



CHARLOTTE COUNTY – PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION
MEETING AGENDA

2:00 p.m., Monday, March 21, 2022
Charlotte County Administration Center
18500 Murdock Circle
Room #119, Port Charlotte, Florida 33948

MPO Board Members

Christopher G. Constance, MD, Chair/Commissioner/Charlotte County
Stephen R. Deutsch, Vice Chair/Commissioner
/Charlotte County
Joseph Tiseo, Commissioner/Charlotte County
James W. Herston, Commissioner/Airport Authority
Lynne Matthews, Mayor/City of Punta Gorda

MPO Director

D’Juan L. Harris

MPO Administrative Service Coordinator

Bekie E. Leslie

Legal Counsel to MPO Board

Stacy Bjordahl, Esq.

- 1. Call to Order & Roll Call**
- 2. Invocation – Pastor Jim Chandler**
- 3. Pledge of Allegiance**
- 4. Additions and/or Deletion to the Agenda**
- 5. Public Comments on Agenda Items**
- 6. Chairs’ Reports:**
 - A. MPO Board Chair’s Report**
 - B. Citizen Advisory Committee (CAC) Chair’s Report**
 - C. Technical Advisory Committee (TAC) Chair’s Report**
 - D. Bicycle/Pedestrian Advisory Committee (BPAC) Chair’s Report**

CHARLOTTE COUNTY – PUNTA GORDA MPO
MARCH 21, 2022, AGENDA (continued)

7. **Local Government Reports**
 - A. [Charlotte County Airport Authority](#)
 - B. [City of Punta Gorda](#)
 - C. [Charlotte County](#)
8. [Florida Department of Transportation \(FDOT\) Report](#)
9. **Consent Agenda:**
 - A. [Approval of Minutes: December 16, 2021, Meeting](#)
 - B. [Approval of Minutes: Joint Regional Charlotte County-Punta Gorda and Lee County MPO Board Meeting – February 18, 2022](#)
 - C. [Approval of Minutes: February 18, 2022 - MPO Board Special Meeting](#)
 - D. [2021 FDOT/MPO Joint Certification Statement](#)
 - E. [Bicycle/Pedestrian Advisory Committee \(BPAC\) Appointment](#)
 - F. [Bicycle/Pedestrian Advisory Committee \(BPAC\) Resignation and Appointment](#)
10. [Draft FY 2023 – FY 2024 Unified Planning Work Program \(UPWP\)/Metropolitan Planning Organization Agreement](#)
11. [Draft FY 2022/2023 - FY 2026/2027 Transportation Improvement Program \(TIP\)](#)
12. [Draft 2022 Project Priorities – Discussion](#)
13. **Regional Coordination Proposal for the Collier, Lee and Charlotte-Punta Gorda MPO Boards**
14. **Public Comments**
15. [Staff Comments](#)
16. **Member Comments**
17. **Adjournment**

CHARLOTTE COUNTY – PUNTA GORDA MPO
MARCH 21, 2022 AGENDA (continued)

Charlotte County-Punta Gorda MPO
Schedule of Future Meetings/Public Meetings/Joint Meetings

Monday, May 16, 2022 – 2:00 p.m.
MPO Regular Board Meeting
Charlotte County Administration Center
18500 Murdock Circle
Room #119, Port Charlotte, Florida

Monday, July 18, 2022 – 2:00 p.m.
MPO Regular Board Meeting
(Address same as above)

Monday, October 17, 2022 – 2:00 p.m.
MPO Regular Board Meeting
(Address same as above)

Thursday, December 15, 2022 – 2:00 p.m.
MPO Regular Board Meeting
(Address same as above)

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
25550 Harbor View Road, Suite 4, Port Charlotte, FL 33980-2503 Telephone: (941) 883-3535 Fax: (941) 883-3534

MARCH 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 6-A
MPO BOARD CHAIR'S REPORT

MARCH 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 6-B
CITIZENS' ADVISORY COMMITTEE (CAC) CHAIR'S REPORT



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

**MINUTES OF THE MARCH 9, 2022
CITIZENS' ADVISORY COMMITTEE (CAC) MEETING**

MEMBERS PARTICIPATING IN PERSON

Della Booth, South County Representative
Charles Counsil, At-Large Representative, CAC Chair
Steven E. Hurt, Mid County Representative
William Klossner, South County Representative
Robert Logan, Mid County Representative
Dianne Quilty, Mid County Representative, CAC Vice Chair

MEMBERS PARTICIPATING IN MICROSOFT TEAMS

Ed Zubal, West County Representative
Pauline Klein, At-Large Representative
Steve Schoff, West County Representative

MEMBER VACANCIES

West County (one representative)
South County Representative (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
Tanya Merkle, FDOT District One
Beaumont Hayner, 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
Shaun Cullinan, Charlotte County Community Development
Ravi Kamarajugadda, Charlotte County Public Works
Deborah Chesna, FDOT
Mitchell Austin, City of Punta Gorda Urban Design

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. A moment of silence was held in remembrance of former CAC Member/Chair James “Jim” Brown who had passed away recently and been a long-time advocate for Burnt Store Road safety improvements.

3. Public Comments on Agenda Items

There were no public comments received.

4. Reports

A. Chair’s Report

Charles Council attended the December MPO Board Meeting and the February Joint MPO Board Meeting with the Lee County MPO. He described how over the years, it was a long, hard effort to complete Burnt Store Road in Charlotte County, and Lee County was still dealing with the roadway improvements on their portion. There was an issue (according to a recent newspaper article) regarding a gap in the area of south Lee County. The gap referred to is in the PD&E Phase (per D’Juan Harris who noted newspaper article inaccuracies). Laks Gurram also added that it will most likely be about 2030 before construction begins on this segment. Charles Council mentioned that there was an effort to look at regional coordination among the three MPOs in Collier, Lee and Charlotte Counties.

B. City of Punta Gorda Report

Beaumont Hayner introduced himself as a new City of Punta Gorda Planner. He gave an update on:

- US Bicycle Route 15/alternative pathways - moving forward with a new map
- Wayfinding rebranding project
- Harborwalk Area 2B - awaiting materials

C. Charlotte County Report

Ravi Kamarajugadda discussed two ordinances to restrict truck traffic which were approved at the prior day’s Charlotte County Board of County Commissioners (BCC) Meeting (one on Taylor Road and one on Golf Course Blvd). He noted that Burnt Store Road was already completed with only a final punch list remaining. The Olean Blvd. project was moving forward. Regarding the Flamingo Boulevard project, a consultant had been hired for the Design Phase.

Bob Logan asked Ravi Kamarajugadda about what could be done regarding gridlock at Cochran Blvd between Peachland Blvd and Veterans Blvd. Ravi Kamarajugadda discussed the ongoing project with intersection improvements at Cochran Blvd and Veterans Blvd. A Corridor Study for Veterans Blvd was underway, and so the intersection at Cochran Blvd and Veterans Blvd is on hold until the study is complete. Dianne Quilty asked about right hand turns on Veterans Blvd. Ravi Kamarajugadda stated that all County projects are on hold in that area until the Corridor Study is completed. Lakshmi Gurram noted that the Corridor Study stretched from US 41 to Kings Highway on Veterans Blvd. and should take approximately another 8 months to complete.

D. Sheriff's Report

No member of the Sheriff's staff was present. Laks Gurram had heard from the department that Lieutenant Caparo had been reassigned. Laks indicated that he was informed that Scott Sarver and Brent Hertenlehner would be assigned to attend the CAC Meeting.

Della Booth asked Ravi Kamarajugadda about Baynard Dr plans. Ravi commented that at the prior day's BCC Meeting, an ordinance to prohibit parking on Baynard Dr from Aqui Esta Drive to Rio Villa Drive had been passed. Della Booth and Charlie Council commented on the roadway's narrowness with lots of traffic. Charlie Council characterized it as an ongoing issue with much local opposition.

5. Consent Agenda

A. Approval of Minutes: November 17, 2021, Meeting

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

6. Florida Department of Transportation (FDOT) Report

Tanya Merkle stated that FDOT was still awaiting legislative and gubernatorial action for adoption of the FY 2023 through FY 2027 FDOT Tentative Work Program. Tanya indicated that FDOT was concerned about increased costs and shortages of materials that would attribute to higher costs to construct transportation projects. She stressed the importance of developing an accurate Projects Priority List and estimates so that projects could move forward as quickly as possible. She noted that the City of Punta Gorda and Charlotte County had submitted 13 applications for consideration of programming with Transportation Alternative (TA) funding.

7. FDOT District 1 Bicycle Pedestrian Coordinator Shared Use Path Presentation

D'Juan Harris introduced FDOT District One Bicycle-Pedestrian Coordinator Deborah Chesna who gave an informational presentation on design standards per the Florida Design Manual (FDM) on Shared Use Paths (SUP) in Florida. Charles Council inquired about the width of sidewalks (TAP – 2 sections on Taylor Road). Both called for 8-foot-wide

sidewalks. He noted that it was a long stretch of roadway between 2-3 miles long with light pedestrian and mostly bicycle traffic. It is anchored by two major employers (Walmart and Aldi's). He wondered why it is only allowed for an 8-foot-wide sidewalk. Deborah Chesna noted that if contained in the Comprehensive Plan and other documents, the sidewalk width would be negotiable.

David Cormier, a citizen, asked about South Gulf Cove off SR 771 in the Rotonda area, where bicyclists ride in the roadway and wondered if they could be asked to ride on the sidewalk.

Deborah Chesna stated that bicyclists have the right to ride on the sidewalk or the roadway, whichever they feel comfortable.

Della Booth asked Laks Gurram for a status update on the Taylor Road Phase 1 and Phase 2 portions that were slated for sidewalks. Laks Gurram stated that FDOT was funding the Phase 1 project and emphasized that the sidewalk width issue could be raised.

8. Draft FY 2022/2023-FY 2023/2024 Unified Planning Work Program (UPWP)/Metropolitan Planning Organization Agreement

D'Juan Harris described the draft UPWP document: 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 Draft FY 2022/2023 – FY 2023/2024 UPWP also includes Transportation Disadvantaged Planning funds and FTA Section 5307 funding (for Charlotte County's Transit Development Plan Progress Report).

Dianne Quilty made a 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. Bill Klossner seconded the motion, and it was passed unanimously.

Charles Council commented on the lengthy six-page acronym list included in the packet.

9. Draft FY 2022/2023-FY 2026-2027 Transportation Improvement Program (TIP)

CAC Members had the opportunity to review and comment on the Draft FY 2022/2023-FY 2026/2027 Transportation Improvement Program (TIP). Laks Gurram noted:

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 was provided in the meeting packet as 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 both the Sarasota – Manatee MPO and the Lee County MPO, formalizing and specifying regional planning projects along with timeframes to produce those projects. The agreements call 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.

Laks Gurram briefly reviewed each section of the document. He explained how the projects flow through various required documents.

Charlie Counsil commented on item R-23 pertaining to Burnt Store Road. Laks Gurram responded that once the punch list is completed this item may disappear.

Ravi Kamarajugadda commented on the Phase III Burnt Store project description. He indicated that the description should include the project limits of "1100 feet North of the Lee County Line." *MPO staff will make this adjustment.*

Dave Cormier had a question about page 11 pertaining to South Gulf Cove. Where can he get more information? Laks Gurram indicated that this is a county CIP project available on the Charlotte County website. *Laks Gurram offered to obtain the information for Mr. Cormier.*

Steve Hurt inquired about item R-15 Harbor View Road? Laks Gurram responded that project is currently divided in two segments (will be discussed more in Agenda Item 10). Second segment for construction is not funded. Dianne Quilty indicated that the page showed just the county funding. Tanya Merkle responded that FDOT is funding the right-of-way.

10. 2022 Project Priorities Discussion

Laks Gurram reviewed the 2022 Project Priorities List. Members were asked to review and comment on Highway, TAP and CM/TSM Box and TRIP Project Priorities for 2022. Laks Gurram noted that 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 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

Dianne Quilty inquired about the fourth item. She recalled a proposed Wild Hare development project slated for this area to extend Edgewater. Laks Gurram responded that this is not that project.

Della Booth inquired about the Edgewater Dr/ Flamingo Blvd widening project. She commented that there does not seem to be enough traffic to warrant a need for widening at this time. Laks Gurram indicated that this proposed project will serve as a reliever project for US 41.

Steve Hurt asked if the roundabout will be sufficient to accommodate the traffic flow on Edgewater. County engineer Ravi Kamarajugadda replied yes.

Gurram indicated that the MPO is requesting to leverage funds to conduct a Traffic Operational Analysis Feasibility study from Melbourne to Harborview Rd/ Edgewater Dr along US 41.

Laks Gurram indicated that the proposed Sun Trail projects on the list will be revised before the next CAC meeting.

11. Regional Coordination Proposal for the Collier, Lee and Charlotte-Punta Gorda MPO Boards

D’Juan Harris reviewed the history of the proposal. 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.

Additional discussion regarding the proposal occurred at the February 18, 2022 Joint Meeting of the Lee County MPO Board and the Charlotte County-Punta Gorda MPO Board, where it was decided that the proposal would be addressed further by each of the three individual MPO Boards.

Current discussion centered on three MPO Board Members from each MPO Board. D’Juan Harris noted that after consulting with Staff Directors from the other two MPOs, it was recommended that those MPOs discuss their regional coordination effort first and involve the Charlotte County-Punta Gorda MPO in the future if warranted.

Chairman Council indicated that there are distinct differences between Collier, Lee, and Charlotte Counties demographics. Mr. Council concurred that Mr. Harris’ approach makes sense.

12. 2022 Safety Performance Measures Target Discussion

D’Juan Harris reviewed and discussed FDOT’s Safety Targets for all five FHWA Safety Performance Measures.

FHWA has established five national Safety Performance Measures which all State Transportation Departments 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.

Mr. Cormier asked is there an explanation why fatalities are up and injuries are down. D’Juan Harris indicated that it could be attributable to a multitude of reasons such as better technology in vehicles such as airbags and blind side mirror detection. Also improved engineering design

standards such as roundabouts and median modification projects to reduce conflict points could be the cause of the downward trend of less severe injury crashes.

Dianne Quilty recommended contacting County Emergency Management Services and Fire Department Emergency Management Technicians (EMT) staff to determine the cause of crashes. Laks Gurram indicated that law enforcement collects the data, and it gets entered into the Signal Four Analytics Application. Dianne Quilty again asserted that EMS/Fire might have a more personal intimate knowledge of crash causes as they have to treat individuals injured in crashes on a day-to-day basis. Laks Gurram indicated that the University of Florida maintains accident statistics in detail on crashes.

Della Booth requested to see raw numbers rather than percentages. D’Juan Harris indicated that there has been an uptick in fatalities since the pandemic. Ravi Kamarajugadda commented that the numbers displayed in the provided charts illustrate 4 years of crash data as an average and “per million.” Ravi indicated the generalized data provided does not differentiate between state and local roads.

David Cormier asked if there is a “worst or most dangerous” intersections list for Charlotte County? Ravi Kamarajugadda indicated that there is such a list. Crash data is compiled by law enforcement and then given to University of Florida for analysis. Worst intersections can be determined by using the software. Laks Gurram also indicated that the Charlotte County-Punta Gorda MPO also compiled a comparable list in the 2045 Long Range Transportation Plan (LRTP). *Laks Gurram offered to forward the list to Mr. Cormier and Mr. Steve Hurt.*

13. Public Comments

There were no public comments.

14. Staff Comments

MPO Director D’Juan Harris commented on the MPO’s recent Joint Certification completed with FDOT on March 8, 2022. Per FDOT review of certification documentation the Charlotte County-Punta Gorda MPO was designated Low Risk.

D’Juan Harris also announced the Purple Heart Memorial Highway Designation request initiated in Charlotte County was approved by the Florida State Legislature and was sent to the Governor for signature. If all goes well, designation enactment will take place July 1, 2022.

Betty-Ann Sherer mentioned the two CAC vacancies for South County and West County.

15. Member Comments

Della Booth commented that there was a lot of misinformation floating around pertaining to proposed Capital Improvement Plans regarding the roadway at the north end of the US 41 Bridge. D’Juan Harris responded that there is currently only an unfunded planning corridor study proposed to look at the impact future development in that area will have on traffic

operational efficiency. The hot topic being discussed in that area by the Charlotte County Board of County Commissioners is parking improvements.

Ed Zubal stated that he was disappointed that a Sherriff Deputy was not present at the CAC. He asserted that roadway and fatality discussions should include input from a sheriff deputy. MPO staff indicated that they reached out to Sherriff's Department before the meeting. *MPO staff will look into this before next meeting.*

David Cormier inquired about proposed turn lanes into Sports Park at 776 at last meeting. Laks Gurram responded that this proposed project was deferred from work program due to lack of funding.

Ed Zubal inquired about the development across from the Sports Park. Are we being apprised of the future intersections? Ravi Kamarajugadda indicated that there are development coming along on West Port, one on SR 776, and one on US 41. Mr. Zubal indicated that one entrance does not seem sufficient. Ravi Kamarajugadda responded that every new development must do a traffic impact analysis and then the developer decides how many entrances they will need. The assessment of the traffic impact analysis forecasts how much traffic will be generated. Mr. Zubal inquired isn't it in the best interest of the CAC to influence these decisions. Ravi Kamarajugadda responded that this is a developer concern.

16. Adjournment (Next CAC Meeting – April 13, 2022)

There being no further business, the meeting was adjourned at 3:06 p.m. The next regularly scheduled CAC meeting will be held on Wednesday, April 13, 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 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 6-C
TECHNICAL ADVISORY COMMITTEE (TAC) CHAIR'S REPORT



**CHARLOTTE COUNTY - PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION
MINUTES OF THE MARCH 9, 2022
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

MEMBERS PARTICIPATING IN PERSON

Mitchell Austin, City of Punta Gorda, TAC Chair
Don Scott, Lee County MPO
Beaumont Hayner, City of Punta Gorda Urban Design
Ron Ridenour, Charlotte County Airport Authority
Cory Elijah, Charlotte County Airport Authority

MEMBERS PARTICIPATING IN MICROSOFT TEAMS

Ravi Kamarajugadda, Vice Chair, Charlotte County Public Works
Robert Fakhri, Charlotte County Public Works
April Santos, Charlotte County Public Works
Sam Hudson, City of North Port Planning & Zoning
Linda Sposito, City of Punta Gorda
Joshua Hudson, Charlotte County Economic Development
Deborah Chesna, FDOT
Linda Faieta, Charlotte County Public Schools

MEMBERS ABSENT

Tony Conte, Charlotte County Public Schools
Joan Fisher, DeSoto County
Rick Kolar, Charlotte County, Transit Division
Shaun Cullinan, Charlotte County Community Development
Patrick Fuller, Charlotte County Emergency Management

OTHERS PARTICIPATING IN PERSON

D’Juan Harris, MPO Director
Laks Gurram, MPO Principal Planner
Betty-Ann Sherer, MPO Planner
Tanya Merkle, FDOT

OTHERS PARTICIPATING IN MICROSOFT TEAMS

Bekie Leslie, MPO Administrative Services Coordinator

1. Call to Order & Roll Call

TAC Chair Mitchell Austin called the TAC Meeting to order at 9:30 a.m. A quorum was present.

2. Public Comments on Agenda Items

There were no public comments

3. Reports:

A. Chair's Report

Chair Austin, thanked the Technical Advisory Committee for reappointing him Chairman at the last TAC meeting

Mitchell Austin indicated that he completed the Project Priority Application forms in the GAP system although there were some technical challenges.

D’Juan Harris noted that in the Joint Certification meeting, FDOT had questions about completion of the TA Core application.

Chair Austin stated that the city application submittal is complete as of yesterday.

4. Consent Agenda:

[Approval of Minutes: November 17, 2021, Meeting](#)

***Don Scott** made a motion to approve the Consent Agenda item. **Ravi Kamarajugadda** seconded the motion, and it was passed unanimously.*

5. Florida Department of Transportation (FDOT) Report

Tanya Merkle stated that FDOT was still awaiting legislative and gubernatorial action for adoption of the FY 2023 through FY 2027 FDOT Tentative Work Program. Tanya indicated that FDOT was concerned about increased costs and shortages of materials that would attribute to higher costs to construct transportation projects. She stressed the importance of developing an accurate Projects Priority List and estimates so that projects could move forward as quickly as possible. She noted that the City of Punta Gorda and Charlotte County had submitted 13 applications for consideration of programming with Transportation Alternative (TA) funding. She also noted a proposed Speed Management Workshop will be conducted sometime in June or July, more information will be provided soon.

6. FDOT District 1 Bicycle Pedestrian Coordinator Shared Use Path Presentation

D’Juan Harris introduced FDOT District One Bicycle-Pedestrian Coordinator Deborah Chesna who gave an informational presentation on design standards per Florida Design Manual on Shared Use Paths (SUP) in Florida.

The following link can be used to access the Facilities Toolbox noted in this presentation:
<https://kai.maps.arcgis.com/apps/MapSeries/index.html?appid=1538c28d299d4e79a62db1719c2c0a9e>

Don Scott asked if there is a chart on speed design for width, surface in an urban area. Ms. Chesna replied, there isn’t a chart, but are determined by the speed of the road.

Chair Austin added there were sometimes issues with clear zone, off path and maximum curve radius, he believes there are engineering standards in place regarding design.

7. [Draft FY 2022/2023 –FY 2023/2024 Unified Planning Work Program \(UPWP\)/Metropolitan Planning Organization Agreement](#)

D’Juan Harris described the draft UPWP document: 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 Draft FY 2022/2023 – FY 2023/2024 UPWP also includes Transportation Disadvantaged Planning funds and FTA Section 5307 funding (for Charlotte County’s Transit Development Plan Progress Report).

Don Scott made a motion to move the Draft UPWP forward to the MPO Board for approval. Ron Ridenour seconded the motion, and it was passed unanimously.

8. [Draft FY 2022/2023 - FY 2026/2027 Transportation Improvement Program \(TIP\)](#)

TAC Members had the opportunity to review and comment on the Draft FY 2022/2023-FY 2026/2027 Transportation Improvement Program (TIP). Laks Gurram noted: 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 was provided in the meeting packet as Attachment 1. The MPO Board adopted the Project Priorities listed in this TIP on May 18, 2021. The Charlotte County-

Punta Gorda MPO entered an interlocal agreement with both the Sarasota – Manatee MPO and the Lee County MPO, formalizing and specifying regional planning projects along with timeframes to produce those projects. The agreements call 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.

Laks Gurram briefly reviewed each section of the document. He explained how the projects flow through various required documents. He asked that Lee MPO, City and County Staff review the projects pertaining to their area and provide any comments or questions in advance of the April 13, 2022, TAC meeting.

Ron Ridenour noted he will review the aviation projects as well.

Robert Fakhri noted he would like to schedule a meeting with MPO Staff prior to finalizing his comments on the TIP.

Chair Austin noted the Letter sent to FDOT from the MPO regarding the draft tentative work program issues and projects– he felt it was well done and appreciated the advocacy from the MPO Staff.

D’Juan Harris asked Chair Austin if they were still on track regarding the ADA Project and the City providing the design services?

Chair Austin noted the estimates that are currently there were based on older data, this will all be revisited. Since this is a Harborwalk project, the city does have a Master Services Agreement with an Engineer. He felt the city could safely design this project and provide updated estimates, then move it forward through FDOT acceptance and construction. The City does have the funding in place for design especially since this is a critical link to connect US 41 bridges in Charlotte County.

D’Juan Harris commented that design plans for all on system projects would have to go through a “full discipline” review utilizing FDOT’s *Information Systems (IS) (ERC) system* and you would have to follow the Florida Design Manual (FDM). Once we get closer, we should have another meeting with FDOT to assure we have everything in place.

Tanya Merkle added to continue the communication between all parties involved and offered to assist if required.

9. Draft 2022 Project Priorities – Discussion

Laks Gurram reviewed the 2022 Project Priorities List. Members were asked to review and comment on Highway, TAP and CM/TSM Box and TRIP Project Priorities for 2022. Laks Gurram noted that 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 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, TAC 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

Laks Gurram noted the City of Punta Gorda, had requested moving the US 41 MURT Bridge at S. Alligator Creek project off this list.

Chair Austin clarified, the reason the city did not submit an application for this bridge is because they weren't certain it was needed, since the project was funded for design in the current TIP. It was his understanding the city was still committed to this project as it is important to the Punta Gorda Pathways, and it will be discussed with their Capital Improvements Projects.

Robert Fakhri noted April Santos submitted the applications to get the proper signatures, he will revisit the cost estimates. Comments are to be received for this committee in advance of the April 13th TAC meeting.

He also noted on the Burnt Store Road project could the limits of the project be updated to include the 1100 feet in Charlotte County.

Don Scott responded the limits of the project will be revised to incorporate the Charlotte County portion since this is a joint project.

Don Scott also noted the amounts requested for the LRTP seem to be low, as the cost of data collection seems to be increasing.

Laks Gurram will discuss this further with FDOT.

10. Regional Coordination Proposal for the Collier, Lee, and Charlotte-Punta Gorda MPO Boards

D’Juan Harris reviewed the history of the proposal. 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.

Additional discussion regarding the proposal occurred at the February 18, 2022 Joint Meeting of the Lee County MPO Board and the Charlotte County-Punta Gorda MPO Board, where it was decided that the proposal would be addressed further by each of the three individual MPO Boards.

Current discussion centered on three MPO Board Members from each MPO Board.

D’Juan Harris noted that after consulting with Staff Directors from the other two MPOs, it was recommended that those MPOs discuss their regional coordination effort first and involve the Charlotte County-Punta Gorda MPO in the future if warranted. It was agreed Regional Coordination is important.

11. 2022 Safety Performance Measures Targets Discussion

D’Juan Harris reviewed and discussed FDOT’s Safety Targets for all five FHWA Safety Performance Measures.

FHWA has established five national Safety Performance Measures which all State Transportation Departments 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.

12. Public Comments

There were no public comments.

13. Staff Comments

D'Juan Harris noted the MPO completed their Joint Certification Review with FDOT and the MPO scored a 100%.

Chair Austin asked that everyone introduce themselves as there were some new faces and names in the room.

14. Member Comments

There were no additional Member Comments

15. Adjournment (Next TAC Meeting – April 13, 2022)

There being no further business, the meeting was adjourned at 10:50 a.m. The next regularly scheduled TAC meeting will be held on Wednesday, April 13, 2022, both virtually and at the Eastport Environmental Campus, 25550 Harbor View Road, Port Charlotte in Training Room B beginning at 9:30 a.m.

MARCH 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 6-D
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
CHAIR'S REPORT



BICYCLE/PEDESTRIAN ADVISORY COMMITTEE MEETING
CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

MINUTES

2:00 p.m., Thursday, February 24, 2022

Minutes of the meeting held in a hybrid format on February 24, 2022, 2021 utilizing Microsoft Teams® and at the East Port Environmental Campus, Training Room B, 25550 Harbor View Road, Port Charlotte, Florida 33980.

MEMBERS ATTENDING EITHER IN PERSON OR VIRTUALLY

Pauline Klein, (Chair) Bicycle Club
Court Nederveld, (Vice Chair) South County Representative
Robert Logan, Mid-County Representative
James Wernicke, West County Representative
Betty Staugler, South County Representative
David Allen, Mid County Representative (Virtual)

ABSENT

Ben Turner, West County Representative
Michael Tomaso, Bicycle Business Representative

ADVISORY AND OTHERS PRESENT

Deborah Chesna, FDOT (Virtual)
Beaumont Hayner, City of Punta Gorda Urban Design
Mike Koenig, Parks & Recreation (Virtual)
Ravi Kamarajugadda, Charlotte County Public Works (Virtual)
Wendy Zurstadt, President of Peace River Riders
Gene Pzwlowski, Citizen
D’Juan Harris, MPO
Laks Gurram, MPO
Betty-Ann Sherer, MPO
Bekie Leslie, MPO (Virtual)

1. Call to Order & Roll Call

Chair Pauline Klein called the hybrid meeting to order at 2:02 p.m.
At the time the meeting was called to order, no quorum present.

2. Public Comments on Agenda Items

None

3. Chairs Report

Wendy Zurstadt provided a January 29, 2022, article from The Sun entitled “Why we Can’t be a Bicycle Friendly Community” by Nancy Johnson of Team Punta Gorda. She felt it was one sided and did not recognize the efforts made by the MPO and Charlotte County. She reached out to Ms. Johnson on behalf of the Peace River Riders and the BPAC. Ms. Johnson responded that the article was written due to public comment. In closing, Wendy inquired if this was an issue the BPAC could address and provide counter points.

Gene Pzwowski, noted in the past he and Court Nederveld explored the possibility of obtaining a certification in Charlotte County by the American League of Bicyclists. The effort was unsuccessful as Gene believed the criteria to obtain certification required hilly terrain.

Court Nederveld indicated the American League of Bicyclists is a large organization. A representative for the League of American Cyclists was provided a tour around Punta Gorda and other areas in Charlotte County and we just don’t meet the criteria to achieve bike friendly status. Court Nederveld asserted the county doesn’t add bike lanes, bicycle interchange lights, stops etc.

Court Nederveld indicated that the Charlotte County should adopt the State of Idaho’s “Stop Law for Cyclist,” it was supposed to go to the Board, but felt nothing happened.

Laks Gurram responded that the MPO communicates these bike and pedestrian interests to Charlotte County and the City of Punta Gorda. Laks indicated that citizens may convey ideas to the MPO to communicate to MPO Board Members. To the greatest extent possible, the goal of the MPO is to promote safe multi-modal transportation solutions to accommodate all users of roadways in Charlotte County.

D’Juan Harris indicated when he began his career in transportation planning, capital infrastructure improvements mostly focused on the efficient movement of vehicular traffic. In recent years, with the advent of Complete Streets based planning, the mindset has evolved to include bicyclists, pedestrians, and assurance that all users of public roadways can do so safely. The Florida Department of Transportation is leading by example ensuring transportation improvements are consistent with the consistent with the Context

Classification of the community. Mr. Harris additionally noted that the annual report by Smart Growth America presents an unbalanced comparison between warm weather states and northern states. Southwest Florida is typically rated as one of the most dangerous regions in their annual ranking. D’Juan indicated that this ranking may not account for pleasant weather conditions where bicyclists and pedestrians can enjoy cycling year-round.

Court Nederveld felt County has had great opportunities to make a great transportation system, they seem to focus only on cars. We have shared use paths on Edgewater Dr but no bike lanes, Midway Blvd has the same issue not made wide enough to make a bike lane. James Wernicke commented that recently the road in Northport Sidewalks are being added but no bike lanes.

4. Consent Agenda:

A. Approval of Minutes: November 18, 2021

Chair Klein asked if there were comments or corrections to the November 18, 2021 minutes. No comments or corrections

This item was carried to the next meeting or if a quorum was achieved the Committee would return this agenda item.

Chair Klein asked the Committee to review and approve the Consent Agenda that consisted of the minutes of the November 18, 2021 meeting.

*After quorum was established later in the meeting. A Motion was made by **Robert Logan** to approve the Consent Agenda. **Court Nederveld** seconded the Motion, and the Motion was approved unanimously.*

5. Sheriff’s Office Report - Public Safety

Sheriff Miller was not present, however provided the committee with a report. Chair Klein noted although not on this report, recently there have been a few fatal accidents involving cyclists in our community.

Court Nederveld noted a recent ride on the Pinellas Trail, where there are traffic lights for vehicles and traffic lights for cyclists, something we do not have In Charlotte County.

Laks Gurram responded to obtain the level of what Pinellas and Tampa has taken a long time. It is partly perception, as well as funding. We are a smaller MPO and we just don’t get the funding. It’s a constant work in progress with county and city staff.

D’Juan Harris added the transportation process from “concept to concrete” typically takes ten to fifteen years. The production phases are PD&E, design, right-of-way, and construction. Each phase of production could last two to three years.

6. 2022 Safety Performance Measures Target

D’Juan Harris indicated that this agenda item is being presented for informational purposes and no action is required by this committee.

Annually MPOs are required to adopt Safety Performance Measure Targets for tracking progress towards the Statewide/MPO targets for each of the transportation performance measures. The FDOT “Vision Zero” targets have the primary goal of no fatalities or injuries for all five of the Safety Performance Measures. This action meets 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. FHWA’S five 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

D’Juan Harris presented comparison data of both the Charlotte County and Statewide Five-Year Rolling Averages for each of the five FHWA Safety Performance Measures.

Court Nederveld wanted to see year by year data to ascertain data spikes. D’Juan Harris indicated the annual data is included in the packet; however, the chart text requires electronic zoom to be legible. Mr. Harris pointed out that a spike in safety performance indicators had occurred during the pandemic.

No action is required from this committee. The MPO Board adopted FDOT’s “target zero” of the Safety Performance Measures, at the February 18, 2022 Special Board Meeting.

A quorum was achieved at 2:24

Chair Klein returned to Consent Agenda:

7. Draft FY 2023 through FY 2024 Unified Planning Work Program (UPWP)/Metropolitan Planning Organization Agreement - Printed copies are available upon request

D’Juan Harris noted this agenda item is being presented for Informational purposes, no action is required by this Committee.

The MPO is required to update the UPWP every two years. This update of the UPWP covers the MPO’s 2-year budget for state fiscal years FY 2023 through FY 2024. The State of Florida fiscal year begins July 1st.

The UPWP is the MPO budget, summarizing every task or work deliverable planned by the MPO over the next two years. Everything we do has to be in this document so if you have any ideas for tasks to be carried out by the MPO they must be included this document.

No discussion

8. Charlotte County Bicycle and Pedestrian Facilities Map – Draft

Laks Gurram presented updates made to the 2019 Bicycle Pedestrian Facilities map, breaking it down by West, Mid and South County. This GIS map represents the current County and City facilities, such as sidewalks, multi-use trails, paved shoulders in Charlotte County. He noted the goal is to eventually have this as an online interactive tool, where layers could be turned on and off to show details. In print, showing all facilities makes the map look crowded. The information gathered now will assure accuracy in the map before it goes online and can be used as a resource to see where we have gaps for future projects to be considered.

The link for this map will be circulated to the Committee for comments, questions and information regarding gaps and information which currently may not appear on this map.

Comments made during this presentation:

- Possibly change the color for Cape Haze Pioneer Trail
- Add the paved trail which currently exist on the south part of Rotunda inner circle
- Add graphics at the locations and on the legend to represent landmark locations i.e.: schools, parks, etc. (schools high/low is confusing)
- From Town Center to Cochran – there’s no great area to ride and connect to the other side of the County
- Show the current bike lanes on US 41
- We should confirm bike lanes and sharrows locations throughout the county
 - Harbor Heights some existing sidewalks are not shown on this map

Questions:

- Will you link to other infrastructure- i.e.: State trails, SUN Trails, the paved trails in Babcock Webb, even unpaved trails such as Charlotte Harbor Environmental Center?
A: These are strictly existing county and city facilities not state The interactive map will include a layer when it is ready for publishing online.

- Can you overlay this with Strava heat maps, county list not necessarily where people actually go?
A: The map presented shows the existing and committed facilities in the county. Strava maps shows the activity map that riders use to track and upload their rides (and runs) using GPS data. Using Strava could create a liability directing people to a route which they may not have facilities and be comfortable riding.
- Is this supposed to be a visit and ride bike map?
The map will be a guide to visitors and local who want to ride and walk

Ravi Kamarajugadda, noted some sidewalk data may not appear on this map since this data has to be manually collected by County Staff using GPS to create the GIS layer. Also, when sidewalks appear as a line on a printed map, it's hard to tell if there is a sidewalk on one or both sides of the street - an interactive map would be easier to see this information.

The committee was encouraged to provide comments, additions, and questions.

9. FDOT Bicycle/Pedestrian Coordinator Report

Deborah Chesna- FDOT District One Bicycle-Pedestrian Coordinator Shared Use Path Presentation

Definition of Shared Use Paths as found in the Florida Design Manual (FDM): *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 are independent right of way. The term, "shared use path", as used in this manual is synonymous with trails, multiuse trails, multi-use paths or other similar terms used in other Department manuals.*

The FDOT FDM allows for shared use paths (SUP) to be used in rural and suburban areas
Designed Speed for Shared Use Paths are from 18 to 30 mph.

Here is the fundamental difference, the design speed is very different than a sidewalk:

(New) Urban Side Paths often called cycle tracks

- These are on the road and usually have signalization, stops with the cars etc.
- Cyclists must follow motor vehicle laws

vertically separated from the roadway, further distinguishing them from conventional Shared Use Paths design speed of the adjacent roadway is 35 mph or less

Operating space for cyclist

- Consider physical dimensions of a bicycle and rider,
- should be granted a minimum of 5-feet of operating space

- If intended to be two-way bicyclist movement, as well as pedestrian activity, 10-feet is the bare minimum, with 12' being a more comfortable passing width.
- Shared use paths are intended to accommodate multiple uses, including cyclists, people walking, running, and using micro mobility devices such as scooters.

FHWA Shared-Use Path Level of Service Calculator:

- 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

Question- What is a micro mobility device?

All the new moving technology such as E-bikes that provide pedal assist and scooters.

Preferred sidewalk widths:

- Vary depending on density and intensity of activity, but now are a preferred standard of a minimum of 6'.
- Sidewalk space should consider the frontage zone, or space from adjacent buildings, the pedestrian zone, or clear walking space, and the furniture zone (the buffer between the walking area and the vehicle moving).
 - Buffered bicycle lanes have 2 white lines to the left
 - Separated bicycle lanes have some type of Barrier such as posts, concrete and medians.

The Active Transportation Plan provides facilities toolbox where it discusses design criteria.

Shared Use Path Surfaces:

- Asphalt and Concrete

The difference is the smoothness of the ride fundamental difference is a sidewalk is used for pedestrians, who have the ROW over bicyclists.

On the cyclist's side they do not mind if the installation of the sidewalk entails the type of design that doesn't include the wide gaps of a normal sidewalk; however, they do mind when there are the wide gaps, and you feel the bumps.

If the municipality insists on using concrete on a pathway for multiple users, there is a special saw cutting method where the gaps are very small and hard to detect.

James Wernicke - in a recent MSBU Meeting- it was questioned if the SUN Trail comes through Gulf Cove-and it's on the ROW where there's a green space currently maintained by MSBU, will SUN Trail pay for the mowing and cutting of this space?

A: For SUN Trail if it's not on FDOT ROW, it's local responsibility.

James Wernicke - What is happening with the Ponce De Leon over pass?

A: FDOT is responsible for the actual bridge- touch down to touch down- they are looking into when they can resurface. The City of North Port is responsible for after the touch down; still waiting for an answer.

River Road- Update- This will include 10'shared use paths on each side.

The only way FDOT will not pursue capacity on a roadway is if it is mentioned in the MPO LRTP as a constrained roadway – constrained roadways will get more focus for complete streets because you have more treatment options available due to speed and number of lanes.

D'Juan Harris gave kudos to Deborah Chesna- she came up with the idea to promote FDOT safety messages on the back of FDOT District 1 trucks and she was recognized by Executive Leadership for this great idea.

Ravi Kamarajugadda added Charlotte County will be adding ***"Stop Speeding, Before it Stops You"*** to the back of county work vehicles, they have a sponsorship from AAA in the amount of \$3,000 to support this effort.

10. Charlotte County Report

Ravi Kamarajugadda – currently there is no county report, but would be happy to answer any questions

He noted:

- The county is continuously working towards target zero.
- They recognize many speeding issues on county roads and mobile speed LED signs have been placed throughout the county; cycling locations at 1 week intervals.
- Speeding is a real issue as well as cut through traffic to avoid signals at intersections are big issue.

James Wernicke indicated there was a discussion regarding adding safety features, such as dedicated turn lanes. Mr. Wernicke inquired if that has been escalated to the county or state.

Ravi Kamarajugadda stated that he would need to talk to staff and officials.

Deborah Chesna added for the state roadways, the Active Transportation Plan (ATP) has list of potential 2 stage turn boxes in specific intersections. There is also a candidate list for green paint, protected intersections, and signals.

Ravi Kamarajugadda noted the county always tries, but funding is an issue.

Deborah Chesna suggested when the bike ped master plan is updated make sure the County needs and wants on State roadways is documented- FDOT will more likely provide funding if it's in the plan. Can work on intersections to make them safer- look at criteria in ATP. There is a GIS layer with data partially provided by cyclists, which shows frequently used bike lanes.

11. City of Punta Gorda Report

Beaumont Hayner, New Planner for the City of Punta Gorda was Welcomed to the meeting. He would be glad to pass on any question or comments to City Staff. Court Nederveld extending and invitation for him to ride with the Peace River Riders.

Betty Staugler asked who maintains the sidewalk that leads up to the 41 bridge? On the Laishley park side, the sidewalk is very bumpy and the lighting is poor.

Chair Klein noted this was discussed during the Northbound Tamiami Trail (US 41) Vision Study – William St to Peace River Bridge presented by at the November 18, 2021 BPAC meeting. There's a need for better signage and lighting.

D'Juan Harris indicated the state is the maintaining agency. If there are any issues within FDOT right-of-way in Charlotte County, you can report it to the Ft. Myers FDOT Operations Center. Mr. Harris will call and inquire if the signage could be improved to better direct people to the proper lane for cyclists and pedestrians.

Court Nederveld also indicated that there is an issue with the expansion joints along US 17 near Babcock Webb.

12. Citizen Input

Gene Pzwowski, citizen asked if the bike clubs have an annual safety program for members? He suggested an annual Public Education Safety Meeting and Outreach to community members as a proactive measure. This would allow state, county and city staff an opportunity to respond to any issues. This would also create an educational forum for out of state riders on local state laws. This should be reported to this committee annually.

The American League of Cyclists may recognize safety programs in the county, which could lead to the designation of being a Bicycle Friendly County.

Wendy Zurstadt - The safety program is done at every ride. Jim Dodson did a presentation last year, who speaks to all the bicycle clubs on safety, to assure we understand Florida law, the

constraints, opportunities and challenges we have. It's been very difficult to get members to attend. We promote safety, it's a good point to emphasize for visitors that are not familiar with Florida rules.

Chair Klein agreed, she has benefitted from the safety information received from Coastal Cruisers.

There have been many events hosted, however, recently have stalled due to the pandemic.

Bob Logan agreed and asked where and when do our children learn to drive safely?

Many adults and kids do not wear bike helmets. We need to create awareness to emphasize the importance of wearing a helmet for personal safety.

13. Staff Comments

D'Juan Harris thanked the Bicycle Pedestrian Advisory Committee for their time, effort, and thoughtful discussion. These committee meetings are important and MPO Board members occasionally inquire about the MPO committee's input provided during discussion of agenda items.

Betty-Ann Sherer - Pedal and Play in Paradise is scheduled for March 26th in Punta Gorda, March is Florida Bike Month. There is also a Love to Ride joint initiative with FDOT. The website is Lovetoride.net. There will be events throughout the month, it all starts with 1 small step to get riding. Chair Klein has already signed on and appreciates the daily reminders they provide to ride.

Ravi Kamarajugadda added if there is an area of concern where streetlights are needed, he should be contacted.

14. Member Comments - none

15. Adjournment

The next regularly scheduled meeting of the BPAC is June 16, 2022.

***Court Nederveld** made a motion to adjourn the meeting James **Wernicke** seconded the motion, and the meeting was adjourned at 3:49PM*

MARCH 21, 2022
MPO BOARD MEETING

AGENDA # 7
LOCAL GOVERNMENT REPORTS

MARCH 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 7-A
CHARLOTTE COUNTY AIRPORT AUTHORITY REPORT



CHARLOTTE COUNTY AIRPORT AUTHORITY

MPO COMMITTEE REPORT

March 21, 2022

*James W. Herston, P.E.
Vice Chairman*



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Charlotte County Airport Authority

Punta Gorda Airport

Robert D. Hancik
Chair

James W. Herston
Vice-Chair

Kathleen Coppola
Secretary/
Treasurer

Vanessa Oliver
Asst.
Secretary/
Treasurer

Paul Andrews
Commissioner

James W. Parish
CEO

Darol Carr
Authority
Attorney

Thursday, February 24, 2022

9:00 A.M.

7375 Utilities Road, Building 313, Punta Gorda, FL

This meeting will be live-streamed and available for playback on the [Punta Gorda Airport's YouTube page](#).

Note: Streaming service is for listening purposes only. Anyone wishing to submit written citizens input should email Airport@FlyPGD.com with "Citizens Input" in the subject line prior to 8 AM the day of this meeting.

AGENDA

- 1. Call to Order:** Reminder to turn off your cell phones.
- 2. Invocation:** For those who wish to join, please rise for the invocation.
- 3. Pledge of Allegiance**
- 4. Roll Call**
- 5. Citizen's Input:** Anyone wishing to address the Board during this portion should state their name for the record. Each citizen is allowed up to two minutes to express their opinion.
- 6. Additions and/or Deletions to the Agenda**
- 7. Consent Agenda:** All matters listed under this item are considered routine and action will be accomplished by one motion without separate discussion of each item. If discussion is desired by a Commissioner, item(s) will be removed from the Consent Agenda and considered separately.

Secretary/Treasurer

Minutes Regular Meeting – January 20, 2022

CEO

ATCT Shades - Included in the approved FY' 22 Capital Budget is \$16,000 for replacement shades for the Air Traffic Control Tower. As the Tower Owner, the Punta Gorda Airport is required to provide this equipment and replace it periodically. Based on quotes received staff recommends purchasing replacement Air Traffic Control Tower Shades from ATC SHADES in the amount of \$14,200 (\$1,800 under the budgeted amount).

	ATCT Shade Replacement	Shipping	Total
ATC Shades	\$14,200.00	\$ -	\$14,200.00
Solar Screen	\$15,522.00		\$15,522.00
Devine Blinds	\$14,850.00	\$ -	\$14,850.00

Staff Recommended Action: Board approve the purchase of Replacement Tower Shades from ATC Shades in the amount of \$14,200.

Pressure Washer Trailer - Included in the approved FY' 22 Capital Budget for Facilities Equipment is \$32,500 for a Pressure Washer Trailer. Based on quotes received staff recommends purchasing the Pressure Washer Trailer from Power Line U.S.A. in the amount of \$31,995 (\$505 under the budgeted amount).

	Pressure Washer Trailer	Shipping	Total
Power Line	\$31,955.00	\$ -	\$31,955.00
Hotsy	\$32,035.00	\$1,500.00	\$33,535.00
Northern Tool	\$38,999.99	\$ -	\$38,999.99

Staff Recommended Action: Board approve the purchase of Pressure Washer Trailer from Power Line U.S.A. in the amount of \$31,995.

Air Center Generic Lease / Initial Lease Rate - Request approval to implement market rent lease rates based on a market rent analysis performed by Steve Gant at Riverside Realty Services, LLC. Based on the analysis, current fair market rent for office space compared to leasable space in the PGD Air Center is between \$16-\$18 per square foot, not including a \$4/sq. ft. CAM (common area maintenance) charge expense pass-thru paid by the tenant. The average CAM for comparable space is around \$4.75 per square foot. The lease rate will increase 3% annually.

Staff Recommended Action: Board approve Rent Lease Rate to charge \$16 per square foot with a \$4 a month per square foot CAM charge and an annual increase of 3%.

8. Secretary/Treasurer's Report

- a. Accounts Receivables
- b. Income Statement
- c. Balance Sheet

Mrs. Coppola

Mr. Parish

Mr. Parish

Mr. Parish

9. Liaison Reports

- a. Punta Gorda City Council
- b. Board of County Commissioners
- c. Metropolitan Planning Organization/Economic Development
- d. Community
- e. State Legislation

Chair Hancik

Mr. Andrews

Mr. Herston

Mrs. Coppola

Mrs. Oliver

10. Attorney's Report

Attorney Carr

11. CEO's Report

- a. Development Update
- b. Marketing Update
- c. Aviation Report

Mr. Parish

Mr. Ridenour

Mrs. Miller

Mr. Duncan

12. Old Business

13. New Business

- a. FDOT Public Transportation Grant Agreement and Corresponding Resolution for Roadway Network Improvements Project
- b. Portable Office Building
- c. New Maintenance Facility

Mr. Parish

Mr. Parish

Mr. Parish

d. New T-hangars, Building 606 (24 units) – Change Order Number 2

Mr. Parish

14. Commissioner's Comments

15. Adjournment



Charlotte County Airport Authority
STATEMENTS OF REVENUE, EXPENSES
AND CHANGES IN NET POSITION (Income Statement)
For the Three Months Ending Friday, December 31, 2021

	December			YTD		
	Actual	Budget	Variance	Actual	Budget	Variance
OPERATING REVENUES						
Fuel and Oil Sales	\$450,138	\$284,685	\$165,453	\$1,283,778	\$771,270	\$512,508
Industrial and Commercial Park Leases	119,165	116,552	2,613	356,732	349,656	7,076
T Hangar Rentals and Tiedowns	76,137	73,104	3,033	222,947	215,172	7,775
Concessions, Vending and Fees	2,312	2,314	-2	6,934	6,928	6
Airline Related Revenues						
Advertising	5,946	5,200	746	15,672	15,600	72
Auto Parking	423,450	347,506	75,944	1,132,443	913,468	218,975
Car Rentals, Security & Fuel Fees	613,891	558,137	55,754	1,520,545	1,485,247	35,298
Concessions	20	45	-25	51	93	-42
Food & Beverage	82,625	58,221	24,404	196,232	149,628	46,604
Ground Handling Fuel	17,293	14,983	2,310	49,909	36,055	13,854
Ground Transportation	8,942	10,303	-1,361	20,848	24,544	-3,696
Terminal Use Fees	14,926	14,648	278	44,778	43,944	834
LEO Award	11,021	16,242	-5,221	29,948	39,804	-9,856
Sida Badging	900	400	500	3,825	1,200	2,625
Total Airline Related Revenues	1,179,014	1,025,685	153,329	3,014,251	2,709,583	304,668
Other Revenues	8,554	0	8,554	16,809	0	16,809
TOTAL OPERATING REVENUES	\$1,835,320	\$1,502,340	\$332,980	\$4,901,451	\$4,052,609	\$848,842
OPERATING EXPENSES						
Salaries & Wages	\$279,768	\$315,831	-\$36,063	\$862,292	\$887,714	-\$25,422
Payroll Taxes & Retirement	73,241	73,318	-77	206,376	214,955	-8,579
Personnel Expenses	102,179	118,877	-16,698	275,577	319,967	-44,390
Cost of Fuel & Oil Sales	257,222	150,508	106,714	760,346	410,501	349,845
Advertising	2,501	50	2,451	5,595	150	5,445
Bank Charges	8,557	3,500	5,057	19,705	10,500	9,205
Dues & Subscriptions	4,983	5,667	-684	15,854	17,000	-1,146
Insurance	39,628	36,667	2,961	118,885	110,000	8,885
Legal & Professional	43,954	43,067	887	89,659	86,200	3,459
Licenses & Permits	909	450	459	1,929	1,350	579
Marketing & Promotional	4,375	18,000	-13,625	32,420	54,000	-21,580
Mowing	275	1,917	-1,642	5,163	5,751	-588
Postage	148	250	-102	255	750	-495
Repairs & Maintenance	60,591	71,782	-11,191	194,899	214,096	-19,197
Computer Maintenance & Expense	53,859	54,000	-141	110,098	111,000	-902
Supplies	28,315	19,592	8,723	79,184	60,590	18,594
Communications	55,987	55,979	8	68,113	73,674	-5,561
Travel & Auto Allowance	4,430	4,904	-474	18,162	16,213	1,949
Utilities	36,239	38,134	-1,895	113,908	114,403	-495
Security Expense	6,318	2,500	3,818	8,624	7,500	1,124
Airline Related Expense	154,690	163,062	-8,372	439,943	448,542	-8,599
TOTAL OPERATING EXPENSES	\$1,218,169	\$1,178,055	\$40,114	\$3,426,987	\$3,164,856	\$262,131
OPERATING GAIN (LOSS)	\$617,151	\$324,285	\$292,866	\$1,474,464	\$887,753	\$586,711
NON-OPERATING REVENUE & EXPENSES						
Miscellaneous Revenues / (Expenses)	\$416,933	\$629,180	-\$212,247	\$1,420,833	\$1,546,895	-\$126,062
Other Financial Assistance-Cares Act	1,529,237	975,681	553,556	3,396,327	2,884,696	511,631
Gain/Loss of Asset Disposal	200	0	200	201	0	201
OPEB Post Retirement Benefit Accrual	-435	-537	102	-1,306	-1,612	306
Interest on Investments	4,293	11,500	-7,207	25,582	34,500	-8,918
Cost to Finance	-6,800	-8,215	1,415	-20,399	-24,645	4,246
Bank Fees	-554	-700	146	-1,691	-2,100	409
NET NON-OPERATING REVENUE & EXPENSES	\$1,942,874	\$1,606,909	\$335,965	\$4,819,547	\$4,437,734	\$381,813
GAIN OR (LOSS) BEFORE CAPITAL CONTRIBUTIONS & DEPRECIATION	\$2,560,025	\$1,931,194	\$628,831	\$6,294,011	\$5,325,487	\$968,524
CAPITAL CONTRIBUTIONS						
Capital Grants & Contributions	1,191,413	862,500	328,913	1,997,670	1,303,003	694,667
TOTAL CAPITAL CONTRIBUTIONS	\$1,191,413	\$862,500	\$328,913	\$1,997,670	\$1,303,003	\$694,667
INCREASE OR (DECREASE) IN NET POSITION w/CONTRIBUTIONS	\$3,751,438	\$2,793,694	\$957,744	\$8,291,681	\$6,628,490	\$1,663,191
DEPRECIATION						
Depreciation	-368,412	-316,000	-52,412	-1,104,772	-948,000	-156,772
TOTAL DEPRECIATION	-\$368,412	-\$316,000	-\$52,412	-\$1,104,772	-\$948,000	-\$156,772
INCREASE OR (DECREASE) IN NET POSITION	\$3,383,026	\$2,477,694	\$905,332	\$7,186,909	\$5,680,490	\$1,506,419



Charlotte County Airport Authority STATEMENT OF NET POSITION (Balance Sheet)

12/31/2021

ASSETS

CURRENT ASSETS

Cash and Cash Equivalents	\$37,794,932
Net Receivables	6,874,883
Inventories	153,724
Prepaid Expenses	276,948

TOTAL CURRENT ASSETS

45,100,488

CAPITAL ASSETS

Land	6,094,320
Buildings	53,113,985
CCAA Master Plan	1,727,490
Capital Improvements	55,441,977
Furniture, Fixtures and Equipment	6,526,036
Donated Surplus	47,300
Less: Accumulated Depreciation	(56,303,125)
Construction in Progress	19,652,807

TOTAL CAPITAL ASSETS, NET

86,300,790

DEFERRED OUTFLOWS OF RESOURCES-PENSIONS

1,255,154

TOTAL ASSETS

\$132,656,432

LIABILITIES

CURRENT LIABILITIES

Accounts and Contracts Payable	\$2,089,058
Accrued Expenses	335,109
Deferred Revenue	206,941
Client Deposits	273,239

TOTAL CURRENT LIABILITIES

2,904,346

LONG-TERM LIABILITIES

Estimated Liability for Compensated Absences	162,457
State Infrastructure Bank Loan	3,405,433
Net OPEB Obligation	41,080
Net Pension Liability	3,661,524

TOTAL LONG-TERM LIABILITIES

7,270,494

TOTAL LIABILITIES

10,174,840

DEFERRED INFLOWS OF RESOURCES-PENSIONS

225,257

NET POSITION

RESERVES

Non Catastrophic Exp Reserve	34,112
Contaminated/Pollutant Reserve	107,500
Insurance Escrow Reserve	283,683
Building Reserve	2,984,816
Parking Lot Reserve	2,059,032
Air Traffic/Navigation/Safety Reserve	208,038
Rental Car Improvement Reserve	46,522
T-Hangar Reserve	316,311

TOTAL RESERVES

\$6,040,015

Retained Earnings	109,029,412
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NET PROFIT / LOSS

7,186,908

TOTAL NET POSITION

122,256,335

TOTAL LIABILITIES AND NET POSITION

\$132,656,432

Accounts Receivable Over 60 Days

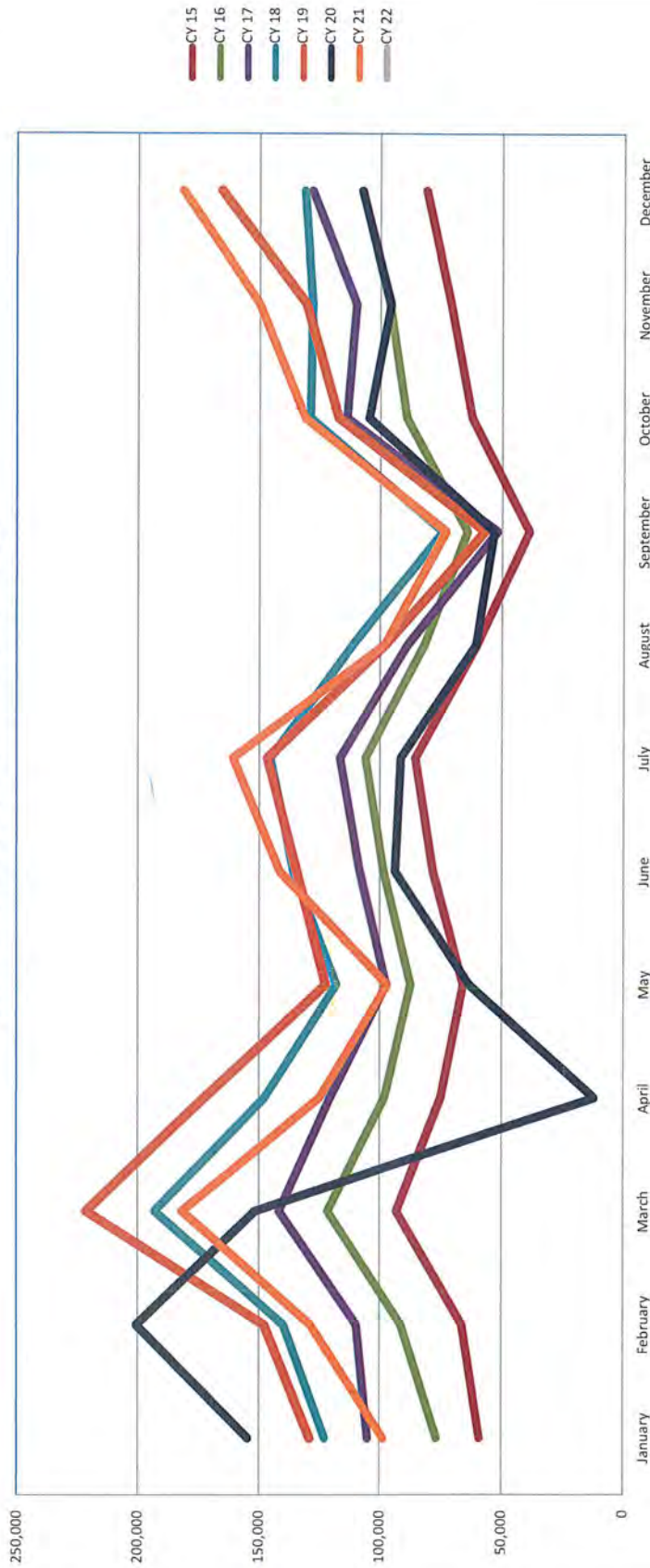
As of Dec 2021

Customer Name	0-30 Days	31 - 60 Days	61 - 90 Days	91 and Over	Total Balance at Nov 2021	EXPLANATION as of 02/01/2022
Allegiant	\$40,636.96	\$36,517.60		\$5,386.50	\$82,541.06	Paid \$5,386.5 - contacted customer outstanding payment is being process
WorldWide Flights	\$29,431.50	\$0.00	\$0.00	\$9,435.25		Paid \$20,512.28
Matos Frank	\$802.50	\$52.50	\$52.50		\$907.50	paid in full
SUB-TOTALS	\$70,870.96	\$36,570.10	\$52.50	\$14,821.75	\$83,448.56	
All Other Current Customer Bal	\$32,517.40	\$5,380.73	\$0.01	\$0.00	\$76,764.89	
TOTALS	\$103,388.36	\$41,950.83	\$52.51	\$14,821.75	\$160,213.45	

Credits
\$160,213.45 GL

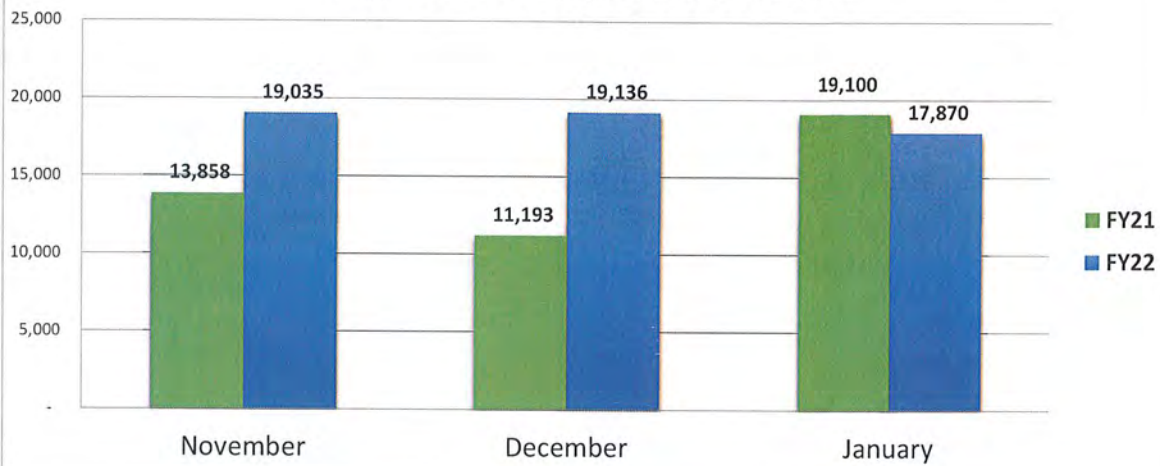
PFC 1 AMENDMENT									
CHARLOTTE COUNTY AIRPORT AUTHORITY									
APPROVED FOR COLLECTION & USE									
REQUEST FOR PAA DEDUCTION									
ALLEGANT'S	RECEIVED DATE	AMOUNT	PAID DATE	AMOUNT	PAID MONTH	ALLEGANT'S	RECEIVED DATE	AMOUNT	PAID MONTH
12231	4/20/18	279,864.08	28-Aug-18			15220	12/20/18	12,420.18	
12304	4/20/18	545,752.27	31-Sep-18			15389	1/20/19	306,481.00	
13342	7/10/18	315,771.33	31-Dec-18			15558	2/20/19	325,783.37	
13716	11/20/18	276,248.93	30-Jun-19			15727	3/20/19	421,289.52	
14463	9/30/18	252,551.82	30-Aug-18			15896	4/20/19	516,791.67	
14680	11/20/18	285,179.01	31-Oct-18			16065	5/20/19	221,721.40	
15025	12/20/18	226,679.94	31-Nov-18			16234	6/20/19	16,886.13	
15220	12/20/18	12,420.18	31-Dec-18			16403	7/20/19	258,778.48	
15389	1/20/19	306,481.00	31-Jan-19			16572	8/20/19	116,620.00	
15558	2/20/19	325,783.37	31-Feb-19			16741	9/20/19	181,038.61	
15727	3/20/19	421,289.52	29-Feb-20			16910	10/20/19	184,778.87	
15896	4/20/19	516,791.67	30-Mar-20			17079	11/20/19	349,822.38	
16065	5/20/19	221,721.40	31-Jul-20			17248	12/20/19	288,715.33	
16234	6/20/19	16,886.13	31-Jul-20			17417	1/20/20	288,411.00	
16403	7/20/19	258,778.48	30-Sep-20			17586	2/20/20	317,845.75	
16572	8/20/19	116,620.00	30-Sep-20			17755	3/20/20	279,345.76	
16741	9/20/19	181,038.61	30-Sep-20			17924	4/20/20	221,721.40	
16910	10/20/19	184,778.87	31-Oct-20			18093	5/20/20	1,327,325.35	
17079	11/20/19	349,822.38	29-Feb-21			18262	6/20/20	388,691.56	
17248	12/20/19	288,715.33	31-Mar-21			18431	7/20/20	368,433.17	
17417	1/20/20	288,411.00	31-Mar-21			18600	8/20/20	5,336.71	
17586	2/20/20	317,845.75	31-Mar-21			18769	9/20/20	4,927,863.62	
17755	3/20/20	279,345.76	31-Mar-21			18938	10/20/20	1,190,000.00	
17924	4/20/20	221,721.40	31-Mar-21			19107	11/20/20	1,190,000.00	
18093	5/20/20	1,327,325.35	30-Sep-21			19276	12/20/20	1,190,000.00	
18262	6/20/20	388,691.56	31-Oct-21			19445	1/20/21	1,190,000.00	
18431	7/20/20	368,433.17	31-Oct-21			19614	2/20/21	1,190,000.00	
18600	8/20/20	5,336.71	31-Oct-21			19783	3/20/21	1,190,000.00	
18769	9/20/20	4,927,863.62	31-Oct-21			19952	4/20/21	1,190,000.00	
18938	10/20/20	1,190,000.00	31-Oct-21			20121	5/20/21	1,190,000.00	
19107	11/20/20	1,190,000.00	31-Oct-21			20290	6/20/21	1,190,000.00	
19276	12/20/20	1,190,000.00	31-Oct-21			20459	7/20/21	1,190,000.00	
19445	1/20/21	1,190,000.00	31-Oct-21			20628	8/20/21	1,190,000.00	
19614	2/20/21	1,190,000.00	31-Oct-21			20797	9/20/21	1,190,000.00	
19783	3/20/21	1,190,000.00	31-Oct-21			20966	10/20/21	1,190,000.00	
19952	4/20/21	1,190,000.00	31-Oct-21			21135	11/20/21	1,190,000.00	
20121	5/20/21	1,190,000.00	31-Oct-21			21304	12/20/21	1,190,000.00	
20290	6/20/21	1,190,000.00	31-Oct-21			21473	1/20/22	1,190,000.00	
20459	7/20/21	1,190,000.00	31-Oct-21			21642	2/20/22	1,190,000.00	
20628	8/20/21	1,190,000.00	31-Oct-21			21811	3/20/22	1,190,000.00	
20797	9/20/21	1,190,000.00	31-Oct-21			21980	4/20/22	1,190,000.00	
20966	10/20/21	1,190,000.00	31-Oct-21			22149	5/20/22	1,190,000.00	
21135	11/20/21	1,190,000.00	31-Oct-21			22318	6/20/22	1,190,000.00	
21304	12/20/21	1,190,000.00	31-Oct-21			22487	7/20/22	1,190,000.00	
21473	1/20/22	1,190,000.00	31-Oct-21			22656	8/20/22	1,190,000.00	
21642	2/20/22	1,190,000.00	31-Oct-21			22825	9/20/22	1,190,000.00	
21811	3/20/22	1,190,000.00	31-Oct-21			22994	10/20/22	1,190,000.00	
21980	4/20/22	1,190,000.00	31-Oct-21			23163	11/20/22	1,190,000.00	
22149	5/20/22	1,190,000.00	31-Oct-21			23332	12/20/22	1,190,000.00	
22318	6/20/22	1,190,000.00	31-Oct-21			23501	1/20/23	1,190,000.00	
22487	7/20/22	1,190,000.00	31-Oct-21			23670	2/20/23	1,190,000.00	
22656	8/20/22	1,190,000.00	31-Oct-21			23839	3/20/23	1,190,000.00	
22825	9/20/22	1,190,000.00	31-Oct-21			24008	4/20/23	1,190,000.00	
22994	10/20/22	1,190,000.00	31-Oct-21			24177	5/20/23	1,190,000.00	
23163	11/20/22	1,190,000.00	31-Oct-21			24346	6/20/23	1,190,000.00	
23332	12/20/22	1,190,000.00	31-Oct-21			24515	7/20/23	1,190,000.00	
23501	1/20/23	1,190,000.00	31-Oct-21			24684	8/20/23	1,190,000.00	
23670	2/20/23	1,190,000.00	31-Oct-21			24853	9/20/23	1,190,000.00	
23839	3/20/23	1,190,000.00	31-Oct-21			25022	10/20/23	1,190,000.00	
24008	4/20/23	1,190,000.00	31-Oct-21			25191	11/20/23	1,190,000.00	
24177	5/20/23	1,190,000.00	31-Oct-21			25360	12/20/23	1,190,000.00	
24346	6/20/23	1,190,000.00	31-Oct-21			25529	1/20/24	1,190,000.00	
24515	7/20/23	1,190,000.00	31-Oct-21			25698	2/20/24	1,190,000.00	
24684	8/20/23	1,190,000.00	31-Oct-21			25867	3/20/24	1,190,000.00	
24853	9/20/23	1,190,000.00	31-Oct-21			26036	4/20/24	1,190,000.00	
25022	10/20/23	1,190,000.00	31-Oct-21			26205	5/20/24	1,190,000.00	
25191	11/20/23	1,190,000.00	31-Oct-21			26374	6/20/24	1,190,000.00	
25360	12/20/23	1,190,000.00	31-Oct-21			26543	7/20/24	1,190,000.00	
25529	1/20/24	1,190,000.00	31-Oct-21			26712	8/20/24	1,190,000.00	
25698	2/20/24	1,190,000.00	31-Oct-21			26881	9/20/24	1,190,000.00	
25867	3/20/24	1,190,000.00	31-Oct-21			27050	10/20/24	1,190,000.00	
26036	4/20/24	1,190,000.00	31-Oct-21			27219	11/20/24	1,190,000.00	
26205	5/20/24	1,190,000.00	31-Oct-21			27388	12/20/24	1,190,000.00	
26374	6/20/24	1,190,000.00	31-Oct-21			27557	1/20/25	1,190,000.00	
26543	7/20/24	1,190,000.00	31-Oct-21			27726	2/20/25	1,190,000.00	
26712	8/20/24	1,190,000.00	31-Oct-21			27895	3/20/25	1,190,000.00	
26881	9/20/24	1,190,000.00	31-Oct-21			28064	4/20/25	1,190,000.00	
27050	10/20/24	1,190,000.00	31-Oct-21			28233	5/20/25	1,190,000.00	
27219	11/20/24	1,190,000.00	31-Oct-21			28402	6/20/25	1,190,000.00	
27388	12/20/24	1,190,000.00	31-Oct-21			28571	7/20/25	1,190,000.00	
27557	1/20/25	1,190,000.00	31-Oct-21			28740	8/20/25	1,190,000.00	
27726	2/20/25	1,190,000.00	31-Oct-21			28909	9/20/25	1,190,000.00	
27895	3/20/25	1,190,000.00	31-Oct-21			29078	10/20/25	1,190,000.00	
28064	4/20/25	1,190,000.00	31-Oct-21			29247	11/20/25	1,190,000.00	
28233	5/20/25	1,190,000.00	31-Oct-21			29416	12/20/25	1,190,000.00	
28402	6/20/25	1,190,000.00	31-Oct-21			29585	1/20/26	1,190,000.00	
28571	7/20/25	1,190,000.00	31-Oct-21			29754	2/20/26	1,190,000.00	
28740	8/20/25	1,190,000.00	31-Oct-21			29923	3/20/26	1,190,000.00	
28909	9/20/25	1,190,000.00	31-Oct-21			30092	4/20/26	1,190,000.00	
29078	10/20/25	1,190,000.00	31-Oct-21			30261	5/20/26	1,190,000.00	
29247	11/20/25	1,190,000.00	31-Oct-21			30430	6/20/26	1,190,000.00	
29416	12/20/25	1,190,000.00	31-Oct-21			30599	7/20/26	1,190,000.00	
29585	1/20/26	1,190,000.00	31-Oct-21			30768	8/20/26	1,190,000.00	
29754	2/20/26	1,190,000.00	31-Oct-21			30937	9/20/26	1,190,000.00	
29923	3/20/26	1,190,000.00	31-Oct-21			31106	10/20/26	1,190,000.00	
30092	4/20/26	1,190,000.00	31-Oct-21			31275	11/20/26	1,190,000.00	
30261	5/20/26	1,190,000.00	31-Oct-21			31444	12/20/26	1,190,000.00	
30430	6/20/26	1,190,000.00	31-Oct-21			31613	1/20/27	1,190,000.00	
30599	7/20/26	1,190,000.00	31-Oct-21			31782	2/20/27	1,190,000.00	
30768	8/20/26	1,190,000.00	31-Oct-21			31951	3/20/27	1,190,000.00	
30937	9/20/26	1,190,000.00	31-Oct-21			32120	4/20/27	1,190,000.00	
31106	10/20/26	1,190,000.00	31-Oct-21			32289	5/20/27	1,190,000.00	
31275	11/20/26	1,190,000.00	31-Oct-21			32458	6/20/27	1,190,000.00	
31444	12/20/26	1,190,000.00	31-Oct-21			32627	7/20/27	1,190,000.00	
31613	1/20/27	1,190,000.00	31-Oct-21			32796	8/20/27	1,190,000.00	
31782	2/20/27	1,190,000.00	31-Oct-21			32965	9/20/27	1,190,000.00	
31951	3/20/27	1,190,000.00	31-Oct-21			33134	10/20/27	1,190,000.00	
32120	4/20/27	1,190,000.00	31-Oct-21			33303	11/20/27	1,190,000.00	
32289	5/20/27	1,190,000.00	31-Oct-21			33472	12/20/27	1,190,000.00	
32458	6/20/27	1,190,000.00	31-Oct-21			33641	1/20/28	1,190,000.00	
32627	7/20/27	1,190,000.00	31-Oct-21			33810	2/20/28	1,190,000.00	
32796	8/20/27	1,190,000.00	31-Oct-21			33979	3/20/28	1,190,000.00	
32965	9/20/27	1,190,000.00	31-Oct-21			34148	4/20/28	1,190,000.00	
33134	10/20/27	1,190,000.00	31-Oct-21			34317			

Charlotte County Airport Authority Total Passengers CY 2015 through CY 2022

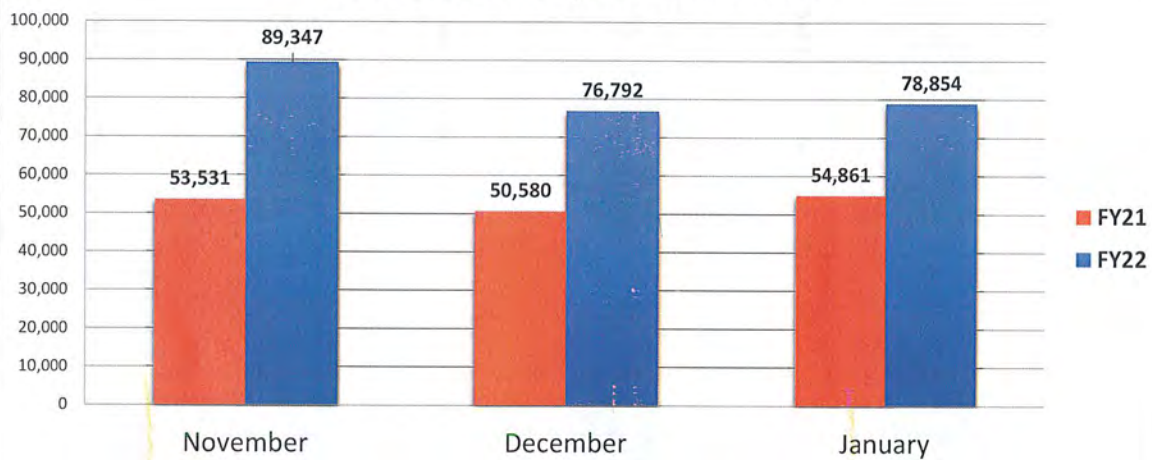


		Total Passengers per year															
CY 07	CY 08	CY 09	CY 10	CY 11	CY 12	CY 13	CY 14	CY 15	CY 16	CY 17	CY 18	CY 19	CY 20	CY 21	CY 22		
January	29,152	9,587	17,283	29,628	33,988	19,225	47,091	58,948	76,538	105,188	122,901	129,315	154,805	98,826	149,709		
February	31,788	9,995	21,991	34,072	38,695	20,939	56,001	66,254	91,130	109,866	140,076	148,118	200,550	128,983			
March	40,599	15,013	28,534	44,449	26,630	33,779	76,917	93,171	121,695	141,802	192,947	221,326	151,783	181,947			
April		13,751	19,390	36,394	9,343	28,203	71,894	74,994	98,101	120,764	147,871	172,893	12,030	125,304			
May		7,759	6,629	13,685	7,486	28,479	51,752	65,759	87,352	97,304	118,050	122,555	63,314	97,008			
June		9,521	8,238	14,130	10,382	31,915	52,167	78,276	98,430	108,502	135,860	134,598	93,767	141,728			
July		9,190	10,262	16,292	18,652	32,888	53,826	85,468	106,142	116,799	145,426	146,788	91,437	161,248			
August		7,652	8,326	12,942	14,131	22,377	38,744	60,240	81,800	88,678	111,335	98,060	60,506	98,296			
September		5,547	4,830	9,409	10,871	10,559	26,423	38,693	64,226	51,836	74,068	57,069	53,355	73,000			
October		8,258	7,783	17,783	11,690	15,433	37,083	62,355	89,084	114,113	129,086	117,484	104,770	131,379			
November	1,077	13,411	17,571	27,164	16,720	39,040	53,126	71,025	96,188	110,097	128,121	130,623	95,706	150,346			
December	15,180	7,305	19,341	31,763	35,678	50,774	63,051	81,289	107,617	128,388	131,423	166,087	107,658	181,771			
TOTALS	15180	109,921	129,025	182,423	291,626	219,357	333,611	628,075	836,472	1,118,303	1,293,337	1,577,164	1,644,916	1,189,681	1,569,836	149,709	
Overall total: 11,288,636																	

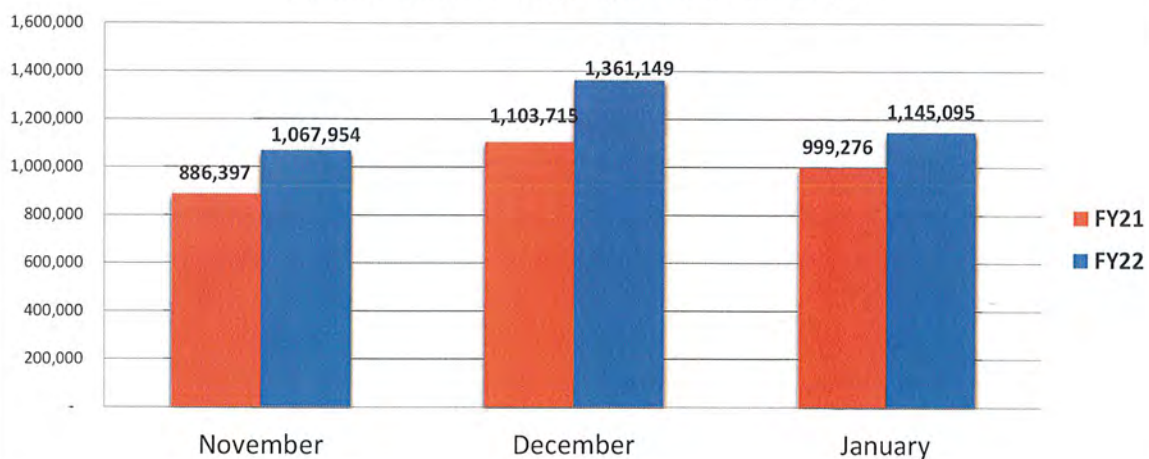
Charlotte County Airport Authority Avgas Gallons Sold, FY2021 VS FY2022



Charlotte County Airport Authority Jet A Gallons Sold, FY2020 VS FY2021



Charlotte County Airport Authority Airline Gallons Pumped, FY2020 VS FY2021





Operations Reported By Tower

		November	December	January
Air Carrier		875	1063	932
AirTaxi		110	112	151
GA		6972	6072	6569
Military		34	30	20
Total		7991	7277	7672
Hangars				
600 Series	119	1	0	1
200 Series	98	0	0	2

Cities Served

- | | |
|----------------------------------|-------------------------------|
| 1 Akron-Canton, OH* | 28 Louisville, KY |
| 2 Albany, NY | 29 Minneapolis-St. Paul, MN |
| 3 Allentown (Lehigh Valley), PA | 30 Moline (Quad Cities), IL * |
| 4 Appleton/Green Bay, WI | 31 Nashville, TN |
| 5 Asheville, NC | 32 Niagara Falls/Buffalo, NY |
| 6 Austin, TX* | 33 Norfolk, VA* |
| 7 Baltimore, MD/Washington D.C.* | 34 Omaha, NB * |
| 8 Belleville, IL/St. Louis, MO | 35 Peoria, IL |
| 9 Bentonville, AR* | 36 Pittsburg, PA |
| 10 Cedar Rapids, IA | 37 Plattsburg, NY* |
| 11 Chicago (Midway), IL* | 38 Portsmouth, NH |
| 12 Cincinnati, OH | 39 Providence, RI |
| 13 Columbus (Rickenbacker), OH | 40 Raleigh/Durham, NC |
| 14 Concord/Charlotte, NC | 41 Rapid City, SD * |
| 15 Dayton, OH * | 42 Richmond, VA * |
| 16 Des Moines, IA | 43 Rochester, NY * |
| 17 Elmira, NY * | 44 Rockford, IL |
| 18 Flint, MI | 45 Saint Cloud, MN * |
| 19 Fort Wayne, IN | 46 Sioux Falls, SD * |
| 20 Grand Rapids, MI | 47 Southbend, IN |
| 21 Harrisburg, PA | 48 Springfield, IL |
| 22 Houston (Hobby), TX | 49 Springfield/Branson, MO |
| 23 Huntington, WV | 50 Stewart/Newburgh, NY |
| 24 Indianapolis, IN | 51 Syracuse, NY * |
| 25 Kansas City, MO | 52 Toledo, OH |
| 26 Knoxville, TN | 53 Traverse City, MI * |
| 27 Lexington, KY | |

Allegiant Service

Sun Country Service

* Seasonal City



CAPITAL IMPROVEMENT PROGRAM REPORT – FEBRUARY 2022 PROJECT REPORT

In Development

CIP No.	Project Title
TBD	Spec Building in Industrial Park
0114	Self-Serve Fuel Facility

Solicitations

CIP No.	Project Title
None	

Planning/Studies/Reports

CIP No.	Project Title
Pro Services	Terminal Building Planning Study
Pro Services	Rental Car & Terminal Area Planning Study

Design

CIP No.	Project Title
0116	Taxiway D Rehabilitation
0106	New 50 x 50 Box Hangars – 5 Units
0113	In-Line Baggage System
0112	FBO Hangar
0095	Roadway Network Improvements
0098	Terminal Curbside Traffic Improvements

Construction

CIP No.	Project Title
0107	Runway 4-22 Rehabilitation / Reconstruction
0092	Wetland Mitigation Phase 2 of 2
0101	Construct Replacement Hangar for Building 207
0106	T-hangar Development
0104	New General Aviation Center P1– Civil Airside (Apron, Taxiway and Taxilanes)
0104	New General Aviation Center P2 – New GA Terminal (Terminal, Parking and Access Road)

In Development

PROJECT TITLE

Spec Building in Industrial Park - CIP No. TBD

PROJECT DESCRIPTION

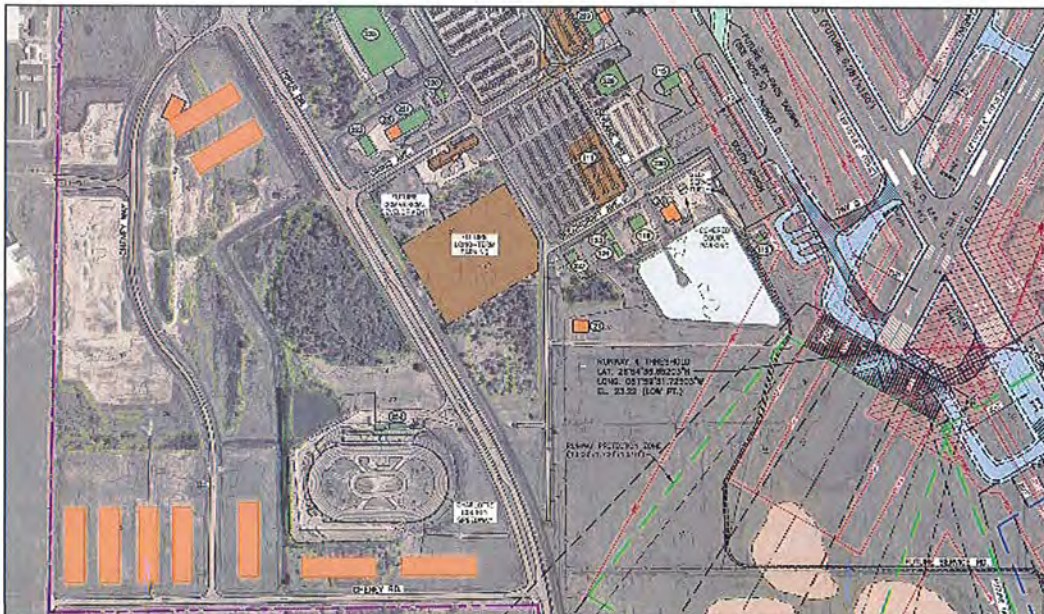
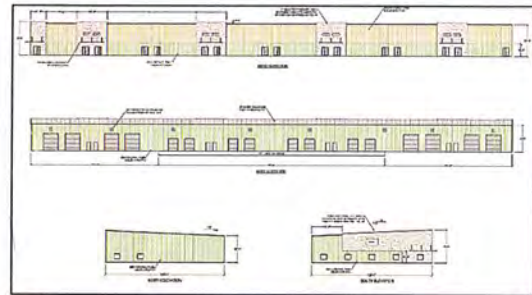
No Change from Previous Report - The RFQ is to be developed over the next few weeks. Updated information will be included in future reports.

PROJECT FUNDING

Description	Estimated Cost	FAA	FDOT	PFC	CCA
Design and Construction	\$4 to \$5.0M				100%

PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
CCA Board – Approve Proposal	9/16/21	✓
Develop RFQ		
Advertise RFQ		
RFQ Received and Opened		
CCA Select Design-Build		
Phase 1 of 3 Conceptual Scope of Work Development		
Phase 1 of 3 Conceptual Report		
CCA Board – Phase 2 Scope-Fee-Schedule for Design, Permitting, Bidding		
Phase 2 – Design/Permitting/Bidding		
Phase 3 – CCA Board – Approve GMP		
Phase 3 – Construction		



In Development

PROJECT TITLE

Self-Serve Fuel Facility - CIP No. 0114

PROJECT DESCRIPTION

This project will construct a new self-serve fueling facility at the new General Aviation Center Terminal. The project includes concrete pad, fuel tank, fire extinguishers, eye wash station, signage, lighting, and air machine.

STATUS OF PROJECT

The project approach has been revised from design-build to design-bid-build. The new approach is expected to result in lower project costs. The design will be completed by Michael Baker and their fee will be paid from existing un-used contract dollars from the general aviation center projects. The design will be advertised for construction bids and the Airport is looking to procure the fuel tank by direct purchase.

PROJECT FUNDING

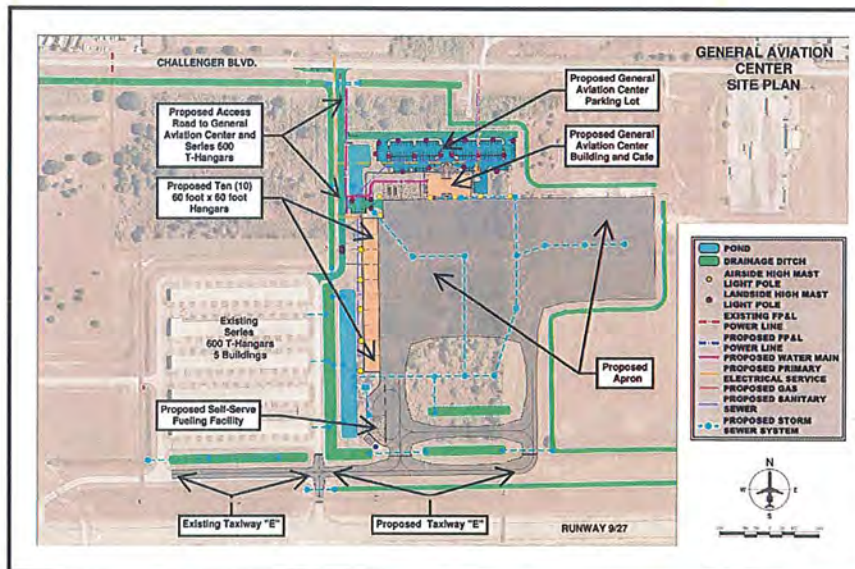
Description	Estimated Cost	PGD/FAA/FDOT/PFC
Design	TBD	TBD
Construction	TBD	TBD

PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Develop RFB Package	9/24/21	✓
Advertise for Bids	9/24/21	✓
Opened One Bid – Rejected	11/9/21	✓
Scope of Work / Design	Apr-22	
Bidding / Award	May-22	
Permitting / Construction	Jul-22	

CONTRACTS

Firm Name	Fee
Services Provided	
Michael Baker – Design	TBD





Planning/Studies/Reports

PROJECT TITLE

Terminal Building Planning Study

PROJECT DESCRIPTION

The purpose of this study is to determine the amount and types of terminal space required to meet future levels of passenger demand and to determine an optimal layout for an expansion of the existing terminal.

STATUS OF PROJECT

AECOM is completing compiling data associated with establishing peak month, day, and hourly activity. This will produce peak hour enplaned, deplaned and total passengers once appropriate load factors are applied. Site observations and tenant interviews were conducted on January 13 and 14, 2022. AECOM will present initial findings for the terminal space program requirements to Airport staff on February 22, 2022. The entire study is scheduled to be completed in April or May 2022.

Planning/Studies/Reports

PROJECT TITLE

Rental Car & Terminal Area Planning Study

PROJECT DESCRIPTION

Phase 1 – Rental Car Study

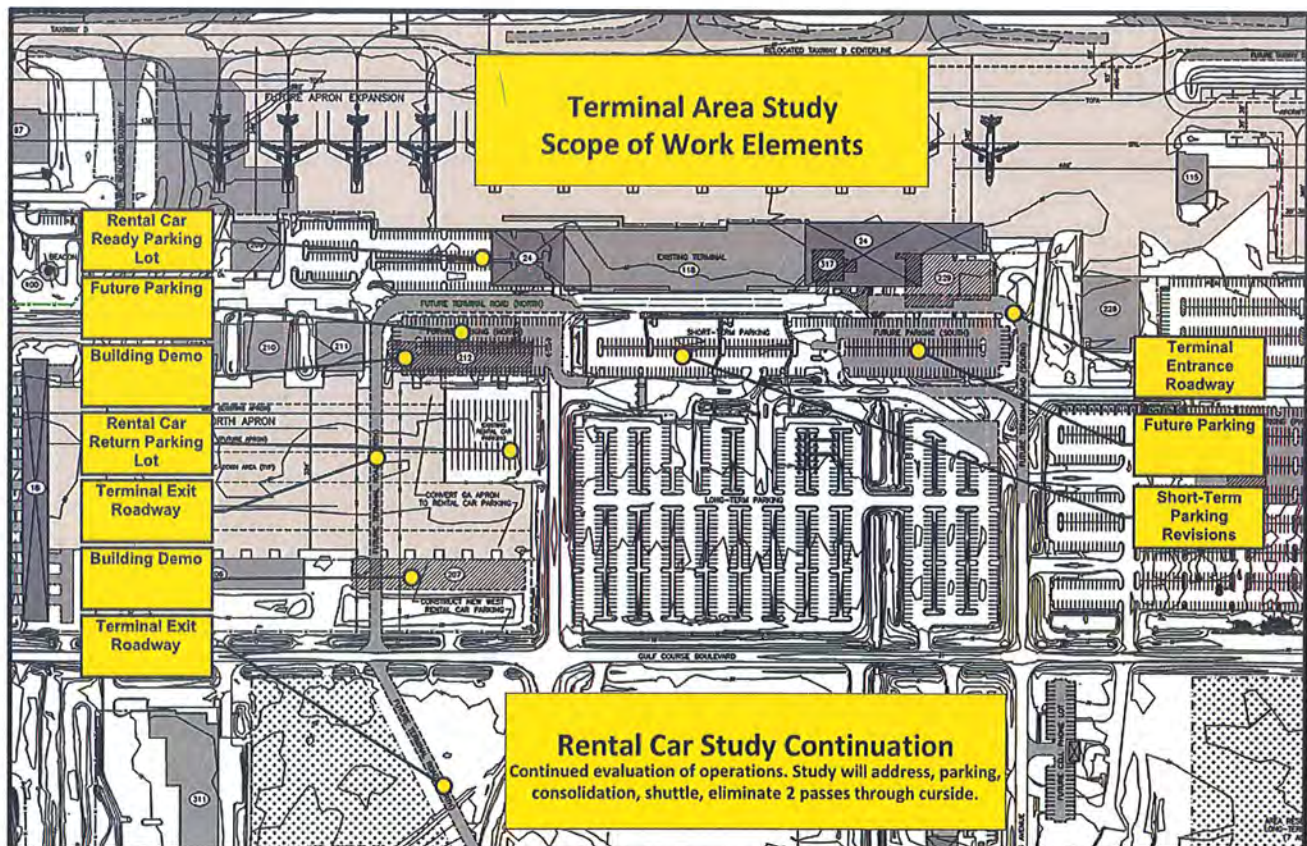
The study to evaluate various options for the re-configuration of the rental car operations to a more consolidated operation has been completed. Two basic options were developed and evaluated. Option 1 will evaluate a consolidated facility within walking distance of the terminal. Option 2 will evaluate a consolidated facility where busing/shuttling will be required. Those results were presented to the Board on September 16, 2021.

Phase 2 – Terminal Area Study

Upon completion of the Terminal Building Planning Study, a scope of work will be developed to evaluate the future phased terminal area needs. The future needs will be linked to the Terminal Building Planning Study development needs. As the terminal building expands, the terminal area must be addressed. For example, If the terminal building expands to the north, the existing rental car ready lot will need to be re-located. This study would identify these types of needs along with other terminal area needs, such as but not limited to; other parking lot re-configurations, terminal access roadway re-alignments, phasing of building demolitions, other rental car parking needs, revisions to rental car operations, etc. See graphic below.

STATUS OF PROJECT

The scope of work will be developed upon completion of the Terminal Building Planning Study.



Design

PROJECT TITLE

Taxiway D Rehabilitation – CIP No. 0116

PROJECT DESCRIPTION

This project includes design for the re-construction of Taxiway D from Runway 15 End to Taxiway "A" (4,625 feet x 50 feet).

STATUS OF PROJECT

A revised FAA pre-application package (original application was for rehabilitation only) was submitted to FAA on January 13, 2022, requesting additional funding for the revised scope of work. In addition, a Modification to Standards (revised shoulder grading) was submitted to FAA on January 13, 2022, as well. The design continues. The project is scheduled to be advertised for construction bids in May 2022.

PROJECT FUNDING

Description	Estimated Cost	FAA	FDOT	PFC	CCAA
Design & Construction	\$7,621,000	90%	5%	5%	

PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Advertise RFQ	08/06/21	✓
RFQ Submittal Due Date	09/07/21	✓
Selection Committee Review	09/09/21	✓
CCAA Board – Select Consultant	09/16/21	✓
Scope Development / Independent Fee Estimate	10/08/21	✓
Submit Grant Pre-Application	10/15/21	✓
CCAA Board Meeting – Approve Scope of Work-Fee-Schedule	10/21/21	✓
Design	May -22	
Advertise/Open Construction Bids	May -22	
Submit Grant Application – Bid Based	Jun - 22	
Receive Grant Offer	Aug/Sep 22	
CCAA Board Meeting – Accept Grant Offer / Approve Construction Contract	Sep 22	
Construction – Mobilization Phase	Dec-22	
Construction Start (After Open RW 4-22)	Jan-23	
Construction Substantial Completion	Jul-23	
Closeout	Aug-23	

PROJECT SKETCH



CONTRACTS

Firm Name	Fee
Services Provided	
Kimley-Horn	\$626,684
Design Consultant	
TBD	TBD
Construction	

Design

PROJECT TITLE

New 50' x 50' Box Hangars – 5 Units - CIP No. 0106

PROJECT DESCRIPTION

This project includes design, permitting and construction services required to construct five new 50' x 50' aircraft box hangars located north of the 600 series T-hangars. Once the design and permitting have been completed, a change order will be negotiated with the contractor of the Building 207 Replacement Hangar and T-hangar projects.

STATUS OF PROJECT

On January 28, 2022, the construction plans were submitted to the T-hangar and Box hangar contractor requesting a quote for construction. The negotiated quote will be submitted for review and approval at a future Board meeting.

PROJECT FUNDING

Description	Estimated Cost	FAA	FDOT	PFC	CCAA
Design and Permitting	\$75,130				100%
Construction	TBD				100%
Total	TBD				

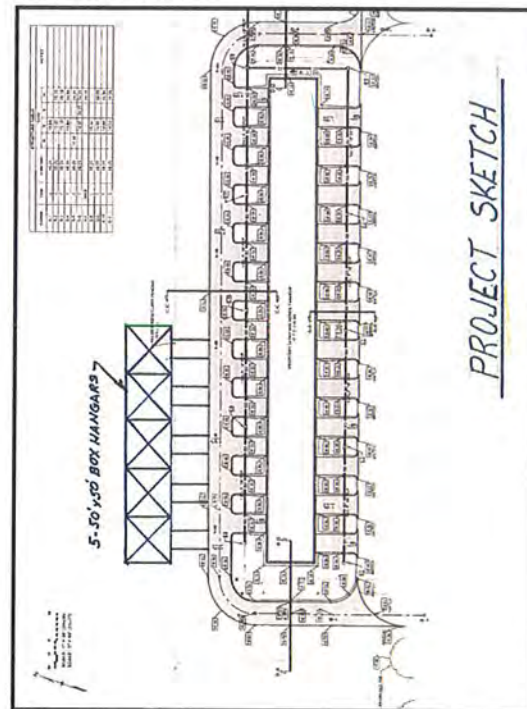
PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Develop Scope, Fee, Schedule	02/03/21	✓
CCAA Approve Scope of Work	02/18/21	✓
Complete Design – Submit to Stellar	01/28/22	✓
Negotiate Change Order	Feb/Mar-22	
CCAA Change Order Approval	Apr-22	
Construction	TBD	
Closeout	TBD	

CONTRACTS

Firm Name	Fee
Services Provided	
AECOM	\$75,130
Engineering Design	
TBD	
Construction	

PROJECT SKETCH



Design

PROJECT TITLE

In-Line Baggage System - CIP No. 0113

PROJECT DESCRIPTION

This project provides design services for a new In-Line Baggage Handling System located at the south end of the commercial terminal building as part of a future expansion. The design includes new expanded baggage screening and make-up areas and utilizes the current version of the TSA guidelines and standards.

STATUS OF PROJECT

A review meeting with TSA, AECOM and Airport staff was conducted on January 27, 2022, to review the Pre-Design phase submittal items. Discussions at that meeting will be incorporated into the next design submittal phase, which is the Schematic Design phase. The Schematic Design phase is scheduled to be submitted during February 2022.

PROJECT FUNDING

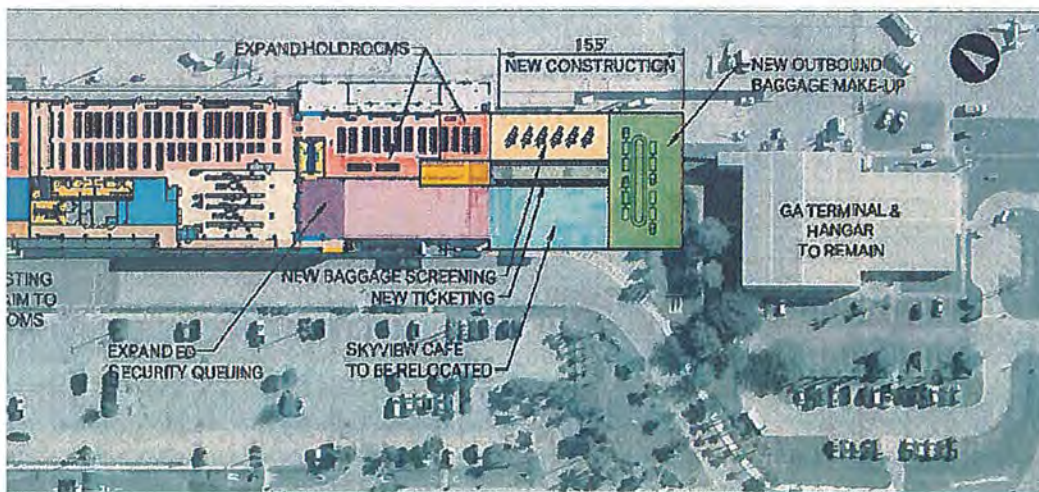
Description	Estimated Cost	TSA	PFC
Design	\$825,303	95%	5%

PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
TA Accept Scope of Work	Mar-21	✓
TSA Review	Jun/Jul-21	✓
TSA Grant Offer	07/29/21	✓
CCAA Accept Grant and Approve Consultant Agreement	08/19/21	✓
Issue Notice to Proceed	09/03/21	✓
Pre-Design Phase	12/21	✓
Schematic Design Phase	2/22	
Detailed Design Phase (Includes 30%, 70%, 100% submittals)	9/22	
Bidding Phase	TBD	
Construction	TBD	

CONTRACTS

Firm Name	Fee
AECOM - Design	\$825,303



Design

PROJECT TITLE

FBO Hangar - CIP No. 0112

PROJECT DESCRIPTION

This design-build project will construct a new 12,000 square foot FBO Hangar and approximately 2,000 square feet of offices east of the new General Aviation Terminal. Phase 1 is a Conceptual Design Report. Phase 2 is Design, Permitting and Bidding. Phase 3 is Construction.

STATUS OF PROJECT

The Design Development phase has been completed and work continues on the Construction Development Design phase which is due in March 2022. The final design and submittal of the Guaranteed Maximum Price (GMP) is scheduled to be submitted on May 26, 2022, Board meeting.

PROJECT FUNDING

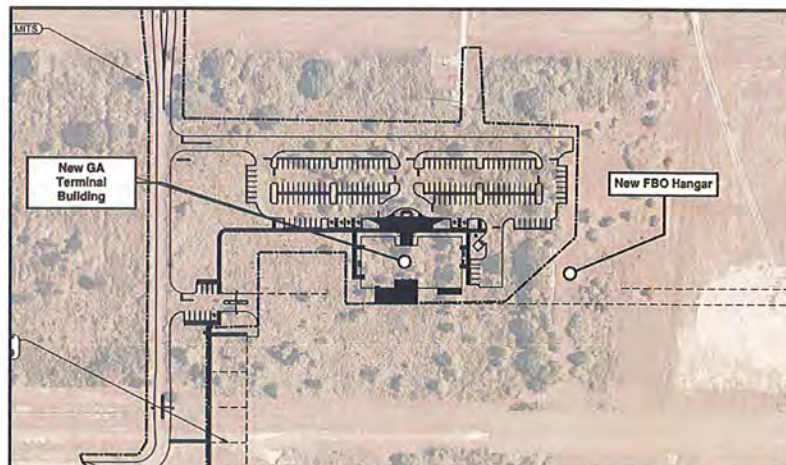
Description	Estimated Cost	FAA	FDOT	PFC	CCAA
Design and Construction	\$1.8 to \$2.0M				100%

PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Develop RFQ	Mar-21	✓
Advertise RFQ	04/05/21	✓
RFQ Received and Opened	05/06/21	✓
CCAA Select Design-Builder	05/20/21	✓
Phase 1 of 3 Conceptual Scope of Work Development	6/30/21	✓
Phase 1 of 3 Conceptual Report	8/31/21	✓
CCAA Board – Phase 2 Scope-Fee-Schedule for Design, Permitting, Bidding	09/16/21	✓
Phase 2 – Design/Permitting/Bidding	05/22	
Phase 3 – CCAA Board – Approve GMP	05/22	
Phase 3 – Construction	TBD	

CONTRACTS

Firm Name Services Provided	Fee
Owen-Ames-Kimball Design-Build Services	
Phase 1 – Conceptual Report	\$21,909.50
Phase 2 – Design/Permitting/Bidding	\$129,780.00
Phase 3 - Construction	TBD



Design

PROJECT TITLE

Roadway Network Improvements – CIP No. 0095

PROJECT DESCRIPTION

This project will construct; A right turn lane on Piper Road at Viking Avenue, one additional lane on Viking Avenue between Piper Road and Golf Course Blvd. and one additional lane on Airport Road between Piper Road and Golf Course Blvd.

STATUS OF PROJECT

The FDOT Public Transportation Grant Agreement (PTGA) will be presented to the February 26, 2022, CCAA Board for acceptance. As a result, final design and bidding coordination activities are underway with the City of Punta Gorda (relocated force main and an interlocal agreement) and Charlotte County (Piper and Airport roadway specifications and project inspection). The project is scheduled to be advertised for construction bids in March 2022.

PROJECT FUNDING

Description	Estimated Cost	FAA	FDOT	PFC	CCAA
Design, Permitting, Bidding, Construction Services, Closeout	\$78,990 Actual				100%
Construction	\$330,000		50%	50%	
Total	\$578,990				

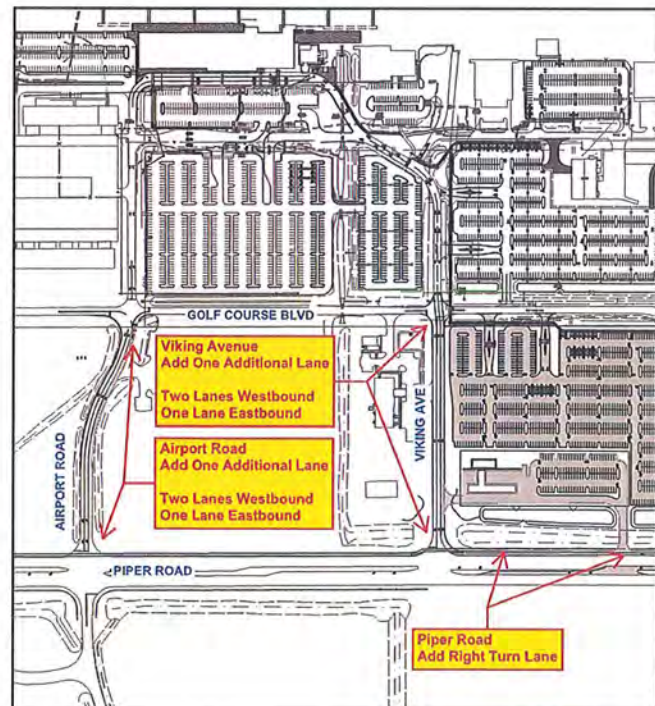
PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Select Consultant	05/17/18	✓
Develop Scope, Fee, Schedule	05/17/18	✓
CCAA Approve Scope of Work	05/17/18	✓
Issue Notice to Proceed	05/29/18	✓
Submit FDOT Grant Application	7/8/19	✓
Design and Permitting (100%)	10/23/19	✓
FDOT SIS Funding Not Available	08/20/20	✓
Utility Design Relocation	Feb-22	
City Force Main – Interlocal Agr.	TBD	
Receipt of FDOT Grant/CCAA Acceptance	02/26/22	
Finalize Bid Documents and Advertise for Construction Bids	Mar-22	
Begin Construction	Jul-22	
End Construction	TBD	
Closeout	TBD	

CONTRACTS

Firm Name	Fee
Services Provided	
Southwest Engineering and Design	\$78,990
Engineering Design, Permitting, Bidding, Construction Services, Closeout	
TBD	
Construction	

PROJECT SKETCH



Design

PROJECT TITLE

Terminal Curbside Traffic Improvements – CIP No. 0098

PROJECT DESCRIPTION

This project will add a fourth lane to the terminal curbside pick-up and drop-off lanes. It includes slight modifications to the short-term parking lot. This project is planned to be constructed as part of the Roadway Network Improvements project.

STATUS OF PROJECT

This project is combined with the Roadway Network Project. The FDOT Public Transportation Grant Agreement (PTGA) will be presented to the February 26, 2022, CCAA Board for acceptance. The project is scheduled to be advertised for construction bids in March 2022.

PROJECT FUNDING

Description	Estimated Cost	FAA	FDOT	PFC	CCAA
Design, Permitting	\$34,600				100%
Construction	\$175,000		50%	50%	
Total	\$234,600				

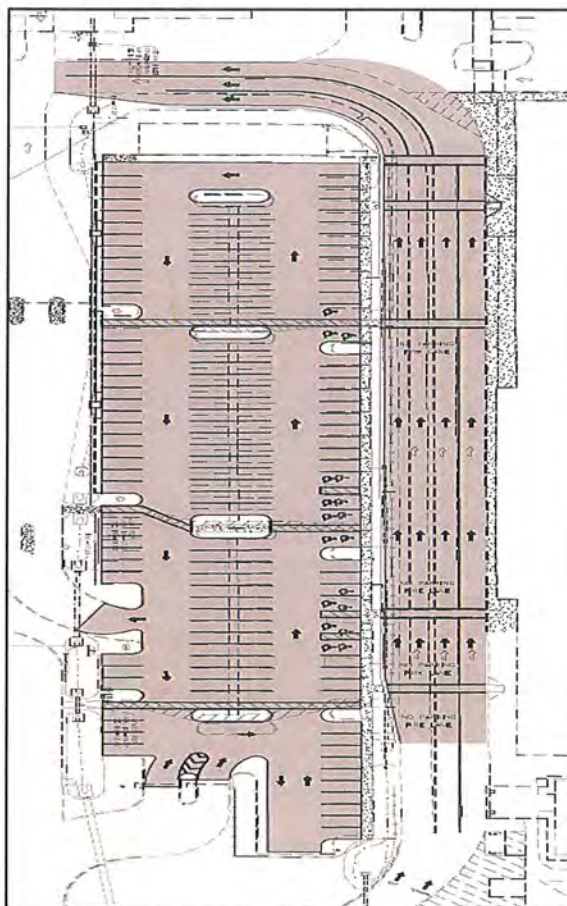
PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Select Consultant & Approve Scope and Fee	08/02/18	✓
Issue Notice to Proceed	08/10/18	✓
Submit FDOT Grant Application	7/8/19	✓
Design and Permitting (100%)	10/28/19	✓
FDOT SIS Funding Not Available	08/20/20	✓
Receipt of FDOT Grant/CCAA Acceptance	02/26/22	
Finalize Bid Documents and Advertise for Construction Bids	Mar-22	
Begin Construction	Jul-22	
End Construction	TBD	
Closeout	TBD	

CONTRACTS

Firm Name	Fee
Services Provided	
Southwest Engineering and Design	\$34,600
Engineering Design, Permitting	
TBD	TBD
Construction	

PROJECT SKETCH



Construction

PROJECT TITLE

Runway 4-22 Rehabilitation / Reconstruction - CIP No. 0107

PROJECT DESCRIPTION

Rehabilitate (mill and overlay) of outboard runway pavement (mill and overlay). Re-construction of keel section (60 foot wide) base and asphalt (complete removal and replacement). In addition, associated electrical improvements.

STATUS OF PROJECT

Runway 4-22 was closed on January 11, 2022 and is scheduled to be closed until December 31, 2022. Work continues on electrical demo, pavement milling and base removal and base replacement.

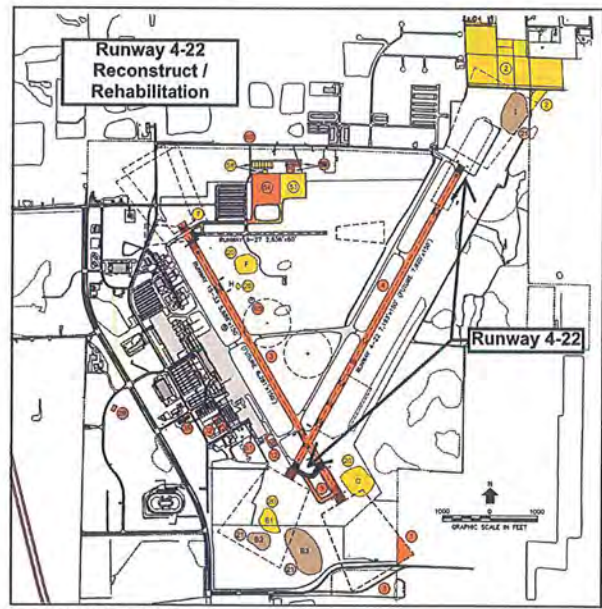
PROJECT FUNDING

Description	Estimated Cost	FAA	FDOT	PFC	CCAA
Design Only	\$424,175	100%			
Construction, Engineering, Inspection	\$14.9M	100%			
Total	\$15.3M				

PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Select Consultant	08/02/18	✓
Submit FAA & FDOT Pre Application (Design)	11/01/19	✓
Develop Scope, Fee, Schedule Complete IFE Process	Dec-19	✓
Submit FAA & FDOT Application (Design)	Jan-20	✓
Secure FAA Funding (Design)	08/12/20	✓
Begin Design	07/31/20	✓
Secure FAA RSA Grading Approval	05/19/21	✓
End Design / Advertise for Construction Bids	07/02/21	✓
Submit FAA & FDOT Application (Construction)	08/03/21	✓
Secure FAA Funding (Construction)	09/01/21	✓
CEO Accept FAA Grant / Issue Notice of Award	09/01/21	✓
Mobilization	Dec-21	✓
Begin Construction	Jan-22	✓
End Construction	Dec-22	

PROJECT SKETCH



CONTRACTS

Firm Name	Fee
Services Provided	
Kimley-Horn - Design and Construction	\$617,663
Inspection – In House	\$185,000
Wright Construction Group - Construction	\$14.5M

Construction

PROJECT TITLE

Wetland Mitigation Phase 2 of 2 – CIP No. 0092

PROJECT DESCRIPTION

This is the second phase of wetland mitigation. This project will fill approximately 35 acres of existing wetlands within the airport operations area. WL ID's B2, B3, I, I1, I2, I3 and I4. This project also includes the purchase of required wetland mitigation credits. This project was bid and will be constructed as part of the Runway 4-22 project

STATUS OF PROJECT

No Change from Previous Report: Construction will be scheduled upon receipt of the Southwest Water Management District permits. Permits expected to be issued by March 2022.

PROJECT FUNDING

Description	Estimated Cost	FAA	FDOT	PFC	CCAA
Design	\$141,327			100%	
Construction	\$2.0M			100%	
Wetland Mitigation	TBD			100%	

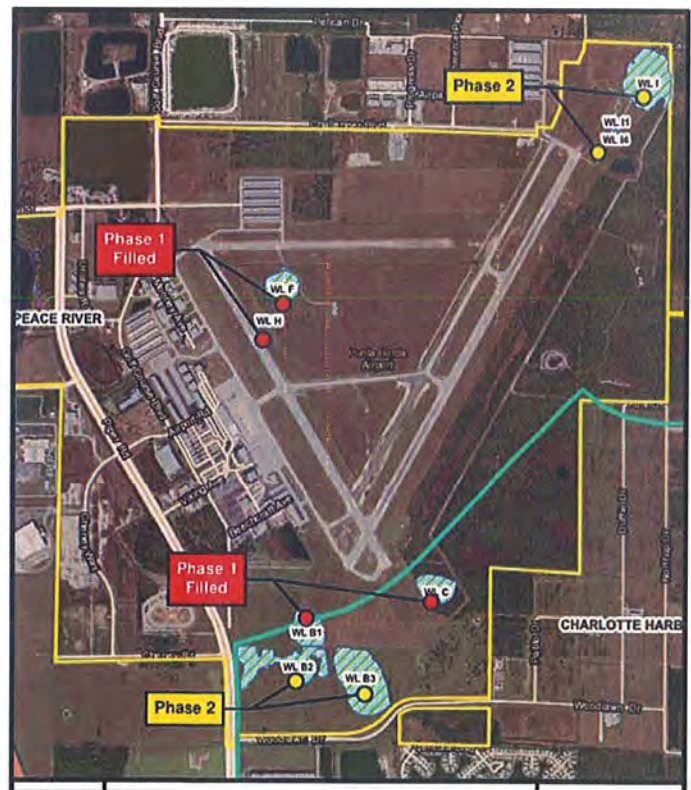
PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Select Consultant	01/18/18	✓
Develop Scope, Fee, Schedule	Mar-21	✓
CCAA Approve Scope of Work	03/18/21	✓
Advertise for Construction Bids	07/02/21	✓
Issue Notice to Proceed	09/01/21	✓
Permitting	Mar-22	
Begin Construction	Mar-22	
End Construction	Dec-22	
Closeout	Jan-23	

CONTRACTS

Firm Name	Fee
Services Provided	
EG Solutions, Inc. – Design, Permitting, Bidding, Construction, Closeout	\$141,327
Wetland Mitigation Bank Wetland Mitigation Fees	TBD
Wright Construction Group, Inc. Construction	\$1,941,033

PROJECT SKETCH



Construction

PROJECT TITLE

Construct Replacement Hangar for Building 207 – CIP No. 0101

PROJECT DESCRIPTION

This project consists of the construction of six (6) new replacement hangars for tenants located in Building 207, and four (4) additional hangars (all 60'x60'). Building 207 will need to be demolished when the terminal access road is expanded to the north or if this area is designated for expansion of rental car parking. The replacement hangars will be located west of the New GA Terminal Facility.

STATUS OF PROJECT

No Change from Previous Report - The formal Notice to Proceed was issued on January 3, 2022. Building and door designs are in progress and scheduled to be completed in early May 2022 ready for submittals for building permits.

PROJECT FUNDING

Description	Estimated Cost	FAA	FDOT	CFC	CCAA
Building 207 Replacement Hangar Design and Construction	\$3.0M			100%	
Total	\$3.0M				

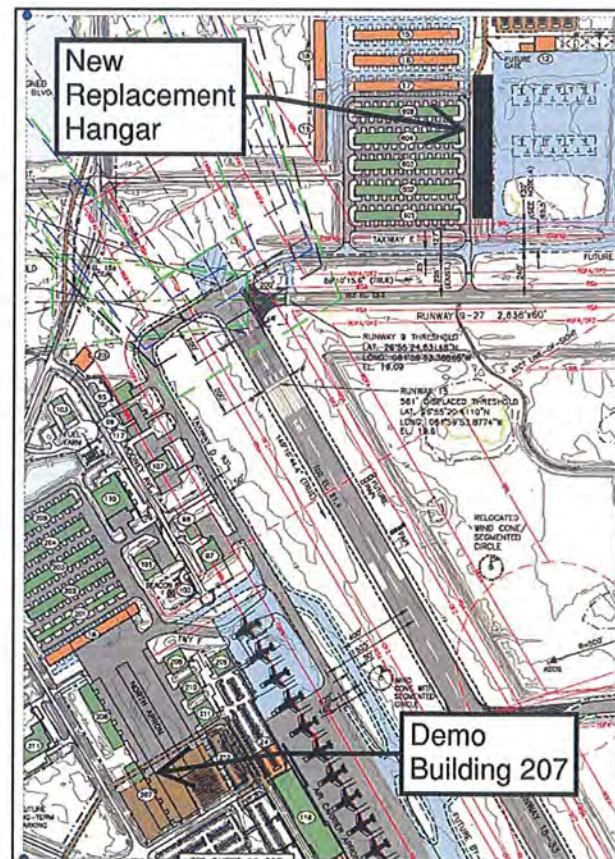
PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Select Consultant	08/02/18	✓
Develop Scope, Fee, Schedule	09/27/18	✓
CCAA Approve Consultant Fee	10/23/18	✓
Issue Notice to Proceed	10/23/18	✓
Design and Permitting	05/01/19	✓
Design Updates to Bid with T-Hangars	Feb 20	✓
Advertise for Construction Bids	03/01/21	✓
Open Bids	04/12/21	✓
CCAA Approve Bid/Execute Contract	05/20/21	✓
Notice to Proceed "Pause" Ends	11/03/21	✓
Issued Notice to Proceed	01/03/22	✓
Mobilization / Design (120 days)	05/03/22	
Permitting (60 days)	07/03/22	
Fabrication (TBD days)	TBD	
Construction (120 days)	TBD	
Closeout	TBD	

CONTRACTS

Firm Name	Fee
Services Provided	
AECOM	\$145,910
Engineering Design, Bidding, Construction Services, Closeout	
Stellar Development, Inc.	\$2,836,041
Construction	

PROJECT SKETCH



Construction

PROJECT TITLE

T-hangar Development – CIP No. 0106

PROJECT DESCRIPTION

This project includes design and permitting services for the preparation of construction plans and specifications for 24 aircraft T-hangar units adjacent to the existing 600 series T-hangar units. Door openings are to be 42 feet wide; depth is to be 34 feet and door height is to be 12 feet.

STATUS OF PROJECT

No Change from Previous Report - The formal Notice to Proceed was issued on January 3, 2022. Building and door designs are in progress and scheduled to be completed in early May 2022 ready for submittals for building permits.

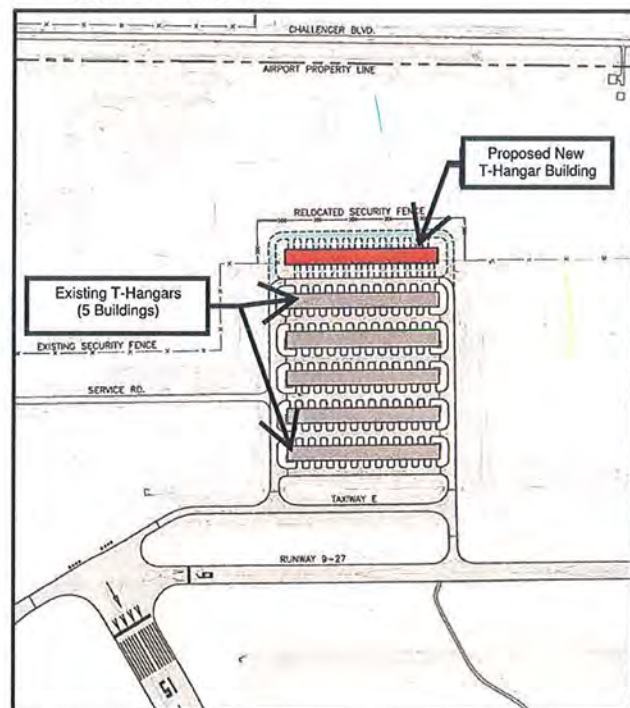
PROJECT FUNDING

Description	Estimated Cost	FAA	FDOT	PFC	CCAA
T-Hangars Design and Construction	\$3.4M				100%
Total	\$3.4M				

PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
CCAA Request Project	05/16/19	✓
Develop Scope, Fee, Schedule	06/13/19	✓
CCAA Approve Scope of Work	06/20/19	✓
Issue Notice to Proceed	06/20/19	✓
50% / 60% Design	10/31/19	✓
Secure FDOT SIB Loan	Jul-20	✓
Design Updates to Bid with 207	Feb 20	✓
Advertise for Construction Bids	03/01/21	✓
Open Bids	04/12/21	✓
CCAA Approve Bid/Execute Contract	05/20/21	✓
Notice to Proceed "Pause" Ends	11/03/21	✓
Issued Notice to Proceed	01/03/22	✓
Mobilization / Design (120 days)	05/03/22	
Permitting (60 days)	07/03/22	
Fabrication (60 days)	TBD	
30 Day Lag Time for 207	TBD	
Construction (120 days)	TBD	
Closeout	TBD	

PROJECT SKETCH



CONTRACTS

Firm Name	Fee
Services Provided	
AECOM	\$110,589
Engineering Design	
Stellar Development, Inc	\$3,242,879
Construction	

Construction

PROJECT TITLE

New General Aviation Center P1 – Civil Airside (Apron, Taxiways and Taxilanes) – CIP No. 0104

PROJECT DESCRIPTION

This project consists of the design, permitting and construction of a new General Aviation Center Facility on the north side of the Airport, east of the 600 series T-hangars. This phase of the project includes Apron, Taxiway and Taxilane improvements.

STATUS OF PROJECT

Construction continues asphalt paving is scheduled to be completed in February 2022. Construction is scheduled to be substantially completed at the end of March 2022.

PROJECT FUNDING

Description	Estimated Cost	FAA	FDOT	PFC	CCAA
Design	\$0.6M			100%	
Apron, Taxilane, Taxiway Construction and Engineering	\$8.7M	\$6.0M	\$1.2M Special Legislation FDOT SIB Loan (TBD)	\$1.5M	
Total	\$9.3M				

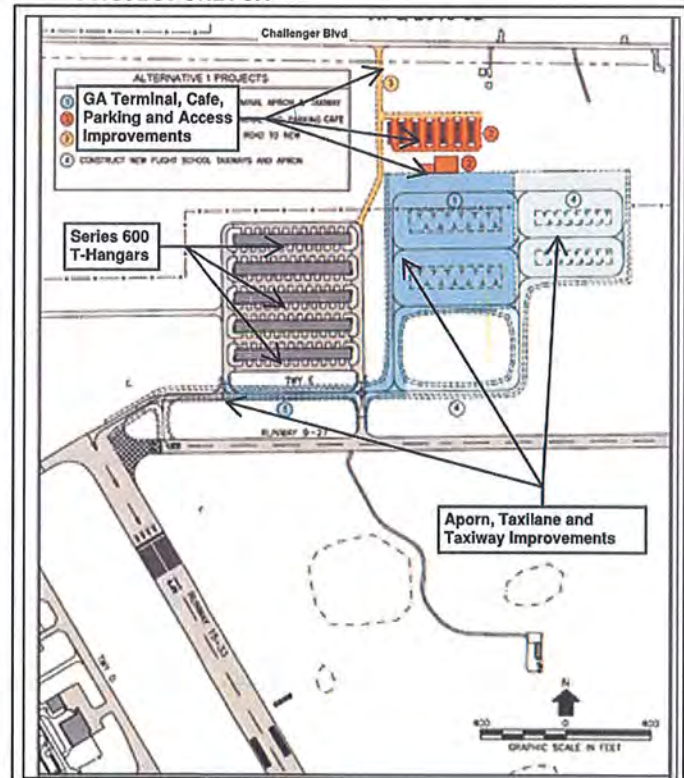
PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Select Consultant	08/16/18	✓
Develop Scope, Fee, Schedule	10/17/18	✓
CCAA Accept FDOT Funding & Approve Consultant Fee	10/23/18	✓
Secure FDOT Funding	10/30/18	✓
Submit FAA Grant Pre-Application	11/02/18	✓
Issue Notice to Proceed	11/05/18	✓
Stakeholder Presentation	12/13/18	✓
Design	05/01/19	✓
Advertise for Construction Bids Canceled – No FAA Funding	05/07/19	✓
Submit FDOT SIB Loan Application	06/19/19	✓
Submit FDOT SIS Grant Application	12/30/19	✓
Advertise for Construction Bids Apron, Taxiways	01/31/20	✓
Secure FAA Grant	06/17/20	✓
Begin Construction	Nov-20	✓
End Construction	Mar-22	
Punch List and Closeout	Apr-22	

CONTRACTS

Firm Name	Fee
Services Provided	
Michael Baker International, Inc. Engineering Design, Permitting, Bidding, Construction Services, Closeout	\$1,088,435
Ajax Paving Industries Construction	\$8,190,868

PROJECT SKETCH



Construction

PROJECT TITLE

New General Aviation Center P2 – New GA Terminal (Terminal, Parking and Access Road) - CIP No. 0104

PROJECT DESCRIPTION

This project consists of the design, permitting and construction of a new General Aviation Center Facility on the north side of the Airport, east of the 600 series T-hangars. The phase of the project includes GA Terminal, Café, Parking, and Access Road.

STATUS OF PROJECT

Construction is scheduled to be completed at the end of March 2022.

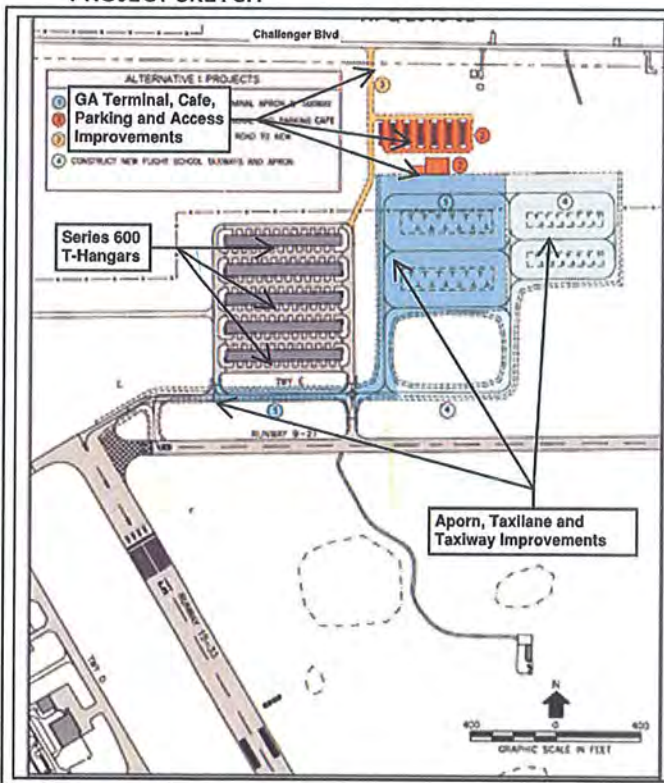
PROJECT FUNDING

Description	Estimated Cost	FDOT	CCAA
Terminal, Café, Parking Lot, Access Construction and Engineering	\$7.0M	\$1.0 M – FDOT Existing PTGA \$2.5 M – FDOT SIB Loan (paid back from future FDOT PTGA)	\$3.5M
Total	\$7.0M		

PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Select Consultant	08/16/18	✓
Develop Scope, Fee, Schedule	10/17/18	✓
CCAA Accept FDOT Funding & Approve Consultant Fee	10/23/18	✓
Secure FDOT Funding	10/30/18	✓
Submit FAA Grant Pre-Application	11/02/18	✓
Issue Notice to Proceed	11/05/18	✓
Stakeholder Presentation	12/13/18	✓
Design	05/01/19	✓
Advertise for Construction Bids	05/07/19	✓
Canceled – No FAA Funding	05/17/19	✓
Submit FDOT SIB Loan Application	06/19/19	✓
Submit FDOT SIS Grant Application	12/30/19	✓
Secure FDOT SIB Loan	Jul-20	✓
Results of SIS Funding	Aug-20	No Funding
Advertise for Construction Bids	08/17/20	✓
Open Construction Bids	9/30/20	✓
CCAA Approve Construction Contract	10/15/20	✓
Mobilization and Submittals	Jan-21	✓
Begin Construction – Field	03/29/21	✓
End Construction	Mar-22	
Punchlist and Closeout	Apr/May-22	

PROJECT SKETCH



CONTRACTS

Firm Name	Fee
Services Provided	
Avcon	\$1,300
Independent Fee Estimate	
Michael Baker International, Inc.	\$588,541
Engineering Design, Permitting, Bidding, Construction Services, Closeout	
Johnson – Laux	\$6,367,229
Construction	

MARKETING & COMMUNICATIONS REPORT | JANUARY 2022

PGD BUZZ
& E-News

BUZZ e-news, blog page & news releases:

- [Laroche Promoted to Director of Ops & Maintenance – 1/28/22](#)
- [TSA PreCheck Mobile Enrollment Returns to PGD – 1/26/22](#)
- [CEO's State of Airport Presentation Online – 1/20/22](#)
- [PGD Announces New Chief Operating Officer – 1/6/22](#)

Tenant Touchdown BUZZ editions included:

- [ADVISORY: Runway 9-27 Temporary Closure – 1/27/22](#)
- [2022 ATC Tower Survey/Feedback – 1/20/22](#)
- [TENANTS: Parking & Farewell Cake for Ron Mallard – 1/4/22](#)
- [FAA Safety Team – Construction Impacts – 1/2/22](#)


News & Media
Coverage

SUN Punta Gorda

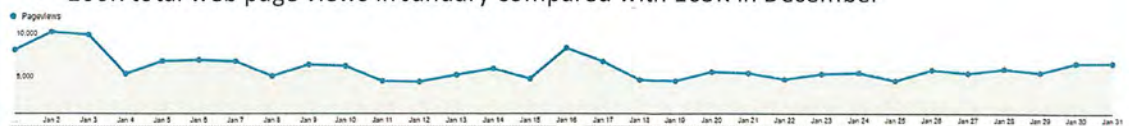
Autos Homes Jobs Classifieds Public Notices Newsletters Contests Obituaries Subscribe

Punta Gorda Airport wraps 2021 with high passenger traffic


- January's national news was dominated by Allegiant's Boeing Max purchases and weather-related nationwide delays
- Local news featured the Air Show's election of Denise Dull as President, COVID testing site nearby, passenger numbers, TSA PreCheck and 5G concerns
- Continued to receive great coverage on NBC-2 and ABC-7 with the weather tower camera
- Summary of [January News Coverage](#)
- January news reached 332 million people with estimated advertising value at \$3 million

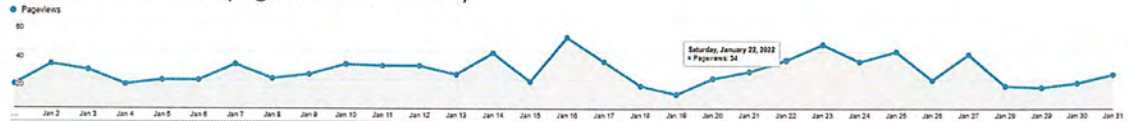
FlyPGD.com
Website Reach

- 166K total web page views in January compared with 165K in December



**PGDAviEx.com
Website Reach**

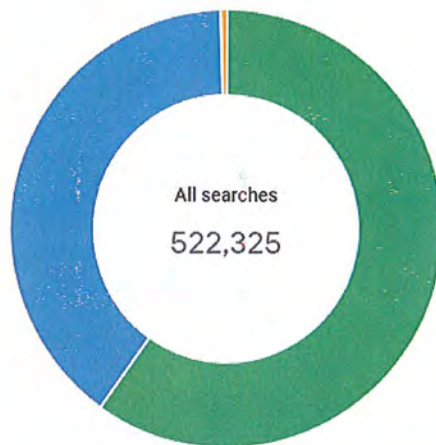
- 820 total web page views in January



**Google Business/
Search Engine**

- 522K total searches on Google last month; with reviews staying at 4.3/5 average

1 month ▼



Direct
People who find your Business Profile searching for your business name or address



Discovery
People who find your Business Profile searching for a category, product, or service



Branded
Customers who find your listing searching for a brand related to your business

Facebook

- Facebook Likes reached 5,780 by end of January, and organic posts' reaches ranged from 5K to 17K
- Facebook posts with the most reactions/engagement Ron Mallard's retirement, ATC Tower light restoration, State of the Airport presentation, TSA PreCheck enrollment & Laroche's promotion

Total Reach

The number of people who saw any content from your Page or about your Page. This metric is estimated.



Twitter

Jan 2022 • 31 days

TWEET HIGHLIGHTS

Top Tweet earned 271 impressions

Check out our "State of the Airport" presentation delivered by CEO James W. Parish at today's Airport Authority Board Meeting. flypgd.com/state-of-the-airport/ pic.twitter.com/CIQIBNEuqY



1 4

View Tweet activity

View all Tweet activity

Top Follower followed by 45.5K people

Jon Austin

@Choice_Or_Fate [FOLLOWS YOU](#)

Recording artist -My name is Jon, Singer/Songwriter, Navy Vet. live in NJ, lead singer in cover band, Independence Day..Songs on Spotify, Itunes, & more!

[View profile](#)
Top mention earned 12 engagements

Airport Therapy Dogs

@APTherapyDogs • Jan 19

Who let the dogs out this week? Please share with us so travellers know when / where they can connect with therapy 🐾 🐾 🐾
 🐾 @DENAirport @iflypie
 @PuntaGordaAir @iflyboise @FlySJC
 @JAXairport @GRBairport @iflyCHS
 @Bradley_Airport @MCO @flyONT
 @ATWairport @flyavlnow @LNKairport
pic.twitter.com/MKPj1SeVJP



1 6

[View Tweet](#)
Top media Tweet earned 118 impressions

Help us congratulate Raymond Laroche on his promotion to Director of Operations & Maintenance at PGD! Ray has been at PGD for eight years, serving as the Manager of Facilities and Security for the last five. Learn more at flypgd.com/raymond-laroche/ #FlyPGD pic.twitter.com/UI6JAEnIBI



1 6

JAN 2022 SUMMARY

Tweets

7

Profile visits

810

New followers

12

Tweet impressions

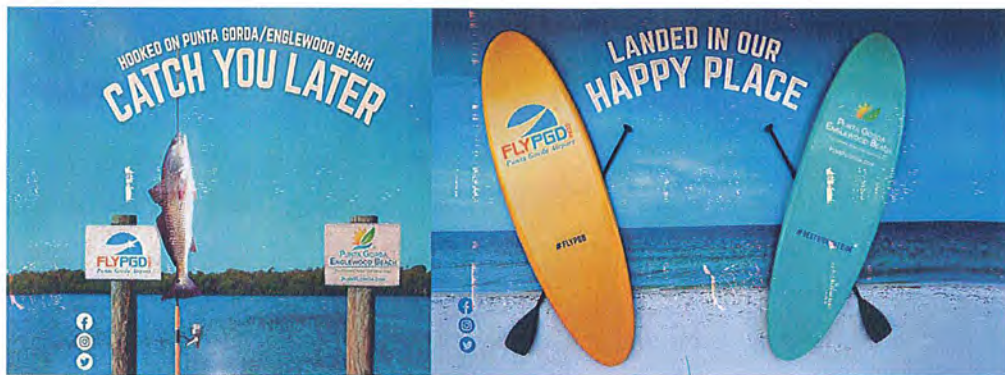
1,285

Mentions

5

Terminal Updates

- **Flybrary:** Friends of the Punta Gorda Library and Library Supervisor brought 111 books in January, supplemented by additional public donations
- **Current Advertisers:** NEW: Fishermen's Village & Realtor Amy Wainwright, plus Peace River Gardens, Wink TV, City of Punta Gorda, Seminole Casino Hotel, Babcock Ranch, CD Real Estate, Florida Weekly, Rum Bay/Palm Island Resort, Laser Lounge Spa, Lennar/Heritage Landing, Five Guys Burgers & Fries, Tropical Smoothie Café, Waterman Broadcasting/NBC-2, Westchester Gold & Diamonds, Wellen Park, Harpoon Harry's, Captain's Table, Laishley Crab House
- **Passenger Amenities:** Two new photo op spots opened in ticketing & outside baggage claim (co-op funding from VCB); Food Trucks, Snack Shack, LED entrance sign, etc. continued to be well-received



Advertising & Marketing



- **Wellen Park & Babcock Ranch:** new 5"x8" print ads in Florida Weekly neighborhood pubs (at left)
- **MSP Digital:** Six-month campaign completed with 1.5M impressions and 1,765 clicks., co-op funding from Charlotte County VCB
- **SWFL Digital:** Three-month campaign completed with 317K impressions and 411 clicks
- **Google Ad Words:** Increased awareness of www.PGDaviEx.com with 209 clicks and 4.9K impressions
- **Suncoast Media:** Charlotte Sun digital featured 50+ Destinations and link to new interactive destinations map, delivered 50K impressions
- **Community Guides:** Charlotte County Chamber Guide and Map, Englewood Chamber, Punta Gorda Chamber and Tourism Bureau's Adventure Journal

Events & Outreach

Outreach:

- Leadership Charlotte Tour – 1/13/22
- Staff of Congressmen Steube Tour – 1/25/22
- Worked with DOH to setup COVID testing site near Speedway off Cheney Rd
- Various meetings/outreach (James &/or Kaley):
Charlotte County Chamber,
Punta Gorda Chamber,
Tourism Development
Council, Economic
Development, United Way



MARCH 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 7-B
CITY OF PUNTA GORDA REPORT

Continuing to work on plans for Historic City Hall renovation - Contractor is working on proposed design options and will present to City Council in June.

Staff continues working with County staff and FDOT to solicit input for the proposed median opening changes on U.S. 41 from Rio Villa to Payne St.

Gilchrist Park/Harborwalk Phase II: Contract was awarded for the additional parking and Harborwalk improvements at the west end of Gilchrist Park and project is moving forward. Major construction will commence as season concludes and should be complete by this fall. We are also going to install markings on the Harborwalk to slow down bicycles where there are areas determined to be problem areas.

Wayfinding signage downtown - We are still waiting for materials being fabricated and welded before installation can occur. We anticipate project to be completed by May 1.

NB U.S. 41 Vision Study: FDOT will once again be meeting with City officials for further discussion on proposed changes to U.S. 41 in the City limits.

Public Works is working on safety enhancing intersection treatments for wrong way signage on one way streets.

There has been a huge increase in complaints of speeding and passing vehicles in a no passing zone from residents on Tripoli Blvd. between Madrid and Monaco which comes from FDOT closing off the median at Madrid and U.S. 41. There are numerous vehicles speeding and cutting across Tripoli to go out at the light at Monaco and U.S. 41 and not observing the 25 mph speed zone. We reduced the speed limit and eliminated through truck traffic, but the problem is getting much worse. This is further evidence that a traffic light is desperately needed on Burnt Store Rd. at the Home Depot exit driveway to divert some of the traffic and improve safety for these residents.

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MARCH 21, 2022
MPO BOARD MEETING

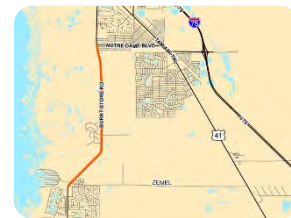
AGENDA ITEM # 7-C
CHARLOTTE COUNTY REPORT

Roadway Updates- for MPO December 2021 Meeting

Burnt Store Road Phase 2 (Notre Dame to North of Zemel Road)

Completed Work:

- All of the stormwater structures and ponds have been installed and completed.
- Construction of the five box culverts has been completed.
- Water, sewer, and reclaimed mains have been installed in the project's southeastern portion.
- Testing and certifications of the utility pipes have passed.
- New FPL poles and wires have been installed on the eastern portion and old poles have been removed.
- All sidewalks and LED light poles have been installed and completed.
- All lanes have been constructed with the structural and top layers of asphalt.
- Final swale grading has been completed.
- Sod installation.
- Installation of signs and striping is occurring throughout the project.
- A preliminary walk-through has been completed to create the final punch list.



Current Work: Completing as-builts and survey monuments.

Estimated Project Close-out Date April 2022.

Olean Boulevard Widening from (US 41 to Easy Street)

Completed Work:

- structural paving at the intersection of Harbor Boulevard and Olean Boulevard.
- All sidewalks and pedestrian facilities along with the new signal system in this area are now open.

Current Work:

- currently working on the storm water retention pond on Brinson Avenue.
- Various deficiency items and punch list items at multiple locations around the project.
- street lighting and signal adjustments are also scheduled for the month of March.
- Final paving of the entire project is scheduled for April



Construction Forecast Completion Date: May 17th, 2022

Various Intersection Improvements

Current Work:

- Project is currently on hold until FDOT completes the corridor traffic study on Veterans Boulevard

Design Development Forecast Completion Date: TBD



Flamingo/Edgewater Widening

Project Description:

Project will replace the existing two-lane Flamingo Boulevard from 776 to a point north of Edgewater Drive and the existing remaining section of two-lane Edgewater Drive from Midway Boulevard to Collingswood Boulevard with a new four-lane roadway. The project will also connect Flamingo Boulevard from its southernmost curve to the intersection of Edgewater Drive and Collingswood Boulevard, creating a new alignment for the roadways. Additionally, intersection improvements at 776 and Flamingo Boulevard will be included.



Current Work:

Johnson Engineering has been selected as the design firm for this project. The county will work with the firm to begin designing all project phases.

Design and Permitting portion is expected to take about two years.

MARCH 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 8
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)
REPORT

1. Update and discussion with FDOT on local issues

FDOT Led Discussion

- A. US 41 at Olean Blvd (Tanya Merkle/Wayne Gaither-FDOT/Robert Fakhri-Charlotte County)
- B. [SR 776 at Flamingo Blvd.](#) (Tanya Merkle/Wayne Gaither -FDOT/ Robert Fakhri -Charlotte County)
- C. [SR 776 at the Charlotte Sports Park](#) – Intersection Improvements (Tanya Merkle/Wayne Gaither -FDOT/ Robert Fakhri -Charlotte County)
- D. [SR 31 Roundabout](#) (Tanya Merkle/Wayne Gaither -FDOT/ Robert Fakhri -Charlotte County)
- E. [I-75 Possible New Interchange North of Kings Hwy Interchange](#) (Tanya Merkle/Wayne Gaither-FDOT)

Joint Local and FDOT Discussion

- A. [Harbor View Road Combined Funding Study](#) (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)
- B. [US 41 SB @ Melbourne Street-](#) Signalization (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)

MARCH 21, 2022
MPO BOARD MEETING

CONSENT AGENDA # 9

MARCH 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 9-A

APPROVAL OF MINUTES: DECEMBER 16, 2021 MPO BOARD MEETING

Purpose: To review and approve the Minutes of the previous MPO Board Meeting December 16, 2021.

Presented by: MPO Staff

Discussion: To Be Determined

Recommendation: Motion to approve the Minutes of the MPO Board Meeting of December 16, 2021

Attachment: [Draft Minutes of the MPO Board Meeting held on December 16, 2021](#)



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

MINUTES OF THE MPO BOARD MEETING, DECEMBER 16, 2021
MURDOCK ADMINISTRATIVE BUILDING
18500 MURDOCK CIRCLE, ROOM #119
PORT CHARLOTTE FL 33948

MEMBERS PRESENT

Commissioner Joseph Tiseo, Charlotte County Commissioner, MPO Chair
Commissioner Christopher G. Constance, MD, Charlotte County Commissioner, MPO Vice Chair
Commissioner Stephen R. Deutsch, Charlotte County Commissioner
Commissioner James Herston, Charlotte County Airport Authority, CCAA Chair
Mayor Lynne Matthews, Punta Gorda City Council

ADVISORY

H. Wayne Gaither, FDOT Southwest Area Office (alternate for FDOT District One Secretary **L.K Nandam**)

STAFF PRESENT

D’Juan Harris, MPO Director
Lakshmi N. Gurram, MPO Principal Planner
Betty-Ann Sherer, MPO Planner
Bekie Leslie, MPO Administrative Services Coordinator
Wendy Scott, MPO Planner
Stacey Bjordahl, Charlotte County Assistant Attorney (MPO Legal Services)

OTHERS PRESENT

Tanya Merkle, FDOT
Richard (OJ) Oujevolk, FDOT
Moe Lavasani, Charlotte County/CALTRAN Engineering Group, Inc.
Mark Mathes, FDOT
Steven Davis, FDOT
Charles Counsil, CAC Chair
Pauline Klein, BPAC Chair
Mitchell Austin, TAC Chair, City of Punta Gorda Urban Design

John Elias, Charlotte County Public Works
Ravi Kamarajugadda, Charlotte County Public Works – Transportation

OTHERS PARTICIPATING VIRTUALLY

Andrea McDonough, Charlotte County Transit
Christy Davis, Charlotte County Transit
Tony Conte, Charlotte County School Board
Mike Koenig, Charlotte County Community Services
Lauren Brooks, FDOT (AECOM)
Matt Dockins, FDOT (RK&K)

1. Call to Order & Roll Call

MPO Chair Tiseo called the meeting to order at 2:00 p.m. The roll call was taken, and all members were present.

2. Invocation – Pastor Bill Frank

Pastor Bill Frank was not present, so Commissioner Deutsch gave the invocation.

3. Pledge of Allegiance

The Pledge of Allegiance was recited.

4. Addition and/or Deletion to the Agenda

D’Juan Harris gave a point of clarification on agenda item #11 to the Chair, noting that these were all presentations to be given by FDOT, and were separate from the other FDOT Report.

D’Juan Harris noted that Mayor Matthews had a previous commitment and was requesting that Agenda Items #11 A-C and #13 be reordered to just after Agenda Item #6 for discussion before her departure.

*Commissioner Constance made a motion to approve the reordering of the Agenda.
Commissioner Deutsch seconded the motion, and the motion carried unanimously.*

5. Public Comments on Agenda Items

There were no public comments.

6. Election of Officers

Commissioner Tiseo turned over chairing the meeting to Stacy Bjordahl (MPO Legal Services) to receive nominations for 2022 MPO Officers.

Mayor Matthews nominated **Commissioner Constance** to serve as the MPO Board Chair. **Commissioner Herston** seconded the nomination. **Commissioner Deutsch** moved to close the nominations which was approved unanimously. **Commissioner Constance** was declared MPO Board Chair by a unanimous vote. He and former MPO Chair Tiseo switched seats.

Commissioner Herston nominated **Commissioner Deutsch** for MPO Board Vice Chair. **Mayor Matthews** seconded the nomination. There being no other nominations, **Commissioner Deutsch** was declared MPO Board Vice Chair by a unanimous vote.

Commissioner Deutsch nominated **Commissioner Herston** to serve as the MPOAC Representative. **Mayor Matthews** seconded the nomination. There being no other nominations, **Commissioner Herston** was declared MPOAC Representative by a unanimous vote.

Commissioner Deutsch nominated **Commissioner Tiseo** to serve as the MPOAC Alternate Representative. **Commissioner Constance** seconded the nomination. There being no additional nominations, **Commissioner Tiseo** was declared MPOAC Alternate Representative by a unanimous vote.

Commissioner Constance began chairing the meeting.

Next, item #11 A-C and #13 were addressed.

11. FDOT

A. FY 2023 Through FY 2027 FDOT Draft Tentative Work Program (DTWP) Discussion Charlotte County

Wayne Gaither introduced the two video presentations related to this topic. MPO Chair Constance appeared in the second video, FDOT District One's *The Story of Our Rides*.

The MPO Board and committees annually review FDOT's Draft Tentative Work Program (DTWP). The DTWP (Attachment 1) covered available allocated funding for transportation projects consistent with FDOT plans and MPO priorities. The report included in the packet was based upon an October 21, 2021 snapshot of programmed transportation projects within Charlotte County from Fiscal Year 2023 through Fiscal Year 2027.

FDOT held public hearings congruent with release of the DTWP. This agenda item was an opportunity for the Board to review and comment for the record. No motion of endorsement was required.

On May 17, 2021, the MPO Board adopted its 2021 project priorities for this year (Attachment 2) and submitted the list to FDOT for inclusion in the FDOT Draft Tentative Work Program for consideration of funding to the greatest 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

compliance, the MPO's TIP, Long Range Transportation Plan and FDOT's Work Program must be consistent for transparency and planning purposes.

Wayne Gaither noted that the item for construction of a SR 31 roundabout had been advanced from #26 to #25. He also introduced Tanya Merkle as the new FDOT liaison for Charlotte County. FDOT had been partnering with local governments on several projects, including (1) the programming of all Harbor View Road Right-of-Way (ROW) funding in 2023, and (2) Airport operational improvements for hangers and the terminal in 2025. He also described recent coordination efforts with the City of Punta Gorda to try to achieve stated goals. He noted that the final Tentative Work Program would be shared when it was received.

In summarizing, Wayne Gaither stated that FDOT wanted to be more than "just an engineering firm." District One as a whole is seeing tremendous growth across the board. He noted that it takes a tremendous amount of coordination and cooperation. He appreciated the efforts put forth by the MPO Board Members and their staffs.

Commissioner Deutsch applauded the fact that the SR 31 project moved up the list, especially in light of a recent fatality on that roadway. He believed the action was only the beginning. He stressed that factors such as lack of roadway shoulders and a great deal of construction in the area involving heavy truck traffic meant that it was necessary to work hard to make SR 31 a priority. This was key since lives were at stake.

D'Juan Harris explained that shortly after the Draft Tentative Work Program snapshot was received, a comments letter was drafted and several meetings were held with FDOT. New comments were being added to the draft letter, which would be finalized post-meeting.

Commissioner Constance inquired about when the document would return to the MPO Board. Wayne Gaither stated that both the Legislature and the Governor's office would review the document in draft form. It would be approved and distributed with adoption by July 1, 2022. Commissioner Constance appreciated the efforts made to advance the Harbor View Road project. He noted that with the County fronting \$5 Million for the project, it was essentially shovel ready. He was glad that the FDOT understood the roadway's importance. Regarding SR 31 and CR 74, he noted that at least there was now an intermediate traffic signal solution thanks to safety funding. He also expressed an understanding of how resurfacing needs had impacted the Work Program. He noted that Charlotte County had benefitted from the addition of a repaving section from US 41 to Cooper Street on US 17.

B. Northbound Tamiami Trail (US 41) – William Street to Peace River Bridge

Richard (OJ) Oujevolk gave a presentation on this project. 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 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, as well as the Charlotte County-Punta Gorda MPO Committees in June and November 2021. It was also presented to the MPO Board on July 19, 2021. Key project stakeholders were also actively engaged and provided input on the proposed draft concept. 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.

At the November 17, 2021 Technical Advisory Committee (TAC)/Citizens' Advisory Committee (CAC) meeting and at the November 18, 2021 Bike-Pedestrian Advisory Committee (BPAC) meeting, discussions took place regarding the various treatments that were proposed to accommodate the needs from the public and local entities. Several members of the Committees expressed their gratitude for the effort that the FDOT put into accommodating all modes of transportation.

For more information regarding the project update, please check the project website (<http://swflroads.com/us41/tamiami-trail-vision-study/>) for additional study information.

Mayor Matthews thanked Richard Oujevolk for making needed changes to his presentation. She requested that he return to brief the City Council given the recent addition of two new City Council Members. She noted that the only reason that the Council had approved the Vision Study was due to the treatment of left turn only lanes from Taylor Road to the NB US 41 Bridge. She stated that the Council still opposed the use of a roundabout. She noted that the Gettel car dealerships in the area were also opposed. She stated that this was the only section that the Council approved, since they were against the ones further south on US 41.

Richard Oujevolk observed that the study was still a work in progress. Commissioner Constance asked why the particular orientation had been selected. Richard Oujevolk stated that in the design of a roundabout speed is always a consideration, and it should be natural to the curve of the roadway. Commissioner Constance stated that a speed reduction could be achieved further back. He felt that two through lanes were needed both southbound and northbound, and adequate room was available. Richard Oujevolk stated that there would not be a speed reduction with that approach. Commissioner Constance expressed displeasure with the design, noting that it needed to be redone.

Commissioner Tiseo inquired if the roundabout was designed to handle rigs (large trucks). Richard Oujevolk stated that it could handle both big rigs and fire station equipment. He

noted that with every roundabout statewide, the design is vetted through a design team in Tallahassee. Commissioner Constance stated that two northbound lanes were needed in addition to the roundabout. As far as the dedicated turn lanes at each section, he observed that there was the need to consistently alternate these sections with opening and choking off portions. He also expressed his concerns with turn lanes in the area of the Punta Gorda hotels just south of the US 41 Northbound Bridge.

Mayor Matthews provided additional comments regarding the proposed roundabout and stated the City Council and Gettel car dealership concerns. Speeding in the area of the hotels was also mentioned. Richard Oujevolk pointed out that nothing was finalized until built.

Commissioner Tiseo believed that the roundabout concept could be useful as long as it did not adversely impact commerce. Commissioner Constance also favored the roundabout if altered. Richard Oujevolk that some roundabouts utilized an apron of pavers for use by large trucks. Commissioner Constance requested that the topic return to the MPO Board following the City's review. As she departed the meeting, Mayor Matthews stated her displeasure with the current Baynard Street situation, but wished all a Merry Christmas *Mayor Matthews departed at 2:56 pm.*

C. North Jones Loop Road – Feasibility Study

Richard (OJ) Oujevolk gave a presentation on the study. During the development of the Charlotte County-Punta Gorda Metropolitan Planning Organization's (MPO) 2040 and 2045 Long Range Transportation Plan (LRTP), citizens identified North Jones Loop Road (CR 768) as one of the top roads for investment 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, 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. FDOT was 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.

At the November 17, 2021 TAC/CAC meeting and at the November 18, 2021 BPAC meeting, the members reviewed the Power Point presentation and expressed concern regarding the proposed design elements at various intersections. FDOT is anticipating additional comments from County Staff. The project website contains additional study information: [North Jones Loop Road \(CR768\) Feasibility Study from Burnt Store Road \(CR 765\) to Piper Road, Charlotte County \(swflroads.com\)](http://www.northjonesloop.com)

Staff reviewed the history of project planning and funding in the area. Richard Oujevolk noted that the eastern portion in the area of the Punta Gorda Airport would receive priority as a Strategic Intermodal System (SIS) project. Lakshmi Gurram recommended that the project remain and receive an FM number, so that it could be revisited based upon future needs. Commissioner Tiseo concurred that the eastern portion, which included a roundabout, should remain for future consideration as the commercial activities in the airport area experienced continued growth. Richard Oujevolk pointed out that the project could be segmented out into eastern and western portions.

13. Baynard Drive Discussion

At the October 18, 2021, MPO Board Meeting, Members discussed several treatments to make Baynard Drive a safer, multi-modal roadway, to efficiently accommodate all modes of transportation. MPO staff met with FDOT & Charlotte County on December 6th, 2021 to discuss possible solutions and determine a path forward to this challenge. Recommendations discussed were: drainage, pavement width, pavement markings, signage and traffic signal timings at Aqui Esta Drive.

Baynard Drive is a Charlotte County narrow, two-lane roadway that is in poor condition. The City of Punta Gorda has requested that Charlotte County scrutinize Baynard Drive for improvements as it is expected to experience increased traffic once the US 41 median at Rio Villa Drive is altered.

John Elias stated that the County had done traffic counts twice and had seen increased numbers based upon restaurant traffic at Rio Villa. He stated that no parking signage would be reinstalled and work on drainage would be addressed. Pavement was done relatively recently in roughly the 2016 timeframe. Currently, County and City staffs were exploring which entity was responsible for Baynard Drive in light of past annexation of properties. John Elias stated that responsibility for roadway maintenance might not have been acquired during the annexation process. Charlotte County Public Works had handled maintenance up to the present time. Mitchell Austin noted that currently (despite 4-6 different annexations in the vicinity of Baynard Road), it would be necessary to analyze each one of the ordinances in place at the time of annexation. In reality, the City had maintained Baynard Drive from Aqui Esta Drive northward, and the County had maintained the southern portion. There were no pavement markings except at the intersections. Water flows from the swales as sheet flow, and it can be upwards of 2-4 inches deep during flooding events. Mitchell Austin defined all the businesses that are in the corporate limits of the City along Baynard Drive as well as those

that are in the County. Mitchell Austin noted that annexation language has changed over the years. Currently, the City could annex without annexing the ROW. Commissioner Tiseo stated that legal analysis was needed before reaching a decision on Baynard Drive. Commissioner Herston raised a question regarding roadway drainage, and Mitchell Austin described how drainage was impacting the edges of the roadway to create a safety issue. Commissioner Herston wondered why the County and City couldn't develop a joint agreement. John Elias stated that meetings with City staff and legal have been ongoing. Parking along the shoulders was the major problem. Commissioner Herston stated that an MSBU might address the issue. John Elias noted that the area was probably already in an MSBU. Commissioner Constance stated that it was helpful to attain these small corrections noted by John Elias immediately, and then address the larger issues.

7. Chairs' Reports:

A. MPO Board Chair's Report

Commissioner Constance had nothing to report.

B. Citizens' Advisory Committee (CAC) Chair's Report

CAC Chair Charles Council reviewed actions taken at the November 17, 2021 CAC Meeting. He noted that he will continue as CAC Chair, and Dianne Quilty will serve as CAC Vice Chair. He was pleased to have had new MPO Director D'Juan Harris participate in the CAC Meeting. He noted that the CAC continued to have a West County representative vacancy.

Charles Council appreciated the willingness of the Sheriff's Department to provide an officer to participate in the CAC. He was pleased to welcome Tanya Merkle as the new FDOT liaison for Charlotte County. He discussed the CAC's review and unanimous recommendation of the Sun Trail study. Regarding Baynard Drive, he commented that there is growing concern regarding it because of the expectation of increased traffic due to the potential closure of a median on US 41 at Rio Villa Drive. Wayne Gaither stated that now due to FDOT's analysis, the proposal is not to close the median, but rather to make it become directional with a northbound turn not allowed. He stated that FDOT's proposal is to directionalize traffic by allowing traffic to move south and make a u-turn to head northbound. He stated that this was a safer solution, noting that FDOT has used this treatment throughout District One.

C. Technical Advisory Committee (TAC) Chair's Report

TAC Chair Mitchell Austin noted he had been absent from the November 17, 2021 TAC Meeting due to a scheduling conflict with the City Council Meeting. He stated that TAC Meeting details were provided in the MPO Board Meeting packet. He would be continuing as TAC Chair, and TAC Vice Chair Ravi Kamarajugadda also was reappointed. He thanks his peers for their confidence in him and wished everyone a happy holiday season and new year.

D. Bicycle/Pedestrian Advisory Committee (BPAC) Chair's Report

Pauline Klein stated that she had been elected as the new BPAC Chair, and Court Nederveld had been elected BPAC Vice Chair. She reviewed actions taken at the November 18, 2021 BPAC Meeting, including the recommendation for approval of the Sun Trail Study. Since BPAC meetings often run long, the Sheriff's Department representative would be presenting earlier in the meeting and then, have an opportunity to exit if need be.

Commissioner Constance stated that Pauline Klein had done an excellent job in her Chair's report. He appreciated her volunteering her time to serve on the BPAC. He was also glad to see D'Juan at his first MPO Board Meeting.

8. Local Government Reports:

A. Charlotte County Airport Authority

Commissioner Herston, Charlotte County Airport Authority Chair, provided MPO Board Members with a detailed packet of information on Airport activities. He reviewed key items. The Airport Authority had just met that morning. November and December data revealed record numbers. He discussed the development of the Air Center on Challenger Blvd. He praised the great assistance received from the FDOT on the project and stated that a new restaurant will be located there. He also described the new hanger, the upcoming placing of a runway out of service and the securing of Federal Aviation Authority (FAA) funding.

B. City of Punta Gorda

Mayor Matthews had provided the City of Punta Gorda report for the MPO Board agenda packet. Projects listed in the report were: City paving projects, the Historic City Hall renovation, proposed median opening changes on US 41 from Rio Villa to Payne Street, Gilchrist Park/Harborwalk Phase II project, and wayfinding signage in the downtown area.

C. Charlotte County

Commissioner Tiseo gave the County report on the following items including timelines:

- Burnt Store Road Phase 2 (Notre Dame to North of Zemel Road) – completed and open
- Olean Blvd Widening (from US 41 to Easy Street)
- Various Intersection Improvements
- Flamingo/Edgewater Widening

Commissioner Herston inquired about the construction delays on the Olean Blvd widening project. Commissioner Tiseo mentioned a host of utility delays, a great deal of necessary hand work as well as a communications cable issue. Additionally, the contractor had experienced difficulties including labor shortages.

9. Florida Department of Transportation (FDOT) Report

Tanya Merkle was introduced as the new Charlotte County FDOT Liaison.

Tanya Merkle reviewed the listed projects:

1. Update and discussion with FDOT on local issues

FDOT Led Discussion

A. US 41 Designated Intersections – (Harbor View Rd/Edgewater Dr.; Rio Villa Drive (Tanya Merkle/Wayne Gaither-FDOT))

Commissioner Constance questioned why designated yellow sections weren't being utilized. Every intersection study had a failure in increased accidents and/or fatalities. The information indicated that the technique was not safe from a safety aspect. He noted that the presentations with staff were excellent, and the exercise helped make him better informed. He appreciated the time that staff spent in these discussions.

Later in the meeting, Commissioner Constance requested that this topic be removed from the next MPO Board agenda.

B. SR 776 at Flamingo Blvd. (Tanya Merkle/Wayne Gaither -FDOT/ Robert Fakhri -Charlotte County)

Tanya Merkle noted that FDOT had deferred this project and would be looking for the opportunity to bring the project forward when possible. Commissioner Constance stated that the County was moving forward on its Edgewater Drive project, and he wanted to see this title project as well as the Sports Park right turn project moving forward. He realized that County funding might have to be utilized in coordination with FDOT. He wanted to coordinate these road projects, and he would be raising the issue at an upcoming Board of County Commissioners (BCC) Meeting. Commissioner Tiseo interpreted Commissioner Constance's remarks as a suggestion that the BCC should advance project funding and then seek FDOT reimbursement. Commissioner Constance noted that the County might have to fund the design project and then see about which agency would fund ROW. If these actions were not taken, he believed that an immature roadway would result.

Commissioner Tiseo asked if the FDOT understands that the project would need to be returned to the Work Program, hopefully by next year. Wayne Gaither stated that the project was deferred for now and FDOT would continue to have staff level discussions regarding it. He noted that advance funding with reimbursement was not preferable, since it ties up funding in later years. Commissioner Tiseo acknowledged that there may be delays, but FDOT might restore funding quickly. He commented that District One Secretary Nandam had told him that his intent was to bring the funding back as soon as possible (which would preserve local tax dollars). Commissioner Tiseo noted that 100% impact fees would have helped this situation. D'Juan Harris described his coordination with John Elias who indicated that 2027 was the County's timeline. Commissioner Constance expected the Kolter Engineering situation would move faster. He was pushing hard to move the project forward which meant that the County may need to at least design it to establish main lanes. Wayne Gaither remarked that perhaps MPO staff could be appointed to pull discussions together quickly to establish a timeframe. Commissioner Constance noted that there is no design planned at this point.

C. SR 776 at the Charlotte Sports Park – Intersection Improvements (Tanya Merkle/Wayne Gaither -FDOT/ Robert Fakhri -Charlotte County)

Tanya Merkle stated that construction is also deferred on this project. It was not deleted, but rather would move back into the Work Program once funding became available.

D. SR 31 Roundabout (Tanya Merkle/Wayne Gaither -FDOT/ Robert Fakhri - Charlotte County)

Tanya Merkle reported construction had now been advanced to 2025 with ROW in 2023. Public outreach had been conducted.

E. I-75 Possible New Interchange North of Kings Hwy Interchange (Tanya Merkle/Wayne Gaither-FDOT)

Tanya Merkle stated that the Interstate Connect staff will provide a status update at the Joint MPO Board Meeting with the Sarasota/Manatee MPO Board on January 24, 2022.

Joint Local and FDOT Discussion

A. Harbor View Road Combined Funding Study (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)

Coordination is occurring with staff, and the project is a priority.

B. US 41 SB @ Melbourne Street- Signalization (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)

Ongoing discussion is occurring as part of the Corridor Vision Plan.

After requesting removal of Item 1.A from the FDOT Report list, Commissioner Constance asked that an item be added to the list regarding the double right turn lanes onto US 41 at Olean Blvd. He noted that there would be lots of traffic along Caring Way behind the Ford dealership. He suggested that there may be a need to make the far right arrow a blinking yellow. Currently, no right turn on red was permitted there. The item would return after staff had researched the data.

Tanya Merkle wished everyone Happy Holidays.

10. Consent Agenda:

A. Approval of Minutes: October 18, 2021 MPO Board Meeting

B. Citizens' Advisory Committee Reappointments

Commissioner Tiseo made a motion to approve the Consent Agenda. Commissioner Herston seconded the motion, and the motion carried unanimously.

12. SUN Trail Extension Feasibility Study – Final

Charlotte County 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 US 41/Tamiami Trail in Port Charlotte. Moe Lavasani of CALTRAN Engineering Group, Inc. gave a presentation on behalf of Charlotte County. CALTRAN provided a summary of next steps and upcoming public engagement activities.

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. The assessment included field reviews, review of the regional trails network, design standards and operational and safety analyses.

Additionally, the study analyzed the feasibility of design and construction of a Shared Use Path (SUP) per Florida's SUN Trail grant criteria. The areas analyzed for placement of the trail are between the Myakka State Forest and Murdock Circle in Charlotte County. ROW availability and anticipated demand as indicated from input received at public meetings were also considered. The construction of this project is feasible and recommended. The feasibility study also indicates the trail can be connected to the existing Statewide SUN Trail network and could also increase connectivity to regional non-Sun Trail facilities, such as the North Port Legacy Trail. The Technical Advisory Committee (TAC), Citizens' Advisory Committee (CAC) and Bicycle- Pedestrian Advisory Committee (BPAC) had recommended the MPO Board adopt the SUN - Trail Feasibility Study – Final Update

Commissioner Herston inquired about traffic counts and the timeline (to be forwarded within the next 10 days).

Commissioner Tiseo made a Motion to endorse the Study for future funding opportunities. Commissioner Herston seconded the motion, which was approved unanimously.

14. Public Comments

There were no public comments.

15. Staff Comments

Commissioner Constance thanked D'Juan Harris for his early efforts on behalf of the MPO. Mr. Harris gave his gratitude to Gary Harrell for agreeing to stay for a Director transfer week and to his staff for all their efforts. He wished all Happy Holidays.

16. Member Comments

Commissioner Deutsch had talked to Secretary Nandam about the signals at Cochran and Veterans Blvd, as well as Forrest Nelson at US 41. He also expressed concern about signal timing at the intersection of Flamingo Blvd and SR 776 where tremendous stacking occurs. He described the situation of drivers heading east on Harbor Blvd at US 41 where if the signal changes for westbound drivers one second before the eastbound driver's arrival, it completely recycles. He stated that adjustments may need to be made at that location. He wished all a Merry Christmas.

Commissioner Constance stated that Commissioner Deutsch was correct with his assessment of signalization issues at Harbor Blvd and US 41.

Commissioner Herston inquired if Stacy Bjordahl had any comments. She had none. Commissioner Herston complimented her on chairing the MPO Election of Officers. He stated that he had retained his position as Airport Authority representative to the MPO Board. He wondered if a "right turn committee" of volunteers such as engineers could be established to rank intersection signal problems. Commissioner Constance stated that this effort could start with the CAC Members who could discuss common issues that they observe on the roadways. Commissioner Herston observed that signal stacking on Forrest Nelson at US 41 impacts three intersection signals feeding into the area due to conflicting left turns. He asked Wayne Gaither about what level of service (LOS) results in a level F classification. He wished all a Merry Christmas.

Commissioner Tiseo appreciated the MPO Board letting him serve as past Chair. He congratulated the new leadership. As promised, he joked with D'Juan Harris about having five FDOT Work Program projects deferred at his first MPO Board Meeting and hoped it wasn't an indication of things to come. D'Juan Harris responded jokingly that as a good leader, even though it wasn't his fault, he would accept the blame. Commissioner Constance noted that despite the "tongue in cheek" exchange, MPO Board Members were very glad that Mr. Harris was present. Commissioner Constance stated that what had occurred with the FDOT Work Program had happened because of budgetary issues. He noted that the MPO Board has an excellent relationship with FDOT, having had great communication early in the process in order to achieve improvements faster and better. He appreciated the FDOT staff responsiveness. Commissioner Tiseo agreed, describing the fact that District Secretary Nandam had made the effort to contact MPO Board Members individually. Additionally, he appreciated Secretary Nandam's answering of all his questions. Commissioner Constance gave the example of Secretary Nandam's excellent service as the region's Multi-use Corridors of Regional Economic Significance (M-CORES) Chair, and he characterized him as an exceptional individual.

17. Adjournment

There being no further business, the meeting was adjourned at 4:48 pm. The next regularly scheduled meeting of the MPO Board will be held on Monday, January 24, 2022 as a joint meeting with the Sarasota/Manatee MPO Board, at 11:00 a.m. at the Venice Community Center, 326 Nokomis Avenue S, Venice, Florida. Additionally, a joint meeting with the Lee County MPO was scheduled for Friday, February 18, 2022, 11:00 a.m. at the Burnt Store Road Presbyterian Church, Stewart Hall, 11330 Burnt Store Road, Punta Gorda, Florida.

Additionally, a Monday, March 21, 2022 regular MPO Board Meeting at 2:00 p.m. was also planned at the Charlotte County Administration Center, Room 119, 18500 Murdock Circle.

DRAFT

MARCH 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 9-B
APPROVAL OF MINUTES: FEBRUARY 18, 2022 JOINT REGIONAL
CHARLOTTE COUNTY-PUNTA GORDA AND LEE COUNTY BOARD
MEETING

Purpose: To review and approve the Minutes of the Joint Regional Charlotte County-Punta Gorda and Lee County MPO Board Meeting February 18, 2022.

Presented by: MPO Staff

Discussion: To Be Determined

Recommendation: Motion to approve the Minutes of the Joint Regional Charlotte County-Punta Gorda and Lee County MPO Board Meeting February 18, 2022.

Attachment: [Draft Minutes of the Joint Regional Charlotte County – Punta Gorda and Lee County MPO Board Meeting held on February 18, 2022.](#)



JOINT MEETING OF THE CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION BOARD AND LEE COUNTY METROPOLITAN PLANNING ORGANIZATION BOARD

**Burnt Store Road Presbyterian Church
11330 Burnt Store Road, Punta Gorda, Florida
Stewart Hall at 10:00 a.m.
Friday, February 18, 2022**

MEETING MINUTES

Agenda Item #1 - Call to Order/Roll Call/Invocation

The meeting was called to order by Charlotte County Commissioner/Charlotte County – Punta Gorda MPO Chair Christopher Constance at 10:02 a.m. The members introduced themselves. There was a quorum for each MPO present. Those present were as follows:

Lee County MPO Board

MPO Chair/Councilmember Teresa Watkins Brown
Commissioner Frank Mann
Commissioner Brian Hamman
Councilmember Darla Betzer Bonk
Mayor John Gunter
Councilmember Dan Sheppard
Councilmember Keith Long
Councilmember Tom Hayden
Councilmember Jessica Cosden
Vice-Mayor Richard Johnson
Councilmember Fred Forbes
Councilmember Laura Carr
Councilmember Jon McInain

City of Fort Myers
Lee County Commission
Lee County Commission
City of Fort Myers
City of Cape Coral
City of Cape Coral
City of Cape Coral
City of Cape Coral
City of Cape Coral
City of Sanibel
City of Bonita Springs
City of Bonita Springs
Village of Estero

Charlotte – Punta Gorda MPO Board

MPO Chair/Commissioner Christopher Constance, M.D.
MPO Vice-Chair/Commissioner Stephen R. Deutsch
Commissioner Joseph Tiseo

Charlotte County Commission
Charlotte County Commission
Charlotte County Commission

Commissioner James Herston
Mayor Lynne Matthews

Charlotte County Airport Authority
City of Punta Gorda

Others in attendance included: Donald Scott, Calandra Barraco and Ranjit Gogoi with the Lee County MPO; D’Juan Harris, Lakshmi N. Gurram, Betty-Ann Sherer and Wendy Scott with the Charlotte County-Punta Gorda MPO; Stacy Bjordahl, Attorney for the Charlotte County-Punta Gorda MPO, Derek Rooney, Attorney for the Lee County MPO; L. K. Nandam, Wayne Gaither, Tanya Merkle, Jessica White and Victoria Peters (FDOT); Anne McLaughlin, Collier MPO; Lindsay Johnson (Charlotte County); Mary Ellen Kiss and John Fleming, Burnt Store Lakes Property Owners’ Association; David Loveland, Lee County Department of Community Development; Tony Conte, Jr., Charlotte County Public Schools; Ravi Kamarajugadda, Charlotte County Public Works – Transportation; Persides Zambrano (Cape Coral Planning); Charles Counsil (CC-PG MPO’s CAC); Andy Getch, McCormick Taylor; Mitchell Austin, City of Punta Gorda Urban Design; Claire McLaughlin; John Majka, Friends of Fort Myers Shores; Howard Grace, Town Estates; and Betsy Calvert, *Sun-Herald*.

Commissioner Constance noted that some members of the Lee County MPO Board were absent due to a visit that morning from Governor DeSantis. He asked Commissioner Deutsch to give the invocation, and he agreed to do so.

Agenda Item #2 – Pledge of Allegiance

The Pledge of Allegiance was recited.

Agenda Item #3 - Chairs’ Comments

Commissioner Constance requested a moment of silence in memory of James “Jim” Brown. Mr. Brown, who was a former Chair of the Charlotte County-Punta Gorda MPO Citizens’ Advisory Committee (CAC), had been a long-time advocate for safety improvements on Burnt Store Road. He passed away on January 6, 2022.

Commissioner Constance commented on the recent spike of fatalities on local roadways. He asked MPO Board Members to please request that speed limits be kept down and signalization in key areas be monitored. He noted that feedback on problem spots should be taken and corrected.

Agenda Item #4 - Public Comments on Agenda Items

There were no public comments on agenda items.

Agenda Item #5 - Approval of Agenda

MOTION BY COMMISSIONER HAMMAN TO APPROVE THE AGENDA FOR THE FEBRUARY 18, 2022, JOINT LEE COUNTY/CHARLOTTE COUNTY-PUNTA GORDA MPO BOARD MEETING. SECONDED BY COMMISSIONER DEUTSCH. MOTION CARRIED UNANIMOUSLY.

Agenda Item #6 - FDOT Report

District One Secretary L. K. Nandam presented the FDOT Report. He noted that FDOT Secretary Kevin Thibault would be leaving for the job of CEO of the Greater Orlando Aviation Authority Orlando Airport (after the conclusion of the Legislative Session). He described additional FDOT staff turnover in Tallahassee. Commissioner Constance noted in both Charlotte and Lee Counties, there were several increased requests for maintenance of roads. He inquired if there would be any additional dollars available (in addition to Infrastructure Bill funds), since resurfacing and bridgework needs have increased significantly. Secretary Nandam confirmed that money was flowing into the district for resurfacing. Both State and Federal funding was forthcoming, however, amounts were not available yet. FDOT would be reviewing the Priorities Lists with the MPOs. Commissioner Constance noted that updated estimates were encouraging for the next few years.

Agenda Item #7 - Review and Comment on the Joint Transportation Regional Incentive Program (TRIP) Project Priority List

D’Juan Harris noted that the Charlotte Burnt Store Road project was now mostly complete. The top priority was revised to be the Lee County portion of Burnt Store Road, with Charlotte’s priority moving to second place. Don Scott stated that the TRIP list would be voted on at upcoming separate MPO Board Meetings. In response to Commissioner Hamman’s question, Don Scott noted that the Lee County Burnt Store Road portion would be in PD&E phase now through 2024 with 2030 as the best-case scenario for completion. Mayor Gunter inquired if anything could be done to expedite the project. Don Scott stated that this was doubtful, but more information would be available later this year when alternatives would be presented, which would aid in establishing a timeline.

Mayor Gunter favored the idea of doing the project in segments. Don Scott described the likelihood of having federal funding for part of the project and local funding for the other portion. He noted that there is only so much federal money per year. Commissioner Tiseo observed that it appeared that both MPOs would like to keep the Lee County Burnt Store Road project as the top priority. Commissioner Constance regretted the construction mistake made earlier for inclusion of work on Burnt Store Road at the County Line/Burnt Store Marina area.

MOTION BY COMMISSIONER TISEO TO APPROVE THE JOINT TRIP PROJECT PRIORITY LIST AS PRESENTED FOR CONSIDERATION BY BOTH MPO BOARDS AT UPCOMING INDIVIDUAL MEETINGS. SECONDED BY COMMISSIONER HAMMAN. MOTION CARRIED UNANIMOUSLY.

(Commissioner Constance requested that the minutes from the prior year Joint Meeting be added to the agenda as an informational item, with Commissioner Hamman making the Motion to do so, and Commissioner Deutsch seconding. This action was approved unanimously.)

Agenda Item #8 – Update on the I-75 Connect Studies

Don Scott discussed how FDOT is currently conducting the I-75 Connect studies that are working on identifying the needed improvements that will enhance mobility, reduce congestion and improve safety on I-75. He described the three segments of I-75 under review (South, Central and North). The current and future needs of the interstate will be documented in corridor Master Plans that will provide recommended improvement priorities for implementation.

These maps were provided in the meeting packet: [Maps of the project limits for the I-75 South, Central and North Corridor Projects](#)

Don Scott provided a short overview of the project that included traffic information from the studies, and public comments and questions from the public meetings that were held last June. Some of the key issues noted from the North and South Public Meetings had been noise mitigation and roadway surfacing. Current project status was provided. Don Scott noted that public involvement and agency meetings would be forthcoming later this year.

Commissioner Constance inquired about the timing of financial priorities and how to decide where to start project funding. Secretary Nandam noted that the Master Plan approach using the three regions was to break the corridor into smaller chunks. FDOT wanted regional buy-ins on priorities. He noted that whenever there is regional buy-in, there is a great deal of federal and state support for projects.

Commissioner Tiseo described a recent Charlotte Board of County Commissioners (BCC) Meeting where there had been discussion of long-range transportation funding. He asked about the impact of using gas taxes as a funding source given the shift to electric vehicles. Secretary Nandam observed that there is no solution at this time and no stability with the gas tax. Solutions were being discussed currently at the state and national level, and they would be addressed by decisionmakers. Commissioner Tiseo described a perfect storm because of future gas tax revenue decline and inflation. Commissioner Constance noted that the issue had been raised by the MPO Board previously. Currently, there were slow increases in gas tax revenues, but the need for funding will go up exponentially. He inquired what FDOT policymakers had been discussing regarding the matter. Secretary Nandam described discussions that were ongoing in many states. In Florida, the concept was that a tax would be per vehicle in conjunction with vehicle registration. Secretary Nandam stated that the more these challenges were considered, the better. Commissioner Constance advocated a proactive, not reactive approach.

Commissioner Tiseo wondered if a joint statement would be warranted, since the issue will impact local budgets and local gas taxes. He described the advent of electric trucks with a 450-mile range due to improved battery technology. All electric fleets were expected by 2030, and governments would be experiencing a lack of transportation funding. Councilmember Carr inquired about the disposal of electric vehicle (EV) batteries as a source of tax funding. Secretary Nandam did not have information on her question. Commissioner Constance responded that these batteries were volatile and praised Councilmember Carr's point. Speaking as a Florida Metropolitan Planning Organization Advisory Council (MPOAC) Representative, Commissioner Herston commented on the recent MPOAC approval of a fee to join a national organization that was cutting edge regarding Mileage Based User Fees. Both Commissioner Herston and Don Scott had seen a presentation regarding 28 states that have a registration fee (for electric and hybrid vehicles). He described how the Chair of the MPOAC is a big advocate regarding this matter. After 2029, estimates show a gas tax decline. Commissioner Constance observed that additional electric vehicles were going to be impactful.

Mayor Gunter inquired if additional I-75 interchanges would be included in the I-75 Connect Studies, especially in light of Cape Coral evacuation routes. Secretary Nandam responded affirmatively that new and existing modifications are being studied including one at Del Prado Blvd. The timeline would be the end of the year. If the high-level planning analysis showed an interchange was warranted, an Interstate Justification Report (IJR) would be conducted.

Agenda Item #9 - Burnt Store Road Corridor Improvements - Status Update

The following maps were displayed: [Map & Aerial of Burnt Store Road Corridor in Charlotte and Lee Counties](#)

Don Scott reviewed the Lee County Burnt Store Road project timeline. He noted that the portion 1200 feet north of the County Line is included in the PD&E.

D’Juan Harris noted that the Charlotte County portion of the Burnt Store Road project is now largely completed and is four laned. He described a project just north of Burnt Store Road in Charlotte County across US 41. This Jones Loop Road portion was now under a feasibility study by FDOT staff. Commissioner Constance noted that the Burnt Store Road project from US 41 to the Lee County Line had taken eleven years to complete. Mayor Matthews cautioned Lee County MPO Board members that expansion of the roadway could make speed limits an issue for them in the future. She described a number of serious accidents now on Burnt Store Road in Punta Gorda with people thinking that the roadway was a freeway. She noted that mobile home park residents were having accessibility issues, including vehicle speed clocking 70 mph in a 35-mph zone.

Agenda Item #10 - Status of the SR 31 Projects and Staff Coordination on Future Improvements

The following maps were reviewed: [SR 31 Project Map](#)
[Long Range Project Table](#)

Don Scott discussed the project segments on SR 31 in Lee County:

- SR 31 from SR 80 (Palm Beach Blvd.) to SR 78 (Bayshore Road)
- SR 31 from SR 78 in Lee County to Cook Brown Road in Charlotte County
- SR 78 from I-75 to SR 31

Next, D’Juan Harris described the ongoing SR 31 and CR 74 intersection project. It was noted that the \$5 million project cost of the roundabout may be advanced because of safety concerns.

Don Scott described past efforts regarding a regional working group to meet on topics such as Babcock Ranch projects. Thus far, the group had met once, with more meetings likely in the future.

Commissioner Herston asked Secretary Nandam about the roundabout proposed at SR 31 and CR 74. He noted while analyzing the overhead drawing that there were a series of bypass right turn lanes in each direction, except the east leg. In his professional opinion, it was a mistake not to include one on the east leg. Secretary Nandam stated that he had recently relayed Commissioner Herston’s concept to his FDOT staff, and that the drawing being displayed may not be the latest concept. Commissioner Constance concurred with Commissioner Herston’s request, observing that it needed to be fixed now before additional costs were incurred.

Secretary Nandam noted that many SR 31 intersections would use roundabouts for important speed control, especially given growing communities like Babcock Ranch. He compared the growing Babcock Ranch development to the Lakewood Ranch area in Manatee County with developments along SR 64. The SR 64 corridor is working well now by utilizing roundabouts. FDOT is now trying to deal with the SR 31 corridor proactively as well in this same fashion.

Commissioner Mann discussed his district's congested traffic area around the Lee Civic Center in the area of SR 31 and Bayshore Road (especially when events such as the Lee County Fair are ongoing). He asked how soon relief in this area could be expected. Don Scott commented that the project was 6-8 years out if funding became available.

Commissioner Deutsch observed that until something is done with SR 31, it will be a dangerous road. He noted: (1) the growth of developments along the corridor, (2) the great number of trucks using it, and (3) the impact of mines in the area. He stated that given the number of head-on collisions, the roadway needs to be addressed. He noted that he and Commissioner Constance had been talking about it for eleven years.

Commissioner Hamman inquired whether SR 31 work could be expedited, since it was a pre-existing road. He wondered why so many steps were required and stated that a faster project delivery method was needed. Secretary Nandam noted that a project development study was necessary to decide issues such as terrain and consideration of adjacent properties. The best design was needed while minimizing impacts. The project could be compressed by a few years if utilizing the design/build approach. Commissioner Hamman asked if there was any action needed from the elected bodies to aid the process. Secretary Nandam stated that when funding conversations started, the revenue staffs could be assembled to assess the production pipeline and figure out how to get projects shovel ready. Commissioner Mann recommended that staff drive the roadway at the time of the Lee County Fair to observe the traffic congestion, since it would be educational for them to see the situation in person.

Commissioner Constance appreciated FDOT's signalization of the dangerous SR 31 intersection at CR 74, which he characterized as an effort that had saved lives.

Agenda Item #11 – Regional Coordination Proposal for the Collier, Lee and Charlotte-Punta Gorda MPO Boards

Don Scott described ongoing discussions spearheaded by Collier County Commissioner William McDaniel, Jr. to form a subcommittee to improve regional coordination between the three MPO Boards. Commissioner McDaniel was unable to attend the day's meeting, but the Collier MPO Executive Director Anne McLaughlin was in attendance to participate in the discussion.

Members were provided with a copy of the agreement between the Charlotte County-Punta Gorda MPO and the Lee County MPO: [Lee and Charlotte County - Punta Gorda MPO Coordination Agreement](#)

Discussion followed on the need for such a subcommittee, the frequency of meetings to be held, the possible subcommittee composition (whether consisting of MPO Board Members and/or staff from various agencies), the need to take into consideration Florida's Sunshine Law, and the possibility of meeting virtually. Secretary Nandam supported the concept of a regional coordination meeting, noting that citizens driving through an area don't care about which jurisdiction they are traversing. He used the example of the I-75 Corridor Master Plan, which would make it easier for MPOs to make recommendations. He expressed the opinion that the more support a project has, the better it would be. If a group was set up to have a conversation, FDOT would participate. Potential topics of interest included Babcock Ranch/SR 31, other regional needs and a replacement funding source to offset a decline in gasoline taxes.

Commissioner Tiseo referred to the recommendation in the meeting packet. Rather than taking action on the item at the day's meeting, the MPO Board Members agreed that MPO and legal

staffs from each of the three MPOs should coordinate on the item and return it to each individual MPO Board to address the topic.

Agenda Item #12 – Update on the Regional SUN (Shared Use Network) Trail Projects

Ron Gogoi gave a presentation on the Lee portion of the Shared Use Network (SUN) Trail. Lakshmi N. Gurram followed with a presentation regarding the Charlotte County portion. The following map was provided in the meeting packets: [SUN Trail Network \(the portion in Charlotte and Lee County is called the Gulf Coast Connector\)](#)

Commissioner Hamman commented that he had seen the Cape Coral project while driving to the meeting. He asked if there had been any complaints from residents regarding Kismet Parkway and how the process had gone. Persides Zambrano related that all residents had been contacted. The City of Cape Coral had provided an additional \$100K to enhance the project. Commissioner Hamman inquired if the residents had issues with driveway blockages. Ms. Zambrano stated that Code Compliance would monitor vehicle blockages.

Commissioner Herston inquired about the Estero Bonita Rail Trail Feasibility Study project in the Seminole Gulf Railroad corridor and wondered whether the property was abandoned. Ron Gogoi stated that the railroad staff has expressed interest in selling numerous portions. Following the first appraisal, the railroad staff disliked the estimate, so it would be revisited. They were interested in selling the portion that extended 14.1 miles to the Collier portion. Commissioner Herston cautioned that it was not a good idea to mix pedestrians with trains. Ron Gogoi responded that possibilities included a Rails to Trails project with track removal or a Rails with Trails project with the track remaining and an adjacent trail (with study on how to make it safe). Commissioner Herston noted that train engineers and conductors report to dispatchers when pedestrians are walking near tracks which could lead to confusion with this project. Ron Gogoi stated that the project was still a long way off, since it was without Right-of-Way currently. Commissioner Deutsch noted that it was sometimes difficult to work with the railroads on such projects. Ron Gogoi agreed it could be a challenging process. However, he commented that the public wants a trail at that location, so it warranted analysis.

Agenda Item #13 - I-75 Purple Heart Highway Initiative

D’Juan Harris referred to a map of the Purple Heart Highways/Trails in Florida and reviewed the existing designations: [Purple Heart Highway/Trail Map Florida](#). He added that the possible designation of I-75 as a Purple Heart Memorial Highway in both Charlotte and Lee Counties was discussed at previous joint meetings and a joint resolution was approved in 2019. He noted that the end result is to have all of I-75 in Florida designated as a Purple Heart Highway. Mr. Harris stated that the local elected bodies want to continue to support this state legislative initiative and create appropriate signage.

Commissioner Deutsch emphasized that work has been ongoing on this initiative for a number of years with the idea that the highway will be looped around the entire state. Charlotte County wants to move ahead on it. Mayor Matthews stated that she had checked with State Senator Albritton’s office, and the response had been that approval of the initiative would not occur this session. She noted that action had been promised to her last year, and she had reminded Senator Albritton this year regarding the existing joint resolution. She stated that Senator Albritton had agreed that he would try to get the initiative enacted. D’Juan Harris noted that he had brought the issue to the attention of Charlotte County Legislative Manager Cameron Pennant who planned to be in attendance at the State Legislature the following week. Mayor

Matthews stated that she had communicated with State Senator Passidomo's office, and the Senator is supportive of the measure. Commissioner Tiseo noted that the request is part of the Charlotte County-Punta Gorda MPO's Legislative Position Statement, and it is reinforced every year. Commissioner Constance stated that the MPO Board will continue to pursue the request.

Agenda Item #14 - Next Meeting Date

Both staff directors agreed to develop joint meeting plans for February 2023.

At this point in the meeting, Commissioner Constance requested that Public Comments be considered next.

Agenda Item #17 - Public Comments

John Majka representing Friends of Fort Myers Shores spoke on Agenda Items 7, 10, 12 and 17. His handout materials are provided at the end of these Minutes.

Howard Grace representing Town Estates spoke about safety concerns at CR 74 (Bermont Road) and US 17 near his residence, as well as SR 31. As a commercial truck driver, he noted that these roadways were full of truck whose drivers were bypassing the I-75 scales. He characterized it as dangerous traffic that didn't need to use those roadways and often exceeded the speed limit which had resulted in increased fatalities. He requested that consideration be given to (1) a moratorium on combination trucks (not dump trucks) on these routes, or (2) increased FDOT enforcement efforts.

Agenda Item #15 - Staff Comments

Don Scott thanked the church staff for assistance with the meeting site. D'Juan Harris made special mention of Christine on the Burnt Store Road Presbyterian staff. He also thanked everyone for attending the meeting. He noted that a Special Meeting of the Charlotte County-Punta Gorda MPO Board would follow.

Don Scott thanked the Charlotte County- Punta Gorda MPO staff for arranging the venue.

Agenda Item #16 - Member Comments

Overall, many MPO Board Members commented that they appreciated the meeting and its participants. Commissioner Constance thanked everyone for attending and noted that staff would work on scheduling the next meeting.

Agenda Item #18 - Adjournment

The meeting was adjourned at 11:45 a.m. A Special Charlotte County-Punta Gorda MPO Board Meeting followed.

All interested parties are invited to appear and be heard on each of the above items. Written comments filed with the MPO will be considered. Copies of all of the above proposed documents are available by calling the Lee MPO Office at 239-244-2220 or the Charlotte County-Punta Gorda MPO Office at 941-883-3535. THIS NOTICE is published pursuant to the requirements of the Federal Laws, Florida Statutes and MPO Policy. NO STENOGRAPHIC RECORD BY A CERTIFIED COURT REPORTER IS MADE OF THIS MEETING. ACCORDINGLY, ANY PERSON WHO MAY SEEK TO APPEAL ANY DECISIONS INVOLVING THE MATTER NOTICED HEREIN WILL BE RESPONSIBLE FOR MAKING A VERBATIM RECORD OF THE TESTIMONY AND EVIDENCE AT THIS MEETING UPON WHICH ANY APPEAR IS TO BE BASED. Public participation is

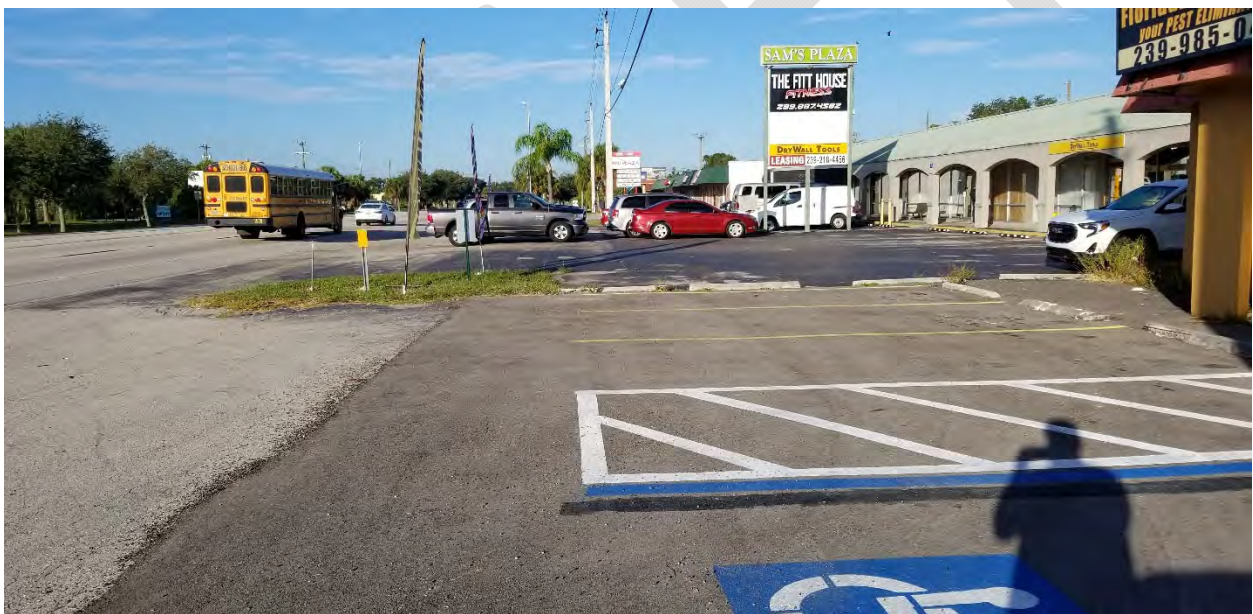
solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Lee MPO at 239-244-2220 or the Charlotte County-Punta Gorda MPO at 941-883-3535 at least seven (7) days prior to the meeting. **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/SHE HAS BEEN DISCRIMINATED AGAINST BECAUSE OF RACE, COLOR, RELIGION, SEX, AGE, NATIONAL ORIGIN, DISABILITY OR FAMILY STATUS MAY FILE A COMPLAINT WITH THE LEE MPO TITLE VI COORDINATOR CALANDRA BARRACO AT (239) 244-2220 OR BY WRITING HER AT P. O. Box 150045, CAPE CORAL, FLORIDA 33915 OR 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**

DRAFT

Florida Statutes Title XXVI. Public Transportation § 335.199. Transportation projects modifying access to adjacent property

FDOT		FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - I		DRAFT		
		TENTATIVE WORK PROGRAM REPORT		LEE COUNTY		
		July 1, 2021 Through June 30, 2026				
FPN :	4478861	Project/Location : SR 80 FROM SR 31 TO BUCKINGHAM RD				
Desc:	MEDIAN MODIFICATION					
Project Length : 4.868 Begin Mile Post : 8.249 End Mile Post: 10.741						
Comments :						
Phase	Fund	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026
CST	ACSS	\$0	\$0	\$0	\$2,359,585	\$0
CST	DDR	\$0	\$0	\$0	\$199,899	\$0
PE	ACSS	\$524,600	\$0	\$0	\$0	\$0
Project Total:		\$524,600	\$0	\$0	\$2,559,484	\$0


Attachments provided by Mr. John Majka as Public Comment (page 2)



RECOMMENDATION

It is recommended that a design variation be approved to allow a design speed of 10 mph and a reduction to the minimum radius of 20 feet at the locations listed in this variation.




Florida Department of Transportation
801 North Broadway Avenue
Bartow, FL 33830

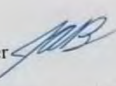
RICK SCOTT
GOVERNOR

MIKE DEW
SECRETARY

MEMORANDUM

Date: March 2, 2018

To: Ryan Weeks – Project Manager

From: Jonathon A. Bennett - Environmental Project Manager 

Copies: Bernie Masing, Sharon Hedrick Harris, Greg Bowne, Jon Sands, Brian Blair, Sara Stevenson, Tanya Merkle, Brent Setchell, D'Juan Harris, Marlon Bizerra, Bill Hartmann, Jeffrey James, Vivianne Cross, Randy Cimini-Atkins, EMO file

Subject: Financial Project ID: 429823-1-52-01
Federal Project ID: 0801-035-P
County/Section No: Lee
Description: SR 80 from Shoreland Drive to CR 80 (Buckingham Road)

This is a class of action determination for the subject project.

This project is a Type 1 Categorical Exclusion under 23 CFR 771.117(c), effective October 30, 2015, for the following type of project action:

3. Construction of bicycle and pedestrian lanes, paths and facilities.

It has been determined that the project will not cause significant adverse impacts to local traffic patterns, property access, community cohesiveness, planned community growth, wetlands, land use patterns, air quality, noise, water quality, navigation, and National System of Wild and Scenic Rivers. The project will not cause significant impacts to floodplains. There are contamination related impacts to this project if dewatering occurs. Please review the attached Contamination Plan Markings. Additional right-of-way will not be required, and there will be no relocations.

It should be noted that the project is located within the U.S. Fish and Wildlife Service Consultation Area for Audubon's crested caracara, Florida grasshopper sparrow, American crocodile, West Indian manatee, red-cockaded woodpecker, Florida scrub jay, Southwest plants list, and Florida bonneted bat. The project is also located within the Core Forage Area for two wood stork nesting colonies and the Common Range for the Florida black bear. Habitat may also be present for the gopher tortoise. A gopher tortoise survey is recommended 90-days prior to construction to ensure gopher tortoises are not impacted by the proposed construction. A protected species memo was completed for this project and can be found attached. Section 7-1.4: Compliance with Federal Endangered Species Act and other Wildlife Regulations of the *Standard Specifications for Road and Bridge Construction* manual should be adhered to for wildlife involvement during

www.fdot.gov

MARCH 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 9-C
APPROVAL OF MINUTES: FEBRUARY 18, 2022 SPECIAL MPO BOARD
MEETING

Purpose: To review and approve the Minutes of the Special MPO Board Meeting February 18, 2022

Presented by: MPO Staff

Discussion: To Be Determined

Recommendation: Motion to approve the Minutes of the Special MPO Board Meeting of February 18, 2022

Attachment: [Draft Minutes of the Special MPO Board Meeting held on February 18, 2022](#)



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

MINUTES OF THE MPO BOARD SPECIAL MEETING
FRIDAY, FEBRUARY 18, 2022
BURNT STORE ROAD PRESBYTERIAN CHURCH STEWART HALL
11330 BURNT STORE ROAD
PUNTA GORDA, FL 33955

MEMBERS PRESENT

Commissioner Christopher G. Constance, MD, Charlotte County Commissioner, MPO Chair
Commissioner Stephen R. Deutsch, Charlotte County Commissioner, MPO Vice Chair
Commissioner Joseph Tiseo, Charlotte County Commissioner
Commissioner James Herston, Charlotte County Airport Authority
Mayor Lynne Matthews, Punta Gorda City Council

ADVISORY

L.K. Nandam, FDOT District One Secretary

STAFF PRESENT

D’Juan Harris, MPO Director
Lakshmi N. Gurram, MPO Principal Planner
Betty-Ann Sherer, MPO Planner
Wendy Scott, MPO Planner
Stacy Bjordahl, Charlotte Assistant County Attorney (MPO Legal Services)

OTHERS PRESENT

Wayne Gaither, FDOT Southwest Area Office
Tanya Merkle, FDOT
Victoria Peters, FDOT
Jessica White, FDOT

OTHERS IN ATTENDANCE

Betsy Calvert, *Sun-Herald*
John Majka, Friends of Fort Myers Shores

1. Call to Order & Roll Call

MPO Chair Constance called the meeting to order at 11:48 p.m. (following the Joint MPO Board Meeting with the Lee County MPO). The roll call was taken, and all board members were present.

2. Public Comments on Agenda Items

There were no public comments.

3. 2022 Safety Performance Measures Targets

D’Juan Harris noted that 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. This action meets 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. FHWA’S five 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 last adopted the FDOT’s “Vision Zero” targets (goal of no fatalities or injuries) for all five of the Safety Performance Measures at the December 7, 2020 meeting. The MPO has until February 27, 2022 to accept the FDOT targets for 2022 or develop its own targets.

D’Juan Harris provided comparison data on both the Charlotte County and Statewide Five-Year Rolling Averages for each of the five FHWA Safety Performance Measures. Commissioner Deutsch asked Mr. Harris to give insight on the shifting variables. Mr. Harris noted that FDOT has done a great job through deliberate strategic design strategy by promoting median modification and roundabout projects where feasible. These types of projects are key to lowering likelihood of severity of injury in crashes by reducing conflict points.

Secretary Nandam confirmed that accident severity has been reduced. He noted that even though fatalities are going up, serious injuries are going down. Commissioner Constance observed that from the medical side, airbags and seatbelts were commonplace. He stated that perhaps high speed was contributing to deaths. He was pleased that Charlotte’s numbers were

better than the Statewide figures. Commissioner Tiseo mentioned the unfortunate, recent passage of two teenagers in Charlotte County in vehicular accidents.

MPO Board Members agreed unanimously to approve and adopt FDOT'S 2022 Safety Performance Measures Targets.

4. Public Comments

There were no public comments.

5. Staff Comments

There were no staff comments.

6. Member Comments

There were none.

7. Adjournment

There being no further business, the meeting was adjourned at 11:56 A.M. The next regularly scheduled meeting of the MPO Board will be held on Monday, March 21, 2022 at 2:00 p.m. at the Charlotte County Administration Center, 18500 Murdock Circle, Building B, Room #119, Port Charlotte, Florida.

MARCH 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 9-D
2021 FDOT/MPO JOINT CERTIFICATION STATEMENT

Purpose: To consider approving the MPO's 2021 FDOT/MPO Joint Certification Statement

Agenda Item Presented by: MPO Staff

Discussion:

Each year the FDOT and the MPO must jointly certify the metropolitan transportation planning process as described in **23 U.S.C. 134(k) (15)** and **23 C.F.R. 450.334 (a)**. The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions. The Charlotte County-Punta Gorda MPO Joint Certification Package have been reviewed and accurately reflect the results of the joint certification review meeting held on March 8, 2022. Based on the review and evaluation, the Florida Department of Transportation had no recommendations and/or corrective actions.

Upon request the full certification package is available at your request.

Recommendation: Approve the 2021 FDOT/MPO Joint Certification, authorizing the MPO Board Chair to sign the FDOT/MPO Joint Certification Statement

Attachment: [2021 FDOT/MPO Joint Certification Statement](#)

***Please Note:** The number of “Materially Significant Findings” has been changed to 23 from the pre-populated 25 – which is the total number of possible Material Significant Findings for this Doc Review. Several sections received an “N/A” due to not being applicable in this Review (i.e.-Charlotte County-Punta Gorda MPO does not use “Indirect Rate”).

Technical Memorandum 19-04: Incurred Cost and Invoicing Practices

Were incurred costs billed appropriately at the end of the contract period?

Please Check: Yes ☒ No ☐ N/A ☐

Risk Assessment Score

Please use the Risk Assessment worksheet to calculate the MPO’s risk score. Use **Table 5** as a guide for the selecting the MPO’s risk level.

Table 5. Risk Assessment Scoring

Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

Risk Assessment Percentage: 100

Level of Risk: **Low**

Part 2 Section 9: Recommendations and Corrective Actions

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board. The District may identify recommendations and corrective actions based on the information in this review, any critical comments, or to ensure compliance with federal regulation. The corrective action should include a date by which the problem must be corrected by the MPO.

Status of Recommendations and/or Corrective Actions from Prior Certifications

Charlotte County – Punta Gorda MPO addressed all recommendations. Keep up doing a great job.

Recommendations

No

Corrective Actions

No

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

525-010-05c
POLICY PLANNING
02/18

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Charlotte County - Punta Gorda MPO with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on March 8, 2022.

Based on a joint review and evaluation, the Florida Department of Transportation and the Charlotte County - Punta Gorda MPO recommend that the Metropolitan Planning Process for the Charlotte County - Punta Gorda MPO be certified.

Name: Secretary L.K. Nandam
Title: District Secretary (or designee)

Date

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

Date

MARCH 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 9-E
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) APPOINTMENT

Purpose: To consider appointing a South County Representative on the Charlotte County- Punta Gorda Metropolitan Planning Organization Bicycle/ Pedestrian Advisory Committee (BPAC)

Agenda Item Presented by: MPO Staff

Discussion:

An applicant, Wendy K. Zurstadt, has expressed her interest in serving as the South County Representative on the BPAC for a three (3) year term until March 21, 2025.

As required, this volunteer opportunity was advertised in the *Charlotte Sun* and on the MPO website.

Recommendation: Motion to appoint Wendy K. Zurstadt as the South County Representative on the BPAC for a three (3) year term.

Attachment: [BPAC Application from Wendy K. Zurstadt](#)



**Charlotte County-Punta Gorda
METROPOLITAN PLANNING ORGANIZATION**

East Port Environmental Campus

25550 Harbor View Road, Suite 4, Port Charlotte, FL 33980-2503

(Phone) (941) 883-3535 (Fax) 941-883-3534

E-Mail: office@ccmpo.com

Website: www.ccmpo.com

ADVISORY COMMITTEE/BOARD APPLICATION

PLEASE TYPE OR PRINT IN INK

Advisory Committee/Board you are applying for:

Citizens' Advisory Committee (CAC) _____

Bicycle/Pedestrian Advisory Committee (BPAC) X

Transportation Disadvantaged Local Coordinating Board (LCB) _____

How Did You Hear of This Committee/Board Vacancy? – attended meetings with Court Nederveld

Name

Wendy K. Zurstadt

Address

24240 Blackbeard Blvd

City, State, Zip

Punta Gorda, FL 33955

Year-round Resident?

Yes X No _____

Email address:

wendy.zurstadt@outlook.com

Home Phone 561-886-836

Work Phone

Cell Phone 561-886-8036

Employer –

Address –

Occupation (if retired, please indicate) -

CPA - retired

Please list any Governmental Advisory Boards/Committees/Commissions on which you currently or previously served: Served 7 years on global board of HFTP (Hospitality Finance & Technology Professionals). President 2002-2003. HFTP membership at that time was about 4,000 primarily North America. Board member of the National Club Association 2008-2011.

ADVISORY COMMITTEE/BOARD APPLICATION

Complete the following: *Please describe those facets of your background/experience which you feel may be useful for membership on this Committee/Board.*

Academic - Degrees, Diplomas

B.S. Business, Accounting Major, Montclair State University

Professional - Certification

CPA – certificate current with Connecticut
Certified Hospitality Account Executive (Emeritus status)

Knowledge - Training, interest or experience

30+ years' experience working in the private club sector as accountant and software technology expertise.

30+ years cycling in Connecticut and Florida. Member of various cycling clubs over the years.

Community Involvement - List organizations/positions (i.e., Homeowners Associations, Clubs, etc.)

Current President of the Peace River Riders Bicycle Club (Charlotte County).

Applicant's Signature: _____

Date: _____

12/3/2021

(You may mail, fax or email your application to the MPO office.)

MARCH 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 9-F
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) APPOINTMENT

Purpose: To consider the resignation as a South County Representative and appointment as Historical/Cultural/Environmental representative on the Charlotte County- Punta Gorda Metropolitan Planning Organization Bicycle/ Pedestrian Advisory Committee (BPAC)

Agenda Item Presented by: MPO Staff

Discussion:

An applicant, Elizabeth 'Betty' Staugler, has resigned her position as South County Representative and has expressed her interest to serve as the Historical/Cultural/Environmental Representative on the BPAC for a three (3) year term until March 21, 2025.

As required, this volunteer opportunity was advertised in the *Charlotte Sun* and on the MPO website.

Recommendation: Motion to appoint Elizabeth 'Betty' Staugler as the Historical/Cultural/Environmental Representative on the BPAC for a three (3) year term.

Attachment: [BPAC Application from Elizabeth 'Betty' Staugler](#)

Betty-Ann Sherer

From: Staugler,Elizabeth A <staugler@ufl.edu>
Sent: Tuesday, March 1, 2022 11:19 AM
To: Betty-Ann Sherer
Subject: BPAC resignation and application
Attachments: Staugler_EA_2022CV_2pg_MPO.doc; MPOCommittee-Application-2021 fill in form_staugler.pdf

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 morning Betty-Ann,

Please accept this email as my notification of resignation as BPAC south county representative. I am resigning as I would like to be considered for the newly available historical/ cultural/ environmental organization representative position on the same committee. I have attached new application and resume. Thank you for considering.

Best regards,
Betty Staugler

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION (MPO) ADVISORY COMMITTEE/BOARD APPLICATION

PLEASE TYPE OR PRINT IN INK

Advisory Committee/Board you are applying for:

Citizens' Advisory Committee (CAC) _____
Bicycle/Pedestrian Advisory Committee (BPAC) _____
Transportation Disadvantaged Local Coordinating Board (LCB) _____

How Did You Hear of This Committee/Board Vacancy?

Name:

Address:

City, State, Zip:

Year-round Resident? Yes ____ No ____

Email address:

Home Phone:

Work Phone:

Cell Phone:

Address:

Note: While not required, you are encouraged to attach a resume to this Application and visit the MPO's Website www.ccmppo.com to familiarize yourself with the role the MPO provides in the community and your role and responsibilities as a potential Committee/Board member.

CHARLOTTE COUNTY PUNTA GORDA MPO ADVISORY COMMITTEE/BOARD APPLICATION

Occupation- (if retired please indicate)

Education - Diplomas-Certificates-Degrees

Experience-Work, Life, Hobbies etc.

Community Involvement - List organizations/positions currently or previously held (i.e. Civic Boards and Committees, Home Owners Associations, Clubs, etc.)

Applicant's Signature:  Date: _____

You may mail to (25550 Harbor View Rd, Suite 4, Port Charlotte, FL 33980), fax (941)-883-3534 or email (office@ccmpo.com) your application to the MPO.

We Thank You for your interest in serving the community and the MPO.

Elizabeth A. Staugler
University of Florida, Florida Sea Grant
5719 Oakview Ln., Punta Gorda, FL 33950
Staugler@ufl.edu
(941) 979-6328

A. Professional Preparation:

M.S. 2012 Florida Gulf Coast University, Fort Myers, Master of Science, Marine and Ecological Sciences

B.A. 1999 Florida Gulf Coast University, Fort Myers, Bachelor of Arts, Environmental Science (Cum Laude)

B. Appointments:

2021-Present	NOAA HAB Liaison (Research Coordinator), University of Florida, Florida Sea Grant
2019-2020	Florida Sea Grant HAB Liaison to NOAA NCCOS, University of Florida
2018-Present	Affiliate Faculty, Water Institute, University of Florida
2004-2021	Florida Sea Grant Extension Agent III, UF-IFAS Extension, Charlotte County
2002-2004	Resource Scientist, Watershed Resource Center, CHEC, Inc.
1998-2002	Environmental Specialist, Florida DEP, Charlotte Harbor Aquatic Preserves

C. Select Technical Reports & Peer Review Publications:

Staugler, E.A., C. Simoniello and P. Monaghan. 2021. Insights from the public on key elements of red tide messaging and modes of communication, Gainesville, FL, Florida Sea Grant College Program – SGR-146.

Krimsky, L., E.A. Staugler, L. Flewelling, A. Reich, B. Rosen, R. Stumpf and D. Whiting. State of the Science for Harmful Algal Blooms in Florida: *Karenia brevis* and *Microcystis* spp., Produced from the Florida State of the Science Harmful Algal Bloom Symposium, August 2019. SGR 13.

Staugler, E.A. and A. Smyth. 2020. Eyes on Seagrass – 1st Year Summary, University of Florida/IFAS Extension, 4pp.

Staugler, E.A. and J. Patterson. 2019. Restoring bay scallops in Charlotte Harbor. Final project report to Florida Department of Treasury for RESTORE grant OMB Approval No. 1505-0250, UF/IFAS Extension, Charlotte County, Port Charlotte, Florida, 10 pp.

Staugler, E.A. 2016. Charlotte County Water Quality Survey findings, UF/IFAS Extension, Charlotte County, Port Charlotte, Florida, August 2016, 43 pp.

Staugler, E.A. and J. Stevely. 2011. Summary of Southwest Florida Bay Scallop Restoration Strategies Workshop, UF/IFAS Extension, 9pp.

E. Memberships in Profession

- Member - UF Harmful Algal Bloom Taskforce
- Technical Advisory Committee - Coastal & Heartland National Estuary Partnership
- Water Quality Team - Gulf of Mexico Alliance
- Member - Florida Sea Grant SEAS Work Action Group
- Co-Chair – Florida Sea Grant Harmful Algal Bloom Work Action Group

MARCH 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 10

**DRAFT FY 2022/2023- FY 2023/2024 UNIFIED PLANNING WORK PROGRAM
(UPWP)/METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

Purpose: To consider forwarding the Draft FY 2022/2023 – FY 2023/2024 Unified Planning Work Program (UPWP)/Metropolitan Planning Organization Agreement to 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 forward the Draft FY 2022/2023 – 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

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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 4 LONG RANGE TRANSPORTATION PLAN (LRTP)			
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)	\$ 48,900	\$ 48,900	\$ 48,900
2022/2023 Totals	\$ 48,900	\$ 48,900	\$ 48,900
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)	\$ 44,900	\$ 44,900	\$ 44,900
2023/2024 Totals	\$ 44,900	\$ 44,900	\$ 44,900
	FY 2022/2023 & 2023/2024 TOTAL		
Personnel (salary and benefits)		\$ 93,800	
Total		\$ 93,800	

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

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

Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING									
2022/2023									
Funding Source	FFY 21 FTA 5305(d)		FTA 5305(d)		CTD		FTA 5307		FY 2022/2023 Total
Contract Number	G2446		G1234		G1Y06				
Source Level	Federal	Total	Federal	Total	State	Total	Federal	Total	
Lookup Name	2022/2023 FFY 21 FTA 5305(d) G2446 (Federal)	2022/2023 FFY 21 FTA 5305(d) G2446 (Total)	2022/2023 FTA 5305(d) G1234 (Federal)	2022/2023 FTA 5305(d) G1234 (Total)	2022/2023 CTD G1Y06 (State)	2022/2023 CTD G1Y06 (Total)	2022/2023 FTA 5307 (Federal)	2022/2023 FTA 5307 (Total)	
Personnel (salary and benefits)	\$ 69,821	\$ 69,821	\$ 71,227	\$ 71,227	\$ 23,842	\$ 23,842	\$ -	\$ -	\$ 164,890
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,418	\$ 39,418	\$ 39,418
Travel	\$ 1,080	\$ 1,080	\$ 1,080	\$ 1,080	\$ -	\$ -	\$ -	\$ -	\$ 2,160
Direct Expenses	\$ 1,428	\$ 1,428	\$ 1,428	\$ 1,428	\$ -	\$ -	\$ -	\$ -	\$ 2,856
Indirect Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2022/2023 Totals	\$ 72,329	\$ 72,329	\$ 73,735	\$ 73,735	\$ 23,842	\$ 23,842	\$ 39,418	\$ 39,418	\$ 209,324
2023/2024									
Funding Source	FTA 5305(d)		CTD		FTA 5307				FY 2023/2024 Total
Contract Number	G1234		G1Y06						
Source	Federal	Total	State	Total	Federal	Total		Total	
Lookup Name	2023/2024 FTA 5305(d) G1234 (Federal)	2023/2024 FTA 5305(d) G1234 (Total)	2023/2024 CTD G1Y06 (State)	2023/2024 CTD G1Y06 (Total)	2023/2024 FTA 5307 (Federal)	2023/2024 FTA 5307 (Total)		2023/2024 (Total)	
Personnel (salary and benefits)	\$ 71,227	\$ 71,227	\$ 23,842	\$ 23,842	\$ -	\$ -	\$ -	\$ -	\$ 95,069
Consultant	\$ -	\$ -	\$ -	\$ -	\$ 240,000	\$ 240,000	\$ -	\$ -	\$ 240,000
Travel	\$ 1,080	\$ 1,080	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,080
Direct Expenses	\$ 1,428	\$ 1,428	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,428
2023/2024 Totals	\$ 73,735	\$ 73,735	\$ 23,842	\$ 23,842	\$ 240,000	\$ 240,000	\$ -	\$ -	\$ 337,577
	FY 2022/2023 & 2023/2024								
Personnel (salary and benefits)	\$ 259,959								
Consultant	\$ 279,418								
Travel	\$ 3,240								
Direct Expenses	\$ 4,284								
Total	\$ 546,901								

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	FFY 21 FTA 5305(d)		FHWA	FTA 5305(d)		FTA 5307		Local			
	Contract	G1Y06	G2446		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

[illegible][illegible]

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
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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
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

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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
UNIFIED PLANNING WORK PROGRAM (UPWP)
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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)
STATEMENTS AND ASSURANCES

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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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05/18

- (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 <rridenour@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: rridenour@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>
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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 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 to 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 # 11
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 by Joint MPOs Board members 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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CC-PG MPO TRANSPORTATION IMPROVEMENT PROGRAM

FY 2022/2023- 2026/2027

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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										
											</			

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	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><div>¹ Regional projects</div><div></div><div>PE- Design</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>New Project</div></div><div></div><div>CST - Construction</div><div>Notes:All projects costs are in millions</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 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	1100FT N. Lee Co	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

NEED UPDATED WORKSHEET FROM FDOT
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) TAMIA MI 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) TAMIA MI 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	TAMIA MI TRAIL (SR 45) FROM WILLIAM ST TO PEACE RIVER BRIDGE	Right of Way		2022	\$0	\$160,000	Resurfacing Project
	13	DEFERS	TAMIA MI 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 31 FROM CR 74 TO CR 74	Construction		2026	\$0	\$4,394,165	Construction Phase programmed
	9	DEFERS	SR 31 FROM 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 Desc: BIKE PATH/TRAIL Project Length : 8.201 Begin Mile Post : 7.013 End Mile Post: 15.214	PDE	DIH	\$0	\$0	\$1,000	\$0	\$0
			Project Total:		\$0	\$0	\$1,000	\$0	\$0
2	4351052	CR 765A (TAYLOR RD) FROM N JONES LOOP TO AIRPORT RD PHASE I Desc: SIDEWALK Project Length : 2.920 Begin Mile Post : 0.675 End Mile Post: 3.595	PE	TALL	\$0	\$491,844	\$0	\$0	\$0
			PE	TALT	\$0	\$164,677	\$0	\$0	\$0
			Project Total:		\$0	\$656,521	\$0	\$0	\$0
3	4349652	HARBORVIEW ROAD FROM MELBOURNE ST TO I-75 Desc: ADD LANES & RECONSTRUCT Project Length : 2.799 Begin Mile Post : 0.890 End Mile Post: 3.335	ROW	ACSA	\$640,864	\$0		\$0	\$0
				CM		\$320,053			
				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 Desc: ADD LANES & RECONSTRUCT Project Length : 1.181 Begin Mile Post : 0.890 End Mile Post: 1.981	CST	LF	\$0	\$0	\$0	\$0	\$9,935,382
			CST	SA	\$0	\$0	\$0	\$0	\$9,420,184
			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	CST	DI			\$7,033,379		
		Project Length : 0.239 Begin Mile Post : 12.008 End Mile Post: 12.247	CST	DIH			\$1,086		
			Project Total:		\$847,720	\$0	\$7,034,465	\$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.

** Repayment Phases are not included in the Totals **

5 Year TIP - Fund Summary
CHARLOTTE-PUNTA GORDA MPO

Fund	Fund Name	<2023	2023	2024	2025	2026	2027	>2027	All Years
	TOTAL OUTSIDE YEARS	122,096,478	0	0	0	0	0	0	122,096,478
ACSA	ADVANCE CONSTRUCTION (SA)	869,359	640,864	0	0	0	0	0	1,510,223
ACSL	ADVANCE CONSTRUCTION (SL)	1,002,538	0	0	0	0	0	0	1,002,538
ACSN	ADVANCE CONSTRUCTION (SN)	79,672	0	0	0	0	0	0	79,672
BRRP	STATE BRIDGE REPAIR & REHAB	0	0	0	0	0	0	0	0
CM	CONGESTION MITIGATION - AQ	73,036	0	320,053		310,150	2,803	0	706,042
D	UNRESTRICTED STATE PRIMARY	27,063,096	2,597,751	2,835,807	2,236,231	2,236,231	2,236,231	0	39,205,347
DDR	DISTRICT DEDICATED REVENUE	10,328,306	5,568,930	7,792,021	7,792,021	2,187,098	3,137,070	0	36,805,446
DI	STATE - S/W INTER/INTERSTATE HWY				7,033,379				7,033,379
DIH	STATE IN-HOUSE PRODUCT SUPPORT	143,570	606,512	8,392	6,516	0	1,154	0	766,144
DIS	STRATEGIC INTERMODAL SYSTEM	393,364	0	0	0	0	0	0	393,364
DITS	STATEWIDE ITS - STATE 100%.	408,896	\$2,023,399	0	0	0	101905	0	2,534,200
DPTO	STATE - PTO	3,378,738	0	0	516,846	0	0	0	3,895,584
DS	STATE PRIMARY HIGHWAYS & PTO	1,394,667	1,076,196	8,312,981	6,124,729	0	323,487	0	17,232,060
DU	STATE PRIMARY/FEDERAL REIMB	1,073,780	82,000	82,000	50,000	82,800	82,800	0	1,453,380
FAA	FEDERAL AVIATION ADMIN	4,726,224		0	0	999,000	0	0	5,725,224
FTA	FEDERAL TRANSIT ADMINISTRATION	25,489,354	2,077,504	2,165,890	2,335,633	2,511,136	2,458,497	0	37,038,014
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	18,535,755	7,382,595	3,328,787	3,713,594	17,501,731	1,763,615	0	52,226,077
PL	METRO PLAN (85% FA; 15% OTHER)		628,867	587,963	593,056	598,252	598,252	0	3,006,390
SA	STP, ANY AREA	132,427	0	1196428		9420184		0	10,749,039
SL	STP, AREAS <= 200K	917,528	2,126,192	6,014,387	0	2,472,240	5,857	0	11,536,204
SN	STP, MANDATORY NON-URBAN <= 5K	981,984	0	0	0	0	0	0	981,984
TALL	TRANSPORTATION ALTS- <200K	178,872	212,996	491,844	290,000		14,941	0	1,188,653
TALN	TRANSPORTATION ALTS- < 5K	31,275	0	0	0	0	0	0	31,275
TALT	TRANSPORTATION ALTS- ANY AREA	273,916	51,666	249,677	0	0	1,484,932	0	2,060,191
TLWR	2015 SB2514A-TRAIL NETWORK	110,000	0	0	0	0	0	0	110,000
	Grand Total	224,381,535	25,075,472	33,386,230	30,694,030	38,318,822	12,211,544	0	364,067,633

Fund Type		<2023	2023	2024	2025	2026	2027	>2027	All Years
Federal		43,178,361.00	5,820,089	11,108,242	4,267,689	\$15,873,762	\$4,648,082		84,896,225
Local		18,535,755	7,382,595	3,328,787	3,713,594	17,501,731	1,763,615		52,226,077
State 100%		162,667,419	11,872,788	18,949,201	18,949,201	4,423,329	5,799,847		222,925,352
	Grand Total	224,381,535.00	25,077,495.00	33,386,230	26,932,509	\$37,798,822	\$12,211,544		347,836,110

The information on this spreadsheet is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to: Federal Aid Management [Cynthia Lorenzo: Cynthia.Lorenzo@dot.state.fl.us](mailto:Cynthia.Lorenzo@dot.state.fl.us) Or call 850-414-4448

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	1FDGF4GTXDDB37360	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.

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**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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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				
Construction	DI			\$7,034,465		
Total for Project 441950-1		\$847,720		\$7,034,465		

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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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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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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Florida Department of Transportation - District One

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

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	

PLANNING
=====

ITEM NUMBER:439316 2
DISTRICT:01
ROADWAY ID:

PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2018/2019-2019/2020 UPWP
COUNTY:CHARLOTTE
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
DISTRICT:01
ROADWAY ID:

PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2020/2021-2021/2022 UPWP
COUNTY:CHARLOTTE
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 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 12
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, TAC 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>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												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 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	
<div> <div> ¹ Regional projects </div> <div> ² TAP Project on SUN Trail network system </div> </div> <div> <div>PE- Design</div> <div>ROW- Right Of Way</div> <div>New Project</div> </div> <div> <div>PD&E - Project Development & Environment</div> <div>CST - Construction</div> <div>Notes:All projects costs are in millions</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.

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).										\$0.12	\$0.20	\$0.08		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 Recreational 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	MyakkaState Forest	Gillot Blvd	Paved trail corridors for bicyclists and pedestrians.	PE&CST	\$0.019		\$3.20						County is asking PE funds for Segment Two updated 3/7/2022
13		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		\$7.03			CST in the current 2022-2027 work program - updated Feb 2022 snapshot. Project will be deleted	
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			

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	I-75	2L to 4L	CST	\$45,630,000	\$4,000,000	TBD	2025/2026	
Lee County	Corkscrew Road	E. Ben Hil Griffin Road	Bella Terra	2L to 4L	CST	\$24,525,000	\$6,975,000	\$2,651,966	2021/2022	
Charlotte County	Edgewater Dr/Flamingo Blvd Ext.	Midway Blvd	Collingswood Blvd	2L to 4L	PE, CST	\$38,080,000	\$2,200,000			
Lee County	Ortiz Avenue	Colonial Blvd	SR 82	2L to 4L	CST	\$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			

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 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

MARCH 21, 2022
MPO BOARD MEETING

AGENDA ITEM # 13
REGIONAL COORDINATION INITIATIVE LEE COUNTY MPO / COLLIER
MPO / CHARLOTTE COUNTY – PUNTA GORDA MPO

Purpose: Informational item to discuss the status of Collier MPO's effort to establish a regional coordination collaborative with Lee County & Charlotte County - Punta Gorda MPOs.

Agenda Item Presented by: MPO Staff

Discussion:

At last month's Lee County and Charlotte County - Punta Gorda Joint MPO Board meeting, staff discussed regional coordination options that were proposed by one of the Collier County Commissioners. The regional coordination options discussed, included forming an Ad Hoc subcommittee from the three MPO Boards 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. Direction was provided for the attorneys of each of the MPOs to coordinate on the item and bring it back to each MPO Board to address.

At the Lee MPO Board Meeting on March 18, 2022, there was no support to proceed with this proposal as drafted. Lee County MPO's legal counsel indicated that supporting Collier MPO's proposal would generate numerous legal implications pertaining to Sunshine Law. His recommendation was for the MPO's to consider holding an annual Regional Symposium/Workshop to discuss pertinent regional issues with FDOT. No action was taken.

Recommendation: No action is required. This agenda item is for discussion purposes only.

CHARLOTTE COUNTY – PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION STAFF REPORT

March 21, 2022 MPO Board Meeting

01/03/2022 - US 41 SB Harborwalk ADA Improvement Project (FDOT/City of Punta Gorda/MPO - hybrid)

01/06/2022 - Florida Metropolitan Planning Partnership (in person cancelled/virtual 8:00 am to 11:00 am)

01/06/2022 - Local Coordinating Board Public Meeting and Regular Meeting (hybrid)

01/10/2022 - FDOT Transit Coordination Meeting

01/10/2022 - Charlotte County – Punta Gorda & FDOT Local Agency Programs Coordination Meeting

01/11/2022 - Coordinated Urban Transportation Studies (CUTS - virtual)

01/13/2022 - Priority Project Site Visit to Capture Drone Footage (US 41 ADA Project / Taylor Road)

01/20/2022 - Veterans Boulevard Corridor Planning Study Kick Off Meeting

01/25/2022 - Lee County MPO Bicycle Pedestrian Coordinating Committee Meeting

01/26/2022 - Community Traffic Safety Team Meeting

01/27/2022 - Florida Metropolitan Planning Organization Advisory Council (MPOAC), Orlando, FL

01/27/2022 - River Road (SR 777) from US 41 to I-75 Public Meeting

02/02/2022 - Project Priorities Coordination Meeting with Charlotte County

02/07/2022 - Florida Freight Advisory Committee Meeting (FLFAC) GoToWebinar

02/10/2022 - Charlotte County Continuity of Operations Planning (COOP) Workshop

02/14/2022 - Sarasota- Manatee MPO Technical Advisory Committee Meeting

02/15/2022 - Sarasota- Manatee MPO Bicycle Pedestrian Trails Advisory Committee Meeting

02/18/2022 - Joint Charlotte County – Punta Gorda MPO & Lee County MPO Board Meeting

02/18/2022 - Special MPO Board Meeting to Adopt Target Zero Safety Performance Measures

02/24/2022 - Charlotte County – Punta Gorda MPO Bicycle Pedestrian Advisory Committee Meeting

03/01/2022 - Charlotte County – Punta Gorda & FDOT Local Agency Programs Coordination Meeting

03/02/2022 - Senate Bill 160 Passed includes (Purple Heart Designation Initiative)

03/03/2022 - Lee County MPO TAC Meeting and Regional Coordination Initiative Discussion

03/08/2022 – Senate Bill 160 Third Reading in House Passed for Governor Action (Anticipated July 1, 2022)

03/08/2022 - Charlotte County – Punta Gorda / FDOT Joint Certification Meeting (100 score)

03/08/2022 – FDOT & FHWA – Urban Boundary and Functional Classification Training

03/09/2022 - Charlotte County – Punta Gorda Technical Advisory (TAC) Citizens' Advisory (CAC) Committee Meetings