<u>AYE</u>

DULY PASSED AND ADOPTED this 10th day of August, 2004.

ATTEST:
CHARLIE GREEN, CLERK

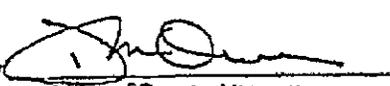
By: 
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

By: 
Chairman



APPROVED AS TO FORM:

By: 
Office of County Attorney