



CAPE CORAL BRIDGE • MIDPOINT MEMORIAL BRIDGE • SANIBEL CAUSEWAY



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Lee County Toll Facilities

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CHAPTER 1

INTRODUCTION TO THE LEE COUNTY TOLL FACILITIES

REPORT PURPOSE AND STRUCTURE

CDM Smith prepares this report on an annual basis for the Lee County Department of Transportation (LeeDOT). This report is a summary of the FY 2019 annual performance characteristics of the three Lee County toll bridges. This report also includes a brief discussion of the external factors that contribute to total travel 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 to and history of the Lee County toll facilities and includes total system transaction and revenue performance, operating characteristics and historical trends. Chapter 2 is a review of historical and current socioeconomic trends through 2019. Economic conditions are always an important driver of transaction and toll revenue performance. For example, the recession of 2007 through 2009 negatively impacted toll revenues for several years on the three Lee County toll bridges. Other historical factors and events help explain transaction and toll revenue trends including significant weather events, population, employment, household income, gross regional product (GRP) and tourism.

The next three chapters contain a review of FY 2019 transaction and revenue performance in the context of historical trends and operating characteristics for the Midpoint Memorial Bridge (Chapter 3), Cape Coral Bridge (Chapter 4) and Sanibel Causeway (Chapter 5). 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 6 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.

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 2019 began on October 1, 2018 and concluded September 30, 2019. Some external variables are not available on a monthly basis and cannot easily be converted to fiscal year. These values are presented on a calendar year basis and are noted as such in the text.

The outbreak of the coronavirus disease was identified in China during December 2019. The impacts of COVID-19 occurred after the time period covered by this report and are therefore not included. These impacts will be documented in the upcoming semiannual report.

SYSTEM HISTORY

The Lee County toll system consists of three tolled bridges: Midpoint Memorial Bridge; Cape Coral Bridge; and 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 opened to traffic were the Sanibel Causeway and the Cape Coral Bridge, 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 national housing crisis were especially pronounced, 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 Great 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 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 transactions and toll revenue are discussed at greater length in Chapter 2, including a forecast of future socioeconomic growth, derived from external sources.

Figure 1-1
Location Map



Facility Milestones

A list of major milestones in the history of Lee County's toll bridges is included in **Table 1-1**. Over the past 20 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, provides customers with LeeWay transponders the ease of paying tolls without stopping and allows non-commercial customers to buy into one of several toll discount programs. ETC benefits Lee County as well, as toll facilities are able to handle larger volumes of traffic without the need for costly physical expansions of toll plazas or the cost of additional personnel. LeeWay became interoperable with SunPass and other toll systems throughout the State of Florida in 2004.

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 operated with one-way tolling. The conversion to one-way tolling entailed the elimination of tolls in the eastbound direction and a doubling of toll 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.

**Table 1-1
Facility Milestone Dates**

Date	Event
May 1963	Sanibel Causeway opened to traffic
March 1964	Cape Coral Bridge opened to traffic
1974	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	Tolls increased on the Sanibel Causeway
November 2005	Reduced Fare 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
November 2012	Cape Coral Bridge toll plaza reconstruction complete: Open-road tolling introduced; remaining eastbound tolling infrastructure demolished
August 2013	LeeWay transponders accepted on North Carolina toll roads and NC Quick Pass customers are able to use LeeWay facilities via Pay-by-Plate
November 2014	LeeWay transponders accepted on Georgia toll roads and Peach Pass customers are able to use LeeWay facilities via Pay By Plate

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 use a toll facility without stopping at a toll booth.

Since the permanent implementation of one-way tolling on the Midpoint Memorial and Cape Coral Bridges, Lee County improved both bridges with westbound open-road tolling (ORT) lanes. These exclusive lanes allow ETC customers to pass through the toll plaza without slowing down to drive through a traditional toll booth. The reconstruction of the Midpoint Memorial Bridge plaza was completed in May 2011, and Cape Coral Bridge plaza renovations were completed in November of 2012.

To improve customer service, LeeWay and its Florida Toll Agency partners became interoperable with North Carolina Turnpike Authority (NCTA) and their NC Quick Pass program in August of 2013 and with the Georgia State Road and Tollway Authority (SRTA) Peach Pass program in November 2014. With this agreement, LeeWay customers can now travel to North Carolina and Georgia and use the North Carolina and Georgia toll facilities via Pay-by-Plate. North Carolina Quick Pass and Georgia Peach Pass customers can also use the Lee County Bridge facilities via Pay-by-Plate.

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. 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 customers using a LeeWay transponder.

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	--	--	--

The Unlimited Fare program allows for an unlimited number of trips at a flat rate of \$330.00 per year per bridge. A semiannual plan is also available for \$200.00 and is valid 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, customers 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.

In August 1998, Lee County introduced a Variable Pricing program. Under the program, customers receive a 25 percent discount if they travel 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 travel during off peak hours to reduce congestion on the bridges.

In exchange for accepting a reduced rate, Lee County was 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 given to every customer paying via ETC and reduces the toll 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 customer 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.

Customers 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 customers participating in the discount programs. The rates and program fees that are currently in effect on the Sanibel Causeway are shown in **Table 1-3**. 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.

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

**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, customers can purchase mixed programs 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, customers 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 customer 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 if vehicles are registered to the same individual. The Multiple Vehicle Discount program is only available for two-axle vehicles.

TOTAL SYSTEMWIDE TRANSACTIONS AND GROSS TOLL REVENUES

The following is a summary of detailed transaction and toll revenue performance for the Lee County toll facilities through Fiscal Year 2019, with an emphasis on historical trends. Performance metrics reviewed include transactions, toll revenue, average toll rates and discount program sales and revenue. The historical trend analysis considers 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 section is derived from LeeDOT administration records and may differ slightly from values presented elsewhere in this report, which are derived from operational records and sample data. **Table 1-4** includes a comparison FY 2019 and FY 2018 total systemwide transactions (includes non-revenue and exempt transactions).

Table 1-4
Comparison of FY 2018 and FY 2019
Total Systemwide Transactions

Facility	Transactions		
	FY 2018	% Change	FY 2019
Midpoint Memorial Bridge	8,785,299	0.2%	8,803,799
Cape Coral Bridge	8,406,477	1.1%	8,497,958
Sanibel Causeway	3,281,890	0.9%	3,310,711
Total	20,473,666	0.7%	20,612,468

Source: Lee County Daily Class/Traffic Type Reports

Fiscal Year 2019 Toll Transactions and Revenues

In FY 2019, total systemwide toll transactions and revenues increased over FY 2018. All three facilities experienced growth in both categories. The slower growth in transactions in FY 2019 can be partially attributed to new transponders issued by interoperability agencies not being recognized by the Lee County system. While this issue has been resolved, approximately 6,000 to 7,000 transactions were lost on the Cape Coral Bridge and approximately 5,000 to 6,000 transactions were lost on the Midpoint Memorial Bridge. The Sanibel Causeway was not affected by the new transponder issuance. Instead, the slow overall growth on the Sanibel Causeway can be attributed to the negative impacts of reductions in the local tourism industry related to water quality issues from the red tide and blue-green algae blooms.

In August and September 2019 (FY 2019), Hurricane Dorian approached the Florida east coast as a Category 5 storm with winds up to 185 miles per hour. On August 29, Governor DeSantis declared a state of emergency and announced mandatory evacuations for several counties. Although tolls were not suspended on Lee County toll facilities, normal traffic patterns and toll revenue collections were disrupted, which might have negatively impacted transactions and toll revenues.

As shown in **Table 1-5**, of the three toll facilities, the Cape Coral Bridge reported the largest increase in toll transactions at 1.1 percent and revenues increased 4.4 percent compared to FY 2018. Toll transactions on the Sanibel Causeway increased 0.9 percent while revenues increased 3.1 percent compared to FY 2018. The Midpoint Memorial Bridge increased in toll transactions by 0.2 percent and increased in revenues by 3.0 percent over the prior year.

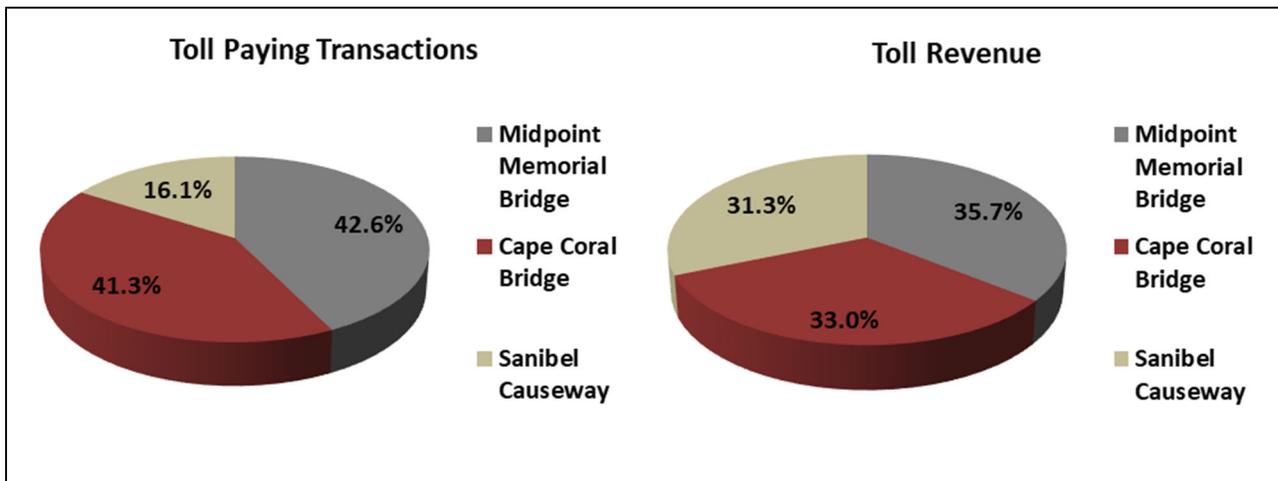
**Table 1-5
Comparison of FY 2018 and FY 2019
Total Toll Transactions and Revenues**

Facility	Transactions			Revenues		
	FY 2018	% Change	FY 2019	FY 2018	% Change	FY 2019
Midpoint Memorial Bridge	8,707,346	0.2%	8,722,066	\$ 16,865,696	3.0%	\$ 17,377,140
Cape Coral Bridge	8,364,186	1.1%	8,453,337	\$ 15,416,219	4.4%	\$ 16,101,310
Sanibel Causeway	3,264,223	0.9%	3,293,772	\$ 14,790,145	3.1%	\$ 15,245,980
Total	20,335,755	0.7%	20,469,175	\$ 47,072,060	3.5%	\$ 48,724,431

Source: Lee County Daily Class/Traffic Type Reports

The relative proportions of toll transactions and revenues generated by each of the three Lee County toll bridges are presented in **Figure 1-2**. As shown, the Cape Coral and Midpoint Memorial Bridges accounted for the highest shares of systemwide toll transactions in FY 2019, collectively representing 83.9 percent of total toll transactions. The remaining 16.1 percent of systemwide toll transactions were on the Sanibel Causeway. Total toll revenue was almost evenly split between the three facilities, with Cape Coral accounting for 33.0 percent of toll revenues, Midpoint Memorial 35.7 percent, and Sanibel accounting for 31.3 percent of toll revenues. This is due in part to the higher toll rates associated with the Sanibel Causeway.

**Figure 1-2
Percent Share of FY 2019 Toll Transactions and Revenues by Facility**



Source: Lee County Daily Class/Traffic Type Reports

Historical Toll Transactions and Revenues

A comprehensive historical record of systemwide toll transactions and revenues from FY 1988 through FY 2019 is presented in **Table 1-6**. The data is also presented visually in **Figure 1-3**. As shown, toll transactions increased annually from FY 1989 to FY 1994, followed by a slight decline in FY 1995 due to a toll rate increase on the Cape Coral Bridge. From FY 1996 through FY 2006, toll transactions increased annually, with only slight growth in FY 2006 due to a toll reduction on the Sanibel Causeway in November 2005 and the beginning of the Great Recession. Toll transactions declined in FY 2007 and FY 2008 due to the effects from the Great Recession and construction on the Sanibel Causeway in FY 2007 and the introduction of one-way tolling on the Midpoint Memorial and Cape Coral Bridges in FY 2008.

Toll transactions remained relatively flat from FY 2009 to FY 2012. FY 2009 was the first full year in which tolls were collected in one direction only, and the year in which the Great Recession was at its most severe point.

Revenues followed a similar pattern, but with declines in FY 1992, FY 2003, FY 2006 and FY 2008. While revenue declines in FY 2008 and FY 2009 may be partially attributable to the conversion to one-way tolling, the continued decline through FY 2010 and minimal recovery in FY 2011 and FY 2012 indicate a substantial impact resulting from the Great Recession. Furthermore, transactions and revenue were “flat” as far back as FY 2006, predating both the conversion to one-way tolling and the recession. Some of those earlier declines are likely attributable to the 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 the Great Recession, with building permits declining by over 20 percent in FY 2006.

From FY 2011 through FY 2016, transactions and revenues showed increasing annual growth, which indicated the slow recovery period after the Great Recession.

In FY 2017, both toll transactions and revenues declined for the first time since the Great Recession and the conversion to one-way tolling. This decline can be attributed to the negative impacts of toll suspensions on Lee County facilities during Hurricane Irma.

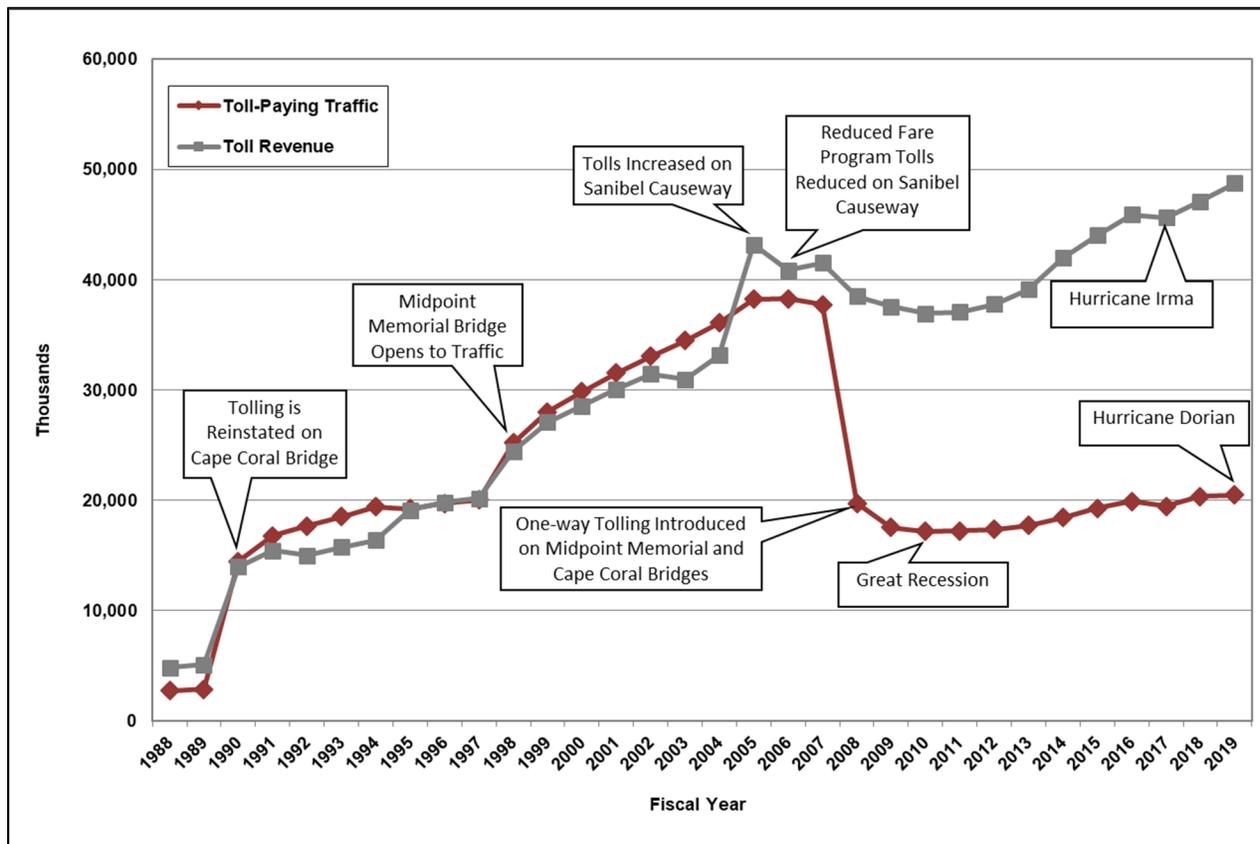
In FY 2018, both toll transactions and revenues increased. As previously mentioned, the increase in FY 2018 can partially be attributed to the negative impacts of Hurricane Irma on FY 2017 toll transactions and revenues and natural growth on the bridges. FY 2019 showed an increase in both toll transactions and revenues. One potential issue that likely impacted the growth of toll transactions were the SunPass interoperability issues in the early part of FY 2019.

**Table 1-6
Systemwide Toll Transactions and Revenues
FY 1988 - 2019**

Fiscal Year	Toll Paying Transactions	Percent Change	Total Revenue	Percent Change
1988	2,732,066	--	\$ 4,811,558	--
1989	2,855,493	4.5%	\$ 5,069,730	5.4%
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	¹¹ 17,200,180	0.1%	\$ 37,042,313	0.3%
2012	17,350,277	0.9%	\$ 37,785,844	2.0%
2013	¹² 17,718,595	2.1%	\$ 39,130,029	3.6%
2014	18,433,304	4.0%	\$ 41,954,741	7.2%
2015	19,280,551	4.6%	\$ 44,030,727	4.9%
2016	19,872,830	3.1%	\$ 45,885,370	4.2%
2017	¹³ 19,439,022	-2.2%	\$ 45,612,881	-0.6%
2018	20,335,755	4.6%	\$ 47,072,060	3.2%
2019	20,469,175	0.7%	\$ 48,724,431	3.5%

- (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 to traffic October 19, 1997.
(4) Variable pricing program introduced on Cape Coral and Midpoint Bridges in 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) Reduced Fare Program 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.
(11) Reconstruction of Midpoint Memorial Bridge toll plaza completed in May 2011.
(12) Reconstruction of Cape Coral Bridge toll plaza completed in November 2012.
(13) Effects from Hurricane Irma in September 2017.

Figure 1-3
Systemwide Annual Toll Transactions and Revenues
FY 1988-2019



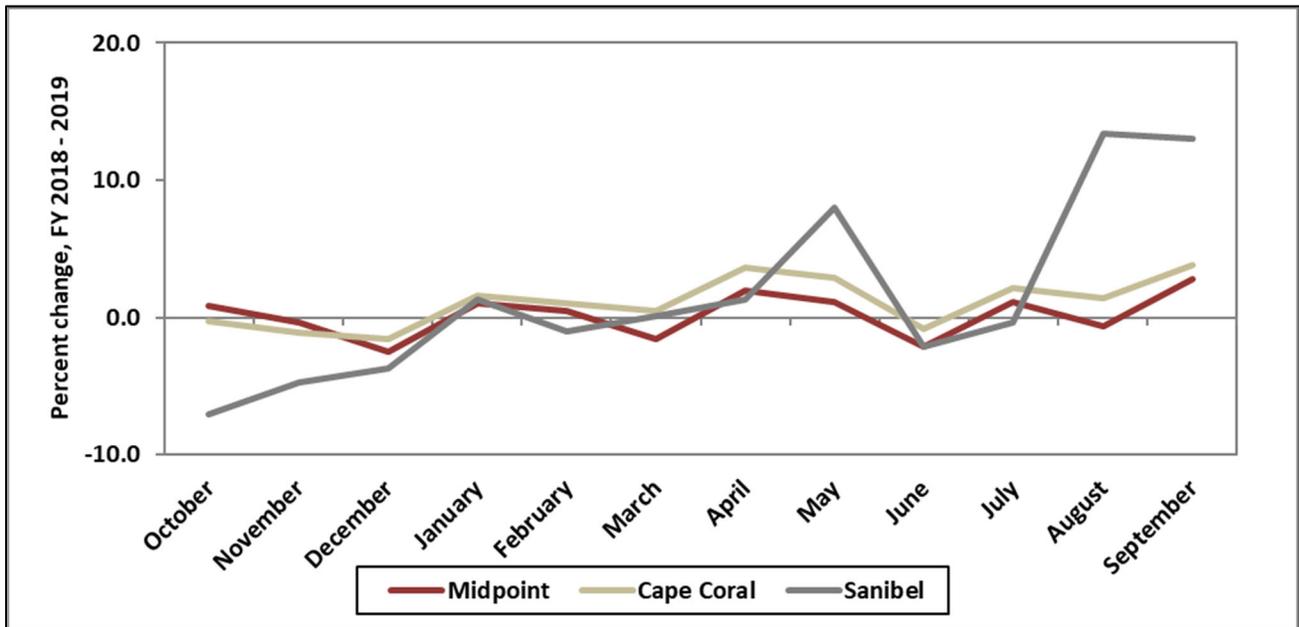
The following events, incidents, and construction activities were identified as potentially impacting transactions and revenue during FY 2019:

- On November 10, 2018 the Midpoint Bridge was closed between 6:00 p.m. and 8:30 p.m. for the Midpoint Madness 5k Veteran's Day Race
- On December 20, 2018 the Midpoint Bridge was closed between 6:30 p.m. and 9:00 p.m. by Police due to weather related accidents Eastbound and Westbound.
- On June 3, 2019 the Midpoint Bridge was closed between 3:45 a.m. and 5:00 a.m. due to accidents in the westbound lanes.
- On June 3, 2019 the Cape Coral Bridge was closed between 12:00 a.m. and 1:30 a.m. due to an accident.
- From 3:00 a.m. on July 4, 2019 until 3:00 a.m. on July 5, 2019, the Cape Coral Bridge was closed for a Fourth of July celebration.

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

The percent change in toll transactions by month between FY 2018 and FY 2019 for each of the three facilities is presented in **Figure 1-4**. As shown, all three facilities experienced similar growth patterns throughout FY 2019. The significant increase in Sanibel transactions in August and September 2019 can be attributed to the reduction in local tourism due to blue-green algae blooms and poor water quality that negatively impacted those months in the prior year. The usage patterns also change slightly from year to year based on the number of weekdays in a given month.

Figure 1-4
Percent Change in Toll Transactions between FY 2018 and FY 2019, by Month
Cape Coral Bridge, Midpoint Memorial Bridge, and Sanibel Causeway



Source: Lee County Daily Class/Traffic Type Reports

ETC PARTICIPATION

The historical rates of ETC participation are shown in **Table 1-7**. 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 transponders and the Central Florida Expressway Authority’s (CFX) E-PASS transponders. North Carolina Quick Pass customers as of August 2013 and Georgia’s Peach Pass customers as of October 2014 (FY 2015) are able to use LeeWay facilities via Pay-by-Plate. Discounts on Lee County toll facilities are only available to customers with a LeeWay transponder. As shown in Table 1-7, ETC participation on Lee County toll facilities has increased from 45.5 percent of all toll transactions in FY 1997 to 63.5 percent during FY 2019. The systemwide ETC percentage has increased in 18 of 23 years since introduction in 1997.

ETC participation on the Sanibel Causeway remained relatively 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. Between FY 2006 and FY 2011, ETC participation on this facility remained constant. In both FY 2013 and FY 2014, ETC participation

remained steady at 61.5 percent. In FY 2015, ETC participation increased to 62.1 percent and to 63.4 percent in FY 2016. In FY 2017, ETC participation reached 64.1 percent. Sanibel Causeway ETC participation reached a high of 65.2 percent in FY 2018. ETC participation on the Sanibel Causeway was historically higher than on the other two facilities, but has grown more gradually, as ETC participation on the Midpoint Memorial and Cape Coral Bridges has eventually caught up. Systemwide growth in ETC participation leveled off between FY 2009 and FY 2011 and increased by 1.1 percent in FY 2018. FY 2019 showed a slight decrease of 0.1 percent in Systemwide ETC participation. It is possible the facilities are reaching a plateau in ETC participation, whereby the remaining cash customers, for various reasons, are unlikely to adopt ETC unless further incentivized or compelled to do so.

Table 1-7
Systemwide ETC Participation Percentage (all classes)
FY 1997 – 2019

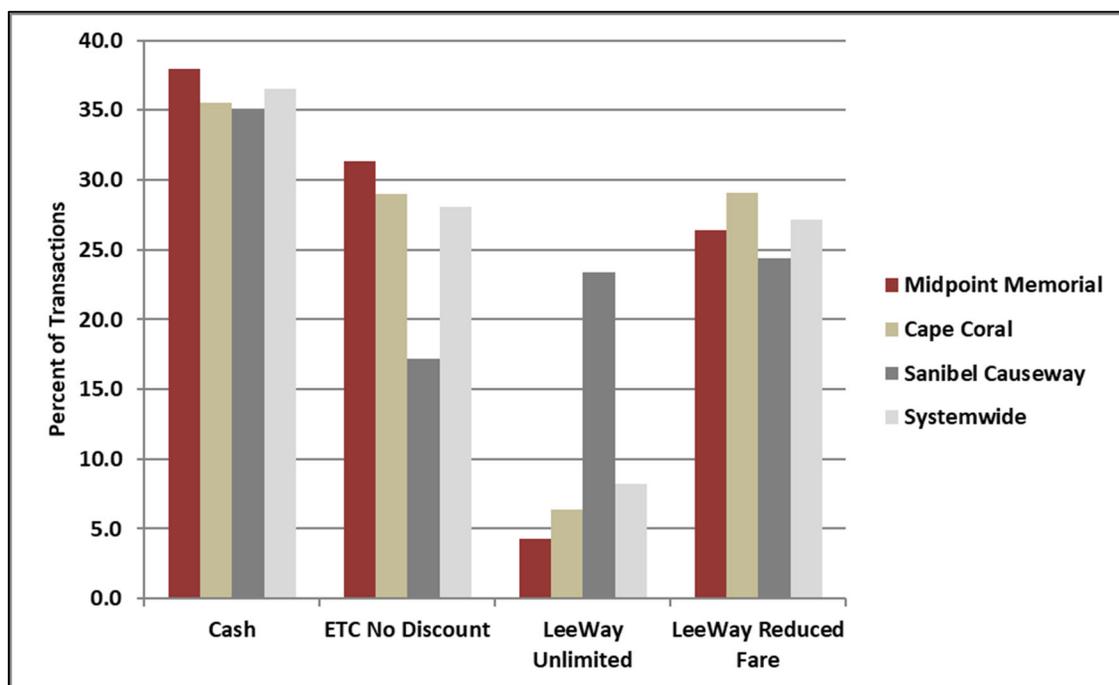
Year	Sanibel Causeway	Cape Coral and Midpoint Bridges	Systemwide
FY 1997	57.3	43.2	45.5
FY 1998	56.0	43.7	45.3
FY 1999	56.4	45.8	47.1
FY 2000	56.4	47.5	48.5
FY 2001	56.5	49.7	50.5
FY 2002	56.8	50.3	51.0
FY 2003	57.2	50.5	51.1
FY 2004	55.9	49.3	49.8
FY 2005	57.0	50.4	50.9
FY 2006	60.2	51.2	51.9
FY 2007	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
FY 2013	61.5	58.0	58.6
FY 2014	61.5	58.1	58.7
FY 2015	62.1	59.2	59.7
FY 2016	63.4	61.1	61.5
FY 2017	64.1	62.6	62.9
FY 2018	65.2	63.3	63.6
FY 2019	64.9	63.2	63.5

Source: FY 1997 through FY 2018 Lee County Annual Report, Lee County Toll Operations 15-minute transaction records

TOLL 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 discount plan types, durations, 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. The distribution of payment type by facility during FY 2019 is presented in **Figure 1-5**. Though there are dozens of variations of possible payment methods and plans, these plans can be classified in one of four ways: cash, ETC with no discount, LeeWay Unlimited, and LeeWay Reduced Fare.

Figure 1-5
Percent of Toll Transactions by Payment Type by Facility



Source: Lee County FY 18 – 19 Monthly Traffic by Class and PMT

As shown, the Midpoint Memorial and Cape Coral Bridges have the highest percentage of cash transactions at 38.0 percent and 35.5 percent, respectively, which is slightly lower than last year. Both bridges experienced an increase in regular ETC transactions, which suggests that some previous cash customers are converting to ETC. The distribution of ETC payments on these two facilities is quite similar, with a large portion of ETC transactions through the Reduced Fare program. LeeWay Reduced Fare transactions account for 26.4 percent and 29.1 percent of total transactions on the Midpoint Memorial and Cape Coral Bridges, respectively. The Unlimited program accounted for the smallest share, fewer than 7.0 percent of toll transactions on both facilities.

Cash accounted for 35.1 percent of toll 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 23.4 percent of all toll 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 accounted for the smallest segment of overall transactions. Systemwide, full price ETC transactions increased by 0.6 percentage point while the Unlimited program decreased by 0.3 percentage point compared to FY 2018. The Reduced Fare program transactions decreased by 0.4 percentage point. Systemwide, cash transactions remained nearly the same compared to FY 2018. 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. This suggests that users are less able or willing to make the initial outlay of funds required to enroll in the discounted programs, or they simply took fewer trips.

With respect to the type of ETC transponders used, the vast majority are LeeWay transponders. However, as previously mentioned, Lee County now accepts FDOT's SunPass, CFX's E-PASS, North Carolina's Quick Pass and Georgia's Peach Pass. As shown in **Table 1-8**, 65.7 percent of systemwide ETC transactions use LeeWay transponders. This marks 11 consecutive years in which the LeeWay share of ETC transactions has declined, down from a high of 91.2 percent in FY 2008.

Table 1-8
Percent of ETC Transactions by Issuing Agency

Issuing Agency	Transponder Name	Midpoint Memorial Bridge	Cape Coral Bridge	Sanibel Causeway	Systemwide Total
Lee County	LeeWay	60.1	65.6	80.5	65.7
FDOT	SunPass	39.3	34.0	19.0	33.8
CFX	E-PASS	0.6	0.4	0.5	0.5
Total		100.0	100.0	100.0	100.0

Source: Lee County FY 18 – 19 ETC by Issuing Authority

This loss in market share 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 overall share of ETC transactions utilizing SunPass transponders has increased steadily in recent years, from 9.7 percent in FY 2009 to 33.8 percent in FY 2019, which may also result in lower participation in discount programs.

The distribution of ETC revenue by issuing agency is presented in **Table 1-9**. 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. As of FY 2018, only one provider is currently enrolled in the program: Verra Mobility (a portfolio company of Platinum Equity). Rental car companies include Dollar, Firefly, Hertz, Thrifty, Avis, Budget, Payless, Fox, Penske, Ryder, Alamo, Enterprise 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). Pay-by-Plate is also used to process Quick Pass and Peach Pass transactions.

**Table 1-9
Percent of ETC Revenue by Issuing Agency**

Issuing Agency	Transponder Name	Midpoint Memorial Bridge	Cape Coral Bridge	Sanibel Causeway	Systemwide Total
Lee County	LeeWay	47.0	42.4	46.2	45.1
FDOT	SunPass	49.9	54.8	45.6	50.6
CFX	E-PASS	0.7	0.9	1.2	0.9
NCTA	Quick Pass	0.01	0.01	0.04	0.02
SRTA	Peach Pass	0.02	0.02	0.09	0.04
Pay-by-Plate	N/A	2.4	1.9	6.9	3.4
Total		100.0	100.0	100.0	100.0

Source: Lee County FY 18 – 19 ETC by Issuing Authority

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

Note the distribution of revenue presented in this table is not simply a multiple of the toll 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, the distribution of toll revenue does not necessarily correspond with frequency or prevalence of one system or agency over another. This is most notable when comparing the toll transaction and revenue distributions presented in Tables 1-8 and 1-9. For example, while LeeWay transponders account for 60.1 percent of all Midpoint Memorial ETC transactions, Table 1-9 shows these transactions account for 47.0 percent of all Midpoint Memorial Bridge ETC toll revenues.

FY 2019 was the tenth full fiscal year in which Pay-by-Plate was available for rental car customers, and the payment method has continued to grow. In FY 2019, Pay-by-Plate accounted for 3.4 percent of systemwide ETC revenue, which is consistent with the percent share in FY 2018 and an increase from 0.3 percent share in FY 2009 when the program was first introduced. Overall, Pay-by-Plate still accounts for a relatively small proportion of total revenue.

TOLL TRANSACTIONS BY VEHICLE CLASS

The distribution of toll transactions on each of the three Lee County toll facilities by vehicle class (number of axles) is presented in **Table 1-10**. Systemwide, 97.9 percent of all toll transactions were made by two-axle passenger vehicles, with little variation among the three facilities. The next most frequent vehicle class was the three-axle trucks, which typically includes delivery and service vehicles, including two-axle vehicles pulling trailers. These vehicles accounted for 0.9 percent of all toll transactions systemwide. Motorcycles represented 0.4 percent of total toll transactions and four-axle vehicles accounted for 0.6 percent of total toll transactions. Trucks with five or more axles represented just 0.2 percent of toll transactions. The distribution of vehicle classes in FY 2019 was virtually unchanged from the previous fiscal year.

Table 1-10
Percent of Total Toll Transactions by Vehicle Class

Vehicle Class	Midpoint Bridge	Cape Coral Bridge	Sanibel Causeway	Systemwide Total
Motorcycle	0.3	0.4	0.3	0.4
2-Axle	97.8	98.2	97.5	97.9
3-Axle	1.0	0.7	1.2	0.9
4-Axle	0.7	0.5	0.9	0.6
5 or More Axles	0.2	0.1	0.2	0.2
Total	100.0	100.0	100.0	100.0

Source: Lee County FY 18 – 19 Monthly Traffic by Class and PMT

COMPARATIVE PERFORMANCE

Other Florida Toll Facilities

To provide additional context in analyzing the performance of the Lee County toll facilities, this section contains a comparison with performance on other toll roads and bridges throughout Florida. The 2018 and 2019 toll transaction and revenue data for a number of such facilities is presented in **Table 1-11**. The facilities shown in the table operate on different fiscal years. 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 1 through June 30 as opposed to the Lee County fiscal year which runs from October 1 to September 30. Given the differences in accounting calendars and the fluid nature of the economy during this reporting period, the operating results shown in Table 1-11 may vary. 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 transactions and revenue. It's important to note that Hurricane Irma, which negatively impacted Lee County facilities in September 2017 (FY 2017), did not impact other toll facilities until FY 2018. Hurricane Dorian also negatively impacted Florida toll facilities in September 2019 (FY 2019). Nevertheless, the comparative performance data provide additional information through which to assess performance on Lee County toll facilities.

Table 1-11
Comparative Performance
Select Florida Toll Facilities
FY 2018 vs. FY 2019

Toll Facility	County	Length (miles)	Operator	Total Transactions			Revenue		
				2018	% Change	2019	2018	% Change	2019
Pinellas Bayway	Pinellas	15.2	FDOT	9,899,000	0.5	9,946,000	\$5,100,000	19.4	\$6,091,000
Beachline East Expwy	Orange/Brevard	15	FTE	20,226,189	4.6	21,151,018	\$5,770,336	19.0	\$6,865,663
Sunshine Skyway	Pinellas/Manatee	17.4	FDOT	22,238,000	2.6	22,826,000	\$26,674,000	5.8	\$28,231,000
Suncoast Pkwy	Hillsborough/Pasco/Hernando	42	FTE	34,976,017	5.2	36,810,480	\$27,620,057	5.8	\$29,213,968
Veterans Expwy	Hillsborough	15	FTE	65,237,706	7.5	70,158,259	\$53,669,917	5.4	\$56,582,436
Alligator Alley	Collier/Broward	78	FDOT	9,733,000	3.6	10,083,000	\$32,845,000	5.2	\$34,543,000
Polk Pkwy	Polk	25	FTE	37,279,042	2.3	38,121,014	\$35,481,659	3.9	\$36,848,010
Lee County Toll System	Lee	3.5	Lee County	20,335,755	0.7	20,469,175	\$47,072,060	3.5	\$48,724,431
Seminole Expwy	Osceola/Orange/Seminole	55	FTE	44,557,816	1.9	45,403,961	\$58,308,089	3.3	\$60,209,176
Sawgrass Expwy	Broward	23	FTE	93,614,269	3.1	96,557,752	\$86,649,361	2.4	\$88,747,243
Garcon Point Bridge	Santa Rosa	3.5	FDOT	2,155,000	1.8	2,193,000	\$7,469,000	1.4	\$7,571,000
Beachline West Expwy	Orange	8	FTE	34,422,108	3.5	35,635,980	\$28,984,108	1.2	\$29,320,108
Mid-Bay Bridge/Spence Pkwy	Okaloosa	14.6	FDOT	10,604,000	-0.7	10,532,000	\$26,475,000	-3.1	\$25,660,000

Source: Florida's Turnpike Enterprise Traffic Engineer's Annual Report and Traffic Engineer's Annual Report Enterprise Toll Operations, FY 2019.

A review of the available data indicates a positive trend in transactions and revenue, throughout the State of Florida. Of the 13 facilities shown in the table, 12 of them saw an increase in toll transactions in FY 2019. In terms of revenue, 12 of the 13 facilities also saw an increase from the prior year. 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 toll transactions and revenue on all facilities in the table, on average toll transactions increased by 3.6 percent while revenue increased by 3.7 percent.

AVERAGE TOLL

While total transactions play a significant role in gross toll revenue, a shift in the distribution of vehicle types can also have an impact on gross toll revenues, as larger vehicles pay higher tolls. The combined effect of shifting payment method distribution and vehicle type distribution can be assessed by examining the average tolls on each of the Lee County facilities. **Table 1-12** presents the historical average toll rates for Fiscal Years 1998 through 2019 for each of the three toll bridges. As indicated, changes have been minimal over the last few 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 with the implementation of one-way tolling, and on the Sanibel Causeway in FY 2005 with the toll rate increase.

Systemwide, the average toll rate was \$2.38 in FY 2019. This figure includes revenue from toll transactions, as well as program sales. The average toll rate increased by 5 cents on the Midpoint Memorial Bridge, increased by 6 cents on the Cape Coral Bridge, and increased by 10 cents on the Sanibel Causeway, which is indicative of the overall shift to Full Fare methods of payment.

Table 1-12
Historical Average Toll
FY 1998 – 2019

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 ²	0.81	0.78	1.87	0.90
2004	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
2013	1.79	1.73	4.37	2.21
2014	1.86	1.78	4.46	2.28
2015	1.88	1.79	4.48	2.28
2016	1.91	1.82	4.51	2.31
2017	1.95	1.84	4.59	2.35
2018	1.94	1.84	4.53	2.31
2019	1.99	1.90	4.63	2.38

(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) Reduced Fare Program transaction 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

A detailed accounting of the sale of discount programs by facility and plan type is provided in **Table 1-13**. In total, the sale of discount programs represents a significant share of the total revenue from toll operations collected by Lee County. As indicated, a total of 73,273 discount programs were sold in FY 2019, generating \$5,669,479 in revenue, or 11.6 percent of the total systemwide revenues. This represents a 0.2 percent increase in program sales and a 0.8 percent decrease in program revenue over FY 2018, when 73,152 program sales generated \$5,713,051 in gross revenue. Specific details of transactions and revenue by payment type are included in the facility chapters.

Table 1-13
Discount Program Sales and Revenue
FY 2019

	Program Description	Quantity	Revenue
Sanibel	Sanibel Annual Unlimited	3,055	\$ 1,139,399
	Sanibel Semiannual Nov thru Apr Unlimited	69	\$ 19,500
	Sanibel Semiannual May thru Oct Unlimited	154	\$ 37,350
	Sanibel Annual Reduced	10,159	\$ 632,078
	Sanibel Semiannual Nov thru Apr Reduced	2,090	\$ 100,950
	Sanibel Semiannual May thru Oct Reduced	641	\$ 31,325
Cape/Midpoint	Cape/Midpoint Annual Unlimited	3,335	\$ 990,375
	Cape/Midpoint Semiannual Nov thru Apr Unlimited	114	\$ 20,856
	Cape/Midpoint Semiannual May thru Oct Unlimited	215	\$ 36,290
	Cape/Midpoint Annual Reduced	41,686	\$ 1,519,100
	Cape/Midpoint Semiannual Nov thru Apr Reduced	2,628	\$ 59,772
	Cape/Midpoint Semiannual May thru Oct Reduced	3,239	\$ 73,848
Combination	Sanibel and Cape/Midpoint Annual Unlimited	537	\$ 381,137
	Sanibel and Cape/Midpoint Semiannual Nov thru April Unlimited	15	\$ 7,168
	Sanibel and Cape/Midpoint Semiannual May thru Oct Unlimited	37	\$ 14,232
	Sanibel and Cape/Midpoint Annual Reduced	4,369	\$ 442,492
	Sanibel and Cape/Midpoint Semiannual Nov thru April Reduced	336	\$ 23,976
	Sanibel and Cape/Midpoint Semiannual May thru Oct Reduced	297	\$ 21,201
	Annual Sanibel Reduced and Cape/Midpoint Unlimited	95	\$ 34,631
	Semiannual Nov thru April Sanibel Reduced and Cape/Midpoint Unlimited	1	\$ 250
	Semiannual May thru Oct Sanibel Reduced and Cape/Midpoint Unlimited	1	\$ 250
	Annual Sanibel Unlimited and Cape/Midpoint Reduced	189	\$ 80,636
	Semiannual Nov thru April Sanibel Unlimited and Cape/Midpoint Reduced	0	\$ -
	Semiannual May thru Oct Sanibel Unlimited and Cape/Midpoint Reduced	11	\$ 2,664
	Total	73,273	\$ 5,669,479

Source: Lee County FY 18 – 19 Discount Program Sales

In **Table 1-14**, the comprehensive list of all program type sales listed in Table 1-13 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 1-14
Summary of Program Sales
FY 2019

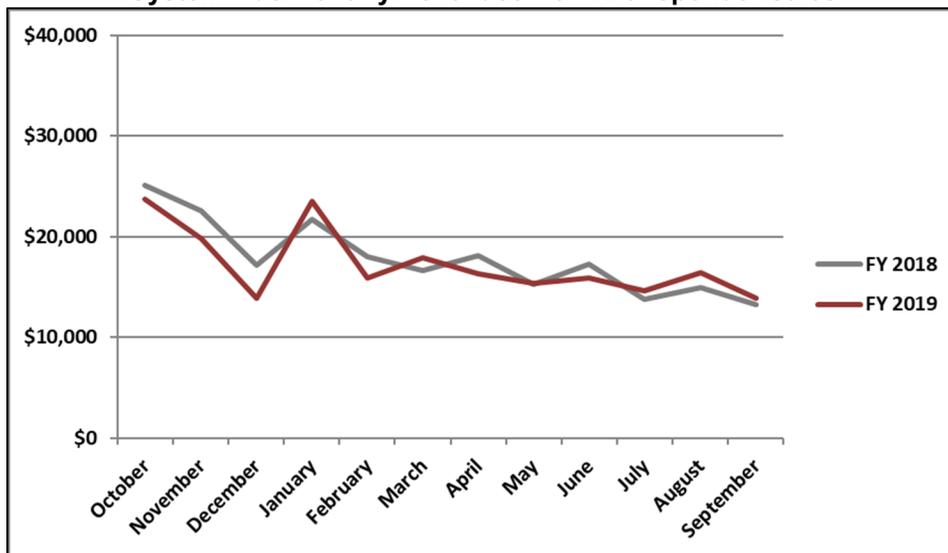
Program	Total Count	Percent of Total
Cape Coral/Midpoint Unlimited	3,664	5.0
Cape Coral/Midpoint Reduced Fare	47,553	64.9
Sanibel Unlimited	3,278	4.5
Sanibel Reduced Fare	12,890	17.6
Combination	5,888	8.0
Total	73,273	100.0

Source: Lee County FY 18 – 19 Discount Program Sales

TRANSPONDER SALES

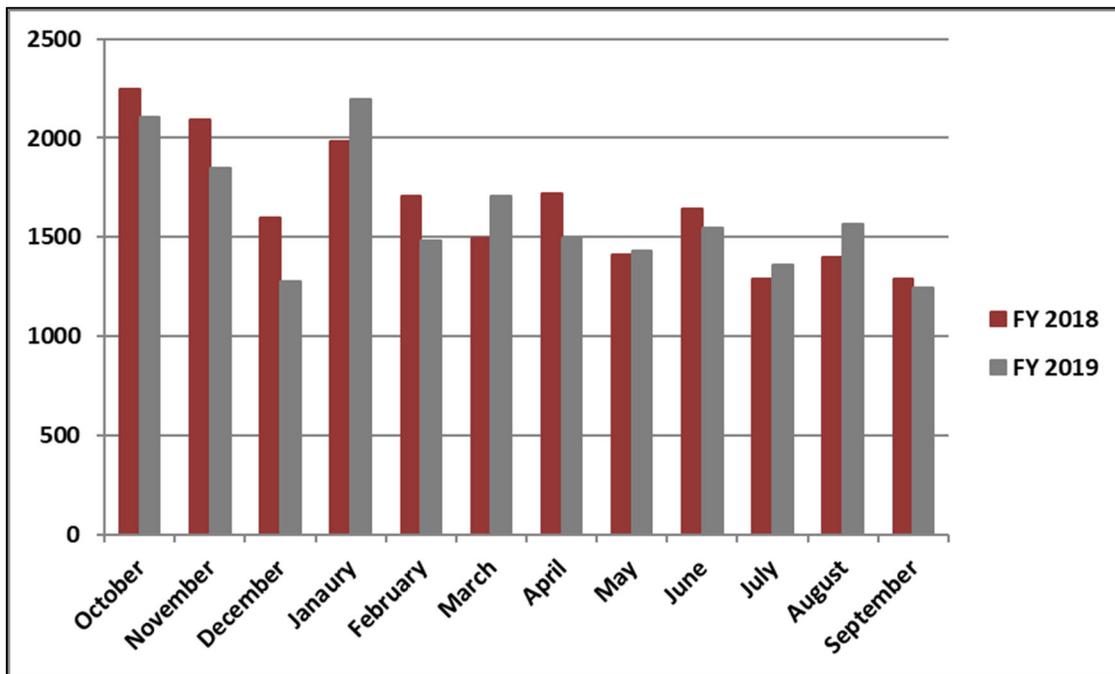
Additional revenues are generated directly through the sale of LeeWay transponders. Monthly transponder revenue and transponders sold in FY 2019 compared to FY 2018 are shown in **Figures 1-6** and **1-7**, respectively. During FY 2019, Lee County generated additional gross revenues of \$207,321 through the sale of 19,256 transponders. Transponder sales peaked in January with 2,194 transponders sold. Transponder sales were 3.1 percent less in FY 2019 as compared with the previous year, while revenue also declined by 3.1 percent.

Figure 1-6
Comparison of FY 2018 and FY 2019
Systemwide Monthly Revenues from Transponder Sales



Source: Lee County FY 18 – 19 Transponder Sales

Figure 1-7
Comparison of FY 2018 and FY 2019
Systemwide Monthly Transponder Sales



Source: Lee County FY 18 – 19 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 customer passes through a toll plaza without paying or with an invalid LeeWay account, the VES 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 this process, the two reviews are independent of each other. Reviewers have 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 customer is not pursued.

Violations for which images are available and read are then forwarded for additional processing. If the license plate corresponds to a LeeWay, SunPass, E-PASS, Quick Pass, Peach 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 locate the 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 is increased 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 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 LeeDOT achieve significant operational cost savings and contributes to the continued success of the VES.

Table 1-15 presents a summary of systemwide violation transactions by month for FY 2019. As shown, 6.2 percent of total transactions were violation transactions. Of these, approximately 9.4 percent were coded off because photos of license plates were not readable. The number of code-offs increased compared to FY 2018. Total violations increased by approximately 15.8 percent from FY 2018 to FY 2019, though the overall rate of collected transactions remained essentially unchanged. In total, 99.4 percent of all Lee County transactions were either paid at the toll plaza or processed for payment through the VES.

Table 1-15
Monthly Violation Transactions
FY 2019

Month	Total Traffic	% of Violations	Total Violations	VES Code-Offs	Collection %
Oct	1,696,212	6.3%	106,025	9,615	99.4%
Nov	1,665,821	6.2%	103,076	9,608	99.4%
Dec	1,692,612	6.1%	103,656	9,545	99.4%
Jan	1,807,724	6.3%	113,765	11,680	99.4%
Feb	1,744,495	6.2%	108,548	10,339	99.4%
Mar	1,923,790	5.7%	110,138	10,941	99.4%
Apr	1,810,113	5.9%	106,916	10,232	99.4%
May	1,735,525	6.1%	106,720	10,101	99.4%
Jun	1,579,479	6.2%	98,485	8,992	99.4%
Jul	1,638,062	6.7%	109,829	9,513	99.4%
Aug	1,635,737	6.5%	106,530	9,717	99.4%
Sep	1,539,605	6.4%	97,984	9,743	99.4%
Total	20,469,175	6.2%	1,271,672	120,026	99.4%

Source: Lee County FY 18 – 19 Violation Summary Report

Table 1-16 contains a summary of revenue collection activities resulting from violations reported from the lane level system. In FY 2019, \$3,293,998 in violation revenue was registered by Lee County, an increase from \$2,850,237 in FY 2018. \$1,513,190 of that total, or 45.9 percent, was collected by billing tolls to existing ETC accounts or to rental car companies through the Pay-by-Plate program. Another \$956,538, or 29.0 percent, was collected through the issuance of Toll Due Notices and Uniform Traffic Citations. \$824,270 in originally registered violation revenue was never collected. However, an additional \$2,945,301 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, \$2,121,031 in additional revenue was generated through the VES, over and above the amounts originally owed. The increase in violations could be partially attributed to the SunPass interoperability issues that occurred earlier in the fiscal year.

Table 1-16
Monthly Violation Revenue Collections
FY 2019

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	-\$267,311	\$114,365	-\$152,946	\$79,247	-\$73,699	\$163,058	\$89,359
Nov	-264,143	121,819	-142,324	76,001	-66,323	241,322	174,999
Dec	-268,001	111,353	-156,648	72,535	-84,112	250,943	166,831
Jan	-296,788	139,397	-157,391	91,056	-66,335	342,220	275,885
Feb	-285,244	123,051	-162,193	75,696	-86,497	291,004	204,507
Mar	-290,162	144,597	-145,565	80,785	-64,779	173,291	108,512
Apr	-283,049	131,219	-151,830	76,729	-75,101	182,917	107,817
May	-279,477	142,057	-137,420	76,377	-61,043	242,870	181,826
Jun	-254,244	112,434	-141,810	84,427	-57,384	241,427	184,043
Jul	-291,019	128,215	-162,804	86,841	-75,963	271,192	195,229
Aug	-271,682	145,487	-126,195	80,837	-45,357	283,182	237,824
Sep	-242,880	99,196	-143,684	76,007	-67,677	261,875	194,198
Total	-\$3,293,998	\$1,513,190	-\$1,780,808	\$956,538	-\$824,270	\$2,945,301	\$2,121,031

Source: Lee County FY 18 – 19 Violation Summary Report

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CHAPTER 2

REGIONAL ECONOMIC GROWTH TRENDS

Usage of toll facilities such as the Lee County bridges 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 the level and location of socioeconomic activity such as population, employment, and other economic activities. 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 across the bridges. Customers only have one route when traveling from Fort Myers 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 transportation 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 a high level of 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 customer 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 certain trip purposes (commuter and business traffic) will generally result in a higher average value of time among potential toll facility customers, resulting in a greater willingness to pay for the time and/or distance savings offered. Discount programs, such as ones offered by LeeWay, assist customers in the ability to pay the toll and increase usage as customers perceive savings.

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. 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. Except where noted, the data presented in this chapter refers to calendar years.

HISTORICAL SOCIOECONOMIC TRENDS

This section contains a summary of the long-term historical socioeconomic trends under which the Lee County toll facilities have operated in previous years. Statistics are provided through 2019, if available, and generally extend as far back as 40 years. The data is drawn from a number of government, academic and private sources.

Population

Between 1970 and 2019, the population of Lee County experienced tremendous growth increasing by nearly 600 percent. Between 1970 and 2008, county population grew every year except one, adding over 500,000 individuals during that time. Growth was briefly interrupted in 2009 during the Great Recession 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 2019, population growth in Lee County increased by 3.0 percent to 735,148. Since 1970, the compound average annual population growth rate is 4.0 percent per year. As shown in **Table 2-1**, Lee County population growth has significantly outpaced the State of Florida, which, in turn, has grown faster than the nation over the same period. As a state, Florida's population more than tripled from 6,791,418 in 1970 to 21,208,589 in 2019.

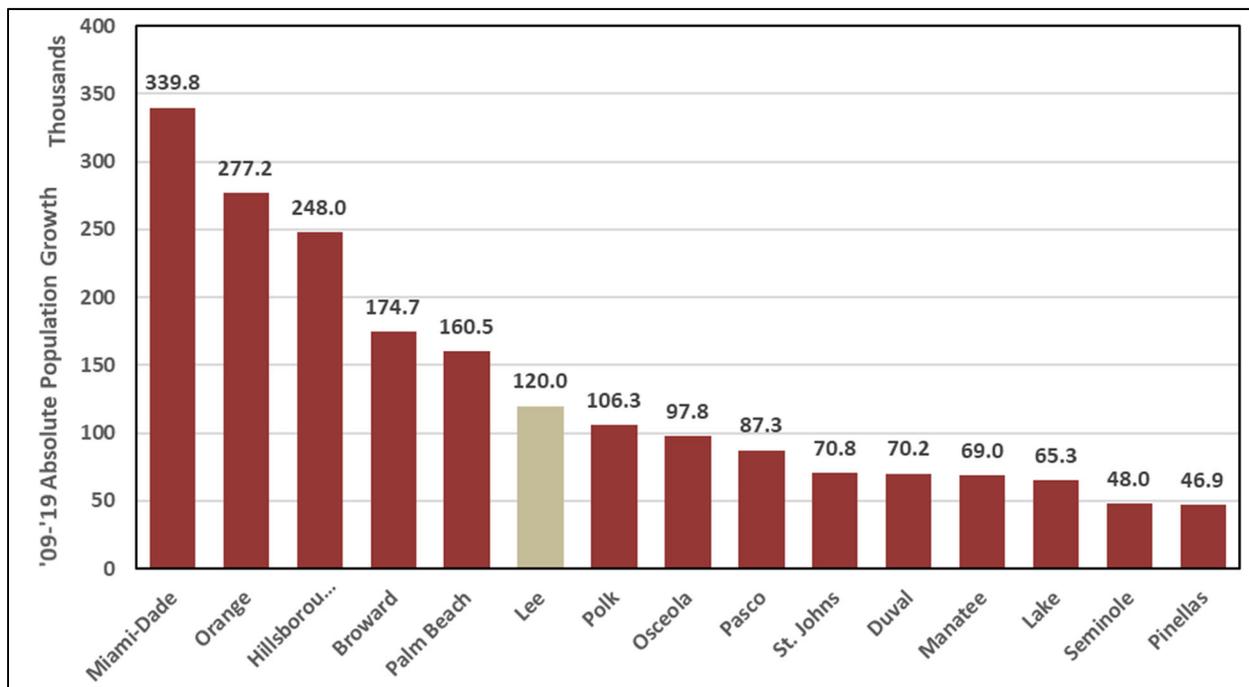
Table 2-1
Historical Population Growth
1970 – 2019

Year	Lee County	Avg. Ann. % Δ	Florida	Avg. Ann. % Δ	United States	Avg. Ann. % Δ
1970	105,216	--	6,791,418	--	203,302,037	--
1980	205,266	6.9%	9,746,959	3.7%	226,542,250	1.1%
1990	335,113	5.0%	12,938,071	2.9%	248,790,925	0.9%
2000	440,888	2.8%	15,982,378	2.1%	281,421,906	1.2%
2001	454,918	3.2%	16,331,739	2.2%	284,968,955	1.3%
2002	475,073	4.4%	16,674,608	2.1%	287,625,193	0.9%
2003	495,088	4.2%	17,071,508	2.4%	290,107,933	0.9%
2004	521,253	5.3%	17,516,732	2.6%	292,805,298	0.9%
2005	549,442	5.4%	17,918,227	2.3%	295,516,599	0.9%
2006	585,608	6.6%	18,349,132	2.4%	298,379,912	1.0%
2007	615,741	5.1%	18,680,367	1.8%	301,231,207	1.0%
2008	623,725	1.3%	18,807,219	0.7%	304,093,966	1.0%
2009	615,124	-1.4%	18,750,483	-0.3%	306,771,529	0.9%
2010	618,754	0.6%	18,801,310	0.3%	308,745,538	0.6%
2011	625,310	1.1%	18,905,070	0.6%	311,556,874	0.9%
2012	638,029	2.0%	19,074,434	0.9%	313,830,990	0.7%
2013	643,367	0.8%	19,259,543	1.0%	315,993,715	0.7%
2014	653,485	1.6%	19,507,369	1.3%	318,301,008	0.7%
2015	665,845	1.9%	19,815,183	1.6%	320,635,163	0.7%
2016	680,539	2.2%	20,148,654	1.7%	322,941,311	0.7%
2017	698,468	2.6%	20,484,142	1.7%	324,985,539	0.6%
2018	713,903	2.2%	20,840,568	1.7%	326,687,501	0.5%
2019	735,148	3.0%	21,208,589	1.8%	328,239,523	0.5%
'70-'19	+629,932	4.0%	+14,417,171	2.4%	+124,937,486	1.0%

Source: Florida Office of Economic and Demographic Research April 1, 2019 Estimates (State and County); U.S. Census Bureau July 1 Estimates (National).

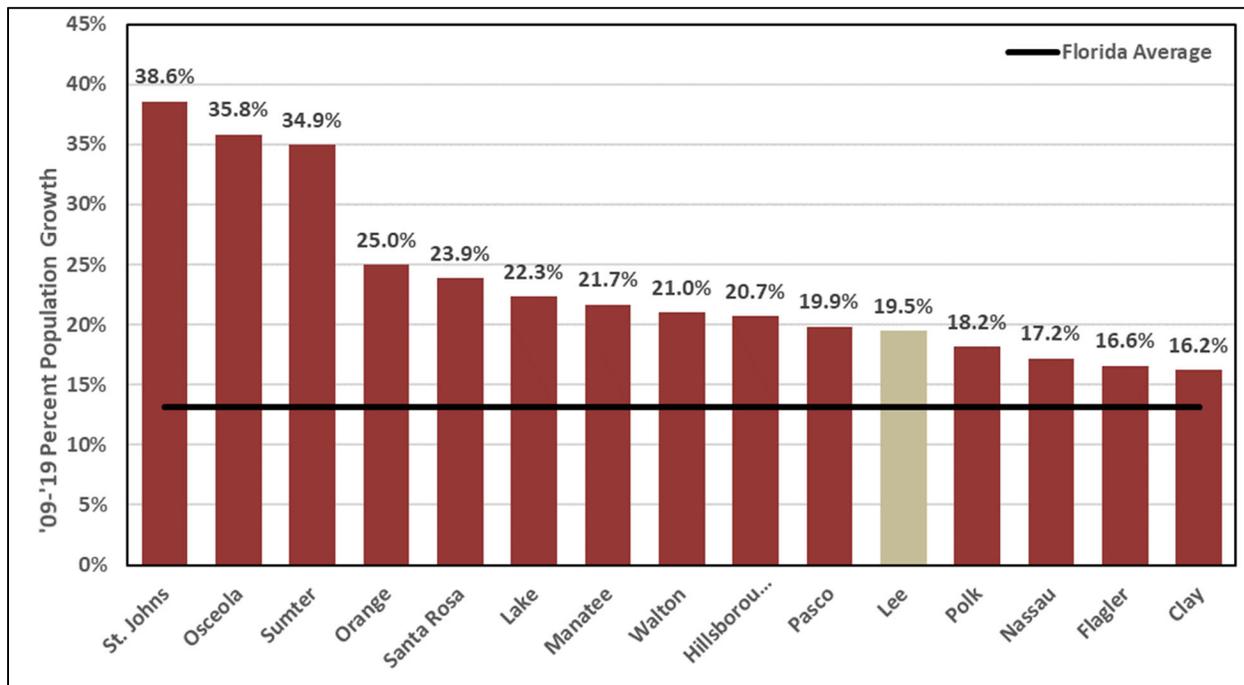
In absolute terms, Lee County ranked among the top 15 fastest growing counties in Florida between 2009 and 2019. In relative terms, Lee County ranked 11th compared to other counties in Florida. The 15 fastest growing counties over that ten-year period, in terms of absolute growth and percent growth, are presented in **Figures 2-1** and **2-2**. 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 2009 and 2019, Lee County population grew by nearly 120,024 residents, the sixth highest among all Florida counties in absolute terms, and by 19.5 percent, the eleventh highest in terms of percentage. Both the absolute and relative growth have declined somewhat compared to 2007 and prior years due to the slower population growth in Lee County. However, since this trend has generally been mirrored throughout the State of Florida, Lee County's ranking relative to other counties has typically remained unchanged. However, in 2019 Lee County moved up from fifteenth highest to eleventh highest in relative growth during the same period.

Figure 2-1
Top Ten Counties, Absolute Population Growth
2009 – 2019



Source: Florida Office of Economic and Demographic Research April 1, 2019 Estimates.

Figure 2-2
Top Ten Counties, Percent Population Growth
2009 – 2019



Source: Florida Office of Economic and Demographic Research April 1, 2019 Estimates

Employment

Total employment at the county, state, and national level since 1990 are shown in **Table 2-2**. Lee County employment growth significantly outpaced both state and national employment growth since 1990. Between 1990 and 2019 employment growth in Lee County was 129 percent and averaged 2.9 percent per year. This compares with a statewide average annual growth rate of 1.8 percent and a national average annual growth of 1.0 percent. An examination of other Bureau of Labor Statistics (BLS) sources dating back to the 1990s indicates that employment growth in Lee County was strong throughout the 1990s and early 2000s. Following 2006, this pattern of rapid employment growth abruptly reversed. As shown, employment in Lee County declined for three consecutive years from 2007 to 2009. Prior to 2007 employment growth in Lee County outpaced the state which, in turn, outpaced the nation. This trend turned positive in 2010, with Lee County experiencing positive employment growth of 1.3 percent. Lee County employment growth continued in 2011 through 2019 with current employment figures over 340,000. In 2019, Florida and the nation had an increase in employment of 2.2 and 1.4 percent respectively.

Table 2-2
Historical Employment Growth
1990 - 2019

Year	Lee County	Avg. Ann. % Δ	Florida	Avg. Ann. % Δ	United States	Avg. Ann. % Δ
1990	149,321	--	6,068,832	--	118,870,710	--
1995	168,059	2.4%	6,656,533	1.9%	126,063,354	1.2%
2000	200,939	3.6%	7,565,981	2.6%	136,904,552	1.7%
2001	211,335	5.2%	7,669,117	1.4%	136,977,996	0.1%
2002	217,154	2.8%	7,656,349	-0.2%	136,455,782	-0.4%
2003	226,562	4.3%	7,783,148	1.7%	136,944,411	0.4%
2004	241,399	6.5%	8,049,908	3.4%	138,613,904	1.2%
2005	263,972	9.4%	8,398,974	4.3%	141,000,913	1.7%
2006	278,772	5.6%	8,709,522	3.7%	143,729,349	1.9%
2007	277,066	-0.6%	8,789,770	0.9%	145,156,135	1.0%
2008	262,214	-5.4%	8,637,164	-1.7%	144,860,346	-0.2%
2009	244,526	-6.7%	8,148,123	-5.7%	139,594,698	-3.6%
2010	247,790	1.3%	8,193,659	0.6%	139,408,090	-0.1%
2011	255,884	3.3%	8,371,638	2.2%	140,765,694	1.0%
2012	266,535	4.2%	8,588,669	2.6%	142,600,242	1.3%
2013	277,332	4.1%	8,770,084	2.1%	144,018,028	1.0%
2014	291,349	5.1%	8,966,245	2.2%	146,338,180	1.6%
2015	302,395	3.8%	9,084,483	1.3%	148,578,890	1.5%
2016	313,867	3.8%	9,354,560	3.0%	150,981,015	1.6%
2017	322,479	2.7%	9,669,228	3.4%	153,293,707	1.5%
2018	331,050	2.7%	9,869,673	2.1%	155,343,938	1.3%
2019	341,427	3.1%	10,085,384	2.2%	157,538,068	1.4%
'90-'19	+192,107	2.9%	+4,016,552	1.8%	+38,667,358	1.0%

Source: United States Bureau of Labor Statistics (BLS), Local Area Unemployment Statistics (LAUS) program.

Household Income

The median household income for Lee County, the State of Florida, and the United States from 1969 through 2018 is shown in **Table 2-3**. For the years ending 1969, 1979, 1989, and 1999, the data is from the Decennial Census conducted the year after (1970, 1980, etc.). For the years 2004 through 2018, the data is from the U.S. Census Bureau, Small Area Income and Poverty Estimates released in 2005 through 2019. Each year's values are adjusted for inflation to constant 2018 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 2017 dollars, the historical values shown in Table 2-3 will not match those shown in previous Annual Reports for the same years.

Table 2-3
Historical Median Household Income Growth
1969 – 2018 (Constant 2018 Dollars)

Year	Lee County	Avg. Ann. % Δ	Florida	Avg. Ann. % Δ	United States	Avg. Ann. % Δ
1969	\$44,440	--	\$45,683	--	\$54,083	--
1979	\$49,584	1.1%	\$49,798	0.9%	\$57,147	0.6%
1989	\$52,662	0.6%	\$53,844	0.8%	\$58,536	0.2%
1999	\$56,375	0.7%	\$54,727	0.2%	\$61,339	0.5%
2004	\$57,793	0.5%	\$54,369	-0.1%	\$58,934	-0.8%
2005	\$59,145	2.3%	\$54,563	0.4%	\$59,456	0.9%
2006	\$60,627	2.5%	\$56,666	3.9%	\$60,349	1.5%
2007	\$61,462	1.4%	\$57,894	2.2%	\$61,450	1.8%
2008	\$59,321	-3.5%	\$55,751	-3.7%	\$60,681	-1.3%
2009	\$53,401	-10.0%	\$52,384	-6.0%	\$58,782	-3.1%
2010	\$51,103	-4.3%	\$51,118	-2.4%	\$57,632	-2.0%
2011	\$50,810	-0.6%	\$49,398	-3.4%	\$56,377	-2.2%
2012	\$50,743	-0.1%	\$49,223	-0.4%	\$56,184	-0.3%
2013	\$50,236	-1.0%	\$49,607	0.8%	\$56,321	0.2%
2014	\$52,130	3.8%	\$50,319	1.4%	\$56,914	1.1%
2015	\$53,728	3.1%	\$52,354	4.0%	\$59,091	3.8%
2016	\$55,440	3.2%	\$53,209	1.6%	\$60,282	2.0%
2017	\$55,522	0.1%	\$53,866	1.2%	\$61,810	2.5%
2018	\$56,343	1.5%	\$55,433	2.9%	\$61,937	0.2%
'69-'18	+\$11,903	0.5%	+\$9,750	0.4%	+\$7,854	0.3%

Source: United States Census Bureau and Bureau of Labor Statistics. Values are adjusted for inflation to constant 2018 dollars using the BLS Consumer Price Index for Urban Consumers Research Series CPI-U-RS).

Between 1969 and 2018, Lee County median household income grew by an average of 0.5 percent annually. Over the same period, statewide median household income grew at an average rate of 0.4 percent per year, while national growth was 0.3 percent per year. By 1999, Lee County median household income exceeded the statewide median, and surpassed the national median by 2006. However, slow growth followed by steep declines resulted in Lee County median household income falling below the national median in 2008. County median household income declined by a total of 15.3 percent between 2008 and 2013, falling to over \$6,000 below the national average by 2010. County, state, and national median household income all declined for five 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 2011, Lee County median household income declined slightly by 0.6 percent and once again exceeded the average for the State of Florida. In 2014, Lee County median household income increased by 3.8 percent, which is the first increase since 2007. In 2018, the median household income for Lee County increased by 1.5 percent, Florida by 2.9 and the United States by 0.2 percent. The Lee County average is nearly \$5,600 below the national average.

Gross Regional Product

Gross Regional Product (GRP), 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 the 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). The historical GRP for Lee County, the State of Florida, and the United States, for 2001 through 2018 is shown in **Table 2-4**. Values for Florida and the United States are shown in constant 2012 dollars and Lee County values are shown in constant 2009 dollars, as reported by BEA.

As shown in Table 2-4, 2018 saw growth in GRP/GDP at the county, state and national levels. This is the seventh consecutive year of growth for Lee County and the State of Florida, and the ninth for the United States. In the first half of the last decade, Lee County economic growth rates generally exceeded both the state and the nation. The recessionary trend began in Lee County earlier, with negative GRP growth in 2007, while the Florida and United States economies continued to grow. Even after the recession took hold nationally, Lee County saw significantly steeper declines in economic activity. The rate of growth in Lee County GRP fell below Florida in 2017 and leveled out in 2018. As of 2018, the GRP in Lee County exceeded its previous 2006 peak level two years ago (in 2017). By comparison, the statewide GRP in Florida exceeded its previous 2007 peak four years ago (in 2015), and the national GDP exceeded the previous 2007 peak eight years ago (in 2011).

Table 2-4
Historical Gross Regional Product
2001 – 2018 (Millions of Dollars*)

Year	Lee County	Avg. Ann. % Δ	Florida	Avg. Ann. % Δ	United States	Avg. Ann. % Δ
2001	\$16,913	--	\$658,640	--	\$13,262,079	--
2002	\$18,103	7.0%	\$685,304	4.0%	\$13,493,064	1.7%
2003	\$19,795	9.3%	\$715,436	4.4%	\$13,879,129	2.9%
2004	\$22,239	12.3%	\$757,054	5.8%	\$14,406,382	3.8%
2005	\$24,638	10.8%	\$806,339	6.5%	\$14,912,509	3.5%
2006	\$26,400	7.2%	\$834,346	3.5%	\$15,338,257	2.9%
2007	\$25,946	-1.7%	\$835,867	0.2%	\$15,626,029	1.9%
2008	\$23,814	-8.2%	\$803,218	-3.9%	\$15,604,687	-0.1%
2009	\$21,848	-8.3%	\$758,264	-5.6%	\$15,208,834	-2.5%
2010	\$21,680	-0.8%	\$766,199	1.0%	\$15,598,753	2.6%
2011	\$21,405	-1.3%	\$763,746	-0.3%	\$15,840,664	1.6%
2012	\$21,695	1.4%	\$769,309	0.7%	\$16,197,007	2.2%
2013	\$21,861	0.8%	\$784,090	1.9%	\$16,495,369	1.8%
2014	\$22,943	4.9%	\$805,278	2.7%	\$16,912,038	2.5%
2015	\$24,023	4.7%	\$839,124	4.2%	\$17,403,843	2.9%
2016	\$25,402	5.7%	\$866,731	3.3%	\$17,688,890	1.6%
2017	\$26,207	3.2%	\$896,117	3.4%	\$18,108,082	2.4%
2018	\$27,046	3.2%	\$924,873	3.2%	\$18,638,164	2.9%
'01-'18	+\$10,133	2.8%	+\$266,233	2.0%	+\$5,376,085	2.0%

Source: United States Bureau of Economic Analysis.

* Lee County values in 2009\$. State and national values in 2012\$.

Building Permits

Growth in the 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.” 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 illustrated that while Lee County experienced above average growth in the first half of the last decade, the subsequent decline was more severe than the state and the nation. The trend is underscored by the precipitous drop in new home construction in the region.

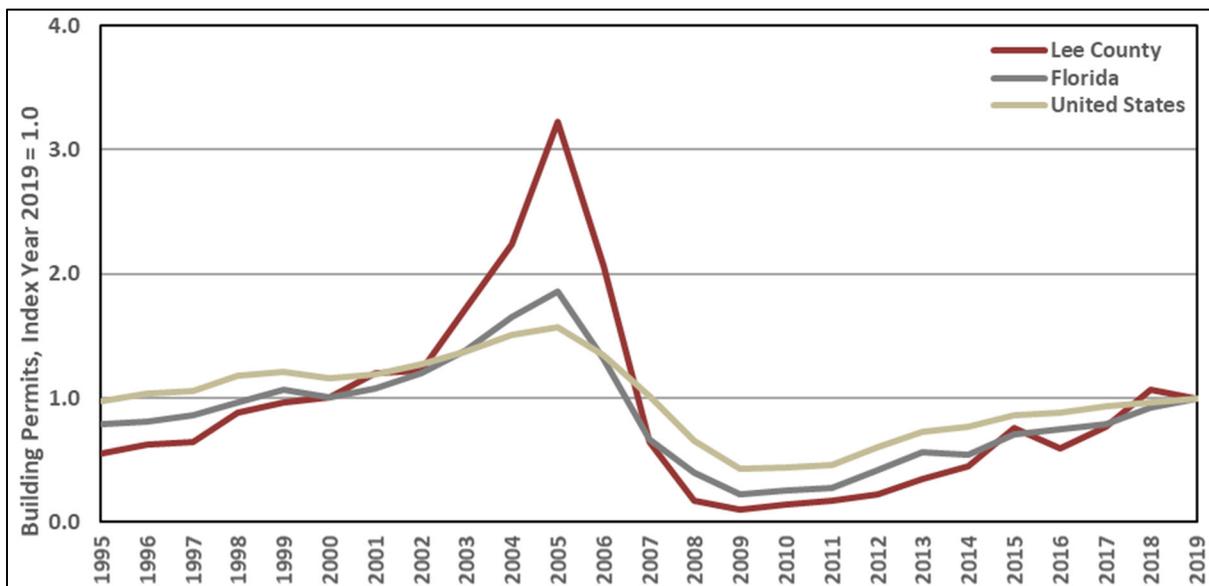
The estimated number of new housing units for which building permits were issued in Lee County, the State of Florida, and the United States between 2000 and 2019 are presented in **Table 2-5**. Lee County experienced double-digit growth rates in the number of building permits issued each year from 2003 to 2005, followed by significant declines each year through 2009. In 2010, 2011 and 2012, the number of permits issued rose slightly, with a significant increase of 55.5 percent in 2013. The growth in permits continued in 2014 with an increase of 28.9. In 2015, Lee County building permits increased by 68.0 percent, which is the largest increase in permits during the 17-year period. The growth in building permits declined in 2016 by 21.3 percent, which is the first decline in Lee County since 2009. While the percentage increases over the previous five years may appear substantial, they represent growth following a 96.8 percent decline between 2005 and 2009. The 9,100 permits issued in 2019 are still 69.0 percent fewer than the peak year of 2005, when over 29,000 units were permitted. According to a recent market watch, the slow growth in Lee County building permits can be attributed to high material costs making it increasingly difficult to produce new homes in the area. The high costs are pushing people further north and east to more affordable submarkets. The building permit data is also shown graphically in **Figure 2-3**. Both the State of Florida and the United States also saw a peak in new housing units permitted in 2005. Since then, permits issued in Florida have dropped 46.1 percent, and nationally the rate of new building permits has dropped 36.4 percent. In 2019, the growth in Lee County permits issued decreased by 6.4 percent while Florida and the nation increased by 8.7 percent and 4.0 percent, respectively.

**Table 2-5
Building Permit Growth – Total Units Permitted
2000 – 2019**

Year	Lee County	Avg. Ann. % Δ	Florida	Avg. Ann. % Δ	United States	Avg. Ann. % Δ
2000	9,120	3.4%	155,269	-5.7%	1,592,267	-4.3%
2001	10,959	20.2%	167,035	7.6%	1,636,676	2.8%
2002	11,146	1.7%	185,431	11.0%	1,747,678	6.8%
2003	15,675	40.6%	213,567	15.2%	1,889,214	8.1%
2004	20,395	30.1%	255,893	19.8%	2,070,077	9.6%
2005	29,330	43.8%	287,250	12.3%	2,155,316	4.1%
2006	18,746	-36.1%	203,238	-29.2%	1,838,903	-14.7%
2007	5,905	-68.5%	102,551	-49.5%	1,398,415	-24.0%
2008	1,602	-72.9%	61,042	-40.5%	905,359	-35.3%
2009	944	-41.1%	35,329	-42.1%	582,963	-35.6%
2010	1,276	35.2%	38,679	9.5%	604,610	3.7%
2011	1,587	24.4%	42,360	9.5%	624,061	3.2%
2012	2,043	28.7%	64,810	53.0%	829,658	32.9%
2013	3,176	55.5%	86,752	33.9%	990,822	19.4%
2014	4,095	28.9%	84,084	-3.1%	1,052,124	6.2%
2015	6,879	68.0%	109,924	30.7%	1,182,582	12.4%
2016	5,417	-21.3%	116,240	5.7%	1,206,642	2.0%
2017	6,954	28.4%	122,719	5.6%	1,281,977	6.2%
2018	9,724	39.8%	142,273	15.9%	1,317,895	2.8%
2019	9,100	-6.4%	154,711	8.7%	1,370,347	4.0%
'00-'19	-20	0.0%	-558	0.0%	-221,920	-0.8%

Source: United States Census Bureau Building Permits Survey

**Figure 2-3
Total Units Permitted
2000 – 2019**



Source: United States Census Bureau Building Permits Survey

Tourism

Traffic on the Lee County toll bridges, particularly the Sanibel Causeway, is heavily influenced by regional tourism as well as employment generated by the tourism and hospitality industries. Annual historical data is presented for both the state and Lee County in **Table 2-6**. 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 nine most current calendar years. As a result, statewide data prior to 2009 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 nine years. The current sources will be used in all future annual reports provided they remain available and methodologically consistent.

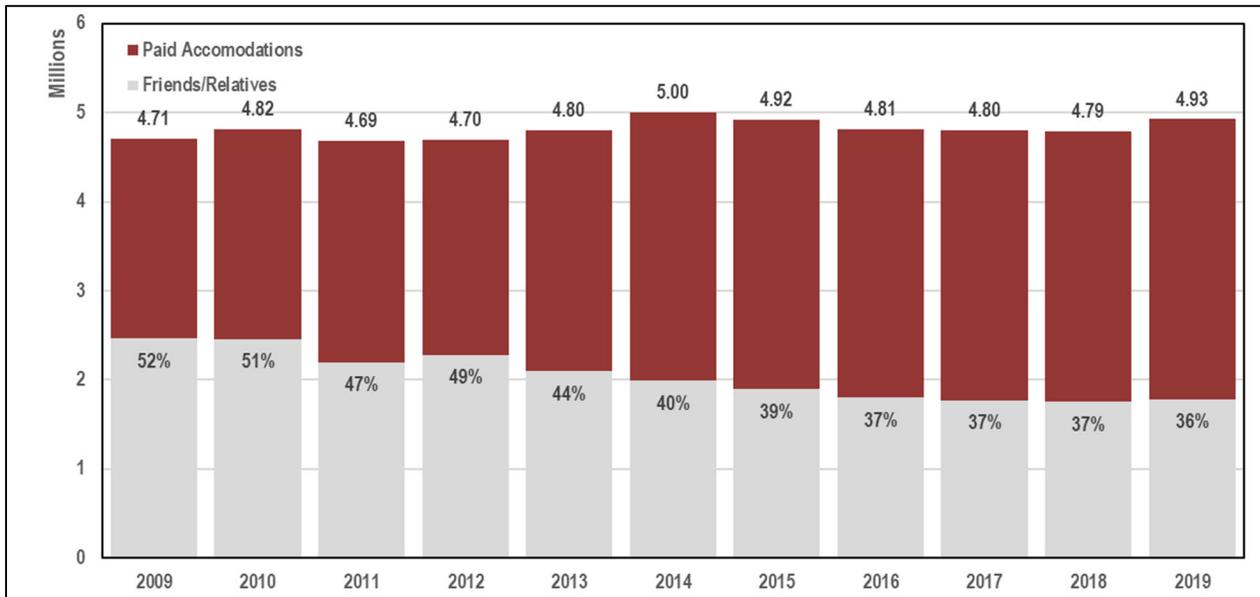
As shown in Table 2-6, the number of visitors in Lee County has remained steady increasing by 2.8 percent in 2019. Of the total 4.9 million Lee County visitors in 2019, 36.2 percent consisted of family/relatives, which is the same over the last three years. The visitor data for Lee County is also shown graphically in **Figure 2-4**. This figure shows a trend over the last ten years that a larger proportion of visitors in paid accommodations come from far away origins such as New York, Chicago, and overseas locations, whereas visitors staying with friends and relatives are more likely to originate from nearby locations. Statewide tourism data for 2019 was not available at the time of publication of this annual report.

Table 2-6
Statewide and Lee County Tourism
2009 - 2019

Year	Lee County						Florida	
	Family/ Relatives	Avg. Ann. % Δ	Paid Accommodations	Avg. Ann. % Δ	Total Visitors	Avg. Ann. % Δ	Total Visitors	Avg. Ann. % Δ
2009	2,462,692	--	2,248,596	--	4,711,288	--	80,879,000	--
2010	2,459,051	-0.1%	2,358,260	4.9%	4,817,311	2.3%	82,315,000	1.8%
2011	2,195,818	-10.7%	2,490,202	5.6%	4,686,020	-2.7%	87,306,000	6.1%
2012	2,282,333	3.9%	2,417,343	-2.9%	4,699,676	0.3%	91,524,000	4.8%
2013	2,094,921	-8.2%	2,703,012	11.8%	4,797,933	2.1%	94,144,000	2.9%
2014	1,987,596	-5.1%	3,015,974	11.6%	5,003,570	4.3%	98,492,000	4.6%
2015	1,895,742	-4.6%	3,023,021	0.2%	4,918,763	-1.7%	106,555,000	8.2%
2016	1,799,058	-5.1%	3,009,619	-0.4%	4,808,677	-2.2%	112,175,000	5.3%
2017	1,769,994	-1.6%	3,027,400	0.6%	4,797,394	-0.2%	118,424,000	5.6%
2018	1,754,853	-0.9%	3,038,997	0.4%	4,793,850	-0.1%	126,980,000	7.2%
2019	1,784,260	1.7%	3,142,140	3.4%	4,926,400	2.8%	#N/A	--
'09-'19	-678,432	-3.2%	+893,544	3.4%	+215,112	0.4%	#N/A	--

Source: VisitFlorida.org and Lee County Visitor and Convention Bureau (Quarterly Visitor Profile Reports)

**Figure 2-4
Lee County Annual Visitors
2009 – 2019**



Source: VisitFlorida.org and Lee County Visitor and Convention Bureau (Quarterly Visitor Profile Reports)

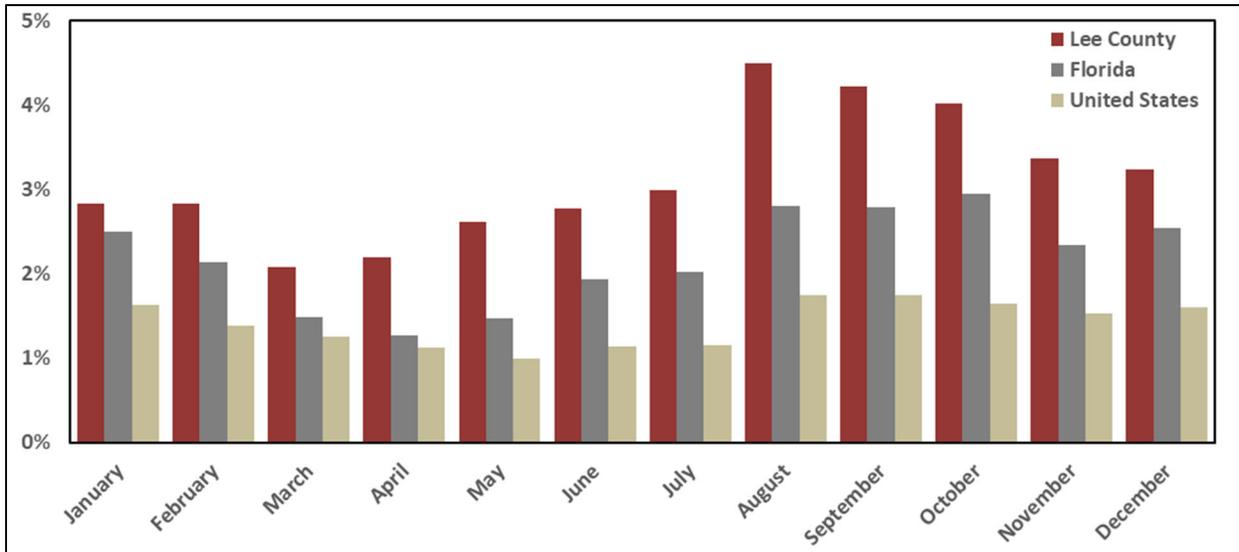
SHORT-TERM RECENT SOCIOECONOMIC STATISTICS

This section contains a review of 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 have influenced recent transactions and toll revenues.

Employment

The year-over-year percent changes in monthly total employment between 2018 and 2019 for Lee County, the State of Florida, and the United States are presented in **Figure 2-5**. The values are derived from the Bureau of Labor Statistics (BLS) Local Area Unemployment Statistics (LAUS) estimates and are current as of January 2020. As shown, Lee County experienced increases in total employment for all twelve months of the last fiscal year, with the highest growth during the last four months of the year. Employment at the state and national levels also experienced the highest growth during August through December.

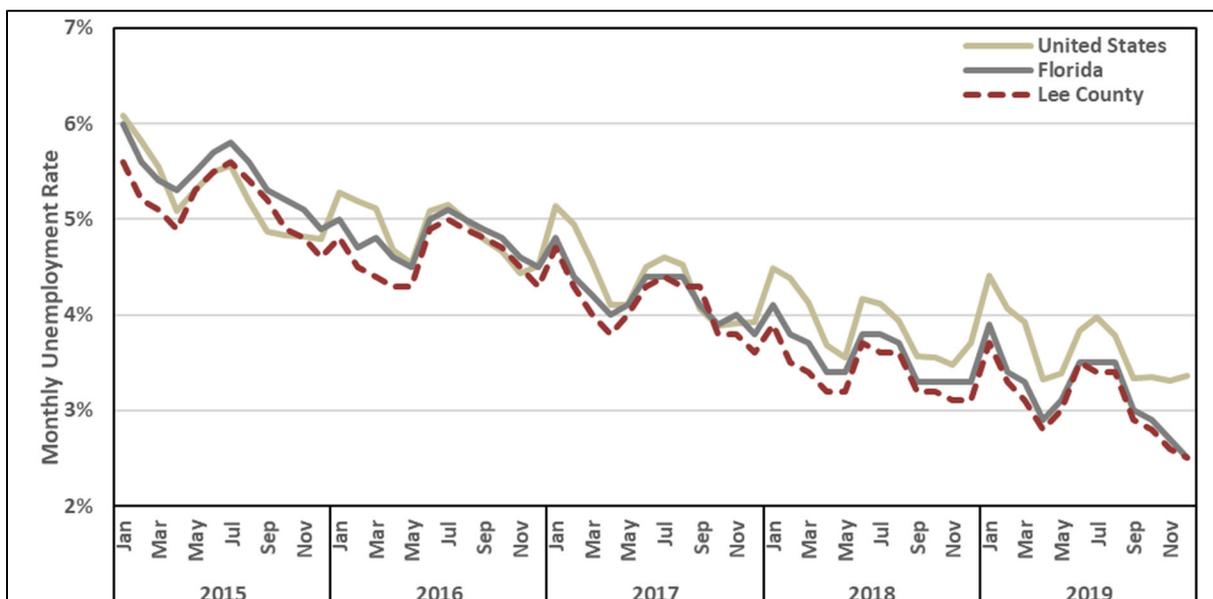
**Figure 2-5
Percent Change in Total Employment
2019 vs. 2018**



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

The monthly unemployment rates, as reported by BLS, for the past five years, are shown in **Figure 2-6**. The data is derived from the same BLS data set as the previous figure and is current as of January 2020. Since 2015, the state, county and national unemployment rates have been gradually declining, which has been a continuing trend through 2019. In December 2019, the Lee County unemployment rate was consistent with Florida at 2.5 percent and below the nation at 3.4 percent. The downward trends have generally been consistent at the national, state and county level.

**Figure 2-6
Unemployment Rate by Month
2015 – 2019**

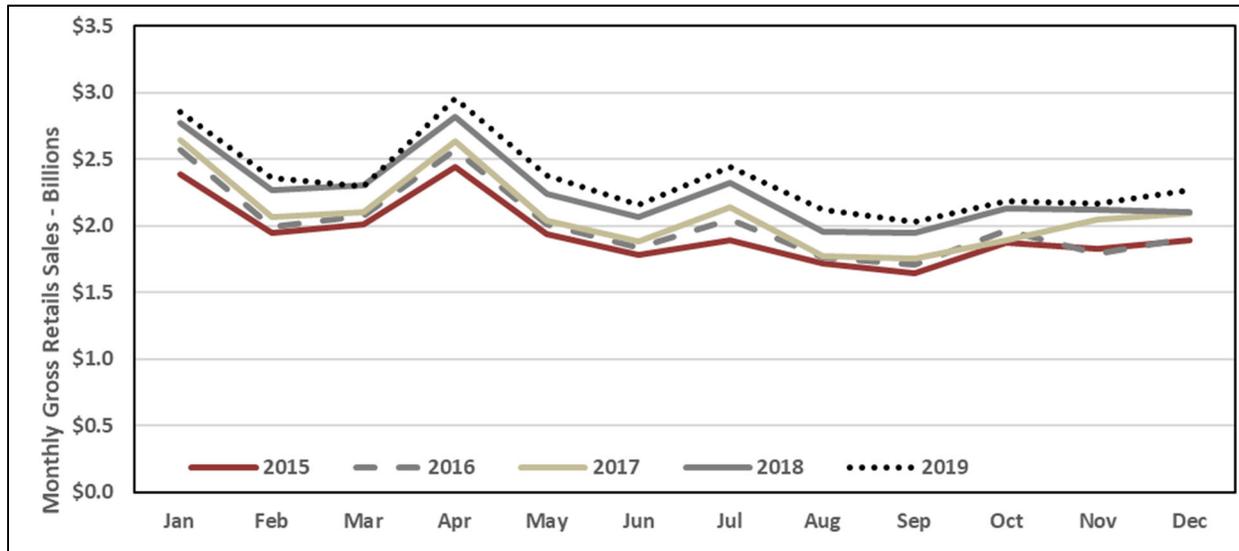


Source: United States Bureau of Labor Statistics, Local Area Unemployment Statistics.

Gross Retail Sales

Gross retail sales in Lee County are presented in **Figure 2-7**, by month, for 2015 through 2019. The data presented in this figure was published by the Florida Department of Revenue. As indicated, gross retail sales in Lee County for all twelve months in 2019 exceeded 2015 through 2018 monthly levels. The months of January and April have been the two highest months for gross retail sales for all years shown.

Figure 2-7
Lee County Monthly Gross Retail Sales
2015 – 2019

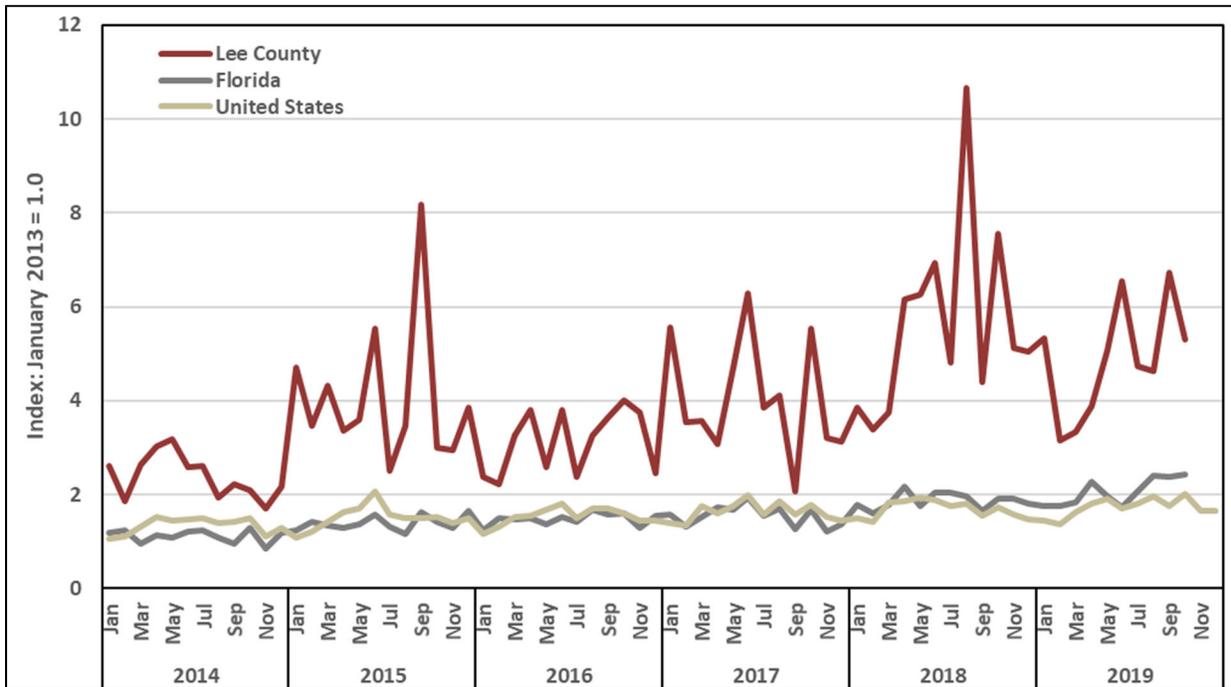


Source: Florida Department of Revenue, Florida Sales Tax Return Data.

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. For the County, the 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 2-8** 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 indexed to the number issued in January 2013. 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. In 2019, the growth in Lee County building permits increased over 2018, with the largest increase in August 2019. The growth in building permits in the United States was stable and Florida reflected a slight increase over 2018 levels for all twelve months of the year. Data for Lee County and Florida was not available for November and December 2019.

Figure 2-8
Percent Change in Building Permits for New Housing Units
2014 – 2019



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 they may potentially affect travel patterns. Historically, many of the regional retail destinations have been located in Fort Myers. In order to obtain basic goods and services, many Cape Coral residents have had to cross the river via one of the four local river crossings. However, over the past several 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. Conversely, however, several new developments of a regional nature, including a new outpatient medical center, may lead to new demand for trips to Cape Coral from surrounding communities including Fort Myers.

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). The Cape Coral Metropolitan Statistical Area was ranked number one for the most vibrant employment market according to an Employment Outlook Survey (ManpowerGroup) and Cape Coral was also ranked by WalletHub as the number nine best city to start a business. 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 (S.R. 78) continues to be the focal point of new commercial growth in Cape Coral. To accommodate future growth, the City of Cape Coral entered into an agreement with the Florida Department of Transportation that resulted in the widening of the remaining two-lane portion of S.R. 78 between Chiquita Boulevard and Burnt Store Road in 2014. The widening of this major commercial corridor has led to much more development along the western portion of the highway. Several developments have already taken place since the road was widened including a Sam's Club at the intersection of S.R. 78 and Hancock Bridge Parkway and a Super Wal-Mart Plaza near the intersection of Chiquita Boulevard and S.R. 78. The area continues to grow with automobile dealerships and several other major retail operations along this very important corridor and growth area.

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 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 also constructed a 51,000-square foot training facility used to educate over 300 soldiers on weekends. This project was completed in December 2013. On January 8, 2015, the Lee Memorial Health System hosted a groundbreaking for a new outpatient medical center in Cape Coral. This 27,000-square foot facility, which opened in July 2015, provides Cape Coral residents an alternative to treatment at the hospital and emergency room.

PROJECTED SOCIOECONOMIC GROWTH

Despite the Great Recession, economic uncertainty in Lee County and the nation as a whole, growth in total population, employment, and gross regional product has resumed but at a slower rate than prior years. As shown in the early part of this chapter, population, household income, and employment growth has resumed in Lee County, while permitting activity is lagging.

This section has a brief overview of forecasted growth in population, employment, and GRP based on data from the Bureau of Economic and Business Research (BEBR) at the University of Florida 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 has normalized after the Great Recession. The eventual socioeconomic growth could differ substantially from these projections.

A summary of population forecasts for Lee County, the State of Florida, and the United States is presented in **Table 2-7**. 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 2-7 were developed by using the growth rates from the outside forecasts and applying those rates to the actual 2019 population values as presented in Table 2-1 (also shown in Table 2-7). Therefore, the actual population numbers shown in Table 2-7 may not precisely match those presented in the Woods & Poole and BEBR data sets. The change was made so projected future growth would be directly comparable to historical trends.

Table 2-7
Population Growth Forecast
2019 – 2045

Year	Lee County	Avg. Ann. % Δ	Florida	Avg. Ann. % Δ	United States	Avg. Ann. % Δ
2019	735,148	--	21,208,589	--	328,239,523	--
2020	752,800	2.4%	21,556,000	1.6%	330,533,072	0.7%
2025	835,500	2.1%	23,130,900	1.4%	342,077,927	0.7%
2030	904,700	1.6%	24,426,200	1.1%	353,390,476	0.7%
2035	961,400	1.2%	25,498,000	0.9%	364,153,935	0.6%
2040	1,010,900	1.0%	26,428,700	0.7%	374,223,466	0.5%
2045	1,056,600	0.9%	27,266,900	0.6%	384,087,983	0.5%
'19-'45	+321,452	1.4%	+6,058,311	1.0%	+55,848,460	0.6%

Source: University of Florida Bureau of Economic and Business Research Florida Population Studies (Lee County and Florida); Woods & Poole Economics, Inc. 2019 CEDDS (U.S.); and CDM Smith calculations.

In their April 2019 population forecast (the latest edition available as of the writing of this report), BEBR estimated Lee County population will experience average annual growth of 1.4 percent through 2045. Over the same period, BEBR projects the State of Florida will experience average annual population growth of 1.0 percent. Woods & Poole projects average annual growth of 0.6 percent for the nation over that period. As indicated, Lee County growth is expected to return to relatively high levels of growth. While the BEBR forecast is not available in one-year increments, the BEBR forecast for Lee County, covering the period from 2019 to 2045, 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 do the BEBR forecasts.

The employment growth forecasts for Lee County, the State of Florida, and the United States from 2019 through 2050 are shown in **Table 2-8**. Woods & Poole was the source of the forecasts for all three geographic areas. Like the population forecasts the table was developed by applying growth rates from the Woods & Poole forecast to the actual 2019 employment numbers shown in Table 2-2.

As with population, employment growth in Lee County is forecasted to outpace the state and the nation. As shown in Table 2-8, Lee County total employment is forecast, to increase by an average of 1.7 percent annually through 2050. Statewide and national annual average employment growth is forecast to be 1.4 and 1.0 percent, respectively, over the 30-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, county and state levels slowing just slightly.

Table 2-8
Employment Growth Forecast
2019 – 2050

Year	Lee County	Avg. Ann. % Δ	Florida	Avg. Ann. % Δ	United States	Avg. Ann. % Δ
2019	341,427	--	10,085,384	--	157,538,068	--
2020	348,095	2.0%	10,251,776	1.6%	159,483,185	1.2%
2025	383,205	1.9%	11,126,384	1.7%	169,573,198	1.2%
2030	419,284	1.8%	12,025,377	1.6%	179,635,195	1.2%
2035	455,148	1.7%	12,910,141	1.4%	189,119,921	1.0%
2040	491,025	1.5%	13,779,424	1.3%	198,009,169	0.9%
2045	528,916	1.5%	14,672,390	1.3%	206,825,585	0.9%
2050	569,485	1.5%	15,612,045	1.2%	215,897,266	0.9%
'19-'50	+228,058	1.7%	+5,526,661	1.4%	+58,359,198	1.0%

Source: Woods & Poole Economics, Inc. 2019 CEDDS and CDM Smith calculations.

The forecasted growth in Gross Domestic Product (GDP) and Gross Regional Product (GRP) for Lee County, the State of Florida, and the United States are shown in **Table 2-9**. Unlike the previous year tables, the base year in Table 2-9 is 2018, 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 the GRPs for Lee County and Florida are projected to increase by an average of 2.2 and 2.0 percent annually between 2018 and 2050. GDP for the United States is projected to experience slightly lower growth, with an average annual forecasted growth rate of 1.6 percent. In actuality, the Woods & Poole forecast concentrates the resumption of rapid growth between 2018 and 2020, with the highest growth in 2020. The forecast after 2020 indicates steady growth through 2050.

Table 2-9
Gross Product Growth Forecast
2018 – 2050 (Millions of Dollars*)

Year	Lee County	Avg. Ann. % Δ	Florida	Avg. Ann. % Δ	United States	Avg. Ann. % Δ
2018	\$27,046	--	\$924,873	--	\$18,638,164	--
2020	\$28,551	2.7%	\$971,306	2.5%	\$19,394,163	2.0%
2025	\$32,195	2.4%	\$1,084,919	2.2%	\$21,220,805	1.8%
2030	\$36,113	2.3%	\$1,207,473	2.2%	\$23,149,442	1.8%
2035	\$40,164	2.1%	\$1,334,470	2.0%	\$25,102,325	1.6%
2040	\$44,329	2.0%	\$1,464,965	1.9%	\$27,065,898	1.5%
2045	\$48,751	1.9%	\$1,602,103	1.8%	\$29,097,274	1.5%
2050	\$53,513	1.9%	\$1,749,323	1.8%	\$31,254,388	1.4%
'18-'50	+\$26,467	2.2%	+\$824,450	2.0%	+\$12,616,224	1.6%

Source: Woods & Poole Economics, Inc. 2018 CEDDS; and United States Bureau of Economic Analysis.

* Lee County values in 2009\$. State and national values in 2012\$.

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CHAPTER 3

MIDPOINT MEMORIAL BRIDGE

FACILITY PROFILE

The Midpoint Memorial Bridge, shown in **Figure 3-1**, 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 (FY 1998). Concurrent with the construction of the Midpoint Memorial Bridge, major intersection improvements between Colonial Boulevard, CR 884, US 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. One-way tolling was implemented on the facility in November 2007. The toll plaza was reconstructed after the conversion to one-way tolling and the remaining eastbound tolling infrastructure was demolished. The reconstruction was completed by May 2011.



Figure 3-1
Midpoint Memorial Bridge Location Map



Facility Capacity: Based on information in the FDOT Quality/LOS Handbook – 2013 Generalized Service Volume Tables, a multilane, divided highway facility such as the Midpoint Memorial Bridge, which is designed for speeds of 50 mph, can accommodate no more than 3,240 vehicles per hour per direction to maintain a level of service (LOS) “D” for Uninterrupted Flow Highways. Based on the generalized tables, the bridge can accommodate an average of 65,600 vehicles per day to maintain a LOS “D”. The toll plaza is not a capacity issue for the facility in that the cash lanes are separated from the two free-flow open-road tolling (ORT) lanes and there is plenty of storage for cash-lane traffic.

HISTORICAL TOLL TRANSACTIONS AND REVENUES

This section contains a summary of detailed toll transaction and toll revenue performance for the Midpoint Memorial Bridge toll facility through Fiscal Year 2019. This historical trend analysis considers extenuating factors which may have affected toll transaction and revenue performance, such as toll rate increases, highway construction and major weather events. The information presented in this section is derived from LeeDOT administration records and may differ slightly from values presented elsewhere in this report, which are derived from operational records and sample data.

Historical trends in toll transactions and revenues on the Midpoint Memorial Bridge from its opening in FY 1998 through FY 2019 are presented in **Table 3-1**. Since the facility opened, transaction 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, toll transactions grew at an average of 2.0 percent per year. Due to the conversion to one-way tolling in November 2007, transaction 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). In FY 2008, the first signs of the Great Recession appeared with declines in transaction and revenue growth through FY 2010. In 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. FY 2011 was the first year of recovery after the Great Recession. Between FY 2012 and FY 2016, total annual transactions and revenues increased annually over the prior year.

**Table 3-1
Midpoint Memorial Bridge Toll Transactions and Revenues
FY 1998 – 2019**

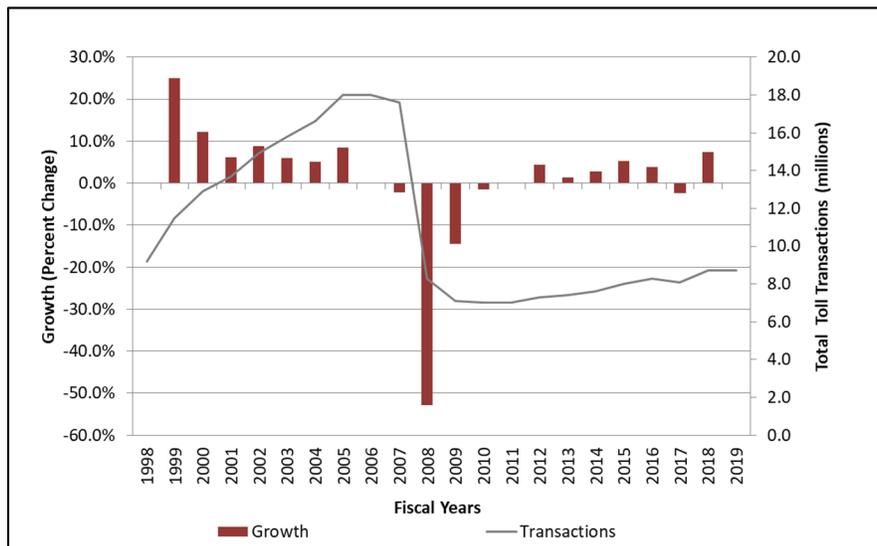
Fiscal Year	Toll Transactions	Percent Change	Total Revenue	Percent Change
1998	9,241,802	--	\$ 7,858,703	--
1999	11,546,609	24.9	\$ 9,852,929	25.4
2000	12,890,554	11.6	\$ 10,846,020	10.1
2001	13,700,380	6.3	\$ 11,454,241	5.6
2002	14,880,050	8.6	\$ 12,536,421	9.4
2003	15,795,078	6.1	\$ 12,825,878	2.3
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	17,571,604	-2.3	\$ 15,144,492	-0.3
2008	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	6,966,395	-0.4	\$ 12,262,048	0.6
2012	7,302,650	4.8	\$ 12,865,906	4.9
2013	7,372,292	1.0	\$ 13,203,203	2.6
2014	7,598,554	3.1	\$ 14,164,457	7.3
2015	7,975,126	5.0	\$ 14,988,167	5.8
2016	8,268,884	3.7	\$ 15,830,786	5.6
2017	8,090,020	-2.2	\$ 15,754,267	-0.5
2018	8,707,346	7.6	\$ 16,865,696	7.1
2019	8,722,066	0.2	\$ 17,377,140	3.0

Source: Lee County Daily Class/Traffic Type Reports

- (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 East-bound lanes completed May 2011.
(6) Effects from Hurricane Irma in September 2017.

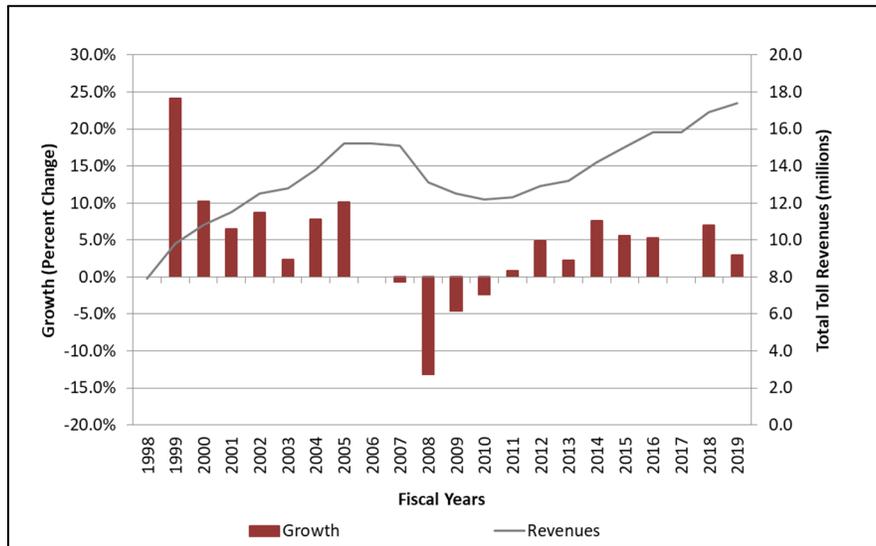
In FY 2017, toll transactions declined 2.2 percent and toll revenues declined by 0.5 percent. This decline in both toll transactions and revenues can be attributed to the negative impacts of toll suspensions on Lee County facilities during Hurricane Irma in September 2017. In FY 2018, toll transactions increased by 7.6 percent and toll revenues increased by 7.1 percent over 2017. The significant increase in FY 2018 compared to FY 2017 can partially be attributed to the effects of Hurricane Irma on FY 2017 transactions and revenues. In FY 2019, Hurricane Dorian, a category 4 hurricane, travelled along the east coast of Florida over the Labor Day weekend, but tolls were not suspended on the Midpoint Memorial Bridge. For FY 2019 there was a slight increase of 0.2 percent in the number of toll transactions, and a 3.0 percent increase in revenue compared to FY 2018. The Midpoint Memorial Bridge annual toll transactions and toll revenue trends including annual growth are also presented visually in **Figure 3-2** and **Figure 3-3**.

Figure 3-2
Midpoint Memorial Bridge Historical Toll Transactions and Annual Growth
FY 1998 – 2019



Source: Lee County Daily Class/Traffic Type Reports

**Figure 3-3
Midpoint Memorial Bridge Historical Toll Revenues and Annual Growth
FY 1998 – 2019**



Source: Lee County Daily Class/Traffic Type Reports

The change in monthly toll transactions and average weekday transactions between FY 2018 and FY 2019 is presented in **Table 3-2**. The table shows both total toll transactions (from audited reports) and average weekday transactions (derived from lane controller data). The Midpoint Memorial Bridge experienced a decline in transactions in November, December, March, June and August. The declines in November and December can partially be attributed to the new transponders issued by interoperability agencies not being recognized by the Lee County system. The declines in March, June and August can be attributed to one less weekday in those months compared to the prior year.

**Table 3-2
Comparison of FY 2018 and FY 2019 Monthly Toll Transactions
Midpoint Memorial Bridge**

Month	Monthly Toll Transactions		FY 2019	Average Weekday Transactions		FY 2019
	FY 2018	% Change		FY 2018	% Change	
October	740,635	0.8%	746,867	24,800	-1.6%	24,400
November	713,021	-0.3%	710,754	24,600	-1.6%	24,200
December	742,237	-2.5%	723,573	24,700	-4.5%	23,600
January	745,474	1.0%	752,884	24,600	-0.4%	24,500
February	710,140	0.5%	713,483	26,300	-1.5%	25,900
March	789,230	-1.5%	777,098	26,400	-1.5%	26,000
April	733,553	2.0%	748,299	25,600	-0.4%	25,500
May	733,024	1.1%	741,434	24,000	0.8%	24,200
June	691,914	-2.1%	677,428	24,100	-2.5%	23,500
July	709,360	1.1%	717,425	23,900	-1.3%	23,600
August	730,812	-0.6%	726,121	23,800	0.8%	24,000
September	667,946	2.8%	686,700	23,100	1.7%	23,500
Total	8,707,346	0.2%	8,722,066	24,600	-0.8%	24,400

Source: Lee County Daily Class/Traffic Type Reports, Lee County Toll Operations 15-minute transaction records

Year-over-year transaction growth on the Midpoint Memorial Bridge is presented by method of payment, plan type, and vehicle class in **Table 3-3**. Following ten consecutive years of declines, the LeeWay Unlimited program transactions declined once again, by 3.2 percent. Transactions in the Full Fare and Variable Discount LeeWay categories continued to grow by 1.1 percent and 3.2 percent, respectively, suggesting that former discount program subscribers were instead opting to pay full fares. In absolute terms, Variable Discount LeeWay program transactions increased by 18,603 transactions and Full Fare LeeWay transactions grew by 21,464.

Due to the continuing shift away from discount programs toward Full Fare LeeWay transactions, overall market share among payment types is gradually changing. Full Fare LeeWay (no variable discount) accounted for 23.5 percent of toll-paying transactions in FY 2019. Overall, full fare transactions gained approximately 0.2 percentage points of market share compared with FY 2018. 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 ± 0.2 percent, and cash remains the largest single payment category, accounting for 36.9 percent of toll-paying transactions. These are consistent with the trends seen on the facility over the past several years.

Table 3-3
Comparison of FY 2018 and FY 2019 Annual Transactions by Payment and Vehicle Type
Midpoint Memorial Bridge

Full Fare (2 Axle Vehicles)	FY 2018	% Market Share	FY 2019	% Market Share	Change	% Change	% Change in Market Share
Full Fare Cash	3,219,762	37.0%	3,222,751	36.9%	2,989	0.1%	0.0%
Full Fare LeeWay	2,028,793	23.3%	2,050,257	23.5%	21,464	1.1%	0.2%
Full Fare LeeWay Variable Discount	585,537	6.7%	604,140	6.9%	18,603	3.2%	0.2%
Subtotal – Full Fare	5,834,092	67.0%	5,877,148	67.4%	43,056	0.7%	0.4%
LeeWay Discounted Programs (2 Axle Vehicles)							
LeeWay Reduced Fare	1,787,749	20.5%	1,774,646	20.3%	(13,103)	-0.7%	-0.2%
LeeWay Reduced Fare Variable Discount	502,890	5.8%	506,414	5.8%	3,524	0.7%	0.0%
Subtotal – Reduced Fare	2,290,639	26.3%	2,281,060	26.2%	(9,579)	-0.4%	-0.2%
LeeWay Unlimited	387,019	4.4%	374,510	4.3%	(12,509)	-3.2%	-0.2%
Subtotal – LeeWay Discounted Programs	2,677,658	30.8%	2,655,570	30.4%	(22,088)	-0.8%	-0.3%
All Vehicles							
Motorcycles	25,460	0.3%	24,336	0.3%	(1,124)	-4.4%	0.0%
3+ Axle Vehicles - Cash	68,714	0.8%	65,548	0.8%	(3,166)	-4.6%	0.0%
3+ Axle Vehicles - ETC	101,422	1.2%	99,464	1.1%	(1,958)	-1.9%	0.0%
Subtotal – 2-Axle Vehicles	8,511,750	97.8%	8,532,718	97.8%	20,968	0.2%	0.1%
Subtotal – Toll-Paying Traffic	8,707,346		8,722,066		14,720	0.2%	
Exempt/Non-Revenue	77,953		81,733		3,780	4.8%	
Total	8,785,299		8,803,799		18,500	0.2%	

Source: Lee County Daily Class/Traffic Type Reports

As a complement to the previous table, estimated revenues by vehicle class and payment category are presented in **Table 3-4**. The revenue estimates are calculated based on total toll transactions and average toll rates within each payment category. Additionally, revenues generated through the discount sales programs have been included in this table. These values are estimates only and, as such, may not match the audited revenue figures presented elsewhere in this report, including the preceding Tables 3-1, 3-2 and 3-3. Nevertheless, the sums of these estimates are close to 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 toll transactions identified above. Discount program revenue decreased by 0.9 percent while full fare revenue grew by 0.7 percent. Motorcycles decreased by 4.4 percent, Three-or-more axle cash revenues decreased by 5.1 percent and Three-or-more axle ETC revenues decreased by 1.6 percent.

Table 3-4
Comparison of FY 2018 and FY 2019 Estimated Annual Revenue by Payment and Vehicle Type
Midpoint Memorial Bridge

Full Fare (2-Axle Vehicles)	FY 2018	% Market Share	FY 2019	% Market Share	Change	% Change	% Change in Market Share
Full Fare Cash	\$ 6,439,524	40.4%	\$ 6,445,502	40.3%	\$ 5,978	0.1%	0.0%
Full Fare LeeWay	\$ 4,057,586	25.4%	\$ 4,100,514	25.7%	\$ 42,928	1.1%	0.2%
Full Fare LeeWay Variable Discount	\$ 878,306	5.5%	\$ 906,210	5.7%	\$ 27,905	3.2%	0.2%
Subtotal – Full Fare	\$ 11,375,416	71.3%	\$ 11,452,226	71.7%	\$ 76,811	0.7%	0.4%
LeeWay Discounted Programs (2 Axle Vehicles)							
LeeWay Reduced Fare	\$ 1,787,749	11.2%	\$ 1,774,646	11.1%	\$ (13,103)	-0.7%	-0.1%
LeeWay Reduced Fare Variable Discount	\$ 377,168	2.4%	\$ 379,811	2.4%	\$ 2,643	0.7%	0.0%
LeeWay Reduced Fare Program Sales	\$ 914,625	5.7%	\$ 920,159	5.8%	\$ 5,534	0.6%	0.0%
Subtotal – Reduced Fare	\$ 3,079,542	19.3%	\$ 3,074,615	19.2%	\$ (4,926)	-0.2%	-0.1%
LeeWay Unlimited Program Sales	\$ 656,517	4.1%	\$ 628,781	3.9%	\$ (27,736)	-4.2%	-0.2%
Subtotal – LeeWay Discounted Programs	\$ 3,736,058	23.4%	\$ 3,703,396	23.2%	\$ (32,662)	-0.9%	-0.2%
All Vehicles							
Motorcycles	\$ 25,460	0.2%	\$ 24,336	0.2%	\$ (1,124)	-4.4%	0.0%
3+ Axle Vehicles - Cash	\$ 353,710	2.2%	\$ 335,682	2.1%	\$ (18,028)	-5.1%	-0.1%
3+ Axle Vehicles - ETC	\$ 466,707	2.9%	\$ 459,034	2.9%	\$ (7,673)	-1.6%	-0.1%
Subtotal – 2-Axle Vehicles	\$ 15,111,474	94.7%	\$ 15,155,622	94.9%	\$ 44,148	0.3%	0.2%
Total	\$ 15,957,350		\$ 15,974,674		\$ 17,323	0.1%	

Source: Lee County Daily Class/Traffic Type Reports

SEASONAL TOLL TRANSACTION VARIATIONS

The relative variability of toll transactions from month to month highlights seasonal patterns in toll transactions. A bridge that accommodates a large number of tourism-related trips will exhibit considerable variation, with peak toll transactions occurring during months with holidays and vacation season. By contrast, facilities used predominantly by commuters or with a large proportion of Interstate commercial transactions tend to have more consistent year-round levels of traffic. In the tables that follow, monthly total toll transaction volumes are normalized to average daily traffic (ADT), adjusting for the varying numbers of days in each month. Using monthly ADT allows for an easy comparison of the variations in relative travel demand across each facility at different times of the year.

As presented in **Table 3-5**, monthly toll transaction volumes on the Midpoint Memorial Bridge remained relatively stable throughout FY 2019. Over the twelve-month period, average daily toll transactions ranged from a high of 25,500 vehicles per day in February 2019 to a low of 22,600 vehicles per day in June 2019.

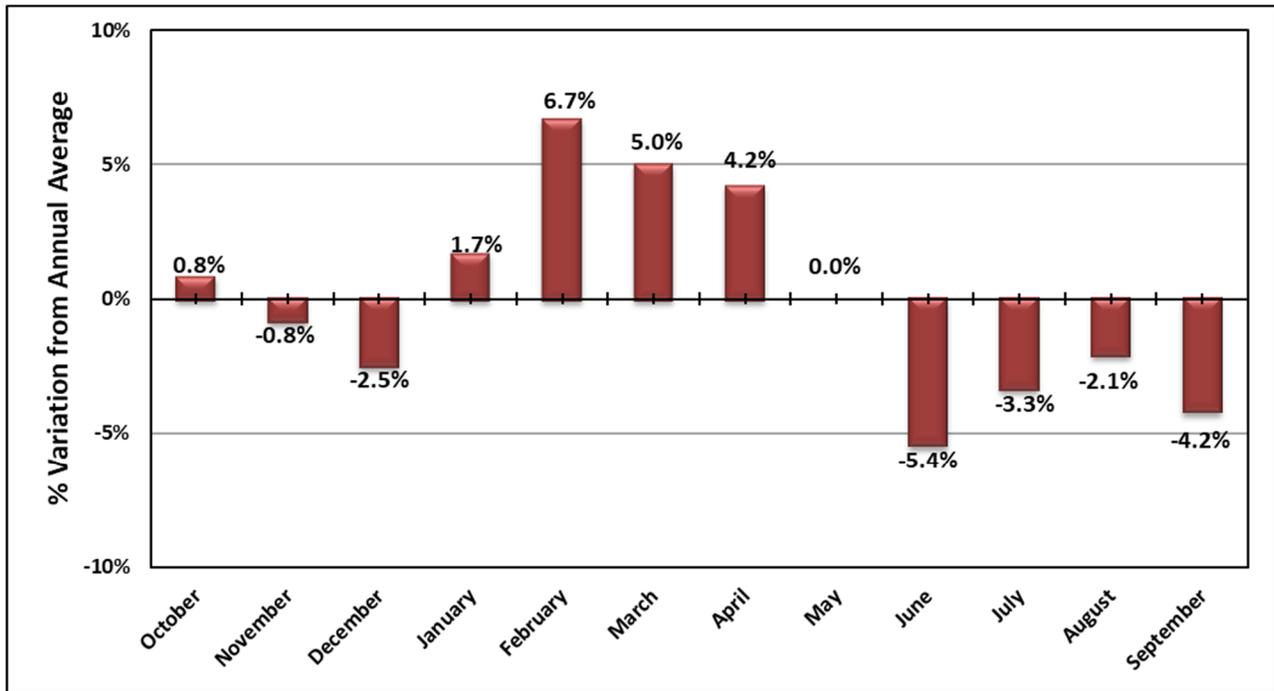
This data is presented in a graphical format in **Figure 3-4**. Each month's ADT appears as a percentage of the annual average for the fiscal year, which shows the deviation of the monthly average from the annual average. The variations in monthly transactions are in line with historical patterns. As can be seen here, February has the largest peak at 6.7 percent over the annual average and June is 5.4 percent below.

Table 3-5
Monthly Seasonal Variation in Toll Transactions
Midpoint Memorial Bridge

Month	Number of Days in Month	Total Toll Transactions	Average Daily Traffic	Seasonal Factor
October	31	746,867	24,100	1.008
November	30	710,754	23,700	0.992
December	31	723,573	23,300	0.975
January	31	752,884	24,300	1.017
February	28	713,483	25,500	1.067
March	31	777,098	25,100	1.050
April	30	748,299	24,900	1.042
May	31	741,434	23,900	1.000
June	30	677,428	22,600	0.946
July	31	717,425	23,100	0.967
August	31	726,121	23,400	0.979
September	30	686,700	22,900	0.958
Average		726,839	23,900	1.000
Total Year	365	8,722,066		100.0

Source: Lee County Daily Class/Traffic Type Reports

Figure 3-4
Variation in Average Daily Toll Transactions, by Month
Midpoint Memorial Bridge



Source: Lee County Daily Class/Traffic Type Reports

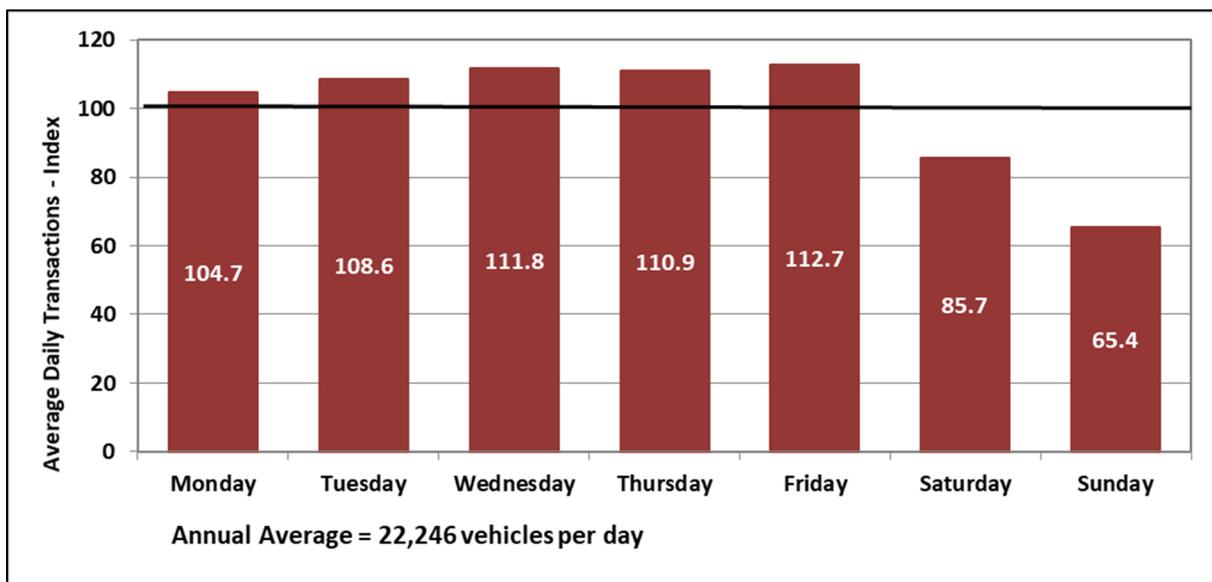
DAY-OF-WEEK TOLL TRANSACTION VARIATIONS

Fluctuations in toll transactions by day-of-week were also reviewed to provide additional insight into the operating characteristics of the facility. Typically, commuter-oriented roadways such as the Midpoint Memorial Bridge experiences consistently high toll transaction volumes throughout the work week with lower volumes on the weekends.

This analysis compares total toll transactions by day of the week. This data is presented as an index, where the annual average daily traffic equals 100. An index value of 100 for a given day of the week would indicate that day's transactions were precisely the same volume as the facility average. A value of 120 would indicate a day that has 20 percent greater volume than the average.

As shown in **Figure 3-5**, FY 2019 weekday toll transaction volumes on the Midpoint Memorial Bridge remained relatively consistent over the course of the five-day work week and are higher than the average. Transactions were highest on Fridays, with an index value of 112.7 (12.7 percent higher than the average day), and volumes on Tuesday, Wednesday, and Thursday were relatively similar. Bridge transactions decline significantly on Saturdays and Sundays, which have index values of 85.7 and 64.2, respectively. This pattern, as mentioned above, is typical of a toll facility primarily serving commuter traffic. These results are very consistent with those seen in prior years.

Figure 3-5
Variations in Toll Transactions, by Day
Midpoint Memorial Bridge



Source: Lee County Daily Class/Traffic Type Reports, Lee County Toll Operations 15-minute transaction records

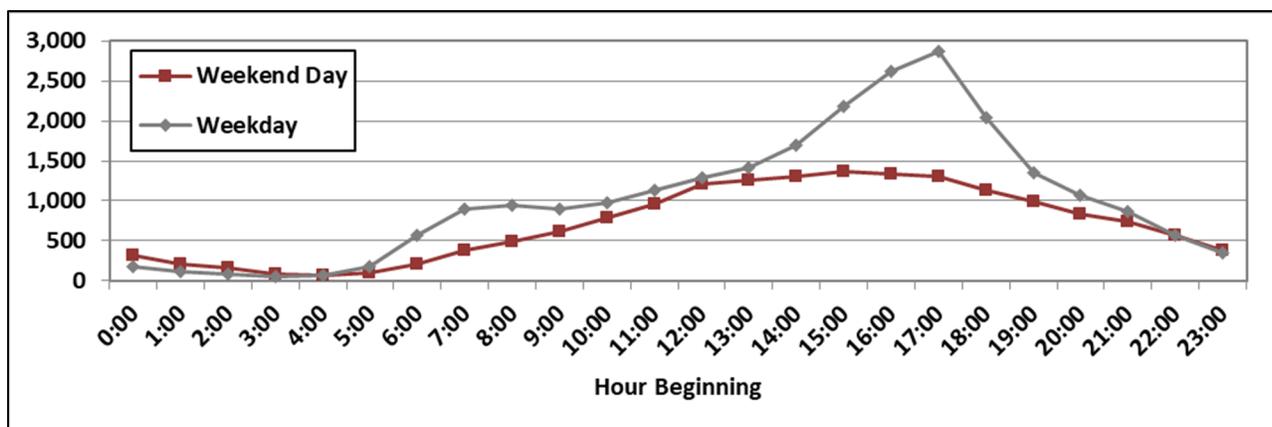
HOURLY TOLL TRANSACTION VARIATIONS

This analysis involves a review of toll transaction patterns by hour for the Midpoint Memorial Bridge. Weekday and weekend toll transactions are presented separately due to significant differences in respective traffic patterns. As with the data presented previously, the estimates 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 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 transactions throughout the day. For instance, if a prominent afternoon peak is observed on weekdays in the tolled direction, this is likely due to daily commuters, and it can be inferred that a similar morning peak occurs 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 is westbound (away from Fort Myers and toward Cape Coral).

The weekday and weekend day hourly toll transaction profiles on the Midpoint Memorial Bridge are shown in **Figure 3-6**. On both weekdays and weekend days, westbound toll transaction volumes gradually increase throughout the day, peaking in the late afternoon. On weekdays, the afternoon peak is quite steep, reaching nearly 3,000 vehicles per hour 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 toll 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 an average peak hour volume of 2,860 vehicles per hour between 5:00 and 6:00 p.m. The peak-hour volume represents approximately 11.7 percent of total weekday toll transactions in the tolled direction. After 6:00 p.m. toll transactions drop precipitously, returning to late morning levels by 7:00 p.m. On weekend days, neither the modest morning nor the significant afternoon peaks are present. Instead, transactions increase gradually from approximately 6:00 a.m. until mid-afternoon, reaching a peak of 1,370 average peak hour vehicles in the 3:00 p.m. hour. After 5:00 p.m. toll transaction volumes decline steadily.

Figure 3-6
Hourly Toll Transaction Profile
Midpoint Memorial Bridge



Source: Lee County Toll Operations 15-minute transaction records

FUTURE IMPROVEMENTS AND PLANS

Several projects were identified in the Lee County Capital Improvement Program (CIP) for future years including replacement of the entire toll system. A review of the FY 2019/2020 through FY 2023/2024 Lee County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) revealed no other significant short-term planned improvements that would directly affect traffic on the Midpoint Memorial Bridge. Long-term, the Lee County MPO 2045 Long-Range Transportation Plan (LRTP) does not include any planned improvements for Midpoint Memorial Bridge.

ANNUAL EVENTS

Every year the Midpoint Memorial Bridge is the site of the Veterans Day Midpoint Madness 5K footrace. It is held annually on Veterans Day weekend and in FY 2019 the bridge was closed to vehicular traffic on November 12th, 2018 between 6:00 PM and 9:00 PM. The race, which typically attracts 800 racers, started on the Midpoint Memorial Bridge at the McGregor Boulevard overpass on the Fort Myers side and crossed the Caloosahatchee River towards Cape Coral and back on the bridge to the finish line at the entrance to Royal Palm Square Shopping Center. The race benefited the Lee County YMCA, who has hosted the event for several years.



Photo Courtesy of WFTX-TV/Fox 4

CHAPTER 4

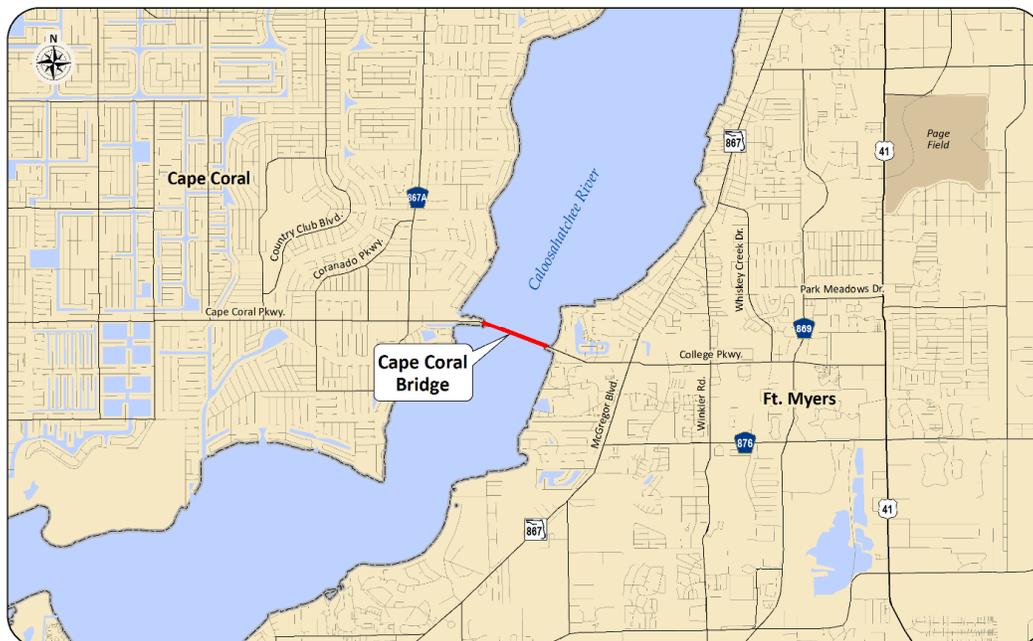
CAPE CORAL BRIDGE

FACILITY PROFILE

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 4-1**. Tolls were removed from the crossing in 1974 and then reintroduced in 1989 to help finance the construction of the second, parallel span. Currently, the original span carries two lanes of traffic in the westbound direction while the newer span carries two lanes of traffic in the eastbound direction. As with the Midpoint Memorial Bridge, one-way tolling was implemented in November 2007. The toll plaza was reconstructed after the conversion to one-way tolling and the remaining eastbound tolling infrastructure was demolished. The reconstruction was completed by November 2012.



Figure 4-1
Cape Coral Bridge Location Map



Facility Capacity: Like the Midpoint Memorial Bridge, the Cape Coral Bridge, which is designed for speeds of 50 mph, can accommodate no more than 3,240 vehicles per hour per direction to maintain a LOS “D” according to the FDOT Quality/LOS Handbook – 2013 Generalized Service Volume Tables. Based on the generalized tables, the bridge is capable of accommodating an average of 65,600 vehicles per day to maintain a LOS “D.” As with the Midpoint Memorial Bridge, the Cape Coral Bridge toll plaza is not a capacity issue for the facility in that the cash lanes are separated from the two, free-flow, open road tolling (ORT) lanes and there is plenty of storage for cash-lane transactions.

HISTORICAL TOLL TRANSACTIONS AND REVENUES

This section contains a summary of detailed toll transaction and revenue performance for the Cape Coral Bridge through Fiscal Year 2019, with an emphasis on historical trends. The historical trend analysis takes into account extenuating factors which may have affected toll transaction and revenue performance, such as toll rate increases, highway construction and major weather events. The information presented in this section is derived from LeeDOT administration records and may differ slightly from values presented elsewhere in this report, which are derived from operational records and sample data.

Historical toll transaction and revenue data for the Cape Coral Bridge are presented in **Table 4-1**. Toll transaction 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. The Cape Coral and Midpoint Memorial Bridges were converted to one-way tolling in FY 2008, which contributed to the decrease in transactions. In FY 2008, the first signs of the Great Recession appeared with declines in transaction and revenue growth through FY 2010. Unlike the Midpoint Memorial Bridge, however, toll transactions increased slightly in FY 2011, rising 0.2 percent over the previous year. Revenue increased as well, following three consecutive years of decline. FY 2011 was the first year of recovery after the Great Recession. However, in FY 2012 both toll transactions and revenue declined by 3.4 percent and 2.0 percent, respectively, as a result of construction activity and lane closures on the facility. In FY 2013 toll transactions rebounded with an increase of 3.2 percent and an increase in toll revenues of 4.1 percent. Both toll transactions and revenues increased in FY 2014 and FY 2015 over the prior years. In FY 2016, toll transactions and toll revenues increased by 3.0 percent and 4.8 percent over FY 2015.

Between FY 2016 and FY 2017, due to Hurricane Irma, toll transactions declined 2.4 percent and toll revenues declined by 1.3 percent. This is the first decline in both transactions and revenues since FY 2012. This decline in both toll transactions and revenues can be attributed to the negative impacts of toll suspensions on Lee County facilities during Hurricane Irma in September 2017.

In FY 2018, toll transactions increased by 3.6 percent and toll revenues increased by 4.0 percent over 2017. The significant increase in FY 2018 compared to FY 2017 can partially be attributed to the effects of Hurricane Irma on FY 2017 transactions and revenues. In FY 2019, Hurricane Dorian, a category 4 hurricane, travelled along the east coast of Florida over the Labor Day weekend, but tolls were not suspended on the Cape Coral Bridge. For FY 2019 toll transactions increased by 1.1 percent and toll revenues increased by 4.4 percent over 2018.

The Cape Coral Bridge annual toll transactions and toll revenue trends including annual growth are also presented visually in **Figure 4-2** and **Figure 4-3**.

Table 4-1
Cape Coral Bridge Toll Transactions and Revenues
FY 1990 – 2019

Fiscal Year	Toll 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 ⁵	17,263,048	-1.1	\$ 14,124,429	0.9
2008 ⁶	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 ⁷	7,069,408	-3.4	\$ 12,086,478	-2.0
2013 ⁸	7,295,664	3.2	\$ 12,586,175	4.1
2014	7,669,064	5.1	\$ 13,685,953	8.7
2015	8,022,636	4.6	\$ 14,327,080	4.7
2016	8,266,891	3.0	\$ 15,014,104	4.8
2017 ⁹	8,071,717	-2.4	\$ 14,818,782	-1.3
2018	8,364,186	3.6	\$ 15,416,219	4.0
2019	8,453,337	1.1	\$ 16,101,310	4.4

Source: Lee County Daily Class/Traffic Type Reports

(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) New violation enforcement system implemented in January 2007.

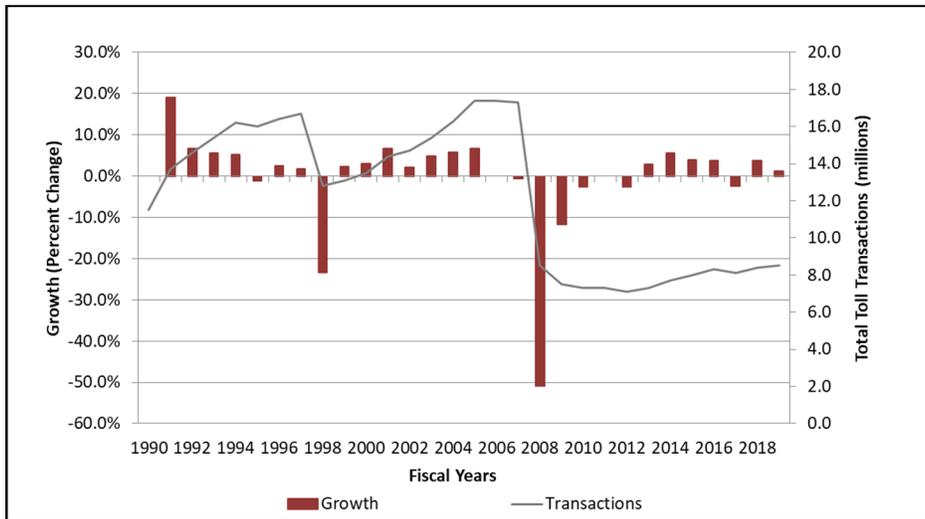
(6) One-way tolling introduced on November 1, 2007.

(7) Toll plaza reconstruction, including construction of high-speed ORT lanes and demolition of unused Eastbound lanes completed November 2012.

(8) Reconstruction of Cape Coral Bridge toll plaza completed in November 2012.

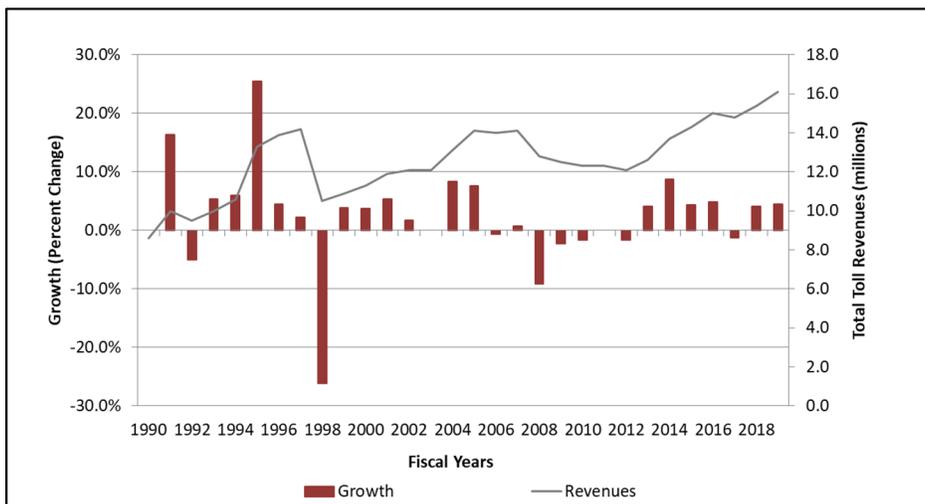
(9) Effects of Hurricane Irma in September 2017.

Figure 4-2
Cape Coral Bridge Historical Toll Transactions and Annual Growth
FY 1990 – 2019



Source: Lee County Daily Class/Traffic Type Reports

Figure 4-3
Cape Coral Bridge Historical Toll Revenues and Annual Growth
FY 1990 – 2019



Source: Lee County Daily Class/Traffic Type Reports

The monthly toll transactions and average weekday transactions for the two most recent fiscal years are presented in **Table 4-2**. The Cape Coral Bridge has similar volumes of traffic and generally serve the same market as the Midpoint Memorial Bridge. Both bridges experienced an increase in monthly toll transactions in FY 2019, but both bridges showed a slight decline in average weekday transactions. The Cape Coral Bridge experienced a decline in transactions in October, November, December, and June. The declines in October through December can partially be attributed to the new transponders issued by interoperability agencies not being recognized by the Lee County system. The decline in June can be attributed to one less weekday compared to the prior year. The Cape Coral Bridge average weekday transactions declined slightly by 0.4 percent compared to FY 2018.

Table 4-2
Comparison of FY 2018 and FY 2019 Monthly Toll Transactions
Cape Coral Bridge

Month	Monthly Toll Transactions		FY 2019	Average Weekday Transactions		
	FY 2018	% Change		FY 2018	% Change	FY 2019
October	713,587	-0.3%	711,549	24,300	-2.9%	23,600
November	703,073	-1.1%	695,098	24,300	-2.1%	23,800
December	705,604	-1.6%	694,379	24,000	-3.3%	23,200
January	738,901	1.6%	750,809	24,700	1.2%	25,000
February	714,889	1.0%	721,979	26,600	-0.4%	26,500
March	788,763	0.5%	792,341	26,500	1.1%	26,800
April	722,282	3.6%	748,239	25,400	0.8%	25,600
May	692,268	2.9%	712,219	23,200	0.4%	23,300
June	651,804	-0.8%	646,503	22,800	-0.4%	22,700
July	642,897	2.2%	656,881	21,500	0.0%	21,500
August	667,415	1.4%	676,887	22,200	2.7%	22,800
September	622,703	3.8%	646,453	22,100	2.3%	22,600
Total	8,364,186	1.1%	8,453,337	24,000	-0.4%	23,900

Source: Lee County Daily Class/Traffic Type Reports, Lee County Toll Operations 15-minute transaction records

A full breakdown of Cape Coral Bridge transactions by class and payment method during FY 2018 and FY 2019 is provided in **Table 4-3**. As indicated, LeeWay Unlimited declined by 13,463 transactions, or 2.4 percent. Reduced Fare transactions also declined during 2019, by 1.2 percent. Overall discount program transactions declined by 1.4 percent. LeeWay transactions in the full fare and variable discount categories grew by 3.0 and 4.9 percent, respectively. Cash transactions also grew by 2.0 percent. Overall, Full Fare transactions grew by 2.6 percent.

In terms of the relative distribution of various payment categories, no single category's share changed by more than 1 percent. In total, the movement toward more full fare transactions resulted in a 0.9 percent switch in the share of reduced fare transactions to full fare transactions.

Table 4-3
Comparison of FY 2018 and FY 2019 Annual Transactions by Payment and Vehicle Type
Cape Coral Bridge

Full Fare (2 Axle Vehicles)	FY 2018	% Market Share	FY 2019	% Market Share	Change	% Change	% Change in Market Share
Full Fare Cash	2,867,705	34.3%	2,923,764	34.6%	56,059	2.0%	0.3%
Full Fare LeeWay	1,799,631	21.5%	1,854,495	21.9%	54,864	3.0%	0.4%
Full Fare LeeWay Variable Discount	526,883	6.3%	552,832	6.5%	25,949	4.9%	0.2%
Subtotal – Full Fare	5,194,219	62.1%	5,331,091	63.1%	136,872	2.6%	1.0%
LeeWay Discounted Programs (2 Axle Vehicles)							
LeeWay Reduced Fare	1,910,231	22.8%	1,881,698	22.3%	-28,533	-1.5%	-0.6%
LeeWay Reduced Fare Variable Discount	556,638	6.7%	555,390	6.6%	-1,248	-0.2%	-0.1%
Subtotal – Reduced Fare	2,466,869	29.5%	2,437,088	28.8%	-29,781	-1.2%	-0.7%
LeeWay Unlimited	549,761	6.6%	536,298	6.3%	-13,463	-2.4%	-0.2%
Subtotal – LeeWay Discounted Programs	3,016,630	36.1%	2,973,386	35.2%	-43,244	-1.4%	-0.9%
All Vehicles							
Motorcycles	38,261	0.5%	37,097	0.4%	-1,164	-3.0%	0.0%
3+ Axle Vehicles - Cash	46,880	0.6%	44,071	0.5%	-2,809	-6.0%	0.0%
3+ Axle Vehicles - ETC	68,196	0.8%	67,692	0.8%	-504	-0.7%	0.0%
Subtotal – 2-Axle Vehicles	8,210,849	98.2%	8,304,477	98.2%	93,628	1.1%	0.1%
Subtotal – Toll-Paying Traffic	8,364,186		8,453,337		89,151	1.1%	
Exempt/Non-Revenue	42,291		44,621		2,330	5.5%	
Total	8,406,477		8,497,958		91,481	1.1%	

Source: Lee County Daily Class/Traffic Type Reports

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

In terms of comparative performance, overall toll revenues on the Cape Coral Bridge were up by 1.4 percent in FY 2019. Total LeeWay Reduced Fare revenue declined by \$23,935, or 0.7 percent. Full Fare LeeWay and Full Fare LeeWay Variable Discount programs posted gains of 3.0 and 4.9 percent, respectively, accounting for \$148,652 in revenue. Full Fare Cash also show a 2.0 percent increase, accounting for \$112,118 in revenue. The largest decrease in terms of absolute revenue was LeeWay Reduced Fare revenue, which generated \$28,533 less in FY 2019 than FY 2018, a decline of 1.5 percent. Revenue also declined by 3.0 percent in the motorcycle revenue category, accounting for a loss of \$1,164 compared to FY 2018.

**Table 4-4
Comparison of FY 2018 and FY 2019 Estimated Annual Revenue by Payment and Vehicle Type
Cape Coral Bridge**

Full Fare (2 Axle Vehicles)	FY 2018	% Market Share	FY 2019	% Market Share	Change	% Change	% Change in Market Share
Full Fare Cash	\$ 5,735,410	39.4%	\$ 5,847,528	39.6%	\$ 112,118	2.0%	0.2%
Full Fare LeeWay	\$ 3,599,262	24.7%	\$ 3,708,990	25.1%	\$ 109,728	3.0%	0.4%
Full Fare LeeWay Variable Discount	\$ 790,325	5.4%	\$ 829,248	5.6%	\$ 38,924	4.9%	0.2%
Subtotal – Full Fare	\$ 10,124,997	69.5%	\$ 10,385,766	70.3%	\$ 260,770	2.6%	0.8%
LeeWay Discounted Programs (2 Axle Vehicles)							
LeeWay Reduced Fare	\$ 1,910,231	13.1%	\$ 1,881,698	12.7%	\$ (28,533)	-1.5%	-0.4%
LeeWay Reduced Fare Variable Discount	\$ 417,479	2.9%	\$ 416,543	2.8%	\$ (936)	-0.2%	0.0%
LeeWay Reduced Fare Program Sales	\$ 914,625	6.3%	\$ 920,159	6.2%	\$ 5,534	0.6%	-0.1%
Subtotal – Reduced Fare	\$ 3,242,335	22.2%	\$ 3,218,399	21.8%	\$ (23,935)	-0.7%	-0.5%
LeeWay Unlimited Program Sales	\$ 639,539	4.4%	\$ 628,781	4.3%	\$ (10,759)	-1.7%	-0.1%
Subtotal – LeeWay Discounted Programs	\$ 3,881,874	26.6%	\$ 3,847,180	26.0%	\$ (34,694)	-0.9%	-0.6%
All Vehicles							
Motorcycles	\$ 38,261	0.3%	\$ 37,097	0.3%	\$ (1,164)	-3.0%	0.0%
3+ Axle Vehicles - Cash	\$ 236,410	1.6%	\$ 220,652	1.5%	\$ (15,758)	-6.7%	-0.1%
3+ Axle Vehicles - ETC	\$ 293,147	2.0%	\$ 292,964	2.0%	\$ (183)	-0.1%	0.0%
Subtotal – 2-Axle Vehicles	\$ 14,006,870	96.1%	\$ 14,232,946	96.3%	\$ 226,076	1.6%	0.2%
Total	\$ 14,574,688		\$ 14,783,659	100.0%	\$ 208,971	1.4%	

Source: Lee County Daily Class/Traffic Type Reports

SEASONAL TOLL TRANSACTION VARIATIONS

This section contains an analysis of seasonal patterns. In the tables that follow, monthly total toll transaction volumes are normalized to average daily traffic, adjusting for the varying numbers of days in each month. Using the monthly average allows for an easy comparison of the variations in relative travel demand across each facility at different times of the year. As previously mentioned, transactions and revenue were collected in the westbound direction only.

The FY 2019 monthly seasonal toll transaction variations for the Cape Coral Bridge are presented in **Table 4-5**. As shown, the pattern is quite similar to that of the Midpoint Memorial Bridge. The annual average of 23,200 vehicles per day is slightly lower than the 23,900 vehicles per day on the Midpoint Memorial Bridge. The monthly average peaked in February 2019, totaling 25,800 vehicles per day, while the lowest average of 21,200 vehicles per day occurred in July 2019. These monthly averages represent a range of 11.2 percent above to 8.6 percent below the annual average, indicating considerably more month-to-month variation on the Cape Coral Bridge than on 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 4-5
Monthly Seasonal Variation in Toll Transactions
Cape Coral Bridge

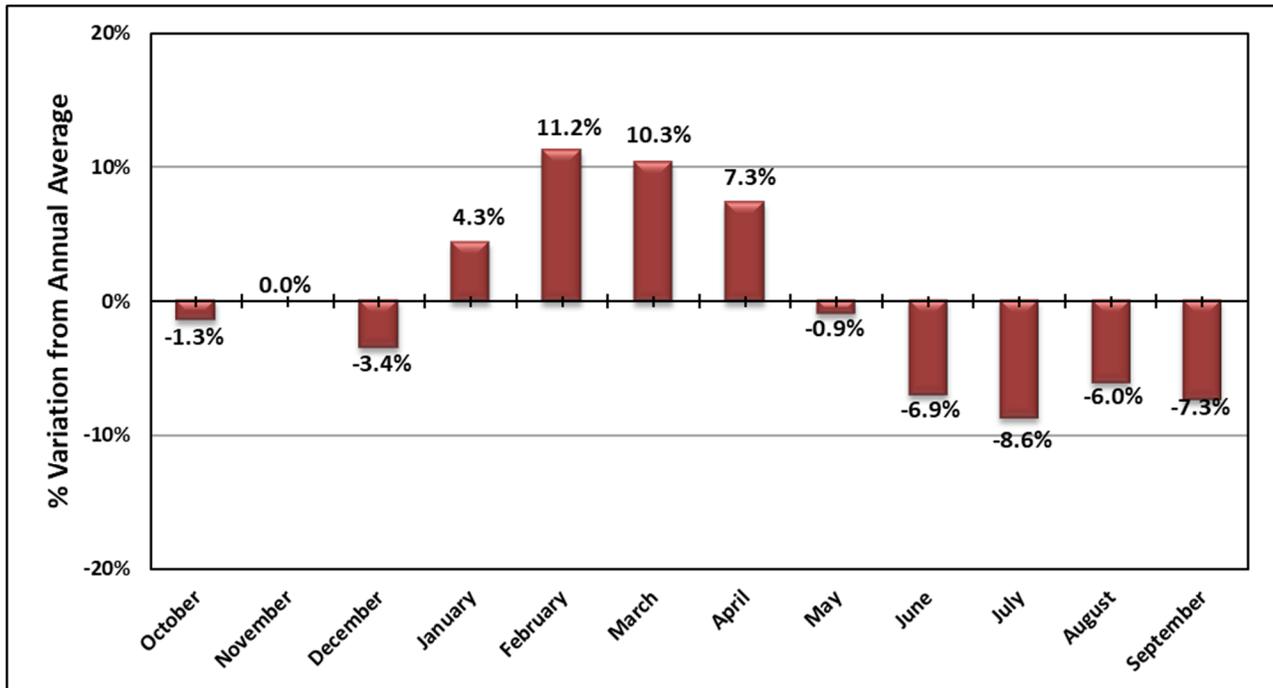
Month	Number of Days in Month	Total Toll Transactions	Average Daily Traffic	Seasonal Factor
October	31	711,549	22,900	0.987
November	30	695,098	23,200	1.000
December	31	694,379	22,400	0.966
January	31	750,809	24,200	1.043
February	28	721,979	25,800	1.112
March	31	792,341	25,600	1.103
April	30	748,239	24,900	1.073
May	31	712,219	23,000	0.991
June	30	646,503	21,600	0.931
July	31	656,881	21,200	0.914
August	31	676,887	21,800	0.940
September	30	646,453	21,500	0.927
Average		704,445	23,200	1.000
Total Year	365	8,453,337		

Source: Lee County Daily Class/Traffic Type Reports

Monthly average daily traffic variations are presented graphically in **Figure 4-4**. Like the Midpoint Memorial Bridge, distribution of Cape Coral Bridge toll transactions 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 represented the most “average” period of the year, followed by a peak in toll transactions in the winter/early spring and a decline in the 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 slightly more prominent than on the Midpoint Memorial Bridge.

Figure 4-4
Variation in Average Daily Toll Transactions, by Month
Cape Coral Bridge



Source: Lee County Daily Class/Traffic Type Reports

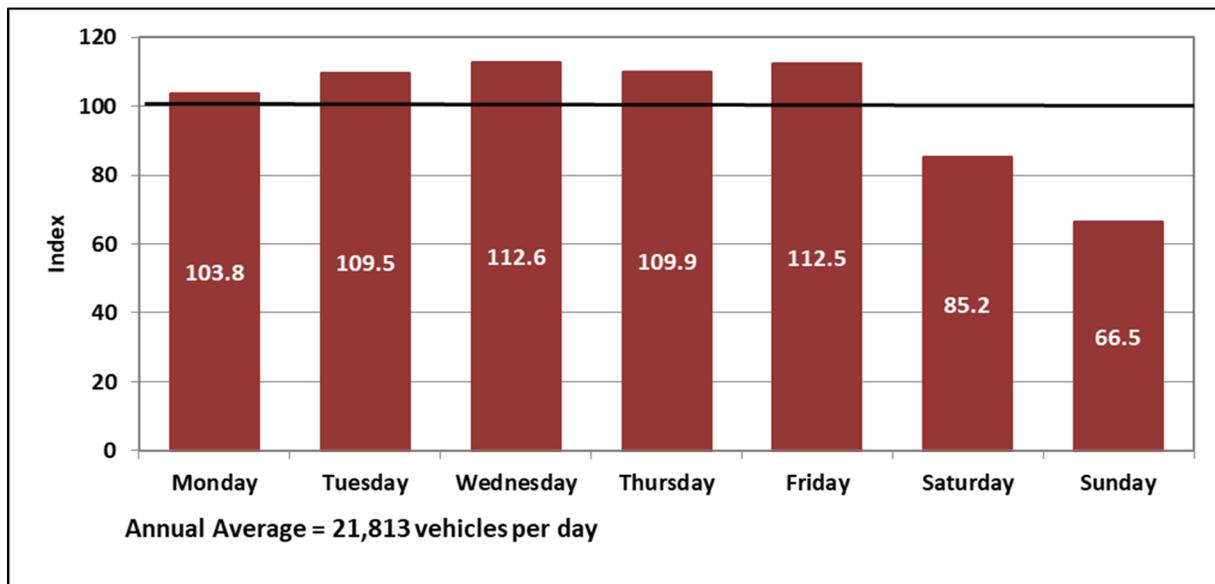
DAY-OF-WEEK TOLL TRANSACTION VARIATIONS

Fluctuations in toll transactions by day-of-week were also reviewed to provide additional insight into the operating characteristics of the facility. Typically, commuter-oriented roadways such as the Cape Coral Bridge experience consistently high toll transaction volumes throughout the work week with volumes declining on the weekends.

This analysis compares toll transactions by day of the week. This data is presented as an index, where the annual average daily 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 average. A value of 120 would indicate a day that has 20 percent greater volume than the average.

The FY 2019 daily variations in toll transactions on the Cape Coral Bridge are shown in **Figure 4-5**. On the Cape Coral Bridge, Monday toll transactions were 3.8 percent above average. Indexed transaction volumes from Tuesday through Friday ranged from 109.5 to 112.6, with Wednesday being the peak day. Toll transaction volumes were lower on Saturdays and Sundays when volumes were 85.2 percent and 66.5 percent of annual average, respectively. In general, the Cape Coral profile is similar to the pattern observed on the Midpoint Memorial Bridge.

Figure 4-5
Variations in Toll Transactions, by Day
Cape Coral Bridge



Source: Lee County Daily Class/Traffic Type Reports, Lee County Toll Operations 15-minute transaction records

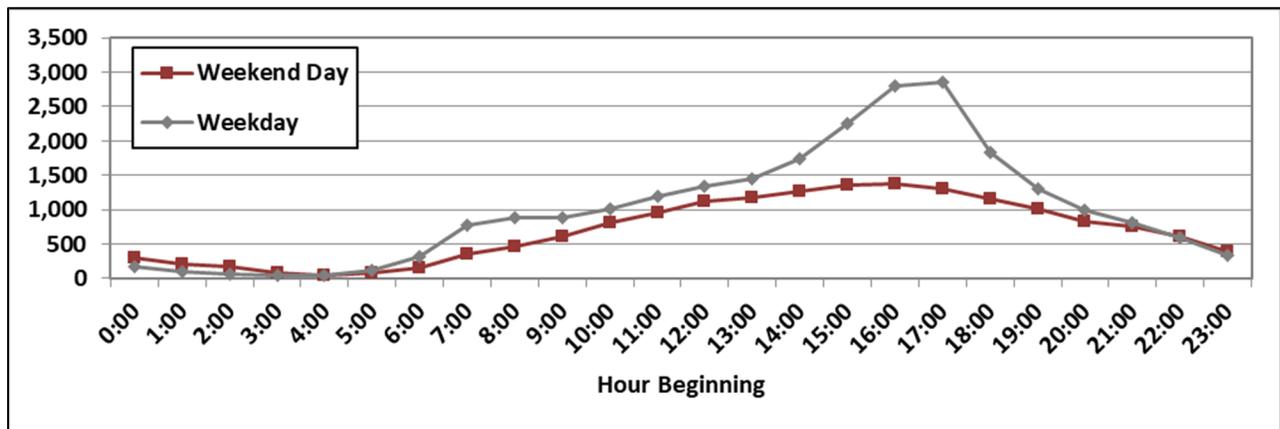
HOURLY TOLL TRANSACTION VARIATIONS

This section contains a review of toll transaction patterns by hour of the day for the Cape Coral Bridge. Weekday and weekend toll transactions are presented separately due to significant differences in respective transaction patterns. As with the data presented previously, the values used in this analysis were developed from unaudited counts at the lane level. Analysis of annual totals and financial documents presented elsewhere in this chapter are based on audited year-end

reports and may not agree with the data presented here. It is important to keep in mind that data is available in the tolled direction only when observing the peaking patterns of toll transactions throughout the day. For instance, if a prominent afternoon peak is observed on weekdays in the tolled direction, this is likely due to daily commuters, and it can be inferred that a similar morning peak occurs 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 Cape Coral Bridge is westbound (away from Fort Myers and toward Cape Coral), just as on the Midpoint Memorial Bridge.

Hourly variations in toll transactions on the Cape Coral Bridge are similar to those observed on the Midpoint Memorial Bridge. As shown in **Figure 4-6**, westbound toll transactions on weekdays increase gradually 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 p.m. and 6:00 p.m., with an average peak hour volume of 2,860 vehicles per hour, or 12.0 percent of the weekday total. Toll transactions on weekend days also behave similarly to the Midpoint Memorial Bridge, growing at a pace parallel to weekday toll transactions up through 2:00 p.m., though more steadily and without a morning peak. After 2:00 p.m., the rate of growth in toll transactions slows, reaching a peak of 1,370 average peak hour vehicles per hour between 4:00 p.m. and 5:00 p.m. followed by a steady decline.

Figure 4-6
Hourly Toll Transaction Profile
Cape Coral Bridge



Source: Lee County Toll Operations 15-minute transaction records

FUTURE IMPROVEMENTS AND PLANS

Several projects were identified in the Lee County Capital Improvement Program (CIP) for future years including replacement of the entire toll system and the replacement of the westbound span of the Cape Coral Bridge. No other short-term facility improvements impacting the Cape Coral Bridge were identified in the MPO's TIP or the LRTP.

ANNUAL EVENTS

On the 4th of July, the City of Cape Coral holds its annual City of Cape Coral Red, White and Boom event. The Cape Coral Bridge is the site of several activities including the Freedom 5K and a vantage point for the fireworks show. In FY 2019 the bridge was closed to vehicular traffic from 3:00 AM on July 4, 2019 through 3:00 AM on July 5, 2019.



Photo Courtesy of The News-Press

CHAPTER 5

SANIBEL CAUSEWAY

FACILITY PROFILE

Replacing a ferry which had operated between Sanibel Island and mainland Fort Myers, the Sanibel Causeway opened to traffic in 1963. Its location is shown in **Figure 5-1**. The Causeway consists of three bridges and roadways 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 that was completed in early September 2007.



Figure 5-1
Sanibel Causeway Location Map



Facility Capacity: According to the FDOT Quality/LOS Handbook – 2013 Generalized Service Volume tables, a two-lane undivided highway facility with posted speeds of 30 mph, such as the Sanibel Causeway, has a capacity of 1,190 vehicles per direction per hour for LOS “D” for uninterrupted flow highways in transitioning areas. The average capacity is 24,200 vehicles per day for LOS “D.” This capacity is reduced in the westbound direction by toll plaza activities. All customers must use either the two cash lanes or the one ETC dedicated lane. The bridge capacity is also constrained by the ability of the island’s transportation infrastructure to absorb incoming traffic.

HISTORICAL TOLL TRANSACTIONS AND REVENUES

This section contains a summary of detailed transaction and toll revenue performance for the Sanibel Causeway toll facility through Fiscal Year 2019, with an emphasis on historical trends. The historical trend analysis considers 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 section is derived from LeeDOT administration records and may differ slightly from values presented elsewhere in this report, which are derived from operational records and sample data. The historical toll transaction and revenue trends for the Sanibel Causeway from FY 1988 to the current reporting year are presented in **Table 5-1**.

Total toll transactions on the Sanibel Causeway have dropped a total of 4.7 percent from a peak of nearly 3.5 million toll transactions in FY 2001 to nearly 3.3 million in FY 2019. The last decade included multiple toll rate adjustments and several significant hurricane disruptions that contributed to this result. It is worth noting in November 2004 (FY 2005), tolls were doubled from \$3 to \$6, followed by a reduction in transactions. Such a large increase in tolls can have long-lasting effects on travel decisions. However, the toll was reduced to \$2 the following year in November 2005 for Reduced Fare transactions. FY 2005 was also impacted by several major hurricanes. Toll transactions began to increase in FY 2007 and FY 2008 by 2.9 percent. However, this growth was followed by declines observed in FY 2009 and FY 2010. This was a reflection of the Great Recession. Toll transaction growth resumed in FY 2011, with transactions increasing by 1.3 percent over the previous year. In FY 2012, toll transactions continued to increase by 2.1 percent over FY 2011. During FY 2012, revenue also increased by 3.1 percent, which reflected the first year of significant revenue growth since FY 2008. This trend continued in FY 2013 through FY 2015 with average toll transaction growth of approximately 3.0 percent per year and average toll revenue growth of nearly 5.0 percent per year. In FY 2016, toll transactions and toll revenues increased by 1.7 percent and 2.2 percent compared to FY 2015.

Between FY 2016 and FY 2017, toll transactions declined 1.8 percent and toll revenues experienced a slight decline. This is the first decline in both transactions and revenues since FY 2010. This decline in both toll transactions and revenues can be attributed to the negative impacts of toll suspensions on Lee County facilities during Hurricane Irma in September 2017.

**Table 5-1
Sanibel Causeway Toll Transactions and Revenues
FY 1988 – 2019**

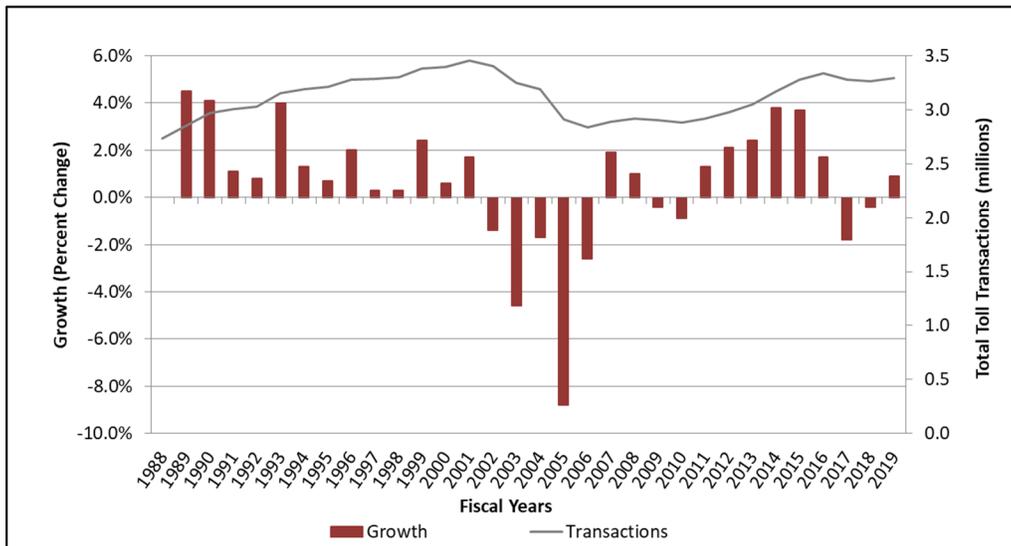
Fiscal Year	Toll Transactions	Percent Change	Total Revenue	Percent Change
1988	2,732,066	--	\$ 4,811,558	--
1989	2,855,493	0.0	\$ 5,069,730	0.1
1990	2,972,682	4.1	\$ 5,353,013	5.6
1991	3,006,723	1.1	\$ 5,413,220	1.1
1992	3,029,627	0.8	\$ 5,493,391	1.5
1993	3,151,127	4.0	\$ 5,736,561	4.4
1994	3,191,541	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
2013	3,050,639	2.4	\$ 13,340,651	4.0
2014	3,165,686	3.8	\$ 14,104,331	5.7
2015	3,282,789	3.7	\$ 14,715,480	4.3
2016	3,337,055	1.7	\$ 15,040,480	2.2
2017 ⁶	3,277,285	-1.8	\$ 15,039,832	0.0
2018	3,264,223	-0.4	\$ 14,790,145	-1.7
2019	3,293,772	0.9	\$ 15,245,980	3.1

Source: Lee County Daily Class/Traffic Type Reports

- (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) Reduced Fare Program transaction 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.
- (6) Effects of Hurricane Irma in September 2017.

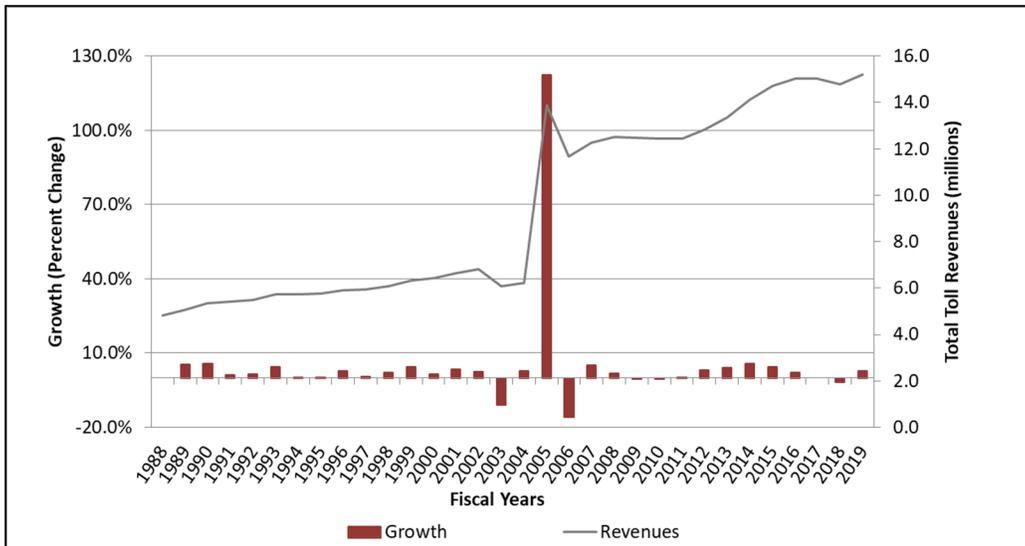
In FY 2018, toll transactions declined 0.4 percent and toll revenues declined 1.7 percent compared to FY 2017. This decline can partially be attributed to continuing recovery efforts after Hurricane Irma in September 2017 (FY 2017). The Sanibel Causeway was also negatively impacted by poor water quality due to red tide and blue green algae blooms during the summer months. The local tourism, hotel and fishing guide industries were also negatively impacted. The 3.3 million toll transactions recorded in FY 2018 were 5.6 percent below the peak of 3.5 million transactions in FY 2001. Since FY 2000, transactions in nine of the last 18 years have declined on the Sanibel Causeway. Several factors over the years have contributed to the decline including toll increases, hurricanes, the Great Recession and lack of economic growth in the area. In FY 2019, toll transactions increased by 0.9 percent from FY 2018 while toll revenues increased by 3.1 percent from FY 2018. The trends in Sanibel Causeway annual toll transactions and toll revenue annual growth are also presented visually in **Figure 5-2** and **Figure 5-3**.

Figure 5-2
Sanibel Causeway Historical Toll Transactions and Annual Growth
FY 1988 – 2019



Source: Lee County Daily Class/Traffic Type Reports

Figure 5-3
Sanibel Causeway Historical Toll Revenues and Annual Growth
FY 1988 – 2019



Source: Lee County Daily Class/Traffic Type Reports

Monthly and average weekday transaction figures for the Sanibel Causeway are presented in **Table 5-2**. In FY 2019, the monthly toll transactions increased by 0.9 percent and average weekday transactions remain unchanged compared to FY 2018. The difference between monthly and average weekday transactions is due to changes in the number of weekdays in the month.

Table 5-2
Comparison of FY 2018 and FY 2019 Monthly Toll Transactions
Sanibel Causeway

Month	Monthly Toll Transactions			Average Weekday Transactions		
	FY 2018	% Change	FY 2019	FY 2018	% Change	FY 2019
October	255,713	-7.0%	237,796	8,300	-8.4%	7,600
November	272,864	-4.7%	259,969	8,900	-3.4%	8,600
December	285,194	-3.7%	274,660	9,200	-4.3%	8,800
January	300,173	1.3%	304,031	9,700	-1.0%	9,600
February	312,052	-1.0%	309,033	11,000	-1.8%	10,800
March	353,856	0.1%	354,351	11,200	0.0%	11,200
April	309,374	1.4%	313,575	10,100	-1.0%	10,000
May	260,992	8.0%	281,872	8,300	3.6%	8,600
June	261,173	-2.2%	255,548	8,300	-1.2%	8,200
July	264,821	-0.4%	263,756	8,200	-1.2%	8,100
August	205,323	13.3%	232,729	6,700	10.4%	7,400
September	182,688	13.0%	206,452	6,200	11.3%	6,900
Total	3,264,223	0.9%	3,293,772	8,800	0.0%	8,800

Source: Lee County Daily Class/Traffic Type Reports, Lee County Toll Operations 15-minute transaction records

The Sanibel Causeway experienced a decline in monthly toll transactions during the months of October, November, December, February, June, and July. Average weekday transactions declined all months except May, August, and September. The slow overall growth on Sanibel Causeway can be attributed to the negative impacts of poor water quality due to red tide and blue-green algae. The local tourism, hotel, and fishing guide industries were negatively impacted. The strong growth in August and September indicates that the facility began recovering from the poor water quality impacts.

A breakdown of the current and previous fiscal year transactions by method of payment and vehicle class for the Sanibel Causeway is presented in **Table 5-3**. As indicated, the largest growth in terms of absolute volume occurred in LeeWay Full Fare transactions, with 29,261 or 5.7 percent more transactions than in FY 2018. Overall, LeeWay discount program transactions decreased by 20,273 or 1.3 percent. Full Fare Cash increased by 1.9 percent and LeeWay Unlimited declined by 1.8 percent. This is much different than the trend seen on the Midpoint Memorial and Cape Coral Bridges.

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 Full Fare LeeWay transactions, which saw a 0.7 percent 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 nearly 50 percent of total transactions, due to the high toll compared to other facilities.

Table 5-3
Comparison of FY 2018 and FY 2019 Annual Transactions by Payment and Vehicle Type
Sanibel Causeway

Full Fare (2 Axle Vehicles)	FY 2018	% Market Share	FY 2019	% Market Share	Change	% Change	% Change in Market Share
Full Fare Cash	1,101,874	33.8%	1,122,387	34.1%	20,513	1.9%	0.3%
Full Fare LeeWay	510,222	15.6%	539,483	16.4%	29,261	5.7%	0.7%
Full Fare LeeWay Variable Discount ⁽¹⁾	0	0.0%	0	0.0%	0	0.0%	0.0%
Subtotal – Full Fare	1,612,096	49.4%	1,661,870	50.5%	49,774	3.1%	1.1%
LeeWay Discounted Programs (2 Axle Vehicles)							
LeeWay Reduced Fare	798,501	24.5%	791,835	24.0%	-6,666	-0.8%	-0.4%
LeeWay Reduced Fare Variable Discount ⁽¹⁾	0	0.0%	0	0.0%	0	0.0%	0.0%
Subtotal – Reduced Fare	798,501	24.5%	791,835	24.0%	-6,666	-0.8%	-0.4%
LeeWay Unlimited	770,775	23.6%	757,168	23.0%	-13,607	-1.8%	-0.6%
Subtotal – LeeWay Discounted Programs	1,569,276	48.1%	1,549,003	47.0%	-20,273	-1.3%	-1.0%
All Vehicles							
Motorcycles	10,115	0.3%	10,777	0.3%	662	6.5%	0.0%
3+ Axle Vehicles - Cash	22,339	0.7%	21,616	0.7%	-723	-3.2%	0.0%
3+ Axle Vehicles - ETC	50,397	1.5%	50,506	1.5%	109	0.2%	0.0%
Subtotal – 2-Axle Vehicles	3,181,372	97.5%	3,210,873	97.5%	29,501	0.9%	0.0%
Subtotal – Toll-Paying Traffic	3,264,223		3,293,772		29,549	0.9%	
Exempt/Non-Revenue	17,667		16,939		-728	-4.1%	
Total	3,281,890		3,310,711		28,821	0.9%	

Source: Lee County Daily Class/Traffic Type Reports

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

Estimated annual toll revenues by payment category for the Sanibel Causeway over the past two fiscal years are presented in **Table 5-4**. 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 toll transactions on the Causeway, with growth in revenue in share of Full Fare Cash and Full Fare LeeWay transactions.

Table 5-4
Comparison of FY 2018 and FY 2019 Estimated Annual Revenue by Payment and Vehicle Type
Sanibel Causeway

Full Fare (2-Axle Vehicles)	FY 2018	% Market Share	FY 2019	% Market Share	Change	% Change	% Change in Market Share
Full Fare Cash	\$ 6,611,244	45.5%	\$ 6,734,322	45.5%	\$ 123,078	1.9%	0.1%
Full Fare LeeWay	\$ 3,061,332	21.1%	\$ 3,236,898	21.9%	\$ 175,566	5.7%	0.8%
Subtotal – Full Fare	\$ 9,672,576	66.5%	\$ 9,971,220	67.4%	\$ 298,644	3.1%	0.9%
LeeWay Discounted Programs (2 Axle Vehicles)							
LeeWay Reduced Fare	\$ 1,597,002	11.0%	\$ 1,583,670	10.7%	\$ (13,332)	-0.8%	-0.3%
LeeWay Reduced Fare Program Sales	\$ 1,077,799	7.4%	\$ 1,077,897	7.3%	\$ 98	0.0%	-0.1%
LeeWay Unlimited Program Sales	\$ 1,526,922	10.5%	\$ 1,493,703	10.1%	\$ (33,219)	-2.2%	-0.4%
Subtotal – LeeWay Discounted Programs	\$ 4,201,724	28.9%	\$ 4,155,270	28.1%	\$ (46,454)	-1.1%	-0.8%
All Vehicles							
Motorcycles	\$ 20,230	0.1%	\$ 21,554	0.1%	\$ 1,324	6.5%	0.0%
3+ Axle Vehicles - Cash	\$ 234,375	1.6%	\$ 226,944	1.5%	\$ (7,431)	-3.2%	-0.1%
3+ Axle Vehicles - ETC	\$ 413,173	2.8%	\$ 416,706	2.8%	\$ 3,533	0.9%	0.0%
Subtotal – 2-Axle Vehicles	\$ 13,874,300	95.4%	\$ 14,126,490	95.5%	\$ 252,190	1.8%	0.1%
Total	\$ 14,542,078		\$ 14,791,694		\$ 249,616	1.7%	

Source: Lee County Daily Class/Traffic Type Reports

SEASONAL TOLL TRANSACTION VARIATIONS

The relative variability of traffic across each facility from one month to the next highlights periods of the year when toll transactions exceed or drop below the normal pattern. For instance, a bridge that accommodates a large number of tourism-related trips will exhibit considerable variation, with peak toll transactions occurring during holidays and typical vacation months. By contrast, facilities used predominantly by commuters or with a large proportion of Interstate commercial traffic tend to have more consistent year-round levels of toll transactions. In the tables that follow, monthly total toll transaction volumes are normalized to average daily traffic, adjusting for the varying numbers of days in each month. Using monthly averages allows for an easy comparison of the variations in relative travel demand across each facility at different times of the year. Transactions only include the tolled westbound direction of travel.

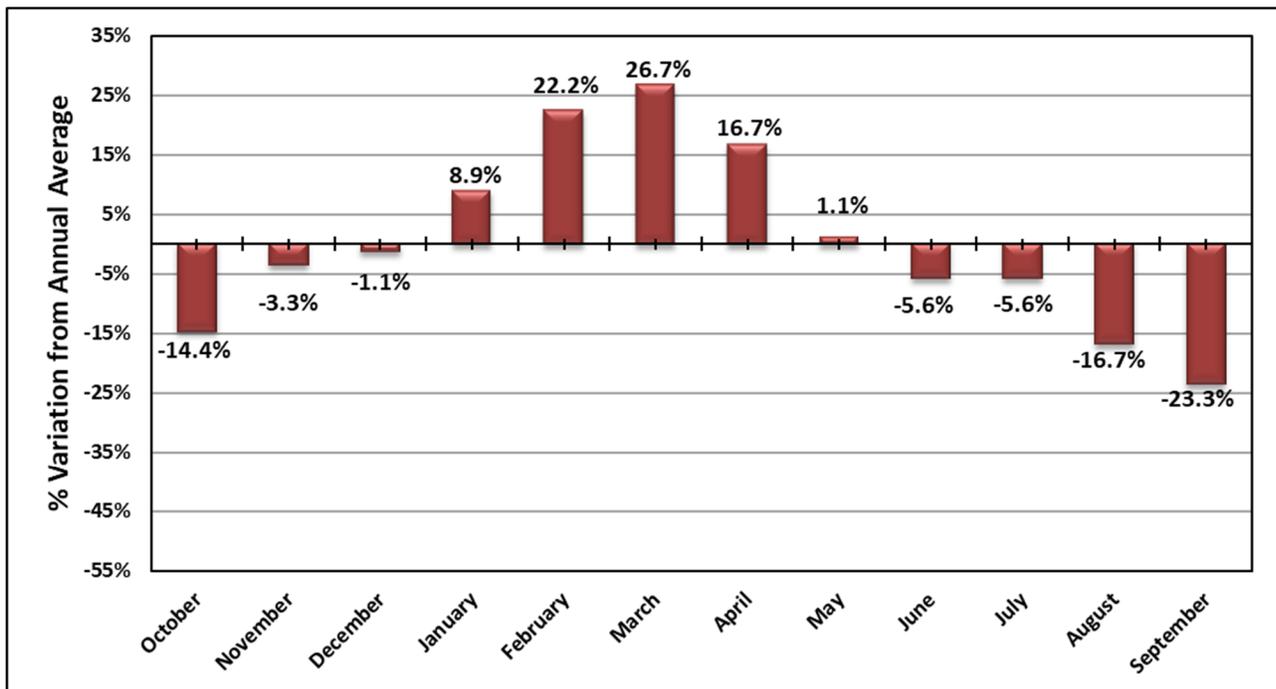
As shown in **Table 5-5** and illustrated in **Figure 5-4**, the Sanibel Causeway exhibits a similar pattern with more significant seasonal peaking characteristics compared to the Cape Coral and Midpoint Memorial Bridges. March, the busiest month both historically and during FY 2019, experienced an average of 11,400 vehicles per day. September was the lightest month for toll transactions on the Sanibel Causeway, with an average of 6,900 vehicles per day. All three facilities experienced peak demand during the months of February and March.

Table 5-5
Monthly Seasonal Variation in Toll Transactions
Sanibel Causeway

Month	Number of Days in Month	Total Toll Transactions	Average Daily Traffic	Seasonal Factor
October	31	237,796	7,700	0.856
November	30	259,969	8,700	0.967
December	31	274,660	8,900	0.989
January	31	304,031	9,800	1.089
February	28	309,033	11,000	1.222
March	31	354,351	11,400	1.267
April	30	313,575	10,500	1.167
May	31	281,872	9,100	1.011
June	30	255,548	8,500	0.944
July	31	263,756	8,500	0.944
August	31	232,729	7,500	0.833
September	30	206,452	6,900	0.767
Average		274,481	9,000	1.000
Total Year	365	3,293,772		

Source: Lee County Daily Class/Traffic Type Reports

Figure 5-4
Variation in Average Daily Toll Transactions, by Month
Sanibel Causeway



Source: Lee County Daily Class/Traffic Type Reports

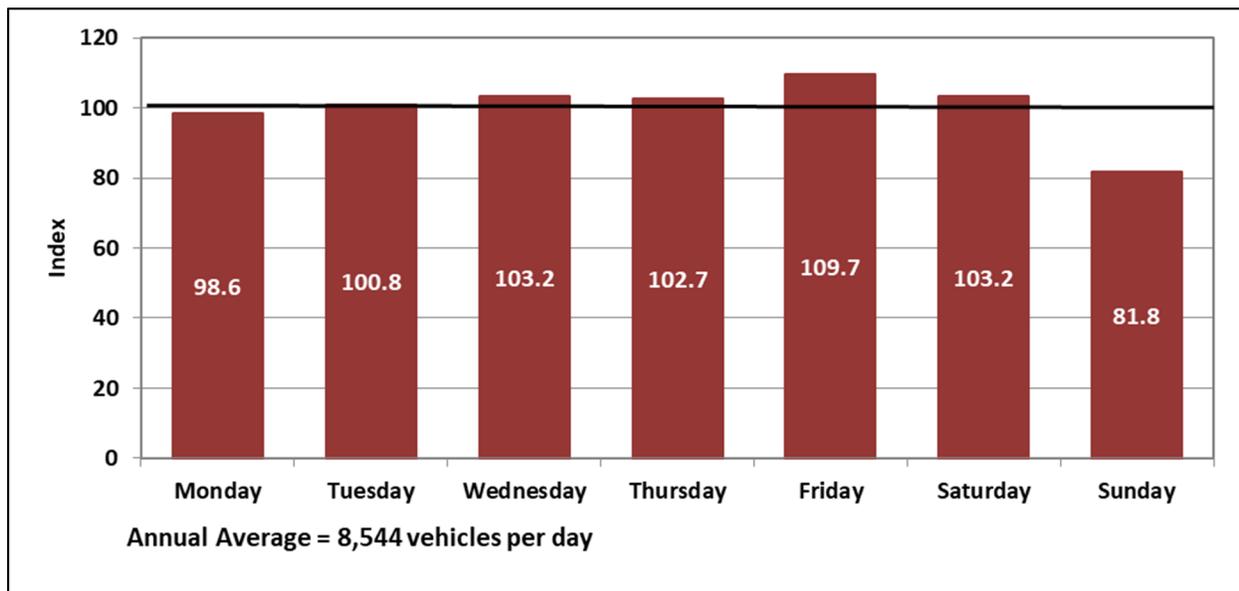
DAY-OF-WEEK TOLL TRANSACTION VARIATIONS

Fluctuations in toll transactions by day of week were also reviewed to provide additional insight into the operating characteristics of the facility. A facility like the Sanibel Causeway which accommodates a substantial number of leisure trips may experience higher toll transaction volumes on weekends and holidays as compared with commuter facilities. The transactions used here refer to westbound travel only; the only tolled direction.

This analysis compares toll transactions by day of the week. This data is presented as an index, where the annual average 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 average. A value of 120 would indicate a day that has 20 percent greater volume than the average.

The variation in daily toll transactions during FY 2019 on the Sanibel Causeway exhibits a usage trend that is substantially different from the Midpoint Memorial and Cape Coral Bridges. This reflects Sanibel Island's orientation toward tourism. As shown in **Figure 5-5**, toll transaction volumes rose gradually throughout the week, from 98.6 percent of the average on Mondays to a peak of 109.7 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 103.2. Sundays were typically the lightest traveled days with a volume that is 81.8 percent of the average. This is still a considerably higher index value than was observed on the other two toll facilities, where average Sunday toll transactions were approximately 65 percent of the average.

Figure 5-5
Variations in Toll Transactions, by Day
Sanibel Causeway



Source: Lee County Daily Class/Traffic Type Reports, Lee County Toll Operations 15-minute transaction records

The less-pronounced variation in toll transactions by day of week should not be taken to mean 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 Sanibel Island, as well as a proportion of the Island's residents commuting off-island for work. The FY 2019 daily toll transaction characteristics are relatively consistent with prior years.

HOURLY TOLL TRANSACTION VARIATIONS

This section contains a review of toll transaction patterns by hour of the day for the Sanibel Causeway. Weekday and weekend toll transactions are presented separately due to significant differences in respective traffic patterns. As with the data presented previously, the values used in this analysis were developed from unaudited counts at the lane level. Analysis of annual totals and financial documents presented elsewhere in this chapter are based on audited year-end reports and may not agree with the data presented here. In addition, the data applies to only one-way tolling in the tolled direction of travel. 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 occurs 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 Sanibel Causeway is westbound (toward Sanibel Island).

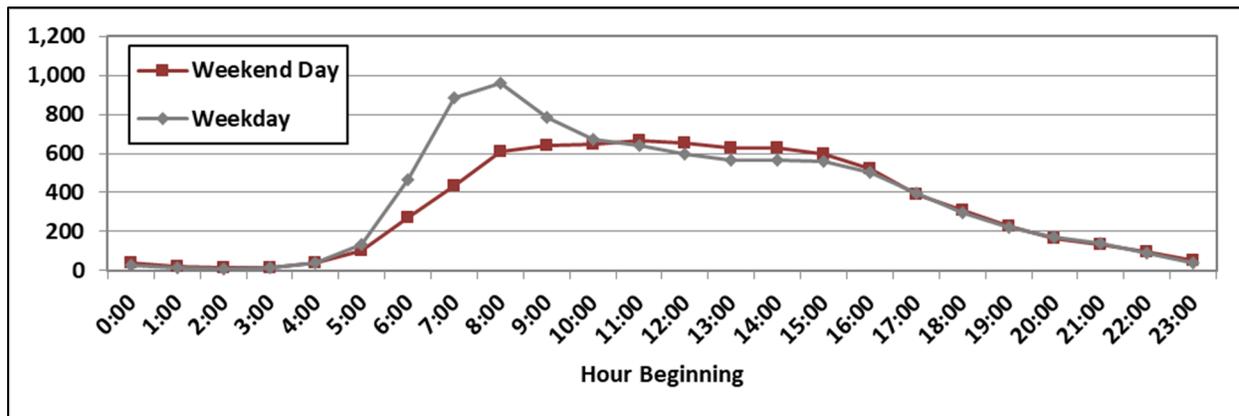


As illustrated in **Figure 5-6**, the hourly toll transaction patterns in the westbound (or on-island direction) on the Sanibel Causeway are quite different from the Midpoint Memorial and Cape Coral Bridges. Owing to the proportionally greater role of recreational transactions on this facility, weekday and weekend day toll transaction patterns are nearly identical with the exception of the five-hour morning peak period occurring on weekdays due to workers traveling to Sanibel Island.

From near zero transactions during overnight hours, weekday toll transactions toward Sanibel Island climbs rapidly beginning at 5:00 a.m. Toll transaction growth continues to build to an average peak hour volume of just under 1,000 vehicles per hour between 8:00 a.m. and 9:00 a.m., representing 10.9 percent of weekday toll transactions. Following the decline from the morning peak, toll transactions remain relatively stable throughout the midday at between 500 and 700 vehicles per hour between 10:00 a.m. and 4:00 p.m. Toll transaction volumes decline steadily after 4:00 p.m., with no significant afternoon reverse-commute peak.

Weekend toll transactions are 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 toll transactions build gradually, to a peak of 700 average peak hour vehicles between 11:00 a.m. and noon. 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 toll transactions represent a smaller share of overall demand on the facility.

Figure 5-6
Hourly Toll Transaction Profile
Sanibel Causeway



Source: Lee County Toll Operations 15-minute transaction records

FUTURE IMPROVEMENTS AND PLANS

A few projects were identified in the Lee County Capital Improvement Program (CIP) for future years including a toll system replacement. A review of the current TIP found no major Causeway-related projects planned for the short-term. Long-term MPO 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.

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CHAPTER 6

NET AND EXCESS TOLL REVENUE

All toll revenues generated by the Lee County toll system are covered by a series of bond covenants and interlocal agreements which determine the manner and order in which revenues are distributed. This chapter contains descriptions of 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 was 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. FY 2019 gross toll revenues, M&O expenditures, and the resulting net revenues for the entire Lee County system and the three toll facilities individually are presented in **Table 6-1**. As shown, systemwide net toll revenues totaled approximately \$37.5 million in FY 2019. Each of the three facilities contributed a roughly equal proportion of gross toll revenues. The Midpoint Memorial Bridge had net revenue that was 35.3 percent of the total, compared with 31.2 percent and 33.5 percent on the Cape Coral Bridge and Sanibel Causeway, respectively.

Table 6-1
Net Revenue by Facility
FY 2019

Line Item	Midpoint Memorial Bridge	Cape Coral Bridge	Sanibel Causeway	Total
Gross Toll Revenue	\$17,377,140	\$16,101,310	\$15,245,980	\$48,724,431
M&O Costs	(\$4,113,367)	(\$4,406,761)	(\$2,667,147)	(\$11,187,275)
Net Toll Revenue	\$13,263,774	\$11,694,549	\$12,578,833	\$37,537,156

Source: Lee County Unaudited Excess Revenues over Expenditures as of September 30, 2019.

The year-over-year change in M&O expenses by facility is shown in **Table 6-2**. Expenses increased by 8.5 percent systemwide, with the Cape Coral Bridge experiencing the largest percent increase in M&O expenses at 17.2 percent.

Table 6-2
Comparative M&O Expenses by Facility
FY 2018 and 2019

Facility	FY 2018 Actual	FY 2019 Actual	Percent Change over FY 2018
Midpoint Memorial Bridge	\$4,013,794	\$4,113,367	2.5
Cape Coral Bridge	\$3,760,887	\$4,406,761	17.2
Sanibel Causeway	\$2,535,357	\$2,667,147	5.2
Total	\$10,310,038	\$11,187,275	8.5

Source: Lee County Unaudited Excess Revenues over Expenditures as of September 30, 2019.

EXPENDITURES AND EXCESS REVENUE

As previously stated, net toll revenues generated by the three tolled facilities must be disbursed in a prescribed manner. The flow of funds is presented in **Figure 6-1**.

Senior Lien Debt Obligation

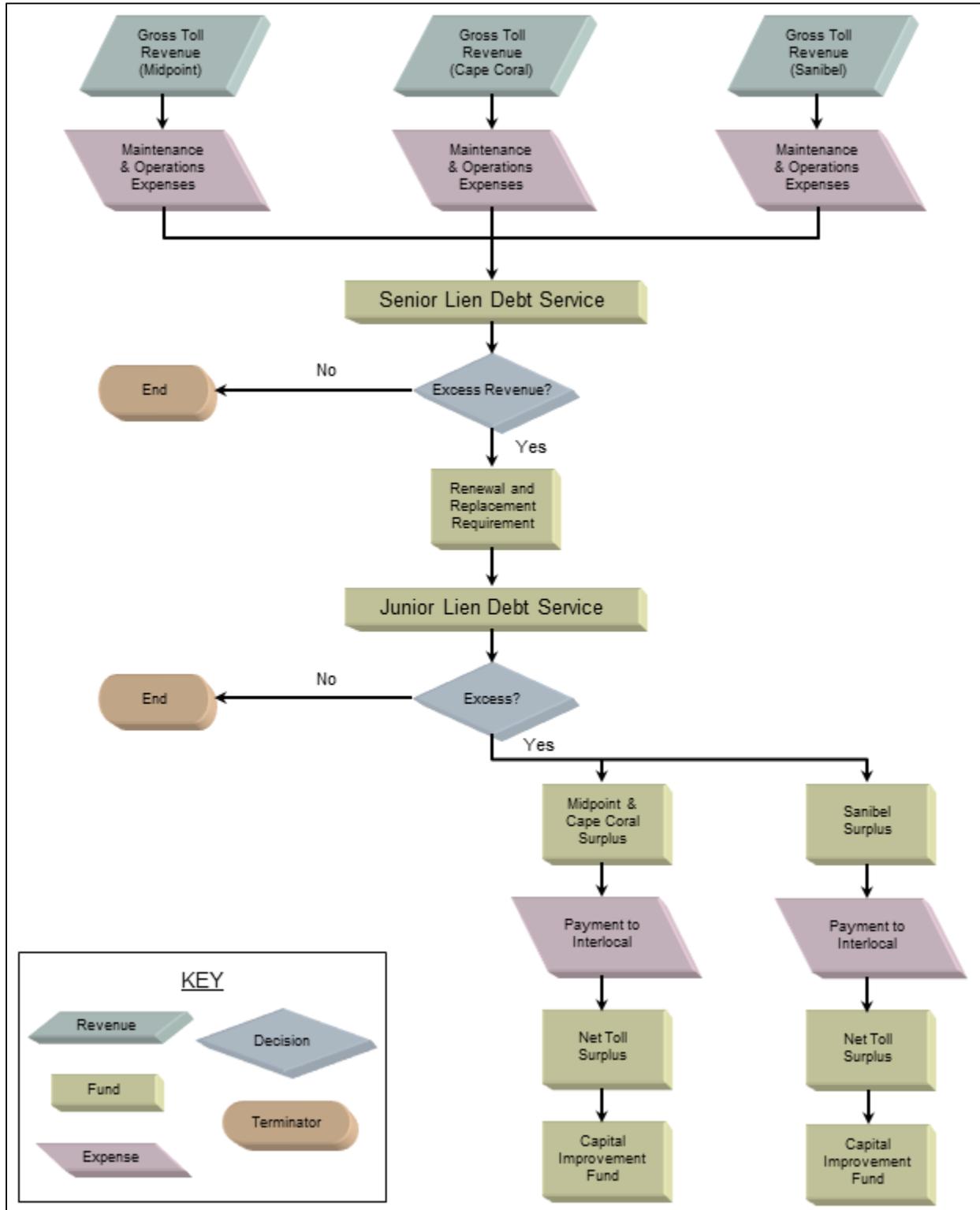
After paying all M&O expenses, the first obligation is to service senior lien debt. Senior lien debt is comprised of debt service to the Series 2014 bonds and bank loans that refunded Series 2001 bonds. The ratio of net revenue versus the amount of senior lien debt due in that fiscal year is referred to as the coverage ratio. By covenant, Lee County is required to maintain a coverage ratio of 1.20. This means net revenue must exceed total senior lien debt obligations by 120 percent. In FY 2019, the coverage ratio for senior lien debt equaled 3.81, as shown in **Table 6-3**. The coverage ratio shows an improvement over the FY 2018 coverage ratio of 3.72, due to increasing gross revenue.

Table 6-3
Senior Lien Bond Coverage
FY 2019

Line Item	Amount
Total Gross Revenues	\$48,724,431
Total M&O Costs	(\$11,187,275)
Total Net Revenue	\$37,537,156
Annual Debt Service	(\$9,854,547)
Debt Coverage Ratio	3.81

Source: Lee County and CDM Smith Analysis.

**Figure 6-1
Flow of Funds**



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. **Table 6-4** contains the FY 2019 gross toll revenues for each bridge, 5.0 percent of the gross toll revenues, the expenditures for each bridge and the deposits required to meet the 5.0 percent minimum balance. In FY 2019 expenditures totaling \$222,538 were made from the three R&R accounts. Deposits totaling \$259,543 were made to these three accounts to maintain the required minimum balance.

Table 6-4
Deposits and Expenditures, Renewal and Replacement Fund
FY 2019

Line Item	Midpoint Memorial Bridge	Cape Coral Bridge	Sanibel Causeway	Total
<i>Gross Toll Revenues</i>	\$17,377,140	\$16,101,310	\$15,245,980	\$48,724,431
<i>5% Minimum Balance</i>	\$868,857	\$805,066	\$762,299	\$2,436,222
Expenditures	\$0	(\$95,374)	(\$127,164)	(\$222,538)
Deposits	\$60,801	\$116,745	\$81,998	\$259,543

Source: Lee County Unaudited Excess Revenues over Expenditures as of September 30, 2019.

Other Debt and Expenses

In addition to meeting the senior lien debt coverage requirement, Lee County is obligated to maintain a coverage ratio of 1.00 over all junior lien debt, subordinate debt, and covenanted payments, including bank and FDOT loans. The coverage ratio is calculated as net revenues over annual debt service and other expenses. As shown in **Table 6-5**, the Lee County facilities exceeded the required coverage ratio in FY 2019 with a 2.07 coverage ratio.

**Table 6-5
Other Debt and Expenses
FY 2019**

Line Item	Total
Total Gross Revenues	\$48,724,431
Total M&O Costs	(\$11,187,275)
Total Net Revenue	\$37,537,156
Annual Debt Service	(\$9,854,547)
Other Debt or Expenses	(\$8,251,790)
Total Debt	(\$18,106,337)
Debt Coverage Ratio	2.07

Source: Lee County and CDM Smith Analysis.

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 draw span 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 M&O expenses, the debt service requirement for bonds issued related to the causeway, and payments into the causeway R&R account. In FY 2019, this equated to a payment of \$1,551,364.54.

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 40.0 percent of the net surplus toll revenues generated by the Midpoint Memorial and Cape Coral Bridges are to be paid to the City of Cape Coral. Net surplus revenues are defined as total gross toll revenues minus Midpoint Memorial and Cape Coral Bridges M&O expenses, debt service payments, deposits into the R&R fund, and projects as outlined in the interlocal agreement. No direct transfer of funds between the

county and the city has occurred. Rather, excess revenues are deposited into the capital improvement budget to be spent on projects in accordance with the interlocal agreement.

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 software/hardware upgrades to maintain toll interoperability with other toll agencies on all three facilities, painting of the Cape Coral, Midpoint and LeeWay Service Center, replacement of overhead signage at Sanibel, Big Carlos Pass Bridge, a complete toll system replacement on all three facilities and the long-term replacement of the westbound span of the Cape Coral Bridge.

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. Maguire*
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. Albin*
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 constructed 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. Leidner
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: *Michelle S. Cooper*
Deputy Clerk

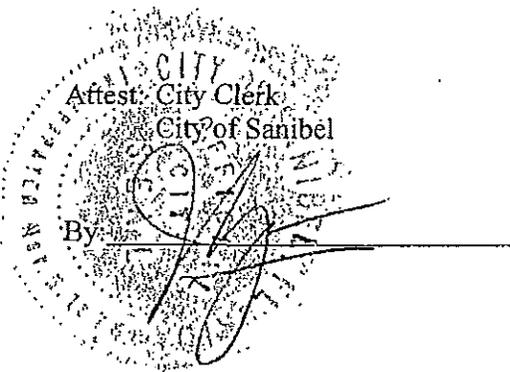


David Owen

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: Charlie Green
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 Revenue	Less Bonded Debt Service	Other Debt Service	R&R Fund Deposit	Sanibel Net * Revenue	21% Rebate	Rebated 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	847,572	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	3,083,808
2003	4,146,884	790,136	0	807,999	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	4,629,379	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	4,629,206	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	1,195,554	4,497,559
2015	11,100,000	5,439,377	0	210,000	5,450,623	1,144,673	4,306,150
2016	11,200,000	5,442,384	0	200,000	5,557,416	1,167,057	4,390,358
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	5,633,619	0	200,000	5,466,381	1,147,940	4,318,441
2021	11,400,000	5,635,072	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	5,636,008	0	200,000	5,563,992	1,168,458	4,395,534
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	5,552,706	1,166,068	4,386,638
2026	11,500,000	5,633,838	0	200,000	5,666,162	1,169,894	4,496,268
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 bases 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 ~~\$50.00~~ \$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 commuter 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	550.00 <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	253.00 <u>697.00</u>	127.00 <u>349.00</u>

iv. Semi-annual combination discount programs may be purchased at a cost of ~~\$250.00~~ \$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	75.00 <u>436.00</u>	37.50 <u>218.00</u>
February 1 - April 30	123.00 <u>329.00</u>	61.50 <u>165.00</u>
March 1 - April 30	87.00 <u>222.00</u>	43.50 <u>111.00</u>
June 1 - October 31	\$194.00 <u>\$543.00</u>	\$97.00 <u>\$272.00</u>
July 1 - October 31	75.00 <u>436.00</u>	37.50 <u>218.00</u>
August 1 - October 31	123.00 <u>329.00</u>	61.50 <u>165.00</u>
September 1 - October 31	87.00 <u>222.00</u>	43.50 <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	9.00 <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 ~~\$0.50~~ \$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	6140.00 <u>\$575.00</u>	570.00 <u>\$288.00</u>
January 1 - October 31	130.00 <u>\$50.00</u>	65.00 <u>275.00</u>
February 1 - October 31	120.00 <u>\$25.00</u>	60.00 <u>263.00</u>
March 1 - October 31	110.00 <u>\$00.00</u>	55.00 <u>250.00</u>
April 1 - October 31	100.00 <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>	31.00 <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>	31.00 <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>

L 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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-B-

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: [Signature]
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

By: [Signature]
Chairman



APPROVED AS TO FORM:

By: [Signature]
Office of County Attorney

