

CITIZENS' ADVISORY COMMITTEE (CAC) MEETING

CHARLOTTE COUNTY – PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

Tel: (941) 883-3535

AGENDA

1:30 p.m., Wednesday, March 9, 2022

The MPO will hold this meeting in a hybrid meeting format, in person and on-line. Persons wishing to provide public comment still will be allowed to do so by alternative means. Written comments may be submitted by either emailing the comments to office@ccmpo.com or mailing the comments to the address below. Comments must be received for the CAC meeting by 1 p.m. March 9. The comments will be read by an MPO staff member during the meeting for that item to be placed in the record. More information regarding CAC Agenda items and transportation issues are available on the MPO website at www.ccmpo.com.

- 1. Call to Order & Roll Call**
- 2. Pledge of Allegiance**
- 3. Public Comments on Agenda Items**
- 4. Reports:**
 - A. Chair's Report**
 - B. City of Punta Gorda Report**
 - C. Charlotte County Report**
 - D. Sheriff's Report**
- 5. Consent Agenda:**
 - A. Approval of Minutes: November 17, 2021 Meeting**
- 6. Florida Department of Transportation (FDOT) Report**
- 7. FDOT District 1 Bicycle Pedestrian Coordinator Shared Use Path Presentation**
- 8. Draft FY 2022/2023 –FY 2023/2024 Unified Planning Work Program (UPWP)/Metropolitan Planning Organization Agreement**
- 9. Draft FY 2022/2023- FY 2026/2027 Transportation Improvement Program (TIP)**
- 10. 2022 Project Priorities – Discussion**

CHARLOTTE COUNTY – PUNTA GORDA MPO
MARCH 9, 2022 AGENDA (continued)

11. [Regional Coordination Proposal for the Collier, Lee and Charlotte-Punta Gorda MPO Boards](#)
12. [2022 Safety Performance Measures Target Discussion](#)
13. **Public Comments**
14. **Staff Comments**
15. **Member Comments**
16. **Adjournment (Next CAC Meeting – April 13, 2022)**

No stenographic record by a certified court reporter is made of these meetings. Accordingly, anyone seeking to appeal any decisions involving the matters herein will be responsible for making a verbatim record of the meeting/testimony and evidence upon which any appeal is to be based. (F.S. 286.0105)

IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT AND CHAPTER 286.26 FLORIDA STATUTES, PERSONS NEEDING SPECIAL ACCOMMODATIONS TO PARTICIPATE IN THIS PROCEEDING SHOULD CONTACT THE CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO THE MEETING. CALL (941) 883-3535 BETWEEN 8:00 A.M. AND 4:00 P.M., MONDAY THROUGH FRIDAY.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes he or she has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Charlotte County-Punta Gorda MPO Title VI Coordinator Wendy W. Scott at (941) 883-3535 or by writing her at 25550 Harbor View Road, Suite 4, Port Charlotte, FL 33980.

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION
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MARCH 9, 2022
CITIZENS' ADVISORY COMMITTEE MEETING

CONSENT AGENDA # 5

MARCH 9, 2022
CITIZENS' ADVISORY COMMITTEE MEETING

AGENDA ITEM # 5-A
APPROVAL OF MINUTES: NOVEMBER 17, 2021 MEETING

Purpose: To review and approve the Minutes of the previous Citizens' Advisory Meeting.

Agenda Item Presented by: MPO Staff

Discussion: To Be Determined

Recommendation: Motion to approve the Minutes of the Citizens' Advisory Committee Meeting of November 17, 2021

Attachment: [Minutes of the November 17, 2021 Citizens' Advisory Committee Meeting](#)



**CHARLOTTE COUNTY - PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION**

**MINUTES OF THE NOVEMBER 17, 2021
CITIZENS' ADVISORY COMMITTEE (CAC) MEETING**

MEMBERS PARTICIPATING IN PERSON

Charles Council, At-Large Representative, CAC Chair
Jim Brown, South County Representative
Steven E. Hurt, Mid County Representative
Robert Logan, Mid County Representative
Dianne Quilty, Mid County Representative
Steve Schoff, West County Representative

MEMBERS PARTICIPATING IN MICROSOFT TEAMS

Della Booth, South County Representative

MEMBERS ABSENT

Pauline Klein, At-Large Representative - excused
William Klossner, South County Representative – excused
Ed Zubal, West County Representative - excused

MEMBER VACANCY

West County (one representative)

OTHERS PARTICIPATING IN PERSON

D’Juan Harris, MPO Director
Betty-Ann Sherer, MPO Planner
Lakshmi N. Gurram, MPO Principal Planner
Wendy Scott, MPO Planner
Shaun Cullinan, Charlotte County Community Development
Tanya Merkle, FDOT District One
Richard (OJ) Oujevolk, FDOT District One
Fabiana Solano, City of Punta Gorda Urban Design
David Comier, South Gulf Cove Homeowner’s Association President

OTHERS PARTICIPATING IN MICROSOFT TEAMS

Bekie Leslie, MPO Administrative Services Coordinator
Ravi Kamarajugadda, Charlotte County Public Works
Robert Fakhri, Charlotte County Public Works
LT Darrell Caparo, Charlotte County Sheriff's Office
Mike Koenig, Charlotte County Resource Manager
Moe Lavasani, CALTRAN Engineering Group, Inc.
Lauren Brooks, FDOT (AECOM)
Matt Dockins, FDOT (RK&K)

1. Call to Order & Roll Call

CAC Chair Charles Council called the CAC Meeting to order at 1:30 P.M. The roll call was taken. A quorum was present.

2. Pledge of Allegiance

All attendees recited the Pledge of Allegiance.

3. Public Comments on Agenda Items

There were no public comments received.

4. Election of Officers

Chair Council stated that he would have remarks later in the meeting regarding the Bylaw election language and the need for possible amendment action.

D'Juan Harris assumed chairing the meeting and asked for nominations for CAC Chair.

***Bob Logan** nominated **Charles Council** as CAC Chair. **Dianne Quilty** seconded the nomination, and **Charles Council** was elected unanimously.*

Charles Council resumed chairing the meeting and asked for nominations for CAC Vice Chair.

***Dianne Quilty** volunteered to serve as CAC Vice Chair (self nomination per Chair's request). **Robert Logan** seconded the nomination, and **Dianne Quilty** was elected unanimously.*

5. Reports

A. Chair's Report

Charles Council welcomed new MPO Director D'Juan Harris. Mr. Harris was glad to take on this new career challenge.

B. City of Punta Gorda Report

Fabiana Solano updated CAC Members on four City topics:

- US Bicycle Route 15/alternative pathways
- Wayfinding rebranding project
- Harborwalk Area 2B
- East Virginia Avenue/Nesbit Street project

Jim Brown stated that he attended the last MPO Board Meeting. He referenced a newspaper article where manufactured home residents along Burnt Store Road had complained about speeding dump trucks. New speed limit signage with varied speeds (ranging from 35-45 miles per hour) followed immediately after the article's publication, and this new signage currently remains on either side of US 41 along the roadway. Although it was stated at the MPO Board Meeting that Burnt Store Road project completion was planned for November 8, 2021, this had not occurred yet. He noted that this confusing signage was a problem and an important safety consideration. Charles Council pointed out that this portion of Burnt Store Road was the County's responsibility.

C. Charlotte County Report

Ravi Kamarajugadda had nothing to report. He responded to Jim Brown that he had just forwarded the CAC Meeting agenda to Robert Fakhri, County Engineer so that he could respond to the Burnt Store Road concerns later in the meeting.

D. Sheriff's Report

LT Darrell Caparo introduced himself. He had nothing to report but was happy to answer questions. Wendy Scott explained that at the last CAC Meeting, Ed Zubal had requested that a representative of the Charlotte County Sheriff's Department be available to report and comment on pertinent transportation issues at each CAC Meeting. She noted that Ed Zubal had observed the usefulness of the Sheriff Department's participation at other meetings (including at the Bicycle Pedestrian Advisory Committee and the Community Traffic Safety Team). No CAC Members had any questions for LT Caparo. Charles Council appreciated participation by the Sheriff's Department at CAC Meetings. LT Caparo stated that he or other Sheriff's Department staff would attend in the future.

6. Consent Agenda

A. Approval of Minutes: September 29, 2021 Meeting

Robert Logan made a motion to approve the Consent Agenda item. Jim Brown seconded the motion, and it was passed unanimously.

7. Florida Department of Transportation (FDOT) Report

Tanya Merkle new FDOT Charlotte liaison was welcomed to her new position.

A. NB Tamiami Trail (US 41) – William Street to Peace River Bridge Vision Study

Richard (OJ) Oujevolk discussed this project by reviewing a PowerPoint presentation. The Northbound Tamiami Trail (US 41) Vision Study is a cooperative partnership between the Florida Department of Transportation (FDOT), District One, and local governments to enhance an existing resurfacing project by focusing on safety for all corridor users and the Downtown Punta Gorda Community. The study concentrates on the northbound, three-lane, one-way section of Tamiami Trail (US 41) from William Street to the Peace River Bridge in Downtown Punta Gorda within Charlotte County, FL. This study combines multiple project phases, including Planning, Project Development and Environment (PD&E), and Design (PE) to accelerate the project schedule and maximize the value of the project.

The FDOT conducted extensive outreach to obtain input on the top priorities and potential safety/operational improvements for the corridor. The outreach included meetings with elected/appointed officials, weekly meetings with City of Punta Gorda staff, presentations to the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) Committees and Board, stakeholder focus group meetings, and one-on-one stakeholder discussions. The FDOT prepared a newsletter, website, and an online questionnaire to seek additional input from the general public. Based on all input received, the FDOT developed a draft concept for the subject corridor. The draft concept was presented to the Punta Gorda City Council on July 14, 2021, the Charlotte County-Punta Gorda MPO Committees in June and the MPO Board on July 19, 2021, and key project stakeholders. As a result of further input received, the FDOT revised the concept and presented it to the Punta Gorda City Council on October 20, 2021; the Council voted unanimously to advance the recommended Dedicated Turn Lanes Concept into the FDOT project development process.

Additional study information is available at the project website (<http://swflroads.com/us41/tamiami-trail-vision-study/>).

There was general discussion regarding FDOT's roundabout concept for the project. Dianne Quilty discussed her concern with the left-hand turn lanes from Olympia onto Northbound US 41. Richard Oujevolk also explained about the chicaning and weaving concept envisioned for the highway. He noted that FDOT is often forced to do human engineering to change driver behavior. He also discussed the concept of using Nesbit Street as the primary bike route in that district, which was assisting the City in utilizing its Bicycle Plan. Richard Oujevolk reviewed preliminary costs and anticipated next steps for the project.

Charles Counsil commented that two of Commissioner Constance's concerns were being addressed in the Vision Study: (1) traffic in the area of Retta Esplanade (left turn off of northbound US 41 where two hotels were located) and (2) bike traffic diversion to the extent possible off of US 41 by utilizing Nesbit Street.

D'Juan Harris inquired about Phase 2R of the project. Richard Oujevolk noted that there would be a minor Right-of-Way (ROW) phase at the area of the Marathon gas station. He described how construction was forecast by 2025 and funds were mostly obligated. Steve Schoff described the effort as very smart planning and stated that he would like to see more projects conducted in this manner. Richard Oujevolk thanked him for his comments.

Steve Hurt inquired about diverting bikers when some of them dislike being diverted from US 41. Richard Oujevolk noted that there are still gutter spray areas along US 41 where bikers could proceed to use that highway. He noted that this area would not have a designated bike lane. He observed that north of Retta Esplanade on US 41 there would be a Shared Use Path (SUP). On the southern end of the project at William Street, there also would be a SUP. He mentioned that the section between Charlotte Avenue and Virginia Avenue is where there is narrowing where bicyclists cannot be accommodated on the sidewalk.

Dave Comier inquired about the recommended width for bicycles. Richard Oujevolk commented that from a design standpoint a SUP minimum of 10 feet is recommended. Bicycle usage on sidewalks is controlled by City ordinance only.

D’Juan Harris conveyed that he appreciated FDOT’s efforts on the Planning Vision Study.

Dianne Quilty asked about chicaning in the Downtown area between Virginia Avenue and Marion Avenue. Richard Oujevolk explained how the technique of shifting lanes helps with speed and awareness of surroundings. He noted that two dedicated lanes would be maintained all the way to the bridge.

B. North Jones Loop Road (CR 768) Feasibility Study from Burnt Store Road (CR 765) to Piper Road

Richard Oujevolk reviewed the feasibility study’s purpose, which was to evaluate the potential widening of North Jones Loop Road (CR 768) up to six lanes from Burnt Store Road (CR 765) to Piper Road, including potential mobility, safety, intersection, emergency response, and evacuation improvements.

During the development of the Charlotte County-Punta Gorda Metropolitan Planning Organization's (MPO) 2040 and 2045 Long Range Transportation Plans (LRTP), citizens identified North Jones Loop Road (CR 768) as one of the top roads to invest in within Charlotte County given the growth occurring and expected to continue within this portion of the County. The following goals and objectives have been identified for this study:

- Increase capacity
- Improve area wide connectivity and local/regional mobility
- Support local economic development initiatives and planned area growth
- Enhance emergency evacuation response times
- Enhance access for freight and commuter traffic

The FDOT conducted extensive outreach to obtain input on the types of improvements to be considered along the corridor to support planned regional development within the vicinity of North Jones Loop Road and Punta Gorda Airport (PGD). The outreach included meetings/presentations with elected/appointed officials, City of Punta Gorda staff, Charlotte County staff, PGD staff, the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) Committees and Board, and business stakeholders. The FDOT prepared a newsletter, website, and an online comment form to seek additional input from the general public. Based on all input received, the FDOT developed and evaluated the feasibility of various control options at intersections along the corridor and preliminary draft alternatives

that included pedestrian/bicycle accommodations to meet future transportation demand. The preliminary alternatives were discussed and shared with various local agency stakeholders for comment. The FDOT is in the process of coordinating meetings with elected/appointed officials and business stakeholders to discuss concerns regarding the preliminary draft alternatives. Once the coordination/revision of the alternatives is complete, a feasibility study report will be compiled to document the recommended alternatives. Additional study information is available at the project website, [North Jones Loop Road \(CR768\) Feasibility Study from Burnt Store Road \(CR 765\) to Piper Road, Charlotte County \(swflroads.com\)](http://swflroads.com) .

Richard Oujevolk explained the difference between two alternative concepts for the area: a quadrant intersection (QI) and a conventional intersection. The QI concept included restricting left turns. He also noted a recommendation to provide a backage road to connect Mac Drive and a small circle in the area north of Jones Loop Road. An analysis of the left turn lane in the median at Jones Loop Road in the area of the Pilot gas station's oddly-designed driveway. Improvements would require convincing this business to reverse circulation of vehicles in their area and reconfigure the driveway near Walmart off Taylor Road. Also reviewed were potential I-75 Southbound exit ramp improvements for traffic flow into that area, which were developed using existing examples in Orlando, where they are used extensively.

Also reviewed was a roundabout concept at Piper Road and North Jones Loop Road that could accommodate truck traffic. This location would receive priority because it is a Strategic Intermodal System (SIS) Connection. Richard Oujevolk explained next steps in the study process. He stated that these improvements stay within the existing ROW with the exception of the proposed roundabout. After reviewing the project schedule, he noted that the FDOT's priority is Piper Road to I-75.

Charles Council inquired if the current planning includes upgrading Indian Springs Road. Richard Oujevolk noted that under the QI alternative, it would be included as part of the functioning intersections, and it involves turning left prior to the intersection.

Della Booth reported that recently a big piece of property was sold to a large developer with plans for two complexes in the area. This proposal was still going through analysis. During this current favorable growth period, it was challenging to keep up with development. Charles Council discussed the morning's City Council meeting, where there had been a density discussion regarding the nearby Loop development. The intent was to accommodate the SUP from Jones Loop Road to Airport Road by working cooperatively.

Dianne Quilty asked when the costs of the alternatives would be studied. Richard Oujevolk noted that cost was only one of the elements involved, since safety was also a concern per the National Environmental Policy Act (NEPA). His job focused on working within existing ROW. Although cost was a consideration, it was not a driving factor. Laks Gurram commented that this project had been on the MPO's radar for at least the last ten years. The MPO had fought for this project and plans to see improvements in the near future. D'Juan Harris observed that FDOT is striding towards progressive development of projects from planning phase to design. This effort will save one or two years of project development from concept to completion. He inquired if the PD&E Phase could run concurrently with the Design Phase. Richard Oujevolk responded affirmatively.

C. FY 2022-2027 FDOT Draft Tentative Work Program - Discussion

Laks Gurram discussed the FDOT District One Draft Tentative Work Program FY2022/2023 - FY 2027/2028 for Charlotte County. The MPO Board and its Committees annually review FDOT's Draft Tentative Work Program, which includes the new fifth year (FY 2027/2028) of programming based upon State and MPO priorities. At the previous Committee meeting, the FDOT Draft Tentative Work Program had not been released. There was now an opportunity for the Committee to review and comment on the FDOT's Draft Tentative Work Program.

On May 17, 2021, the MPO Board adopted its project priorities for this year (found in Attachment 3) and submitted them to FDOT for inclusion in the FDOT Draft Tentative Work Program to the extent possible. The Draft Tentative Work Program will form the basis for the MPO's next Transportation Improvement Program (TIP) to be adopted and submitted to FDOT by July 15, 2022. For federal funding to flow to the state and local governments, the TIP and FDOT's Work Program must be consistent.

Laks Gurram was displeased with some portions of the new Work Program. Project Priorities were based upon the Work Program. Staff will return with necessary updates in March 2022 for July 2022 adoption. Annually, it is an evolving document.

D'Juan Harris stated that the FDOT provided the MPO with the document (attachment 7C) that illustrates a snapshot of the FDOT Charlotte County Tentative Work Program as of October 21, 2021. The Five Year Work Program is subject to change up until it is adopted on or before July 1, 2022. Mr. Harris emphasized that if there are any comments from the MPO's committees, now is the time to make them so that they can be incorporated into the Draft of the MPO's Comments Letter on the Work Program. Additional comments should be e-mailed to MPO prior to the next scheduled MPO Board meeting on December 16, 2021. Mr. Harris lastly conveyed that the Draft of the comments letter will be finalized after the MPO Board Meeting on December 16, 2021 and will be provided to FDOT District 1 officials for response.

Steve Schoff questioned the document's transit header for "fixed route service." Wendy Scott described how this header was utilized by the FDOT generically even though Charlotte County's current type of transit service was all demand-responsive (paratransit) service performed on an advanced reservation basis using door-to-door service. She described some future consideration that was being given to a pilot study of improved service in the Parkside area.

8. SUN Trail Extension Feasibility Study – Final

Moe Lavasani of CALTRAN Engineering Group, Inc. delivered a PowerPoint presentation and discussed upcoming public engagement activities.

Charlotte County had received a SUN-Trail grant to conduct a Feasibility Study along the SR 776 corridor to link into Sarasota County. The Feasibility Study limits are from the Myakka

River Forest in Gulf Cove along SR 776 to the intersection of US41/Tamiami Trail in Port Charlotte.

In the MPO's Regional Bicycle-Pedestrian Master Plan adopted in 2018, the SUN Trail Extension is ranked as a Tier 2 project (2024–2029) with an estimated cost of \$678,287. This alignment will connect the Myakka State Forest trail to Murdock Circle in Charlotte County as part of the regional SUN Trail (10.92 miles total). Caltran Engineering, Inc performed a feasibility study to assess the existing conditions of the alignment, which includes field reviews, review of regional trails and network, operational and safety analyses, and standards review.

The study analyzed the feasibility of having a Shared Use Path (SUP) extension between the Myakka State Forest and Murdock Circle in Charlotte County. Based on the analysis, ROW availability, and projected demand as expressed in public meetings, the construction of this project is feasible and recommended. Also, the trail can be connected to the existing network system of SUN Trail and non-Sun Trail facilities, such as the North Port Legacy Trail.

Steve Schoff inquired about the opportunity to add a third SR 776 lane each way in the future, given the current position to not construct additional SR 776 lanes. Moe Lavasani stated that when additional lanes were needed, other amenities would be addressed at that time.

Laks Gurram reviewed a brief history of how West County residents had stated on several occasions in the past their desire to favor the “No Build” option for increasing the number of lanes on SR 776 and instead utilize SR 776 intersection improvements to delay widening SR 776 for now.

Dianne Quilty made a motion to recommend that the MPO Board endorse the SUN Trail Extension Feasibility Study for future funding opportunities. ***Robert Logan*** seconded the motion, and it was passed unanimously.

9. Public Comments

Della Booth asked about the potential for four lanes on Kings Hwy in the area of the DeSoto County/Charlotte County line. Ravi Kamarajugadda responded that Charlotte County staff was waiting on DeSoto County efforts and investigating funding sources. There is currently a great deal of development in the area.

Dave Cormier from the South Gulf Cove Homeowner's Association spoke regarding four intersections along County Road 771 (Gasparilla Road) where traffic congestion occurs. He recommended using right turn only lanes at these locations and requiring drivers desiring a left turn to loop around further down the roadway. Ravi Kamarajugadda referenced a 2018-2019 traffic study that contained different solutions for each intersection. He noted that all of these intersections needed improvements, and many complaints had been received regarding them. Staff is aware of the issues and is working behind the scenes.

Jim Brown inquired about Burnt Store Road completion. Ravi Kamarajugadda displayed the Charlotte County web page on screen for CAC Members. It displayed the status of the County's roadway projects. He referenced the Burnt Store Road entry that showed December 3, 2021 as the forecast Phase 2 completion date. D'Juan Harris asked if a ribbon cutting was

planned. Lindsey Johnson was noted as the project manager who could answer any questions. Both D’Juan Harris and Della Booth commented on how nice it now is to drive on Burnt Store Road.

Ravi Kamarajugadda addressed Jim Brown’s Burnt Store Road signage concerns. He explained that speed limit signage was a response to homeowners’ concerns in the adjoining developments. He noted that at the Home Depot main entrance area, the City had approved a future traffic signal.

10. Staff Comments

MPO Director D’Juan Harris commented on the previous evening’s SR 31 Public Meeting. It had been poorly attended. He confirmed that construction is programmed for FY 2025, noting that progress was being made.

South Gulf Cove HOA President Dave Cormier asked staff to introduce themselves and explained his situation and interests. It had been his pleasure to attend the CAC Meeting.

Wendy Scott commented on the previous CAC Meeting’s Baynard Drive discussion, where Della Booth had characterized the roadway as flood-prone. Ms. Scott had photographed the area just after a recent torrential heavy rainfall to document the problem.

11. Member Comments

Steve Schoff stated that a good job was done on Winchester Blvd. repaving. The roadway had been repaved on June 15, 2015, and surprisingly, had needed repaving after only 7.5 years. He also inquired about the recent passage of the federal infrastructure bill, noting that in the past, “shovel ready” projects had received funding. Laks Gurram stated that staff was ready, with Harbor View Road coming to mind as a likely candidate. He noted that there were other projects in the pipeline as soon as the FDOT requested a list.

Tanya Merkle stated that at the current time, a bill has been signed, but the FDOT staff was still awaiting guidance. D’Juan Harris had inquired for information from the Florida Metropolitan Planning Organization Advisory Council (MPOAC) Director. Steve Hurt wondered about potential funding for bridges. D’Juan Harris explained that the State of Florida inspects and maintains an inventory of the condition of all public bridges in Florida. Two conditions of note are functionally obsolete (FO), meaning the design of the bridge is outdated. The second rating of note is structurally deficient, as these bridges are high priority for replacement when funds are available. He also stated that MPO staff is tracking all pertinent information on Federal Infrastructure Bill. Mr. Harris is coordinating with the Southwest Area Office and Central Office.

David Cormier asked about several South Gulf Cove bridge locations where the sidewalks stop abruptly. Laks Gurram noted that these were contained in the County’s Municipal Service Benefit Units (MSBU) areas and were totally different from the MPO’s area of interest.

Charles Council requested that the topic of the CAC Bylaws discussion be placed on the next CAC agenda. He provided staff with paperwork on the topic.

12. Adjournment (NEXT CAC MEETING – MARCH 9, 2022)

There being no further business, the meeting was adjourned at 3:43 p.m. The next regularly scheduled CAC meeting will be held on Wednesday, March 9, 2022 both virtually and at the Eastport Environmental Campus, 25550 Harbor View Road, Port Charlotte in Training Room B beginning at 1:30 p.m.

MARCH 9, 2022
CITIZENS' ADVISORY COMMITTEE (CAC) MEETING

AGENDA ITEM # 6
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)
REPORT

MARCH 09, 2022
CITIZENS' ADVISORY COMMITTEE (CAC) MEETING

AGENDA ITEM # 7
FDOT BICYCLE/PEDESTRIAN COORDINATOR SHARED USE PATH
PRESENTATION AND DISCUSSION

Purpose: To provide an opportunity for the District One Bicycle Pedestrian Coordinator to present on the most recent criteria defining Shared Use Path facilities in the State of Florida

Agenda Item Presented by: FDOT District One Bicycle-Pedestrian Coordinator,
Deborah Chesna

Recommendation: Informational Item

Attachment: [Shared Use Path Presentation](#)

Shared Use Path Discussion

Shared use paths are paved facilities physically separated from motorized vehicular traffic by an open space or barrier and are either within the highway right of way or an independent right of way. The term, “shared use path”, as used in this manual is synonymous with trails, multiuse trails, or other similar terms used in other Department manuals.

Charlotte Bicycle Advisory Committee
February 24th, 2022

Conservatory Park
Manatee County



FDOT Design Manual – Shared Use Path

Width

8 Feet: May be used for short segments in constrained conditions

10 Feet: Minimum

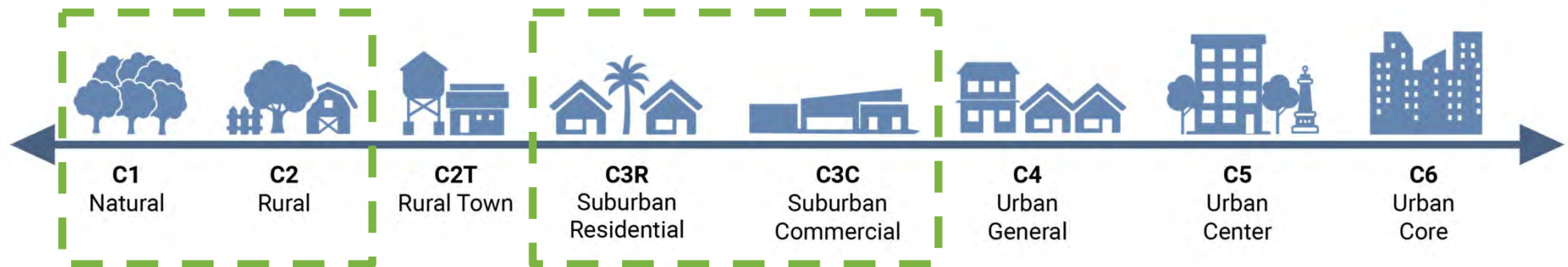
12 Feet: SUN Trail Minimum

12 –14 Feet: High Comfort and LOS Range

Design Speed

Use design speed of 18 to 30 mph for pathways.

Appropriate Context



FDOT Design Manual – Shared Use Path

The appropriate paved width for a two-directional shared use path is dependent upon context, volume and mix of users.

Width

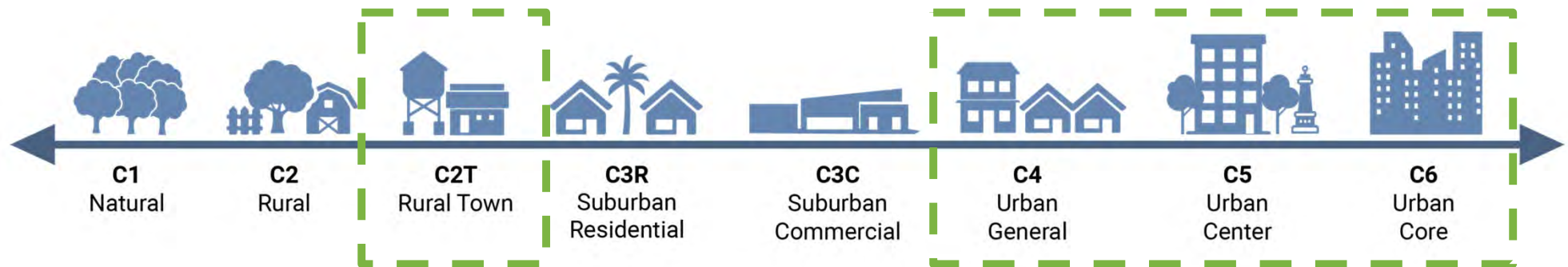
10 Feet: Minimum

12 –14 Feet: High Comfort and LOS Range

Design Speed

Urban Side Paths use a design speed of 10 mph

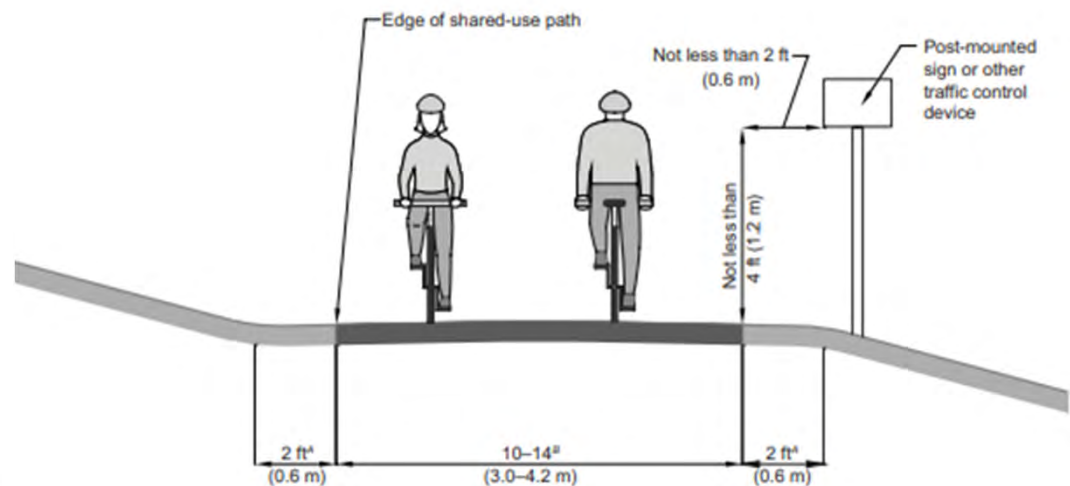
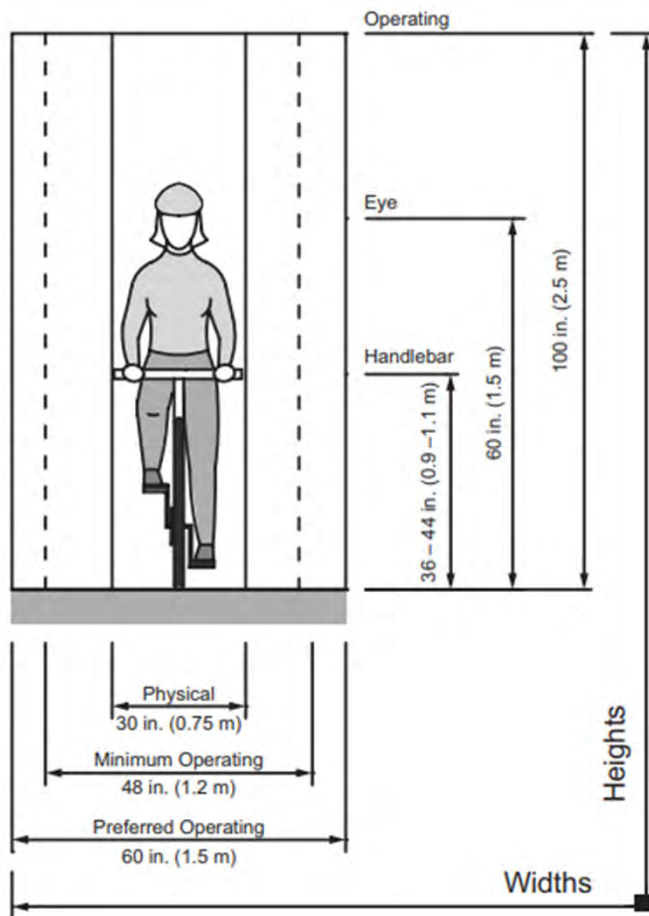
Appropriate Context



Operating Space for Bicyclists

FHWA Guide for the Development of Bicycle Facilities, 4th Edition, 2012

- Minimum operating width: 4 feet
- Preferred operating width: 5 feet



Shared-use Path Level of Service

Bicycle Comfort Decreases when:

- There is a need to pass other users*
- The amount of space to pass is low or decreases
- The probability that passing opportunities will be blocked by other users*

**Pedestrians walking or running, micro-mobility devices, other bicyclists, etc.*

FHWA Shared-Use Path Level of Service Calculator: A User's Guide

8 Feet: Only recommended in rare, constrained areas with low volumes and user* mixes

10 Feet: AASHTO's minimum paved width for two-way shared-use paths

11 – 15 Feet: Provides improved LOS for higher volumes and more balanced user* mixes



Preferred Widths for Sidewalk Zones

NACTO

| Street Type | Frontage Zone | Pedestrian Zone | Furniture Zone |
|--------------------------|---------------|-----------------|----------------|
| Downtown Commercial | 2 feet | 12 feet | 6 feet |
| Downtown Mixed-Use | 2 feet | 10 feet | 6 feet |
| Neighborhood Main | 2 feet | 8 feet | 6 feet |
| Neighborhood Residential | 2 feet | 5 feet | 4 feet |

ADA Minimum Pedestrian Zone: 4'

The width and design of sidewalks will vary depending on street typology, functional classification, and demand. Below are the City of Boston's preferred and minimum widths for each Sidewalk Zone by Street Type.

| Street Type | Frontage Zone | | Pedestrian Zone* | | Greenscape/Furnishing Zone | | Curb Zone | Total Width | |
|--------------------------|---------------|---------|------------------|----------|----------------------------|---------|-----------|-------------|---------|
| | Preferred | Minimum | Preferred | Minimum | Preferred | Minimum | | Preferred | Minimum |
| Downtown Commercial | 2' | 0' | 12' | 8' | 6' | 1'-6" | 6" | 20'-6" | 10' |
| Downtown Mixed-Use | 2' | 0' | 10' | 8' | 6' | 1'-6" | 6" | 18'-6" | 10' |
| Neighborhood Main | 2' | 0' | 8' | 5' | 6' | 1'-6" | 6" | 16'-6" | 7' |
| Neighborhood Connector | 2' | 0' | 8' | 5' (4')* | 5' | 1'-6" | 6" | 15'-6" | 7' |
| Neighborhood Residential | 2' | 0' | 5' | 5' (4')* | 4' | 1'-6" | 6" | 11'-6" | 7' |
| Industrial Street | 2' | 0' | 5' | 5' (4')* | 4' | 1'-6" | 6" | 11'-6" | 7' |
| Shared Street | 2' | 0' | Varies | 5' (4')* | N/A | N/A | N/A | Varies | Varies |
| Parkway | N/A | N/A | 6' | 5' | 10' | 5' | 6" | 16'-6" | 10'-6" |
| Boulevard | 2' | 0' | 6' | 5' | 10' | 5' | 6" | 18'-6" | 11'-6" |

Notes

* 5' is the preferred minimum width of the Pedestrian Zone in the City of Boston. The Americans with Disabilities Act (ADA) minimum 4' wide Pedestrian Zone can be applied using engineering judgement when retrofitting 7' wide existing sidewalks where widening is not feasible.

Frontage Zone

- Where buildings are located against the back of the sidewalk and constrained situations do not provide width for the Frontage Zone, the effective width of the Pedestrian Zone is reduced by 1', as pedestrians will shy from the building edge.
- The preferred width of the Frontage Zone to accommodate sidewalk cafés is 6'.

Pedestrian Zone

- Based on engineering judgment in consultation with PWD and the Mayor's Commission for Person's with Disabilities, the ADA minimum 4' Pedestrian Zone (plus 5' of width every 200') may be applied.

Greenscape/Furnishing Zone

- The minimum width of the Greenscape/Furnishing Zone necessary to support standard street tree installation is 2'-6".
- Utilities, street trees, and other sidewalk furnishings should be set back from curb face a minimum of 18".

Curb Zone

- Although the typical width of the Curb Zone is 6", widths may vary; additional width beyond 6" should be calculated as a part of the Greenscape/Furnishing Zone.

FDOT Design Manual – Bicycle Facilities for More Urbanized Areas



Buffered Bicycle Lane



Separated Bicycle Lane

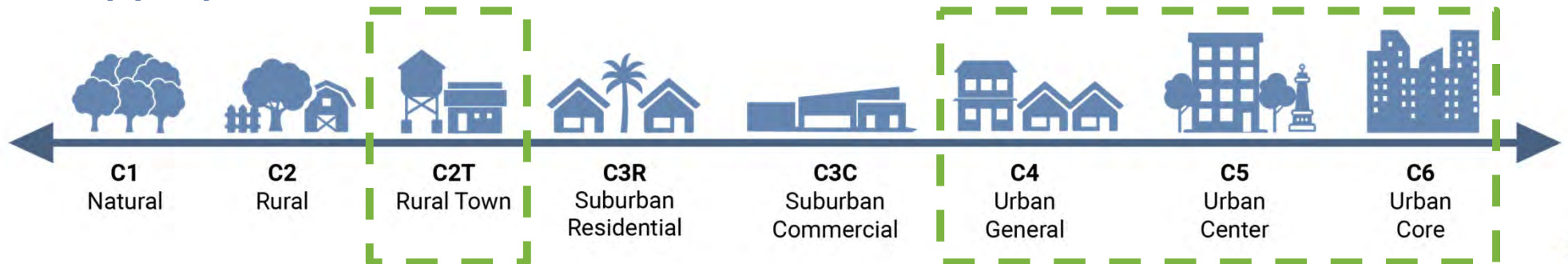
Preferred for Posted Speeds
between 30-45 MPH



Sharrows

Only in Constrained Areas with Posted
Speeds of Less Than or Equal to 30 MPH

Appropriate Context



SEPARATED BICYCLE LANE

A one- or two-way bicycle facility that is adjacent to and physically separated from the vehicular travel lanes, at grade or raised to the sidewalk level for additional safety and comfort.

BENEFITS

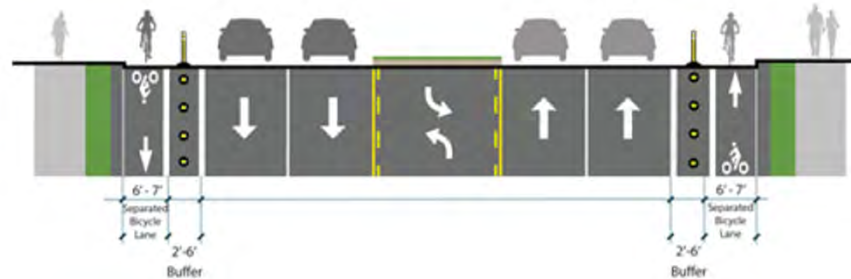


- Uses a vertical element to separate cyclists from motor vehicle traffic
- Reduces risk of crashes by reducing "dooring," narrowing lane widths, and calming traffic³
- Extends the local low-stress LTS 1 and 2 network
- Provides space for a range of micromobility resources in conjunction with high quality sidewalks
- Attracts more cyclists than standard bike lanes⁴

FURTHER RESOURCES

- [FDM Chapter 223](#)
- [NACTO Urban Bikeway Design Guide—Bicycle Lanes](#)
- [AASHTO Guide for the Development of Bicycle Facilities](#)
- [MUTCD 2009 Edition Part 9 Figure 9C-3](#)
- [FHWA Bikeway Selection Guide](#)
- [Small Town and Rural Design Guide, Visually Separated Bicycle Lanes](#)

Typical Section



APPLICATION

FDM CRITERIA

Separated bicycle lanes can be applied on curbed roadways in all context classifications with design speeds less than or equal to 45 mph.

A separated bicycle lane may be used when all the following conditions are met:

- Minimum required combined width of the separator and separated bicycle lane can be obtained
- Separation between bicycle and motorized traffic through intersections can be maintained
- Conflict points are minimal and mitigated

DISTRICT ONE PREFERRED APPLICATION

Strongly consider a separated bicycle lane on SHS in C2T, C4, or C5 with design speed of 35–45 mph.

DESIGN FEATURES

Separation:

- If adjacent to travel lanes with design speeds of:
 - 35 mph or less: Tubular markers, islands, rigid barriers, or on-street parking
 - 40–45 mph: Medians islands or rigid barriers
- If adjacent to on-street parking, use an island with a 3-foot minimum buffer

Separated bicycle lane widths:

- Two-way facilities: 12 feet preferred; 10 feet minimum
- One-way facilities: 7 feet preferred; 6 feet minimum
- Use wider lanes where higher volumes are expected
- Cyclists should be given priority at driveway and side street crossings

Shared Use Path Surfaces

User acceptance and satisfaction
Accessibility
Cost to purchase and install materials
Cost of maintaining the surface
Life expectancy
Availability of material

Rails to Trails

Conservatory Park
Manatee County



Shared Use Path Hard Surfaces

Asphalt

Asphalt works well for bicycle commuters and inline skaters, which is a reason it is often used in urban areas. It typically can't be used by equestrians. It also requires regular, minor maintenance such as crack patching, yet has a life expectancy of 7 to 15 years. Asphalt is a flexible surface that requires use to remain pliable and will last longer with heavy use.

Concrete

Concrete is usually the longest lasting of the hard surface materials, but it is also one of the most expensive. Well-maintained concrete can last 25 years or more. The surface is appropriate for urban areas with severe climate swings and a susceptibility to flooding. However, the hard surface is taxing on runners' lower limbs, and is thus unpopular with that significant user group.

Rails to Trails

Conservatory Park
Manatee County





AGENDA ITEM # 8
DRAFT FY 2022/2023- FY 2023/2024 UNIFIED PLANNING WORK PROGRAM
(UPWP)/METROPOLITAN PLANNING ORGANIZATION AGREEMENT

Purpose: To consider recommending that the MPO Board approve and forward the Draft FY 2022/2023 through FY 2023/2024 Unified Planning Work Program (UPWP)/Metropolitan Planning Organization Agreement to the appropriate reviewing agencies.

Agenda Item Presented by: MPO Staff

Discussion:

The FY 2022/2023 through FY 2023/2024 Unified Planning Work Program (UPWP)/Metropolitan Planning Organization Agreement describes the transportation planning activities and establishes the MPO budget for the next two State Fiscal Years. The State Fiscal Year begins on July 1, 2022. The UPWP includes a narrative of the work to be accomplished and the cost estimates anticipated for each task activity. Federal and state regulations govern the types of activities that are eligible for federal and state funding. The MPO has agreed to participate in the Consolidated Planning Grant (CPG) program, starting with the State Fiscal Year FY 2022/2023 through FY 2023/2024 two-year UPWP cycle. The Federal Highway Administration (FHWA) will serve as the CPG lead grant agency in accordance with the Federal Transit Administration (FTA) Circular 8100.D. Under the CPG, the FTA and FHWA annually deliver lump sum appropriations to the MPO to allocate to MPOs for approved metropolitan planning activities or tasks. The federal funds are leveraged by the MPO categorically as FTA 5305(d) and FHWA planning (PL) funding. The MPO will utilize the CPG agreement to combine the MPO FTA 5305(d) and FHWA PL funding allocations into a single grant that is administered by FHWA.

The Draft FY 2022/2023 – FY 2023/2024 UPWP also includes Transportation Disadvantaged Planning funds and Section 5307 funding.

Budget Action: No action needed. This agenda item defines the MPO budget for two years using funds from State, federal and local sources.

Recommendation: Motion to recommend that the MPO Board forward the Draft FY 2022/2023 through FY 2023/2024 UPWP/Metropolitan Planning Organization Agreement to appropriate reviewing agencies, allowing staff to make appropriate revisions as needed.

Attachment: [Draft FY 2022/2023 through FY 2023/2024 UPWP/Metropolitan Planning Organization Agreement](#)

EXHIBIT “A”

UNIFIED PLANNING WORK PROGRAM (UPWP)

FY 2022/2023 – FY 2023/2024

(July 1, 2022 through June 30, 2024)



**CHARLOTTE COUNTY – PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION**

25550 Harbor View Road, Suite 4

Port Charlotte, FL 33980-2503

(941) 883-3535

(941) 883-3534 Fax

(www.ccmppo.com)

Adopted: May 16, 2022

CFDA 20.205: Highway Planning & Construction
CFDA 20.505: Federal Transit Technical Studies Grant
Federal Aid Project (FAP): PL-0408 (56)
FDOT Financial Project Number – 439316-4-14-01 – PL/CPG Funds
Section 5305(d) PTGA Financial Management (FM): 410114-1-14-31
Transportation Disadvantaged Trust Fund (TD) Planning Funds

**Christopher G. Constance, MD
MPO Chairman**

Funding for this document was provided by the U.S. Department of Transportation Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the State of Florida Department of Transportation (FDOT), Florida Commission for the Transportation Disadvantaged (FCTD) and Charlotte County.

This document was prepared by the staff of the Charlotte County-Punta Gorda Metropolitan Planning Organization in cooperation with the Florida Department of Transportation (FDOT) and local government agencies.

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

Cost Analysis Certification

Charlotte County-Punta Gorda MPO

Unified Planning Work Program - FY 2023-FY 2024

Select Status: 7/1/2022

Revision Number: Initial Adoption

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by [Section 216.3475, F.S.](#) Documentation is on file evidencing the methodology used and the conclusions reached.

Name: Tanya Merkle

Liaison, District 1
Title and District

Signature



**RESOLUTION
NUMBER 2022-01**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION (MPO) APPROVING THE
UNIFIED PLANNING WORK PROGRAM (UPWP) AND CONSOLIDATED PLANNING GRANT
(CPG) PROGRAM AND THE FLORIDA
DEPARTMENT OF TRANSPORTATION METROPOLITAN PLANNING
ORGANIZATION AGREEMENT FOR FISCAL YEAR 2022/2023 AND FISCAL YEAR 2023/2024**

WHEREAS, the Unified Planning Work Program (UPWP) is the Charlotte County-Punta Gorda Metropolitan Planning Organization’s biennial transportation planning work program and serves as the scope of work for the Florida Department of Transportation Metropolitan Planning Organization Agreement in compliance with 215.971 and 216.3475 Florida Statutes.

WHEREAS, the Federal Transit Administration (“FTA”) 49 U.S.C. Section 5305(d) Metropolitan Planning Program funds and Federal Highway Administration (FHWA) Metropolitan Planning (PL) funds are the principal federal fund sources annually provided to MPOs to administer and manage metropolitan transportation planning activities; and

WHEREAS, the FTA Circular C 8100.1D and FHWA Order 4551.1 offer state departments of transportation, such as the Florida Department of Transportation (“FDOT”) the option to participate in the Consolidated Planning Grant (“CPG”) program; and

WHEREAS, the CPG allows for FHWA PL and FTA 5305(d) funds to be combined into a single consolidated grant; and

WHEREAS, the FHWA has elected to participate in the CPG program, as the designated recipient of FTA 5305(d) and FHWA PL funds; and

WHEREAS, FDOT selects FHWA to serve as the CPG Administrator; and

WHEREAS, the MPOs are a stakeholder in the implementation of the CPG program in partnership with FDOT, FTA and FHWA.

NOW, THEREFORE, BE IT RESOLVED by the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) as follows:

1. The MPO Board hereby authorizes the MPO Chair and/or the MPO Director, or their designee, to execute amendments, supplemental agreements, administrative documents, contracts, UPWPs and other time sensitive agreements as needed in the future to meet mandatory deadlines.

2. The MPO Director is hereby authorized to make administrative modifications to adopted UPWPs by shifting funds among line-item tasks as needed providing that:
 - a) The revision does not increase or decrease the total MPO budget in an adopted UPWP.
 - b) The revision does not change the scope of the work to be accomplished within any line-item task.
 - c) The revision does not add or delete a line-item task in a UPWP.
 - d) All modifications are coordinated with the appropriate funding agencies
3. Copies of the Final FY 2022/2023 and FY 2023/2024 UPWP, Metropolitan Planning Organization Agreement and this Resolution shall be forwarded to the Florida Department of Transportation and Federal Highway Administration (FHWA).

PASSED AND DULY ADOPTED this 16th day of May 2022.

CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

Christopher G. Constance, MD, Chairman

ATTEST:

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

By: _____
D’Juan L. Harris
Designated Clerk of the
MPO Board

By: _____
Janette S. Knowlton, County Attorney

ACRONYMS

For your information, these are some of the acronyms the MPO works with on a daily basis.

| | |
|--------------------------------|--|
| <u>AAASWFL</u> | Area Agency on Aging for Southwest Florida |
| AADT | Average Annual Daily Traffic |
| <u>AARP</u> | American Association of Retired Persons |
| <u>AASHTO</u> | American Association of State Highway and Transportation Officials |
| <u>ADA</u> | Americans with Disabilities Act |
| ADS | Autonomous Driving System |
| AER | Annual Expenditure Report |
| <u>AHCA</u> | Agency for Health Care Administration |
| AI | Artificial Intelligence |
| <u>AMPO</u> | Association of Metropolitan Planning Organizations |
| APR | Annual Performance Report |
| <u>APTA</u> | American Public Transit Association |
| <u>ARRA</u> | American Recovery and Reinvestment Act of 2009 |
| ATMS | Automatic Traffic Management System |
| AV | Autonomous Vehicles |
| <u>BCC</u> | Board of County Commissioners |
| <u>BEBR</u> | Bureau of Economic and Business Research |
| <u>BPAC</u> | Bicycle/Pedestrian Advisory Committee |
| BMS | Bridge Management System |
| <u>CAC</u> | Citizens Advisory Committee |
| CAMP | Corridor Access Management Plan |
| CAP | Commuter Assistance Program |
| <u>CCAA</u> | Charlotte County Airport Authority |

| | |
|----------------------|--|
| CCC | Continuing, Comprehensive and Cooperative Planning Process |
| CDMS | Crash Data Management System |
| <u>CFR</u> | Code of Federal Regulations |
| <u>CFASPP</u> | Continuing Florida Aviation System Planning Process |
| CHHT | Charlotte Harbor Heritage Trails Master Plan |
| <u>CHIP</u> | Community Health Improvement Plan |
| <u>CIA</u> | Community Impact Assessment |
| CIP | Capital Improvements Program |
| <u>CMAQ</u> | Congestion Mitigation Air Quality |
| <u>CMP</u> | Congestion Management Process |
| CMS | Congestion Management System |
| COOP | Continuity of Operations Plan |
| CPG | Consolidated Planning Grant |
| CPT-HSTP | Coordinated Public Transit-Human Services Transportation |
| CRA | Community Redevelopment Agency |
| CST | Construction |
| CTC | Community Transportation Coordinator |
| <u>CTD</u> | Florida Commission for the Transportation Disadvantaged |
| CTPP | Census Transportation Planning Package |
| CTST | Community Traffic Safety Team |
| <u>CUTR</u> | Center for Urban Transportation Research-University of South Florida |
| CUTS | Coordinated Urban Transportation Studies |
| CV | Connected Vehicles |
| DBE | Disadvantaged Business Enterprise |
| <u>DOEA</u> | Department of Elder Affairs |

| | |
|------------------------|---|
| DRI | Development of Regional Impact |
| <u>DIRPM</u> | (FDOT) District 1 Regional Planning Model |
| E+C | Existing plus committed (network used in modeling) |
| EAR | Evaluation and Appraisal Report (Comprehensive Plan) |
| EIC | Englewood Interstate Connector |
| EIS | Environmental Impact Statement |
| EJ | Environmental Justice |
| EOP | Emergency Operations Plan |
| <u>EPA</u> | Environmental Protection Agency |
| ETAT | Environmental Technical Advisory Team |
| ETDM | Efficient Transportation Decision Making |
| EV | Electric Vehicles |
| <u>FAC</u> | Florida Administrative Code |
| <u>FACTS</u> | Florida Association of Coordinated Transportation Systems |
| FAP | Federal Aid Program |
| <u>FAA</u> | Federal Aviation Administration |
| <u>FAST ACT</u> | Fixing America’s Surface Transportation Act |
| <u>FDOT</u> | Florida Department of Transportation |
| <u>FGTS</u> | Florida Greenways and Trails System |
| <u>FHWA</u> | Federal Highway Administration |
| FIHS | Florida Intrastate Highway System |
| <u>FPTA</u> | Florida Public Transportation Association |
| FM | Financial Management |
| <u>FSUTMS</u> | Florida Standard Urban Transportation Model Structure |
| <u>FS</u> | Florida Statutes |

| | |
|----------------------------|--|
| <u>FTA</u> | Federal Transit Administration |
| <u>FTC</u> | Florida Transportation Commission |
| <u>FTP</u> | Florida Transportation Plan |
| FY | Fiscal Year |
| GIS | Geographic Information Systems |
| GPC | General Planning Consultant |
| HOA | Homeowners Association |
| HOV | High Occupancy Vehicle Lanes |
| HP&R/D | Highway Planning and Research/Department also known as state “D” funds |
| HSR | High Speed Rail |
| ICAR | Intergovernmental Coordination and Review |
| IIJA | Infrastructure Investment and Jobs Act (IIJA) |
| IMS | Intermodal Management System |
| ISTEA | Intermodal Surface Transportation Efficiency Act |
| IT | Information Technology |
| ITS | Intelligent Transportation System |
| IVHS | Intelligent Vehicle Highway Systems |
| JARC | Job Access Reverse Commute |
| JPA | Joint Participation Agreement |
| LAP | Local Area Program |
| <u>LCB</u> | Local Coordinating Board |
| LEP | Limited English Proficiency |
| LIDAR | Light Detection and Radar |
| LOS | Level of Service |
| LRT | Light Rail Transit |

| | |
|--------------------------------------|---|
| <u>L RTP</u> | Long Range Transportation Plan |
| <u>MAP-21</u> | Moving Ahead for Progress in the 21 st Century |
| MOA | Memorandum of Agreement |
| MOE | Measurement of Effectiveness |
| MPA | Metropolitan Planning Area |
| <u>MPO</u> | Metropolitan Planning Organization |
| <u>MPOAC</u> | Metropolitan Planning Organization Advisory Council |
| MPM | Mobility Performance Measures |
| MSTU | Municipal Service Tax Unit |
| <u>MTP</u> | Metropolitan Transportation Plan |
| <u>NEPA</u> | National Environmental Policy |
| NHS | National Highway System |
| <u>NPS</u> | National Park Service |
| <u>NTSB</u> | National Transportation Safety Board |
| OPA | Official Planning Agency |
| PD&E | Project Development and Environmental Study |
| P+R | Park and Ride |
| PE | Preliminary Engineering (Design) |
| PEA | Planning Emphasis Area |
| PL | FHWA Metropolitan Planning Funds |
| PMS | Pavement Management System |
| PPE | Public Participation Element |
| PPP | Public Participation Plan |
| RFLI | Request for Letters of Interest |
| RFP | Request for Proposals |

| | |
|--------------------------|---|
| RPC | Regional Planning Council |
| RSF | Regionally Significant Facility |
| RTAP | Rural Transit Assistance Plan |
| RTCA | Rivers, Trails, and Conservation Assistance Program |
| RTP | Regional Transportation Plan |
| R/W or ROW | Right of Way |
| <u>SAFETEA-LU</u> | Safe, Accountable, Flexible, Efficient, Transportation Equity Act-A Legacy for Users |
| SCAT | Sarasota County Area Transit |
| SGA | State of Good Repair |
| SIS | Strategic Intermodal System |
| SMS | Safety Management System |
| SPR | State Planning and Research |
| SR | State Route |
| SRTS | Safe Routes to School |
| STIP | Statewide Transportation Improvement Program |
| STP | Surface Transportation Program |
| STTF | State Transportation Trust Fund |
| <u>SWFRPC</u> | Southwest Florida Regional Planning Council |
| SWFTI | Southwest Florida Transportation Initiative |
| <u>TAC</u> | Technical Advisory Committee |
| TAM | Transit Asset Management |
| TAMP | Transportation Asset Management Plan |
| TAZ | Traffic Analysis Zone |
| TD | Transportation Disadvantaged |
| TDM | Transportation Demand Management |

| | |
|----------------------|--|
| <u>TDP</u> | Transit Development Plan |
| <u>TDSP</u> | Transportation Disadvantaged Service Plan |
| TPM | Transportation Performance Management |
| T/E | Trip and Equipment |
| TE | Transportation Enhancement |
| <u>TEA-21</u> | Transportation Equity Act for the 21 st Century |
| TIGER | Transportation Investment Generating Economic Recovery |
| TIM | Traffic Incident Management |
| <u>TIP</u> | Transportation Improvement Program |
| TMA | Transportation Management Area |
| TOD | Transit Oriented Development |
| TOP | Transportation Outreach Program |
| TPO | Transportation Planning Organization |
| TRB | Transportation Research Board |
| <u>TRIP</u> | Transportation Regional Incentive Program |
| TSM | Transportation System Management |
| TTF | Transit Task Force |
| <u>UPWP</u> | Unified Planning Work Program |
| <u>USC</u> | United States Code |
| <u>USBC</u> | United States Bureau of the Census |
| <u>USDOT</u> | United States Department of Transportation |
| UZA | Urbanized Area |
| VMT | Vehicle Miles Traveled |
| VPD | Vehicles per Day |
| YOE | Year of Expenditure |

INTRODUCTION

Definition of the MPO UPWP

This Unified Planning Work Program (UPWP) describes the transportation planning projects to be performed within the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) study area.

This Work Program is consistent with all federal and state requirements. All product updates including the Transportation Improvement Program (TIP) and planning concepts and factors follow Federal and State guidelines. The MPO is complying with Title VI of the Civil Rights Act of 1964. Title VI specifically prohibits discrimination on the basis of race, color, national origin, age, disability, religion or sex. This applies in any and all applications of work by the MPO, including its administration, decision making and purchasing options.

The FY 2023 – FY 2024 UPWP for the Charlotte County-Punta Gorda MPO is prepared in accordance with the Florida Department of Transportation (FDOT) *MPO Program Management Handbook*. The UPWP is approved by the MPO Board and the appropriate state and federal agencies. All tasks performed in this document are conducted in accordance with *Title 23 U.S.C.*, *Title 49 U.S.C.* and the *Federal Transit Act*.

Comprehensive Transportation Planning Activities

The MPO will be developing the 2050 Long Range Transportation Plan (LRTP) update as required by Federal and State Statute. The required adoption date will be on or before October 3, 2025. The MPO adopted its 2045 LRTP on October 5, 2020. The MPO will emphasize the requirements of current and future transportation legislative initiatives. The MPO will continually maintain and update the Transportation Improvement Program (TIP) to ensure all projects within the metropolitan area leveraged with federal, state and or local funding is reflected accurately for public transparency. The MPO has an adopted Public Participation Plan (PPP) which has been updated to include Limited English Proficiency (LEP) provisions, demographic data collection, and transit-related public participation requirements. The PPP will continue to be reviewed periodically for all necessary updates as required. . In addition to all federal requirements, the MPO includes other relevant considerations pertinent to intermodal connectivity such as, land use planning, citizen input, Efficient Transportation Decision Making (ETDM), Intelligent Transportation Systems Planning (ITS) and all factors essential for efficient transit service within Charlotte County.

The highway projects that garnered public interest include improvements to the Burnt Store Road corridor. Burnt Store Road Phase II is the last segment of the road improvements completed in November 2021. Additionally, the Harbor View Road widening project is currently in the Design phase. The Transportation Alternatives Program (TAP) has projects of significant interest that will progress improvements along the US 41 corridor in Charlotte County per FDOT design standards. These projects include implementation of multi-use sidewalks on both sides of the US 41 corridor. There are also plans to construct a multi-use trail on Taylor Road, greatly improving multi-modal connectivity in a traditionally underserved neighborhood. Lastly, the US 41 Corridor has recently undergone a visioning study by FDOT's District One Planning Studio. The visioning study ensures that future proposed improvements along the US 41 Corridor is in sync with the needs and desires of local stakeholders in Charlotte County. This strategic approach to collaborative planning for state roadways in District One, solidifies transportation planning partnerships and proactively identifies community concerns before project priorities enter the production pipeline.

The Interlocal Agreement with the Sarasota/Manatee MPO was rewritten and adopted at the January 22, 2018 Charlotte County-Punta Gorda & Sarasota/Manatee MPO Joint Regional Meeting. Other products finalized in previous years include an amended Public Participation Plan (PPP), a Joint Regional Roadway Network, a Joint Transportation Regional Incentive Program (TRIP) and Joint Regional Transportation Alternatives (RTAP) Project Priority Lists. Regional coordination for the Long-Range Transportation Plan (LRTP) is on-going during the LRTP Update phase of the plans and continues between Plan adoptions. A Joint Charlotte County- Punta Gorda and Sarasota/Manatee MPO Board Meeting is held annually.

A formal Interlocal Agreement with the Lee County MPO was adopted on December 13, 2013. The directors of these MPOs attend each other's TAC meetings, and a joint Charlotte County-Punta Gorda and Lee County MPO Board Meeting is held annually. Products finalized include Joint Transportation Regional Incentive Program (TRIP) Project Priority Lists.

The MPO participates in a quarterly FDOT/Charlotte County/City of Punta Gorda coordination meeting. These meetings provide the MPO additional insight, understanding, and concerns of federal, state and local planning agencies.

The MPO continues to coordinate with the Charlotte County Transit Division, the Transportation Disadvantaged Local Coordinating Board (LCB), Sarasota County Area Transit (SCAT) and Lee County's Lee-Tran to address the viability of additional transportation services in Charlotte County.

The Continuity of Operations Plan (COOP) is reviewed annually for improved effectiveness and situational and personnel changes, as required.

The planning activities of the Charlotte County-Punta Gorda MPO are consistent with Federal Planning Factors, the Florida Transportation Plan (FTP) and the Charlotte County and City of Punta Gorda Comprehensive Plans.

Statement of CPG Participation

"The FDOT and the Charlotte County-Punta Gorda MPO participate in the Consolidated Planning Grant (CPG). The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida's FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division. These funds are annually apportioned to FDOT as the direct recipient and allocated to the MPO by FDOT utilizing formulas approved by the MPO, FDOT, FHWA, and FTA in accordance with 23 CFR 420.109 and 49 U.S.C. Chapter 53. The FDOT is fulfilling the CPG's required 18.07% non-federal share (match) using Transportation Development Credits as permitted by 23 CFR 120(j) and FTA C 8100.1D."

"Soft Match"

Section 120 of Title 23, U.S.C., permits a State to use certain toll revenue expenditures as a credit toward the non-Federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the Federal share to be increased up to 100% to the extent credits are available. The "soft match" amount being utilized to match the FHWA PL/CPG funding in the UPWP is **18.07%** of FHWA program funds for a total of \$122,437 for FY 2023 and \$113,415 for FY 2024.

The MPO is currently working on an open PTGA, which the MPO receive 80% federal funds for FTA 5305 (d) funds and use FDOT transportation development credits (TDC) as authorized by Title 23 U.S.C. (Section 120) to satisfy the required 20-percent non-federal share (soft match). These funds are used for support services including guidance and technical assistance to the MPO staff and attendance at meetings. This will be in effect until the transition to the Consolidated Planning Grant.

Local Planning Priorities

The needs and level of planning of the Charlotte County-Punta Gorda MPO area are reflected in this UPWP. The objectives of this UPWP are to address the planning priorities of the Charlotte County-Punta Gorda MPO area as follows:

- Provide socio-economic, educational, and technical input for the planning and development of the MPO area's transportation network
- Continue to facilitate educational opportunities for the MPO Board and its advisory committees to enhance and reinforce their understanding of transportation planning decision making and the MPO process
- Utilize, evaluate, and where possible, improve public participation and input in the transportation planning proposals and goals on a local and regional scale
- Monitor the current Transit Development Plan (TDP) and continue to gather public input and area transit needs information for the development of TDP progress reports
- Participate in the development of the Florida Strategic Intermodal System (SIS) plan
- Revalidate the Interlocal Agreements with the Sarasota/Manatee MPO and the Lee County MPO
- Develop and maintain a physical inventory of property obtained through federal funding, its maintenance and a final disposal procedure that meets FDOT and Federal Highway Administration (FHWA) regulations
- Adopt and update as required the 2050 LRTP ensuring regional coordination with neighboring MPOs
- Maintain and update the annual Transportation Improvement Program (TIP) seeking creative, supportable project priorities that meet community needs
- Continue to work towards receiving enhanced TRIP and regional project funding for the MPO

Air Quality Planning Activities

In the 2050 LRTP Update, the MPO will adopt policies to protect existing air quality. Projected emissions are included in traffic model evaluation reports. These projections are used by the MPO and by local governments to help make road network and land use decisions. The MPO monitors all related air quality information collected in assessing transportation impacts on overall Air Quality.

Transit Planning

Transit planning tasks are performed with funds under Titles 23 and 49, U.S.C. through the activities in Task 8: Transit and Transportation Disadvantaged Planning, as well as possible activity under a Task 8 General Planning Consultant line. The Charlotte County Transit Division's significant role in providing transportation to Charlotte County residents continues to grow and evolve to meet demand at peak times with a paratransit-only system. The long-term efforts to clarify future spending for paratransit will continue. As evidenced in the Charlotte County Transit Development Plan (TDP), *Charlotte Rides*, transit planning remains at the forefront of the MPO's efforts

to expand citizens' mobility options both within the urbanized area of the County and across County lines. The MPO works continually and cooperatively with the staff of the Charlotte County Transit Division, the Members of the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) and representatives of adjoining County transit systems and MPOs to address current and emerging transit issues.

Public Participation including Title VI and Title VIII

The MPO's first Public Participation Plan (PPP) was adopted in 1994, while the most recent updated PPP was adopted by the MPO Board on July 20, 2020. It is consistent with Florida State Rule 14-73.001 and includes the demographic data on the MPO's Evaluation/Comment Form. Preliminary data analysis and "measures of effectiveness" indicate this concept has increased the number of committee applicants and resulted in more MPO Board input on the entire selection process.

MPO staff continues to revise the informational brochure detailing the history, purpose and mission of the MPO. The brochure encourages public involvement and meeting participation. Meeting agenda packets for the MPO Board and its Committee meetings are displayed in local government offices, all County library branches and other accessible locations for review by the general public. Additionally, the MPO developed a citizens' transportation planning award in August 2009 named for a long-serving LCB and CAC member. This award was established to recognize achievement by an individual or group who through their efforts and accomplishments has made significant and noteworthy contributions to transportation planning in the area.

The MPO website is updated regularly to include current MPO, LCB and Advisory Committee meeting agendas. The website also provides direction to all MPO planning documents. The website includes a text box under the "Contact Us" tab to aid citizens visiting the MPO site to easily comment on MPO plans and documents. The website also provides information and links to the local jurisdictions and other pertinent websites.

Consistent with Federal requirements, in recent years the MPO has placed increased emphasis on public involvement. The MPO has ensured that Title VI policy is followed including outreach to the county's traditionally underserved population. The MPO's primary strategy for engaging all populations in transportation decision making is through membership on both the Citizens' Advisory Committee (CAC) and the Transportation Disadvantaged Local Coordinating Board (LCB). Additionally, the MPO has compiled a mailing list of Homeowner Associations within the County. This database is utilized whenever public involvement workshops and meetings are held. The MPO has also used specific studies and planning tools such as the Transit Development Plan (TDP), the Transportation Disadvantaged Service Plan (TDSP), and PD&E studies as a component of the public involvement process. Through the "Efficient Transportation Decision Making" (ETDM) process, the MPO incorporates public comments and ideas. For major plan updates such as the LRTP Update, Participation Workshops are held to build overall transportation planning consensus culminating in project priority ranking.

Citizens are provided opportunities to comment on all content and aspects of this UPWP. The draft UPWP is distributed to all Charlotte County libraries and the *Sun Herald*. It is also an agenda item in MPO Board, TAC, and CAC meeting packets. Additionally, the draft UPWP is sent to federal, state and local government agencies to solicit their comments. The MPO adopts the final UPWP only after all comments have been addressed and, where appropriate, integrated into the Work Program.

The final adopted UPWP is available in hard copies at the MPO offices or can be requested electronically.

ORGANIZATION AND MANAGEMENT

The MPO Board Membership:

| <u>Agency</u> | <u>Representative</u> |
|--------------------------------------|---|
| Charlotte County Government | Commissioner Christopher G. Constance, MD, Chairman Commissioner Stephen R. Deutsch, Vice Chair Commissioner Joseph Tiseo |
| City of Punta Gorda | Mayor Lynne Matthews |
| Charlotte County Airport Authority | Commissioner James W. Herston |
| <u>Non-Voting Advisory Member</u> | |
| Florida Department of Transportation | District One Secretary L.K. Nandam |

The Charlotte County-Punta Gorda MPO is the primary agency responsible for transportation planning in Charlotte County. The MPO Board consists of five voting members representing two local governments, the local airport authority, and one non-voting advisor from FDOT. The MPO is a legislative body with the power to develop and adopt plans, to manage priorities for the programming of improvements to the transportation system, and to program and administer federal and state planning grants.

The MPO Board appoints members to the Citizens' Advisory Committee (CAC), composed of eleven voting citizen representatives of the general population of the community. They are chosen to provide a diverse cross section of the population, representing three geographical areas (West-County, Mid-County, and South-County). Two (2) At-Large members are also included in the membership. The Committee is governed by Bylaws and is responsible for providing the MPO and its staff with public participation in the transportation planning process.

The Bicycle Pedestrian Advisory Committee (BPAC) is appointed by the MPO Board and is composed of bicycle advocates from the South, Mid and West County geographical areas, bicycle shop owners, bicycle club members, and a Historical, Cultural and Environmental representative. This Committee provides recommendations on bicycle and pedestrian plans and projects.

The MPO Board's Technical Advisory Committee (TAC) is composed of 13 voting members. They are technically qualified representatives of agencies responsible for maintaining, controlling, developing and improving the transportation system within the Charlotte County-Punta Gorda Urbanized Boundaries, including the City of North Port and a small portion of DeSoto County. A DeSoto County planner, a City of North Port planner and the Director of the Lee County MPO are also voting members of the TAC. Committee duties include coordination of transportation plans and programs arising from the review of all transportation technical studies and reports.

The MPO is the official planning agency to receive Transportation Disadvantaged (TD) trust funds for planning activities of the TD program in Charlotte County. The MPO staffs the Transportation Disadvantaged Local Coordinating Board (LCB), which is chaired by an elected official from the Charlotte County area.

The MPO Board directs the staff in managing MPO operations through a Director. The staff coordinates all planning projects and activities and administers all tasks to assure proper fulfillment of State and Federal requirements. The staff works with the TAC and the CAC, as well as other committees or groups dealing with transportation issues; acts as the primary local liaison to FDOT, the FHWA, and the FTA, as well as other agencies; and works with the staffs of local agencies and neighboring jurisdictions on transportation projects. The MPO has a total of six staff positions: a director, principal planner, three planners (one job share position partially filled and one full time) and an administrative services coordinator.

AGREEMENTS

The MPO has several agreements with other public agencies to promote a 3-C
(Comprehensive, Continuing and Cooperative) planning process:

| Agreements | Agency | Date |
|--|---|--|
| Public Transportation Grant Agreement (PTGA) for Section 5305 (d) FTA Funds, FM# 4101141-14-31 | FDOT | 1/7/2022 – 12/31/2023 |
| Staff Services Agreement/*Partnership Agreement between Budget & Administrative Services Department/Fiscal Services Division and MPO | Charlotte County | 7/27/2010/*9/10/2018 |
| Interlocal Agreement for Joint Regional Transportation Planning | Sarasota/Manatee MPO | 1/22/2018 |
| Interlocal Agreement for Joint Regional Transportation Planning | Lee County MPO | 12/13/2013 |
| Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (ICAR) | FDOT CCAA SWFRPC CC (Transit Division) | 2/22/2006, currently under revision |
| The State of Florida Department of Transportation Metropolitan Planning Organization Agreement | FDOT | 07/1/2020 thru 06/30/2022 currently under revision |
| Interlocal Agreement for Creation of the MPO | FDOT City of Punta Gorda Charlotte County CCAA | 2/22/2006 |

OPERATIONAL PROCEDURES AND BYLAWS

The MPO is an independent, separate legal entity authorized pursuant to Florida Law. The MPO operates under a duly adopted set of bylaws. In addition to MPO Staff, support service staff of Charlotte County Government provide administrative, legal, financial, purchasing, and personnel support.

The Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) Board consists of local elected officials from County, City and Airport Authority constituencies. This Board meets a minimum of five times per year to establish transportation policies and evaluate and review transportation needs within the MPO's Urbanized Area. The MPO Board operates under a set of formal bylaws.

Additionally, the MPO has three standing Advisory Committees, these are the Technical Advisory Committee (TAC), the Citizens' Advisory Committee (CAC), and the Bicycle/Pedestrian Advisory Committee (BPAC). The TAC and CAC meet five times per year, while the BPAC meets quarterly.

The MPO is the Official Planning Agency to receive Transportation Disadvantaged (TD) Trust Funds utilized for planning activities of the TD program in urbanized areas. The MPO staffs the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) that meets quarterly and operates under a set of formal bylaws.

The Official Records are located at the:

Charlotte County-Punta Gorda Metropolitan Planning Organization
25550 Harbor View Road, Suite 4
Port Charlotte, Florida 33980-2503
Tel: (941) 883-3535 Fax: (941) 883-3534
Website: www.ccmppo.com
Email: office@ccmpo.com

All MPO records are available for public inspection during regular business hours (Monday through Friday, 8:00 a.m. to 4:00 p.m., except holidays). The Charlotte County-Punta Gorda MPO fully complies with the Public Records Laws and the Sunshine Laws of the State of Florida.

TASK 1 ADMINISTRATION

Purpose: Properly manage the transportation planning process in the Charlotte County-Punta Gorda area that responds to the needs of the community. This includes the monitoring and managing of local planning tasks to ensure that the local planning process complies with all state and federal requirements utilizing consultant services as needed.

Previous Work:

- Provided staff support and assistance to the MPO Board and its advisory committees
- Adopted the FY 2021 – FY 2022 UPWP in May 2020
- Amended the FY 2021 – FY 2022 UPWP as required
- Publicized all meeting information on MPO website, Charlotte County website and the Charlotte County local newspaper in FY 2021 – FY 2022
- Submitted monthly signed and approved Visa® credit card statements along with original receipts to Fiscal Services for final review based on monthly deadline provided to allow for Fiscal review and to meet purchasing deadlines-ongoing
- Submitted all required MPO resolutions to MPO legal counsel for review
- Awarded the “Peggy Walters” Citizen Mobility Award to a citizen who made significant contributions to transportation planning within Charlotte County – July 2021
- Updated Continuity of Operations Plan (COOP)
- Continued maintenance and uploaded all MPO required documents on MPO Web Site
- Prepared and submitted invoices per standards required by 23 C.F.R. 420.121(c) and performed in accordance with 49 C.F.R
- Completed the Joint FDOT/MPO Annual Certification reviews
- Produced board and advisory committee’s agenda packets, meeting minutes, and records of committee proceedings as scheduled
- Keep Charlotte Beautiful Calendar providing bicycle laws and safety information
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of January 2022.

Required Activities: MPO staff will provide the following services:

- Provide day-to-day oversight of overall agency administrative activities and staff management including graphics production, evaluation and resolution of any special issues which may arise
- Provide oversight for development and update of MPO planning document deliverables such as the LRTP, TIP, PPP, etc.
- Provide oversight for Regional Transportation Studies affecting the MPO Planning Area
- Continue to coordinate with Charlotte County Purchasing, and Fiscal Services to maintain invoices for monthly office equipment rental, utilities, office supplies & materials - Ongoing
- Approve invoices on a daily basis and submit for payment through the County’s Invoicing process - Ongoing
- Continue to process various travel arrangements and reimbursement claims according to local and State requirements for MPO staff - ongoing
- Prepare and submit payroll based on bi-weekly timesheets to Clerk Payroll within the designated deadlines - Ongoing

- Submit monthly signed and approved Visa® credit card statements along with original receipts to Fiscal Services for final review based on monthly deadline provided to allow for Fiscal review and to meet Purchasing deadlines-ongoing
- Continue to process all legal advertising to meet the required deadlines - Ongoing
- Assist local agencies and interested parties on planning increased security and safety of the transportation system, including airport, rail and transit modes (daily)
- Distribute agenda packets for all MPO Board and advisory committee meetings to members, adjacent county MPOs, local media and government sponsored information outlets as needed
- Provide orientation, training and staff support to the MPO Board and its advisory committees as needed
- Provide training and support by attending US DOT and FDOT approved training courses as available
- Prepare and submit invoices per the standards required by 23 C.F.R. 420.121(c) and performed in accordance with 49 C.F.R. (quarterly)
- Update as needed the Staff Services Agreement with Charlotte County
- Development and update of the Unified Planning Work Program (UPWP) for FY 2023 and FY 2024 by July 1, 2022, and July 1, 2023
- Participate in FDOT/Charlotte County Public Works/Punta Gorda Public Works Coordination Meetings - quarterly
- Continue maintenance on MPO Web Site (ongoing)
- Continue software update and selected peripheral equipment purchases with county IT Department and other Federal, State, and local government Planning Agencies as needed
- Seek justification from FDOT for Capital Purchases exceeding budget estimates as needed
- Procure and or replace the necessary capital equipment to maintain the same level of service as is currently available at the MPO, and security (anti-virus) software will continue to be upgraded as required by 49 CFR. as needed
- MPO Office renovations and modifications to enhance security and improve operations as needed
- Maintain financial records for an annual audit, if required
- Review and revise MPO/TAC/CAC/BPAC Bylaws to reflect the use of telephone and video teleconferencing devices and applications when health and physical emergencies preclude meeting physically as needed
- Sponsor Charlotte County safety programs in Keep Charlotte beautiful calendar - annually
- Utilize General Planning Consultant services as needed

End Products:

- Develop MPO planning document deliverables as required by Federal and State Statutes
- Develop Budgets, contracts and financial records reviewed and submitted to FDOT quarterly - ongoing
- Board and advisory committee's agenda packets, meeting minutes, and records of committee proceedings as scheduled
- Training, workshop of the MPO Board, MPO Advisory Committees and MPO Staff to enhance understanding of the MPO Process and transportation decision making as needed
- Physical inventory to safeguard equipment and maintenance that meets the requirements of Federal Highway Administration (FHWA) Regulation 49 C.F.R. 18.32(d)(3) and (4) annually
- Disposal of equipment purchased with planning funds consistent with state law and FHWA Regulation 49 C.F.R. Part 18.32(e) updated as needed
- Developed UPWP for FY 2023 and FY 2024 – May 2022 and May 2023

- Annual audit report to the Federal Audit Clearinghouse Database March 2023 and March 2024, if required
- Invoices to FDOT for review following end of each quarter through June 30, 2024 - quarterly
- Updated documents to reflect the possible reapportionment of the MPO Planning area as needed
- Computer, hardware and software upgrades as needed
- Maintain office supplies to support and execute everyday business – as needed
- Financial tasks including grant reimbursements, audit reports, budget, grant reconciliations, timekeeping, inventory, invoice payment, various resolutions, travel processing, meeting/public meeting s - ongoing
- MPO website updated and improved on a continuous basis
- Amendment/revision/modification of the UPWP/Section 5305 (d) as needed
- Renovation and rearrangement of MPO office for increased security and efficient operations if needed
- Revise and adopt amended MPO/TAC/CAC/BPAC Bylaws to allow utilization of meeting audio graphic or web teleconferencing methods - as needed
- Joint FDOT/MPO annual certification reviews - Annually by March 2023 and March 2024
- Keep Charlotte Beautiful safety programs calendar sponsorship – July 2023 and July 2024
- Three signed GPC contracts

Responsible Agency: Charlotte County-Punta Gorda MPO

| | | | |
|-------------------------|------------------|--------------|-------------------|
| Funding Sources: | Year 1 - FY 2023 | FHWA (PL) | <u>\$ 352,462</u> |
| | | TOTAL | \$ 352,462 |
| | Year 2 – FY 2024 | FHWA (PL) | <u>\$323,313</u> |
| | | TOTAL | \$323,313 |

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TASK 2 DATA COLLECTION, ANALYSIS AND MAPPING

Purpose:

- Monitor and map area travel characteristics and impacting factors such as socio-economic and land use data, transportation system data, and natural, physical, and human environment information
- Continue participation and training in facilitating the Efficient Transportation Decision Making (ETDM) process
- Continue participation and training in Cube Voyager modeling software and Model Task Force Meetings
- Continue training as the modeling software transition from Cube Voyager to Visum software.
- Collaborate with FDOT District One to choose a PTV Visum software platform and develop a schedule for model conversions from Cube Voyager
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of Jan 2022

Previous Work:

- Continued coordination with Florida Department of Transportation (FDOT) in the implementation of the ETDM process through analysis of work projects in FY 2019/2020 and FY 2020/2021
- Analyzed accident and congestion data for the safety management system, and participated with the Community Traffic Safety Team (CTST) to identify and propose projects for safety and enhancement funds
- Analyzed traffic data using Cartography Asset Management System (CAMS) and organize crash data for implementing the Congestion Management Process (CMP) to prioritize transportation projects
- Updated Cube Voyager modeling software for use in regional Transportation Model
- Utilized 2010 DIRPM for transportation analysis.
- Utilized 2015 DIRPM for transportation analysis and providing Traffic volumes data to member entities.
- Validated Socio-economic data completed in November 2019
- Validated 2015 District One Regional Planning Model (DIRPM) completed in January 2020.
- Attended webinars and training related to download, install and familiar to PTV Visum modeling software
- Analyzed, downloaded, and modified Signal Four crash data reports for presentations at the Board and committee meetings

Required Activities:

- Utilize the Travel Demand Model for analysis of existing network and to develop alternative planning scenarios with Cube Voyager as needed
- Utilize the General Planning Consultant services as needed in the development of socio-economic data for development of 2050 travel demand model
- Update 2015 travel demand model data to 2020 base line data for the development socio economic data.
- Update 2020 validated base year model data to 2050 Future year socio economic data.

- Utilize 2015 District One Regional Planning Model (D1RPM) for regional transportation modeling as needed.
- Utilize 2020 District One Regional Planning Model (D1RPM) for regional transportation modeling as needed.
- Update data efforts relating to public transportation and multimodal considerations to be done in support of and in conjunction with Task #8 as needed
- Collect primary and secondary data for analysis including the Census Bureau, Bureau of Economic and Business Research (BEBR), County and City Geographic Information Systems (GIS), County and City Public Works Departments, County and City Community Development Departments, Southwest Florida Regional Planning Council (SWFRPC), Sheriff and Police Departments and State agencies to update the travel demand model as needed.
- Continue to update maps of multimodal facilities, crash data and traffic volumes
- Continue to analyze accident and congestion data for the safety management system, and participate with the Community Traffic Safety Team (CTST) to identify and propose projects for safety and enhancement funds (quarterly)
- Continue to enhance the integration and connectivity of the regional transportation system through increased data collection and analysis, including map enhancement as needed
- Continue to identify and catalog information to be placed in a central database for use in the Efficient Transportation Decision Making (ETDM) process, as well as public transportation and multi-modal considerations, including ITS as needed
- Utilize General Planning Consultant services as needed.
- Continue to use Signal Four data for analysis.
- Continue participation in PTV Visum software updates and training activities
- Participation at trainings, conferences including MPOAC and Model Task Force meetings.

End Products:

- Cube Voyager and PTV Visum transportation model scenarios as required throughout FY 2022 and FY 2023 target completion September 2023
- Prioritize lists of projects addressing congestion management in 2022 and 2023, target completion July 2022 and July 2023
- Provide input into bi-monthly Community Traffic Safety Team (CTST) meetings (quarterly) - Ongoing
- Review of databases to assist in prioritizing safety, highway, congestion management, and enhancement related projects throughout 2022 and 2023 snapshot adoption date – October 2025 (Ongoing)
- Refine and enhance GIS data for MPO plans and projects programs throughout FY 2022 and FY 2023 – snapshot adoption date – October 2025 (Ongoing)
- Three signed GPC contracts
- Familiarity with the new PTV modeling software and other model related activities
- Validated 2020 base year socio economic data
- Validated 2050 Future year socio economic data.
- Completion of mapping crashes, traffic volumes, multimodal network features, and other needs as determined

| | | | |
|----------------------------|----------------------------------|--------------|------------------|
| Responsible Agency: | Charlotte County-Punta Gorda MPO | | |
| Funding Sources: | Year 1 – FY 2023 | FHWA (PL) | <u>\$ 53,360</u> |
| | | TOTAL | \$ 53,360 |
| | Year 2 – FY 2024 | FHWA (PL) | <u>\$50,359</u> |
| | | TOTAL | \$50,359 |

TASK 3 - PUBLIC PARTICIPATION PLAN

Purpose:

- To provide opportunities for public participation in the MPO Process consistent with Federal and State requirements.

Previous Work:

- Prepared MPO Public Participation Plan (PPP) Annual Evaluation/Summary for calendar years 2018 and 2019- did we do this for 2020- I don't recall doing this for 2021
- Revised PPP Plan and Title VI Program ongoing
- Initiated and coordinated with CC-TV 20 production staff the script, development and video recording of selected MPO, CAC, BPAC, LCB and the Punta Gorda Airport leading to the completion of an MPO/2045 LRTP information video. This video was shown at all the workshops, MPO Committee and Board meetings and on CC-TV 20.
- Prepared outline and content for 2045 LRTP Public Participation Survey in 2019
- Aided in preparation of 2045 LRTP Workshop materials including "Route to 2045" branded brochure
- Conducted public workshops in February and June 2020 in support of the 2045 LRTP Needs Plan and Cost Feasible Plan
- The MPO revised, compiled and analyzed data received from the MPO's Evaluation/Comment survey. This survey was conducted as a part of the February and June 2020 workshops held to solicit public opinion and comment on the 2045 LRTP
- Awarded the Citizens Transportation Mobility Award in 2020 and 2021. The award is now in its 12th year
- Quarterly updates and revisions to the MPO informational brochure.
- Throughout FY 2020/2021 and FY 2021/2022 MPO staff attended meetings at civic and non-profit organizations to discuss the MPO planning process, public involvement opportunities, and future planning ideas and options.
- Active participation in Association of Metropolitan Planning Organizations (AMPO) FHWA, USDOT and FDOT public participation-based webinars and local training programs
- Active discourse and discussion with other Florida MPOs concerning effective public involvement techniques and programs
- Continued content improvement and as needed revisions to the MPO Orientation Manual; with attendant preparation for an orientation meeting for new MPO Board and Advisory Committee members

Required Activities:

- Annual review and update of the PPP as needed
- Provide public participation opportunities for all MPO related transportation plans, hearings, workshops and events as needed
- Solicit citizen volunteers for the MPO Advisory Committee

- Provide timely notification to the public of all MPO related meetings, hearings, workshops, special and joint meetings, and plan reviews by all forms of informational media including electronic, print, audio, and video as needed
- Prepare MPO Public Participation Plan for the 2050 Long Range Transportation Plan
- Continue to respond to citizen, agency and media queries on all MPO related topics and plans as needed
- Continue to attend civic, non-profit, professional and business group meetings and forums when available
- Continue to review and improve the MPO website. Website improvements include ADA compliance and 2050 LRTP additions as needed
- Continue to solicit nominees and award a Citizens Transportation Mobility Award in 2020 and 2021
- Continue to implement creative electronic, print or visual techniques and methods to provide citizens with information (ongoing)
- Continual review and update of the MPO informational brochure on a quarterly basis
- Continue to solicit citizen input on methods to improve roadway safety and, potential bicycle and pedestrian improvements (ongoing)
- Continue to develop relationships with traditionally underserved populations (Environmental Justice-EJ targets). MPO has worked with FHWA and FDOT staff to review and solicit comments on the EJ and Socio-cultural aspects of the developing 2050 LRTP (ongoing)
- Continue to work with MPO Advisory Committee members in developing their roles as MPO information conduits to their constituents, clients and friends (ongoing)
- Utilize a General Planning Consultant services as needed
- Utilize the MPO website for improved public outreach and participation as needed
- Prepare an MPO Evaluation/Comment Survey, disseminate at all MPO public participation events (live and virtual) and compile survey responses

End Products

- Inclusion of all public surveys, interactive mapping tools, verbal and written public comment and opinion in the MPO process and all planning documents
- Public participation workshops and public involvement events in support of the 2050 Long Range Transportation Plan
- Annual Public Participation Summary and Evaluation Report in FY 2021 and FY 2022
- MPO brochure, the MPO website, and potential future technological improvements as they relate to improved public involvement as needed
- Citizen Transportation Mobility Award July 2021 and July 2022
- Public Participation Plan (PPP) amendment/revisions as needed
- 2050 LRTP with all requisite public participation opportunities and guidelines met
- Citizen volunteers for various MPO Advisory Committees
- Evaluation/Comment Survey for all public involvement events, including participant demographic and meeting logistic/venue responses

Responsible Agency: Charlotte County-Punta Gorda MPO

| | | | |
|-------------------------|------------------|--------------|------------------|
| Funding Sources: | Year 1 – FY 2023 | FHWA (PL) | <u>\$ 16,000</u> |
| | | TOTAL | \$ 16,000 |
| | Year 2 – FY 2024 | FHWA (PL) | <u>\$15,000</u> |
| | | TOTAL | \$15,000 |

TASK 4 LONG RANGE TRANSPORTATION PLANNING (LRTP)

Purpose:

- Apply Florida Standard Urban Transportation Model Structure (FSUTMS) for the management system projects
- Continue participating in the statewide Model Task Force technical meetings leading to conversion of FSUTMS from Cube Voyager to the new Statewide PTV Visum model software
- Routinely evaluate and update the MPO's 2045 Long Range Transportation Plan as needed
- Implement MPO's Long Range Transportation Plan Amendment Procedures as needed
- Utilize 2021-2024 General Planning Consultant services as needed
- Participation in the development of D1RPM update for 2050 LRTP.
- Development of 2050 Long Range Transportation Plan (LRTP) Update with adoption date on - October 5th, 2025.
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of Jan 2022.

Previous Work:

- Adopted 2040 Long Range Transportation Plan (LRTP) Update October 2015
- Endorsed Model Validation (Spring 2015)
- Endorsed Goals, Objectives and Socio-Economic Data for 2045 LRTP
- Hazard Mitigation planning element documentation included in the 2040 LRTP Update
- Adopted FDOT District One Regional Planning Model (D1RPM)
- Adopted 2045 LRTP Socio-Economic Data and endorsed 2015 Model Validation Data
- Refined 2045 Socio-Economics Data control totals completed in December 2019
- Refined 2045 D1RPM Model March 2020
- Validated 2015 District One Regional Planning Model (DIRPM) – November 2020
- Three signed GPC contracts.
- Amendments to the 2045 LRTP as needed
- Adopt 2045 LRTP - October 2020.
- Updated 2045 computerized transportation planning model (FSUTMS) for traffic impact and alternative analysis.
- Adopted 2020 FDOTs Vision Zero safety performance targets.

Required Activities:

- Incorporate the 2020 Validated Network and Socio-Economic Data into the FSUTMS models
- Utilize 2050 D1RPM for traffic impact and alternative analysis as needed
- Continue to attend training courses on FSUTMS, Cube and transition from Cube to PTV Visum when available

- Incorporate the Federal Requirements regarding Congestion Management Process as needed
- Analyze and implement Year of Expenditure (YOE) and Present-Day Costs (PDC) as needed
- Include analysis from Autonomous, Connected Electric, and Shared (ACES) vehicle research provided by FDOT
- Utilize the guidelines in 2016 Florida Strategic Highway Safety Plan (SHSP) to focus on accomplishing the vision of eliminating fatalities and reducing serious injuries on all public roads
- Incorporate federally required safety performance targets for the 2021 and 2022.
- Utilize the FDOT's safety- related performance measures targets and report progress for all five performance measures targets
- Continue to support FDOT statewide Highway Safety Improvement Program (HSIP) interim safety performance measures and FDOT's 2020 safety targets, which set the target at "0" for each performance measure
- Establish performance-based planning in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act/Fixing America's Surface Transportation (FAST) Act
- Utilize the FDOT District One model for analysis of the existing network as needed
- Coordinate the FDOT District One Consultant to update and validate the 2015 DIRPM model as needed
- Adopt 2050 LRTP by October 3, 2025
- Adopt 2050 Goals and Objectives, Needs Plan and Cost Feasible Plan
- Utilize General Planning Consultant services. - (See Appendix H)

End Products:

- Inclusion of the ETDM process into the overall planning process (Ongoing)
- Refine 2045 LRTP with updated Transportation Performance Measures October 2020
- Refine 2045 LRTP with updated Autonomous, Connected Electric, and Shared (ACES) – October 2020
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of Jan 2022.
- Adopted 2050 LRTP
- Adopted 2050 Goals and Objectives, Needs Plan and Cost Feasible Plan
- 2050 travel demand model.
- Federal Safety Performance targets.

Responsible Agency: Charlotte County-Punta Gorda MPO

| | | | |
|-------------------------|------------------|--------------|-----------------|
| Funding Sources: | Year 1 - FY 2023 | FHWA (PL) | <u>\$48,900</u> |
| | | TOTAL | \$48,900 |
| | Year 2 - FY 2024 | FHWA (PL) | <u>\$44,900</u> |
| | | TOTAL | \$44,900 |

TASK 5 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Purpose: Develop Transportation Improvement Programs (TIP) for FY 2021/2022 and 2022/2023 that identifies all federal, state and locally funded transportation improvements.

Previous Work:

- Adopted the FY 2019/2020 – FY 2023/2024 TIP in cooperation with FDOT and local government agencies in May 2019
- Adopted the FY 2020/2021 – FY 2024/2025 TIP in cooperation with FDOT and local government agencies in May 2020
- Adopted the FY 2021/2022 – FY 2025/2026 TIP in cooperation with FDOT and local government agencies in May 2021
- Coordinated regional highway, transportation alternatives, Transportation Regional Incentive Program (TRIP) and congestion management transportation project priorities in May 2019 and May 2020
- Reviewed FDOT Draft Tentative Work Program for FY 2020/2021 through FY 2024/2025
- Coordinated with the City of Punta Gorda and Charlotte County to incorporate Capital Improvements Program into adopted TIPs.
- Adopted FDOT's statewide Highway Safety Improvement Program (HSIP) interim safety performance measures and FDOT's 2018 safety targets as MPOs vision zero targets.
- FY 2021/2022 through 2025/2026 Transportation Improvement Programs (TIP) adopted by May 2021
-

Required Activities:

- Coordinate input from the City of Punta Gorda, Charlotte County and the Charlotte County Airport Authority (CCAA) for establishing project priorities (annually)
- Review project priorities with FDOT, TAC, CAC and BPAC while obtaining public input and ideas through the Committee process (annually)
- Ensure project priorities are in accordance with the Long-Range Transportation Plan (LRTP) Updates as needed
- Ensure that documentation on project priority methodology is included within the Transportation Improvement Program (TIP) (annually)
- Establish performance-based planning in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act
- Coordinate TIP Amendments with FDOT, the City of Punta Gorda and Charlotte County, as required
- Review recommended TIP Amendments with FDOT, TAC, CAC and BPAC while obtaining public input through the Committee process as needed.
- Coordinate with Charlotte County and City of Punta Gorda in developing 2022 and 2023 Project Priorities
- Ensure all amendments are in accordance with the adopted LRTP Update as needed
- Review the FDOT Draft Tentative Work Programs with FDOT, TAC, CAC and BPAC (annually)
- Assist FDOT in implementing its Adopted Work Program by notifying sponsors whose projects have moved into the first year of the MPO TIP (annually)

- Coordinate with Sarasota/Manatee MPO to identify regional projects in TIP
- Coordinate with Sarasota/Manatee and Lee County MPOs in establishing Transportation Regional Incentive Program (TRIP) and Regional Transportation Alternative project priorities, as required
- Implement the MPO’s Congestion Management Process (CMP) incorporated in the 20500 LRTP Update as needed
- Maintain the Congestion Management System (CMS) per Federal transportation legislation, FDOT and local agency requirements (annually)
- Utilize the guidelines in 2016 Florida Strategic Highway Safety Plan (SHSP) to focus on accomplishing the vision of eliminating fatalities and reducing serious injuries on all public roads
- Utilize the FDOTs safety- related performance measures targets and report progress for all five performance measures targets
- Continue to support FDOT statewide Highway Safety Improvement Program (HSIP) interim safety performance measures and FDOT’s 2020 safety targets, which set the target at “0” for each performance measure
- Utilize a General Planning Consultant services as needed

End Products:

- FY 2022/2023 through 2026/2027 Transportation Improvement Programs (TIP) adopted by May 2022
- FY 2023/2024 through 2027/2028 Transportation Improvement Programs (TIP) adopted by May 2023
- Project Priorities Lists for FY 2022/2023 and FY 2023/2024 in May 2022 and May 2023 respectively
- FDOT Tentative Work Programs for FY 2022/2027 and FY 2023/2028 to be reviewed by MPO Board by December 2021 and December 2022 respectively
- Amendments to the Transportation Improvement Program (TIP) as needed
- Performance based planning incorporated in TIP in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act/Fixing America’s Surface Transportation (FAST) Act adopted by May 2021 and May 2022 respectively
- Update FDOT performance measures and safety targets in FY 2022/2023 through 2026/2027 TIP and FY 2023/2024 through 2027/2028 TIP adopted by May 2022 and May 2023 respectively

Responsible Agency: Charlotte County-Punta Gorda MPO

| | | | |
|-------------------------|------------------|--------------|------------------|
| Funding Sources: | Year 1 – FY 2023 | FHWA (PL) | \$ <u>34,780</u> |
| | | TOTAL | \$ 34,780 |
| | Year 2 – FY 2024 | FHWA (PL) | \$ <u>33,780</u> |
| | | TOTAL | \$33,780 |

TASK 6 SPECIAL PROJECT PLANNING

Purpose: Complete various recurring and non-recurring planning projects

Previous Work:

- Supported and provided input for funding the City of Punta Gorda and Charlotte County projects in December 2018 and 2019
- Participated in the Efficient Transportation Decision Making (ETDM) process in the MPO's overall planning process
- Participated in Traffic Incident Management (TIM) Team for Charlotte, Sarasota, Manatee, Collier and Lee Counties
- Monitored activity of the Continuing Florida Aviation System Planning Process (CFASPP)
- Attended when possible, Charlotte County Airport Authority (CCAA) meetings
- Attended when possible, City Council of Punta Gorda meetings
- Worked with Charlotte County with the development of a Bicycle/Pedestrian Master Plan
- Coordinated the MPO Bicycle/Pedestrian Committee
- Developed a Charlotte County Bicycle/Pedestrian map for 2019
- Coordinated and distributed Charlotte County Bicycle/Pedestrian Map with local Bicycle shop owners, Visitor Information Center and Chambers of Commerce throughout Charlotte County
- Provided letters of support for the Community Redevelopment Agencies (CRAs) of Charlotte County grant applications
- Assisted Charlotte County Division of Parks and Recreation in submitting a SUN Trail grant application
- Organized and participated on the Community Traffic Safety Team (CTST) Assisted in the participation, discussion and approval of the SUN Trail Feasibility Study at the BPAC, CAC, TAC and MPO Board meetings
- Coordinated with the FDOT in the additions of North Jones Loop Road from I-75 to Piper Rd and Piper Rd from North Jones Loop to US 17 as NHS projects
- Supported the Charlotte County Airport Authority, an emerging SIS facility

Required Activities:

- Represent the MPO at by-monthly TIM Team and CTST meetings
- Review roadway design plans and proposed developments for appropriate incorporation of bicycle and pedestrian improvements as needed
- Continue to lead the coordination effort for Charlotte County and the City of Punta Gorda for review and updating of Bicycle/Pedestrian Master Plans
- Work with Government agencies, citizens' groups involved in alternate transportation projects
- Coordinate Safe Routes to Schools (SRTS) initiatives
- Coordinate with the Florida Office of Greenways and Trails and regional organizations for SUN Trail and opportunity trail projects
- Update and produce a Charlotte County Bicycle/Pedestrian map for 2022
- Continued support of the CRAs of Charlotte County (ongoing)
- Continue to coordinate the MPO Bicycle/Pedestrian Committee (quarterly)

- Utilize a General Planning Consultant services as needed
- Coordination with Charlotte County Utilities Department regarding planned transportation projects.
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of Jan 2022.

End Products:

- 2022 Bicycle- Pedestrian map
- Sidewalk and bikeways shapefiles database update, as needed
- Charlotte County Bicycle/Pedestrian map update, as needed
- Florida Greenways and Trails system map update, as needed
- ETDM review of designated projects, as needed
- Florida’s SIS System Plan inputs, as needed
- Traffic Incident management (TIM) Team participation, (quarterly)
- DRI reviews of proposed large developments, as needed
- CTST coordination and participation (by-monthly)
- BPAC coordination and participation (quarterly)
- Three signed GPC contracts

Responsible Agency: Charlotte County- Punta Gorda MPO/Charlotte County Government

| | | | |
|-------------------------|-------------------|--------------|------------------|
| Funding Sources: | Year 1 – FY 2023 | FHWA (PL) | <u>\$ 36,130</u> |
| | | TOTAL | \$ 36,130 |
| | Year 2 – FY 20224 | FHWA (PL) | <u>\$34,376</u> |
| | | TOTAL | \$34,376 |

| Task 6 SPECIAL PROJECT PLANNING | | | |
|------------------------------------|-----------------------------------|------------------------------------|-----------------------|
| 2022/2023 | | | |
| Funding Source | FHWA | | FY 2022/2023 Total |
| Contract Number | G1234 | | |
| Source Level | PL | Total | |
| Lookup Name | 2022/2023 FHWA G1234 (PL) | 2022/2023 FHWA G1234 (Total) | |
| Personnel (salary and benefits) | \$ 36,130 | \$ 36,130 | \$ 36,130 |
| 2022/2023 Totals | \$ 36,130 | \$ 36,130 | \$ 36,130 |
| 2023/2024 | | | |
| Funding Source | FHWA | | FY 2023/2024 Total |
| Contract Number | G1234 | | |
| Source | PL | Total | |
| Lookup Name | 2023/2024 FHWA G1234 (PL) | 2023/2024 FHWA G1234 (Total) | |
| Personnel (salary and benefits) | \$ 34,376 | \$ 34,376 | \$ 34,376 |
| 2023/2024 Totals | \$ 34,376 | \$ 34,376 | \$ 34,376 |
| | | | |
| | | | |
| | FY 2022/2023 & 2023/2024 TOTAL | | |
| Personnel (salary and benefits) | | \$ 70,506 | |
| Total | | \$ 70,506 | |

TASK 7 REGIONAL PLANNING AND COORDINATION

Purpose: This task provides for coordinated planning efforts between regional entities, i.e., other MPOs, Transportation Planning Organizations (TPOs), and regional transportation planning agencies.

Previous Work:

- Joint MPO Board meetings with Lee County and Sarasota/Manatee MPOs
- Coordinated with the Lee County MPO to attend each other's respective TAC meetings
- Adopted the Interlocal Agreement for Joint Regional Transportation Planning and Coordination with Lee County MPO
- Adopted the Revised Interlocal Agreement for Joint Regional Transportation Planning and Coordination with Sarasota/Manatee MPO January 2018
- Coordinated with Lee County MPO on the development of transportation system serving Babcock Ranch
- Continued coordination with the Lee County MPO on proposed improvements along the Burnt Store Road Corridor
- Participated in the Coordinated Urban Transportation Studies (CUTS) Committee of FDOT District One MPOs on a quarterly basis
- Negotiated the Joint Regional Project Priority list developed with the Sarasota/Manatee MPO
- Discussed improvements to Englewood Interstate Corridor and improved access to I-75 with Sarasota/Manatee MPO
- Participated in the Statewide Metropolitan Planning Organization Advisory Council (MPOAC) on a quarterly basis
- Participated in Florida Metropolitan Planning Partnership Statewide Collaboration Meeting, November 2019
- Participated with Tampa Bay Area Regional Transportation Authority (TBARTA) in the organization of the Southwest Coastal Regional Trail initiative
- Served on the MPOAC Freight Committee.
- Attended Lee BPAC meetings when possible.

Required Activities:

- Continue the procedures identified in the Joint Regional Transportation Planning and Coordination Interlocal Agreements with Sarasota/Manatee MPO and Lee County MPO (ongoing)
- Continue to execute procedures identified in the adopted MPO Public Participation Plan for regional issues, as needed
- Continue to coordinate with Lee County and the Southwest Florida Regional Planning Council (SWFRPC) on providing input and analysis for the Development of Regional Impact (DRI) (ongoing)
- Continue to coordinate with Sarasota/Manatee and Lee County MPOs in setting Regional Project Priorities (annually)
- Continue to coordinate with Sarasota/Manatee and Lee County MPOs to enhance the integration and connectivity of the transportation system (ongoing)

- Support and participate in the CUTS Committee of FDOT District One MPOs (quarterly)
- Participation in the Statewide Metropolitan Planning Organization Advisory Council (MPOAC) and associated subcommittees (quarterly)
- Participation in FDOT/City/County Coordination Meetings, (quarterly)
- Participate in Florida Metropolitan Planning Partnership Statewide Collaboration Meeting, (annually)
- Prepare the MPO annual Certification responses for FDOT
- Utilize a General Planning Consultant services as needed.
- Attend TAC and BPAC meetings of the Lee County MPO and the Sarasota/Manatee MPO when possible.

End Products:

- Joint Regional MPO Board Meetings (annually)
- Assessments of the effectiveness of all regional public involvement techniques for additions and improvements as needed
- Coordination efforts with Sarasota/Manatee, Lee, Collier MPOs and Heartland TPO (ongoing)
- Update Regional Roadways Network through coordination with Sarasota/Manatee and Lee County MPOs, as required
- Participation in the Coordinated Urban Transportation Studies (CUTS) of FDOT District One MPOs (quarterly)
- Participation in the Statewide Metropolitan Planning Organization Advisory Council (MPOAC) (quarterly)
- Participation in FDOT/City/County Coordination Meetings, (quarterly)
- Participation in Florida Metropolitan Planning Partnership Statewide Collaboration Meeting, (annually)
- MPO annual Certification (annually)
- Participation in Lee County TAC and BPAC meetings of the Lee County MPO and the Sarasota/Manatee MPO.

Responsible Agency: Charlotte County-Punta Gorda MPO

| | | | |
|-------------------------|------------------|--------------|------------------|
| Funding Sources: | Year 1 – FY 2023 | FHWA (PL) | <u>\$ 13,500</u> |
| | | TOTAL | \$13,500 |
| | Year 2 – FY 2024 | FHWA (PL) | <u>\$12,500</u> |
| | | TOTAL | \$12,500 |

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TASK 8 TRANSIT & TRANSPORTATION DISADVANTAGED (TD) PLANNING

Purpose: Support existing transit programs and assist in implementing recommendations of the Transit Development Plan (TDP) and the Transportation Disadvantaged Service Plan (TDSP), as well as utilize staff /consultant services in the development of the 2050 Long Range Transportation Plan (LRTP).

Previous Work:

- Assisted with annual progress reports for the *Charlotte Rides* 2019 Transit Development Plan (TDP) (utilizing only the County's FTA Section 5307 funds)
- Execute FTA 5305 (d) FFY 2020-2021 Public Transit Grant Agreement (PGTA)
- Staffing of the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) quarterly
- Completion of the annual Community Transportation Coordinator (CTC) evaluation in May 2022
- Training of LCB membership in January 2022
- Attendance at the annual Commission for the Transportation Disadvantaged (CTD) state training and technology conference
- Assistance with Charlotte Transit marketing and planning/driver recruitment strategy
- Adopted new TDSP in September 2021 and amended it in May 2022
- Provided support and assistance to Sarasota County Area Transit (SCAT) and Charlotte County Transit in improving transit opportunities for the North Port and Englewood areas
- Assisted with the LCB's annual evaluation of the CTC in May 2022
- Appointment of Charlotte County Board of County Commissioner (BCC) to continue as the Community Transportation Coordinator (CTC) for Charlotte County in April 2021 for next five-year period
- Developed LCB Bylaws – September 2021
- Developed LCB Grievance Procedures – November 2021

Required Activities:

- Assist with a marketing plan for Charlotte County Transit, as well as FTA Section 5310 and 5311 programs (ongoing)
- Coordinate with the LCB in planning for TD services with the cooperation of the CTC, including the planning and review of transit operations (ongoing)
- Advise on improved security, safety and accessibility issues with the Charlotte County Transit Division (ongoing)
- Coordinate and assist in modifying regional transit routes with Sarasota, DeSoto and Lee Counties (ongoing)
- Update the Transportation Disadvantaged Service Plan (TDSP)/Coordinated Public Transit — Human Services Transportation Plan (CPT-HSTP) in May 2023 in cooperation with Charlotte County Transit Division
- Execute FTA Section 5305 (d) FFY 2022 Public Transit Grant Agreement (PTGA)
- Execute FTA Section 5305 (d) Consolidated Planning Grant (CPG) FFY 2023 - 2024
- Utilize General Planning Consultant services as needed i.e., 2050 Long Range Transportation Plan (LRTP) or any other transit-related studies (See Appendix H)
- Establish performance-based planning in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act/Fixing America's Surface Transportation (FAST) and subsequent federal transportation

- Assist Charlotte County Transit with the current annual progress report and the 2024 Transit Development Plan
- Conducting a new CTC evaluation – May 2023
- Review Charlotte County Transit Public Transportation Agency Safety Plan (PTASP) as needed
- Review Charlotte County Transit Asset Management (TAM) targets as needed
- Develop LCB Bylaws – September 2022 and September 2023
- Develop LCB Grievance Procedures – November 2022 and November 2023

End Products:

- FFY 2023 and FFY 2024 Section 5305 (d) Transit Planning Grant Applications submitted – Annually
- FTA Section 5305 (d) FFY 2022 Public Transit Grant Agreement (PTGA)
- FTA Section 5305 (d) Consolidated Planning Grant (CPG) FFY 2023 - 2024
- Attendance at USDOT, FDOT and Florida Commission for the Transportation Disadvantaged (CTD) approved training courses, and the procurement of educational materials as provided
- CTC Evaluation May 2023 and May 2024
- TDSP/CPT-HSTP Annual Updates in May 2023 and May 2024
- Charlotte County Annual Progress Report for the TDP by September 2022 and September 2023
- LCB Bylaws – September 2022 and September 2023
- LCB Grievance Procedures – November 2022 and November 2023
- Other special transportation planning studies, as needed

Responsible Agency: Charlotte County-Punta Gorda MPO

| | | | |
|-------------------------|-------------------|--|------------------|
| Funding Sources: | Year 1 – FFY 2022 | PTGA-FTA Section 5305 (d) (FM # 410114-1-14-31) | \$72,329 |
| | Year 1 -FY 2023 | FHWA (PL) | \$73,735 |
| | Year 1 – FY 2023 | FTA Section 5307(County) | \$39,418 |
| | Year 1 – FY 2023 | TD Planning Grant | <u>\$23,842</u> |
| | | TOTAL | \$209,324 |
| | Year 2 –FY 2024 | FHWA (PL) | \$73,735 |
| | Year 2 – FY 2024 | FTA Section 5307 (County) | \$240,000 |
| | Year 2 – FY 2024 | TD Planning Grant | <u>\$23,842</u> |
| | | TOTAL | \$337,577 |

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TASK 9 AGENCY EXPENDITURES USING LOCAL FUNDS

Purpose: To facilitate activities and informational discussions to educate and advocate relevant legislative positions to federal, state, and local officials on issues that impact the operation and function of the MPO. The MPO revised this task to include local fund expenditures for items that are not reimbursable from state and federal grant sources or used as a local match.

Required Activities:

- Monitor all Legislative Delegation meetings that could impact the MPO process or its overall mission.
- Coordinate with the Metropolitan Planning Organization Advisory Council (MPOAC) on statewide legislative issues affecting the MPO.
- Meet and discuss MPO relevant legislative issues with members of State, Federal, and local officials and local organizational entities and associations.
- Provide information and facts for the development of MPO Legislative positions.
- Provide refreshments at meetings to maximize productivity for Joint Regional MPO Meetings
- Award The Peggy Walters Citizens Transportation Planning Award.
- Reimburse staff for Class C related travel that is not covered by State and Federal regulations

End Products:

- 2023 Legislative Position Statements prepared in December 2023
- 2024 Legislative Position Statements prepared in December 2024
- Attendance at state and local legislative sessions on MPO related issues, as needed
- Provide refreshments at meetings to maximize productivity for Joint Regional MPO Meetings
- Non-reimbursable expenses covered over the years by the County i.e., award plaques, meeting refreshments, operating expenses, other planning /transit activities, membership fees, Class C Meals, salaries and benefits

Responsible Agency: Charlotte County-Punta Gorda MPO

| | | | |
|-------------------------|------------------|---------------------|-----------------|
| Funding Sources: | Year 1 – FY 2023 | *LOCAL FUNDS | <u>\$12,717</u> |
| | | TOTAL | \$12,717 |
| | Year 2 – FY 2024 | *LOCAL FUNDS | <u>\$12,717</u> |
| | | TOTAL | \$12,717 |

*No appropriated federal funds are used to influence or lobby, any member of Congress or their employees in connection with the awarding of contracts, grants, loans, agreements or their extension, renewal, modification or continuation.

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| Contract | Funding Source | Source Level | | | | | | | | | | | |
|----------|--------------------|--------------------------------|------------|------------|-----------------------------|------------|-----------|-----------|-----------------------------|------------|-----------|-----------|--|
| | | | 2022/2023 | 2023/2024 | FY 2022/2023 Funding Source | | | | FY 2023/2024 Funding Source | | | | |
| | | | | | Soft Match | Federal | State | Local | Soft Match | Federal | State | Local | |
| G1Y06 | CTD | State | \$ 23,842 | \$ 23,842 | \$ - | \$ - | \$ 23,842 | \$ - | \$ - | \$ - | \$ 23,842 | \$ - | |
| | | CTD G1Y06 TOTAL | \$ 23,842 | \$ 23,842 | \$ - | \$ - | \$ 23,842 | \$ - | \$ - | \$ - | \$ 23,842 | \$ - | |
| G2446 | FFY 21 FTA 5305(d) | Federal | \$ 72,329 | \$ - | \$ 18,082 | \$ 72,329 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | FFY 21 FTA 5305(d) G2446 TOTAL | \$ 72,329 | \$ - | \$ 18,082 | \$ 72,329 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| G1234 | FHWA | PL | \$ 555,132 | \$ 514,228 | \$ 122,437 | \$ 555,132 | \$ - | \$ - | \$ 113,415 | \$ 514,228 | \$ - | \$ - | |
| | | FHWA G1234 TOTAL | \$ 555,132 | \$ 514,228 | \$ 122,437 | \$ 555,132 | \$ - | \$ - | \$ 113,415 | \$ 514,228 | \$ - | \$ - | |
| G1234 | FTA 5305(d) | Federal | \$ 73,735 | \$ 73,735 | \$ - | \$ 73,735 | \$ - | \$ - | \$ - | \$ 73,735 | \$ - | \$ - | |
| | | FTA 5305(d) G1234 TOTAL | \$ 73,735 | \$ 73,735 | \$ - | \$ 73,735 | \$ - | \$ - | \$ - | \$ 73,735 | \$ - | \$ - | |
| | FTA 5307 | Federal | \$ 39,418 | \$ 240,000 | \$ - | \$ 39,418 | \$ - | \$ - | \$ - | \$ 240,000 | \$ - | \$ - | |
| | | FTA 5307 TOTAL | \$ 39,418 | \$ 240,000 | \$ - | \$ 39,418 | \$ - | \$ - | \$ - | \$ 240,000 | \$ - | \$ - | |
| | Local | Local | \$ 12,717 | \$ 12,717 | \$ - | \$ - | \$ - | \$ 12,717 | \$ - | \$ - | \$ - | \$ 12,717 | |
| | | Local TOTAL | \$ 12,717 | \$ 12,717 | \$ - | \$ - | \$ - | \$ 12,717 | \$ - | \$ - | \$ - | \$ 12,717 | |
| | | TOTAL | \$ 777,173 | \$ 864,522 | \$ 140,519 | \$ 740,614 | \$ 23,842 | \$ 12,717 | \$ 113,415 | \$ 827,963 | \$ 23,842 | \$ 12,717 | |

Agency Participation

| Funding Source | CTD G1Y06 | | FFY 21 FTA 5305(d) G2446 | | FHWA G1234 | | FTA 5305(d) G1234 | | FTA 5307 | | Local | |
|--|------------------|------------------|-----------------------------|-------------|-------------------|-------------------|----------------------|------------------|------------------|-------------------|------------------|------------------|
| Contract | G1Y06 | | G2446 | | G1234 | | G1234 | | G1234 | | G1234 | |
| Fiscal Year | 2022/2023 | 2023/2024 | 2022/2023 | 2023/2024 | 2022/2023 | 2023/2024 | 2022/2023 | 2023/2024 | 2022/2023 | 2023/2024 | 2022/2023 | 2023/2024 |
| Total Budget | \$ 23,842 | \$ 23,842 | \$ 72,329 | \$ - | \$ 555,132 | \$ 514,228 | \$ 73,735 | \$ 73,735 | \$ 39,418 | \$ 240,000 | \$ 12,717 | \$ 12,717 |
| Task 1 ADMINISTRATION | | | | | | | | | | | | |
| Personnel (salary and benefits) | \$ - | \$ - | \$ - | \$ - | \$ 236,488 | \$ 214,139 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Travel | \$ - | \$ - | \$ - | \$ - | \$ 7,500 | \$ 7,500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Direct Expenses | \$ - | \$ - | \$ - | \$ - | \$ 103,474 | \$ 96,674 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Indirect Expenses | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Supplies | \$ - | \$ - | \$ - | \$ - | \$ 4,500 | \$ 4,500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment | \$ - | \$ - | \$ - | \$ - | \$ 500 | \$ 500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sub Total | \$ - | \$ - | \$ - | \$ - | \$ 352,462 | \$ 323,313 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Task 2 DATA COLLECTION, ANALYSIS AND MAPPING | | | | | | | | | | | | |
| Personnel (salary and benefits) | \$ - | \$ - | \$ - | \$ - | \$ 53,360 | \$ 50,359 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sub Total | \$ - | \$ - | \$ - | \$ - | \$ 53,360 | \$ 50,359 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Task 3 PUBLIC PARTICIPATION PLAN (PPP) | | | | | | | | | | | | |
| Personnel (salary and benefits) | \$ - | \$ - | \$ - | \$ - | \$ 16,000 | \$ 15,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sub Total | \$ - | \$ - | \$ - | \$ - | \$ 16,000 | \$ 15,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP) | | | | | | | | | | | | |
| Personnel (salary and benefits) | \$ - | \$ - | \$ - | \$ - | \$ 48,900 | \$ 44,900 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sub Total | \$ - | \$ - | \$ - | \$ - | \$ 48,900 | \$ 44,900 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Task 5 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) | | | | | | | | | | | | |
| Personnel (salary and benefits) | \$ - | \$ - | \$ - | \$ - | \$ 34,780 | \$ 33,780 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sub Total | \$ - | \$ - | \$ - | \$ - | \$ 34,780 | \$ 33,780 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Task 6 SPECIAL PROJECT PLANNING | | | | | | | | | | | | |
| Personnel (salary and benefits) | \$ - | \$ - | \$ - | \$ - | \$ 36,130 | \$ 34,376 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sub Total | \$ - | \$ - | \$ - | \$ - | \$ 36,130 | \$ 34,376 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Task 7 REGIONAL PLANNING AND COORDINATION | | | | | | | | | | | | |
| Personnel (salary and benefits) | \$ - | \$ - | \$ - | \$ - | \$ 13,500 | \$ 12,500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sub Total | \$ - | \$ - | \$ - | \$ - | \$ 13,500 | \$ 12,500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING | | | | | | | | | | | | |
| Personnel (salary and benefits) | \$ 23,842 | \$ 23,842 | \$ 69,821 | \$ - | \$ - | \$ - | \$ 71,227 | \$ 71,227 | \$ - | \$ - | \$ - | \$ - |
| Consultant | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 39,418 | \$ 240,000 | \$ - | \$ - |
| Travel | \$ - | \$ - | \$ 1,080 | \$ - | \$ - | \$ - | \$ 1,080 | \$ 1,080 | \$ - | \$ - | \$ - | \$ - |
| Direct Expenses | \$ - | \$ - | \$ 1,428 | \$ - | \$ - | \$ - | \$ 1,428 | \$ 1,428 | \$ - | \$ - | \$ - | \$ - |
| Sub Total | \$ 23,842 | \$ 23,842 | \$ 72,329 | \$ - | \$ - | \$ - | \$ 73,735 | \$ 73,735 | \$ 39,418 | \$ 240,000 | \$ - | \$ - |
| Task 9 AGENCY EXPENDITURES USING LOCAL FUNDS | | | | | | | | | | | | |
| Personnel (salary and benefits) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 10,667 | \$ 10,667 |
| Travel | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 700 | \$ 700 |
| Direct Expenses | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,350 | \$ 1,350 |
| Sub Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 12,717 | \$ 12,717 |
| TOTAL PROGRAMMED | \$ 23,842 | \$ 23,842 | \$ 72,329 | \$ - | \$ 555,132 | \$ 514,228 | \$ 73,735 | \$ 73,735 | \$ 39,418 | \$ 240,000 | \$ 12,717 | \$ 12,717 |

APPENDICES

APPENDIX A

State, Federal and FTA Planning Emphasis Area Matrix

APPENDIX B

FY 2021 State Planning Factors Emphasis Areas



Florida Planning Emphasis Areas 2021

The Florida Department of Transportation (FDOT) Office of Policy Planning develops *Planning Emphasis Areas* on a two-year cycle in coordination with the development of metropolitan planning organizations' (MPOs) respective Unified Planning Work Programs (UPWPs). Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs.

Implementation of the seven (7) goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources.

Florida MPOs should consider emphasizing the following four (4) planning topics when updating their UPWPs.

Safety

The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Equity

Executive Order 14008, [*Tackling the Climate Crisis at Home and Abroad*](#), created the "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, [*Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*](#), outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The Florida Transportation Plan seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. The MPOs are key to identifying and implementing improvements based on data-driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community. The UPWP should address approaches to furthering transportation equity.

Resilience

With the passage of the FAST Act, resilience was introduced as a federal planning factor: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to changing



conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts.

MPOs can address resilience within their planning processes by leveraging tools such as the *FHWA Resilience and Transportation Planning Guide* and the *FDOT Quick Guide: Incorporating Resilience* in the MPO LRTP. It should be noted that while these documents focus primarily on the development of MPO LRTPs and TIPs, addressing resilience should be a consideration within every planning document prepared by an MPO. MPOs should place a particular emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, MPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure. Proactive resiliency planning will help the MPO develop planning documents that are ultimately more realistic and cost-effective.

Emerging Mobility

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of all seven goals of the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging mobility.

The UPWP should recognize the important influence of emerging mobility on the multi-modal transportation system and include related planning studies, collaboration efforts, research, or other activities.

Contact Information:

Abra Horne, FDOT, Metropolitan Planning Administrator 850-

414-4901

Abra.Horne@dot.state.fl.us

APPENDIX C

FY 2021 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Planning Emphasis Areas



U.S. Department
of Transportation
**Federal Highway
Administration**

Office of the Administrator 1200 New Jersey Ave., SE Washington, D.C. 20590

Federal Transit Administration

December 30, 2021

Attention: FHWA Division Administrators
FTA
Regional Administrators

Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and
Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Acting Administrator
Federal Highway Administration

Enclosure

2021 Planning Emphasis Areas:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA's “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA's “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)

Equity and Justice in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

APPENDIX D

STATEMENTS AND ASSURANCES

DBE

Debarment and Suspension

Lobbying

Title VI Nondiscrimination Agreement

Appendix A and Appendix E

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
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DEBARMENT and SUSPENSION CERTIFICATION

As required by the USDOT regulation on Governmentwide Debarment and Suspension at 49 CFR 29.510

- (1) The Charlotte County-Punta Gorda MPO hereby certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
 - (d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.
- (2) The Charlotte County-Punta Gorda MPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.

Name: Christopher G. Constance, MD
Title: MPO Chairman (or designee)

Date

FLORIDA DEPARTMENT OF TRANSPORTATION
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LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the CharlotteCounty-Punta Gorda MPO that:

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Charlotte County-Punta Gorda MPO, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The Charlotte County-Punta Gorda MPO shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

Name: Christopher G. Constance, MD
Title: MPO Chairman (or designee)

Date

FLORIDA DEPARTMENT OF TRANSPORTATION
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DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is the policy of the Charlotte County-Punta Gorda MPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Charlotte County-Punta Gorda MPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Charlotte County-Punta Gorda MPO, in a non-discriminatory environment.

The Charlotte County-Punta Gorda MPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code

Name: Christopher G. Constance, MD
Title: MPO Chairman (or designee)

Date

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18

TITLE VI/ NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of US DOT Order 1050.2A, the Charlotte County-Punta Gorda MPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Charlotte County-Punta Gorda MPO further assures FDOT that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendices A and E* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Name: Christopher G. Constance, MD
Title: MPO Chairman (or designee)

Date

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
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APPENDICES A and E

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. Cancellation, termination or suspension of the contract, in whole or in part.

FLORIDA DEPARTMENT OF TRANSPORTATION
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- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq)

APPENDIX E

Planning Studies for Agencies in MPO Planning Areas

| Planning Studies Matrix for the City of Punta Gorda FY 2023 -FY 2024 | | | | |
|--|-------------------------|--------------------|------------|-----------------|
| Project Info. | Lead Agency/Dept. | FY Project Started | Cost | Source of Funds |
| Parks and Recreation Master Plan Update | Urban Design Staff | 2016 - Ongoing | \$ 20,000 | Local |
| East Side Stormwater Bank | Consultant | TBD | \$ 200,000 | Local |
| Boca Grande Stormwater Mitigation Project | Consultant & City Staff | 2016 - Ongoing | \$ 100,000 | Local |
| Comprehensive Plan Updates | Consultant | 2020 - Ongoing | \$ 125,000 | Local |
| Land Development Regulation Rewrite | Consultant | 2020 - Ongoing | \$ 225,000 | Local |

FY 2023 - FY 2024 Planning Studies Information in Charlotte County

| Project Info | Lead Agency/Dept. | Project Start Date/ In-Progress | In-house/ Consulting Cost | Source of Funds |
|---|--|---------------------------------|------------------------------|------------------|
| Charlotte County Sewer Master Plan | Utilities Department | In-Progress | \$ 624,000 | Local |
| Sunrise Park Master Plan Update | Public Works | In-Progress | \$ 56,285 | State & Local |
| Murdock CRA | Murdock Village CRA/Economic Development | In-Progress | In-House Project /Consulting | Local |
| Parkside CRA | Parkside CRA/Economic Development/Public Works | In-Progress | Olean blvd -\$ 1,000,000 | Local |
| Transit Development Plan Annual Progress Report | Budget & Administrative Services | TBD | TBD | FTA Section 5307 |
| Manasota Key Master Plan and Design | Manasota Key MSTU/ Public Works | In-Progress | \$ 240,000 | Local |
| County Operations and Maintenance Complex Master Plan | Public Works | In-Progress | \$ 180,140 | Local |
| Gulf Cove Community Plan | Community Development/Public Works | In-Progress | TBD but \$50,000 max | Local/MSBU |

From: Ron Ridenour <rredenour@flypgd.com>
Sent: Friday, December 10, 2021 2:54 PM
To: Leslie, Bekie <Bekie@ccmpo.com>
Cc: Harris, D'Juan <harris@ccmpo.com>; Gurram, Lakshmi N <Gurram@ccmpo.com>
Subject: RE: Charlotte County Airport Authority Planning Studies

Caution – This email originated from outside of our organization. Please do not open any attachments or click on any links from unknown sources or unexpected email.

Good Afternoon Bekie,

No major studies planned at the current time. Our last major planning study was our Master Plan Update completed in January 2018. We do have some minor planning studies. One was a conceptual study for rental car agencies, and we have an upcoming terminal planning study for future expansion. Let me know if you need any of these.

Thanks,

Ron Ridenour | Project Manager



Punta Gorda Airport (PGD) 28000 A-
1 Airport Road Punta Gorda, FL
33982 Office: 941.639.1101 ext: 129
Cell: [941-380-7494](tel:941-380-7494)
Email: rredenour@flypgd.com

NOTICE: This communication may contain confidential and privileged information that is for the sole use of the intended recipient. Any viewing, copying or distribution of, or reliance on this message by unintended recipients is strictly prohibited. If you have received this message in error, please notify me immediately by phone, fax or e-mail.

APPENDIX F

**Florida Department of Transportation (FDOT) – DistrictOne
District Wide Planning Activities/Contracts**

(FY 2023-FY 2024)

Florida Department of Transportation - District One
Wide Planning Activities/Contracts
(FY 2022- FY 2023)

| Contract Work |
|--|
| GIS Application Development and System Maintenance |
| System Planning Reviews |
| Interchange Reviews |
| Travel Demand Model Development |
| ETDM/Community Impact Assessment |
| Statistics |
| Federal Functional Classification |
| Traffic Count Program |
| Modal Development Technical Support |
| Commuter Services |
| State Highway Systems Corridor Studies |
| Complete Street Studies |
| Freight Mobility Support |
| Promoting and coordinating Safety for all modes of Transportation, including bicycle and pedestrian |

APPENDIX G

Metropolitan Planning Organization Agreement

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
METROPOLITAN PLANNING ORGANIZATION

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| | | |
|---|---|---|
| Financial Project No.: <u>439316-4-14-01</u> (item-segment-phase-sequence) Contract No.: _____ CFDA Number & Title: <u>20.205</u> | Fund: <u>PL/CPG</u> Function: <u>215</u> Federal Award Identification No. (FAIN): <u>PL/CPG 0408(57)</u> MPO DUNS No.: <u>146196196</u> | FLAIR Approp.: <u>088954</u> FLAIR Obj.: <u>78000</u> Org. Code: <u>55012010130</u> Vendor No.: <u>F596000541056</u> |
|---|---|---|

THIS METROPOLITAN PLANNING ORGANIZATION AGREEMENT (Agreement) is made and entered into on this _____ day of _____, _____ by and between the STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION (Department), an agency of the State of Florida, whose address is Office of the District Secretary, 801 North Broadway Avenue, Bartow, FL 33831 and the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO), whose address is 25550 Harbor View Road, Suite, Port Charlotte, FL 33980, and whose Data Universal Numbering System (DUNS) Number is: 1461961196 (collectively the "parties").

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

- 1. Authority:** The MPO and the Department have authority to enter into this Agreement pursuant to 23 U.S.C. 134, 23 Code of Federal Regulations (CFR or C.F.R.) §450 and Section 339.175, Florida Statutes (F.S.), which, require the Department and the MPO to clearly identify the responsibilities for cooperatively carrying out the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) components of the Metropolitan Planning Process and accomplish the transportation planning requirements of state and federal law.
- 2. Purpose of the Agreement:** The purpose of this Agreement is to pass financial assistance through the Department in the form of FHWA funds to the MPO for the completion of transportation related planning activities set forth in the Unified Planning Work Program (UPWP) of the MPO (Project), state the terms and conditions upon which FHWA funds will be provided, and set forth the manner in which work tasks and subtasks within the UPWP will be undertaken and completed. The Project is more fully described in the UPWP, which is attached and incorporated into this Agreement as Exhibit "A".
- 3. Consolidated Planning Grant (CPG):** The Department is electing to participate in the Consolidated Planning Grant (CPG) program starting with the State fiscal year (FY) 22/23 – 23/24 two-year UPWP cycle. The Department is selecting FHWA to serve as the CPG lead grant agency in accordance with FTA Circular 8100.D. Under the CPG, the FTA and FHWA annually deliver lump sum appropriations to the Department to allocate to MPOs for the metropolitan planning activities. The federal funds are delivered to the Department in the form of FTA 5305(d) and FHWA planning (PL). The Department will utilize the CPG to combine the FTA 5305(d) and FHWA PL MPO allocations into a single grant that is administered by FHWA. The Department calculates annual MPO funding allocations using the approved FTA 5305(d) and FHWA allocation formulas.
- 4. Scope of Work:** The UPWP, Exhibit "A", constitutes the Scope of Work for this Agreement.
- 5. Project Cost:** The total budgetary ceiling for the Project is \$1,216,830. The budget, including tasks, is summarized below and detailed in the UPWP, Exhibit "A". The budget may be modified by mutual agreement as provided for in paragraph 9, Amendments.

The Department's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. No work shall begin before the Agreement is fully executed and a "Letter of Authorization" is issued by the Department. The total of all authorizations shall not exceed the budgetary ceiling established for this agreement and shall be completed within the term of this Agreement:

| FINANCIAL PROJECT NO. | AMOUNT |
|-----------------------|----------------|
| FY2023 | <u>628,867</u> |
| FY 2024 | <u>587,963</u> |
| _____ | _____ |

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6. **Non-federal Share:** PL & Surface Transportation Block Grant (STBG) Funds (FHWA Section 112): The Department uses the U.S. Department of Transportation sliding scale federal/non-federal match ratio for metropolitan planning funds. This ratio is 81.93 percent federal and 18.07 percent non-federal. It is the policy of the Department to fulfill the non-federal share or “soft match” with toll credits as authorized by Title 23 U.S.C. § 120 conditional on funding availability. The MPO must identify and describe the soft match in its 2-year UPWP introduction and show the total amount of toll credits used to match the FHWA funds in the UPWP Summary Budget Tables.
7. **Term of Agreement:** This Agreement shall have a term of two (2) years. This Agreement shall begin on the later of July 1, 2022, or the date the Agreement is fully executed, whichever is later, and expire on June 30, 2024. If the Agreement is fully executed after July 1, 2022, then the term of the Agreement shall be less than two (2) years and the Agreement shall expire on June 30, 2022. Expiration of this Agreement will be considered termination of the Project. The cost of any work performed after the expiration date of this Agreement will not be reimbursed by the Department.
8. **Renewals and Extensions:** This Agreement shall not be renewed or extended.
9. **Amendments:** Amendments may be made during the term of this Agreement. Any Amendment must be in writing and signed by both parties with the same formalities as the original Agreement.

- A. **Amendments and Modifications to the UPWP:** Revisions to the UPWP require an Amendment or Modification. Revisions may be budgetary and/or programmatic; and may be major or minor in scale. Minor UPWP revisions are processed by the MPO as a Modification, whereas more significant or major UPWP revisions are processed by the MPO as an Amendment. A significant change is defined as a change to the UPWP that alters the original intent of the Project or the intended Project outcome. MPO's shall process UPWP Modifications or Amendments as needed.

The following section further clarifies the actions necessitating UPWP Amendments and Modifications, which are thereby defined as significant changes.

i. Amendments to the UPWP

UPWP Amendments are required for the following actions per 2 CFR 200.308 and 49 CFR 18.30:

- a. Any revision resulting in the need to increase the UPWP budget ceiling by adding new funding or reducing overall approved funding;
- b. Adding new or deleting tasks/subtasks;
- c. Change in the scope or objective of the program/task even if there is no associated budget revision (this also applies to when a task scope changes);
- d. A transfer between tasks/sub-tasks that exceeds a combined amount equal or greater than \$100,000 OR 10% of the total budget, whichever is more restrictive;
- e. Reducing the budget of a task/sub-task more than 50 percent, or to the point a task/sub-task could not be accomplished as it was originally approved;
- f. Change in key person*;
- g. Extending the period of performance past the approved work program period (i.e., no-cost time extension);
- h. Sub awarding, transferring, or contracting out any of the activities in the UPWP;
- i. The disengagement from a project for more than 3 months, or a 25 percent reduction in time devoted to the project by the approved project director or principal investigator,
- j. The inclusion of costs that require prior approval (e.g. capital and equipment purchases \$5,000 and above per unit cost).

ii. Modifications to the UPWP

UPWP changes that do not fall into the above categories may be processed as a Modification.

* A key person is specified in the application or federal award. For the UPWP, the key person is the MPO's staff director.

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- iii. If the MPO makes a modification to the UPWP budget, then the MPO shall immediately send any such modifications to the Department. Amendments to the UPWP must be approved by FHWA. Proposed amendments to the UPWP shall be filed with the Department. Within a reasonable amount of time, the Department shall review and transmit the proposed UPWP amendment and supporting documents to the FHWA with a recommendation for approval or denial. Transmittal of the proposed UPWP amendment and supporting documents to FHWA may be delayed by the Department due to the MPO failing to include all documentation required for the UPWP Amendment. The Department shall immediately forward to the MPO all correspondence that the Department receives from FHWA regarding the proposed UPWP amendment. If FHWA approves the amendment to the UPWP then this Agreement and supporting documentation must be amended immediately following such approval.

10. General Requirements:

- A. The MPO shall complete the Project with all practical dispatch in a sound, economical, and efficient manner, and in accordance with the provisions in this Agreement, the Interlocal Agreement establishing the MPO, and all applicable laws.
- B. Federal-aid funds shall not participate in any cost which is not incurred in conformity with applicable Federal and State laws, the regulations in 23 C.F.R. and 49 C.F.R., and policies and procedures prescribed by the Division Administrator of FHWA. If FHWA or the Department determines that any amount claimed is not eligible, federal participation may be approved in the amount determined to be adequately supported and the Department shall notify the MPO in writing citing the reasons why items and amounts are not eligible for federal participation. Where correctable non-compliance with provisions of law or FHWA requirements exists, Federal funds may be withheld until compliance is obtained. Where non-compliance is not correctable, FHWA or the Department may deny participation in Project costs in part or in total. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.
- C. The MPO's financial management system must comply with the requirements set forth in 2 CFR §200.302, specifically:
 - i. Identification, in its accounts, of all Federal awards received and expended and the Federal programs under which they were received.
 - ii. Accurate, current, and complete disclosure of the financial results of each Federal award or program in accordance with the reporting requirements set forth in §§200.327 Financial reporting and 200.328 Monitoring and reporting program performance.
 - iii. Records that identify adequately the source and application of funds for federally-funded activities. These records must contain information pertaining to Federal awards, authorizations, obligations, unobligated balances, assets, expenditures, income and interest and be supported by source documentation.
 - iv. Effective control over, and accountability for, all funds, property, and other assets.
 - v. Comparison of expenditures with budget amounts for each Federal award.
 - vi. Written procedures to implement the requirements of §200.305 Payment.
 - vii. Written procedures for determining the allowability of costs in accordance with Subpart E—Cost Principles of this part and the terms and conditions of the Federal award.

11. Compensation and Payment:

- A. The Department shall reimburse the MPO for costs incurred to perform services satisfactorily during a monthly or quarterly period in accordance with Scope of Work, Exhibit "A". Reimbursement is limited to the maximum amount authorized by the Department. The MPO shall submit a request for reimbursement to the Department on a quarterly or monthly basis. Requests for reimbursement by the MPO shall include an invoice, an itemized expenditure report, and progress report for the period of services being billed that are acceptable to the Department. The MPO shall use the format for the invoice, itemized expenditure report and progress report that is approved by the Department. The MPO shall provide any other data required

- B. Pursuant to Section 287.058, Florida Statutes, the MPO shall provide quantifiable, measurable, and verifiable units of deliverables. Each deliverable must specify the required minimum level of service to be performed and the criteria for evaluating successful completion. The Project and the quantifiable, measurable, and verifiable units of deliverables are described in Exhibit "A".
- C. Invoices shall be submitted by the MPO in detail sufficient for a proper pre-audit and post-audit based on the quantifiable, measurable and verifiable units of deliverables as established in Exhibit "A". Deliverables must be received and accepted in writing by the Department's Grant Manager prior to payments.
- D. The Department will honor requests for reimbursement to the MPO for eligible costs in the amount of FHWA funds approved for reimbursement in the UPWP and made available by FHWA. The Department may suspend or terminate payment for that portion of the Project which FHWA, or the Department acting in lieu of FHWA, may designate as ineligible for federal-aid. Regarding eligible costs, whichever requirement is stricter between federal and State of Florida requirements shall control. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.
- E. Supporting documentation must establish that the deliverables were received and accepted in writing by the MPO and must also establish that the required minimum level of service to be performed based on the criteria for evaluating successful completion as specified in the UPWP, Exhibit "A", was met. All costs charged to the Project, including any approved services contributed by the MPO or others, shall be supported by properly executed payrolls, time records, invoices, contracts or vouchers evidencing in proper detail the nature and propriety of the charges. See Exhibit "D" for Contract Payment Requirements.
- F. Bills for travel expenses specifically authorized in this Agreement shall be documented on the Department's Contractor Travel Form No. 300-000-06 or on a form that was previously submitted to the Department's Comptroller and approved by the Department of Financial Services. Bills for travel expenses specifically authorized in this Agreement will be paid in accordance with Section 112.061 Florida Statutes.
- G. Payment shall be made only after receipt and approval of goods and services unless advance payments are authorized by the Chief Financial Officer of the State of Florida under Chapters 215 and 216, Florida Statutes. If the Department determines that the performance of the MPO fails to meet minimum performance levels, the Department shall notify the MPO of the deficiency to be corrected, which corrections shall be made within a time-frame to be specified by the Department. The MPO shall, within sixty (60) days after notice from the Department, provide the Department with a corrective action plan describing how the MPO will address all issues of contract non-performance, unacceptable performance, failure to meet the minimum performance levels, deliverable deficiencies, or contract non-compliance. If the corrective action plan is unacceptable to the Department, the MPO shall be assessed a non-performance retainage equivalent to 10% of the total invoice amount. The retainage shall be applied to the invoice for the then-current billing period. The retainage shall be withheld until the MPO resolves the deficiency. If the deficiency is subsequently resolved, the MPO may bill the Department for the retained amount during the next billing period. If the MPO is unable to resolve the deficiency, the funds retained may be forfeited at the end of the Agreement's term.
- H. An invoice submitted to the Department involving the expenditure of metropolitan planning funds ("PL funds") is required by Federal law to be reviewed by the Department and issued a payment by the Department of Financial Services within 15 business days of receipt by the Department for review. If the invoice is not complete or lacks information necessary for processing, it will be returned to the MPO, and the 15-business day timeframe for processing will start over upon receipt of the resubmitted invoice by the Department. If there is a case of a bona fide dispute, the invoice recorded in the financial system of the Department shall contain a statement of the dispute and authorize payment only in the amount not disputed. If an item is disputed and is not paid, a separate invoice could be submitted requesting reimbursement, or the disputed item/amount could be included/added to a subsequent invoice.

Records of costs incurred under the terms of this Agreement shall be maintained and made available upon request to the Department at all times during the period of this Agreement and for five years after final payment is made. Copies of These documents and records shall be furnished to the Department upon request. Records of costs incurred include the MPO's general accounting records and the Project records, together with supporting documents and records, of the consultant and all subconsultants performing work on the Project, and all other records of the

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Consultants and subconsultants considered necessary by the Department for a proper audit of costs.

- I. The MPO must timely submit invoices and documents necessary for the close out of the Project. Within 90 days of the expiration or termination of the grant of FHWA funds for the UPWP, the MPO shall submit the final invoice and all financial, performance, and related reports consistent with 2 CFR §200.
- J. The Department's performance and obligation to pay under this Agreement is also contingent upon FHWA making funds available and approving the expenditure of such funds.
- K. In the event this Agreement is in excess of \$25,000 and has a term for a period of more than one year, the provisions of Section 339.135(6)(a), Florida Statutes, are hereby incorporated:

"The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The Department shall require a statement from the comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years, and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of \$25,000 and which have a term for a period of more than 1 year."

- L. **Disallowed Costs:** In determining the amount of the payment, the Department will exclude all Project costs incurred by the MPO prior to the effective date of this Agreement, costs incurred by the MPO which are not provided for in the latest approved budget for the Project, and costs attributable to goods or services received under a contract or other arrangements which have not been approved in writing by the Department. It is agreed by the MPO that where official audits by the federal agencies or monitoring by the Department discloses that the MPO has been reimbursed by the Department for ineligible work, under applicable federal and state regulations, that the value of such ineligible items may be deducted by the Department from subsequent reimbursement requests following determination of ineligibility. Upon receipt of a notice of ineligible items the MPO may present evidence supporting the propriety of the questioned reimbursements. Such evidence will be evaluated by the Department, and the MPO will be given final notification of the amounts, if any, to be deducted from subsequent reimbursement requests.

In addition, the MPO agrees to promptly reimburse the Department for any and all amounts for which the Department has made payment to the MPO if such amounts become ineligible, disqualified, or disallowed for federal reimbursement due to any act, error, omission, or negligence of the MPO. This includes omission or deficient documentation of costs and charges, untimely, incomplete, or insufficient submittals, or any other reason declared by the applicable Federal Agency.

Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.

- M. If, after Project completion, any claim is made by the Department resulting from an audit or for work or services performed pursuant to this Agreement, the Department may offset such amount from payments due for work or services done under any agreement which it has with the MPO owing such amount if, upon demand, payment of the amount is not made within 60 days to the Department. Offsetting any amount pursuant to this paragraph shall not be considered a breach of contract by the Department. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 16 of this Agreement.

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Indirect Costs: A state or federally approved indirect cost rate may be applied to the Agreement. If the MPO does not have a federally approved indirect cost rate, a rate up to the de minimis indirect cost rate of 10% of modified total direct costs may be applied. The MPO may opt to request no indirect cost rate, even if it has a federally approved indirect cost rate.

12. Procurement and Contracts of the MPO:

- A. The procurement, use, and disposition of real property, equipment and supplies shall be consistent with the approved UPWP and in accordance with the requirements of 2 CFR §200.
- B. It is understood and agreed by the parties to this Agreement that participation by the Department in a project with the MPO, where said project involves a consultant contract for engineering, architecture or surveying services, is contingent on the MPO's complying in full with provisions of Section 287.055, Florida Statutes, Consultants' Competitive Negotiation Act, the federal Brooks Act, 23 C.F.R. 172, and 23 U.S.C. 112. At the discretion of the Department, the MPO will involve the Department, to an extent to be determined by the Department, in the consultant selection process for all projects funded under this Agreement. In all cases, the MPO shall certify to the Department that selection has been accomplished in compliance with the Consultants' Competitive Negotiation Act and the federal Brooks Act.
- C. The MPO shall comply with, and require its consultants and contractors to comply with applicable federal law pertaining to the use of federal-aid funds.

13. Audit Reports: The administration of resources awarded through the Department to the MPO by this Agreement may be subject to audits and/or monitoring by the Department. The following requirements do not limit the authority of the Department to conduct or arrange for the conduct of additional audits or evaluations of Federal awards or limit the authority of any State agency inspector general, the State of Florida Auditor General or any other State official. The MPO shall comply with all audit and audit reporting requirements as specified below.

- A. In addition to reviews of audits conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, monitoring procedures may include but not be limited to on-site visits by Department staff and/or other procedures including, reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to Federal awards provided through the Department by this Agreement. By entering into this Agreement, the MPO agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The MPO further agrees to comply and cooperate with any inspections, reviews, investigations or audits deemed necessary by the Department, State of Florida Chief Financial Officer (CFO) or State of Florida Auditor General.
- B. The MPO, a non-Federal entity as defined by 2 CFR Part 200, Subpart F – Audit Requirements, as a subrecipient of a Federal award awarded by the Department through this Agreement is subject to the following requirements:
 - i. In the event the MPO expends a total amount of Federal awards equal to or in excess of the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, the MPO must have a Federal single or program-specific audit for such fiscal year conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements. **Exhibit "B", Federal Financial Assistance (Single Audit Act)**, to this Agreement provides the required Federal award identification information needed by the MPO to further comply with the requirements of 2 CFR Part 200, Subpart F – Audit Requirements. In determining Federal awards expended in a fiscal year, the MPO must consider all sources of Federal awards based on when the activity related to the Federal award occurs, including the Federal award provided through the Department by this Agreement. The determination of amounts of Federal awards expended should be in accordance with the guidelines established by 2 CFR Part 200, Subpart F – Audit Requirements. An audit conducted by the State of Florida Auditor General in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, will meet the requirements of this part.
 - ii. In connection with the audit requirements, the MPO shall fulfill the requirements relative to the auditee responsibilities as provided in 2 CFR Part 200, Subpart F – Audit Requirements.
 - iii. In the event the MPO expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards, the MPO is exempt from Federal audit requirements for

that fiscal year. However, the MPO must provide a single audit exemption statement to the Department at

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FDOTSingleAudit@dot.state.fl.us
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no later than nine months after the end of the MPO's audit period for each applicable audit year. In the event the MPO expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards in a fiscal year and elects to have an audit conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, the cost of the audit must be paid from non-Federal resources (*i.e.*, the cost of such an audit must be paid from the MPO's resources obtained from other than Federal entities).

- iv. The MPO must electronically submit to the Federal Audit Clearinghouse (FAC) at <https://harvester.census.gov/facweb/> the audit reporting package as required by 2 CFR Part 200, Subpart F – Audit Requirements, within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period. The FAC is the repository of record for audits required by 2 CFR Part 200, Subpart F – Audit Requirements, and this Agreement. However, the Department requires a copy of the audit reporting package also be submitted to FDOTSingleAudit@dot.state.fl.us within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period as required by 2 CFR Part 200, Subpart F – Audit Requirements.
- v. Within six months of acceptance of the audit report by the FAC, the Department will review the MPO's audit reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate action on all deficiencies has been taken pertaining to the Federal award provided through the Department by this Agreement. If the MPO fails to have an audit conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, the Department may impose additional conditions to remedy noncompliance. If the Department determines that noncompliance cannot be remedied by imposing additional conditions, the Department may take appropriate actions to enforce compliance, which actions may include but not be limited to the following:
 - 1. Temporarily withhold cash payments pending correction of the deficiency by the MPO or more severe enforcement action by the Department;
 - 2. Disallow (deny both use of funds and any applicable matching credit for) all or part of the cost of the activity or action not in compliance;
 - 3. Wholly or partly suspend or terminate the Federal award;
 - 4. Initiate suspension or debarment proceedings as authorized under 2 C.F.R. Part 180 and Federal awarding agency regulations (or in the case of the Department, recommend such a proceeding be initiated by the Federal awarding agency);
 - 5. Withhold further Federal awards for the Project or program;
 - 6. Take other remedies that may be legally available.
- vi. As a condition of receiving this Federal award, the MPO shall permit the Department, or its designee, the CFO or State of Florida Auditor General access to the MPO's records including financial statements, the independent auditor's working papers and Project records as necessary. Records related to unresolved audit findings, appeals or litigation shall be retained until the action is complete or the dispute is resolved.
- vii. The Department's contact information for requirements under this part is as follows: Office of

Comptroller
605 Suwannee Street, MS 24
Tallahassee, Florida 32399-0450
FDOTSingleAudit@dot.state.fl.us

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- C. The MPO shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date the audit report is issued and shall allow the Department, or its designee, the CFO or State of Florida Auditor General access to such records upon request. The MPO shall ensure that the audit working papers are made available to the Department, or its designee, the CFO, or State of Florida Auditor General upon request for a period of five years from the date the audit report is issued unless extended in writing by the Department.

14. Termination or Suspension: The Department may, by written notice to the MPO, suspend any or all of the MPO's obligations under this Agreement for the MPO's failure to comply with applicable law or the terms of this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected. The Department will provide written notice outlining the particulars of suspension.

The Department may terminate this Agreement at any time before the date of completion if the MPO is dissolved or if federal funds cease to be available. In addition, the Department or the MPO may terminate this Agreement if either party fails to comply with the conditions of the Agreement. The Department or the MPO shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.

The parties to this Agreement may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.

Upon termination of this Agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.

The Department shall reimburse the MPO for those eligible expenses incurred during the Agreement period that are directly attributable to the completed portion of the work covered by this Agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

The Department reserves the right to unilaterally cancel this Agreement for refusal by the MPO or any consultant, sub-consultant or materials vendor to allow public access to all documents, papers, letters or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received in conjunction with this Agreement unless the records are confidential or exempt.

The conflict and dispute resolution process set forth in Section 16 of this Agreement shall not delay or stop the Parties' rights to terminate the Agreement.

15. Remedies: Violation or breach of Agreement terms by the MPO shall be grounds for termination of the Agreement. Any costs incurred by the Department arising from the termination of this Agreement shall be paid by the MPO.

This Agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

16. Conflict and Dispute Resolution Process: This section shall apply to conflicts and disputes relating to matters subject to this Agreement, or conflicts arising from the performance of this Agreement. If possible, the parties shall attempt to resolve any dispute or conflict within thirty (30) days of a determination of a dispute or conflict. This section shall not delay or stop the Parties' rights to terminate the Agreement. In addition, notwithstanding that a conflict or dispute may be pending resolution, this section shall not delay or stop the Department from performing the following actions pursuant to its rights under this Agreement: deny payments; disallow costs; deduct the value of ineligible work from subsequent reimbursement requests, or; offset pursuant to Section 11.N of this Agreement.

- A. **Initial Resolution:** The affected parties to this Agreement shall, at a minimum, ensure the attempted early resolution of conflicts relating to such matters. Early resolution shall be handled by direct discussion between the following officials: for the Department - the Intermodal Systems Development Manager; and for the MPO - the Staff Director.

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- B. Resolution by Senior Agency Official:** If the conflict remains unresolved, the conflict shall be resolved by the following officials: for the Department - the District Secretary; and for the Charlotte County-Punta Gorda MPO - the Chairperson of the MPO.
- C. Resolution of Conflict by the Agency Secretary:** If the conflict is not resolved through conflict resolution pursuant to the provisions, "Initial Resolution" and "Resolution by Senior Agency Official" above, the conflict shall be resolved by the Secretary for the Department of Transportation or their delegate. If the MPO does not agree with the resolution provided by the Secretary for the Department of Transportation, the parties may pursue any other remedies set forth in this Agreement or provided by law.

17. Disadvantaged Business Enterprise (DBE) Policy and Obligation: It is the policy of the Department that DBE's, as defined in 49 C.F.R. Part 26, as amended, shall have the opportunity to participate in the performance of contracts financed in whole or in part with Department funds under this Agreement. The DBE requirements of applicable federal and state laws and regulations apply to this Agreement.

The MPO and its contractors and consultants agree to ensure that DBE's have the opportunity to participate in the performance of this Agreement. In this regard, all recipients and contractors shall take all necessary and reasonable steps in accordance with applicable federal and state laws and regulations to ensure that the DBE's have the opportunity to compete for and perform contracts. The MPO and its contractors, consultants, subcontractors and subconsultants shall not discriminate on the basis of race, color, national origin or sex in the award and performance of contracts, entered pursuant to this Agreement.

18. Compliance with Federal Conditions and Laws:

- A.** The MPO shall comply and require its consultants and subconsultants to comply with all terms and conditions of this Agreement and all federal, state, and local laws and regulations applicable to this Project. Execution of this Agreement constitutes a certification that the MPO is in compliance with, and will require its consultants and subconsultants to comply with, all requirements imposed by applicable federal, state, and local laws and regulations.
- B.** The MPO shall comply with the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions," in 49 C.F.R. Part 29, and 2 C.F.R. Part 200 when applicable and include applicable required provisions in all contracts and subcontracts entered into pursuant to this Agreement.
- C. Title VI Assurances:** The MPO will comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964, the regulations of the U.S. Department of Transportation issued thereunder, and the assurance by the MPO pursuant thereto, including but not limited to the requirements set forth in Exhibit "C", Title VI Assurances. The MPO shall include the attached Exhibit "C", Title VI Assurances, in all contracts with consultants and contractors performing work on the Project that ensure compliance with Title VI of the Civil Rights Act of 1964, 49 C.F.R. Part 21, and related statutes and regulations.
- D. Restrictions on Lobbying** The MPO agrees that no federally-appropriated funds have been paid, or will be paid by or on behalf of the MPO, to any person for influencing or attempting to influence any officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any federal contract, grant, loan or cooperative agreement. If any funds other than federally-appropriated funds have been paid by the MPO to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with this Agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. The MPO shall require that the language of this paragraph be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. No funds received pursuant to this Agreement may be expended for lobbying the Legislature, the judicial branch or a state agency.
- E.** The MPO must comply with FHWA's Conflicts of Interest requirements set forth in 23 CFR §1.33.

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19. Restrictions, Prohibitions, Controls, and Labor Provisions: During the performance of this Agreement, the MPO agrees as follows, and shall require the following provisions to be included in each contract and subcontract entered into pursuant to this Agreement :

- A. A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.
- B. In accordance with Section 287.134, Florida Statutes, an entity or affiliate who has been placed on the Discriminatory Vendor List, kept by the Florida Department of Management Services, may not submit a bid on a contract to provide goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity.
- C. An entity or affiliate who has had its Certificate of Qualification suspended, revoked, denied or have further been determined by the Department to be a non-responsible contractor may not submit a bid or perform work for the construction or repair of a public building or public work on a contract with the MPO.
- D. Neither the MPO nor any of its contractors and consultants or their subcontractors and subconsultants shall enter into any contract, subcontract or arrangement in connection with the Project or any property included or planned to be included in the Project in which any member, officer or employee of the MPO or the entities that are part of the MPO during tenure or for 2 years thereafter has any interest, direct or indirect. If any such present or former member, officer or employee involuntarily acquires or had acquired prior to the beginning of tenure any such interest, and if such interest is immediately disclosed to the MPO, the MPO, with prior approval of the Department, may waive the prohibition contained in this paragraph provided that any such present member, officer or employee shall not participate in any action by the MPO or the locality relating to such contract, subcontract or arrangement. The MPO shall insert in all contracts entered into in connection with the Project or any property included or planned to be included in any Project, and shall require its contractors and consultants to insert in each of their subcontracts, the following provision:

"No member, officer or employee of the MPO or of the locality during his or her tenure or for 2 years thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof."

The provisions of this paragraph shall not be applicable to any agreement between the MPO and its fiscal depositories or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.

- E. No member or delegate to the Congress of the United States shall be admitted to any share or part of this Agreement or any benefit arising therefrom.

20. Miscellaneous Provisions:

A. Public Records:

- i. The MPO shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the MPO in conjunction with this Agreement, unless such documents are exempt from public access or are confidential pursuant to state and federal law. Failure by the MPO to grant such public access shall be grounds for immediate unilateral cancellation of this Agreement by the Department.
- ii. In addition, the MPO shall comply with the requirements of section 119.0701, Florida Statutes.

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- B. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of the Agreement to create in the public or any member thereof, a third party beneficiary hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the provisions of this Agreement..
- C. In no event shall the making by the Department of any payment to the MPO constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the MPO and the making of such payment by the Department, while any such breach or default shall exist, shall in no way impair or prejudice any right or remedy available to the Department with respect to such breach or default.
- D. If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected. In such an instance, the remainder would then continue to conform to the terms and requirements of applicable law.
- E. By execution of the Agreement, the MPO represents that it has not paid and, also agrees not to pay, any bonus or commission for the purpose of obtaining an approval of its application for the financing hereunder.
- F. Nothing in the Agreement shall require the MPO to observe or enforce compliance with any provision or perform any act or do any other thing in contravention of any applicable state law. If any of the provisions of the Agreement violate any applicable state law, the MPO will at once notify the Department in writing in order that appropriate changes and modifications may be made by the Department and the MPO to the end that the MPO may proceed as soon as possible with the Project.
- G. The MPO shall comply with all applicable federal guidelines, procedures, and regulations. If at any time a review conducted by Department and or FHWA reveals that the applicable federal guidelines, procedures, and regulations were not followed by the MPO and FHWA requires reimbursement of the funds, the MPO will be responsible for repayment to the Department of all funds awarded under the terms of this Agreement.
- H. The MPO:
 - i. shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by MPO during the term of the contract; and
 - ii. shall expressly require any contractor, consultant, subcontractors and subconsultants performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor or subconsultant during the contract term.
- I. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute the same Agreement. A facsimile or electronic transmission of this Agreement with a signature on behalf of a party will be legal and binding on such party.
- J. The parties agree to comply with s.20.055(5), Florida Statutes, and to incorporate in all subcontracts the obligation to comply with s.20.055(5), Florida Statutes.
- K. This Agreement and any claims arising out of this Agreement shall be governed by the laws of the United States and the State of Florida.

21. Exhibits: The following Exhibits are attached and incorporated into this Agreement:

- A. Exhibit "A", UPWP
- B. Exhibit "B", Federal Financial Assistance (Single Audit Act)
- C. Exhibit "C", Title VI Assurances
- D. Exhibit "D", Contract Payment Requirements

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IN WITNESS WHEREOF, the undersigned parties have executed this Agreement on the day, month and year set forth above.

| | |
|----------------------------------|--------------------------------------|
| MPO | Florida Department of Transportation |
| Charlotte County-Punta Gorda MPO | |
| MPO Name | |
| Christopher G. Constance, MD | |
| Signatory (Printed or Typed) | Department of Transportation |
| Signature | Signature |
| MPO Chairman | |
| Title | Title |
| Legal Review | Legal Review |
| MPO | Department of Transportation |
| Janette S. Knowlton | |
| Counsel to MPO Board | |

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EXHIBIT "B"

FEDERAL FINANCIAL ASSISTANCE (SINGLE AUDIT ACT)

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE AS FOLLOWS:

CFDA No.: [20.205](#)

CFDA Title: HIGHWAY PLANNING AND CONSTRUCTION
Federal-Aid Highway Program, Federal Lands Highway Program

***Award Amount:** \$1,216,830

Awarding Agency: Florida Department of Transportation

Indirect Cost Rate: N/A

****Award is for R&D:** No

*The federal award amount may change with supplemental agreements

**Research and Development as defined at §200.87, 2 CFR Part 200

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE SUBJECT TO THE FOLLOWING AUDIT REQUIREMENTS:

2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles & Audit Requirements for Federal Awards www.ecfr.gov

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT MAY ALSO BE SUBJECT TO THE FOLLOWING:

Title 23 – Highways, United States Code
<http://uscode.house.gov/browse.xhtml>

Title 49 – Transportation, United States Code
<http://uscode.house.gov/browse.xhtml>

MAP-21 – Moving Ahead for Progress in the 21st Century, P.L. 112-141
www.dot.gov/map21

Federal Highway Administration – Florida Division
www.fhwa.dot.gov/fldiv

Federal Funding Accountability and Transparency Act (FFATA) Sub-award Reporting System (FSRS)
www.fsr.gov

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Exhibit "C"

TITLE VI ASSURANCES

During the performance of this Agreement, the MPO, for itself, its assignees and successors in interest (hereinafter collectively referred to as the "contractor") agrees as follows:

- (1.) Compliance with REGULATIONS:** The contractor shall comply with the Regulations relative to nondiscrimination in federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT) ***Title 49, Code of Federal Regulations, Part 21***, as they may be amended from time to time, (hereinafter referred to as the **REGULATIONS**), which are herein incorporated by reference and made a part of this contract.
- (2.) Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the basis of race, color, national origin, or sex in the selection and retention of sub-contractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by **Section 21.5** of the **REGULATIONS**, including employment practices when the contract covers a program set forth in **Appendix B** of the **REGULATIONS**.
- (3.) Solicitations for Sub-contractors, including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under sub-contract, including procurements of materials or leases of equipment, each potential sub-contractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the **REGULATIONS** relative to nondiscrimination on the basis of race, color, national origin, or sex.
- (4.) Information and Reports:** The contractor shall provide all information and reports required by the **REGULATIONS** or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such **REGULATIONS**, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the *Florida Department of Transportation*, or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5.) Sanctions for Noncompliance:** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the Florida Department of Transportation shall impose such contract sanctions as it or the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration may determine to be appropriate, including, but not limited to:

 - a. withholding of payments to the contractor under the contract until the contractor complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.
- (6.) Incorporation of Provisions:** The contractor shall include the provisions of paragraphs (1) through (7) in every sub-contract, including procurements of materials and leases of equipment, unless exempt by the **REGULATIONS**, or directives issued pursuant thereto. The contractor shall take such action with respect to any sub-contract or procurement as the *Florida Department of Transportation* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance, provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7.) Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits

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discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

Exhibit "D"
CONTRACT PAYMENT REQUIREMENTS
Florida Department of Financial Services, Reference Guide for State Expenditures Cost
Reimbursement Contracts

Invoices for cost reimbursement contracts must be supported by an itemized listing of expenditures by category (salary, travel, expenses, etc.). Supporting documentation shall be submitted for each amount for which reimbursement is being claimed indicating that the item has been paid. Documentation for each amount for which reimbursement is being claimed must indicate that the item has been paid. Check numbers may be provided in lieu of copies of actual checks. Each piece of documentation should clearly reflect the dates of service. Only expenditures for categories in the approved agreement budget may be reimbursed. These expenditures must be allowable (pursuant to law) and directly related to the services being provided.

Listed below are types and examples of supporting documentation for cost reimbursement agreements:

Salaries: Timesheets that support the hours worked on the Project or activity must be kept. A payroll register, or similar documentation should be maintained. The payroll register should show gross salary charges, fringe benefits, other deductions and net pay. If an individual for whom reimbursement is being claimed is paid by the hour, a document reflecting the hours worked times the rate of pay will be acceptable.

Fringe benefits: Fringe benefits should be supported by invoices showing the amount paid on behalf of the employee, e.g., insurance premiums paid. If the contract specifically states that fringe benefits will be based on a specified percentage rather than the actual cost of fringe benefits, then the calculation for the fringe benefits amount must be shown. Exception: Governmental entities are not required to provide check numbers or copies of checks for fringe benefits.

Travel: Reimbursement for travel must be in accordance with s. 112.061, F.S., which includes submission of the claim on the approved state travel voucher along with supporting receipts and invoices.

Other direct costs: Reimbursement will be made based on paid invoices/receipts and proof of payment processing (cancelled/processed checks and bank statements). If nonexpendable property is purchased using state funds, the contract should include a provision for the transfer of the property to the State when services are terminated. Documentation must be provided to show compliance with DMS Rule 60A-1.017, F.A.C., regarding the requirements for contracts which include services and that provide for the contractor to purchase tangible personal property as defined in s. 273.02, F.S., for subsequent transfer to the State.

Indirect costs: If the contract stipulates that indirect costs will be paid based on a specified rate, then the calculation should be shown. Indirect costs must be in the approved agreement budget and the entity must be able to demonstrate that the costs are not duplicated elsewhere as direct costs. All indirect cost rates must be evaluated for reasonableness and for allowability and must be allocated consistently.

Contracts between state agencies may submit alternative documentation to substantiate the reimbursement request, which may be in the form of FLAIR reports or other detailed reports.

The Florida Department of Financial Services, online Reference Guide for State Expenditures can be found at this web address
<https://www.myfloridacfo.com/Division/AA/Manuals/documents/ReferenceGuideforStateExpenditures.pdf>.

AGENDA ITEM # 9
DRAFT FY 2022/2023- FY 2026/2027 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)

Purpose: Review and comment on the Draft FY 2022/2023 - FY 2026/2027
Transportation Improvement Program (TIP)

Presented by: MPO Staff

Discussion:

Federal and State legislation require MPOs to adopt a 5-year Transportation Improvement Program (TIP). The TIP outlines federal and state capital improvements for transportation and is a staged, multi-year, intermodal program of transportation projects that is consistent with the MPO Long Range Transportation Plan (LRTP). The Technical and Citizens' Advisory Committees formally review the development of the TIP.

The Charlotte County-Punta Gorda MPO is scheduled to review and adopt the TIP at the May 16, 2022, MPO Board Meeting. The Draft Charlotte County-Punta Gorda MPO TIP for FY 2022/2023 - FY 2026/2027 is Attachment 1. The MPO Board adopted the project priorities listed in this TIP on May 18, 2021.

The Charlotte County-Punta Gorda MPO entered into an interlocal agreement with Sarasota – Manatee MPO and Lee County MPO, formalizing and specifying regional planning projects along with time frames to produce those projects. The agreement calls for each MPO to identify regional priorities and include those projects in the respective MPO's TIP. Those priorities that were adopted last year are included, in accordance with the interlocal agreement in the TIP.

Recommendation: Review and comment on the Draft FY 2022/2023- FY 2026/2027
Transportation Improvement Program (TIP)

Attachment: [Draft FY 2022/2023- FY 2026/2027 Charlotte County-Punta
Gorda MPO Transportation Improvement Program \(TIP\)](#)

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2022/2023 - 2026/2027



ADOPTION MAY 16, 2022

The preparation of this document has been financed in part through a grant from The U.S. Department of Transportation (Federal Highway Administration)

In cooperation with

The Florida Department of Transportation,

The City of Punta Gorda Public Works Department; and Charlotte County Public Works Division
The Charlotte County Budget Office, Community Development Department, Transit Department and the
Charlotte County Airport Authority

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SECTION – I



**RESOLUTION
NUMBER 2022-03**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION BOARD APPROVING
THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL
YEAR (FY) 2022/2023 THROUGH FY 2026/2027.**

RECITALS

WHEREAS, the Charlotte County-Punta Gorda Metropolitan Planning Organization ("MPO") is required by Section 339.175(8) (a) Florida Statutes to develop an annually updated Transportation Improvement Program; and

WHEREAS, the MPO has reviewed the proposed Transportation Improvement Program and determined that it is consistent with its adopted plans and programs; and

WHEREAS, the MPO has approved said Transportation Improvement Program for Fiscal Year 2022/2023 through FY 2026/2027 on May 16, 2022; and

WHEREAS, in accordance with the Florida Department of Transportation (FDOT) directive and procedures, the Transportation Improvement Program must be accompanied by an endorsement of the MPO Board indicating MPO Board approval of the Program.

NOW THEREFORE, BE IT RESOLVED, by the Charlotte County-Punta Gorda Metropolitan Planning Organization Board that the Transportation Improvement Program for FY 2022/2023 through FY 2026/2027 is hereby approved.

PASSED AND DULY ADOPTED this 16th day of May 2022.



CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

By: _____
Christopher G. Constance, MD, Chairman

ATTEST:

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

By: _____
D'Juan L. Harris
Designated Clerk of the MPO Board

By: 
Janette S. Knowlton, County Attorney
LR22-0211 

SECTION – II

EXECUTIVE SUMMARY

The Transportation Improvement Program (TIP) is a staged, multi-year, intermodal program of transportation projects which is consistent with the Long-Range Transportation Plan (LRTP), [23 Code of Federal Regulation [C.F.R.] Part 450]. The Metropolitan Planning Organization (MPO) through a continuing, comprehensive and cooperative effort also known as 3-C process develops the TIP which is a primary obligation of the MPO as required by 23 United States Code (U.S.C.) 134(j) and (k) (3) and (4); 23 C.F.R. Part 450 Sections 320,322(c),324,326,328,330, and 332; 23 C.F.R.500.109, 500.110, 500.111(congestion management) and subsection 339.175(6) and (8), Florida Statutes (F.S.), and the Fixing America's Surface Transportation (FAST) Act. The FY 2022/2023 through 2026/2027 TIP includes: a resolution endorsing the plan by the MPO Board; executive summary; project location map; five year federally funded project lists including funding summary; local road project lists for five fiscal years; transit and transportation disadvantaged section; aviation section; and maintenance and transportation planning projects section; and a section for adopted amendments to the TIP.

Purpose

The purpose of the TIP is to provide a prioritized listing of transportation projects within Charlotte County and the City of Punta Gorda covering a period of five years that is consistent with the adopted 2045 Charlotte County-Punta Gorda LRTP. The TIP identifies all transportation projects funded by Title 23 U.S.C. and Title 49 U.S.C. The TIP contains all regionally significant transportation projects including highways, aviation, pedestrian and bicycle facilities, and transportation disadvantaged projects regardless of funding source. The costs are presented in "year of expenditure" (YOE) using inflation factors provided by Florida Department of Transportation (FDOT), District One. The TIP ensures coordination for transportation improvements by local, state, and federal agencies.

Financial Plan

The TIP serves as a five-year [subsection 339.175(8) (1), F.S.] financially feasible program of improvements to all modes of transportation within Charlotte County and the City of Punta Gorda. The TIP is developed in cooperation with the FDOT and public transit operators [23 C.F.R. 450.324(a)]. The federally funded projects identified in the TIP can be implemented using reasonably expected current and proposed revenue sources based on the State Tentative Work Program and locally dedicated transportation revenues (see Table on page IV-2 and IV-3 that shows total funds and funding sources programmed by year). The TIP projects are financially constrained and able to be implemented for each year using Year of Expenditure (YOE) dollars. YOE dollars are adjusted for inflation from the present time to the expected year of construction. Planning regulations require that revenue and cost estimates in the TIP must use inflation or growth rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the State, MPOs, and public transit operators.

Project Selection

The TIP is developed to meet the federal and state TIP requirements in 23 C.F.R. 450.330(b) as designated in the MPO Program Management Handbook updated July 30, 2021. It has been compiled from the FDOT Tentative Work Program, the individual Capital Improvement Programs (CIPs) and project priorities developed by Charlotte County, the Charlotte County transit in cooperation with the MPO, the City of Punta Gorda, the Charlotte County Airport Authority, and FDOT.

Consistency with Other Plans

The Charlotte County-Punta Gorda MPO was created in 1992 and adopted its first Long Range Transportation Plan in December of 1995. All projects listed in the current TIP are consistent with the 2045 Long Range Transportation Plan, the Charlotte County Comprehensive Plan (Smart Charlotte 2050 adopted July 20, 2010), the City of Punta Gorda Comprehensive Plan 2040, the 2018 Charlotte County Airport Master Plan, the Charlotte County Ten Year Transit Development Plan and the MPO's Public Participation Plan (PPP). MPO plan details can be found on the MPO's website www.ccmppo.com.

Project Priorities

The MPO's priority listing of projects (Tables 1 to 6) was developed to provide FDOT with a sequence of projects for advancement in their Work Program as it is updated during the next Work Program development cycle. The MPO's priorities listed were adopted by the MPO Board on May 17, 2021, based on the LRTP Cost Feasible Plan for the 2045 horizon and recommendations from the MPO's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and Bicycle Pedestrian Advisory Committee (BPAC). The Congestion Mitigation/Transportation Systems Management (CM/TSM) is described in the MPO's 2045 LRTP, Chapter 6. The MPO's Congestion Management Process established in the 2035 LRTP, identified US 41 as the main congested arterial in Charlotte County. Based on a US 41 corridor study completed in 2009, certain US 41 intersections have been prioritized and programmed for funding with CM/TSM funds (Table 2). Upon completion of the US 41 intersection improvements, the Number One Congestion Management project is the Intelligent Transportation System (ITS) County-wide Master Plan Communications System. SR 776 Corridor study initiated by FDOT is adopted by the MPO Board at the October 18, 2021. The Study identified various intersections for future prioritization and programming for CM/TSM funds. A quantitative roadway project prioritization process helped guide the selection of projects of the LRTP Cost Feasible Plan. The project selection criteria can be found in the Charlotte County-Punta Gorda LRTP Chapter 8 Table 8-2: 2045 LRTP Project Prioritization Evaluation Criteria (www.ccmppo.com). Project selection also factored in: Strategic Intermodal System (SIS) facilities, its connectors and other regionally significant facilities; community concerns; public involvement; and state comprehensive planning rules. These local criteria include urban service area strategies, hurricane evacuation, traffic circulation, environmental benefit, freight movement, right of way protection, and continuity of capital programming. TIP projects selected and programmed for funding are consistent with federal requirements and the FDOT's Tentative Work Program and are financially feasible for the

appropriate funding categories. The numbered project priorities in the tables below represent the MPO's project priorities by project and the next phase of project implementation.

TABLE 1

| 2021 HIGHWAY PROJECT PRIORITIES | | | | | | | | | | | | | | | | |
|---|---|---|----------------------|-------------------|---|--------------------|----------------|--------------------------|----------------------|------------------|--------|--------|------|------|---------|--|
| RANK | FPN | PROJECT NAME | FROM | TO | TYPE OF WORK | JURISDICTION | UNFUNDED PHASE | REQUESTED FUNDS (In Mil) | LOCAL FUNDS (In Mil) | TOTAL COST (PDC) | 2022 | 2023 | 2024 | 2025 | 2026 | COMMENTS |
| 1 | 2050 Long Range Transportation Plan (LRTP) Update, \$400,000.00 requested for FY 2023//2024 funds from SL funds STP, Areas <= 200K to augment PL Funds. (MPO anticipates the population of Charlotte County to exceed 200k triggering the federal requirements of a TMA that may necessitate additional planning funds to support the 2050 LRTP development needs). | | | | | | | | | | | | | | | |
| 2 | 4349653 | Harbor View Rd ¹ | Melbourne St | Date St | Road widening from 2-lane to 4-lane | CHARLOTTE COUNTY | CST | \$4.00 | \$8.25 | \$45.63 | | \$6.38 | | | \$31.90 | Based on the FDOTs discussion with County Administration the project limits are changed with new # 4349653 |
| 3 | 434965-1/-434965-2 | Harbor View Rd ¹ | Date St | I-75 | Road widening from 2-lane to 4-lane | CHARLOTTE COUNTY | ROW&CST | \$4.0 | | TBD | | | | | TBD | ROW Estimated approximately \$5 million and CST cost yet to be determined |
| 4 | | Edgewater Dr / Flamingo Blvd Ext ¹ | Midway Blvd | Collingswood Blvd | Road widening from 2-lane to 4-lane | CHARLOTTE COUNTY | PE, ROW&CST | \$2.20 | | \$38.08 | | | | | | County is requested \$2.2 million towards PE |
| 5 | | SR 776 | Sarasota County Line | US 41 | Corridor study to gather/analyze crash data and prioritize improvements based on the recommendations from the Study | | | | | TBD | | | | | | Number 10, SR 776 FPN # 4444851 is deferred until further notice from FDOT |
| 6 | 435563 1 | N. Jones Loop Rd ¹ | Burnt Store Rd | Piper Rd | Planning Feasibility Study to perform a PD&E for widening from 4-Lane to 6-Lane | CHARLOTTE COUNTY | PE& CST | | | \$45.09 | \$1.22 | | | | | PD&E Underway |
| | | | | | | | | | | | | | | | | |
| <div><div>¹ Regional projects</div><div>² TAP Project on SUN Trail network system</div></div> | | | | | | | | | | | | | | | | |
| | | PE- Design | | | | ROW- Right Of Way | | | New Project | | | | | | | |
| | | PD&E - Project Development & Environment | | | | CST - Construction | | | | | | | | | | |

Cost estimates for some projects were not available at the time of 2021 project priorities approval. The 2022 Project Priority sheet will be updated with cost estimates for the 2022 project priorities list to be approved at the next MPO Board meeting.

TABLE 2

| 2021 TRANSPORTATION SYSTEM MANAGEMENT/ CONGESTION MITIGATION PROJECTS | | | | | | | | | | | | | | |
|---|---------|---|---------------------|------------------------------|----------------|--------------------------|----------------------|--------------------------|------|--------|------|--------|--------|---|
| RANK | FPN# | PROJECT NAME | JURSIDICTION | TYPE OF WORK | UNFUNDED PHASE | REQUESTED FUNDS (In Mil) | LOCAL FUNDS (In Mil) | TOTAL COST-PDC (in Mil) | 2022 | 2023 | 2024 | 2025 | 2026 | Comments |
| 1 | 4463931 | Add turn lanes on SR 776 @ Charlotte Sports Park ¹ | CHARLOTTE COUNTY | Intersection Improvements | CST | | | \$0.82 | | | | \$0.15 | | County is requesting CST funds |
| | 4463401 | SR 776 @ Flamingo Blvd- Intersection modifications | CHARLOTTE COUNTY | Intersection Improvements | | | | | | | | \$1.46 | | Funded - Flamingo Blvd to make a connection to SR776. A box culvert under Flamingo Blvd and making the traffic signal for a 4 way intersection |
| 2 | | Add turn lanes on SR 776 @ Gulf Stream Blvd | CHARLOTTE COUNTY | Intersection Improvements | PE & CST | | | \$0.91 | | | | | | To be discussed with county and FDOT |
| 3 | | Add turns lanes @ SR 776 @ Biscayne Blvd | CHARLOTTE COUNTY | Intersection Improvements | PE & CST | \$0.80 | | \$0.80 | | | | | | County is requesting PE & CST funds |
| 4 | | Add turn lanes on SR 776 @ Cornelius Blvd ¹ | CHARLOTTE COUNTY | Intersection Improvements | PE & CST | \$0.60 | | \$0.60 | | | | | | County is requesting PE & CST funds |
| 5 | | US 41 @ Easy St | CHARLOTTE COUNTY | Intersection Improvements | PE & CST | | | | | | | | | County is requesting PE & CST funds |
| 6 | | Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir | CHARLOTTE COUNTY | Intersection Improvements | PE & CST | | | \$0.62 | | | | | | County is requesting PE & CST funds |
| 7 | | Add turn lanes on SR 776 @ Jacobs St ¹ | CHARLOTTE COUNTY | Intersection Improvements | PE & CST | \$0.60 | | \$0.60 | | | | | | County is requesting PE & CST funds |
| 8 | | Add turn lanes US 41 @ Carousel Plaza | CHARLOTTE COUNTY | Intersection Improvements | PE & CST | | | \$0.62 | | | | | | County is requesting PE & CST funds |
| 9 | | SR 31 @ CR 74 | CHARLOTTE COUNTY | Intersection Improvements | CST | | | 4.39 | | \$0.51 | | | \$4.39 | Funded through CST- Will be removed |
| 9 | | Add turn lanes US 41 @ AquiEsta Dr | CITY OF PUNTA GORDA | Intersection Improvements | PE&CST | | | TBD | | | | | | City is requesting PE & CST Funds |
| | | County wide ITS master plan implementation | CHARLOTTE COUNTY | County wide ITS improvements | PE, ROW, CST | TBD | | TBD | | | | | | The ITS master plan study was initiated to evaluate the County's information, communication and technology systems and to determine future needs. |
| | | ¹ Regional projects | | | | | | | | | | | | |
| | | PE- Design | | ROW- Right Of Way | | | | | | | | | | |
| | | PD&E - Project Development & Environment | | CST - Construction | | | | | | | | | | |
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² TAP Project on SUN Trail network system

Notes: All projects costs are in millions

Cost estimates for some projects were not available at the time of 2021 project priorities approval. The 2022 Project Priority sheet will be updated with cost estimates for the 2022 project priorities list to be approved at the next MPO Board meeting

Regional Multi-Modal Transportation System Project Priorities

Regional Multi-Modal Transportation System Project Priorities are included in accordance with the *Inter-local Agreement for Joint Regional Transportation Planning and Coordination*, with Sarasota/Manatee MPO and the Lee County MPO. The Joint Regional Multi-Modal Transportation System was developed using agreed upon criteria (i.e. SIS, Emerging SIS, SIS Connectors, principal roadways that connect non-SIS freight and passenger inter-modal hubs, designated hurricane arterial evacuation routes, etc.) to identify regionally significant facilities. Charlotte County's Regional Highway Project Priorities are noted as "Regional Project" in the "**Project**" column of Table 1 (above). Charlotte County Transportation System Management / Congestion Mitigation Projects and Transportation Alternative Program (TAP) Regional Projects as required by FDOT District One directives were developed and are listed below in Table 2&3. The Regional Sarasota/Manatee MPO's Project lists are listed below in Table 4&5 for Transportation Regional Incentive Program (TRIP) and TAP projects and Transportation Regional Incentive Program (TRIP) for Charlotte County-Punta Gorda MPO and Lee MPO are listed below in Table 6; and in Table 7 for the Regional Highway Transportation system projects of Sarasota - Manatee counties.

TABLE 3

| 2021 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS | | | | | | | | | | | | | | | | |
|--|---------|--------------------------------------|---|--------------------------|---------------------|---|--------------------|--|----------------------|------------------|-------------|------|--|---------|--------|--|
| RANK | FPN | PROJECT NAME | FROM | TO | JURISDICTION | TYPE OF WORK | UNFUNDED PHASE | REQUESTED FUNDS (In Mil) | LOCAL FUNDS (In Mil) | TOTAL COST (PDC) | 2022 | 2023 | 2024 | 2025 | 2026 | COMMENTS |
| 1 | 4351052 | Taylor Rd - Phase I | N.Jones Loop Rd | Airport Rd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | ROW&CST | | | \$4.94 | | | \$0.66 | | | Cost Estimate from WGI Consultant |
| 2 | 4351051 | Taylor Rd - Phase II | US 41 SB | N. Jones Loop Rd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE&ROW&CST | | | \$4.92 | | | | | | Cost Estimate from WGI Consultant |
| 3 | | US 41 | Sidewalks -Morningside Drive | Sarasota County line | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | | | | | | | Total Project, segments are below |
| 3A | 4463911 | US 41 Eastside ^{1,2} | Melbourne St | Kings Hwy | CHARLOTTE COUNTY | Planning Study -Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | TBD | | | | \$0.150 | | Funded for Study under Highways FPN # 4463911. Out come shall be determined. |
| 3B | | US 41 Eastside ^{1,2} | Kings Hwy | Conway Blvd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | TBD | | | | | | Need costs for PE & CST |
| 3C | 4382621 | US 41 Eastside ^{1,2} | Conway Blvd | Midway Blvd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | CST | | | \$4.44 | \$0.840 | | \$0.030 | | | CST Deferred beyond 2026 |
| 3D | | US 41 Westside&East Side | Tuckers Grade | Taylor Rd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | TBD | | | | | | Added East side to the project Need costs for PE & CST |
| 3E | | US 41 Westside | Morningside Dr | Tuckers Grade | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | TBD | | | | | | Need costs for PE & CST |
| 3F | | US 41 Westside | Taylor Rd | Burnt Store Rd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | TBD | | | | | | Need costs for PE & CST |
| 4 | | Cooper St | Airport Rd | E.Marion Ave | CITY OF PUNTA GORDA | Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts | PE & CST | 1.67 | \$1.50 | \$3.17 | | | | | | |
| 5 | | Sibley Bay (Trails and Way Finding) | Bayshore Rd | US 41 | CHARLOTTE COUNTY | Trails and Way Findings in Charlotte Harbor CRA | PE & CST | \$0.845 | | \$0.845 | | | | | | Need Cost estimates from the County. Discussion required with Sunseekers |
| 6 | | E. Elckam Blvd | US 41 | Midway Blvd | CHARLOTTE COUNTY | Street Lights & Pedestrian Bridge in Parkside CRA | PE & CST | \$1.720 | | \$1.720 | | | | | | Need costs for PE & CST- Confirm with County |
| 7 | 4415241 | US 41 | Williams St | Peace River Bridge | CITY OF PUNTA GORDA | Resurfacing Project- Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts | CST | | | \$6.11 | \$0.21 | | \$5.90 | | | Need costs for PE & CST |
| 8 | | Shreve St | Airport Rd/Pompano Terrace | Virginia Ave/Linear Park | CITY OF PUNTA GORDA | Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts | PE & CST | \$0.30 | \$0.30 | \$0.60 | | | | | | |
| 9 | | Harbor Walk Phase IV | Harbor walk @ US 41 NB | | CITY OF PUNTA GORDA | Bridge Underpass & Lighting | PE & CST | \$0.12 | \$0 | \$0.14 | | | | | | Need costs for PE & CST |
| 10 | | Harborwalk Phase II | ADA ramps at US 41 SB | | | US 41 SB at the Albert Gilchrist Bridge connecting the City's Harborwalk to the existing US 41 SB sidewalk | PE& CST | \$3.67 | \$0.09 | \$3.76 | | | | | | |
| 11 | | US 41 NB ¹ | Multi Use Recreational Trail bridge over Alligator Creek - South branch | | CITY OF PUNTA GORDA | Bicycle/Ped Bridge | CST | \$1.736 | | \$1.74 | | | | | \$0.29 | |
| ¹ Regional projects | | | | | | | | ² TAP Project on SUN Trail network system | | | | | | | | |
| | | | PE- Design | | | | ROW- Right Of Way | | | | New Project | | | | | |
| | | | PD&E - Project Development & Environment | | | | CST - Construction | | | | | | Notes:All projects costs are in millions | | | |

Cost estimates for some projects were not available at the time of 2021 project priorities approval. The 2022 Project Priority sheet will be updated with cost estimates for the 2022 project priorities list to be approved at the next MPO Board meeting.

TABLE 4

2022 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

PROJECT PRIORITY LIST

CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO

| Draft - January 2022 2022 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT PRIORITY LIST CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO | | | |
|--|--|------------------|----------------------|
| Priority Rank | Project | Jurisdiction | TRIP Funds Requested |
| 1 | Moccasin Wallow from I-75 to US 301 | Manatee County | \$33,353,750 |
| 2 | Harborview Rd from Melbourne St to Date St | Charlotte County | \$4,000,000 |
| 3 | Edgewater Dr/Flamingo Blvd Extension from Midway Blvd to Collingswood Blvd | Charlotte County | 2,200,000 |
| 4 | Jones loop Rd from Burnt Store Rd to Piper Rd | Charlotte County | TBD |

The Charlotte County-Punta Gorda MPO and Sarasota/Manatee MPO interlocal agreement for joint regional transportation planning and coordination, asks that FDOT attempt to award funding on an equitable basis among the three counties (Charlotte, Manatee and Sarasota) when funding new TRIP projects.

TABLE 5

**JOINT REGIONAL TRAILS PROJECT PRIORITY LIST CHARLOTTE
COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO**

| Adopted June 27, 2016 2016 JOINT REGIONAL TRAILS PROJECT PRIORITY LIST CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO | | | |
|---|---|---------------------|----------------------|
| Priority Rank | Project | Jurisdiction | RTAP funds Requested |
| 1 | Legacy Trail, Osprey Junction Trailhead (Legacy Trail at East end of Bay Street) Design and construct a 10-ft. wide multi-use trail connecting Legacy Trail to Osprey Park, including parking, restrooms and additional amenities. | Sarasota County | \$2,000,000 |
| 2 | US 41 Sidewalks (Morningside Drive to Sarasota County), 8-foot sidewalk, PE/Construction). Next segment: c. US 41 East side (Conway Blvd to Midway Blvd.), 8-foot sidewalk, estimated cost \$1.88 Million | Charlotte County | \$1,880,000 |
| 3 | Willow-Ellenton Greenway Multi-Use Trail from US 301 (Ellenton) to US 301 (Parrish) Design and construction of enhanced trail system for pedestrians and bicycles adjacent to the railroad tracks from Ellenton-Gillette Rd to Erie Rd. | Manatee County | \$10,399,451 |
| 4 | US 41 Multi-Use Recreational Trail (MURT) Bridge Design and Construct bicycle/pedestrian bridge over Alligator Creek along US 41 MURT south of US 41 Burnt Store Road intersection. | City of Punta Gorda | \$1,600,000 |

TABLE 6**2022 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT****PRIORITY LIST CHARLOTTE COUNTY-PUNTA GORDA MPO - LEE MPO**

Adopted by Lee MPO in May or June 2022

Adopted by Charlotte County - Punta Gorda MPO in May 2022

| Sponsor | Route | From | To | Proposed Improvement | Requested Phase | Total Cost | Requested TRIP Funds | Amount of TRIP Funds Programmed | Year Funded | 2022 Joint Priority |
|------------------|---------------------------------|-------------------------|-------------------|----------------------|-----------------|---------------|----------------------|---------------------------------|-------------|---------------------|
| Lee County | Burnt Store Rd | Van Buren Pkwy | Charlotte Co/L | 2L to 4L | PE | \$8,320,000 | \$4,100,000 | | | |
| Charlotte County | Harborview RD | Melbourne St | Date St | 2L to 4L | CST | \$45,630,000 | \$4,000,000 | TBD | 2025/2026 | |
| Lee County | Corkscrew Road | E. Ben Hil Griffin Road | Bella Terra | 2L to 4L | CST | \$24,525,000 | \$6,975,000 | \$2,651,966 | 2021/2022 | |
| Charlotte County | Edgewater Dr/Flamingo Blvd Ext. | Midway Blvd | Collingswood Blvd | 2L to 4L | PE, CST | \$38,080,000 | \$2,200,000 | | | |
| Lee County | Ortiz Avenue | Colonial Blvd | SR 82 | 2L to 4L | CST | \$16,520,000 | \$4,000,000 | | | |
| Charlotte County | Jones loop Rd | US 41 | Piper Rd | 4L to 6L | PE, CST | \$45,020,000 | TBD | | | |
| Lee County | Corkscrew Road | Bella Terra | Alico Road | 2L to 4L | CST | \$16,068,000 | \$4,000,000 | | | |
| Lee County | Three Oaks Pkwy Ext. | Fiddlesticks Canal | Pony Drive | New 4L | CST | \$60,774,000 | \$8,000,000 | | | |
| Lee County | Three Oaks Pkwy | Pony Drive | Daniels Parkway | New 4L | CST | \$31,720,000 | \$7,500,000 | | | |
| Lee County | Ortiz Avenue | SR 82 | Luckett Road | 2L to 4L | CST | \$28,475,000 | \$5,000,000 | | | |
| Lee County | Alico Extension | Alico Road | SR 82 | New 4L | CST | \$106,540,000 | \$8,000,000 | | | |
| Lee County | Ortiz Avenue | Luckett Road | SR 80 | 2L to 4L | CST | \$28,418,000 | \$5,000,000 | | | |

The Charlotte County - Punta Gorda MPO and Lee MPO interlocal agreement for joint regional transportation planning and coordination, asks that FDOT attempt to award funding on an equitable basis among the two counties (Charlotte and Lee) when funding new TRIP projects.

TABLE 7

REGIONAL HIGHWAY TRANSPORTATION SYSTEM PROJECT PRIORITIES - SARASOTA/MANATEE COUNTIES

2040 LONG RANGE TRANSPORTATION PLAN (LRTP) COST FEASIBLE PRIORITIES
Regional Roadway Investments

The regional roadway system includes roads that facilitate accessibility to the region's economic anchors, such as the downtowns, the port, and other key economic activity centers. These are the highest priority regional projects identified as financially feasible in the 2040 Long Range Transportation Plan (LRTP).

| | Regional Roadway Rank | Local Requesting Jurisdiction | Project/Facility | Limits | Description of improvement | Phase Requested | Performance Measure | |
|-----------|-----------------------|-------------------------------|---------------------------------|---|---------------------------------------|-----------------------------------|---------------------|------|
| | | | | | | | Score | Rank |
| Advancing | 1 | Manatee County | 15th St East/ 301 Blvd (Center) | Magellan Drive to 49th Ave E | Multi Modal Capacity | Right of Way | 7.00 | 3 |
| | 2 | Manatee County | 15th St East/ 301 Blvd (North) | 49th Ave E to US 41 | Multi Modal Capacity | Right of Way | 6.65 | 6 |
| | 3 | Manatee County | 15th St East/ 301 Blvd (South) | From Tallevast Rd to Magellan | Multi Modal Intersection Improvements | Right of Way | 5.40 | 23 |
| New | 4 | Sarasota County | TRIP: River Road (Phase 1) | US 41 to north of West Villages Pkwy | Multi Modal Intersection Improvements | Construction | 5.70 | 20 |
| | 5 | Sarasota County | River Road (Phase 2) | West Villages Pkwy to Center Road | Multi Modal Intersection Improvements | Right of Way | 3.85 | 45 |
| | 6 | Sarasota County | River Road (Phase 3) | Center Road to I-75 | Multi Modal Capacity | Right of Way | 3.75 | 48 |
| | 7 | North Port | Price Boulevard | Sumter to North Port High School/ Heron Creek * | Multi Modal Capacity | Project Development & Environment | 3.40 | 55 |

*Limit change requires LRTP amendment

Sarasota/Manatee is working on updating the regional project priorities. Will be updated accordingly.

MAJOR PROJECTS IMPLEMENTED/ IN PROGRESS

| Major Projects Implemented | | | | |
|----------------------------|--------------|-------|---|---------|
| Number | Jurisdiction | Phase | Project | FPN |
| 1 | County | CST | Landscaping I-75 at CR 776 (Harbor View Road) | 4411221 |
| 2 | County | CST | Landscaping I-75 at Tucker's Grade Interchange | 4419291 |
| 3 | County | CST | US 41 Sidewalk from Midway Blvd. to Enterprise Dr. | 4353901 |
| 4 | County | CST | Lighting US 41 from Rio Villa Dr. to Airport Rd. | 4349881 |
| 5 | County | ENV | SR 776 From Pinedale Drive to Myakka River | 4415171 |
| 6 | FDOT | Study | SR 776 Corridor Study from Sarasota County line to US 41 | |
| 7 | FDOT | Study | SUN - Trail Feasibility Study from Myakka State Forest to US 41 | 4436021 |

| Major Projects in Progress | | | | |
|----------------------------|--------------|--------------|--|---------|
| Number | Jurisdiction | Phase | Project | FPN |
| 1 | County | Design/Build | Harbor walk Phase II West Retta Esplanade from Maude St to Berry St -ADA | 4381571 |
| 2 | County | Design/Build | US 41 from Airport Rd to William St - Complete Streets | 4402681 |
| 3 | County | PD&E | Taylor road Sidewalk from US 41 to Airport Road | 4351051 |
| 4 | County | PD&E | North Jones Loop Rd from Burnt Store Rd to Piper Rd - Add lanes | 4365631 |
| 5 | County | PD&E | Cape Haze Pioneer Trail from Myakka State Forest to US 41(SR 45) | 4436021 |
| 6 | County | ROW & ENV | SR 31 from CR 74 (Roundabout) | 4419501 |
| 7 | County | ROW & ENV | Tamiami Trail (SR 45) From William St To Peace River Bridge -Resurfacing | 4415241 |
| 8 | County | PE | Dynamic Message Sign I-75 from Lee County line to Sarasota County line | 4420981 |
| 9 | County | PE | SR 45 (US 41) Tamiami Trail from Conway Blvd to Midway Blvd-Sidewalk | 4382621 |
| 10 | County | CST | Burnt Store Rd add lanes and reconstruct from Zemel Rd to Notre Dame Blvd | 4353881 |
| 11 | County | CST | SR 776 From Pinedale Drive to Myakka River-Resurfacing | 4415171 |
| 12 | County | CST | Landscaping I-75 (SR 93) AT US 17 | 4390051 |
| 13 | County | CST | SR 35 (US17) from Washington loop road to Desoto County line - Resurfacing | 4415631 |
| 14 | County | CST | SR 45 (US 41) from S of Payne St To N of Rio Villa Dr - Resurfacing | 4444851 |
| 15 | County | Study | SR 776 from US 41 to Kings Hwy | |

The major projects in Charlotte County include the improvements of transportation facilities that serve the regional and transportation needs. Above projects were listed in the previous FY 2021/2022 – FY 2025/2026 TIP. The status is identified as implemented, in progress, or delayed. Also noted are new projects in the FY 2022/2023 – FY 2026/2027 TIP.

FLORIDA DEPARTMENT OF TRANSPORTATION

5 YEAR TRANSPORTATION PROGRAM

2022 THROUGH 2026 SUMMARY OF ADDITIONS, RESCHEDULINGS AND DELETIONS

As of February 18, 2021

Charlotte County - Punta Gorda

| FLORIDA DEPARTMENT OF TRANSPORTATION 5 YEAR TRANSPORTATION WORK PROGRAM | | | | | | | | | |
|--|--------|-----------|--|-----------------------|----------|----------|-------------|--------------|---|
| FPN # | Page # | Category | Description | Phase Description | Old Year | New Year | Sum of OLD | Sum of NEW | Comments |
| 410141 | 3 | ADDITIONS | CHARLOTTE COUNTY - PUNTA GORDA MPO TRANSIT PLANNING -5305(D) | Planning | | 2026 | | \$93,434 | New 5th year funding |
| 410191 | 3 | ADDITIONS | CHARLOTTE COUNTY TRANSIT FTA SECTION 5311 OPERATING ASSISTANCE | Operations | | 2026 | | \$165,600 | New 5th year funding |
| 4101381 | 3 | ADDITIONS | CHARLOTTE COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE | Operations | | 2026 | | \$950,374 | New 5th year funding |
| 4101451 | 3 | ADDITIONS | CHARLOTTE COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE SMALL URBAN | Capital | | 2026 | | \$1,544,954 | New 5th year funding |
| 4126651 | 7 | ADDITIONS | CHARLOTTE COUNTY TRAFFIC SIGNALS REIMBURSEMENT | Operations | | 2026 | | \$338,170 | New 5th year funding |
| 4130427 | 8 | DEFERS | I-75 (SR 93) AT N JONES LOOP ROAD INTERCHANGE | Construction | 2023 | 2024 | \$1,211,801 | \$1,214,043 | Landscaping Project; Deferred 1 year |
| 4136251 | 9 | ADDITIONS | PUNTA GORDA TRAFFIC SIGNALS REIMBURSEMENT | Operations | | 2026 | | \$131,741 | New 5th year funding |
| 4349652 | 7 | DELETIONS | HARBORVIEW ROAD FROM MELBOURNE RD TO I-75 | Right of Way | 2023 | | \$9,789,848 | \$0 | Moved to FPN# 4349653 |
| | 7 | DELETIONS | HARBORVIEW ROAD FROM MELBOURNE RD TO I-75 | Utilities | 2026 | | \$900,000 | \$0 | Moved to FPN# 4349653 |
| 4349653 | 8 | ADDITIONS | HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST | Construction | | 2026 | \$0 | \$9,098,564 | Segmented due to overall cost and limits |
| | 8 | ADDITIONS | HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST | Right of Way | | 2023 | \$0 | \$7,010,000 | Segmented due to overall cost and limits |
| | 8 | ADDITIONS | HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST | Utilities | | 2026 | \$0 | \$12,900,000 | Segmented due to overall cost and limits |
| 4371051 | 8 | ADDITIONS | CHARLOTTE TMC OPS FUND COUNTY WIDE | Operations | | 2026 | | \$90,000 | New 5th year funding |
| 4382621 | 11 | DEFERS | SR 45 (US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD | Construction | 2025 | 2026 | \$4,452,174 | \$4,442,011 | Deferred per Executive Management Direction |
| | 11 | DEFERS | SR 45 (US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD | Construction | 2026 | Out | \$4,442,011 | \$0 | Deferred per Executive Management Direction |
| 4390051 | 8 | ADDITIONS | I-75 (SR 93) AT US 17 | Construction | | 2022 | | \$1,026,000 | Landscaping Project |
| 4393165 | 15 | ADDITIONS | CHARLOTTE CTY/PUNTA GORDA FY24/25 - FY25/26 UPWP | Planning | | 2026 | | \$456,791 | New 5th year funding |
| 4404421 | 10 | DEFERS | SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR | Construction | 2024 | 2025 | \$6,090,709 | \$6,084,695 | Deferred per Executive Management Direction |
| | 10 | DEFERS | SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR | Utilities | 2024 | 2025 | \$1,000,000 | \$1,000,000 | Deferred per Executive Management Direction |
| | 10 | DEFERS | SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR | Construction | 2025 | 2026 | \$6,084,695 | \$6,264,780 | Deferred per Executive Management Direction |
| | 10 | DEFERS | SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR | Utilities | 2025 | 2026 | \$1,000,000 | \$1,000,000 | Deferred per Executive Management Direction |
| 4415241 | 13 | ADDITIONS | TAMIAMI TRAIL (SR 45) FROM WILLIAM ST TO PEACE RIVER BRIDGE | Right of Way | | 2022 | \$0 | \$160,000 | Resurfacing Project |
| | 13 | DEFERS | TAMIAMI TRAIL (SR 45) FROM WILLIAM ST TO PEACE RIVER BRIDGE | Construction | 2022 | 2024 | \$2,405,740 | \$5,989,754 | Deferred for RoW |
| 4419501 | 9 | ADDITIONS | SR 31FROM CR 74 TO CR 74 | Construction | | 2026 | \$0 | \$4,394,165 | Construction Phase programmed |
| | 9 | DEFERS | SR 31FROM CR 74 TO CR 74 | Right of Way | 2021 | 2022 | \$485,000 | \$513,319 | RoW deferred 1 year |
| 4419791 | 5 | ADDITIONS | CHARLOTTE COUNTY TRANSIT FTA SECTION 5307 OPERATING SMALL URBAN | Operations | | 2026 | | \$1,534,874 | New 5th year funding |
| 4419801 | 5 | ADDITIONS | CHARLOTTE COUNTY TRANSIT FTA SECTION 5339 SMALL URBAN SS | Capital | | 2026 | | \$634,670 | New 5th year funding |
| 4449071 | 11 | ADDITIONS | SR 776 (EL JOBEAN RD) FROM MYAKKA RIVER TO MURDOCK CIRCLE | Construction | | 2026 | \$0 | \$852,000 | Landscaping Project |
| 4465941 | - | DEFERS | SR 776 (MCCALL RD) FROM CR 775 (PINE ST) TO SPINNAKER BLVD | Project Development & | 2025 | Out | \$2,001,000 | \$0 | Deferred per Executive Management Direction |
| 4478521 | 12 | ADDITIONS | STRUCTURAL STEEL BRIDGE PAINTING AT VARIOUS LOCATIONS | Construction | | 2022 | \$0 | \$1,181,701 | Bridge Repair/Rehab |
| | | | | | | | | | |
| | | | | | | | | | |

Public Involvement

Charlotte County-Punta Gorda MPO's Public Participation Plan (PPP) stipulates requirements for TIP adoption, amending and setting project priorities taking into regard public comment and review. The Charlotte County-Punta Gorda MPO's TIP as well as the PPP can be found on the MPO's website at www.ccmppo.com under documents. Techniques used to reach citizens include: sending agendas/ announcements by mail and email to interested citizens from an MPO maintained contact database; advertising in local media and/or interviews with reporters; publishing an electronic newsletter; televising MPO Board meetings on the Charlotte County TV local government channel; advertising in local newspapers public meetings that are open for comments such as TAC, CAC, BPAC and MPO meetings. A Public Hearing is held prior to TIP adoption which is advertised at least 30 days prior to the Hearing for public comment. TAC, CAC, BPAC and MPO Meeting Agendas that include the draft TIP document and project priorities are made available for public review on the MPO's website and distributed to area libraries and newspapers. Charlotte County- Punta Gorda MPO will provide an opportunity for the public to comment on each project in the TIP. Comments received on projects received during the TIP public comment period will be addressed at the MPO Board and will be included as part of the record of public comments for each provider. Public comments received during the adoption are listed in the Appendix to the TIP.

Previous Conforming Projects

In non-attainment and maintenance areas, the TIP must include either a list of all projects found to conform in the first three years of the previous TIP or reference the location in the accompanying Conformity Determination Report (CDR) where that list of conforming projects can be found. The Punta Gorda/Port Charlotte Urbanized Area is designated as an attainment area per the Environmental Protection Agency for which the National Ambient Air Quality Standards exist. Therefore, the conformance requirements do not apply and a CDR is not required prior to approval of this TIP.

Certification

On March 8, 2022, a joint certification review was conducted by FDOT and the Charlotte County-Punta Gorda MPO. Certification statement and certification checklists were completed. The FDOT and MPO Chairman recommended that the MPO Area Transportation Planning Process for Charlotte County- Punta Gorda MPO be certified.

SECTION – III



HIGHWAYS

| # | FPN | FACILITY | Phase | Fund | FY 22/23 | FY 23/24 | FY 24/25 | FY 25/26 | FY 26/27 |
|---|---------|---|----------------|------|-------------|-------------|----------|----------|--------------|
| 1 | 4436021 | CAPE HAZE PIONEER TR FROM MYAKKA STATE FOREST TO US41(SR45)TAMIAMI TR | PDE | DIH | \$0 | \$0 | \$1,000 | \$0 | \$0 |
| | | Desc: BIKE PATH/TRAIL | Project Total: | | \$0 | \$0 | \$1,000 | \$0 | \$0 |
| | | Project Length : 8.201 Begin Mile Post : 7.013 End Mile Post: 15.214 | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| 2 | 4351052 | CR 765A (TAYLOR RD) FROM N JONES LOOP TO AIRPORT RD PHASE I | PE | TALL | \$0 | \$491,844 | \$0 | \$0 | \$0 |
| | | Desc: SIDEWALK | PE | TALT | \$0 | \$164,677 | \$0 | \$0 | \$0 |
| | | Project Length : 2.920 Begin Mile Post : 0.675 End Mile Post: 3.595 | Project Total: | | \$0 | \$656,521 | \$0 | \$0 | \$0 |
| 3 | 4349652 | HARBORVIEW ROAD FROM MELBOURNE ST TO I-75 | ROW | ACSA | \$640,864 | \$0 | | \$0 | \$0 |
| | | Desc: ADD LANES & RECONSTRUCT | | CM | | \$320,053 | | | |
| | | Project Length : 2.799 Begin Mile Post : 0.890 End Mile Post: 3.335 | | LF | \$4,990,000 | | | | |
| | | | | SA | | \$574,480 | | | |
| | | | | SL | \$606,046 | \$5,908,787 | | | |
| | | | ENV | TALT | | \$10,000 | | | |
| | | | Project Total: | | \$6,236,910 | \$6,813,320 | | \$0 | \$0 |
| 4 | 4349653 | HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST | CST | LF | \$0 | \$0 | \$0 | \$0 | \$9,935,382 |
| | | Desc: ADD LANES & RECONSTRUCT | CST | SA | \$0 | \$0 | \$0 | \$0 | \$9,420,184 |
| | | Project Length : 1.181 Begin Mile Post : 0.890 End Mile Post: 1.981 | CST | SL | \$0 | \$0 | \$0 | \$0 | \$2,472,240 |
| | | | CST | CM | \$0 | \$0 | \$0 | \$0 | \$310,150 |
| | | | RRU | LF | \$0 | \$0 | \$0 | \$0 | \$5,805,000 |
| | | | Project Total: | | \$0 | | | \$0 | \$27,942,956 |

| # | FPN | FACILITY | Phase | Fund | FY 22/23 | FY 23/24 | FY 24/25 | FY 25/26 | FY 26/27 |
|---|---------|---|----------------|------|-------------|-------------|----------|-----------|-------------|
| 5 | 4389961 | I-75 (SR 93) AT CR 769 (KINGS HWY) | CST | DDR | \$0 | \$1,007,908 | \$0 | \$0 | \$0 |
| | | Desc: LANDSCAPING | CST | DIH | \$0 | \$51,350 | \$0 | \$0 | \$0 |
| | | Project Length : 0.640 Begin Mile Post : 20.770 End Mile Post: 21.410 | Project Total: | | \$0 | \$1,059,258 | \$0 | \$0 | \$0 |
| 6 | 4420981 | I-75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE | DB | DDR | \$505,952 | \$0 | \$0 | \$0 | \$0 |
| | | Desc: DYNAMIC MESSAGE SIGN | DB | DITS | \$1,540,500 | \$0 | \$0 | \$0 | \$0 |
| | | Project Length : 28.996 Begin Mile Post : 0.000 End Mile Post: 22.008 | PE | DITS | \$125,000 | \$0 | \$0 | \$0 | \$0 |
| | | | PE | DIH | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | PE | DDR | \$0 | \$0 | \$0 | \$300,000 | \$0 |
| | | | Project Total: | | \$2,176,587 | \$0 | \$0 | \$300,000 | \$0 |
| 7 | 4419501 | SR 31 FROM CR 74 TO CR 74 | ROW | SL | \$847,720 | \$0 | \$0 | \$0 | \$0 |
| | | Desc: ROUNDABOUT | | | | | | | |
| | | Project Length : 0.239 Begin Mile Post : 12.008 End Mile Post: 12.247 | | | | | | | |
| | | | Project Total: | | \$847,720 | \$0 | \$0 | \$0 | \$0 |
| 8 | 4404421 | SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR | ENV | TALT | \$0 | \$75,000 | \$0 | \$0 | \$0 |
| | | Desc: SIDEWALK | CST | DIH | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Project Length : 2.652 Begin Mile Post : 19.668 End Mile Post: 22.320 | CST | SN | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | Project Total: | | \$0 | \$75,000 | | \$0 | \$0 |
| 9 | 4382621 | SR 45 (US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD | CST | DIH | \$0 | \$0 | \$0 | \$0 | \$1,154 |
| | | Desc: SIDEWALK | CST | DS | \$0 | \$0 | \$0 | \$0 | \$323,487 |
| | | Project Length : 2.136 Begin Mile Post : 17.532 End Mile Post: 19.668 | CST | SL | \$0 | \$0 | \$0 | \$0 | \$5,857 |
| | | | CST | TALL | \$0 | \$0 | \$0 | \$0 | \$14,941 |
| | | | CST | TALT | \$0 | \$0 | \$0 | \$0 | \$1,484,932 |
| | | | CST | CM | \$0 | \$0 | \$0 | \$0 | \$2,803 |
| | | | CST | DDR | \$0 | \$0 | \$0 | \$0 | \$2,642,502 |
| | | | ENV | TALT | \$0 | \$0 | \$0 | \$0 | \$96,466 |
| | | | ENV | TALL | \$0 | \$0 | \$0 | \$0 | \$3,534 |
| | | | PE | TALL | \$212,996 | \$0 | \$0 | \$0 | \$0 |
| | | | PE | TALT | \$31,666 | \$0 | \$0 | \$0 | \$0 |
| | | | PE | SL | \$328,033 | \$0 | \$0 | \$0 | \$0 |
| | | | PE | DS | \$257,305 | \$0 | \$0 | \$0 | \$0 |
| | | | Project Total: | | \$830,000 | \$0 | \$0 | \$0 | \$4,575,676 |

| # | FPN | FACILITY | Phase | Fund | FY 22/23 | FY 23/24 | FY 24/25 | FY 25/26 | FY 26/27 |
|----|---------|---|----------------|------|-------------|-------------|-------------|-----------|----------|
| 10 | 4444851 | SR 45 (US 41) FROM S OF MORNINGSIDE DR TO N OF PIERRE RD Desc: RESURFACING Project Length : 2.562 Begin Mile Post : 5.562 End Mile Post: 7.670 | PE | DIH | \$544,000 | \$0 | \$0 | \$0 | \$0 |
| | | | CST | DDR | | \$0 | \$757,532 | \$0 | \$0 |
| | | | CST | DIH | | \$0 | \$5,430 | \$0 | \$0 |
| | | | CST | DS | | \$0 | \$6,124,729 | \$0 | \$0 |
| | | | Project Total: | | \$544,000 | \$0 | \$6,887,691 | \$0 | \$0 |
| 11 | 4449071 | SR 776 (EL JOBEAN RD) FROM MYAKKA RIVER TO MURDOCK CIRCLE Desc: LANDSCAPING Project Length : 5.681 Begin Mile Post : 11.403 End Mile Post: 17.084 | CST | DDR | \$0 | \$0 | \$0 | \$852,000 | \$0 |
| | | | Project Total: | | \$0 | \$0 | \$0 | \$852,000 | \$0 |
| 12 | 4463401 | SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY LINE Desc: SAFETY PROJECT Project Length : 1.02 Begin Mile Post : 9.365 End Mile Post: 10.385 | PE | ACSS | \$0 | \$0 | \$0 | \$479,000 | \$0 |
| | | | | | \$0 | \$0 | \$0 | | \$0 |
| | | | Project Total: | | \$0 | \$0 | \$0 | \$479,000 | \$0 |
| 13 | 4454751 | SR 776 FROM MYAKKA RIVER TO WILLOWBEND DR Desc: RESURFACING Project Length : 1.761 Begin Mile Post : 11.403 End Mile Post: 13.164 | CST | DDR | \$1,749,428 | \$0 | \$0 | \$0 | \$0 |
| | | | CST | DIH | \$1,027 | \$0 | \$0 | \$0 | \$0 |
| | | | CST | DS | \$818,891 | \$0 | \$0 | \$0 | \$0 |
| | | | CST | SL | \$344,393 | \$0 | \$0 | \$0 | \$0 |
| | | | Project Total: | | \$2,913,739 | \$0 | \$0 | \$0 | \$0 |
| 14 | 4415241 | TAMIAMI TRAIL (SR 45) FROM WILLIAM ST TO PEACE RIVER BRIDGE Desc: RESURFACING Project Length : 0.910 Begin Mile Post : 13.250 End Mile Post: 14.160 | CST | DDR | \$0 | \$4,636,893 | \$0 | \$0 | \$0 |
| | | | CST | DIH | \$0 | \$1,056 | \$0 | \$0 | \$0 |
| | | | CST | DS | \$0 | \$321,462 | \$0 | \$0 | \$0 |
| | | | CST | LF | \$0 | \$713,793 | \$0 | \$0 | \$0 |
| | | | CST | SA | \$0 | \$621,948 | \$0 | \$0 | \$0 |
| | | | CST | SL | \$0 | \$105,600 | \$0 | \$0 | \$0 |
| | | | ENV | TALT | \$20,000 | \$50,000 | \$0 | \$0 | \$0 |
| | | | Project Total: | | \$20,000 | \$6,450,752 | \$0 | \$0 | \$0 |
| 15 | 4463391 | US 41 (SR 45) AT S FORK ALLIGATOR CREEK Desc: PEDESTRIAN/WILDLIFE OVERPASS Project Length : 0.022 Begin Mile Post : 9.841 End Mile Post: 9.863 | PE | TALL | \$0 | \$0 | \$290,000 | \$0 | \$0 |
| | | | Project Total: | | \$0 | \$0 | \$290,000 | \$0 | \$0 |

SECTION – IV

PROJECTS LISTING FOR FIVE FISCAL YEARS INCLUDING FUNDING SUMMARY

The table below in this section consists of the highway capital improvement and transportation alternatives projects in the FDOT Tentative Work Program for fiscal years 2022/2023 through 2026/2027 as of February 18, 2021.

Projects are arranged alphabetically by name of the road (when applicable) and then by the FDOT work program number. All projects are consistent, to the extent feasible, with approved local government comprehensive plans.

This section is designed to comply with the Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation Act (FAST-ACT) requirements and federal guidelines. The first table in this section consists of a funding summary table which lists all transportation projects funded by Title 23, U.S.C., and the Federal Transit Act for fiscal years 2022/2023 through 2026/2027. In this table, funding levels are categorized into federal funding categories. In subsequent tables, projects are listed according to funding category along with the funding code and the appropriate fiscal year.

The Financial Summary Report below, and the corresponding Project Listings Report, includes both Federal Funds and the required match for the Major Funding Categories, but not necessarily the Total Project Costs. All other federally funded projects not included in the Funding Categories shown in this report, and the corresponding project listings report, are included in other parts of the TIP.

How to get full project costs and other project details:

Projects on the Strategic Intermodal System (SIS)

The SIS is a network of high priority transportation facilities which includes the State's largest and most significant commercial service airports, spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. In Charlotte County I-75, Piper Rd and US 17 are SIS facilities. While Charlotte County Airport is an SIS airport, the CSX Railroad and SR 31 are classified as an emerging SIS. All projects on the SIS will have a SIS identifier on the project. The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project.

Costs on the TIP pages for projects on the SIS will have historical costs, five years of the current TIP and five years beyond the current TIP, which may or may not be the total project cost. The "Total Project Cost" amount displayed for each of the federal and state funded projects in the TIP represents 10 years of programming in the Florida Department of Transportation's (FDOT's) Work Program database for projects on the Strategic Intermodal System (SIS) (FY 2020 through 2029), and 5 years of programming in the FDOT Work Program for non-SIS projects (FY 2020 through 2024) plus historical cost information for all projects having expenditures paid by FDOT

prior to FY 2021. For a more comprehensive view of a particular project's anticipated total project cost for all phases of the project please refer to the LRTP. If there is no Construction (CST) phase on the TIP page, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program. For costs beyond the ten-year window, access to the Long-Range Transportation Plan (LRTP) is provided. The link to the LRTP is www.ccmpto.com. The LRTP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the LRTP. If there is no LRTP reference in the TIP, full project costs are provided in the TIP.

Non-SIS projects

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the TIP pages for projects not on the SIS will have historical costs and five years of the current TIP, which may or may not be the total project cost. If there is no CST phase on the TIP page, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program. Total project costs and other project details will be accessible in the TIP for all non-SIS projects in the TIP. All projects not on the SIS will have a Non-SIS identifier on the TIP page. For costs beyond the five-year window, access to the Long-Range Transportation Plan (LRTP) is provided. The link to the LRTP is www.ccmpto.com. The LRTP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the LRTP. If there is no LRTP reference in the TIP, full project costs are provided in the TIP.

TIP fiscal constraint-Projected available revenue

The TIP must be fiscally constrained; that is the cost of projects programed in the TIP cannot exceed revenues "reasonably expected to be available" during the TIP period. All federally funded projects must be in the TIP. Additionally, any non-federally funded but regionally significant project must also be included. In these cases, project submitters demonstrate that funding is available and what sources of non-federal funding are to be utilized. Projects must also be programed in the year of expenditure dollars (YOE), meaning that they must be adjusted for inflation to reflect the estimated purchasing power of a dollar in the year the project is expected to be built. The Table below is a five-year fund summary that demonstrates fiscal constraint showing the funding sources and their sum in the year of expenditure.

CHARLOTTE-PUNTA GORDA MPO

| Fund | Fund Name | <2022 | 2022 | 2023 | 2024 | 2025 | 2026 | >2026 | All Years |
|--------------------|--------------------------------|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|----------|--------------------|
| | TOTAL OUTSIDE YEARS | 124,264,985 | 0 | 0 | 0 | 0 | 0 | 0 | 124,264,985 |
| ACSA | ADVANCE CONSTRUCTION (SA) | 869,359 | 0 | 0 | 0 | 0 | 0 | 0 | 869,359 |
| ACSL | ADVANCE CONSTRUCTION (SL) | 1,837,920 | 2,782,920 | 0 | 0 | 0 | 0 | 0 | 4,620,840 |
| ACSN | ADVANCE CONSTRUCTION (SN) | 79,672 | 0 | 0 | 0 | 0 | 0 | 0 | 79,672 |
| BRRP | STATE BRIDGE REPAIR & REHAB | 100,000 | 1,180,675 | 0 | 0 | 0 | 0 | 0 | 1,280,675 |
| CM | CONGESTION MITIGATION - AQ | 73,036 | 0 | 0 | 620,053 | 756,582 | 562,193 | 0 | 2,011,864 |
| D | UNRESTRICTED STATE PRIMARY | 24,735,082 | 2,319,399 | 2,823,412 | 2,835,807 | 2,236,231 | 2,236,231 | 0 | 37,186,162 |
| DDR | DISTRICT DEDICATED REVENUE | 9,950,497 | 13,920,683 | 5,225,234 | 7,673,912 | 2,537,535 | 7,119,029 | 0 | 46,426,890 |
| DIH | STATE IN-HOUSE PRODUCT SUPPORT | 194,426 | 87,326 | 0 | 3,166 | 1,000 | 6,888 | 0 | 356,830 |
| DIS | STRATEGIC INTERMODAL SYSTEM | 0 | 393,364 | 0 | 0 | 0 | 0 | 0 | 393,364 |
| DITS | STATEWIDE ITS - STATE 100%. | 104,231 | 0 | 0 | 0 | 0 | 0 | 0 | 1,810,231 |
| DPTO | STATE - PTO | 3,044,659 | 0 | 6,146 | 6,146 | 523,672 | 9,343 | 0 | 5,016,656 |
| DS | STATE PRIMARY HIGHWAYS & PTO | 2,580,000 | 0 | 923,662 | 493,243 | 0 | 0 | 0 | 20,398,644 |
| DU | STATE PRIMARY/FEDERAL REIMB | 0 | 132,022 | 131,167 | 131,167 | 104,612 | 157,547 | 0 | 2,550,180 |
| DWS | WEIGH STATIONS - STATE 100% | 0 | 0 | 0 | 3,454,780 | 12,610,877 | 0 | 0 | 16,065,657 |
| FAA | FEDERAL AVIATION ADMIN | 26,224 | 19,780,216 | 0 | 0 | 999,000 | 0 | 0 | 25,505,440 |
| FTA | FEDERAL TRANSIT ADMINISTRATION | 23,673,901 | 1,958,407 | 2,077,504 | 2,165,890 | 2,335,633 | 2,511,136 | 0 | 34,722,471 |
| GFSL | GF STPBG <200K<5K (SMALL URB) | 2,385,986 | 0 | 0 | 0 | 0 | 0 | 0 | 2,385,986 |
| GFSN | GF STPBG <5K (RURAL) | 218,016 | 0 | 0 | 0 | 0 | 0 | 0 | 218,016 |
| GMR | GROWTH MANAGEMENT FOR SIS | 2,094,698 | 0 | 0 | 0 | 0 | 0 | 0 | 2,094,698 |
| LF | LOCAL FUNDS | 17,227,597 | 4,568,089 | 2,617,962 | 3,359,255 | 3,770,420 | 24,035,493 | 0 | 55,578,816 |
| PL | METRO PLAN (85% FA; 15% OTHER) | 467,149 | 457,669 | 456,791 | 456,791 | 456,791 | 456,791 | 0 | 2,751,982 |
| SA | STP, ANY AREA | 132,427 | 0 | 0 | 270,386 | 0 | 10,848,564 | 0 | 11,251,377 |
| SL | STP, AREAS <= 200K | 224,103 | 142,899 | 2,250,988 | 4,556,261 | 1,244,418 | 1,588,638 | 0 | 10,007,307 |
| SN | STP, MANDATORY NON-URBAN <= 5K | 981,984 | 198,782 | 0 | 0 | 0 | 1,624,121 | 0 | 2,804,887 |
| TALL | TRANSPORTATION ALTS- <200K | 188,506 | 59,879 | 212,996 | 491,844 | 290,000 | 3,534 | 0 | 1,246,759 |
| TALN | TRANSPORTATION ALTS- < 5K | 31,275 | 0 | 0 | 0 | 0 | 0 | 0 | 31,275 |
| TALT | TRANSPORTATION ALTS- ANY AREA | 273,916 | 354,603 | 613,074 | 433,407 | 0 | 1,626,840 | 0 | 3,301,840 |
| TLWR | 2015 SB2514A-TRAIL NETWORK | 110,000 | 0 | 0 | 0 | 0 | 0 | 0 | 110,000 |
| Grand Total | | 222,472,696 | 66,155,980 | 19,108,960 | 26,952,108 | 27,866,771 | 52,786,348 | 0 | 415,342,863 |

Need updated table

PERFORMANCE MEASURES

Purpose

This document provides language that Florida's metropolitan planning organizations (MPOs) may incorporate in Transportation Improvement program (TIP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the TIP must incorporate a System Performance Report that addresses these measures and related information no later than:

- May 27, 2018 for Highway Safety measures (PM1);
- October 1, 2018 for Transit Asset Management measures;
- May 20, 2019 for Pavement and Bridge Condition measures (PM2);
- May 20, 2019 for System Performance measures (PM3); and

July 20, 2021, for Transit Safety measures. (Due to the emergency declaration resulting from the COVID-19 pandemic, FTA issued a Notice of enforcement discretion which delayed the initial deadline of July 20, 2020 for one-year)

The document is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council (MPOAC). This document outlines the minimum roles of FDOT, the MPOs, and the public transportation providers in the MPO planning areas to ensure consistency to the maximum extent possible in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

The document is organized as follows:

- Section 2 provides a brief background on transportation performance management;
- Section 3 covers the Highway Safety measures (PM1);
- Section 4 covers the Pavement and Bridge Condition measures (PM2);
- Section 5 covers System Performance measures (PM3);
- Section 6 covers Transit Asset Management (TAM) measures; and
- Section 7 covers Transit Safety measures.

Background

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

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

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

Highway Safety Measures (PM1)

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

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled (VMT); and
5. Number of non-motorized fatalities and non-motorized serious injuries.

On August 31, 2021, FDOT established statewide performance targets for the safety measures for calendar year 2022. The Charlotte County-Punta Gorda MPO adopted/approved safety performance targets on February 18, 2022. **Table IV-1** indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT, as well as those areas in which the MPO has adopted a target specific to the MPO planning area.

Table IV-1 Highway Safety (PM1) Targets

| Performance Target | MPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT safety target of zero | MPO has adopted a target specific to the MPO Planning Area |
|--|--|---|
| Number of fatalities | ✓ | |
| Rate of fatalities per 100 million vehicle miles traveled (VMT) | ✓ | |
| Number of serious injuries | ✓ | |
| Rate of serious injuries per 100 million vehicle miles traveled (VMT) | ✓ | |
| Number of non-motorized fatalities and non-motorized serious injuries. | ✓ | |

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

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

FDOT and Florida's traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by the Federal Highway Administration, the death or serious injury of any person is unacceptable. Therefore, FDOT has established "0" as the only acceptable target for all five of the federal safety performance measures. FDOT reaffirms this commitment each year in setting annual safety targets. The Florida Transportation Plan (FTP), the state's long-range transportation plan, identifies eliminating transportation related fatalities and serious injuries as the state's highest transportation priority. Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies.

The Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance toward the zero deaths vision. For the 2020 HSIP annual report, FDOT established 2021 statewide safety performance targets at "0" for each safety performance measure to reflect the Department's vision of zero deaths.

The Charlotte County-Punta Gorda MPO, along with FDOT and other traffic safety partners, shares a high concern about the upward trending of traffic fatalities, both statewide and nationally. As such, the Charlotte County-Punta Gorda MPO supports FDOT's statewide 2022 safety targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports the following year's targets in the HSIP Annual Report. Each MPO is required to either adopt FDOT's targets or establish its own targets by the following February.

In early 2020, FHWA completed an assessment of target achievement for FDOT's 2018 safety targets, based on actual five-year averages for each measure for 2014-2018. Per FHWA's PM1

rule, a state has met or made significant progress toward its safety targets when at least four of the targets have been met or the actual outcome is better than the baseline performance. Based on FHWA's review, Florida did not make significant progress toward achieving its safety targets. Both the total number of fatalities and the fatality rate increased. The total number of serious injuries has begun to decline on a five-year rolling average basis, while the serious injury rate has declined steadily over this timeframe. Based on these trends, Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users. As requested by FHWA, FDOT has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets. The HSIP Implementation Plan documents Florida's HSIP funding and project decisions for the upcoming fiscal year to meet or make significant progress toward meeting its safety performance targets in subsequent years.

As documented in the HSIP Implementation Plan, Florida received an allocation of approximately \$155 million in HSIP funds during the 2018 state fiscal year from July 1, 2018 through June 30, 2019, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete 391 projects, which address the safety categories of intersections, lane departure mitigation, pedestrian and bicyclist safety, and other programs representing SHSP emphasis areas.

FDOT's State Safety Office works closely with FDOT districts and regional and local traffic safety partners to update the HSIP annually. Historic, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida's SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs and are anticipated to achieve the highest benefit. While these projects and the associated policies and standards may take years to be implemented, they are built on proven countermeasures for improving safety and addressing serious crash risks or safety problems identified through a data-driven process. Florida continues to allocate all available HSIP funding to safety projects. FDOT's HSIP Guidelines provide detailed information on this data-driven process and funding eligibility.

Trend and Baseline Conditions

To evaluate baseline Safety Performance Measures, the most recent five-year rolling average (2013-2017) of crash data and Vehicle Miles Traveled (VMT) were utilized. **Table IV-2** presents the Baseline Safety Performance Measures for Charlotte County-Punta Gorda MPO. Trend data is also presented which covers the previous four reporting periods.

Table IV-2 Baseline and Trend Crash Data for Charlotte County-Punta Gorda MPO

| Performance Measures | 2009-2013 | 2010-2014 | 2011-2015 | 2012-2016 | 2013-2017 |
|---|------------------|------------------|------------------|------------------|------------------|
| Number of Fatalities | 22.8 | 21.0 | 21.4 | 22.4 | 24.2 |
| Rate of Fatalities per 100 VMT | 1.048 | 0.964 | 0.969 | 0.990 | 1.041 |
| Number of Serious Injuries | 164.2 | 149.2 | 134.6 | 126.8 | 113.0 |
| Rate of Serious Injuries per 100 Million VMT | 7.555 | 6.864 | 6.128 | 5.668 | 4.898 |
| Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries | 24.2 | 23 | 21.4 | 20.4 | 20.6 |

Coordination with Statewide Safety Plans and Processes

The Charlotte County-Punta Gorda MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Route to 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically, the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.
- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and

traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

- Recent safety projects include SR 776 Corridor study, SR 31 at CR 74 Roundabout construction project. Also, extensive partnering local agencies with Community Traffic Safety Team (CTST) to identify needs and areas of concern.

Investment Priorities in the TIP

Route to 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The MPO has developed a project selection process that includes an assessment of crash hot spots based on frequency of crashes as well as addressing crash locations which resulted in serious injuries or fatalities that were identified as part of the Congestion Management Process.

The Route to 2045 LRTP will provide information from the FDOT HSIP annual reports to track the progress made toward the statewide safety performance targets. The MPO will document the progress on any safety performance targets established by the MPO for its planning area.

Additionally, the MPO has coordinated with FDOT on the US 41 Corridor Vision Plan in setting aside funding for implementation of study recommendations. US 41 has routinely experienced the highest level of traffic crashes in Charlotte County. Addressing bicycle and pedestrian safety has also been a focus of the MPO for developing the Route to 2045 LRTP. Adoption of the Countywide Bicycle/Pedestrian Master Plan has identified more than 165 miles of proposed multimodal transportation facilities.

Pavement and Bridge Condition Measures (PM2)

Pavement and Bridge Condition Performance Measures and Targets Overview

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

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

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

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

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Using these metrics and thresholds, pavement condition is assessed for each 0.1-mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS. Asphalt pavement is assessed using the IRI, cracking, and rutting metrics, while jointed concrete is assessed using IRI, cracking, and faulting. For these two pavement types, a pavement section is rated good if the ratings for all three metrics are good, and poor if the ratings for two or more metrics are poor.

Continuous concrete pavement is assessed using the IRI and cracking metrics. For this pavement type, a pavement section is rated good if both metrics are rated good, and poor if both metrics are rated poor.

If a state collects and reports PSR for any applicable segments, those segments are rated according to the PSR scale. For all three pavement types, sections that are not good or poor are rated fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

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

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021, respectively.

Pavement and Bridge Condition Baseline Performance and Established Targets

On May 18, 2018, FDOT established statewide performance targets for the pavement and bridge measures. On July 30, 2018 the Charlotte County-Punta Gorda MPO agreed to support FDOT's statewide pavement and bridge performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Charlotte County-Punta Gorda MPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

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| | # BRIDGES | % BRIDGES | DECK AREA | % DECK AREA |
|--------|-----------|-----------|--------------|-------------|
| RANK | | | | |
| 2-FAIR | 11.00 | 22.92 | 608,384.27 | 31.35 |
| 3-GOOD | 37.00 | 77.08 | 1,332,130.25 | 68.65 |
| TOTAL | 48.00 | 100.00 | 1,940,514.52 | 100.00 |

Table IV-3 presents baseline performance for each PM2 measure for the State and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the State.

Table IV-3 Pavement and Bridge Condition (PM2) Performance and Targets

| Performance Measures | Statewide Performance (2017 Baseline) | Statewide 2-year Target (2019) | Statewide 4-year Target (2021) | MPO Performance (2017 Baseline) |
|---|--|---------------------------------------|---------------------------------------|--|
| Percent of Interstate pavements in good condition | 66.1% | n/a | 60% | 70.6% |
| Percent of Interstate pavements in poor condition | 0.0% | n/a | 5% | 0.0% |
| Percent of non-Interstate NHS pavements in good condition | 44.0% | 40% | 40% | 47.1% |
| Percent of non-Interstate NHS pavements in poor condition | 0.4% | 5% | 5% | 1.1% |
| Percent of NHS bridges (by deck area) in good condition | 67.7% | 50% | 50% | 72% |
| Percent of NHS bridges (by deck area) in poor condition | 1.2% | 10% | 10% | 1% |

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

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's TAMP was updated to reflect initial MAP-21 requirements in 2018 and the final TAMP was approved on June 28, 2019.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment

lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial pavement and bridge condition targets. It is the intent of FDOT to meet or exceed the established performance targets.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. Reported pavement and bridge data for 2018 and 2019 show relatively stable conditions compared to the 2017 baseline and exceeded the established two-year targets. In early 2021, FHWA determined that FDOT made significant progress toward the two-year targets.

The Charlotte County-Punta Gorda MPO agreed to support FDOT's pavement and bridge condition performance targets on July 30, 2018. By adopting FDOT's targets, the Charlotte County-Punta Gorda MPO agrees to plan and program projects that help FDOT achieve these targets.

Several resurfacing projects are underway or programmed in the MPO's Transportation Improvement Program for maintaining and improving pavement conditions in Charlotte County. The eastbound SR 776 bridge of the Myakka River, built in 1959, has been a topic of concern for the MPO Board. In Coordination with FDOT, review of the bridge condition has determined that a replacement is not eminent. The MPO will continue to coordinate with FDOT regarding the appropriate timing for needed repairs or replacement of this bridge. As the only connection in Charlotte County across the Myakka River, this connection is a critical piece of the regional transportation network.

The Charlotte County-Punta Gorda MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Route to 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality infrastructure.
- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a

strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Route to 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements.

System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

System Performance/Freight/CMAQ Performance Measures and Targets Overview

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

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

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO_x, VOC, CO, PM₁₀, and PM_{2.5}) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three listed measures above pertaining to the CMAQ Program do not currently apply in Florida. A description of the applicable measures follows.

LOTTR Measures

The LOTTR performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over of all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day. The measure is expressed as the percent of person-miles traveled on the Interstate or Non-Interstate NHS system that are reliable. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments.

TTTR Measure

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or metropolitan planning area to determine the TTTR index.

Federal rules require state DOTs and MPOs to coordinate when setting LOTTR and TTTR performance targets and monitor progress towards achieving the targets. States must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable¹; and
- Two-year and four-year targets for truck travel time reliability.

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

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

PM3 Baseline Performance and Established Targets

On May 18, 2018, FDOT established statewide performance targets for the system performance measures. On July 30, 2018, the Charlotte County-Punta Gorda MPO agreed to support FDOT's statewide system performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Charlotte County-Punta Gorda MPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

¹ Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two-year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.

Table IV-4 presents baseline performance for each PM3 measure for the state and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the state.

Table IV-4 System Performance and Freight (PM3) - Performance and Targets

| Performance Measures | Statewide Performance (2017 Baseline) | Statewide 2-year Target (2019) | Statewide 4-year Target (2021) | MPO Performance (2017 Baseline) |
|--|--|---------------------------------------|---------------------------------------|--|
| Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR) | 82.2% | 75.0% | 70.0% | N/A |
| Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR) | 84.0% | n/a | 50.0% | N/A |
| Truck travel time reliability index (TTTR) | 1.43% | 1.75 | 2.00% | N/A |

In establishing these targets, FDOT reviewed external and internal factors that may affect reliability; analyzed travel time data from the National Performance Management Research Dataset (NPMRDS) for the years 2014 to 2017; and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable.

The federal travel time reliability measures follow a new methodology that differ from prior Florida efforts. In addition, beginning in 2017, the NPMRDS expanded its coverage of travel segments, and a new vendor began to supply the dataset, creating a difference in reliability performance results on non-Interstate NHS segments between pre-2017 trends and later trends. These factors create challenges for establishing a confident trend line to inform target setting for the next two to four years.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial statewide system performance and freight targets.

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. The percentage of person-miles that are reliable improved since 2017 on both the Interstate and non-Interstate NHS. The truck travel time reliability index improved slightly from the 2017 baseline to 2018 but declined slightly in 2019. The data all indicate performance that exceeded the applicable two-year targets. In early 2021, FHWA determined that FDOT made significant progress toward the two-year targets.

System performance and freight are addressed through several statewide initiatives:

- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and includes highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan will be updated in 2021 consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).
- In addition, FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision. In February 2018, FHWA approved the FMTP as FDOT's State Freight Plan.
- FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion.

The Route to 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements.

Charlotte County-Punta Gorda MPO has requested rest areas be constructed on I-75, but due to the pandemic the projects have been moved out of the 5-year work program.

A roundabout has been designed and programed for construction on SR 31 and CR 74 which is a high crash intersection involving freight and other vehicles.

The MPO continually seeks improvements to the freight system through the project prioritization process.

Transit Asset Management Measures

Transit Asset Performance

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans and establishes state of good repair standards and performance measures for four asset categories: transit equipment, rolling stock, transit infrastructure, and facilities. The rule became effective on October 1, 2018.

Table IV-5 below identifies performance measures outlined in the final rule for transit asset management.

Table IV-5 FTA TAM Performance Measures

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

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider’s operating environment. ULB considers a provider’s unique operating environment such as geography, service frequency, etc.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP. MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional

transit asset management targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

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

A total of 18 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table IV-6). These are FDOT's Section 5311 Rural Program subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Updated targets were submitted to NTD in March 2021. *Note: MPO has the option of including the full table below for context, or just identifying those Tier II providers in the MPO planning area that participated in the Group TAM Plan, if any.*

Table IV-6 Florida Group TAM Plan Participants¹

| District | Participating Transit Providers |
|-----------------|---|
| 1 | Central Florida Regional Planning Council |
| 2 | Baker County Transit |
| | Big Bend Transit ² |
| | Levy County Transit |
| | Nassau County Transit |
| | Ride Solution |
| | Suwannee River Economic Council |
| | Suwannee Valley Transit Authority |
| 3 | Big Bend Transit ² |
| | Calhoun Transit |
| | Gulf County ARC |

| | |
|---|-----------------------------------|
| | JTRANS |
| | Liberty County Transit |
| | Tri-County Community Council |
| | Wakulla Transit |
| 4 | <i>No participating providers</i> |
| 5 | Marion Transit |
| | Sumter Transit |
| 6 | Key West Transit |
| 7 | <i>No participating providers</i> |

¹ The Central Florida Regional Planning Council now handles transit service in DeSoto County, so DeSoto-Arcadia Regional Transit no longer included in the list of providers. Good Wheels, Inc. is no longer in business.

² Provider service area covers portions of Districts 2 and 3.

MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or LRTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit asset management targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.

To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

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

As a Tier II provider, Charlotte County Transit provides demand response service to Charlotte County residents and does not participate in the FDOT group TAM plan.

On October 29, 2018, the Charlotte County-Punta Gorda MPO agreed to support Charlotte County Transit's transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

For the purposes of complying with applicable federal regulations, Charlotte county Transit developed a TAM plan which includes the following required elements:

1. An inventory of the number and type of capital assets that includes all capital assets owed by the agency except "non-service vehicle" equipment with an acquisition value under \$50,000.
2. A condition assessment of inventoried assets in a level of detail sufficient to:
 - a. Monitor and predict the performance of the assets
 - b. Inform the investment prioritization
3. A description of analytical processes or decision-support tools that allows CCT to estimate capital investment needs over time and develop an investment prioritization.
4. A project-based prioritization of investments developed in accordance with CFR 49 Section 625.33.

The Charlotte County-Punta Gorda MPO FY 2022/23 to 2026/27 TIP was developed and is managed in cooperation with Charlotte County Transit. It reflects the investment priorities established in the current 2045 LRTP. The investments addressing transit state of good repair are included in Section VII- Transit & Planning Projects. Projects in this section of the TIP include the funding of equipment, vehicles, infrastructure, maintenance and/or facilities in the MPO planning area.

Transit asset condition and state of good repair is a consideration in the methodology used by the public transit providers and the Charlotte County-Punta Gorda MPO to select projects for inclusion in the TIP. As such, the TIP includes specific investment priorities that support all of the MPO's goals, including transit state of good repair, using priorities established in the LRTP. This includes the allocation of a portion of the Transportation Management Area (TMA) funding available to the MPO to support the replacement of capital assets. The Charlotte County-Punta Gorda MPO evaluates, prioritizes and funds transit projects that, once implemented, are anticipated to improve state of good repair in the MPO's planning area. The MPO's goal of supporting local transit providers to achieve transit asset condition targets is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The Transit Asset Management targets set by Charlotte County Transit and adopted by the Charlotte County-Punta Gorda MPO are summarized in **Table IV-7**.

Table IV-7 Charlotte County-Punta Gorda MPO Transit Asset Management Targets

| Asset Category - Performance Measure | Asset Class | FY 2017 Asset Condition | FY2021 Target | FY2025 Target |
|--|----------------|----------------------------|------------------|---------------|
| Revenue Vehicles | | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB | Bus | X | 11%% | 4% |
| | Mini-Bus | X | 0% | 0% |
| | Van | X | 40% | 0% |
| Equipment | | | | |
| Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB | Bus Lift | X | 50% | 65% |
| | Data Equipment | X | 0% | 60% |
| Facilities | | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Parking Lot | n/a | 22%% | 30% |
| | Bus Wash | n/a | 6% | 9% |

Table IV-8 Charlotte County-Punta Gorda MPO Transit Asset Management Targets (From Charlotte County Transit)

| Charlotte County Transit - Performance Targets | | | | | | | | |
|--|-------------|---------------|---------|-----------------------|---------------|--|---|---|
| ROLLING STOCK Asset Class | ASSET COUNT | AVG VALUE | AVG AGE | USEFUL LIFE BENCHMARK | AVG CONDITION | PERFORMANCE TARGET MEASURE (Percentage of Revenue Vehicles that Have Met or Exceeded their Useful Life Benchmark) | ASSET PERFORMANCE OBJECTIVE (Based on Average Asset Age) | ASSET PERFORMANCE OBJECTIVE (Based on Average Asset Condition) |
| Total Revenue Vehicles | 41 | \$ 89,206.00 | 5.0 | 10 | 4.1 | 11.0% | No Immediate Action Required | Assess Mid-Life Condition |
| 20' | 9 | \$ 65,720.00 | 2.0 | 10 | 4.8 | 20.0% | No Action Required | No Immediate Action Required |
| 22' | 11 | \$ 67,540.50 | 1.0 | 10 | 4.8 | 10.0% | No Action Required | No Action Required |
| 23" | 3 | \$ 100,259.00 | 0.0 | 10 | 5.0 | 0.0% | No Action Required | No Action Required |
| 26' | 4 | \$ 84,256.00 | 9.0 | 10 | 3.5 | 90.0% | Post Mid-Life Assessment; No Immediate Action Required | Replace 2 FY23 |
| 28' | 2 | \$ 86,197.00 | 8.0 | 10 | 4.0 | 80.0% | No Immediate Action Required | No Immediate Action Required |
| 31' | 6 | \$ 204,691.00 | 10.0 | 10 | 3.0 | 100.0% | No Action Required | All Replaced FY20 |
| VAN-E250 | 3 | \$ 35,452.00 | 8 | 8 | 4 | 100.0% | No Immediate Action | Replace FY20 |
| MINI-VAN | 2 | \$ 44,662.00 | 8 | 8 | 3.0 | 100.0% | No Immediate Action | Replace FY20 |
| AUTOMOBILE | 1 | \$ 25,980.00 | 4 | 8 | 4.0 | 50.0% | No Immediate Action Required | No Immediate Action Required |
| EQUIPMENT Asset Class | ASSET COUNT | AVG VALUE | AVG AGE | USEFUL LIFE BENCHMARK | AVG CONDITION | PERFORMANCE TARGET MEASURE (Percentage of Equipments that Have Met or Exceeded their Useful Life Benchmark) | ASSET PERFORMANCE OBJECTIVE (Based on Average Asset Age) | ASSET PERFORMANCE OBJECTIVE (Based on Average Asset Condition) |
| EQUIPMENT | 11 | \$ 116,776.00 | 6.3 | 10 | 3 | 58% | No Immediate Action Required | No Immediate Action Required |
| Bus Lift | 9 | \$ 23,831.00 | 9 | 20 | 4 | 45% | No Action Required | No Action Required |
| RouteMatch Software | 1 | \$ 268,558.00 | 8 | 5 | 2 | 90% | No Immediate Action Required | No Immediate Action Required |
| RouteMatch Software Notification | 1 | \$ 57,940.00 | 2 | 5 | 0 | 40% | No Immediate Action Required | No Immediate Action Required |
| FACILITIES Asset Class | ASSET COUNT | AVG VALUE | AVG AGE | USEFUL LIFE BENCHMARK | AVG CONDITION | PERFORMANCE TARGET MEASURE (Percentage of Facilities Rated Below 3 on the Transit Economic Requirements Model) | ASSET PERFORMANCE OBJECTIVE (Based on Average Asset Age) | ASSET PERFORMANCE OBJECTIVE (Based on Average Asset Condition) |
| Facility Improvement | 1.0 | \$ 18,878.00 | 6 | 40 | 3.8 | 18% | No Action Required | No Action Required |
| Parking Lot | 1.0 | \$ 18,878.00 | 7 | 40 | 3.8 | 18% | No Action Required | No Action Required |

These targets for the MPO planning area reflect the targets established by Charlotte County Transit through their Transit Asset Management Plan.

Charlotte County Transit - Transit Asset management Plan

Last modified by on 12 Feb 21 at 07:08

Introduction

The Board of County Commissioners-Transit Division, also known as Charlotte County Transit (CCT) is a small transit agency that provides limited bus service throughout Charlotte County. This worksheet provides a straightforward, high-level and structured way to calculate the remaining useful life of the CCT. The performance targets below inventory all CCT transportation system assets \$50,000 and above. For the purpose of the Transit Asset Management Plan (TAMP) and to reduce duplication of effort, CCT adopted definitions already established the Department of Transportation (DOT). The CCT's asset management objective is to meet the required level of services in the most cost-effective manner through long-term management of assets for present and future.

Table IV-9 Performance Targets & Measures

| Asset Category - Performance Measure | Asset Class | 2022 Target | 2023 Target | 2024 Target | 2025 Target | 2026 Target |
|---|---------------------------------------|-------------|-------------|-------------|-------------|-------------|
| REVENUE VEHICLES | | | | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | AB - Articulated Bus | N/A | | | | |
| | AO - Automobile | 0% | 100% | 0% | 12% | 25% |
| | BR - Over-the-road Bus | N/A | | | | |
| | BU - Bus | N/A | | | | |
| | CU - Cutaway Bus | 67% | 30% | 13% | 33% | 45% |
| | DB - Double Decked Bus | N/A | | | | |
| | FB - Ferryboat | N/A | | | | |
| | MB - Mini-bus | 28% | 0% | 0% | 0% | 0% |
| | MV - Mini-van | 0% | | | | |
| | RT - Rubber-tire Vintage Trolley | N/A | | | | |
| | SB - School Bus | N/A | | | | |
| | SV - Sport Utility Vehicle | N/A | | | | |
| | TB - Trolleybus | N/A | | | | |
| | VN - Van | 60% | 0% | 0% | 0% | 0% |
| | Custom 1 | N/A | | | | |
| | Custom 2 | N/A | | | | |
| | Custom 3 | N/A | | | | |
| EQUIPMENT | | | | | | |
| Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB) | Non-Revenue/Service Automobile | N/A | | | | |
| | Steel Wheel Vehicles | N/A | | | | |
| | Trucks and other Rubber Tire Vehicles | N/A | | | | |
| | Bus Lift | 45% | 50% | 55% | 60% | 65% |
| | Data Equipment | 100% | 0% | 20% | 40% | 60% |
| | Custom 3 | N/A | | | | |
| FACILITIES | | | | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Administration | N/A | | | | |
| | Maintenance | N/A | | | | |
| | Parking Structures | NA | | | | |
| | Passenger Facilities | N/A | | | | |
| | Parking Lot | 20% | 22% | 25% | 27% | 30% |
| | Bush Wash | 5% | 6% | 7% | 8% | 9% |

Capital Asset Inventory

Please see Appendix A (Asset Register) for the asset inventory listing.

Table IV-10 Capital Asset Inventory Summary

| Asset Category | Total Number | Avg Age | Avg Mileage | Avg Value |
|--|---------------------|----------------|--------------------|---------------------|
| Revenue Vehicles | 41 | 5.3 | 87,723 | \$94,057.41 |
| <i>AB - Articulated Bus</i> | 0 | - | - | - |
| <i>AO - Automobile</i> | 1 | 5.0 | 18,321 | \$25,980.00 |
| <i>BR - Over-the-road Bus</i> | 0 | - | - | - |
| <i>BU - Bus</i> | 0 | - | - | - |
| <i>CU - Cutaway Bus</i> | 15 | 8.1 | 158,865 | \$143,531.80 |
| <i>DB - Double Decked Bus</i> | 0 | - | - | - |
| <i>FB - Ferryboat</i> | 0 | - | - | - |
| <i>MB - Mini-bus</i> | 20 | 2.5 | 36,343 | \$71,988.95 |
| <i>MV - Mini-van</i> | 2 | 9.0 | 77,781 | \$66,222.00 |
| <i>RT - Rubber-tire Vintage Trolley</i> | 0 | - | - | - |
| <i>SB - School Bus</i> | 0 | - | - | - |
| <i>SV - Sport Utility Vehicle</i> | 0 | - | - | - |
| <i>TB - Trolleybus</i> | 0 | - | - | - |
| <i>VN - Van</i> | 3 | 8.0 | 104,303 | \$35,058.00 |
| <i>Custom 1</i> | 0 | - | - | - |
| <i>Custom 2</i> | 0 | - | - | - |
| <i>Custom 3</i> | 0 | - | - | - |
| Equipment | 3 | 8.7 | N/A | \$116,776.33 |
| <i>Non Revenue/Service Automobile</i> | 0 | - | - | - |
| <i>Steel Wheel Vehicles</i> | 0 | - | - | - |
| <i>Trucks and other Rubber Tire Vehicles</i> | 0 | - | - | - |
| <i>Bus Lift</i> | 1 | 11.0 | N/A | \$23,831.00 |
| <i>Data Equipment</i> | 2 | 7.5 | N/A | \$163,249.00 |
| <i>Custom 3</i> | 0 | - | - | - |
| Facilities | 1 | 5.5 | N/A | \$387,850.00 |
| <i>Administration</i> | 0 | - | N/A | - |
| <i>Maintenance</i> | 0 | - | N/A | - |
| <i>Parking Structures</i> | 0 | - | N/A | - |
| <i>Passenger Facilities</i> | 0 | - | N/A | - |
| <i>Parking Lot</i> | 1 | 9.0 | N/A | \$18,878.00 |
| <i>Bus Wash</i> | 1 | 1.0 | N/A | \$756,822.00 |
| <i>Custom 3</i> | 0 | - | N/A | - |

Condition Assessment

Please see Appendix B (Asset Condition Data) for individual asset condition listing.

Table IV-11 Asset Condition Inventory Summary

| Asset Category | Total Number | Avg Age | Avg Mileage | Avg TERM Condition | Avg Value | % At or Past ULB |
|--|--------------|------------|---------------|--------------------|---------------------|------------------|
| Revenue Vehicles | 41 | 5.3 | 94,687 | N/A | \$94,057.41 | 29% |
| <i>AB - Articulated Bus</i> | 0 | - | - | N/A | - | - |
| <i>AO - Automobile</i> | 1 | 5.0 | 18,869 | N/A | \$25,980.00 | 0% |
| <i>BR - Over-the-road Bus</i> | 0 | - | - | N/A | - | - |
| <i>BU - Bus</i> | 0 | - | - | N/A | - | - |
| <i>CU - Cutaway Bus</i> | 15 | 8.1 | 162,761 | N/A | \$143,531.80 | 47% |
| <i>DB - Double Decked Bus</i> | 0 | - | - | N/A | - | - |
| <i>FB - Ferryboat</i> | 0 | - | - | N/A | - | - |
| <i>MB - Mini-bus</i> | 20 | 2.5 | 47,568 | N/A | \$71,988.95 | 0% |
| <i>MV - Mini-van</i> | 2 | 9.0 | 78,315 | N/A | \$66,222.00 | 100% |
| <i>RT - Rubber-tire Vintage Trolley</i> | 0 | - | - | N/A | - | - |
| <i>SB - School Bus</i> | 0 | - | - | N/A | - | - |
| <i>SV - Sport Utility Vehicle</i> | 0 | - | - | N/A | - | - |
| <i>TB - Trolleybus</i> | 0 | - | - | N/A | - | - |
| <i>VN - Van</i> | 3 | 8.0 | 104,634 | N/A | \$35,058.00 | 100% |
| <i>Custom 1</i> | 0 | - | - | N/A | - | - |
| <i>Custom 2</i> | 0 | - | - | N/A | - | - |
| <i>Custom 3</i> | 0 | - | - | N/A | - | - |
| Equipment | 3 | 6.3 | 0 | N/A | \$116,776.33 | 100% |
| <i>Non Revenue/Service Automobile</i> | 0 | - | - | N/A | - | - |
| <i>Steel Wheel Vehicles</i> | 0 | - | - | N/A | - | - |
| <i>Trucks and other Rubber Tire Vehicles</i> | 0 | - | - | N/A | - | - |
| <i>Bus Lift</i> | 1 | 9.0 | 0 | N/A | \$23,831.00 | 0% |
| <i>Data Equipment</i> | 2 | 5.0 | N/A | N/A | \$163,249.00 | 50% |
| <i>Custom 3</i> | 0 | - | - | N/A | - | - |
| Facilities | 1 | 5.5 | N/A | 4.5 | \$387,850.00 | N/A |
| <i>Administration</i> | 0 | - | N/A | - | - | N/A |
| <i>Maintenance</i> | 0 | - | N/A | - | - | N/A |
| <i>Parking Structures</i> | 0 | - | N/A | - | - | N/A |
| <i>Passenger Facilities</i> | 0 | - | N/A | - | - | N/A |
| <i>Parking Lot</i> | 1 | 9.0 | N/A | 4.0 | \$18,878.00 | N/A |
| <i>Bush Wash</i> | 0 | - | N/A | - | - | N/A |

Decision Support

Investment Prioritization

Maintain capital investment levels and develop requirements for long-term funding requirement as population and projects are completed. Transit Operations Coordinators use their best judgement to prioritize needs and update the Sr. Division Manager.

Decision Support Tools

The following tools are used in making investment decisions:

| Process/Tool | Brief Description |
|---|---|
| Fleet Vehicles Service Report Excel Spreadsheet | Automated spreadsheet to calculate required fleet purchase for each year for five years. |
| Transit Fleet Vehicles Service Report Excel Spreadsheet | Multiple spreadsheets with transit inventory conditions, performance, and safety updates. |
| Capital Project Planning | Yearly and as needed basis of management review of capital needs and budget. |
| Transit Development Plan | Every 5 years a major update is completed. |

Investment Prioritization

| | |
|-------------|--|
| Appendix A | Asset Register |
| Appendix B1 | Revenue Vehicle (Rolling Stock) Condition Data |
| Appendix B2 | Equipment Condition Data |
| Appendix B3 | Facilities Condition Data |

Appendix A: Asset Register

| Asset Category | Asset Class | Asset Name | Make | Model | Count | ID/Serial No. | Asset Owner | Acquisition Year | Vehicle Mileage | Replacement Cost/Value |
|-----------------|------------------|----------------|---------------------|-------------------|-------|-------------------|-------------|------------------|-----------------|------------------------|
| RevenueVehicles | CU - Cutaway Bus | 32415 | IHC | Champion/Defender | 1 | 1HVBTAAL3AH245032 | 31 | 2010 | 194,579 | \$225,148.00 |
| RevenueVehicles | CU - Cutaway Bus | 32416 | IHC | Champion/Defender | 1 | 1HVBTAAL5AH245033 | 31 | 2010 | 172,517 | \$225,148.00 |
| RevenueVehicles | CU - Cutaway Bus | 32417 | IHC | Champion/Defender | 1 | 1HVBTAAL7AH245034 | 31 | 2010 | 194,681 | \$225,148.00 |
| RevenueVehicles | CU - Cutaway Bus | 32418 | IHC | Champion/Defender | 1 | 1HVBTAAL4AH250644 | 31 | 2010 | 161,593 | \$225,148.00 |
| RevenueVehicles | CU - Cutaway Bus | 32419 | IHC | Champion/Defender | 1 | 1HVBTAAL9AH245035 | 31 | 2010 | 160,141 | \$225,148.00 |
| RevenueVehicles | CU - Cutaway Bus | 32664 | IHC | Champion/Defender | 1 | 1HVBTAAN3BH339009 | 31 | 2011 | 226,226 | \$216,610.00 |
| RevenueVehicles | CU - Cutaway Bus | 33474 | Chevy C4500 | Champion/Defender | 1 | 1GB6G5BG7B1162979 | 26 | 2011 | 179,300 | \$80,384.00 |
| RevenueVehicles | CU - Cutaway Bus | 33475 | Chevy C4500 | Champion/Defender | 1 | 1GB6G5BG1B1162721 | 26 | 2011 | 229,681 | \$80,384.00 |
| RevenueVehicles | MV - Mini-van | 33531 | Dodge | Chrysler | 1 | 2C4RDGDG6CR172457 | 17 | 2012 | 76,410 | \$87,782.00 |
| RevenueVehicles | MV - Mini-van | 33735 | Dodge | Chrysler | 1 | 2C4RDGDG2CR399547 | 17 | 2012 | 79,152 | \$44,662.00 |
| RevenueVehicles | CU - Cutaway Bus | 33756 | Ford F-450 | Goshen/Thor | 1 | 1FDGF4GT6CEB62416 | 28 | 2012 | 204,061 | \$86,197.00 |
| RevenueVehicles | CU - Cutaway Bus | 33757 | Ford F-450 | Goshen/Thor | 1 | 1FDGF4GT8CEB62417 | 28 | 2012 | 168,465 | \$86,197.00 |
| RevenueVehicles | VN - Van | 33776 | Ford | E-250 | 1 | 1FTNE2EL7DDA72091 | 18 | 2013 | 125,810 | \$35,058.00 |
| RevenueVehicles | VN - Van | 33777 | Ford | E-250 | 1 | 1FTNE2EL9DDA72092 | 18 | 2013 | 85,944 | \$35,058.00 |
| RevenueVehicles | VN - Van | 34059 | Ford | E-250 | 1 | 1FTNE2EL2DDA72094 | 18 | 2013 | 101,155 | \$35,058.00 |
| RevenueVehicles | CU - Cutaway Bus | 34082 | Ford F-450 | Glaval/Sport | 1 | 1FDGF4GT1DEB37361 | 26 | 2013 | 242,603 | \$88,344.00 |
| RevenueVehicles | CU - Cutaway Bus | 34083 | Ford F-450 | Glaval/Sport | 1 | 1FDGF4GTXDEB37360 | 26 | 2013 | 226,764 | \$88,344.00 |
| RevenueVehicles | AO - Automobile | 35632 | Ford | Taurus | 1 | 1FAHP2H86GG138332 | 17 | 2016 | 18,321 | \$25,980.00 |
| RevenueVehicles | MB - Mini-bus | 36242 | Ford | Transit Connect | 1 | 1FDZX2CM0JKA36706 | 20 | 2018 | 77,422 | \$65,720.00 |
| RevenueVehicles | MB - Mini-bus | 36243 | Ford | Transit Connect | 1 | 1FDZX2CM2JKA36707 | 20 | 2018 | 69,201 | \$65,720.00 |
| RevenueVehicles | MB - Mini-bus | 36249 | Ford | Transit Connect | 1 | 1FDZX2CM2JKA36710 | 20 | 2018 | 76,369 | \$65,720.00 |
| RevenueVehicles | MB - Mini-bus | 36250 | Ford | Transit Connect | 1 | 1FDZX2CM4JKA36708 | 20 | 2018 | 78,148 | \$65,720.00 |
| RevenueVehicles | MB - Mini-bus | 36328 | Ford | Transit Connect | 1 | 1FDZX2CMXJKA36714 | 20 | 2018 | 84,521 | \$65,720.00 |
| RevenueVehicles | MB - Mini-bus | 36332 | Ford | Transit Connect | 1 | 1FDZX2CM4JKA36711 | 20 | 2018 | 66,797 | \$65,720.00 |
| RevenueVehicles | MB - Mini-bus | 36336 | Ford | Transit Connect | 1 | 1FDZX2CM8JKA36713 | 20 | 2018 | 63,217 | \$65,720.00 |
| RevenueVehicles | MB - Mini-bus | 36347 | Ford | Transit Connect | 1 | 1FDZX2CM6JKA36709 | 20 | 2018 | 62,405 | \$65,720.00 |
| RevenueVehicles | MB - Mini-bus | 36348 | Ford | Transit Connect | 1 | 1FDZX2CM6JKA36712 | 20 | 2018 | 63,130 | \$65,720.00 |
| RevenueVehicles | MB - Mini-bus | 36506 | Ford | Transit Connect | 1 | 1FDVU4XV0JKB11846 | 22 | 2018 | 38,452 | \$65,720.00 |
| RevenueVehicles | MB - Mini-bus | 36806 | Ford | Transit Connect | 1 | 1FDVU4XV0KKA11652 | 22 | 2019 | 23,032 | \$65,720.00 |
| RevenueVehicles | MB - Mini-bus | 37342 | Ford | Transit Connect | 1 | 1FDVU4XV6KKB31553 | 22 | 2019 | 5,773 | \$79,651.00 |
| RevenueVehicles | MB - Mini-bus | 37343 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31554 | 22 | 2019 | 3,261 | \$79,651.00 |
| RevenueVehicles | MB - Mini-bus | 37345 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31555 | 22 | 2019 | 1,586 | \$79,651.00 |
| RevenueVehicles | MB - Mini-bus | 37437 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31556 | 22 | 2019 | 1,187 | \$79,651.00 |
| RevenueVehicles | CU - Cutaway Bus | 37438 | Ford | Odyssey | 1 | 1FDFE4FS3KDC43871 | 23 | 2020 | 5,797 | \$100,259.00 |
| RevenueVehicles | MB - Mini-bus | 37440 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31558 | 22 | 2019 | 5,517 | \$79,651.00 |
| RevenueVehicles | MB - Mini-bus | 37442 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31557 | 22 | 2019 | 1,698 | \$79,651.00 |
| RevenueVehicles | MB - Mini-bus | 37443 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31559 | 22 | 2019 | 1,815 | \$79,651.00 |
| RevenueVehicles | MB - Mini-bus | 37447 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31560 | 22 | 2019 | 2,287 | \$79,651.00 |
| RevenueVehicles | MB - Mini-bus | 37450 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31561 | 22 | 2019 | 1,037 | \$79,651.00 |
| RevenueVehicles | CU - Cutaway Bus | 37475 | Ford | Odyssey | 1 | 1FDFE4FS5KDC43872 | 23 | 2020 | 7,889 | \$100,259.00 |
| RevenueVehicles | CU - Cutaway Bus | 37481 | Ford | Odyssey | 1 | 1FDFE4FS5KDC45346 | 23 | 2020 | 8,682 | \$100,259.00 |
| Facilities | Parking Lot | Airport Road | | | 1 | | | 2012 | | \$18,878.00 |
| Facilities | Bush Wash | 18000 Paulson | | | | | | 2019 | | \$756,822.00 |
| Equipment | Bus Lift | Port Charlotte | | | 1 | | | 2010 | | \$23,831.00 |
| Equipment | Data Equipment | RouteM attach | Trip Software | | 1 | | | 2011 | | \$268,558.00 |
| Equipment | Data Equipment | RouteM attach | Notification Module | | 1 | | | 2016 | | \$57,940.00 |

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

| Asset Category | Asset Class | Asset Name | Count | ID/Serial No. | Age (Yrs) | Vehicle Mileage | Replacement Cost/Value | Useful Life Benchmark (Yrs) | Past Useful Life Benchmark |
|----------------|------------------|------------|-------|--------------------|-----------|-----------------|------------------------|-----------------------------|----------------------------|
| RevenueVehicle | AO - Automobile | 35632 | 1 | 1FAHP2H86GG138332 | 5 | 18,869 | \$25,980.00 | 8 | No |
| RevenueVehicle | CU - Cutaway Bus | 32415 | 1 | 1HVBTAAL3AH245032 | 11 | 195,912 | \$225,148.00 | 10 | Yes |
| RevenueVehicle | CU - Cutaway Bus | 32416 | 1 | 1HVBTAAL5AH245033 | 11 | 172,517 | \$225,148.00 | 10 | Yes |
| RevenueVehicle | CU - Cutaway Bus | 32417 | 1 | 1HVBTAAL7AH245034 | 11 | 195,522 | \$225,148.00 | 10 | Yes |
| RevenueVehicle | CU - Cutaway Bus | 32418 | 1 | 1HVBTAAL4AH250644 | 11 | 162,467 | \$225,148.00 | 10 | Yes |
| RevenueVehicle | CU - Cutaway Bus | 32419 | 1 | 1HVBTAAL9AH245035 | 11 | 160,141 | \$225,148.00 | 10 | Yes |
| RevenueVehicle | CU - Cutaway Bus | 32664 | 1 | 1HVBTAAN3BH339009 | 10 | 227,492 | \$216,610.00 | 10 | Yes |
| RevenueVehicle | CU - Cutaway Bus | 33474 | 1 | 1GB6G5BG7B1162979 | 10 | 179,383 | \$80,384.00 | 10 | No |
| RevenueVehicle | CU - Cutaway Bus | 33475 | 1 | 1GB6G5BG1B1162721 | 10 | 229,952 | \$80,384.00 | 10 | Yes |
| RevenueVehicle | CU - Cutaway Bus | 33756 | 1 | 1FDGF4GT6CEB62416 | 9 | 205,325 | \$86,197.00 | 10 | No |
| RevenueVehicle | CU - Cutaway Bus | 33757 | 1 | 1FDGF4GT8CEB62417 | 9 | 168,465 | \$86,197.00 | 10 | No |
| RevenueVehicle | CU - Cutaway Bus | 34082 | 1 | 1FDGF4GT1DEB37361 | 8 | 253,098 | \$88,344.00 | 10 | No |
| RevenueVehicle | CU - Cutaway Bus | 34083 | 1 | 1FDGF4GTXD37360 | 8 | 228,752 | \$88,344.00 | 10 | No |
| RevenueVehicle | CU - Cutaway Bus | 37438 | 1 | 1FD4FE4FS3KDC43871 | 1 | 15,177 | \$100,259.00 | 10 | No |
| RevenueVehicle | CU - Cutaway Bus | 37475 | 1 | 1FD4FE4FS5KDC43872 | 1 | 12,996 | \$100,259.00 | 10 | No |
| RevenueVehicle | CU - Cutaway Bus | 37481 | 1 | 1FD4FE4FS5KDC45346 | 1 | 34,220 | \$100,259.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36242 | 1 | 1FDZX2CM0JKA36706 | 3 | 82,069 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36243 | 1 | 1FDZX2CM2JKA36707 | 3 | 84,178 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36249 | 1 | 1FDZX2CM2JKA36710 | 3 | 79,555 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36250 | 1 | 1FDZX2CM4JKA36708 | 3 | 82,423 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36328 | 1 | 1FDZX2CMXJKA36714 | 3 | 85,765 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36332 | 1 | 1FDZX2CM4JKA36711 | 3 | 78,730 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36336 | 1 | 1FDZX2CM8JKA36713 | 3 | 80,211 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36347 | 1 | 1FDZX2CM6JKA36709 | 3 | 68,425 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36348 | 1 | 1FDZX2CM6JKA36712 | 3 | 65,621 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36506 | 1 | 1FDVU4XV0KJB11846 | 3 | 47,886 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36806 | 1 | 1FDVU4XV0KKA11652 | 2 | 42,967 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37342 | 1 | 1FDVU4XV6KKB31553 | 2 | 22,966 | \$79,651.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37343 | 1 | 1FDVU4XV8KKB31554 | 2 | 15,353 | \$79,651.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37345 | 1 | 1FDVU4XV8KKB31555 | 2 | 15,691 | \$79,651.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37437 | 1 | 1FDVU4XV8KKB31556 | 2 | 11,527 | \$79,651.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37440 | 1 | 1FDVU4XV8KKB31558 | 2 | 19,138 | \$79,651.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37442 | 1 | 1FDVU4XV8KKB31557 | 2 | 14,313 | \$79,651.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37443 | 1 | 1FDVU4XV8KKB31559 | 2 | 15,268 | \$79,651.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37447 | 1 | 1FDVU4XV8KKB31560 | 2 | 27,795 | \$79,651.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37450 | 1 | 1FDVU4XV8KKB31561 | 2 | 11,478 | \$79,651.00 | 10 | No |
| RevenueVehicle | MV - Mini-van | 33531 | 1 | 2C4RDGDG6CR172457 | 9 | 76,912 | \$87,782.00 | 8 | Yes |
| RevenueVehicle | MV - Mini-van | 33735 | 1 | 2C4RDGDG2CR399547 | 9 | 79,718 | \$44,662.00 | 8 | Yes |
| RevenueVehicle | VN - Van | 33776 | 1 | 1FTNE2EL7DDA72091 | 8 | 124,162 | \$35,058.00 | 8 | Yes |
| RevenueVehicle | VN - Van | 33777 | 1 | 1FTNE2EL9DDA72092 | 8 | 89,699 | \$35,058.00 | 8 | Yes |

| | | | | | | | | | |
|----------------|------------------|-------|---|-------------------|----|---------|--------------|----|-----|
| RevenueVehicle | VN - Van | 34059 | 1 | 1FTNE2EL2DDA72094 | 8 | 100,042 | \$35,058.00 | 8 | Yes |
| RevenueVehicle | CU - Cutaway Bus | 32415 | 1 | 1HVBTAAL3AH245032 | 11 | 195,912 | \$225,148.00 | 10 | Yes |
| RevenueVehicle | CU - Cutaway Bus | 32416 | 1 | 1HVBTAAL5AH245033 | 11 | 172,517 | \$225,148.00 | 10 | Yes |
| RevenueVehicle | CU - Cutaway Bus | 32417 | 1 | 1HVBTAAL7AH245034 | 11 | 195,522 | \$225,148.00 | 10 | Yes |
| RevenueVehicle | CU - Cutaway Bus | 32418 | 1 | 1HVBTAAL4AH250644 | 11 | 162,467 | \$225,148.00 | 10 | Yes |
| RevenueVehicle | CU - Cutaway Bus | 32419 | 1 | 1HVBTAAL9AH245035 | 11 | 160,141 | \$225,148.00 | 10 | Yes |
| RevenueVehicle | CU - Cutaway Bus | 32664 | 1 | 1HVBTAAN3BH339009 | 10 | 227,492 | \$216,610.00 | 10 | Yes |
| RevenueVehicle | CU - Cutaway Bus | 33474 | 1 | 1GB6G5BG7B1162979 | 10 | 179,383 | \$80,384.00 | 10 | No |
| RevenueVehicle | CU - Cutaway Bus | 33475 | 1 | 1GB6G5BG1B1162721 | 10 | 229,952 | \$80,384.00 | 10 | Yes |
| RevenueVehicle | CU - Cutaway Bus | 33756 | 1 | 1FDGF4GT6CEB62416 | 9 | 205,325 | \$86,197.00 | 10 | No |
| RevenueVehicle | CU - Cutaway Bus | 33757 | 1 | 1FDGF4GT8CEB62417 | 9 | 168,465 | \$86,197.00 | 10 | No |
| RevenueVehicle | CU - Cutaway Bus | 34082 | 1 | 1FDGF4GT1DEB37361 | 8 | 253,098 | \$88,344.00 | 10 | No |
| RevenueVehicle | CU - Cutaway Bus | 34083 | 1 | 1FDGF4GTXDEB37360 | 8 | 228,752 | \$88,344.00 | 10 | No |
| RevenueVehicle | CU - Cutaway Bus | 37438 | 1 | 1FDFE4FS3KDC43871 | 1 | 15,177 | \$100,259.00 | 10 | No |
| RevenueVehicle | CU - Cutaway Bus | 37475 | 1 | 1FDFE4FS5KDC43872 | 1 | 12,996 | \$100,259.00 | 10 | No |
| RevenueVehicle | CU - Cutaway Bus | 37481 | 1 | 1FDFE4FS5KDC45346 | 1 | 34,220 | \$100,259.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36242 | 1 | 1FDZX2CM0JKA36706 | 3 | 82,069 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36243 | 1 | 1FDZX2CM2JKA36707 | 3 | 84,178 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36249 | 1 | 1FDZX2CM2JKA36710 | 3 | 79,555 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36250 | 1 | 1FDZX2CM4JKA36708 | 3 | 82,423 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36328 | 1 | 1FDZX2CMXJKA36714 | 3 | 85,765 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36332 | 1 | 1FDZX2CM4JKA36711 | 3 | 78,730 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36336 | 1 | 1FDZX2CM8JKA36713 | 3 | 80,211 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36347 | 1 | 1FDZX2CM6JKA36709 | 3 | 68,425 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36348 | 1 | 1FDZX2CM6JKA36712 | 3 | 65,621 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36506 | 1 | 1FDVU4XV0JKB11846 | 3 | 47,886 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 36806 | 1 | 1FDVU4XV0KKA11652 | 2 | 42,967 | \$65,720.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37342 | 1 | 1FDVU4XV6KKB31553 | 2 | 22,966 | \$79,651.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37343 | 1 | 1FDVU4XV8KKB31554 | 2 | 15,353 | \$79,651.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37345 | 1 | 1FDVU4XV8KKB31555 | 2 | 15,691 | \$79,651.00 | 10 | No |

| | | | | | | | | | |
|----------------|---------------|-------|---|-------------------|---|---------|-------------|----|-----|
| RevenueVehicle | MB - Mini-bus | 37437 | 1 | 1FDVU4XV8KKB31556 | 2 | 11,527 | \$79,651.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37440 | 1 | 1FDVU4XV8KKB31558 | 2 | 19,138 | \$79,651.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37442 | 1 | 1FDVU4XV8KKB31557 | 2 | 14,313 | \$79,651.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37443 | 1 | 1FDVU4XV8KKB31559 | 2 | 15,268 | \$79,651.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37447 | 1 | 1FDVU4XV8KKB31560 | 2 | 27,795 | \$79,651.00 | 10 | No |
| RevenueVehicle | MB - Mini-bus | 37450 | 1 | 1FDVU4XV8KKB31561 | 2 | 11,478 | \$79,651.00 | 10 | No |
| RevenueVehicle | MV - Mini-van | 33531 | 1 | 2C4RDGDG6CR172457 | 9 | 76,912 | \$87,782.00 | 8 | Yes |
| RevenueVehicle | MV - Mini-van | 33735 | 1 | 2C4RDGDG2CR399547 | 9 | 79,718 | \$44,662.00 | 8 | Yes |
| RevenueVehicle | VN - Van | 33776 | 1 | 1FTNE2EL7DDA72091 | 8 | 124,162 | \$35,058.00 | 8 | Yes |
| RevenueVehicle | VN - Van | 33777 | 1 | 1FTNE2EL9DDA72092 | 8 | 89,699 | \$35,058.00 | 8 | Yes |
| RevenueVehicle | VN - Van | 34059 | 1 | 1FTNE2EL2DDA72094 | 8 | 100,042 | \$35,058.00 | 8 | Yes |

Appendix B: Asset Condition Data

B2: Equipment Assets

| Asset Category | Asset Class | Asset Name | Count | ID/Serial No. | Age (Yrs) | Vehicle Mileage | Replacement Cost/Value | Useful Life Benchmark (Yrs) | Past Useful Life Benchmark |
|----------------|----------------|----------------|-------|---------------|-----------|-----------------|------------------------|-----------------------------|----------------------------|
| Equipment | Bus Lift | Port charlotte | 1 | | 9 | | \$23,831.00 | 20 | No |
| Equipment | Data Equipment | RouteMatch | | | 8 | | \$268,558.00 | 5 | Yes |
| Equipment | Data Equipment | RouteMatch | | | 2 | | \$57,940.00 | 5 | No |

Appendix B: Asset Condition Data

B3: Facilities Assets

| Asset Category | Asset Class | Asset Name | Count | ID/Serial No. | Age (Yrs) | TERM Scale Condition | Replacement Cost/Value |
|----------------|-------------|---------------|-------|---------------|-----------|----------------------|------------------------|
| Facilities | Bush Wash | 18000 Paulson | | | 2 | 5 | \$756,822.00 |
| Facilities | Parking Lot | Airport Road | 1 | | 9 | 4 | \$18,878.00 |

Transit Safety Performance

The Federal Transit Administration (FTA) established transit safety performance management requirements in the Public Transportation Agency Safety Plan (PTASP) final rule, which was published on July 19, 2018. This rule requires providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a Safety Management Systems approach.

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

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

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

In Florida, each Section 5307 or 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.²

Each provider of public transportation that is subject to the federal rule must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers initially were required to certify a PTASP and targets by July 20, 2020. However, on April 22, 2020, FTA extended the deadline to December 31, 2020 to provide regulatory flexibility due to the extraordinary operational challenges presented by the COVID-19 public health emergency. On December 11, 2020, FTA extended the PTASP deadline for a second time to July 20, 2021. Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. In addition, the Charlotte County-Punta Gorda MPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

² FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://www.fdot.gov/transit/default.shtm>

Transit Safety Performance Measures

The Federal Transit Administration (FTA) established transit safety performance management requirements in the Public Transportation Agency Safety Plan (PTASP) final rule, which was published on July 19, 2018. This rule requires providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a Safety Management Systems approach.

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

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

1. Total number of reportable fatalities.
2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.
6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.³

Each provider of public transportation that is subject to the federal rule must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers initially were required to certify a PTASP and targets by July 20, 2020. However, on April 22, 2020, FTA extended the deadline to December 31, 2020 to provide regulatory flexibility due to the extraordinary operational challenges presented by the COVID-19 public health emergency. On December 11, 2020, FTA extended the PTASP deadline for a second time to July 20, 2021. Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. In

³ FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://www.fdot.gov/transit/default.shtm>

addition, the Charlotte County-Punta Gorda MPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

Transit Provider Coordination with States and MPOs

Key considerations for MPOs and transit agencies:

- Transit operators are required to review, update, and certify their PTASP annually.
- A transit agency must make its safety performance targets available to states and MPOs to aid in the planning process, along with its safety plans.
- To the maximum extent practicable, a transit agency must coordinate with states and MPOs in the selection of state and MPO safety performance targets.
- MPOs are required to establish initial transit safety targets within 180 days of the date that public transportation providers establish initial targets. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or LRTP. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own regional transit targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.

MPOs and states must reference those targets in their long-range transportation plans. States and MPOs must each describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.

Transit Safety Targets in the Charlotte County-Punta Gorda MPO Area

On October 5, 2020, the Charlotte County-Punta Gorda MPO agreed to support Charlotte County Transit's transit safety targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

The Charlotte County Transit established the transit safety targets identified in **Table IV-12** on August 27, 2020. The transit safety targets are based on review of the previous 4 years of Charlotte County Transit's safety performance data from 2016 to 2019. The table summarizes the targets for 2021 and the available data for existing safety performance for the most recent year.

Table IV-12 Charlotte County Transit Safety Performance Targets

| Performance Measure | Baseline Performance (2019) | 2021 Target |
|--|------------------------------------|--------------------|
| Total number of reportable fatalities | 0 | 0 |
| Rate of reportable fatalities per total vehicle revenue miles by mode | 0 | 0 |
| Total number of reportable injuries | 0 | 7 |
| Rate of reportable injuries per total vehicle revenue miles by mode | 0 | 0.2 |
| Total number of reportable safety events | Not Available | 9 |
| Rate of reportable safety events per total vehicle revenue miles by mode | Not Available | 0.3 |
| Mean distance between major mechanical failures by mode | 18,002 | 19,768 |

Charlotte County-Punta Gorda MPO Programmatic Support to Transit Safety Performance Targets

On October 5, 2020, the Charlotte County-Punta Gorda MPO agreed to support Charlotte County Transit's safety targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets.

The Charlotte County-Punta Gorda MPO TIP was developed and is managed in cooperation with Charlotte County Transit. It reflects the investment priorities established in the Charlotte County Transit 2045 LRTP.

The LRTP systems performance report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with performance recorded in previous reports. The FTA transit safety performance measures are new.

The Charlotte County-Punta Gorda MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes and the current Charlotte County-Punta Gorda MPO 2045 LRTP.

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Florida Department of Transportation - District One

CHARLOTTE COUNTY**Highways****412665-1 - CHARLOTTE COUNTY TSMCA**

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------------------|------------------|------------------|------------------|------------------|
| Operations | DDR | | \$312,686 | \$322,067 | \$338,170 | |
| | DITS | \$268,766 | | | | \$101,905 |
| Total for Project 412665-1 | | \$268,766 | \$312,686 | \$322,067 | \$338,170 | \$101,905 |

413042-7 - I-75 (SR 93) AT N JONES LOOP ROAD INTERCHANGE

Type of Work: LANDSCAPING

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|----------------|--------------------|------|------|------|
| Preliminary Engineering | DIH | \$5,000 | | | | |
| Construction | DDR | | \$1,182,720 | | | |
| | DIH | | \$1,056 | | | |
| Total for Project 413042-7 | | \$5,000 | \$1,183,776 | | | |

413625-1 - CITY OF PUNTA GORDA TSMCA

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|-----------------|------------------|------------------|------------------|------|
| Operations | DDR | | \$121,813 | \$125,468 | \$131,741 | |
| | DITS | \$89,133 | | | | |
| Total for Project 413625-1 | | \$89,133 | \$121,813 | \$125,468 | \$131,741 | |

434965-2 - HARBORVIEW ROAD FROM MELBOURNE ST TO I-75

Type of Work: ADD LANES & RECONSTRUCT

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|--------------------|--------------------|------|------|------|
| Right of Way | ACSA | \$640,864 | | | | |
| | CM | | \$320,053 | | | |
| | LF | \$4,990,000 | | | | |
| | SA | | \$574,480 | | | |
| | SL | \$606,046 | \$5,908,787 | | | |
| Environmental | TALT | | \$10,000 | | | |
| Total for Project 434965-2 | | \$6,236,910 | \$6,813,320 | | | |

434965-3 - HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST

Type of Work: ADD LANES & RECONSTRUCT

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------|------|------|---------------------|------|
| Railroad & Utilities | LF | | | | \$5,805,000 | |
| Construction | CM | | | | \$310,150 | |
| | LF | | | | \$9,935,382 | |
| | SA | | | | \$9,420,184 | |
| | SL | | | | \$2,472,240 | |
| Total for Project 434965-3 | | | | | \$27,942,956 | |

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CHARLOTTE COUNTY**Highways****435105-2 - CR 765A (TAYLOR RD) FROM N JONES LOOP TO AIRPORT RD PHASE I**

Type of Work: SIDEWALK

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------|------------------|------|------|------|
| Preliminary Engineering | TALL | | \$491,844 | | | |
| | TALT | | \$164,677 | | | |
| Total for Project 435105-2 | | | \$656,521 | | | |

437001-2 - PUNTA GORDA WEIGH IN MOTION (WIM) SCREENING

Type of Work: MCCO WEIGH STATION STATIC/WIM

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------|--------------------|------|------|------|
| Construction | DWS | | \$3,803,002 | | | |
| Total for Project 437001-2 | | | \$3,803,002 | | | |

437105-1 - CHARLOTTE TMC OPS FUND COUNTY WIDE

Type of Work: OTHER ITS

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|-----------------|-----------------|-----------------|-----------------|------|
| Operations | DDR | \$90,000 | \$90,000 | \$90,000 | \$90,000 | |
| Total for Project 437105-1 | | \$90,000 | \$90,000 | \$90,000 | \$90,000 | |

438262-1 - SR 45 (US 41) TAMiami TRAIL FROM CONWAY BLVD TO MIDWAY BLVD

Type of Work: SIDEWALK

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------------------|------|------|------|--------------------|
| Preliminary Engineering | DS | \$257,305 | | | | |
| | SL | \$328,033 | | | | |
| | TALL | \$212,996 | | | | |
| | TALT | \$31,666 | | | | |
| Construction | CM | | | | | \$2,803 |
| | DDR | | | | | \$2,642,502 |
| | DIH | | | | | \$1,154 |
| | DS | | | | | \$323,487 |
| | SL | | | | | \$5,857 |
| | TALL | | | | | \$14,941 |
| | TALT | | | | | \$1,484,932 |
| Total for Project 438262-1 | | \$830,000 | | | | \$4,475,676 |

438996-1 - I-75 (SR 93) AT CR 769 (KINGS HWY)

Type of Work: LANDSCAPING

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|--------------------|------|------|------|------|
| Construction | DDR | \$1,007,908 | | | | |
| | DIH | \$51,350 | | | | |
| Total for Project 438996-1 | | \$1,059,258 | | | | |

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Florida Department of Transportation - District One

CHARLOTTE COUNTY**Highways****440442-1 - SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR**

Type of Work: SIDEWALK

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------|-----------------|------|------|------|
| Environmental | TALT | | \$75,000 | | | |
| Total for Project 440442-1 | | | \$75,000 | | | |

441524-1 - TAMIAMI TRAIL (SR 45/US 41) FROM WILLIAM ST TO PEACE RIVER BRIDGE

Type of Work: RESURFACING

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|-----------------|--------------------|------|------|------|
| Construction | DDR | | \$4,636,893 | | | |
| | DIH | | \$1,056 | | | |
| | DS | | \$321,462 | | | |
| | LF | | \$713,793 | | | |
| | SA | | \$621,948 | | | |
| | SL | | \$105,600 | | | |
| Environmental | DS | | \$50,000 | | | |
| | TALT | \$20,000 | | | | |
| Total for Project 441524-1 | | \$20,000 | \$6,450,752 | | | |

441552-1 - SR 35 (US 17) FROM SR 45 (US 41) TO BERMONT ROAD (CR 74)

Type of Work: RESURFACING

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|--------------------|--------------------|------|------|------|
| Preliminary Engineering | DDR | \$1,000,000 | | | | |
| Construction | DIH | | \$5,280 | | | |
| | DS | | \$7,941,519 | | | |
| Total for Project 441552-1 | | \$1,000,000 | \$7,946,799 | | | |

441950-1 - SR 31 FROM CR 74 TO CR 74

Type of Work: ROUNDABOUT

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------------------|------|------|------|------|
| Right of Way | SL | \$847,720 | | | | |
| Total for Project 441950-1 | | \$847,720 | | | | |

442098-1 - I-75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE

Type of Work: DYNAMIC MESSAGE SIGN

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|--------------------|------|------|------------------|------|
| Preliminary Engineering | DDR | | | | \$300,000 | |
| | DITS | \$125,000 | | | | |
| Design Build | DDR | \$505,952 | | | | |
| | DIH | \$5,135 | | | | |
| | DITS | \$1,540,500 | | | | |
| Total for Project 442098-1 | | \$2,176,587 | | | \$300,000 | |

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Florida Department of Transportation - District One

CHARLOTTE COUNTY**Highways****444907-1 - SR 776 (EL JOBEAN RD) FROM MYAKKA RIVER TO MURDOCK CIRCLE**

Type of Work: LANDSCAPING

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------|------|------|------------------|------|
| Construction | DDR | | | | \$852,000 | |
| Total for Project 444907-1 | | | | | \$852,000 | |

445475-1 - SR 776 FROM MYAKKA RIVER TO WILLOWBEND DR

Type of Work: RESURFACING

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|--------------------|------|------|------|------|
| Construction | DDR | \$1,749,428 | | | | |
| | DIH | \$1,027 | | | | |
| | DS | \$818,891 | | | | |
| | SL | \$344,393 | | | | |
| Total for Project 445475-1 | | \$2,913,739 | | | | |

446281-1 - I-75 PUNTA GORDA WEIGH STATION - RESURFACING

Type of Work: MCCO WEIGH STATION STATIC/WIM

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------|------|---------------------|------|------|
| Construction | DWS | | | \$12,282,882 | | |
| Total for Project 446281-1 | | | | \$12,282,882 | | |

446339-1 - US 41 (SR 45) AT S FORK ALLIGATOR CREEK

Type of Work: PEDESTRIAN/WILDLIFE OVERPASS

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------|------|------------------|------|------|
| Preliminary Engineering | TALL | | | \$290,000 | | |
| Total for Project 446339-1 | | | | \$290,000 | | |

448931-1 - SR 45 (US 41) FROM S OF MORNINGSIDE DR TO N OF ST PIERRE RD

Type of Work: RESURFACING

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------------------|------|--------------------|------|------|
| Preliminary Engineering | DIH | \$544,000 | | | | |
| Construction | DDR | | | \$757,532 | | |
| | DIH | | | \$5,430 | | |
| | DS | | | \$6,124,729 | | |
| Total for Project 448931-1 | | \$544,000 | | \$6,887,691 | | |

449652-1 - SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY LINE

Type of Work: SAFETY PROJECT

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------|------|------|------------------|------|
| Preliminary Engineering | ACSS | | | | \$479,000 | |
| Total for Project 449652-1 | | | | | \$479,000 | |

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Florida Department of Transportation - District One

CHARLOTTE COUNTY**Maintenance****408252-1 - CHARLOTTE CO ROADWAY & BRIDGE MAINT PRIMARY SYSTEM**

Type of Work: ROUTINE MAINTENANCE

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-------------------------------------|-----------|-----------------|-----------------|------|------|------|
| Bridge/Roadway/Contract Maintenance | D | \$65,000 | \$65,000 | | | |
| Total for Project 408252-1 | | \$65,000 | \$65,000 | | | |

408253-1 - CHARLOTTE CO ROADWAY & BRIDGE MAINT INTERSTATE SYSTEM

Type of Work: ROUTINE MAINTENANCE

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-------------------------------------|-----------|-----------------|-----------------|------|------|------|
| Bridge/Roadway/Contract Maintenance | D | \$12,000 | \$12,000 | | | |
| Total for Project 408253-1 | | \$12,000 | \$12,000 | | | |

412573-1 - CHARLOTTE COUNTY HIGHWAY LIGHTING

Type of Work: ROUTINE MAINTENANCE

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-------------------------------------|-----------|------|------------------|------|------|------|
| Bridge/Roadway/Contract Maintenance | D | | \$252,335 | | | |
| Total for Project 412573-1 | | | \$252,335 | | | |

413536-1 - PUNTA GORDA HIGHWAY LIGHTING

Type of Work: ROUTINE MAINTENANCE

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-------------------------------------|-----------|------------------|------------------|------|------|------|
| Bridge/Roadway/Contract Maintenance | D | \$187,520 | \$173,241 | | | |
| Total for Project 413536-1 | | \$187,520 | \$173,241 | | | |

427781-1 - ITS DEVICES ELECTRIC

Type of Work: OTHER ITS

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-------------------------------------|-----------|-----------------|-----------------|------|------|------|
| Bridge/Roadway/Contract Maintenance | D | \$27,000 | \$27,000 | | | |
| Total for Project 427781-1 | | \$27,000 | \$27,000 | | | |

432899-1 - CHARLOTTE COUNTY ASSET MAINTENANCE

Type of Work: ROUTINE MAINTENANCE

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-------------------------------------|-----------|-----------------|-----------------|------|------|------|
| Bridge/Roadway/Contract Maintenance | D | \$70,000 | \$70,000 | | | |
| Total for Project 432899-1 | | \$70,000 | \$70,000 | | | |

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CHARLOTTE COUNTY

Maintenance

432899-2 - CHARLOTTE COUNTY ASSET MAINTENANCE

Type of Work: ROUTINE MAINTENANCE

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-------------------------------------|-----------|-------------|-------------|-------------|-------------|-------------|
| Bridge/Roadway/Contract Maintenance | D | \$2,236,231 | \$2,236,231 | \$2,236,231 | \$2,236,231 | \$2,236,231 |
| Total for Project 432899-2 | | \$2,236,231 | \$2,236,231 | \$2,236,231 | \$2,236,231 | \$2,236,231 |

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CHARLOTTE COUNTY **Miscellaneous**

443602-1 - CAPE HAZE PIONEER TR FROM MYAKKA STATE FOREST TO US41(SR45)TAMIAMI TR
Type of Work: BIKE PATH/TRAIL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------|----------------|------|------|------|
| PD & E | DIH | | \$1,000 | | | |
| Total for Project 443602-1 | | | \$1,000 | | | |

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Fund Codes

| | | | |
|---------|-------------------------------------|--------------------------------------|--------------------------------------|
| Federal | ACSA - ADVANCE CONSTRUCTION (SA) | ACSS - ADVANCE CONSTRUCTION (SS,HSP) | CM - CONGESTION MITIGATION - AQ |
| | DU - STATE PRIMARY/FEDERAL REIMB | FAA - FEDERAL AVIATION ADMIN | FTA - FEDERAL TRANSIT ADMINISTRATION |
| | PL - METRO PLAN (85% FA; 15% OTHER) | SA - STP, ANY AREA | SL - STP, AREAS <= 200K |
| | TALL - TRANSPORTATION ALTS- <200K | TALT - TRANSPORTATION ALTS- ANY AREA | |
| Local | LF - LOCAL FUNDS | | |
| State | D - UNRESTRICTED STATE PRIMARY | DDR - DISTRICT DEDICATED REVENUE | DIH - STATE IN-HOUSE PRODUCT SUPPORT |
| | DITS - STATEWIDE ITS - STATE 100%. | DPTO - STATE - PTO | DS - STATE PRIMARY HIGHWAYS & PTO |
| | DWS - WEIGH STATIONS - STATE 100% | | |

SECTION – V

CHARLOTTE COUNTY CAPITAL IMPROVEMENTS PROGRAM

The adopted FY 2022 through FY 2027 Charlotte County Capital Improvements Program was developed in accordance with Chapter 163, Florida Statutes, 1985), and the corresponding implementing rules (Rule 9J-5, Florida Administrative Code The Capital Budget/CIP serves as the implementing mechanism of the Capital Improvements Element (CIE) of the Comprehensive Plan by providing capital funding for CIE projects directly linked to maintaining adopted levels of service. In doing this, the County continues with its development of comprehensively utilizing "level of service" standards to define community needs, and compare public facility plans, funding levels, and expected results. The County Capital Improvements Program can be expected to be a central part of this system.

Capital Improvements Program Operating Costs by Infrastructure Type and Department

2022 Adopted CIP
(in thousands 000)

| | | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 |
|--|--|--------------|--------------|--------------|--------------|--------------|--------------|
| Parks Total | | 47.0 | 64.2 | 174.3 | 99.3 | 144.4 | 144.4 |
| Roadway and Sidewalk Infrastructure | | 507.7 | 545.7 | 612.6 | 605.8 | 730.2 | 679.7 |
| Public Works Engineering | | | | | | | |
| R-02 | Road Improvements Right of Way Mapping | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| R-03 | Sidewalks 2009 Sales Tax Extension | 75.0 | 77.3 | 79.6 | 82.0 | 84.4 | 86.1 |
| R-04 | Sidewalks - Close Gaps on Road & Bridge Roads | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 |
| R-05 | Sidewalks - Road and Bridge Roads | 0.0 | 0.0 | 0.0 | 0.0 | 90.0 | 90.0 |
| R-06 | Multi Use Trails and on-road bicycle lanes | 0.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| R-07 | Regional Bicycle-Pedestrian Trails & Sidewalks | 0.0 | 0.0 | 0.0 | 3.0 | 3.0 | 3.0 |
| R-08 | Sidewalk Hazard Mitigation (HB41) | 0.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| R-09 | Intersection Improvements at Various Locations | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| R-10 | Edgewater Corridor Ph 1/SR 776 to Collingswood Blvd. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| R-11 | Edgewater Corridor Ph 2 - Harbor to Midway 4 Lane | 28.0 | 28.8 | 29.7 | 30.6 | 31.5 | 0.0 |
| R-12 | Edgewater Widening Ph 3- Midway to Collingswood | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| R-13 | Edgewater/Flamingo Ph4 Corridor Connection | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| R-14 | Edgewater/Flamingo Widening (Ph 5) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| R-15 | Harborview Road Widening | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| R-16 | Hillsborough Blvd/Cranberry Blvd Intersection Improvements | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| R-17 | Kings Highway Widening - I75 to Desoto County Line | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| R-18 | Olean Blvd US 41 to Easy | 0.0 | 18.0 | 18.5 | 18.5 | 18.5 | 18.5 |
| R-19 | Parkside CRA Multi-use Trails & Greenway | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| R-20 | Sandhill Blvd Widening - Kings Hwy to Capricorn | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40.0 |
| R-21 | West Port Infrastructure | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| R-22 | Burnt Store Road Ph2 Widening from Notre Dame to Zemel | 0.0 | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 |
| R-23 | Burnt Store Road Phase 3 / From 3200' N of Zemel Road to Lee County Line | 20.0 | 20.6 | 21.2 | 21.9 | 22.5 | 0.0 |
| R-24 | Piper Road North / Enterprise Charlotte Airport Park | 0.0 | 0.0 | 30.0 | 30.9 | 31.8 | 0.0 |
| R-25 | CR 771 (Gasparilla Road) -SR 776 to Rotonda Blvd East | 20.0 | 20.6 | 21.2 | 21.9 | 22.5 | 0.0 |
| R-26 | CR 775 (Placida Rd) Safety Impvts/Rotonda Blvd West to Boca Grande Cswy | 15.0 | 15.5 | 15.9 | 16.4 | 16.9 | 0.0 |
| R-27 | Harbor Boulevard - US 41 to Olean Blvd (including Gateway) | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| R-28 | Midway Blvd - Sharpe St to Kings Hwy (including US 41 pipes) | 0.0 | 20.0 | 20.6 | 21.2 | 21.9 | 21.9 |
| R-29 | Burnt Store Road Ph 1 Safety & Widening from US 41 to Notre Dame | 20.6 | 21.2 | 21.9 | 22.5 | 23.2 | 23.2 |
| S-02 | Deep Creek Sidewalks | 0.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| S-03 | Englewood East Sidewalks | 0.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| S-04 | Gasparilla Pines Sidewalk in Placida | 0.0 | 0.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| S-05 | Greater Port Charlotte Drainage Control Structure Replacement | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| S-06 | Greater Port Charlotte Master Sidewalk Plan | 100.0 | 10.0 | 12.0 | 15.0 | 17.0 | 20.0 |
| S-07 | Grove City Sidewalk - Ave Americas and San Casa Ave Americas to Worth | 40.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| S-08 | Gulf Cove Pathways | 0.0 | 40.0 | 55.0 | 35.0 | 35.0 | 35.0 |
| S-09 | Lake 1 Excavation for Three Lakes Project | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| S-10 | Manasota Key Community Plan | 74.1 | 24.7 | 25.0 | 25.0 | 50.0 | 50.0 |
| S-11 | South Gulf Cove Multi-Use Pathway | 75.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |
| S-12 | Suncoast Blvd Sidewalks in Suncoast MSBU | 0.0 | 0.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| S-13 | GPC Drainage Pipes E/W Spring Lake | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Public Works Engineering Total | | 507.7 | 545.7 | 612.6 | 605.8 | 730.2 | 679.7 |

SECTION – VI

CITY OF PUNTA GORDA CAPITAL IMPROVEMENTS PROGRAM

The adopted FY 2022 through FY 2026 City of Punta Gorda Capital Improvements Program was developed to provide guidance for obtaining the physical elements of the "Growth Management Plan" when they are needed and according to the City's ability to pay.

**UNFUNDED PROJECTS
CAPITAL IMPROVEMENTS PROGRAM
FY 2022 - FY 2026
(All figures in thousands of dollars)**

| SOURCE OF FUNDING UNIDENTIFIED PROJECT IDENTIFICATION | Page# | TOTAL REQUESTED FUNDING (UNFUNDED) | APPLY FOR GRANT |
|--|--------------|---|--------------------------------|
| <i>Only unfunded portion for partially funded projects:</i> | | | |
| Ponce de Leon Park Improvements | 67 | 1,850 | |
| Complete Street - Airport Rd Improvements | 68 | 186 | |
| Harborwalk - US 41 Bridge Approach Lighting | 72 | 280 | |
| Historic City Hall Preservation and Rehabilitation | 76 | 512 | |
| Freeman House Preservation | 74 | 863 | Yes |
| Henry St Property Improvements | 77 | 1,000 | |
| Drainage Improvements - Boca Grande Area | 78 | 1,006 | Yes |
| Historic District Infrastructure | 83 | 1,250 | Yes |
| Bayfront Activity Center | 81 | 104 | |
| Complete Street - US 17 Improvements | 86 | 2,500 | Yes |
| Traffic Signal - Burnt Store Rd and Home Depot | 87 | 1,100 | |
| Complete St - Cooper Street Improvements | 85 | 3,307 | |
| Channel and Basin Dredging at Boat Club Area | 42 | 153 | Yes |
| <i>Fully unfunded projects:</i> | | | |
| Unimproved Alleyway | 48 | 750 | |
| Baynard/Vasco Sidewalk Improvements | 49 | 400 | |
| Harborwalk East - Phase II | 50 | 1,500 | |
| Bicycle Capital Improvement Program | 51 | 1,200 | |
| Sidewalk Connections W Marion: Bal Harbor to Shreve Street | 52 | 1,500 | |
| Harborwalk - US 41 NB Bridge Underpass Improvements | 53 | 200 | |
| Virginia Ave Complete St Improvements - Harvey St. to US 41 | 54 | 800 | |
| Maud Street Angled Parking | 55 | 275 | |
| Royal Poinciana Improvements Complete St | 56 | 2,500 | |
| Tropicana & Marion Sidewalk Enhancement | 57 | 300 | |
| Historic District Street Lights | 58 | 550 | |
| Gilchrist Park - Harborwalk Improvements (Seating and Shade) | 59 | 350 | |
| Historic District Interpretation Markers | 60 | 500 | |
| Harborwalk - Laishley Park Marriage Point | 61 | 750 | |
| Veteran's Park Shade Structure | 62 | 350 | |
| Trabue Park Improvements | 63 | 1,250 | |
| South Punta Gorda Park (Firestation 2) | 64 | 1,000 | |
| Harborwalk West - Area 3 | 65 | 1,800 | |
| PROJECT CATEGORY - UNFUNDED TOTAL | | 30,086 | |

1% SALES TAX FUND
1% Sales Tax Infrastructure Projects
FY 2022 - FY 2027
(All figures in thousands of dollars)

| PROJECT IDENTIFICATION | Page # | Total Project Cost | Prior Years | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total Planned | Estimated Grant Application | Estimated Impacts or Other | Unfunded Tier 2 | Unidentified Funding Source |
|--|--------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|-----------------------------|----------------------------|-----------------|-----------------------------|
| 1% SALES TAX REVENUE | | | | 3,650 | 3,650 | 3,650 | 3,650 | 3,650 | 913 | 19,163 | | | | |
| EXPENDITURES: | | | | | | | | | | | | | | |
| Ponce de Leon Park Improvements | 67 | 2,995 | 305 | 0 | 0 | 0 | 0 | 0 | 0 | 305 | 0 | 840 | 0 | 1,850 |
| Complete Street - Airport Rd Improvements | 68 | 1,786 | 1,350 | 0 | 0 | 0 | 0 | 0 | 0 | 1,350 | 0 | 250 | 0 | 186 |
| US 41 Complete Street - Airport to Carmalita | 69 | 3,410 | 349 | 0 | 0 | 0 | 0 | 0 | 0 | 349 | 3,061 | 0 | 0 | 0 |
| Virginia Ave Complete St Improv.-US 41 to Nesbit | 70 | 950 | 950 | 0 | 0 | 0 | 0 | 0 | 0 | 950 | 0 | 0 | 0 | 0 |
| Harborwalk - ADA US 41 SB Bridge Ramp | 71 | 457 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 367 | 0 | 0 | 0 |
| Harborwalk - US 41 Bridge Approach Lighting | 72 | 400 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 0 | 280 |
| Harborwalk West - Area 2 - Final Phase | 73 | 2,389 | 2,389 | 0 | 0 | 0 | 0 | 0 | 0 | 2,389 | 0 | 0 | 0 | 0 |
| Freeman House Preservation (\$32,000 from ins.) | 74 | 1,103 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 500 | 32 | 0 | 363 |
| Henry Street Sidewalk | 75 | 156 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 0 | 0 | 0 | 0 |
| Historic City Hall Preservation and Rehabilitation | 76 | 5,500 | 500 | 4,488 | 0 | 0 | 0 | 0 | 0 | 4,988 | 0 | 0 | 0 | 512 |
| Henry St Property Improvements | 77 | 3,067 | 144 | 700 | 973 | 0 | 0 | 0 | 0 | 1,817 | 0 | 250 | 1,000 | 0 |
| Drainage Improvements - Boca Grande Area | 78 | 5,158 | 1,376 | 700 | 1,076 | 0 | 0 | 0 | 0 | 3,152 | 1,000 | 0 | 900 | 106 |
| ADA Improvements - Citywide | 79 | 1,462 | 683 | 130 | 130 | 130 | 130 | 130 | 129 | 1,462 | 0 | 0 | 0 | 0 |
| Henry Street Crosswalks | 80 | 249 | 0 | 0 | 249 | 0 | 0 | 0 | 0 | 249 | 0 | 0 | 0 | 0 |
| Bayfront Activity Center | 81 | 447 | 0 | 0 | 30 | 313 | 0 | 0 | 0 | 343 | 0 | 0 | 0 | 104 |
| Public Safety Building Expansion | 82 | 5,591 | 0 | 0 | 0 | 550 | 2,000 | 1,882 | 0 | 4,432 | 0 | 1,000 | 159 | 0 |
| Historic District Infrastructure | 83 | 2,788 | 0 | 0 | 0 | 275 | 275 | 275 | 213 | 1,038 | 0 | 500 | 1,250 | 0 |
| Shreve Street Complete Street Improvements | 84 | 355 | 225 | 0 | 0 | 0 | 130 | 0 | 0 | 355 | 0 | 0 | 0 | 0 |
| Complete Street - Cooper Street Improvements | 85 | 3,397 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 991 | 2,316 |
| Complete Street - US 17 Improvements | 86 | 3,019 | 0 | 0 | 0 | 0 | 0 | 0 | 519 | 519 | 2,500 | 0 | 0 | 0 |
| Traffic Signal - Burnt Store Rd and Home Depot | 87 | 1,100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 345 | 755 |
| 1% SALES TAX FUNDING TOTAL | | 45,779 | 8,935 | 6,018 | 2,458 | 1,268 | 2,535 | 2,287 | 861 | 24,362 | 7,428 | 2,872 | 4,645 | 6,472 |
| Estimated Projected Carryover - Beg | | | | 1,864 | (504) | 688 | 3,070 | 4,185 | 5,548 | | | | | |
| Estimated Projected Carryover - End | | | | (504) | 688 | 3,070 | 4,185 | 5,548 | 5,600 | | | | | |
| Interfund Loan from Fishermans Village Sale (Special Use Fund) | | | | 2,000 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Interfund Loan Repayment from 1% Sales Tax | | | | 0 | 0 | 0 | (2,000) | 0 | 0 | | | | | |
| Estimated Projected Carryover - End with Interfund Loan | | | | 1,496 | 2,688 | 5,070 | 4,185 | 5,548 | 5,600 | | | | | |

Schedule covers through December 31, 2026

SECTION – VII

TRANSIT AND PLANNING PROJECTS

This section consists of the transit and transportation disadvantaged projects in the FDOT Tentative Work Program for fiscal years 2022/2023 through 2026/2027 as of October 21, 2021. These projects are consistent, to the extent feasible, with approved local government comprehensive plans. The Charlotte County - Punta Gorda MPO is the designated official planning agency for the transportation disadvantaged program while Charlotte County Transit is the Community Transportation Coordinator (CTC) for this program. As the CTC for Charlotte County, Charlotte County transit provides services under a memorandum of agreement with the Florida Commission for the Transportation Disadvantaged. Transportation disadvantaged program projects are provided for fiscal years 2022/2023 through 2026/2027

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of October 21, 2021

July 1, 2022 through June 30, 2027

Florida Department of Transportation - District One

CHARLOTTE COUNTY**Freight Logistics And Passenger Operations Program: Transit****410119-1 - CHARLOTTE COUNTY TRANSIT FTA SECTION 5311 OPERATING ASSISTANCE**

Type of Work: OPERATING/ADMIN. ASSISTANCE

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------------------|------------------|------------------|------------------|------------------|
| Operations | DU | \$82,000 | \$82,000 | \$50,000 | \$82,800 | \$82,800 |
| | LF | \$82,000 | \$82,000 | \$50,000 | \$82,800 | \$82,800 |
| Total for Project 410119-1 | | \$164,000 | \$164,000 | \$100,000 | \$165,600 | \$165,600 |

410138-1 - CHARLOTTE COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------------------|------------------|------------------|------------------|------------------|
| Operations | DDR | \$439,417 | \$447,909 | | \$475,187 | \$494,568 |
| | DPTO | | | \$461,346 | | |
| | LF | \$439,417 | \$447,909 | \$461,346 | \$475,187 | \$494,568 |
| Total for Project 410138-1 | | \$878,834 | \$895,818 | \$922,692 | \$950,374 | \$989,136 |

410145-1 - CHARLOTTE COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE SMALL URBAN

Type of Work: CAPITAL FOR FIXED ROUTE

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Capital | FTA | \$928,598 | \$1,021,457 | \$1,123,603 | \$1,235,963 | \$1,227,473 |
| | LF | \$232,149 | \$255,364 | \$280,901 | \$308,991 | \$306,868 |
| Total for Project 410145-1 | | \$1,160,747 | \$1,276,821 | \$1,404,504 | \$1,544,954 | \$1,534,341 |

441979-1 - CHARLOTTE COUNTY FTA SECTION 5307 OPERATING SMALL URBAN

Type of Work: OPERATING FOR FIXED ROUTE

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Operations | FTA | \$767,437 | \$724,817 | \$750,452 | \$767,437 | \$762,164 |
| | LF | \$767,437 | \$724,817 | \$750,452 | \$767,437 | \$762,164 |
| Total for Project 441979-1 | | \$1,534,874 | \$1,449,634 | \$1,500,904 | \$1,534,874 | \$1,524,328 |

441980-1 - CHARLOTTE COUNTY TRANSIT FTA SECTION 5339 SMALL URBAN SS

Type of Work: PUBLIC TRANSPORTATION SHELTER

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------------------|------------------|------------------|------------------|------------------|
| Capital | FTA | \$381,469 | \$419,616 | \$461,578 | \$507,736 | \$468,860 |
| | LF | \$95,367 | \$104,904 | \$115,395 | \$126,934 | \$117,215 |
| Total for Project 441980-1 | | \$476,836 | \$524,520 | \$576,973 | \$634,670 | \$586,075 |

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of October 21, 2021

July 1, 2022 through June 30, 2027
Florida Department of Transportation - District One

CHARLOTTE COUNTY

Transportation Planning

439316-4 - CHARLOTTE CTY/PUNTA GORDA FY 2022/2023-2023/2024 UPWP

Type of Work: TRANSPORTATION PLANNING

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|----------------------------|-----------|-----------|-----------|------|------|------|
| Planning | PL | \$532,175 | \$532,175 | | | |
| Total for Project 439316-4 | | \$532,175 | \$532,175 | | | |

439316-5 - CHARLOTTE CTY/PUNTA GORDA FY 2024/2025-2025/2026 UPWP

Type of Work: TRANSPORTATION PLANNING

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|----------------------------|-----------|------|------|-----------|-----------|------|
| Planning | PL | | | \$532,175 | \$532,175 | |
| Total for Project 439316-5 | | | | \$532,175 | \$532,175 | |

439316-6 - CHARLOTTE CTY/PUNTA GORDA FY 2026/2027-2027/2028 UPWP

Type of Work: TRANSPORTATION PLANNING

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|----------------------------|-----------|------|------|------|------|-----------|
| Planning | PL | | | | | \$532,175 |
| Total for Project 439316-6 | | | | | | \$532,175 |

SECTION – VIII

AVIATION PROJECTS

The table in this section consists of aviation capital improvement projects in the FDOT Tentative Work Program for fiscal years 2022/2023 through 2026/2027 as of October 21, 2021. All these projects are consistent, to the extent feasible, with approved local government comprehensive plans.

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of October 21, 2021

July 1, 2022 through June 30, 2027

Florida Department of Transportation - District One

CHARLOTTE COUNTY**Freight Logistics And Passenger Operations Program: Aviation****441866-1 - PUNTA GORDA ARPT T-HANGARS**

Type of Work: AVIATION REVENUE/OPERATIONAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------|------|--------------------|------|------|
| Capital | DDR | | | \$1,000,000 | | |
| | LF | | | \$1,000,000 | | |
| Total for Project 441866-1 | | | | \$2,000,000 | | |

441867-1 - PUNTA GORDA ARPT RUNWAY 15/33 REHABILITATION/EXTENSION

Type of Work: AVIATION PRESERVATION PROJECT

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|--------------------|------|------|------|------|
| Capital | DDR | \$776,225 | | | | |
| | LF | \$776,225 | | | | |
| Total for Project 441867-1 | | \$1,552,450 | | | | |

444091-1 - PUNTA GORDA ARPT GENERAL AVIATION TERMINAL DESIGN/CONSTRUCT

Type of Work: AVIATION CAPACITY PROJECT

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------|--------------------|--------------------|------|------|
| Capital | DDR | | \$1,000,000 | \$1,000,000 | | |
| | LF | | \$1,000,000 | \$1,000,000 | | |
| Total for Project 444091-1 | | | \$2,000,000 | \$2,000,000 | | |

446356-1 - PUNTA GORDA ARPT HOLDING BAY

Type of Work: AVIATION PRESERVATION PROJECT

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----------------------------------|-----------|------|------|--------------------|------|------|
| Capital | DPTO | | | \$55,500 | | |
| | FAA | | | \$999,000 | | |
| | LF | | | \$55,500 | | |
| Total for Project 446356-1 | | | | \$1,110,000 | | |

SECTION – IX

2021 FEDERAL OBLIGATIONS

Federal obligations for the Federal fiscal year 2021(10/01/2021– 09/30/2022). The list has work projects that are continuing in this year's TIP or were started in previous year's TIPs. Included are the project details (phases that have been funded, i.e. Preliminary Engineering, Right-of-way acquisition etc.), system summaries for each work program fund, and overall summary.

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

HIGHWAYS
=====

DATE RUN: 10/01/2021
TIME RUN: 07.35.46
MBROBLTP

ITEM NUMBER:413042 4 PROJECT DESCRIPTION:I-75 FROM S OF N JONES LOOP TO N OF US 17
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID:01075000 PROJECT LENGTH: 4.232MI

SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 6/ 4/ 2

| FUND CODE | 2021 |
|---|---------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP | 14,625 |
| TOTAL 413042 4 | 14,625 |
| TOTAL 413042 4 | 14,625 |

ITEM NUMBER:419379 5 PROJECT DESCRIPTION:HURRICANE IRMA INTERSTATE (01) SIGN REPAIR/REPLACEMENT
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:EMERGENCY OPERATIONS
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2021 |
|---|---------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17 | 8,588 |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17 | 11,656 |
| TOTAL 419379 5 | 20,244 |
| TOTAL 419379 5 | 20,244 |

ITEM NUMBER:431219 1 PROJECT DESCRIPTION:US 41 (SR 45) AT HANCOCK AVENUE
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID:01010000 PROJECT LENGTH: .272MI

NON-SIS
TYPE OF WORK:INTERSECTION IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

| FUND CODE | 2021 |
|---|--------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SL | 1,000 |
| TOTAL 431219 1 | 1,000 |
| TOTAL 431219 1 | 1,000 |

ITEM NUMBER:434965 1 PROJECT DESCRIPTION:HARBORVIEW ROAD FROM MELBOURNE ST TO I-75
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID:01560000 PROJECT LENGTH: .135MI

NON-SIS
TYPE OF WORK:PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

| FUND CODE | 2021 |
|--|-----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT CM | -883,065 |
| TOTAL 434965 1 | -883,065 |
| TOTAL 434965 1 | -883,065 |

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

HIGHWAYS
=====

DATE RUN: 10/01/2021
TIME RUN: 07.35.46
MBROBLTP

ITEM NUMBER:434965 2
DISTRICT:01
ROADWAY ID:01560000

PROJECT DESCRIPTION:HARBORVIEW ROAD FROM MELBOURNE ST TO I-75
COUNTY:CHARLOTTE
PROJECT LENGTH: 2.445MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

| FUND CODE | 2021 |
|--|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SL | 874,639 |
| TOTAL 434965 2 | 874,639 |
| TOTAL 434965 2 | 874,639 |

ITEM NUMBER:434988 1
DISTRICT:01
ROADWAY ID:01010000

PROJECT DESCRIPTION:US 41 FROM SOUTH OF RIO VILLA DR TO AIRPORT RD
COUNTY:CHARLOTTE
PROJECT LENGTH: .937MI

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

| FUND CODE | 2021 |
|---|---------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SL | -4,017 |
| TOTAL 434988 1 | -4,017 |
| TOTAL 434988 1 | -4,017 |

ITEM NUMBER:435390 1
DISTRICT:01
ROADWAY ID:01010000

PROJECT DESCRIPTION:US 41 FROM MIDWAY BLVD TO ENTERPRISE DR
COUNTY:CHARLOTTE
PROJECT LENGTH: 2.772MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 6/ 2/ 0

| FUND CODE | 2021 |
|---|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | -5,984 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SL | 831,451 |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SL | -76,537 |
| TOTAL 435390 1 | 748,930 |
| TOTAL 435390 1 | 748,930 |

ITEM NUMBER:436597 1
DISTRICT:01
ROADWAY ID:01050000

PROJECT DESCRIPTION:SR 776 FROM NORTH OF PLACIDA RD/PINE ST/CR 775 TO SPINNAKER BLVD
COUNTY:CHARLOTTE
PROJECT LENGTH: 3.178MI

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

| FUND CODE | 2021 |
|---|----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 529,865 |
| TOTAL 436597 1 | 529,865 |
| TOTAL 436597 1 | 529,865 |

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

HIGHWAYS
=====

| | | | |
|--|--|-------------------------------------|-----------|
| ITEM NUMBER:440442 1 | PROJECT DESCRIPTION:SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR | | *NON-SIS* |
| DISTRICT:01 | COUNTY:CHARLOTTE | TYPE OF WORK:SIDEWALK | |
| ROADWAY ID:01010000 | PROJECT LENGTH: 2.652MI | LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0 | |
| FUND CODE | | 2021 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SA | | 132,427 | |
| TOTAL 440442 1 | | 132,427 | |
| TOTAL 440442 1 | | 132,427 | |

| | | | |
|--|--|-------------------------------------|-----------|
| ITEM NUMBER:440670 1 | PROJECT DESCRIPTION:US 41 (SR 45) FROM CARMALITA STREET TO MARION AVENUE | | *NON-SIS* |
| DISTRICT:01 | COUNTY:CHARLOTTE | TYPE OF WORK:TRAFFIC SIGNALS | |
| ROADWAY ID:01010000 | PROJECT LENGTH: .490MI | LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0 | |
| FUND CODE | | 2021 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| SA | | 5,412 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | |
| HSP | | -21,107 | |
| SL | | -26,337 | |
| TOTAL 440670 1 | | -42,032 | |
| TOTAL 440670 1 | | -42,032 | |
| TOTAL DIST: 01 | | 1,392,616 | |
| TOTAL HIGHWAYS | | 1,392,616 | |

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

PLANNING
=====

DATE RUN: 10/01/2021
TIME RUN: 07.35.46
MBROBLTP

ITEM NUMBER:439316 2 PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2018/2019-2019/2020 UPWP
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID: PROJECT LENGTH: .000

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

| FUND CODE | 2021 |
|---|-----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE | |
| PL | -112,924 |
| TOTAL 439316 2 | -112,924 |
| TOTAL 439316 2 | -112,924 |

ITEM NUMBER:439316 3 PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2020/2021-2021/2022 UPWP
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID: PROJECT LENGTH: .000

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

| FUND CODE | 2021 |
|---|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE | |
| PL | 467,149 |
| SL | 24,157 |
| TOTAL 439316 3 | 491,306 |
| TOTAL 439316 3 | 491,306 |
| TOTAL DIST: 01 | 378,382 |
| TOTAL PLANNING | 378,382 |

MISCELLANEOUS
=====

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:419724 1 | PROJECT DESCRIPTION:HURRICANE IRMA COUNTYWIDE (01) DISASTER RECOVERY | *NON-SIS* |
| DISTRICT:01 | COUNTY:CHARLOTTE | TYPE OF WORK:EMERGENCY OPERATIONS |
| ROADWAY ID: | PROJECT LENGTH: .000 | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2021 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| ER17 | 28,475 | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| ER17 | 494,946 | |
| TOTAL 419724 1 | 523,421 | |
| TOTAL 419724 1 | 523,421 | |

| | | |
|--|---|---------------------------------------|
| ITEM NUMBER:438261 1 | PROJECT DESCRIPTION:CHARLOTTE COUNTY ATMS/ITS COUNTY WIDE | *NON-SIS* |
| DISTRICT:01 | COUNTY:CHARLOTTE | TYPE OF WORK:ITS COMMUNICATION SYSTEM |
| ROADWAY ID: | PROJECT LENGTH: .000 | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2021 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | 1,000 | |
| TOTAL 438261 1 | 1,000 | |
| TOTAL 438261 1 | 1,000 | |
| TOTAL DIST: 01 | 524,421 | |
| TOTAL MISCELLANEOUS | 524,421 | |
| GRAND TOTAL | 2,295,419 | |

SECTION – X

TIP AMENDMENTS

This section contains Amendments adopted by the MPO, as required, throughout the period this TIP is in force.

APPENDIX – A

ACRONYMS

| | | | |
|-----------------|--|----------------|--|
| AADT | Average Annual Daily Traffic | FDOT | Florida Department of Transportation |
| AASHTO | American Association of State Highway and Transportation Officials | FGTS | Florida Greenways and Trails System |
| ADA | Americans with Disabilities Act | FHWA | Federal Highway Administration |
| ATMS | Advanced Traffic Management System | FIHS | Florida Intrastate Highway System |
| BOCC | Board of County Commissioners | FS | Florida Statutes |
| BPAC | Bicycle/Pedestrian Advisory Committee | FSUTMS | Florida Standard Urban Transportation Model Structure |
| CAC | Citizens Advisory Committee | FTA | Federal Transit Administration |
| CCAA | Charlotte County Airport Authority | FTC | Florida Transportation Commission |
| CDMS | Crash Data Management System | FTP | Florida Transportation Plan |
| CFR | Code of Federal Regulations | FY | Fiscal Year |
| CHHT | Charlotte Harbor Heritage Trails Master Plan | GA | General Aviation |
| CIGP | County Incentive Grant Program | GIS | Geographic Information Systems |
| CIP | Capital Improvements Program | IT | Information Technology |
| CM/TSM | Congestion Mitigation/Transportation System Management. | ITS | Intelligent Transportation System |
| CMP | Congestion Management Process | IMS | Incident Management System |
| CMS | Congestion Management System | ISTEA | Intermodal Surface Transportation Efficiency Act of 1991 |
| COOP | Continuity of Operation Plan | JARC | Job Access and Reverse Commute |
| CRA | Community Redevelopment Agency | JPA | Joint Participation Agreement |
| CST | Construction | LAP | Local Area Program |
| CTC | Community Transportation Coordinator | LCB | Local Coordinating Board |
| CTD | Florida Commission for the Transportation Disadvantaged | LOS | Level of Service |
| CTST | Community Traffic Safety Team | LRTP | Long Range Transportation Plan |
| CUTS | Coordinated Urban Transportation System | MOA | Memorandum of Agreement |
| DPTO | Department of Public Transportation Organization | M&O | Maintenance and Operations |
| EST | Environmental Screening Tool | MPA | Metropolitan Planning Area |
| ETAT | Environmental Technical Advisory Team | MPO | Metropolitan Planning Organization |
| ETDM | Efficient Transportation Decision Making | MPOAC | Metropolitan Planning Organization Advisory Council |
| FAC | Florida Administrative Code | NEPA | National Environmental Policy |
| FAP | Federal Aid Program | NHS | National Highway System |
| FAA | Federal Aviation Administration | TSM | Transportation System Management |
| NS/EW | North South/East West | UPWP | Unified Planning Work Program |
| PD&E | Project Development and Environmental Study | USC | United States Code |
| PE | Preliminary Engineering (Design) | USDOT | United States Department of Transportation |
| PEA | Planning Emphasis Area | UZA | Urbanized Area |
| PL | Planning | VMT | Vehicle Miles Traveled |
| PMS | Pavement Management System | VPD | Vehicles Per Day |
| PIP | Public Involvement Plan | YOE | Year of Expenditure |
| | | | |

| | | | |
|-------------------|--|---------------------------|--------------------------------|
| | | FDOT FUNDING CODES | |
| PPP | Public Participation Plan | | |
| PTO | Public Transportation Organization | ACSA | ADVANCE CONSTRUCTION (SA) |
| RFP | Request for Proposal | ACSL | ADVANCE CONSTRUCTION (SL) |
| R/W , ROW | Right of Way | ACSN | ADVANCE CONSTRUCTION (SN) |
| SAFETEA-LU | Safe, Accountable, Flexible, Efficient, Transportation Equity Act-A Legacy for Users | ACTL | ADVANCE CONSTRUCTION TALL |
| SEIR | State environmental Impact Report | ACTN | ADVANCE CONSTRUCTION TALN |
| SIB | State Infrastructure Bank | CM | CONGESTION MITIGATION - AQ |
| SIS | Strategic Intermodal System | D | UNRESTRICTED STATE PRIMARY |
| SR | State Route | DDR | DISTRICT DEDICATED REVENUE |
| SRTS | Safe Routes to School | DIH | STATE IN-HOUSE PRODUCT SUPPORT |
| STIP | Statewide Transportation Improvement Program | DIS | STRATEGIC INTERMODAL SYSTEM |
| STP | Surface Transportation Program | DITS | STATEWIDE ITS - STATE 100%. |
| STTF | State Transportation Trust Fund | DPTO | STATE - PTO |
| SWFRPC | Southwest Florida Regional Planning Council | DRA | REST AREAS - STATE 100% |
| TAC | Technical Advisory Committee | DS | STATE PRIMARY HIGHWAYS & PTO |
| TAZ | Traffic Analysis Zone | DU | STATE PRIMARY/FEDERAL REIMB |
| TD | Transportation Disadvantaged | DWS | WEIGH STATIONS - STATE 100% |
| TDM | Transportation Demand Management | FAA | FEDERAL AVIATION ADMIN |
| TDP | Transit Development Plan | FTA | FEDERAL TRANSIT ADMINISTRATION |
| TDSP | Transportation Disadvantaged Service Plan | GFSL | GF STPBG <200K<5K (SMALL URB) |
| TEA-21 | Transportation Equity Act for the 21 st Century | GFSN | GF STPBG <5K (RURAL) |
| TIP | Transportation Improvement Program | GMR | GROWTH MANAGEMENT FOR SIS |
| TMA | Transportation Management Area | LF | LOCAL FUNDS |
| TRB | Transportation Research Board | PL | METRO PLAN (85% FA; 15% OTHER) |
| | | RHH | RAIL HIGHWAY X-INGS - HAZARD |
| | | SA | STP, ANY AREA |
| | | SIBF | FEDERAL FUNDED SIB |
| | | SL | STP, AREAS <= 200K |
| | | SN | STP, MANDATORY NON-URBAN <= 5K |
| | | TALL | TRANSPORTATION ALTS- <200K |
| | | TALN | TRANSPORTATION ALTS- < 5K |
| | | TALT | TRANSPORTATION ALTS- ANY AREA |
| | | TLWR | 2015 SB2514A-TRAIL NETWORK |

APPENDIX – B

Public Comments



Charlotte County-Punta Gorda METROPOLITAN PLANNING ORGANIZATION

East Port Environmental Campus

25550 Harbor View Road, Suite 4, Port Charlotte, FL 33980-2503 (PH) (941) 883-3535 (F)883-3534

E-Mail: office@ccmpo.com

Website: www.ccmpo.com

Commissioner Christopher G. Constance, MD
Chairman

D’Juan Harris
MPO Director

November 3, 2021

Mr. Wayne Gaither
Southwest Area Office
Florida Department of Transportation, District One
10041 Daniels Parkway
Fort Myers, FL 33913

RE: MPO Comments on Draft Tentative Work Program Fiscal Year 2023 to Fiscal Year 2027

Dear Mr. Gaither:

The Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) has reviewed the FY 2023 through FY 2027 Draft Tentative Work Program and we have the following comments for the Department’s consideration.

- The Charlotte County – Punta Gorda MPO has traditionally had difficulty covering the total expense to acquire consultant services to develop the Long-Range Transportation Plan utilizing PL funds. The MPO’s next scheduled update of the LRTP is anticipated to commence around October 2023. We are coordinating with the FDOT liaison and as requested, we will submit a request for LRTP funding split out over three fiscal years as indicated below:

| <u>Fiscal Year</u> | <u>Amount</u> |
|--------------------|---------------|
| 2023 | \$120,000 |
| 2024 | \$200,000 |
| 2025 | \$80,000 |

- The MPO understands that the FDOT Fair Share/Equity Report is no longer provided to local jurisdictions as communicated to MPO staff on October 29, 2021. However, the MPO would like to request a cumulative 10-year report (Mad Dog) summarizing actual project funding expended for transportation infrastructure projects as well as projected expenditures outlined in the FY 2023 to FY 2027 Tentative Work Program. This report will assist the MPO in tracking total cost of previously funded transportation priorities in Charlotte County.
- District Secretary Nandam indicated that District 1 experienced an increased need to address resurfacing lane miles from 200 to approximately 400. The MPO has prioritized sidewalks/multi-use trails on FDOT roadways that are now programmed for resurfacing. Are there opportunities to implement new sidewalks along with resurfacing projects to address gaps in pedestrian connectivity along state roads in Charlotte County?
- The FY 2023 through FY 2027 Draft Tentative Report only indicates right-of-way funding for **FPID - 441950-1 SR 31 from CR 74 to CR 74 Roundabout**. The Charlotte County-Punta Gorda MPO was pleased to hear at the December 16, 2021 MPO Board meeting that construction funds will be advanced and programmed for availability in FY 2025. This is great news for Charlotte County as well as the southwest Florida region as this corridor is a major safety concern for this area. The intersection continues to be a hot spot for severe injury and fatal crashes in Charlotte County. Per comments by Commissioner Stephen Deustch at the December 16th Board Meeting; any efforts to expedite the right-of-way phase and initiate the construction phase sooner would be greatly appreciated.

- The City of Punta Gorda previously requested to leverage the funding from **FPID - 438157-1 Harborwalk Phase II – West Retta Esplanade from Maude Street to Berry Street** to design and construct an accessible ADA compliant pathway to connect South US 41 to the Harborwalk pedestrian pathway below the US 41 bridge (see exhibit below):



This improvement will ensure users of all abilities can access the pedestrian facilities from US 41. As of 12/20/2021 it appears that leveraging of funding from FPID 438157-1 is not a viable option. The MPO agrees with the proposed path forward to initiate a project reset as outlined below:

The City of Punta Gorda has agreed to utilize their existing contract to develop an initial preliminary engineering costs/scope, FDOT's 4P group will refine scope and determine constructability. MPO has agreed to keep project as a high priority and will resubmit project application during 2022 call for projects.

The MPO looks forward to our **January 3, 2022 Kickoff Meeting** at the MPO offices to discuss additional details involved with the project reset.

- **FPID 446393-1 SR 776 @ Charlotte Sports Park:** The \$150,000 previously programmed for design was deferred out of FY 2023 FY 2027 Draft Tentative Work program. This intersection has been identified as a continued Congestion Management concern during events at the Sports Park and the Fairgrounds. Long backups and pedestrian bottlenecks are experienced on SR 776 during special events. These bottlenecks require a uniformed officer to help control pedestrian and vehicular traffic during these peak traffic times. These temporary bottlenecks also create a hazard for access to nearby businesses in the vicinity. Although the congestion in this area is seasonal, the MPO as well as the Community Traffic Safety Team (CTST) are in support of any improvements to address the concerns in this area.
- **FPID 446340-1 SR 776 @ Flamingo Blvd.:** This location is an additional Congestion Management concern. Major developments north of the intersection are taking place as the Murdock Village CRA property owned by Charlotte County is being purchased by developers. Per comments by Commissioner Christopher Constance at the December 16, 2021 MPO Board meeting, Charlotte County is interested in initiating a design phase as soon as possible to prepare for impending development in this area. Charlotte County and MPO staff look forward to continuing to coordinate an ideal timeframe to reinstate construction funding during the development of the next Draft Tentative development cycle.
- **FPID 446391-1 US 41 from Peace River Bridge to Kings Highway Planning Study** – This section on the east side of US 41 was originally programmed for a sidewalk. The advent of the Sunseeker Resort in the area necessitated that the sidewalk plan be changed to a planning study. Sunseeker and planned commercial development along this segment of US 41 will provide options for multi-modal projects as the developments progress.

- The MPO was informed that **FPID 440442-1 US 41 Midway to Paulson Sidewalks** was moved out of the Five-Year Work Program due to a PD&E study scheduled to commence within the project limits. Will this project be deleted?
- **FPID 438262-1 US 41 Conway to Midway** - The MPO is in support and appreciative of the construction phase added to the project in the new fifth year. However, there is an existing gap in sidewalk connectivity from Kings Hwy to Conway Boulevard. Addressing this gap is listed in the MPO priorities, and this project is also listed in FDOT's Active Transportation Plan. Could District One confirm when this project priority will be programmed in the Five-Year Work Program?
- MPO Transit Planning funds (5305D) were not listed in 10/21/2021 snapshot of the Draft Tentative Work Program. Could District One confirm that funds will be programmed before tentative is adopted?

The Charlotte County-Punta Gorda Metropolitan Planning Organization is appreciative of District One's efforts to ensure a safe and efficient transportation system for all communities in Florida. We look forward to our continued partnership with FDOT to ensure Charlotte County's transportation infrastructure becomes safer and more efficient now and in future years to come.

Respectfully,

D'Juan L. Harris
MPO Director
DLH
MPO/21-36

cc: MPO Board Members
John Elias, Charlotte County
Greg Murray, City of Punta Gorda
L.K. Nandam, FDOT
Jesten Abraham, FDOT
Tanya Merkle, FDOT

MARCH 9, 2022
CITIZENS' ADVISORY COMMITTEE MEETING

AGENDA ITEM # 10
2022 PROJECT PRIORITIES - DISCUSSION

Purpose: To discuss 2022 project priorities for submission to FDOT

Agenda Item Presented by: MPO Staff

Discussion:

The MPO is required to annually develop a List of Project Priorities (LOPP) as part of the Transportation Improvement Program (TIP) process and to submit the list to FDOT. FDOT has asked that the initial priorities be submitted by February 12, 2022, to begin their review process. A preliminary list of project priorities will be submitted to FDOT District One by March 15, 2022. The project priorities must be approved by the MPO Board and submitted to FDOT by July 1, 2022.

The MPO received candidate projects from the City of Punta Gorda and Charlotte County. These projects included Highway, Transportation Alternatives Program (TAP), Congestion Mitigation/Transportation System Management (CM/TSM), and Transportation Regional Incentive Program (TRIP) projects. Attachment 1 is the list of project priorities previously approved by the MPO Board at the May 2021 meeting.

The Draft 2022 Project Priorities (Attachment 2) presented today will be revised based on input received by the Committees and MPO Board meeting on March 21, 2022. The final draft will be presented at the April 13, 2022, CAC Meeting and May 16, 2022, MPO Board meeting for approval. Below is the Draft LOPP received from member entities:

- Harbor View Road from Date Street to I-75 – Road Widening
- Edgewater Drive from Midway Blvd. to SR 776 – Road Widening
- SR 31 at CR 74 Intersection Improvements – Roundabout
- N. Jones Loop @ Piper Road – Roundabout
- SR 776 @ Flamingo Blvd. – Intersection Improvements
- SR 776 @ Charlotte Sports Park - Design and Construction Turn Lanes
- SR 776 at Biscayne Drive – Design and Construction Turn lanes and Signal
- SR 776 at Cornelius Blvd. - Design and Construction Turn Lanes
- SR 776 at Jacobs Street - Design and Construction Turn Lanes
- SUN Trail – from SR 776 at Gulf Cove to US 41
- Cooper Street – Complete Street Improvements
- US 41 Bridge Approach Decorative Finish Street Lights
- US 41 MURT Bridge at S. Alligator Creek – No Application
- US 41 SB Harborwalk Phase II – ADA ramp improvements

Recommendations: Review and comment on Highway, TAP and CM/TSM Box and TRIP Project Priorities for 2022

- Attachment:**
1. [2021 Draft Charlotte Count-Punta Gorda MPO FY 2021-2026 Project Priorities.](#)
 2. [2022 Draft Project Priorities & Draft TRIP Project Priorities](#)

TABLE 1

| 2021 HIGHWAY PROJECT PRIORITIES | | | | | | | | | | | | | | | | |
|--|---|---|----------------------|-------------------|---|------------------|----------------|--------------------------|----------------------|------------------|--------|--------|------|------|---------|--|
| RANK | FPN | PROJECT NAME | FROM | TO | TYPE OF WORK | JURISDICTION | UNFUNDED PHASE | REQUESTED FUNDS (In Mil) | LOCAL FUNDS (In Mil) | TOTAL COST (PDC) | 2022 | 2023 | 2024 | 2025 | 2026 | COMMENTS |
| 1 | 2050 Long Range Transportation Plan (LRTP) Update, \$400,000.00 requested for FY 2023//2024 funds from SL funds STP, Areas <= 200K to augment PL Funds. (MPO anticipates the population of Charlotte County to exceed 200k triggering the federal requirements of a TMA that may necessitate additional planning funds to support the 2050 LRTP development needs). | | | | | | | | | | | | | | | |
| 2 | 4349653 | Harbor View Rd ¹ | Melbourne St | Date St | Road widening from 2-lane to 4-lane | CHARLOTTE COUNTY | CST | \$4.00 | \$8.25 | \$45.63 | | \$6.38 | | | \$31.90 | Based on the FDOTs discussion with County Administration the project limits are changed with new # 4349653 |
| 3 | 434965-1/-434965-2 | Harbor View Rd ¹ | Date St | I-75 | Road widening from 2-lane to 4-lane | CHARLOTTE COUNTY | ROW&CST | \$4.0 | | TBD | | | | | TBD | ROW Estimated approximately \$5 million and CST cost yet to be determined |
| 4 | | Edgewater Dr / Flamingo Blvd Ext ¹ | Midway Blvd | Collingswood Blvd | Road widening from 2-lane to 4-lane | CHARLOTTE COUNTY | PE, ROW&CST | \$2.20 | | \$38.08 | | | | | | County is requested \$2.2 million towards PE |
| 5 | | SR 776 | Sarasota County Line | US 41 | Corridor study to gather/analyze crash data and prioritize improvements based on the recommendations from the Study | | | | | TBD | | | | | | Number 10, SR 776 FPN # 4444851 is deferred until further notice from FDOT |
| 6 | 435563 1 | N. Jones Loop Rd ¹ | Burnt Store Rd | Piper Rd | Planning Feasibility Study to perform a PD&E for widening from 4-Lane to 6-Lane | CHARLOTTE COUNTY | PE& CST | | | \$45.09 | \$1.22 | | | | | PD&E Underway |
| <div> <div>¹ Regional projects</div> <div> <div></div> <div>PE- Design</div> </div> <div> <div></div> <div>PD&E - Project Development & Environment</div> </div> </div> <div> <div>² TAP Project on SUN Trail network system</div> <div> <div></div> <div>ROW- Right Of Way</div> </div> <div> <div></div> <div>CST - Construction</div> </div> <div> <div></div> <div>New Project</div> </div> </div> | | | | | | | | | | | | | | | | |

Cost estimates for some projects were not available at the time of 2021 project priorities approval. The 2022 Project Priority sheet will be updated with cost estimates for the 2022 project priorities list to be approved at the next MPO Board meeting.

TABLE 2

| 2021 TRANSPORTATION SYSTEM MANAGEMENT/ CONGESTION MITIGATION PROJECTS | | | | | | | | | | | | | | |
|---|---------|---|---------------------|------------------------------|----------------|--------------------------|----------------------|--------------------------|------|--------|------|--------|--------|---|
| RANK | FPN# | PROJECT NAME | JURSIDICTION | TYPE OF WORK | UNFUNDED PHASE | REQUESTED FUNDS (In Mil) | LOCAL FUNDS (In Mil) | TOTAL COST-PDC (in Mil) | 2022 | 2023 | 2024 | 2025 | 2026 | Comments |
| 1 | 4463931 | Add turn lanes on SR 776 @ Charlotte Sports Park ¹ | CHARLOTTE COUNTY | Intersection Improvements | CST | | | \$0.82 | | | | \$0.15 | | County is requesting CST funds |
| | 4463401 | SR 776 @ Flamingo Blvd- Intersection modifications | CHARLOTTE COUNTY | Intersection Improvements | | | | | | | | \$1.46 | | Funded - Flamingo Blvd to make a connection to SR776. A box culvert under Flamingo Blvd and making the traffic signal for a 4 way intersection |
| 2 | | Add turn lanes on SR 776 @ Gulf Stream Blvd | CHARLOTTE COUNTY | Intersection Improvements | PE & CST | | | \$0.91 | | | | | | To be discussed with county and FDOT |
| 3 | | Add turns lanes @ SR 776 @ Biscayne Blvd | CHARLOTTE COUNTY | Intersection Improvements | PE & CST | \$0.80 | | \$0.80 | | | | | | County is requesting PE & CST funds |
| 4 | | Add turn lanes on SR 776 @ Cornelius Blvd ¹ | CHARLOTTE COUNTY | Intersection Improvements | PE & CST | \$0.60 | | \$0.60 | | | | | | County is requesting PE & CST funds |
| 5 | | US 41 @ Easy St | CHARLOTTE COUNTY | Intersection Improvements | PE & CST | | | | | | | | | County is requesting PE & CST funds |
| 6 | | Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir | CHARLOTTE COUNTY | Intersection Improvements | PE & CST | | | \$0.62 | | | | | | County is requesting PE & CST funds |
| 7 | | Add turn lanes on SR 776 @ Jacobs St ¹ | CHARLOTTE COUNTY | Intersection Improvements | PE & CST | \$0.60 | | \$0.60 | | | | | | County is requesting PE & CST funds |
| 8 | | Add turn lanes US 41 @ Carousel Plaza | CHARLOTTE COUNTY | Intersection Improvements | PE & CST | | | \$0.62 | | | | | | County is requesting PE & CST funds |
| 9 | | SR 31 @ CR 74 | CHARLOTTE COUNTY | Intersection Improvements | CST | | | 4.39 | | \$0.51 | | | \$4.39 | Funded through CST- Will be removed |
| 9 | | Add turn lanes US 41 @ AquiEsta Dr | CITY OF PUNTA GORDA | Intersection Improvements | PE&CST | | | TBD | | | | | | City is requesting PE & CST Funds |
| | | County wide ITS master plan implementation | CHARLOTTE COUNTY | County wide ITS improvements | PE, ROW, CST | TBD | | TBD | | | | | | The ITS master plan study was initiated to evaluate the County's information, communication and technology systems and to determine future needs. |
| | | ¹ Regional projects | | | | | | | | | | | | |
| | | PE- Design | | ROW- Right Of Way | | | | | | | | | | |
| | | PD&E - Project Development & Environment | | CST - Construction | | | | | | | | | | |
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² TAP Project on SUN Trail network system

Notes: All projects costs are in millions

Cost estimates for some projects were not available at the time of 2021 project priorities approval. The 2022 Project Priority sheet will be updated with cost estimates for the 2022 project priorities list to be approved at the next MPO Board meeting

TABLE 3

| 2021 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS | | | | | | | | | | | | | | | | |
|---|----------------------|--------------------------------------|---|--------------------------|---------------------|---|----------------|--------------------------|----------------------|------------------|---------|------|---------|---------|--------|--|
| RANK | FPN | PROJECT NAME | FROM | TO | JURISDICTION | TYPE OF WORK | UNFUNDED PHASE | REQUESTED FUNDS (In Mil) | LOCAL FUNDS (In Mil) | TOTAL COST (PDC) | 2022 | 2023 | 2024 | 2025 | 2026 | COMMENTS |
| 1 | 4351052 | Taylor Rd - Phase I | NJones Loop Rd | Airport Rd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | ROW&CST | | | \$4.94 | | | \$0.66 | | | Cost Estimate from WGI Consultant |
| 2 | 4351051 | Taylor Rd - Phase II | US 41 SB | N. Jones Loop Rd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE&ROW&CST | | | \$4.92 | | | | | | Cost Estimate from WGI Consultant |
| 3 | | US 41 | Sidewalks -Morningside Drive | Sarasota County line | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | | | | | | | Total Project, segments are below |
| 3A | 4463911 | US 41 Eastside ^{1,2} | Melbourne St | Kings Hwy | CHARLOTTE COUNTY | Planning Study -Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | TBD | | | | \$0.150 | | Funded for Study under Highways FPN # 4463911. Out come shall be determined. |
| 3B | | US 41 Eastside ^{1,2} | Kings Hwy | Conway Blvd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | TBD | | | | | | Need costs for PE & CST |
| 3C | 4382621 | US 41 Eastside ^{1,2} | Conway Blvd | Midway Blvd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | CST | | | \$4.44 | \$0.840 | | \$0.030 | | | CST Deferred beyond 2026 |
| 3D | | US 41 Westside&East Side | Tuckers Grade | Taylor Rd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | TBD | | | | | | Added East side to the project Need costs for PE & CST |
| 3E | | US 41 Westside | Morningside Dr | Tuckers Grade | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | TBD | | | | | | Need costs for PE & CST |
| 3F | | US 41 Westside | Taylor Rd | Burnt Store Rd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | TBD | | | | | | Need costs for PE & CST |
| 4 | | Cooper St | Airport Rd | E.Marion Ave | CITY OF PUNTA GORDA | Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts | PE & CST | 1.67 | \$1.50 | \$3.17 | | | | | | |
| 5 | | Sibley Bay (Trails and Way Finding) | Bayshore Rd | US 41 | CHARLOTTE COUNTY | Trails and Way Findings in Charlotte Harbor CRA | PE & CST | \$0.845 | | \$0.845 | | | | | | Need Cost estimates from the County. Discussion required with Sunseekers |
| 6 | | E. Elckam Blvd | US 41 | Midway Blvd | CHARLOTTE COUNTY | Street Lights & Pedestrian Bridge in Parkside CRA | PE & CST | \$1.720 | | \$1.720 | | | | | | Need costs for PE & CST- Confirm with County |
| 7 | 4415241 | US 41 | Williams St | Peace River Bridge | CITY OF PUNTA GORDA | Resurfacing Project- Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts | CST | | | \$6.11 | \$0.21 | | \$5.90 | | | Need costs for PE & CST |
| 8 | | Shreve St | Airport Rd/Pompano Terrace | Virginia Ave/Linear Park | CITY OF PUNTA GORDA | Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts | PE & CST | \$0.30 | \$0.30 | \$0.60 | | | | | | |
| 9 | Harbor Walk Phase IV | | Harbor walk @ US 41 NB | | CITY OF PUNTA GORDA | Bridge Underpass & Lighting | PE & CST | \$0.12 | \$0 | \$0.14 | | | | | | Need costs for PE & CST |
| 10 | | Harborwalk Phase II | ADA ramps at US 41 SB | | | US 41 SB at the Albert Gilchrist Bridge connecting the City's Harborwalk to the existing US 41 SB sidewalk | PE& CST | \$3.67 | \$0.09 | \$3.76 | | | | | | |
| 11 | | US 41 NB ¹ | Multi Use Recreational Trail bridge over Alligator Creek - South branch | | CITY OF PUNTA GORDA | Bicycle/Ped Bridge | CST | \$1.736 | | \$1.74 | | | | | \$0.29 | |
| <div><div>¹ Regional projects</div><div>² TAP Project on SUN Trail network system</div></div> | | | | | | | | | | | | | | | | |
| PE- Design | | | ROW- Right Of Way | | | New Project | | | | | | | | | | |
| PD&E - Project Development & Environment | | | CST - Construction | | | Notes:All projects costs are in millions | | | | | | | | | | |

Cost estimates for some projects were not available at the time of 2021 project priorities approval. The 2022 Project Priority sheet will be updated with cost estimates for the 2022 project priorities list to be approved at the next MPO Board meeting.

| 2022 HIGHWAY PROJECT PRIORITIES | | | | | | | | | | | | | | | |
|---------------------------------|---|---|----------------------|-------------------|---|----------------------|--------------------------|--|------------------|--------|------|---|--------|------|--|
| RANK | FPN | PROJECT NAME | FROM | TO | TYPE OF WORK | UNFUNDED PHASE | REQUESTED FUNDS (In Mil) | LOCAL FUNDS (In Mil) | TOTAL COST (PDC) | 2023 | 2024 | 2025 | 2026 | 2027 | COMMENTS |
| 1 | 2050 Long Range Transportation Plan (LRTP) Update, \$400,000.00 requested for FY 2023//2024 funds from SL funds STP, Areas <= 200K to augment PL Funds. (MPO anticipates the population of Charlotte County to exceed 200k triggering the federal requirements of a TMA that may necessitate additional planning funds to support the 2050 LRTP development needs). | | | | | | | | | | | | | | Allocated by Year based on FDOT Liasion recommendation 11/03/2021 |
| 2 | 4349653 | Harbor View Rd ¹ | Melbourne St | Date St | Road widening from 2-lane to 4-lane | CST | 4 | 8.25 | 45.63 | | | | \$27.9 | | Based on the FDOTs discussion with County Administration the project limits are changed with new # 4349653 |
| 3 | 434965 2 | Harbor View Rd ¹ | Date St | I-75 | Road widening from 2-lane to 4-lane | CST | \$14.0 | | TBD | \$13.1 | | | | TBD | ROW Funded for entire portion of Harborview Rd . CST for this segment is unfunded. |
| 4 | | Edgewater Dr / Flamingo Blvd Ext ¹ | Midway Blvd | Collingswood Blvd | Road widening from 2-lane to 4-lane | PE, ROW&CST | \$2.50 | | \$54.50 | | | | | | County is requested \$2.2 million towards PE |
| 5 | | SR 776 | Sarasota County Line | US 41 | Corridor study to gather/analyze crash data and prioritize improvements based on the recommendations from the Study | | | | TBD | | | | | | Completed and adopted by the MPO Board on Oct 18, 2021 meeting. WILL BE DELETED |
| 6 | 435563 1 | N. Jones Loop Rd ¹ | I-75 | Piper Rd | Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor | PE& CST | \$1.00 | | | | | | | | At the MPO Board recommendation this project is divided into 2 segments. For Segment 1 County is asking funds towards PE . Final report available to Staff in Feb/Mar 2022 |
| | | | | | | | | | | | | | | | |
| ¹ Regional projects | | | | | | | | ² TAP Project on SUN Trail network system | | | | Notes : All project costs are in millions | | | |
| | | PE - Design | | | | ROW - Right - of Way | | | New Project | | | MPO Project | | | |
| | | PD&E Project Development & Environment | | | | CST- Construction | | | Charlotte County | | | City of Punta Gorda | | | |

| 2022 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS | | | | | | | | | | | | | | | |
|--|---------|--------------------------------------|---|-----------------------------|---|----------------|--------------------------|----------------------|------------------|--------|--------|--------|--------|--------|--|
| RANK | FPN | PROJECT NAME | FROM | TO | TYPE OF WORK | UNFUNDED PHASE | REQUESTED FUNDS (In Mil) | LOCAL FUNDS (In Mil) | TOTAL COST (PDC) | 2023 | 2024 | 2025 | 2026 | 2027 | COMMENTS |
| 1 | 4351052 | Taylor Rd - Phase I | N.Jones Loop Rd | Airport Rd | Multi Use Recreational Trail (MURT) with 8 feet side walk | ROW&CST | | | \$4.94 | | | \$0.66 | | | Cost Estimate from WGI Consultant |
| 2 | 4351051 | Taylor Rd - Phase II | US 41 SB | N. Jones Loop Rd | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE&ROW&CST | | | \$4.92 | | | | | | Cost Estimate from WGI Consultant |
| 3 | | US 41 | Sidewalks -Morningside Drive | Sarasota County line | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | | | | | | | Total Project, segments are below |
| 3A | | US 41 | Melbourne St | Harbor View Rd/Edgewater Dr | Feasibility Study to accomdate mutlimodal aspects of complete streets | PD&E, PE & CST | \$0.15 | | | | | | | | The project was in 2021-2026 WP . MPO is asking to fund this project since the recenet changes in traffic patterns |
| 3A | 4463911 | US 41 Eastside ^{1,2} | Melbourne St | Kings Hwy | Planning Study -Multi Use Reereational Trail (MURT) with 8 feet side walk | PE & CST | | | TBD | | | | \$0.15 | | Funded for Study under Highways FPN # 4463911. Outcome shall be determined. |
| 3B | | US 41 Eastside ^{1,2} | Kings Hwy | Conway Blvd | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | TBD | | | | | | Need costs estimates for PE & CST |
| 3C | 4382621 | US 41 Eastside ^{1,2} | Conway Blvd | Midway Blvd | Multi Use Recreational Trail (MURT) with 8 feet side walk | CST | | | \$5.31 | \$0.83 | | | | \$4.47 | CST funded in current DTWP - Project will be deleted |
| 3D | 4404421 | US 41 East side | Midway Blvd | Paulson Dr | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE&CST | | | TBD | | \$0.08 | | | | Need costs estimates for PE & CST. PE & CST funds removed in the current DTWP |
| 3E | | US 41 Westside&East Side | Tuckers Grade | Taylor Rd | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | TBD | | | | | | Added East side to the project Need costs for PE & CST |
| 3F | | US 41 Westside | Morningside Dr | Tuckers Grade | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | TBD | | | | | | Need costs estimates for PE & CST |
| 3H | | US 41 Westside | Taylor Rd | Burnt Store Rd | Multi Use Recreational Trail (MURT) with 8 feet side walk | PE & CST | | | TBD | | | | | | Need costs estimates for PE & CST |
| 4 | | Cooper St | Airport Rd | E.Marion Ave | Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts | PE & CST | \$3.21 | \$0.09 | \$3.30 | | | | | | Updated cost 2022 |
| 5 | | Sibley Bay (Trails and Way Finding) | Bayshore Rd | US 41 | Trails and Way Findings in Charlotte Harbor CRA | PE & CST | \$0.85 | | \$0.85 | | | | | | Delete as this roadway doesn't exist |
| 6 | | E. Elkcarn Blvd | US 41 | Midway Blvd | Street Lights & Pedestrian Bridge in Parkside CRA | PE & CST | \$1.72 | | \$1.72 | | | | | | Need costs for PE & CST- Confirm with County |
| 7 | 4415241 | US 41 | Williams St | Peace River Bridge | Resurfacing Project -Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts | CST | | | \$6.41 | \$6.41 | | | | | Funded through construction in the current 2022-2027 Work Program -Will be deleted |
| 8 | | Shreve St | Airport Rd/Pompano Terrace | Virginia Ave/Linear Park | Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts | PE & CST | \$0.30 | \$0.30 | \$0.60 | | | | | | City Staff requested to delete this project based on e-mail received 01/28/2022 |
| 9 | | Harbor Walk Phase IV ¹ | Harbor walk @ US 41 NB | | Bridge Underpass & Lighting | PE & CST | \$0.12 | \$0.02 | \$0.14 | | | | | | Need revised costs for PE & CST |
| 10 | | Harborwalk Phase II | ADA ramps at US 41 SB | | US 41 SB at the Albert Gilchrist Bridge connecting the City's Harborwalk to the existing US 41 SB sidewalk | PE, CST &CEI | \$0.60 | \$0.09 | \$0.69 | | | | | | Reset meeting on Jan 3, 2022 . FDOT /Revised estimate |
| 11 | | US 41 NB ¹ | Multi Use Recreational Trail bridge over Alligator Creek - South branch | | Bicycle/Ped Bridge | CST | \$1.74 | | \$1.74 | | | | | \$0.29 | In current 2022-2027 WP for design. City do not intend to apply for CST dollars since the City's CIP is not consistent |
| 12 | | SR 776 - SUN Trail | Gillot Blvd | US 41 | Paved trail corridors for bicyclists and pedestrians. | PE&CST | \$0.47 | | \$2.80 | | | | | | County is asking PE funds for Segment One |

| | | | | | | | | | | | | | | | | | |
|--------------------------------|--|--|--|--|--|----------------------|--|--|--|--|--|---|--|--|--|---------------------|--|
| ¹ Regional projects | | | | | | | | ² TAP Project on SUN Trail network system | | | | Notes : All project costs are in millions | | | | | |
| | | PE - Design | | | | ROW - Right - of Way | | | | | | New Project | | | | MPO Project | |
| | | PD&E Project Development & Environment | | | | CST- Construction | | | | | | Charlotte County | | | | City of Punta Gorda | |

| 2022 TRANSPORTATION SYSTEM MANAGEMENT/ CONGESTION MITIGATION PROJECTS | | | | | | | | | | | | | |
|--|---------|---|------------------------------|----------------|--------------------------|----------------------|--------------------------|------|--------|---------------------|------|------|---|
| RANK | FPN# | PROJECT NAME | TYPE OF WORK | UNFUNDED PHASE | REQUESTED FUNDS (In Mil) | LOCAL FUNDS (In Mil) | TOTAL COST-PDC (in Mil) | 2023 | 2024 | 2025 | 2026 | 2027 | Comments |
| 1 | 4463931 | Add turn lanes on SR 776 @ Charlotte Sports Park ¹ | Intersection Improvements | CST | | | \$0.82 | | | | | | County is requesting CST funds |
| 2 | | Add turn lanes on SR 776 @ Gulf Stream Blvd | Intersection Improvements | PE & CST | | | \$0.91 | | | | | | Under a Design-Build Pushbutton Contract based on email received on Feb 7, 2022. The contract deadline for construction completion is no later than 5/13/2022 |
| | | Add turn lanes on SR 776 @ Flamingo Blvd ¹ | Intersection Improvements | CST | | | | | | | | | UnFunded in the current 2022-2027 work program.County is asking PE |
| 3 | | Add turns lanes @ SR 776 @ Biscayne Blvd | Intersection Improvements | PE & CST | \$0.80 | | \$0.80 | | | | | | County is requesting PE & CST funds |
| 4 | | Add turn lanes on SR 776 @ Cornelius Blvd ¹ | Intersection Improvements | PE & CST | \$0.60 | | \$0.60 | | | | | | County is requesting PE & CST funds |
| 5 | | US 41 @ Easy St | Intersection Improvements | PE & CST | | | | | | | | | County is requesting PE & CST funds |
| 6 | | Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir | Intersection Improvements | PE & CST | | | \$0.62 | | | | | | County is requesting PE & CST funds |
| 7 | | Add turn lanes on SR 776 @ Jacobs St ¹ | Intersection Improvements | PE & CST | \$0.60 | | \$0.60 | | | | | | County is requesting PE & CST funds |
| 8 | | Add turn lanes US 41 @ Carousel Plaza | Intersection Improvements | PE & CST | | | \$0.62 | | | | | | County is requesting PE & CST funds |
| 9 | | Add turn lanes US 41 @ AquiEsta Dr | Intersection Improvements | PE&CST | | | TBD | | | | | | City is requesting PE & CST Funds |
| 10 | | SR 31 @ CR 74 | Intersection Improvements | CST | | | | | \$0.84 | | | | UnFunded for CST in the current 2022-2027 work program |
| 11 | | Add turn lanes US 41 @ AquiEsta Dr | Intersection Improvements | PE&CST | | | TBD | | | | | | City is requesting PE & CST Funds |
| | | County wide ITS master plan implementation | County wide ITS improvements | PE, ROW, CST | TBD | | TBD | | | | | | The ITS master plan study was initiated to evaluate the County's information, communication and technology systems and to determine future needs. |
| ¹ Regional projects ² TAP Project on SUN Trail network system Notes:All projects costs are in millions | | | | | | | | | | | | | |
| | | PE - Design | ROW - Right - of Way | | | New Project | | | | MPO Project | | | |
| | | PD&E Project Development & Environment | CST- Construction | | | Charlotte County | | | | City of Punta Gorda | | | |

DRAFT – January 2022

**2022 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)
PROJECT PRIORITY LIST**

CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO

| Priority Rank | Project | Jurisdiction | TRIP Funds Requested |
|---------------|---|------------------|----------------------|
| 1 | Moccasin Wallow from I-75 to US 301 | Manatee County | \$33,548,490 |
| 2 | Harborview Rd from Melbourne St to I-75 | Charlotte County | \$4,000,000 |
| 5 | Edgewater Dr/Flamingo Blvd Extension from Midway Blvd to Collingswood Blvd | Charlotte County | 2,200,000 |
| 8 | Jones loop Rd from Burnt Store Rd to Piper Rd | Charlotte County | TBD |

The Charlotte County-Punta Gorda MPO and Sarasota/Manatee MPO interlocal agreement for joint regional transportation planning and coordination, asks that FDOT attempt to award funding on an equitable basis among the three counties (Charlotte, Manatee and Sarasota) when funding new TRIP projects.

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

Adopted by Lee MPO in May or June 2022

Adopted by Charlotte County-Punta Gorda MPO in May 2022

| Sponsor | Route | From | To | Proposed Improvement | Requested Phase | Total Cost | Requested TRIP Funds | Amount of TRIP Funds Programmed | Year Funded | 2022 Joint Priority |
|------------------|---------------------------------|-------------------------|-------------------|----------------------|-----------------|---------------|----------------------|---------------------------------|-------------|---------------------|
| Lee County | Burnt Store Rd | Van Buren Pkwy | Charlotte Co/L | 2L to 4L | PE | \$8,320,000 | \$4,100,000 | | | |
| Charlotte County | Harborview RD | Melbourne St | Date St | 2L to 4L | CST | \$45,630,000 | \$4,000,000 | TBD | 2025/2026 | |
| Lee County | Corkscrew Road | E. Ben Hil Griffin Road | Bella Terra | 2L to 4L | CST | \$24,525,000 | \$6,975,000 | \$2,651,966 | 2021/2022 | |
| Charlotte County | Edgewater Dr/Flamingo Blvd Ext. | Midway Blvd | Collingswood Blvd | 2L to 4L | PE, CST | \$38,080,000 | \$2,200,000 | | | |
| Lee County | Ortiz Avenue | Colonial Blvd | SR 82 | 2L to 4L | CST | \$16,520,000 | \$4,000,000 | | | |
| Charlotte County | Jones loop Rd | US 41 | Piper Rd | 4L to 6L | PE, CST | \$45,020,000 | TBD | | | |
| Lee County | Corkscrew Road | Bella Terra | Alico Road | 2L to 4L | CST | \$16,068,000 | \$4,000,000 | | | |
| Lee County | Three Oaks Pkwy Ext. | Fiddlesticks Canal | Pony Drive | New 4L | CST | \$60,774,000 | \$8,000,000 | | | |
| Lee County | Three Oaks Pkwy | Pony Drive | Daniels Parkway | New 4L | CST | \$31,720,000 | \$7,500,000 | | | |
| Lee County | Ortiz Avenue | SR 82 | Luckett Road | 2L to 4L | CST | \$28,475,000 | \$5,000,000 | | | |
| Lee County | Alico Extension | Alico Road | SR 82 | New 4L | CST | \$106,540,000 | \$8,000,000 | | | |
| Lee County | Ortiz Avenue | Luckett Road | SR 80 | 2L to 4L | CST | \$28,418,000 | \$5,000,000 | | | |

MARCH 09, 2022
CITIZENS' ADVISORY COMMITTEE (CAC) MEETING

AGENDA ITEM # 11
REGIONAL COORDINATION PROPOSAL FOR THE COLLIER, LEE AND
CHARLOTTE-PUNTA GORDA MPO BOARDS DISCUSSION

Purpose: Discuss and if there is consensus to implement, provide staff direction to bring the necessary amendments to the coordination agreement to future Lee MPO and Charlotte County - Punta Gorda MPO Board meetings for action.

Agenda Item Presented by: MPO Staff

Background

Last month the Lee MPO Executive Committee discussed options for improving regional coordination between the MPO Boards stemming from some options that were raised by Collier County Commissioner McDaniel at a Collier MPO Board meeting last fall. One of the options he raised included forming a subcommittee of the MPO Board that would meet periodically to make recommendations on regional issues that would then be brought back to each MPO Board for further discussion and action, as necessary. Commissioner McDaniel attended the Lee MPO Executive Committee meeting to provide his input. Following the discussion, the Lee County MPO Executive Committee recommended forming an ad-hoc regional coordination committee consisting of three members of the MPO Board that would include one County Commissioner and two elected officials from the communities adjoining the other counties.

Recommendation: Provide input on how the MPO Board should proceed

Attachment: [Interlocal Agreement for Joint Regional Transportation Planning](#)

INTERLOCAL AGREEMENT FOR JOINT REGIONAL TRANSPORTATION PLANNING AND COORDINATION BETWEEN THE CHARLOTTE COUNTY-PUNTA GORDA AND LEE COUNTY MPOS

This INTERLOCAL AGREEMENT (Agreement) is made and entered into by and between the Charlotte County-Punta Gorda Metropolitan Planning Organization (hereinafter the Charlotte County-Punta Gorda MPO) and the Lee County Metropolitan Planning Organization (hereinafter the Lee County MPO).

Whereas, the Charlotte County-Punta Gorda and the Lee County Metropolitan Planning Organizations (MPOs) are the duly designated and constituted agencies responsible for carrying out the metropolitan transportation planning and programming processes for the Cape Coral-Fort Myers and North Port - Punta Gorda Urbanized Areas; and

Whereas, the elected and appointed officials comprising the policy boards of the Charlotte County - Punta Gorda and the Lee County MPOs recognize the benefits of regional cooperation; and

Whereas, it is to the best interest of Charlotte County - Punta Gorda MPO and the Lee County MPO to coordinate transportation planning and policy activities in this bi-county region to promote regional transportation solutions and enhance overall regional transportation system efficiency using a straightforward, resourceful method; and

Whereas, staff and policy board members from both the Charlotte County-Punta Gorda MPO and the Lee County MPO already coordinate regional transportation issues through their joint participation in the Metropolitan Planning Organization Advisory Council (MPOAC), the District One Coordinated Urban Transportation Studies (CUTS) Committee, Southwest Florida Region Continuing Florida Aviation System Planning Process (CFASPP) Steering Committee and coordination with the Southwest Florida Regional Planning Council (SWFRPC); and

Whereas, the Charlotte County-Punta Gorda and Lee County MPO's staff have always coordinated with each other on projects of mutual interest such as the Burnt Store Road Corridor Study.

NOW, THEREFORE, in consideration of the covenants made by each party to the other and of the mutual benefits to be realized by the parties hereto, the Charlotte County-Punta Gorda and the Lee County MPOs hereby agree as follows:

Section 1. Authority. This Interlocal Agreement is entered into pursuant to the general authority of Sections 339.175, Florida Statutes, relating to metropolitan planning organization, and 163.01, Florida Statutes, relating to interlocal agreements.

Section 2. Purpose. The purpose of this Agreement is to promote and establish a forum for communication and coordination between the Charlotte County-Punta Gorda and Lee County MPOs and to foster joint regional cooperation and conduct regarding transportation planning in accordance with Section 339.175, Florida Statutes, 23 C.F.R. Part 450, Subpart C, and the requirements of related federal legislation. More specifically, this Agreement establishes the commitment by the parties to coordinate and collaborate in good faith and due diligence toward the development of joint regional transportation planning products and processes for the bi-county region of Charlotte and Lee Counties.

Section 3. Joint Meetings. Joint meetings of the governing boards of the Charlotte County-Punta Gorda and Lee County MPOs will be held at least once annually. Representatives from the Citizens' advisory committees of each MPO, will attend their counterparts meetings when common regional issues are to be discussed. The MPO Staff Directors or their alternates will be added as a voting member to the Technical Advisory Committees of the respective opposite MPOs. Quorum requirements for the individual boards of each MPO will determine the quorum requirements at the joint meetings. No action will be taken except upon a majority vote of and among the members of the respective board members present. The Robert Rules of Order will be used as the official rules of procedure while conducting the joint meetings.

Section 4. Planning Functions. The MPOs hereby agree to coordinate and collaborate in good faith and with due diligence to work on the following issues:

1. The planning and project development of roadway and Intelligent Transportation System (ITS) projects that are of common interest to both counties. These projects may include new roadways or improvements on roadways that directly connect both counties, including Interstate 75, US 41, SR 31, and Burnt Store Road.
2. The planning and project development of regional bikeway and/or greenway projects, identified in the Lee County Greenway Plan, the future Charlotte County Bike/Pedestrian Master Plan and either MPO's Long Range Transportation Plan (LRTP), that connect both counties and proposed to be funded with regional enhancement and other federal, state, or public-private funds.
3. The planning and project development of urban transit connections between Lee and Charlotte County as identified in each MPO's LRTPs, including all connections between Lee and Charlotte County that may be included in the updates of each MPO's LRTP.
4. The location, planning and project development of future park and ride facilities along the routes of urban transit connections identified in each MPOs' LRTPs and all such facilities that may be included in the updates of each MPO's LRTP.
5. The planning and project development of any future transit services connecting new communities arising out of residential Developments of Regional Impacts in either county to employment generators in the other county.
6. The planning and project development of future intercity passenger rail and freight services connecting the Tampa area to South Florida through Southwest Florida.
7. The planning and project development of a future commuter and freight rail system to assist in alleviating transportation congestion in the Southwest Florida Counties of Desoto, Charlotte, and Lee.
8. The adoption of joint priorities for funding unprogrammed improvements on the identified Regional Multi-Modal Transportation Systems of both MPOs that will be competing for discretionary funding at the state level such as Strategic Intermodal (SIS), Transportation Regional Incentive Program (TRIP) projects and Regional Transportation System Enhancement projects. This provision would also apply to any other future discretionary funding programs that may be established through either state or federal legislation.

Section 5. Planning Products. The parties hereby agree to coordinate and collaborate in good faith and with due diligence to develop the following joint regional planning product described below:

A. Joint Regional Long Range Transportation Plan (LRTP) Component

The parties will consider the identification and designation of a Joint Regional Multi-Modal Transportation System as a component of each MPO's LRTP. Specifically, this action will identify regionally significant corridors and facilities. If established, this identified System will be studied and refined, as necessary, and considered throughout the LRTP process. Each MPO's LRTP will be consistent with this system, if developed.

B. Joint Regional Priorities

The MPOs will annually consider identifying regional priorities on the MPOs' Regional Multi-Modal Transportation Systems or on the Joint Regional Multi-Modal Transportation System, if established, and include said priorities in the respective MPO's Transportation Improvement Program (TIP). In addition, the MPOs will consider collaborating and prioritizing such project priorities in a joint regional priority list. The joint project priority list will be included in the adopted project priorities of each MPO's TIP and project priorities will be consistent with the jointly identified regional project priorities. Following the submittal of a joint regional priority list to FDOT for TRIP funding consideration, if said projects are not funded, the same list will be resubmitted the following year.

C. Joint Regional Public Involvement Process Component

The MPOs may collaborate to develop and adopt a Joint Regional Public Involvement Component for inclusion into each MPO's existing Public Participation Plan. This Joint Regional Component will prescribe public notice and outreach actions and measures to assure public access and involvement for all joint regional activities.

D. Conflict Resolution

The MPOs will mutually consider developing and adopting a Conflict Resolution Process to resolve any conflicts that may arise related to issues covered in this Agreement. Notwithstanding any such resolution process, the parties to this agreement do not waive their respective rights to seek redress in a court of competent jurisdictions.

Section 6. Staff Services and Costs. The Directors and staffs of each MPO will be responsible for development of the joint regional products identified in this Agreement, with review and final approval by each MPO Board. In this regard, each MPO will cooperate to equitably assign and share in the needed staff resources to accomplish these regional efforts, consistent with their respective Unified Planning Work Program (UPWP). Similarly, non-MPO staff services and costs for the joint regional efforts and products identified in this Agreement will be borne by each individual MPO, as described in its UPWP with deference to the size and budgets of the respective MPOs. The parties agree, as may be necessary in order to carry out the terms and commitments of this Agreement, to cooperate in seeking Federal, State, and local funding for the joint regional products to be developed.

Section 7. Duration of Agreement. This Agreement shall have an initial term of five (5) years, and shall automatically renew at the end of five (5) years for an additional five (5)-year term and every five years thereafter unless terminated or rescinded as set out in Section 9, herein. Prior to the end of each five (5)-year term, the parties shall reexamine the terms hereof to affirm or for possible amendment. However, the failure to amend or reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement. As a condition subsequent to the approval of his Agreement, this Agreement shall be null

and void and of no effect should the Governor not issue a letter designating the Charlotte County-Punta Gorda and Lee County MPOs as individual MPOs.

Section 8. Modification. This Agreement may be modified at any time, with the approval of both parties, by adopting a new or interlocal agreement addendum, in the same form and manner as this Agreement.

Section 9. Termination-Rescission. This Agreement shall continue in force unless terminated with or without cause by either party by providing thirty (30) days written notice to the other party.

Section 10. Liability. The parties agree that nothing created or contained in this Agreement shall be construed, interpreted or inferred to establish any joint liability amongst or between the parties by the actions or omissions of its individual employees or agents acting pursuant to the terms of this Agreement. In this regard, each party agrees that it shall be solely responsible and bear its own cost of defending any claim or litigation arising out of the acts or omissions of its employees or agents for actions or omissions in carrying out the terms and provisions of this Agreement. Finally, pursuant to Section 768.28, Florida Statutes, neither party shall indemnify the other and nothing contained herein shall be construed or is intended to waive the protections, to either party, of sovereign immunity.

Section 11. Notice. Any notice provided for herein, including the written notice referenced in Section 9 above, shall be provided by Certified Mail, Return Receipt Requested, to the other party's representatives listed below at the following addresses:

Director,
Charlotte County - Punta Gorda MPO
25550 Harbor View, Suite 4
Port Charlotte, Florida 33980

Director,
Lee County MPO
P.O. Box 150045
Cape Coral, Florida 33915-0045

Notice shall be deemed received on the first business day following actual receipt of the notice. The parties will promptly notify the other in writing of any change to their respective addresses.

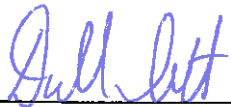
Section 12. Effective Date. This agreement shall become effective upon its approval by both the Charlotte County-Punta Gorda MPO and the Lee County MPO. As required by Section 163.01(11), Florida Statutes, this Interlocal Agreement and all future amendments hereto shall be filed with the Clerks of the Circuit Courts of Charlotte and Lee Counties, Florida.

IN WITNESS WHEREOF, the parties herein have executed this Agreement by their duly authorized written below, and shall become effective on the 13th day of December, 2013, as per section 12 of this Agreement.

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION

ATTEST:

BY:



Donald Scott
MPO Director



Mayor Kevin Ruane
MPO Chairman

Approved as to form and legal
sufficiency.

MPO Attorney

CHARLOTTE COUNTY – PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

ATTEST:

BY:



Robert M. Herrington
MPO Director



Commissioner Christopher G. Constance,
MPO Chairman

Approved as to form and legal
sufficiency.



Janette S. Knowlton, County Attorney

D.D. 13-2655

MARCH 9, 2022
CITIZENS' ADVISORY COMMITTEE (CAC) MEETING

AGENDA ITEM # 12
2022 FDOT SAFETY PERFORMANCE MEASURES

Purpose: Review and discuss FDOT's Safety Targets for all five FHWA Safety Performance Measures

Agenda Item Presented by: D'Juan Harris

Discussion:

MPOs are required annually to adopt Safety Performance Measure Targets for tracking progress towards the Statewide/MPO targets for each of the transportation performance measures and meet Federal Highway Administration (FHWA) requirements.

FHWA has established five national Safety Measures which all State Departments of Transportation and MPOs must address. Unlike other performance measures applicable only to the National Highway System (NHS), the Safety Performance Measures apply to all public roads. The Safety Performance Measures are:

1. Number of Fatalities
2. Number of Serious Injuries
3. Fatality Rate per 100 million Vehicle Miles Traveled (VMT)
4. Serious Injuries per 100 million Vehicle Miles Traveled (VMT)
5. Total Number of Non-Motorized Fatalities and Serious Injuries

The MPO Board adopted FDOT's "Vision Zero" target (goal of no fatalities or injuries) for all five of the Safety Performance Measures at the February 18, 2022 Special Board Meeting. The MPO was required to accept FDOT's adopted targets or develop its own targets on or before February 27, 2022 to remain in FHWA compliance for use of federal funding.

Recommendation: Informational Item Only

Attachments:

1. [Safety Performance Measure Targets for 2022](#)
2. [Five Year Rolling Average Cumulative Data for State of Florida & Charlotte County 2016 to 2020](#)

STATEWIDE AND MPO SAFETY PERFORMANCE MEASURE TARGETS FOR 2022

| Statewide Safety Performance Measures | Statewide Target (2022) | Charlotte County – Punta Gorda Target (2022) |
|---|-------------------------|--|
| Number of Fatalities | 0 | 0 |
| Number of Serious Injuries | 0 | 0 |
| Fatality Rate per 100 million Vehicle Miles Traveled (VMT) | 0 | 0 |
| Serious Injuries per 100 million Vehicle Miles Traveled (VMT) | 0 | 0 |
| Total number of non-motorized Fatalities and Serious Injuries | 0 | 0 |



CHARLOTTE COUNTY – PUNTA GORDA Metropolitan Planning Organization

Five-Year Rolling Average of Cumulative Safety Data for Charlotte County and Statewide

[illegible]

DATA SOURCES: fatality and serious injury counts from Florida Dept. of Transportation (FDOT) State Safety Office's Crash Analysis Reporting (CAR) database as of December 13, 2021: any figures that include the 2021 data are preliminary at this time and may change with future updates; traffic volumes as published by the FDOT office of Transportation Data and Analytics at <http://www.fdot.gov/planning/statistics/mileage-rpts>

- NOTE: Crash reports that reveal the personal information concerning the parties involved in the crash and that are held by any agency that regularly receives or prepares info about or concerning the parties to motor vehicle crashes are confidential and exempt from the provisions of Section 118.07(1), F.S. for a period of 60 days after the date the report is filed. (Section 316.06(2)(a), F.S.) The information contained within or attached to this message has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements. It is used to develop highway safety construction improvements projects which may be implemented utilizing Federal Aid Highway funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Department of Transportation. See Title 23, United States Code, motor vehicle, 405, the information provided to you is not subject to discovery and is not admissible into evidence.

Charlotte County Five-Year Rolling Average

Five Year Rolling Average:

- Average Annual Fatalities – Up 2.3%
- Average Serious Injuries – Down 6.4%
- Average Annual Fatality rates – Up 2.7%
- Average Annual Serious Injury Rates – Down 8.6%
- Average Pedestrian and Bicycle Fatalities and Serious Injuries – 0.0%

Statewide Five-Year Rolling Average

Five Year Rolling Average:

- Average Annual Fatalities – Up 7.3%
- Average Serious Injuries – Down 8.4%
- Average Annual Fatality rates – Up 4.2%
- Average Annual Serious Injury Rates – Down 11.5%
- Average Pedestrian and Bicycle Fatalities and Serious Injuries – Down 3.5%