



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

**2:00 p.m., Monday, May 16, 2022**  
**Charlotte County Administration Center**  
**Room #119**  
**18500 Murdock Circle**  
**Port Charlotte, FL 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 – Englewood Christian Church**
- 3. Pledge of Allegiance**
- 4. Additions and/or Deletion to the Agenda**
- 5. Public Comments on Agenda Items**
- 6. PUBLIC MEETING: [FY 2022/2023 – FY 2023/2024 Unified Planning Work Program \(UPWP\)](#)**
- 7. PUBLIC MEETING: [DRAFT – Final FY 2023 – FY 2027 Transportation Improvement Program \(TIP\)](#)**
- 8. 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](#)**

**9. Local Government Reports**

- A. [Charlotte County Airport Authority](#)
- B. [City of Punta Gorda](#)
- C. [Charlotte County](#)

**10. [Florida Department of Transportation \(FDOT\) Report](#)**

**11. Consent Agenda:**

- A. [Approval of Minutes: March 21, 2022 Meeting](#)
- B. [MPO Board Resolution Authorizing FY 2021/2022 Transportation Disadvantaged \(TD\) Planning Grant Agreement](#)

**12. [2022 Draft – Final Project Priorities](#)**

**13. [US Bicycle Route 15 Alignment – Discussion](#)**

**14. [Veterans Corridor Planning Study – Existing Conditions Presentation](#)**

**15. Public Comments**

**16. [Staff Comments](#)**

**17. Member Comments**

**18. Adjournment**



**CHARLOTTE COUNTY – PUNTA GORDA MPO**  
**MAY 16, 2022 AGENDA (continued)**

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

Monday, July 18, 2022 – 2:00 p.m.  
MPO Regular Board Meeting  
Charlotte County Administration Center  
18500 Murdock Circle  
Room #119, Port Charlotte, Florida

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

MAY 16, 2022  
MPO BOARD MEETING

**AGENDA ITEM # 6**  
**PUBLIC MEETING: FINAL DRAFT FY 2023 - FY 2024 UNIFIED PLANNING**  
**WORK PROGRAM (UPWP) / METROPOLITAN PLANNING ORGANIZATION**  
**AGREEMENT**

**Purpose:** To hold a Public Meeting to receive public comments on the MPO's Final FY 2023 - FY 2024 Unified Planning Work Program (UPWP)/Metropolitan Planning Organization Agreement

**Agenda Item Presented by:** MPO Staff

**Discussion:**

The Final FY 2023 - FY 2024 Unified Planning Work Program (UPWP)/ Metropolitan Planning Organization Agreement describes transportation planning activities and establishes the MPO budget for the fiscal years spanning from July 1, 2022 to June 30, 2024. Included in the UPWP is a description of work to be accomplished and the cost estimates to carry out each work task activity. Federal and State regulations govern the types of activities that are eligible for federal and state funding.

Following approval of the Draft UPWP/Metropolitan Planning Organization Agreement at the March 21, 2022 MPO Board meeting, the Draft FY 2023 - FY 2024 UPWP was submitted to the appropriate reviewing agencies for comments. Comments received from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Florida Department of Transportation (FDOT) were addressed and have been incorporated in this final UPWP.

As part of the UPWP process, the MPO is required to advertise that a Public Meeting will be held to solicit public input before the MPO Board adopts the UPWP. The MPO has advertised twice within the past 30 days that a Public Meeting will be held at the May 16, 2022 MPO Board Meeting. Following the Public Meeting, a roll call vote is required to adopt the UPWP.

The Technical Advisory Committee (TAC) and the Citizens' Advisory Committee (CAC) have reviewed the document at their respective April 13, 2022 meetings and recommended that this UPWP be adopted by the MPO Board.

**Budget Action:** No action needed.

**Recommendation:** Hold a Public Meeting followed by consideration of a motion to adopt the Final FY 2023 - FY 2024 Unified Planning Work Program (UPWP)/Metropolitan Planning Organization Agreement and authorize the MPO Chair to sign the Authorizing Resolution

and transmit the document to FDOT. The motion should allow the staff to make minor changes and adjustments based on comments and input received. A ROLL CALL VOTE IS REQUIRED.

**Attachment:**

[Final draft FY 2023 -FY 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](http://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-0408-060-M  
FDOT Financial Project Number – 439316-4-14-01 – PL 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**

The MPO does not discriminate against anyone on the basis of race, color, national origin, sex, age, disability, religion, or family status. For more information on the MPO's commitment to equity and nondiscrimination, or to express concerns visit [www.ccmppo.com](http://www.ccmppo.com) or contact Wendy W. Scott with the Charlotte County-Punta Gorda MPO at 941-883-3535 or by email at [scott@ccmpo.com](mailto:scott@ccmpo.com)

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.

# TABLE OF CONTENTS

# PAGE

<b>FDOT Cost Analysis Certification Statement</b> .....	1
<b>MPO UPWP Resolution FY 2023 – FY 2024</b> .....	2
<b>Acronyms used in this UPWP</b> .....	4
<b>Introduction</b> .....	11
Definition of the Unified Planning Work Program .....	11
Comprehensive Transportation Planning Activities .....	11
Statement of CPG participation .....	12
Soft Match Definition .....	12
Local Planning Priorities .....	13
Transportation related air quality planning activities (if applicable) anticipated in the non-attainment areas .....	13
Transit Planning.....	13
Public Participation including Title VI and Title VIII .....	14
<b>Organization and Management</b> .....	15
<b>MPO Agreements</b> .....	16
<b>Operational Procedures and Bylaws</b> .....	17
<b>Unified Planning Work Program</b>	
<b>Task 1: Administration</b> .....	18
<b>Task 1: Estimated Budget Detail For “Planning Task”</b> .....	21
<b>Task 2: Data Collection, Analysis and Mapping</b> .....	24
<b>Task 2: Estimated Budget Detail For “Planning Task”</b> .....	27
<b>Task 3: Public Participation Plan</b> .....	28
<b>Task 3: Estimated Budget Detail For “Planning Task”</b> .....	30
<b>Task 4: Long Range Transportation Planning</b> .....	31
<b>Task 4: Estimated Budget Detail For “Planning Task”</b> .....	33
<b>Task 5: Transportation Improvement Program (TIP)</b> .....	34
<b>Task 5: Estimated Budget Detail For “Planning Task”</b> .....	36
<b>Task 6: Special Project Planning</b> .....	37
<b>Task 6: Estimated Budget Detail For “Planning Task”</b> .....	39
<b>Task 7: Regional Planning and Coordination</b> .....	40
<b>Task 7: Estimated Budget Detail For “Planning Task”</b> .....	42
<b>Task 8: Transit &amp; Transportation Disadvantaged (TD) Planning</b> .....	43
<b>Task 8: Estimated Budget Detail For “Planning Task”</b> .....	45
<b>Task 9: Agency Expenditures using Local Funds</b> .....	47

<b>Task 9: Estimated Budget Detail For “Planning Task”</b> .....	48
<b>Table 1: Agency Participation Table FY 2023 and FY2024</b> .....	50
<b>Table 2: Agency Funding Source Table FY 2023 and FY 2024</b> .....	51

## **Appendices**

<b>Appendix A - State and Federal Planning Emphasis Area Matrix</b> .....	53
<b>Appendix B - FY 2023-2024 Federal Planning Factors and FDOT’s Planning Emphasis Areas</b> .....	55
<b>Appendix C – Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)</b> Planning Emphasis Areas .....	58
<b>Appendix D – Statements and Assurances</b> .....	64
<b>Appendix E - Planning Studies for Agencies in MPO Planning Areas</b> .....	71
<b>Appendix F - Florida Department of Transportation (FDOT) - District One District</b> Wide Planning Activities/Contracts (FY 2023- FY 2024) .....	75
<b>Appendix G – FY 2022/2023 – FY 2023/2024 UPWP comments from FDOT, FHWA and FTA</b> .....	77
<b>Appendix H – Metropolitan Planning Organization Agreement</b> .....	87



## ***Florida Department of Transportation***

**RON DESANTIS  
GOVERNOR**

605 Suwannee Street  
Tallahassee, FL 32399-0450

**JARED W. PERDUE P.E.  
SECRETARY**

### **Cost Analysis Certification**

**Charlotte County-Punta Gorda MPO**

**Unified Planning Work Program - FY 2023-FY 2024**

Adopted: 5/16/2022

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 16<sup>th</sup> 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.

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

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

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

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

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

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

<b><u>TDP</u></b>	Transit Development Plan
<b><u>TDSP</u></b>	Transportation Disadvantaged Service Plan
<b>TPM</b>	Transportation Performance Management
<b>T/E</b>	Trip and Equipment
<b>TE</b>	Transportation Enhancement
<b><u>TEA-21</u></b>	Transportation Equity Act for the 21 <sup>st</sup> Century
<b>TIGER</b>	Transportation Investment Generating Economic Recovery
<b>TIM</b>	Traffic Incident Management
<b><u>TIP</u></b>	Transportation Improvement Program
<b>TMA</b>	Transportation Management Area
<b>TOD</b>	Transit Oriented Development
<b>TOP</b>	Transportation Outreach Program
<b>TPO</b>	Transportation Planning Organization
<b>TRB</b>	Transportation Research Board
<b><u>TRIP</u></b>	Transportation Regional Incentive Program
<b>TSM</b>	Transportation System Management
<b>TTF</b>	Transit Task Force
<b><u>UPWP</u></b>	Unified Planning Work Program
<b><u>USC</u></b>	United States Code
<b><u>USBC</u></b>	United States Bureau of the Census
<b><u>USDOT</u></b>	United States Department of Transportation
<b>UZA</b>	Urbanized Area
<b>VMT</b>	Vehicle Miles Traveled
<b>VPD</b>	Vehicles per Day
<b>YOE</b>	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 funding in the UPWP is **18.07%** of FHWA program funds for a total of \$141,513 for FY 2023 and \$132,491 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	07/1/2022 thru 06/30/2024
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](http://www.ccmppo.com)  
Email: [office@ccmpo.com](mailto: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

<b>Funding Sources:</b>	Year 1 - FY 2023	FHWA (PL)	<u>\$ 291,228</u>
		<b>TOTAL</b>	<b>\$ 291,228</b>
	Year 2 – FY 2024	FHWA (PL)	<u>\$ 291,228</u>
		<b>TOTAL</b>	<b>\$ 291,228</b>

21

Task 1 ADMINISTRATION			
2022/2023			
Funding Source	FHWA		FY 2022/2023 Total
Contract Number	G2813		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2022/2023 FHWA G2813 (PL)	FHWA G2813 (Total)	
Personnel (salary and benefits)			
Salaries, Benefits and other deduction	\$ 200,132	-	\$ 200,132
		-	\$ -
Personnel (salary and benefits)	\$ 200,132	\$ 200,132	\$ 200,132
Consultant			
		-	\$ -
Consultant Subtotal	\$ -	\$ -	\$ -
Travel			
Employees and MPO Board Members travel on Charlotte County business including conferences, seminars, public meetings, MPOAC meetings, etc. as well as any in county and outside the County mileage	\$ 4,000	-	\$ 4,000
MPO Board and Committees costs related to MPO meeting	\$ 1,500	-	\$ 1,500
		-	\$ -
Travel Subtotal	\$ 5,500	\$ 5,500	\$ 5,500
Direct Expenses			
Governmental Indirect Cost: These services include Attorney Services, IT Support,HR, Fleet services, Finance, Fiscal Purchasing & other support services provided by Charlotte County for Charlotte MPO	\$ 44,847		\$ 44,847
MPO Self Insurance Costs	\$ 1,172		\$ 1,172
Building Lease-Rent/Storage Cost	\$ 15,000		\$ 15,000
Subcriptions - newspapers, MPO website updates, improvements/maintenance, books & publication	\$ 3,000		\$ 3,000
Advertising Costs-Boards, Committee meetings, committee vacancies, PPP, LRTP, TIP, job vacancies,etc.	\$ 4,000		\$ 4,000
Postage and Freight Costs	\$ 2,500		\$ 2,500
Janitorial Cleaning Services	\$ 850		\$ 850
Printing and Binding /Other	\$ 900		\$ 900
Equipment Leases/overage costs for copier	\$ 5,500	-	\$ 5,500
Gas/Oil/Lubricants	\$ 750	-	\$ 750
Repair/Maintenance -Building	\$ 400		\$ 400
Educational Expenses-staff training,sponsorship, training registration, continue education	\$ 2,500		\$ 2,500
Communication -cell phone	\$ 300		\$ 300
R/M Equipment/vehicle	\$ 750	-	\$ 750
Direct Expenses Subtotal	\$ 82,469	\$ 82,469	\$ 82,469
Supplies			
Departmental/Office Supplies	\$ 2,627	-	\$ 2,627
Supplies Subtotal	\$ 2,627	\$ 2,627	\$ 2,627
Equipment			
Peripherals Equipment	\$ 500	-	\$ 500
Equipment Subtotal	\$ 500	\$ 500	\$ 500
Total	\$ 291,228	\$ 291,228	\$ 291,228

2023/2024			
Funding Source	FHWA		FY 2023/2024 Total
Contract Number	G2813		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2023/2024 FHWA G2813 (PL)	2023/2024 (Total)	
Personnel (salary and benefits)			
Salaries, Benefits and other deduction	\$ 202,132	-	\$ 202,132
		-	\$ -
Personnel (salary and benefits)	\$ 202,132	\$ 202,132	\$ 202,132
Consultant			
		-	\$ -
Consultant Subtotal	\$ -	\$ -	\$ -
Travel			
Employees and MPO Board Members travel on Charlotte County business including conferences, seminars, public meetings, MPOAC meetings, etc. as well as any in county and	\$ 4,000	-	\$ 4,000
MPO Board and Committees costs related to MPO meeting	\$ 1,500	-	\$ 1,500
		-	\$ -
Travel Subtotal	\$ 5,500	\$ 5,500	\$ 5,500
Direct Expenses			
Governmental Indirect Cost: These services include Attorney Services, IT Support,HR, Fleet services, Finance, Fiscal Purchasing & other support services provided by Charlotte County for Charlotte MPO	\$ 44,847	-	\$ 44,847
MPO Self Insurance Costs	\$ 1,172		\$ 1,172
Building Lease-Rent/Storage	\$ 13,000		\$ 13,000
Subscriptions - newspapers, MPO website updates improvements/maintenance, books & publication	\$ 3,000		\$ 3,000
Advertising Costs-Boards, Committee meetings, committee vacancies, PPP, LRTP, TIP, job	\$ 4,000		\$ 4,000
Postage and Freight Costs	\$ 2,500		\$ 2,500
Janitorial Cleaning Services	\$ 850		\$ 850
Printing and Binding /Other Changes & Obligation	\$ 900		\$ 900
Equipment Leases/overage costs for copier	\$ 5,500		\$ 5,500
Gas/Oil/Lubricants	\$ 750		\$ 750
Repair/Maintenance -Building	\$ 400		\$ 400
Educational Expenses-staff training,sponsorship, training registration, continue education	\$ 2,500		\$ 2,500
Communication -cell phone	\$ 300		\$ 300
R/M Equipment/vehicle	\$ 750		\$ 750
		-	\$ -
Direct Expenses Subtotal	\$ 80,469	\$ 80,469	\$ 80,469
Supplies			
Departmental/Office Supplies	\$ 2,627	-	\$ 2,627
		-	\$ -
Supplies Subtotal	\$ 2,627	\$ 2,627	\$ 2,627
Equipment			
Peripherals Equipment	\$ 500	-	\$ 500
		-	\$ -
Equipment Subtotal	\$ 500	\$ 500	\$ 500
Total	\$ 291,228	\$ 291,228	\$ 291,228

## **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 (DIRPM) 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

<b>Funding Sources:</b>	Year 1 – FY 2023	FHWA (PL)	<u>\$ 85,000</u>
		<b>TOTAL</b>	<b>\$ 85,000</b>
	Year 2 – FY 2024	FHWA (PL)	<u>\$ 35,000</u>
		<b>TOTAL</b>	<b>\$ 35,000</b>



Task 2 DATA COLLECTION, ANALYSIS AND MAPPING			
2022/2023			
Funding Source	FHWA		FY 2022/2023 Total
Contract Number	G2813		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2022/2023 FHWA G2813 (PL)	FHWA G2813 (Total)	
Personnel (salary and benefits)			
Salaries, Benefits and other deduction	\$ 35,000	-	\$ 35,000
Data Model Validation	\$ 50,000	-	\$ 50,000
Personnel (salary and benefits) Subtotal	\$ 85,000	\$ 85,000	\$ 85,000
Total	\$ 85,000	\$ 85,000	\$ 85,000
2023/2024			
Funding Source	FHWA		FY 2023/2024 Total
Contract Number	G2813		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2023/2024 FHWA G2813 (PL)	FHWA G2813 (Total)	
Personnel (salary and benefits)			
Salaries, Benefits and other deduction	\$ 35,000	-	\$ 35,000
		-	\$ -
Personnel (salary and benefits) Subtotal	\$ 35,000	\$ 35,000	\$ 35,000
Total	\$ 35,000	\$ 35,000	\$ 35,000

## 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 12<sup>th</sup> 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

<b>Funding Sources:</b>	Year 1 – FY 2023	FHWA (PL)	<u>\$ 13,000</u>
		<b>TOTAL</b>	<b>\$ 13,000</b>
	Year 2 – FY 2024	FHWA (PL)	<u>\$ 13,000</u>
		<b>TOTAL</b>	<b>\$ 13,000</b>

30

## **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 5<sup>th</sup>, 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 21<sup>st</sup> 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

<b>Funding Sources:</b>	Year 1 - FY 2023	FHWA (PL)	<u>\$ 98,904</u>
		<b>TOTAL</b>	<b>\$ 98,904</b>
	Year 2 - FY 2024	FHWA (PL)	<u>\$ 108,000</u>
		<b>TOTAL</b>	<b>\$ 108,000</b>

Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP)			
2022/2023			
Funding Source	FHWA		FY 2022/2023
Contract Number	G2813		
Source Level	PL	Total	Total
MPO Budget Reference			
Lookup Name	2022/2023 FHWA G2813 (PL)	FHWA G2813 (Total)	
Personnel (salary and benefits)			
Salaries, Benefits and other deduction	\$ 40,000	\$ 40,000	\$ 40,000
Personnel (salary and benefits) Subtotal	\$ 40,000	\$ 40,000	\$ 40,000
Consultant			
2050 LRTP Update	\$ 58,904	-	\$ 58,904
Consultant Subtotal	\$ 58,904	\$ 58,904	\$ 58,904
Total	\$ 98,904	\$ 98,904	\$ 98,904
2023/2024			
Funding Source	FHWA		FY 2023/2024
Contract Number	G2813		
Source	PL	Total	Total
MPO Budget Reference			
Lookup Name	2023/2024 FHWA G2813 (PL)	FHWA G2813 (Total)	
Personnel (salary and benefits)			
Salaries, Benefits and other deduction	\$ 40,000	\$ 40,000	\$ 40,000
Personnel (salary and benefits) Subtotal	\$ 40,000	\$ 40,000	\$ 40,000
Consultant			
2050 LRTP Update	\$ 68,000	-	\$ 68,000
Consultant Subtotal	\$ 68,000	\$ 68,000	\$ 68,000
Total	\$ 108,000	\$ 108,000	\$ 108,000
Estimated \$179,000 closeout from FY 2022 will be use in FY 24 to assist with the development of the 2050 LRTP Update.			

## **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 21<sup>st</sup> 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 21<sup>st</sup> 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

<b>Funding Sources:</b>	Year 1 – FY 2023	FHWA (PL)	\$ <u>30,000</u>
		<b>TOTAL</b>	<b>\$ 30,000</b>
	Year 2 – FY 2024	FHWA (PL)	\$ <u>30,000</u>
		<b>TOTAL</b>	<b>\$ 30,000</b>

36

## 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

<b>Funding Sources:</b>	Year 1 – FY 2023	FHWA (PL)	<u>\$ 25,000</u>
		<b>TOTAL</b>	<b>\$ 25,000</b>
	Year 2 – FY 20224	FHWA (PL)	<u>\$ 25,000</u>
		<b>TOTAL</b>	<b>\$ 25,000</b>

39

## 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

<b>Funding Sources:</b>	Year 1 – FY 2023	FHWA (PL)	<u>\$ 12,000</u>
		<b>TOTAL</b>	<b>\$12,000</b>
	Year 2 – FY 2024	FHWA (PL)	<u>\$12,000</u>
		<b>TOTAL</b>	<b>\$12,000</b>





## 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 21<sup>st</sup> Century (MAP-21) Federal Transportation Act/Fixing America's Surface Transportation (FAST) and subsequent federal transportation - Ongoing
- Assist Charlotte County Transit with the current annual progress report and the 2024 Transit Development

## Plan

- Utilize General Planning Consultant Services as needed i.e., ( 2050 Long Range Transportation Plan (LRTP)
- 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
- 2050 Long Range Transportation Plan (LRTP) Update – October 2025
- Other special transportation planning studies, as needed

**Responsible Agency:** Charlotte County-Punta Gorda MPO

<b>Funding Sources:</b> Year 1 – FFY 2022	PTGA-FTA Section 5305 (d) (FM # 410114-1-14-31)	*\$46,700
Year 1 -FY 2023	FHWA (PL)	\$86,491
Year 1 – FY 2023	FTA Section 5307(County)	\$39,418
Year 1 – FY 2023	TD Planning Grant	<u>\$23,887</u>
	<b>TOTAL</b>	\$196,496
Year 2 –FY 2024	FHWA (PL)	\$86,491
Year 2 – FY 2024	FTA Section 5307 (County)	\$300,000
Year 2 – FY 2024	TD Planning Grant	<u>\$23,887</u>
	<b>TOTAL</b>	\$410,378

**\*Estimated Carryover to FY 23 UPWP for 5305(d)**

45

Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING									
2022/2023									
Funding Source	FFY 21 FTA 5305(d)		FHWA		CTD		FTA 5307		FY 2022/2023
Contract Number	G2446		G2813		G1Y06				
Source Level	Federal	Total	PL	Total	State	Total	Federal	Total	Total
Lookup Name	2022/2023 FFY 21 FTA 5305(d) G2446 (Federal)	FFY 21 FTA 5305(d) G2446 (Total)	2022/2023 FHWA G2813 (PL)	FHWA G2813 (Total)	2022/2023 CTD G1Y06 (State)	CTD G1Y06 (Total)	2022/2023 FTA 5307 (Federal)	FTA 5307 (Total)	
Personnel (salary and benefits)									
Salaries, Benefits and other deduction	\$ 44,670	-	\$ 82,691	-	\$ 23,887	-		-	\$ 151,248
Personnel (salary and benefits) Subtotal	\$ 44,670	\$ 44,670	\$ 82,691	\$ 82,691	\$ 23,887	\$ 23,887	\$ -	\$ -	\$ 151,248
Consultant									
TDP Annual Progress Report		-		-		-	\$ 39,418	-	\$ 39,418
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,418	\$ 39,418	\$ 39,418
Travel									
Travel for Staff and LCB Board Member for trainings, meetings and conferences	\$ 1,080	-	\$ 1,500	-		-		-	\$ 2,580
Travel Subtotal	\$ 1,080	\$ 1,080	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ 2,580
Direct Expenses									
Advertising Costs	\$ 400	-	\$ 1,000	-		-		-	\$ 1,400
Registrations-training and conferences	\$ 400	-	\$ 1,000	-		-		-	\$ 1,400
Subcriptions - GotoMeeting	\$ 150	-	\$ 300	-		-		-	\$ 450
Direct Expenses Subtotal	\$ 950	\$ 950	\$ 2,300	\$ 2,300	\$ -	\$ -	\$ -	\$ -	\$ 3,250
Total	\$ 46,700	\$ 46,700	\$ 86,491	\$ 86,491	\$ 23,887	\$ 23,887	\$ 39,418	\$ 39,418	\$ 196,496
2023/2024									
Funding Source	FHWA		CTD		FTA 5307				FY 2023/2024
Contract Number	G2813		G1Y06						
Source	PL	Total	State	Total	Federal	Total		Total	Total
MPO Budget Reference									
Lookup Name	2023/2024 FHWA G2813 (PL)	FHWA G2813 (Total)	2023/2024 CTD G1Y06 (State)	CTD G1Y06 (Total)	2023/2024 FTA 5307 (Federal)	FTA 5307 (Total)		(Total)	
Personnel (salary and benefits)									
Salaries, Benefits and other deduction	\$ 82,691	-	\$ 23,887	-		-		-	\$ 106,578
Personnel (salary and benefits) Subtotal	\$ 82,691	\$ 82,691	\$ 23,887	\$ 23,887	\$ -	\$ -	\$ -	\$ -	\$ 106,578
Consultant									
TDP Major Update		-		-	\$ 300,000	-		-	\$ 300,000
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ 300,000
Travel									
Travel for Staff and LCB Board Member for trainings, meetings and conferences	\$ 1,500	-		-		-		-	\$ 1,500
Travel Subtotal	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Direct Expenses									
Advertising Costs	\$ 1,000	-		-		-		-	\$ 1,000
Registrations-training and conferences	\$ 1,000	-		-		-		-	\$ 1,000
Subcriptions - GotoMeeting	\$ 300	-		-		-		-	\$ 300
Direct Expenses Subtotal	\$ 2,300	\$ 2,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,300
Total	\$ 86,491	\$ 86,491	\$ 23,887	\$ 23,887	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ 410,378
The Charlotte MPO is using old PGTA grant for FFY 21 for 5305(d). After all monies are expended then we will start using the Consolidated Planning Grant (CPC) which is program as PL funds. The department elected to participate in the CPC starting FY 2022/2023 - FY 2023/2024. FHWA will serve as the CPG lead grant agency. The CPG combine the FTA 5305(d) and FHWA PL MPO allocations into a single grant that is administred by FHWA.									

## 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

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

\*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.

48

Task 9 AGENCY EXPENDITURES USING LOCAL FUNDS			
2022/2023			
Funding Source	Local		FY 2022/2023 Total
Source Level	Local	Total	
MPO Budget Reference			
Lookup Name	2022/2023 Local (Local)	Local (Total)	
Personnel (salary and benefits)			
Staff salaries and benefits for all MPO lobbying activities	\$ 1,450	-	\$ 1,450
Local contribution provided to the MPO by County other			
Transit Related Activities	\$ 9,217	-	\$ 9,217
		-	\$ -
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 10,667</b>	<b>\$ 10,667</b>	<b>\$ 10,667</b>
Travel			
Mileage not covered by FDOT for Class C trips and meals and local trips	\$ 700	-	\$ 700
		-	\$ -
<b>Travel Subtotal</b>	<b>\$ 700</b>	<b>\$ 700</b>	<b>\$ 700</b>
Direct Expenses			
MPO Board and Committee Meeting refreshment	\$ 650	-	\$ 650
Peggy Walters Award Plaque	\$ 150	-	\$ 150
Any promotional items, operating expenses	\$ 100	-	\$ 100
Memberships and Dues not allowable by State	\$ 450	-	\$ 450
		-	\$ -
<b>Direct Expenses Subtotal</b>	<b>\$ 1,350</b>	<b>\$ 1,350</b>	<b>\$ 1,350</b>
<b>Total</b>	<b>\$ 12,717</b>	<b>\$ 12,717</b>	<b>\$ 12,717</b>
2023/2024			
Funding Source	Local		FY 2023/2024 Total
Contract Number	Local	Total	
Source			
MPO Budget Reference			
Lookup Name	2023/2024 Local (Local)	Local (Total)	
Personnel (salary and benefits)			
Staff salaries and benefits for all MPO lobbying activities	\$ 1,450	-	\$ 1,450
Local contribution provided to the MPO by County other	\$ 9,217	-	\$ 9,217
		-	\$ -
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 10,667</b>	<b>\$ 10,667</b>	<b>\$ 10,667</b>
Travel			
Mileage not covered by FDOT for Class C trips and meals and local trips	\$ 700	-	\$ 700
		-	\$ -
<b>Travel Subtotal</b>	<b>\$ 700</b>	<b>\$ 700</b>	<b>\$ 700</b>
Direct Expenses			
MPO Board and Committee Meeting refreshment	\$ 650	-	\$ 650
Peggy Walters Award Plaque	\$ 150	-	\$ 150
Any promotional items, operating expenses	\$ 100	-	\$ 100
Memberships and Dues not allowable by State	\$ 450	-	\$ 450
		-	\$ -
<b>Direct Expenses Subtotal</b>	<b>\$ 1,350</b>	<b>\$ 1,350</b>	<b>\$ 1,350</b>
<b>Total</b>	<b>\$ 12,717</b>	<b>\$ 12,717</b>	<b>\$ 12,717</b>

**Funding Source**  
**May 2020 (rev. Apr 2021)**

2022/2023	2023/2024	FY 2022/2023 Funding Source				FY 2023/2024 Funding Source			
		Soft Match	Federal	State	Local	Soft Match	Federal	State	Local
\$ 23,887	\$ 23,887	\$ -	\$ -	\$ 23,887	\$ -	\$ -	\$ -	\$ 23,887	\$ -
\$ 23,887	\$ 23,887	\$ -	\$ -	\$ 23,887	\$ -	\$ -	\$ -	\$ 23,887	\$ -
\$ 46,700	\$ -	\$ 11,675	\$ 46,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 46,700	\$ -	\$ 11,675	\$ 46,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 641,623	\$ 600,719	\$ 141,513	\$ 641,623	\$ -	\$ -	\$ 132,491	\$ 600,719	\$ -	\$ -
\$ 641,623	\$ 600,719	\$ 141,513	\$ 641,623	\$ -	\$ -	\$ 132,491	\$ 600,719	\$ -	\$ -
\$ 39,418	\$ 300,000	\$ -	\$ 39,418	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -
\$ 39,418	\$ 300,000	\$ -	\$ 39,418	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -
\$ 12,717	\$ 12,717	\$ -	\$ -	\$ -	\$ 12,717	\$ -	\$ -	\$ -	\$ 12,717
\$ 764,345	\$ 937,323	\$ 153,188	\$ 727,741	\$ 23,887	\$ 12,717	\$ 132,491	\$ 900,719	\$ 23,887	\$ 12,717



**Agency Participation**

	<i>Funding Source</i>	<i>CTD</i>		<i>FFY 21 FTA 5305(d)</i>		<i>FHWA</i>		<i>FTA 5307</i>	
	<i>Contract</i>	<i>G1Y06</i>		<i>G2446</i>		<i>G1234</i>			
	<i>Fiscal Year</i>	<i>2022/2023</i>	<i>2023/2024</i>	<i>2022/2023</i>	<i>2023/2024</i>	<i>2022/2023</i>	<i>2023/2024</i>	<i>2022/2023</i>	<i>2023/2024</i>
	<i>Total Budget</i>	\$ 23,887	\$ 23,887	\$ 46,700	\$ -	\$ -	\$ -	\$ 39,418	\$ 300,000
<b>Task 1 ADMINISTRATION</b>									
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Indirect Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 2 DATA COLLECTION, ANALYSIS AND MAPPING</b>									
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 3 PUBLIC PARTICIPATION PLAN (PPP)</b>									
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP)</b>									
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 5 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</b>									
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 6 SPECIAL PROJECT PLANNING</b>									
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 7 REGIONAL PLANNING AND COORDINATION</b>									
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING</b>									
	Personnel (salary and benefits)	\$ 23,887	\$ 23,887	\$ 44,670	\$ -	\$ -	\$ -	\$ -	\$ -
	Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,418	\$ 300,000
	Travel	\$ -	\$ -	\$ 1,080	\$ -	\$ -	\$ -	\$ -	\$ -
	Direct Expenses	\$ -	\$ -	\$ 950	\$ -	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ 23,887	\$ 23,887	\$ 46,700	\$ -	\$ -	\$ -	\$ 39,418	\$ 300,000
<b>Task 9 AGENCY EXPENDITURES USING LOCAL FUNDS</b>									
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>TOTAL PROGRAMMED</b>	<b>\$ 23,887</b>	<b>\$ 23,887</b>	<b>\$ 46,700</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 39,418</b>	<b>\$ 300,000</b>

# APPENDICES

**APPENDIX A**

**State, Federal and FTA Planning Emphasis Area Matrix**

UPWP FY 2021 State Planning Factors Matrix

	Administration	Data Collection, Analysis & Mapping	Public Participation	Long Range Transportation	Transportation Improvement Plan	Special Projects & System Planning	Regional Planning & Coordination	Transit & TD Planning	Agency Expenditures using Local Funds
Safety	x	x	x	x	x	x	x	x	
Equity	x	x	x	x	x	x	x	x	
Resilience	x	x	x	x	x	x	x	x	
Emerging Mobility	x	x	x	x	x	x	x	x	

UPWP FY 2021 Federal and FTA Planning Factors Matrix

	Administration	Data Collection, Analysis & Mapping	Public Participation	Long Range Transportation	Transportation Improvement Plan	Special Projects & System Planning	Regional Planning & Coordination	Transit & TD Planning	Agency Expenditures using Local Funds
Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future	x	x	x	x	x	x	x	x	x
Equity and Justice in Transportation Planning	x	x	x	x	x	x	x	x	x
Complete Streets	x	x	x	x	x	x	x	x	x
Public Involvement	x	x	x	x	x	x	x	x	x
Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination	x	x	x	x	x	x	x	x	x
Federal Land Management Agency (FLMA) Coordination	x	x	x	x	x	x	x	x	x
Planning & Environmental Linkages (PEL)	x	x	x	x	x	x	x	x	x
Data in Transportation Planning	x	x	x	x	x	x	x	x	x

# 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](mailto:Abra.Horne@dot.state.fl.us)**

# **APPENDIX C**

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





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

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

Federal Transit Administration

December 30, 2021

**Attention:** FHWA Division Administrators  
FTA  
Regional Administrators

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

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

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

Sincerely,

Nuria Fernandez  
Administrator  
Federal Transit Administration

Stephanie Pollack  
Acting Administrator  
Federal Highway Administration

Enclosure

## **2021 Planning Emphasis Areas:**

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

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

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

### **Equity and Justice in Transportation Planning**

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

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

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

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

## **Complete Streets**

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

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

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

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

## **Public Involvement**

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

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

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

## **Federal Land Management Agency (FLMA) Coordination**

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

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

## **Planning and Environment Linkages (PEL)**

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

## **Data in Transportation Planning**

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

# **APPENDIX D**

## **STATEMENTS AND ASSURANCES**

### **DBE**

Debarment and Suspension

Lobbying

Title VI Nondiscrimination Agreement

Appendix A and Appendix E

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

525-010-08  
POLICY PLANNING  
05/18

**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

**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)**  
**STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
05/18

**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

## **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**

525-010-08  
POLICY PLANNING  
05/18

**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  
**UNIFIED PLANNING WORK PROGRAM (UPWP)**  
**STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
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 <[rredenour@flypgd.com](mailto:rredenour@flypgd.com)>  
**Sent:** Friday, December 10, 2021 2:54 PM  
**To:** Leslie, Bekie <[Bekie@ccmpo.com](mailto:Bekie@ccmpo.com)>  
**Cc:** Harris, D'Juan <[harris@ccmpo.com](mailto:harris@ccmpo.com)>; Gurram, Lakshmi N <[Gurram@ccmpo.com](mailto:Gurram@ccmpo.com)>  
**Subject:** RE: Charlotte County Airport Authority Planning Studies

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

---

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

**Ron Ridenour** | Project Manager



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

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



# **APPENDIX F**

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

**(FY 2023-FY 2024)**

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

<b>Contract Work</b>
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**

**FY 2022/2023 – FY 2023/2024 UPWP Comments received from FDOT,  
FHWA and FTA**



## UNIFIED PLANNING WORK PROGRAM (UPWP) REVIEW CHECKLIST

MPO: **Charlotte County – Punta Gorda**

UPWP Draft # or Date: **Draft #1**

Review #: **1**

Date of Review: **March 30, 2022**

Reviewed By: **Tanya Merkle**

The following UPWP Review Checklist is provided to assist in the review of the MPO's UPWP. This Review Checklist is to be completed by the MPO Liaison and included in the UPWP Appendix.

Comments should be categorized as:

**Editorial:** Comments may be addressed by MPO, but would not affect approval of the document, i.e., grammatical, spelling, and other related errors.

**Enhancement:** Comments may be addressed by MPO, but would not affect approval of the document, i.e., improve the quality of the document and the understanding for the public (improving graphics, re-packaging of the document, use of plain language, reformatting for clarity, removing redundant language).

**Critical:** Comment MUST be addressed to meet minimum state and federal requirements to obtain approval. The reviewer must clearly identify the applicable state or federal policies, regulations, guidance, procedures, or statutes that the document does not conform with.

A space for comments for each section is provided at the bottom of each section.

### UPWP Cover & Title Page

Does the cover or title page include the following information?

- MPO name, address, website? **Yes** If yes, page number: **1/Cover**
- CFDA number (FHWA – PL & SU: 20.205, FTA 5305: 20.505)? **Yes** If yes, page number: **1/Cover**
- Identification of agencies providing funds for the UPWP? **Yes** If yes, page number: **1/Cover**
- Financial Project Number (FPN) for each contract shown in UPWP? **Yes** If yes, page number: **1/Cover**
- Federal Award Identification Number (FAIN) for FHWA contracts (or the Federal Aid Project Number [FAP])? **Yes** If yes, page number: **1/Cover**
- Correct State Fiscal Years? **Yes** If yes, page number: **1/Cover**
- Statement of nondiscrimination? **No** If yes, page number: **Click or tap here to enter text.**
- DRAFT UPWP: Space for adoption date and revision dates? **Yes** If yes, page number: **1/Cover**
- FINAL UPWP: Adoption date and space for revision dates? **Yes** If yes, page number: **1/Cover**

#### Enhancement

Please add a statement of nondiscrimination to the cover page. A nondiscrimination assurance is included on page 56.

## Required Content

Does the UPWP have the following information?

- Introduction? [Yes](#) If yes, page number: 14
- Organization and Management? [Yes](#) If yes, page number: 18
- UPWP Planning Task Pages? [Yes](#) If yes, page number: 21-50
- Funding Source Budget Table and Summary Budget Table? [Yes](#) If yes, page number: 49-50
- Definition of acronyms used in UPWP? [Yes](#) If yes, page number: 7-13
- District Planning Activities? [Yes](#) If yes, page number: 14
- Indirect Rate Approval (if required)? [Not Applicable](#) If yes, page number: xx
  - Cost Allocation Plan and Certificate of Indirect Cost in an appendix? [Not Applicable](#) If yes, page number: xx
- In TMAs, the MPO must identify and include cost estimates for transportation planning, research and technology transfer activities funded with other federal or state and/or local funds being conducted within the MPO area (this includes planning and feasibility studies by other entities) (23 CFR 420.111(e)). [Yes](#) If yes, page number: 71-72
- DRAFT UPWP:
  - A place for the signed Resolution adopting the final UPWP? [Yes](#) If yes, page number: 5-6
  - A place for the draft Resolution to adopt Travel Policy if not using FDOT policy (if required)? [Not Applicable](#) If yes, page number: xx
  - A place for the Cost Analysis Certification Statement? [Yes](#) If yes, page number: 4
  - A place for the FHWA Certifications and Assurances? [Yes](#) If yes, page number: Appendix D, 64-69
- FINAL UPWP:
  - The signed Resolution adopting the UPWP? [Select response](#) If yes, page number: xx
  - The signed Resolution adopting the Travel Policy if not using FDOT policy (if required)? [Not Applicable](#) If yes, page number: xx
  - The signed Cost Analysis Certification Statement? [Select response](#) If yes, page number: xx
  - The signed FHWA Certifications and Assurances? [Select response](#) If yes, page number: xx
  - UPWP Comments? [Select response](#) If yes, page number: xx
- Appendix to include items previously mentioned: Travel Policy (if required), Cost Allocation Plan and Certificate of Indirect Cost (if required), and UPWP Comments? [Not Applicable](#) If yes, page number: xx

[No comment](#)

[Click here to enter comments](#)

---

## Introduction

Does the introduction include the following elements?

- Definition and purpose of the UPWP? [Yes](#) If yes, page number: 14
- Overview of MPO's comprehensive transportation planning activities? [Yes](#) If yes, page number: 14-15
- Discussion of planning priorities, both MPO and local? [Yes](#) If yes, page number: 16
- Statement of CPG participation: "The FDOT and the (insert organization name) 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(i) and FTA C 8100.1D". [Yes If yes, page number: 15](#)

- Definition of 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 funding in the UPWP is 18.07% of FHWA program funds for a total of \$\_\_\_\_\_ ? [Yes If yes, page number: 15](#)
- Description of public involvement process used in development of MPO's UPWP? [Yes](#) ☒ [No](#) ☐ [Page number: 17](#)
- Description of how the MPO's addresses the [Federal Planning Factors](#)-(23 CFR 450.306(b)) – can be demonstrated using a matrix? [Yes If yes, page number: 53](#)
- Description of how the MPO's UPWP addresses the [Florida Planning Emphasis Areas 2021](#) and the [2021 Federal Planning Emphasis Areas](#)? [Yes If yes, page number: 55-62](#)
- If MPO is not in attainment, description of transportation related air quality planning activities regardless of funding sources or agencies conducting activities? [Yes If yes, page number: 16](#)

[Choose a category](#)

[Click here to enter comments](#)

## MPO Organization and Management

At a minimum, does the UPWP include information on the following items?

- Identification of participants and description of role in the UPWP planning process? [Yes If yes, page number: 18-19](#)
- Discussion of agreements, including date executed
  - Metropolitan Planning Agreement (FHWA funds)? [Yes If yes, page number: 19](#)
  - Public Transportation Grant Agreements (prior year FTA funds)? [Yes If yes, page number: 19](#)
  - Interlocal Agreement for the Creation (or Redesignation) of the Metropolitan Planning Organization? [Yes If yes, page number: 19](#)
  - Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (ICAR)? [Yes If yes, page number: 19](#)
  - Memorandum of Understanding between MPOs and/or FDOT if transferring funds to accomplish Regional Activities? [Yes If yes, page number: 19](#)
- Discussion and identification of operational procedures and bylaws including date executed?
  - Continuity of Operations (COOP): [Yes If yes, page number: 15](#)
  - MPO Bylaws: [Yes If yes, page number: 20](#)
- Does the MPO include the following SIGNED Certifications and Assurances section?
  - Disadvantaged Business Enterprise Utilization? [Yes If yes, page number: 66](#)
  - Debarment and Suspension Certification? [Yes If yes, page number: 64](#)

- Lobbying Certification for Grants, Loans and Cooperative Agreements? [Yes](#) If yes, page number: 65
- Title VI/Nondiscrimination Assurances? [Yes](#) If yes, page number: 67
- Appendices A and E? [Yes](#) If yes, page number: 68-69
- Discussion of Indirect Rate Plan, and in an appendix include signed Cost Allocation Plan and Certificate of Indirect Cost, if applicable? [Not Applicable](#) If yes, page number: xx

[No comment](#)

[Click here to enter comments](#)

## Work Elements/Tasks Sheets

At a minimum, does the UPWP have the following distinct tasks or subtasks?

- MPO Administration? [Yes](#) If yes, page number: 21-24
- Transportation Improvement Program (TIP)? [Yes](#) If yes, page number: 35-37
- Long Range Transportation Plan (LRTP)? [Yes](#) If yes, page number: 32-34
- MPO Regional Activities Task (if required)? [Yes](#) If yes, page number: 41-43

[No comment](#)

[Click here to enter comments](#)

Do each of the Work Element/Task Summary Pages include the following?

- Is each Task Sheet named and numbered? [Yes](#)
- Does each Task Sheet include Purpose, Previous Work, Required Activities? [Yes](#)
- Do the required activities list who will be completing the work? [Yes](#)
- Does each Tasks Sheet indicate who is the responsible agency or agencies? [Yes](#)
- Does each Task Sheet include end products/deliverables with scope and estimated completion date? [Yes](#)
- Does supporting narrative for each task provide sufficient detail to determine eligibility, necessity, and reasonableness of the purchase? [Yes](#)
- If memberships are listed as an expense, does it state that the memberships are for organizational memberships, not individual memberships? [Not Applicable](#) If yes, page number: xx

[No comment](#)

[Click here to enter comments](#)

## Work Elements/Tasks Sheets Budget Tables

Did the MPO use the UPWP Budget Table template provided by Central Office for task budget tables? [Yes](#)

Did the MPO prepare Task Summary Budget tables for year 1 and year 2 (either individually or combined)? [Yes](#) page number: 24, 28, 31, 34, 37,40,43,46, 48-50

Does MPO **Administration Task** have subcategory for:

- Personnel Services? [Yes](#) If yes, page number: 24
- Equipment? Equipment costing more than \$5,000 per item should be listed separately. [Yes](#) If yes, page number: 24
- Travel? [Yes](#) If yes, page number: 24
- Supplies? Supplies costing more than \$1,000 per item should be listed separately. [Yes](#) If yes, page number: 24

- Direct Expenses? [Yes](#) If yes, page number: 24
- Indirect Expenses (only required if MPO has an approved indirect rate)? [Yes](#) If yes, page number: 24
- Are Atypical expenses (see [Guide for UPWP Development](#)) clearly described? [Not Applicable](#) If yes, page number: xx
- Is Annual Audit expense included, if required? [Not Applicable](#) If yes, page number: xx

Do each of the other Work Element/Task Summary **Estimated Budget Tables** include the following?

- Personnel Services? [Yes](#)
- Consultant Services (if using consultant on task)? [Yes](#)
- Travel (if needed)? [Yes](#)
- Direct Expenses (if needed)? [Yes](#)
- Indirect Expenses (only required if MPO has an approved indirect rate)? [Not Applicable](#)
- Supplies (if needed)? [Yes](#)
- Equipment (if needed)? [Yes](#)

[No comment](#)

[Click here to enter comments](#)

**MPO Regional Activities Task** (required if MPO is transferring funds between MPOs and/or FDOT to complete regional planning activities)

Does the MPO have distinct tables to reflect MPO funding and overall regional task funding? In the UPWP Budget Table template provided by Central Office, these tables are called MPO Regional Activities and All Regional Accounting. [Select response page number: 43](#)

Do the Regional Work Element/Task Budget Table(s):

- Show ALL agencies (e.g., other MPOs, FDOT) that are included in the regional activities? [Yes](#) If yes, page number: 41-42
- Show amounts to be transferred by the MPO to other agencies (if applicable)? [Not Applicable](#) If yes, page number: xx
- Show amounts to be received by the MPO from other agencies (if applicable)? [Not Applicable](#) If yes, page number: xx
- Show activities the funds are being used for? [Not Applicable](#) If yes, page number: xx
- Do all participating MPOs use identical:
  - Descriptions of the activities to be completed [Yes](#) If yes, page number: 43
  - Task name, activity description(s) and budgeted funds [Yes](#) If yes, page number: 43

[No comment](#)

[Click here to enter comments](#)

## Funding Source Budget Table

Did the MPO use the UPWP Budget Table template provided by Central Office for Funding Source Budget Table?

[Yes](#)



### Total FY 2023 contract amounts:

- DRAFT UPWP:
  - PL funds, which include FDOT FY 23 FTA 5305(d) and FY 23 PL funds (refer to Chris Bratton's PL Spreadsheet **total should not include estimated amount to be de-ob'd from FY 2021-22**)? [Yes](#) If yes, [page number: 50](#)
  - STBG or other federal funds (FY 2023 amount shown in FDOT Tentative Work Program)? [Yes](#)
  - Prior year active FTA contracts (PTGAs) with estimated amount? (contracts will be trued up in the fall once we have remaining balances at end of fiscal year.) [Yes](#)
- FINAL UPWP:
  - PL funds, which include FDOT FY 23 FTA 5305(d) and FY 23 PL funds (refer to Chris Bratton's UPDATED PL Spreadsheet which will include the MPO Board approved de-ob'd amount)? [Select response](#)
  - STBG funds or other federal funds (FY 2023 amount shown in FDOT Tentative Work Program) + MPO Board approved de-ob'd funds (if applicable) [Select response](#)
  - Prior year active FTA contracts (PTGAs) with estimated amount? (contracts will be true-d up in fall once we have remaining balances at end of fiscal year.) [Select response](#)
- Does Funding Source Budget Table include soft match amounts? [Select response](#)

[No comment](#)

[Click here to enter comments](#)

---

### Total FY 2024 contract amounts:

- DRAFT UPWP:
  - PL funds, which include FDOT FY 24 FTA 5305(d) and FY 24 PL funds (refer to Chris Bratton's PL Spreadsheet)? [Yes](#) If yes, [page number: 50](#)
  - STBG or other federal funds (FY 2024 amount shown in FDOT Tentative Work Program)? [Yes](#)
- FINAL UPWP:
  - PL funds, which include FDOT FY 24 FTA 5305(d) and FY 23 PL funds (refer to Chris Bratton's UPDATED PL Spreadsheet)? [Select response](#)
  - STBG funds or other federal funds (FY 2023 amount shown in FDOT Tentative Work Program) + MPO Board approved de-ob'd funds (if applicable) [Select response](#)
- Does Funding Source Budget Table include soft match amounts? [Select response](#)

[No comment](#)

[Click here to enter comments](#)

---

Since the UPWP is the "Scope of Service" for the MPO Agreement, it is important to confirm that the total of Year 1 and Year 2 amounts in the UPWP also match what is shown on the MPO Agreement.

- Does FINAL UPWP PL amounts shown in FY 2023 plus FY 2024 match what is shown on new MPO Agreement? [Yes](#)
- Does Other FHWA funding (i.e., SU, CMAQ, etc.,) amounts shown in FY 2023 and FY 2024 match what is shown on new MPO Agreement? [Not Applicable](#)

[No comment](#)

[Click here to enter comments](#)

---

### Summary Budget Table

Did the MPO use the UPWP Budget Table template provided by Central Office for the Summary Budget Table?  
[Yes](#)

Do the **total FY 2023 contract amounts** match what is shown on Funding Source Budget Table? [Yes](#)

Do the **total FY 2024 contract amounts** match what is shown on Funding Source Budget Table? [Yes](#)

[No comment](#)      [Click here to enter comments](#)

---

**General UPWP Comments**

- [Enhancement](#)[The sheet numbers of the PDF were used as the page numbers. It is recommended to number all the pages of the UPWP to be able to reference them and ensure nothing is .](#)
- [Editorial](#)[Please add a statement of nondiscrimination to the cover page. The nondiscrimination assurance is included on page 56.](#)
- [Choose a category](#)[Click here to enter comments](#)
- [Choose a category](#)[Click here to enter comments](#)



Federal Highway Administration

Federal Transit Administration

Florida Division Office  
3500 Financial Plaza, Suite 400  
Tallahassee, Florida 32312  
(850) 553-2201  
www.fhwa.dot.gov/fldiv

Region 4 Office  
230 Peachtree St, NW, Suite 1400  
Atlanta, Georgia 30303  
(404) 865-5600

**Planning Comments**

Document Name: FY 22/23 23/24 Draft UPWP		MPO: Charlotte County - Punta Gorda	
Date of Document: 03/15/2022	Date Received 03/15/2022	Date Reviewed 03/29/2022	District: <u>0</u>
Reviewed by: L Lopez, C Gonzalez, J-Crocker			

**COMMENTS**

	Page #	Comment Type	Comment Description
1		General	The dollar amounts listed in the UPWP coincide with the dollar amounts FDOT (Central Office) provided on Feb. 28, 2022.
2	12	General	The Charlotte County - Punta Gorda MPO clearly describes the MPOs work by providing thorough information via the Purpose, Previous Work, Required Activities, and End Products for every task Great Job!!!
3	13-14	General	When submitting the final UPWP for approval, please include a copy of all the reviewing agencies' comments and how the MPO addressed each comment. This can be included in an appendix in the UPWP.
4	19	Critical	As you conduct work in the next two years, any equipment purchases equal to or greater than \$5,000 must have FHWA prior review and approval.
5	21	FTA Region IV	Please identify any incomplete work elements or activities financed with Federal planning assistance awarded in previous fiscal years as carryover activities.

6	24	FTA Region IV	If any programmed 5305(d) funds are estimates, coordination with the State DOT may be required for UPWP modifications or amendment after review of FTA apportionments.
7		FTA Region IV	If funding is being carried over from the prior-year UPWP, carryover amounts and activities should be listed in the document.
8		FTA Region IV	The metropolitan transportation planning process should provide for the establishment and use of a performance-based approach...
9		FTA Region IV	...this includes Transit Asset Management (TAM) and Public Transportation Agency Safety Plans (PTASP), which require integration into the TIP and LRTP to the maximum extent practicable.
10		FTA Region IV	If planning activities are proposed for funding under FTA Section 5307 or other FTA program, please ensure they're listed and programmed in the UPWP (even if being undertaken by the transit agency and not the TPO).

# **APPENDIX H**

## **Metropolitan Planning Organization Agreement**

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

525-010-02  
 POLICY PLANNING  
 OGC – 03/22  
 Page 1 of 16

Financial Project No.: <u>439316-4-14-01</u>  (item-segment-phase-sequence)  Contract No.: <u>G2813</u>  CFDA Number & Title: <u>20.205</u>	Fund: <u>PL</u>  Function: <u>215</u>  Federal Award Identification No. (FAIN): <u>0408-060-M</u>  MPO SAM No.: <u>X3RBY2VEDJT3</u>	FLAIR Approp.: <u>088954</u>  FLAIR Obj.: <u>78000</u>  Org. Code: <u>55012010130</u>  Vendor No.: <u>F5960000541056</u>
------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------

THIS METROPOLITAN PLANNING ORGANIZATION AGREEMENT (Agreement) is made and entered into on this \_\_\_\_\_ day of \_\_\_\_\_, 2022, 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 4, Port Charlotte, FL 33980, and whose System for Award Management (SAM) Number is: X3RBY2VEDJT3 (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 \$1,242,342.00. 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
<u>439316-4-14-01 FY 2023 PL</u>	<u>641,623.00</u>
<u>439316-4-14-01 FY 2024 PL</u>	<u>600,719.00</u>
_____	_____

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

525-010-02  
 POLICY PLANNING  
 OGC – 03/22  
 Page 2 of 16

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, 2024. 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.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

525-010-02  
 POLICY PLANNING  
 OGC – 03/22  
 Page 3 of 16

- 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



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

525-010-02  
 POLICY PLANNING  
 OGC – 03/22  
 Page 4 of 16

by FHWA or the Department to justify and support the payment requested.

- 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 correction shall be made within a time-frame to be specified by the Department. The MPO shall, within sixty (60) days after notice from the Department, provide the Department with a corrective action plan describing how the MPO will address all issues of contract non-performance, unacceptable performance, failure to meet the minimum performance levels, deliverable deficiencies, or contract non-compliance. If the corrective action plan is unacceptable to the Department, the MPO shall be assessed a non-performance retainage equivalent to 10% of the total invoice amount. The retainage shall be applied to the invoice for the then-current billing period. The retainage shall be withheld until the MPO resolves the deficiency. If the deficiency is subsequently resolved, the MPO may bill the Department for the retained amount during the next billing period. If the MPO is unable to resolve the deficiency, the funds retained may be forfeited at the end of the Agreement's term.
- H. An invoice submitted to the Department involving the expenditure of metropolitan planning funds ("PL funds") is required by Federal law to be reviewed by the Department and issued a payment by the Department of Financial Services within 15 business days of receipt by the Department for review. If the invoice is not complete or lacks information necessary for processing, it will be returned to the MPO, and the 15-business day timeframe for processing will start over upon receipt of the resubmitted invoice by the Department. If there is a case of a bona fide dispute, the invoice recorded in the financial system of the Department shall contain a statement of the dispute and authorize payment only in the amount not disputed. If an item is disputed and is not paid, a separate invoice could be submitted requesting reimbursement, or the disputed item/amount could be included/added to a subsequent invoice.
- I. 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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

525-010-02  
 POLICY PLANNING  
 OGC – 03/22  
 Page 5 of 16

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

- J. 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.
- K. 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.
- L. 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."

- M. **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.

- N. 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.
- O. **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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

525-010-02  
 POLICY PLANNING  
 OGC – 03/22  
 Page 6 of 16

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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

525-010-02  
 POLICY PLANNING  
 OGC – 03/22  
 Page 7 of 16

that fiscal year. However, the MPO must provide a single audit exemption statement to the Department at [FDOTSingleAudit@dot.state.fl.us](mailto:FDOTSingleAudit@dot.state.fl.us) 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](mailto: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](mailto:FDOTSingleAudit@dot.state.fl.us)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

525-010-02  
 POLICY PLANNING  
 OGC – 03/22  
 Page 8 of 16

- 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.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

525-010-02  
 POLICY PLANNING  
 OGC – 03/22  
 Page 9 of 16

- 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.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

525-010-02  
 POLICY PLANNING  
 OGC – 03/22  
 Page 10 of 16

**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.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

525-010-02  
 POLICY PLANNING  
 OGC – 03/22  
 Page 11 of 16

- 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



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**525-010-02  
POLICY PLANNING  
OGC – 11/21  
Page 12 of 16

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)

L.K. Nandam

Department of Transportation

Signature

Signature

MPO Chairman

Title

District Secretary

Title



Legal Review

MPO

Janette S. Knowlton

Counsel to MPO Board

LR 22-0207



Legal Review

Department of Transportation

DS  
DC

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**525-010-02  
POLICY PLANNING  
OGC – 03/22  
Page 13 of 16**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:** \$1,242,342**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 &amp; Audit Requirements for Federal Awards

[www.ecfr.gov](http://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 21<sup>st</sup> Century, P.L. 112-141[www.dot.gov/map21](http://www.dot.gov/map21)

Federal Highway Administration – Florida Division

[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

Federal Funding Accountability and Transparency Act (FFATA) Sub-award Reporting System (FSRS)

[www.fsrs.gov](http://www.fsrs.gov)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

525-010-02  
 POLICY PLANNING  
 OGC – 03/22  
 Page 14 of 16

**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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

525-010-02  
POLICY PLANNING  
OGC – 03/22  
Page 15 of 16

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).

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**METROPOLITAN PLANNING ORGANIZATION AGREEMENT**525-010-02  
POLICY PLANNING  
OGC – 03/22  
Page 16 of 16**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 #7**  
**PUBLIC MEETING: FY 2022/2023–FY 2026/2027 TRANSPORTATION**  
**IMPROVEMENT PROGRAM (TIP)**

**Purpose:** To hold a Public Meeting to receive public comments on the MPO's Transportation Improvement Program (TIP) for Fiscal Year FY 2022/2023 – FY 2026/2027; and adoption of the FY 2022/2023 – FY 2026/2027 TIP, and authorizing the MPO Chair to sign the Authorizing Resolution

**Presented by:** MPO Staff

**Discussion:**

Federal and State legislation requires MPO's 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's Long Range Transportation Plan (LRTP). The Draft Charlotte County-Punta Gorda MPO TIP for FY 2022/2023 – FY 2026/2027 is attached. The MPO Board adopted the project priorities listed in this TIP on May 17, 2021. The TIP will be submitted to FDOT for review no later than July 15<sup>TH</sup> of each year. Once approved by both FHWA and the Federal Transit Administration (FTA), the TIP is then incorporated into the State TIP, (STIP) by October 1<sup>ST</sup> of each year. Approval of the STIP allows leveraging of federal funding for metropolitan areas.

The Technical and Citizens' Advisory Committees formally reviewed and recommended MPO Board adoption of the FY 2022/2023 – FY 2026/2027 TIP as presented at their April 13, 2022, meetings. Since then, MPO Staff received updated Transportation Performance Measures (TPM) fact sheets, TPM methodology and a data sources memo from FDOT which are addressed in the TIP. The TIP presented today also includes the updated Work Program (WP) snapshot summaries MPO Staff received on April 14, 2022.

The summary of changes to the current TIP are listed below:

- Section II – 2022-2026 Summary of Additions, Rescheduling and Deletions – Deleted
- Section IV – Updated Performance Measures & Work Program Snapshot dated April 21, 2022 (*Staff is looking for guidance from Charlotte County Transit to update Section 6 and Section 7, highlighted in Yellow*)
- Section VII - Updated Transit Projects WP Snapshot dated April 21, 2022
- Section VIII-Updated Aviation Projects WP Snapshot dated April 21, 2022

As part of the TIP process, the MPO is required to advertise that a Public Meeting will be held to solicit public input before the MPO Board adopts the TIP. The MPO has advertised twice within the past 30 days that a Public Meeting will be held at the May 16, 2022, MPO Board Meeting. Following the Public Meeting, a roll call vote is required to adopt the TIP.

**Budget Action:** No action needed.

**Recommendation:** Hold a Public Meeting followed by consideration of a motion to adopt the Transportation Improvement Program (TIP) for FY 2022/2023 – FY 2026/2027 and authorize the MPO Chair to sign the Authorizing Resolution and transmit the document to FDOT. The motion should allow the staff to make minor changes and adjustments based on comments and input received. **A ROLL CALL VOTE IS REQUIRED.**

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

# CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

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



ORIGINAL 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



# TABLE OF CONTENTS

## CC-PG MPO TRANSPORTATION IMPROVEMENT PROGRAM

### FY 2022/2023 - 2026/2027

<b>SECTION - I .....</b>	<b>I</b>
<b>RESOLUTION.....</b>	<b>I-1</b>
<b>SECTION - II.....</b>	<b>II</b>
<b>EXECUTIVE SUMMARY.....</b>	<b>II-1</b>
PURPOSE .....	II-1
FINANCIAL PLAN.....	II-1
PROJECT SELECTION .....	II-1
CONSISTENCY WITH OTHER PLANS.....	II-1
PROJECT PRIORITIES .....	II-2
TABLE -1 CHARLOTTE COUNTY-PUNTA GORDA MPO HIGHWAY PROJECT PRIORITIES 2021 .....	II-3
TABLE - 2 TRANSPORTATION SYSTEM MANAGEMENT/CONGESTION MITIGATION PROJECTS 2021.....	II-4
TABLE - 3 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS 2021.....	II-6
TABLE 4&5 REGIONAL MULTI-MODAL TRANSPORTATION REGIONAL INCENYTYVE PROJECTS .....	II-8
& REGIONAL TRAILS PROJECTS PRIORITIES	
TABLE – 6 REGIONAL HIGHWAY PROJECT PRIORITIES WITH LEE MPO .....	II-10
TABLE – 7 REGIONAL HIGHWAY SYSTEM PROJECTS - SARASOTA/MANATEE COUNTIES.....	II-11
MAJOR PROJECTS IMPLEMENTED/IN PROGRESS.....	II-12
PUBLIC INVOLVEMENT: .....	II-13
PREVIOUS CONFORMING PROJECTS .....	II-13
CERTIFICATION .....	II-13
<b>SECTION III .....</b>	<b>III</b>
PROJECT LOCATION MAP.....	III-1
PROJECT TABLES DRAFT TENTATIVE WORK PROGRAM.....	III-2
<b>SECTION IV.....</b>	<b>IV</b>
<b>PROJECTS LISTING FOR FIVE FISCAL YEARS INCLUDING FUNDING SUMMARY.....</b>	<b>IV-1</b>
PROJECTS ON THE STRATEGIC INTERMODAL SYSTEM (SIS).....	IV-1
NON-SIS PROJECTS.....	IV-2
TIP FISCAL CONSTRAINT-PROJECTED AVAILABLE REVENUE.....	IV-2
5 YEAR TIP FUNDING SUMMARY .....	IV-3
<b>PERFORMANCE MEASURES .....</b>	<b>IV-4</b>
PURPOSE .....	IV-4
BACKGROUND .....	IV-5
SAFETY MEASURES (PM1) .....	IV-6
PAVEMENT AND BRIDGE CONDITION MEASURES (PM2).....	IV-15
PAVEMENT AND BRIDGE PERFORMANCE TARGETS .....	IV-16
SYSTEM PERFORMANCE, FREIGHT, AND CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT	
PROGRAM MEASURES (PM3) .....	IV-20
LOTTR MEASURES .....	IV-20
TTTR MEASURE.....	IV-20
SYSTEM PERFORMANCE AND FREIGHT TARGETS .....	IV-21

<b>TRANSIT ASSET MANAGEMENT MEASURES.....</b>	<b>IV-24</b>
<b>TRANSIT SAFETY PERFORMANCE.....</b>	<b>IV-39</b>
<b>TENTATIVE WORK PROGRAM REPORT HIGHWAYS.....</b>	<b>IV-42</b>
<b>MAINTENANCE PROJECTS. ....</b>	<b>IV-50</b>
<b>MISCELLANEOUS .....</b>	<b>IV-52</b>
 <b>SECTION V .....</b>	 <b>V</b>
<b>CHARLOTTE COUNTY CAPITAL IMPROVEMENTS PROGRAM .....</b>	<b>V-1</b>
 <b>SECTION VI.....</b>	 <b>VI</b>
<b>CITY OF PUNTA GORDA CAPITAL IMPROVEMENTS PROGRAM.....</b>	<b>VI-1</b>
 <b>SECTION VII .....</b>	 <b>VII</b>
<b>TRANSIT AND PLANNING PROJECTS.....</b>	<b>VII-1</b>
<b>TRANSPORTATION PLANNING.....</b>	<b>VII-3</b>
 <b>SECTION VIII.....</b>	 <b>VIII</b>
<b>AVIATION PROJECTS .....</b>	<b>VIII-1</b>
 <b>SECTION IX.....</b>	 <b>IX</b>
<b>2021 FEDERAL OBLIGATIONS .....</b>	<b>IX-1</b>
 <b>SECTION X .....</b>	 <b>X</b>
<b>TIP AMENDMENTS .....</b>	<b>X-1</b>
 <b>APPENDIX - A .....</b>	 <b>A</b>
<b>ACRONYMS AND FDOT FUNDING CODES.....</b>	<b>A-1</b>
 <b>APPENDIX- B .....</b>	 <b>B</b>
<b>PUBLIC COMMENTS .....</b>	<b>B-1</b>

# **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 16<sup>th</sup> 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](http://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](http://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 <sup>1</sup>	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 <sup>1</sup>	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 <sup>1</sup>	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 deffered until further notice from FDOT
6	435563 1	N. Jones Loop Rd <sup>1</sup>	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><sup>1</sup> Regional projects</div><div><sup>2</sup> TAP Project on SUN Trail network system</div></div>																
		PE- Design					ROW- Right Of Way			New Project						
		PD&E - Project Development & Environment					CST - Construction									

TABLE 2

2021 TRANSPORTATION SYSTEM MANAGEMENT/ CONGESTION MITIGATION PROJECTS														
RANK	FPN#	PROJECT NAME	JURSDICTION	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 <sup>1</sup>	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 <sup>1</sup>	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 <sup>1</sup>	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
10		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.
		<sup>1</sup> Regional projects				<sup>2</sup> 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								

## **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 projects.

2021 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS																TABLE 3
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 <sup>1,2</sup>	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 <sup>1,2</sup>	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 <sup>1,2</sup>	Conway Blvd	Midway Blvd	CHARLOTTE COUNTY	Multi Use Recreational Trail (MURT ) with 8 feet side walk	CST			\$4.44	\$0.840		\$0.030			CST Deffered 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. Elkcam 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 <sup>1</sup>	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><div><sup>1</sup> Regional projects</div><div></div><div>PE- Design</div></div><div></div><div>PD&amp;E - Project Development &amp; Environment</div></div><div><div><div><sup>2</sup> TAP Project on SUN Trail network system</div><div></div><div>ROW- Right Of Way</div></div><div></div><div>CST - Construction</div></div><div><div></div><div>New Project</div></div><div>Notes:All projects costs are in millions</div></div>																

**TABLE 4**

**2021 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT**

**PRIORITY LIST**

**CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO**

Draft - January 2021 2021 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**

<b>Adopted June 27, 2016</b> <b>2016 JOINT REGIONAL TRAILS PROJECT PRIORITY LIST</b> <b>CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO</b>			
Priority Rank	Project	Jurisdiction	RTAP funds Requested
1	<b>Legacy Trail, Osprey Junction Trailhead (Legacy Trail at East end of Bay Street)</b> 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	<b>US 41 Sidewalks</b> (Morningside Drive to Sarasota County), 8-foot sidewalk, PE/Construction). Next segment: a. US 41 East side (Conway Blvd to Midway Blvd.), 8-foot sidewalk, estimated cost \$1.88 Million	Charlotte County	\$1,880,000
3	<b>Willow-Ellenton Greenway Multi-Use Trail from US 301 (Ellenton) to US 301 (Parrish)</b> 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	<b>US 41 Multi-Use Recreational Trail (MURT) Bridge</b> 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**

**2021 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT  
PRIORITY LIST CHARLOTTE COUNTY-PUNTA GORDA MPO - LEE MPO**

Adopted by Lee MPO in May or June 2022  
Adopted by Charlotte County - Punta Gorda MPO in May 2022

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

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



TABLE 7

## REGIONAL HIGHWAY TRANSPORTATION SYSTEM PROJECT PRIORITIES- SARASOTA/MANATEE COUNTIES

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

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

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

\*Limit change requires LRTP amendment

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



Major Projects Implemented				
Number	Jurisdiction	Phase	Project	FPN
1	County	CST	I-75 at CR 776 (Harbor View Road) - Landscaping	4411221
2	County	CST	I-75 at Tucker's Grade Interchange - Landscaping	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
8	County	PD&E	Harbor View Rd from Melbourne St to I-75	4349651
9	County	PD&E	Taylor Rd from N. Jones Loop rd to Airport Rd	4351051

Major Projects in Progress				
Number	Jurisdiction	Phase	Project	FPN
1	County	Design/Build	Harborwalk 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	Veterans Blvd from US 41 to Kings Hwy	
16	County	Design	Edgewater Dr/ Flamingo Blvd from Midway Blvd to SR 776	
17	County	PD&E	Burnt Store Rd from Vincent Ave ( Lee County Line) to Wallaby lane	
18	FDOT	CST	I-75 at N. Jones Loop - Landscaping	4130427
19	County	Design	Harbor View Rd from Melbourne St to I-75	

## **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](http://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**



Map Source: FDOT Roads/Linear Referencing System DISCLAIMER: This map is for reference purposes only. FDOT assumes no responsibility for errors or omissions in the data.

CAPACITY, RESURFACING, TRAFFIC OPERATIONS AND OTHER PROJECTS

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

#	FPN	FACILITY	Phase	Fund	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
5	4389961	I-75 (SR 93) AT CR 769 (KINGS HWY)	CST	DDR	\$0	\$1,007,908	\$0	\$0	\$0
		Desc: LANDSCAPING	CST	DIH	\$0	\$51,350	\$0	\$0	\$0
		Project Length : 0.640 Begin Mile Post : 20.770 End Mile Post: 21.410	Project Total:		\$0	\$1,059,258	\$0	\$0	\$0
6	4420981	I-75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE Desc: DYNAMIC MESSAGE SIGN Project Length : 28.996 Begin Mile Post : 0.000 End Mile Post: 22.008	DB	DDR	\$505,952	\$0	\$0	\$0	\$0
			DB	DITS	\$1,540,500	\$0	\$0	\$0	\$0
			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 Desc: ROUNDABOUT Project Length : 0.239 Begin Mile Post : 12.008 End Mile Post: 12.247	ROW	SL	\$847,720	\$0	\$0	\$0	\$0
			CST	DI			\$7,033,379		
			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 Desc: SIDEWALK Project Length : 2.652 Begin Mile Post : 19.668 End Mile Post: 22.320	ENV	TALT	\$0	\$75,000	\$0	\$0	\$0
			CST	DIH	\$0	\$0	\$0	\$0	\$0
			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 Desc: SIDEWALK Project Length : 2.136 Begin Mile Post : 17.532 End Mile Post: 19.668	CST	DIH	\$0	\$0	\$0	\$0	\$1,154
			CST	DS	\$0	\$0	\$0	\$0	\$323,487
			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](http://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](http://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
	<b>Grand Total</b>	<b>224,381,535</b>	<b>25,075,472</b>	<b>33,386,230</b>	<b>30,694,030</b>	<b>38,318,822</b>	<b>12,211,544</b>	<b>0</b>	<b>364,067,633</b>

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
	<b>Grand Total</b>	<b>224,381,535.00</b>	<b>25,077,495.00</b>	<b>33,386,230</b>	<b>26,932,509</b>	<b>\$37,798,822</b>	<b>\$12,211,544</b>		<b>347,836,110</b>

This 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

## 1 - PURPOSE

---

This document provides language that Florida’s metropolitan planning organizations (MPO) may incorporate in Transportation Improvement Programs (TIP) to meet the federal transportation performance management rules.

MPOs may incorporate this template language and adapt it as needed as they update their TIPs. In most sections, there are two options for the text, to be used by MPOs supporting statewide targets or MPOs establishing their own targets. This can range from simply adding the MPO name and adoption dates to providing MPO-specific background information and relevant strategies and prioritization processes.

The document is consistent with the Transportation Performance Measures (TPM) 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 practicable 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.

## 2 - 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 21<sup>st</sup> 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.

## 3 - HIGHWAY SAFETY MEASURES (PM1)

Safety is the first national goal identified in the FAST Act. In March 2016, FHWA finalized the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (PM1 Rule). The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

1. Number of Fatalities;
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 million VMT; and
5. Number of Nonmotorized Fatalities and Serious Injuries.

### 3.1 Highway Safety Targets

#### 3.1.1 Statewide Targets

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2021, FDOT established statewide safety performance targets for calendar year 2022. Table 3.1 presents FDOT's statewide targets.

**Table 3.1. Statewide Highway Safety Performance Targets**

Performance Measure	Calendar Year 2022 Statewide Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

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

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

FDOT and Florida's traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by the FHWA, the death or serious injury of any person is unacceptable. The Florida Transportation Plan (FTP), the state's long-range transportation plan, identifies eliminating transportation-related fatalities and serious injuries as the state's highest transportation priority. Therefore, FDOT established 0 as the only acceptable target for all five federal safety performance measures.

### **3.1.2 MPO Safety Targets**

MPOs are required to establish safety targets annually within 180 days of when FDOT established targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or establish their own quantitative targets for the MPO planning area.

The 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, on February 18, 2022, the Charlotte County- Punta Gorda MPO agreed to support FDOT's statewide safety performance targets for calendar year 2022, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

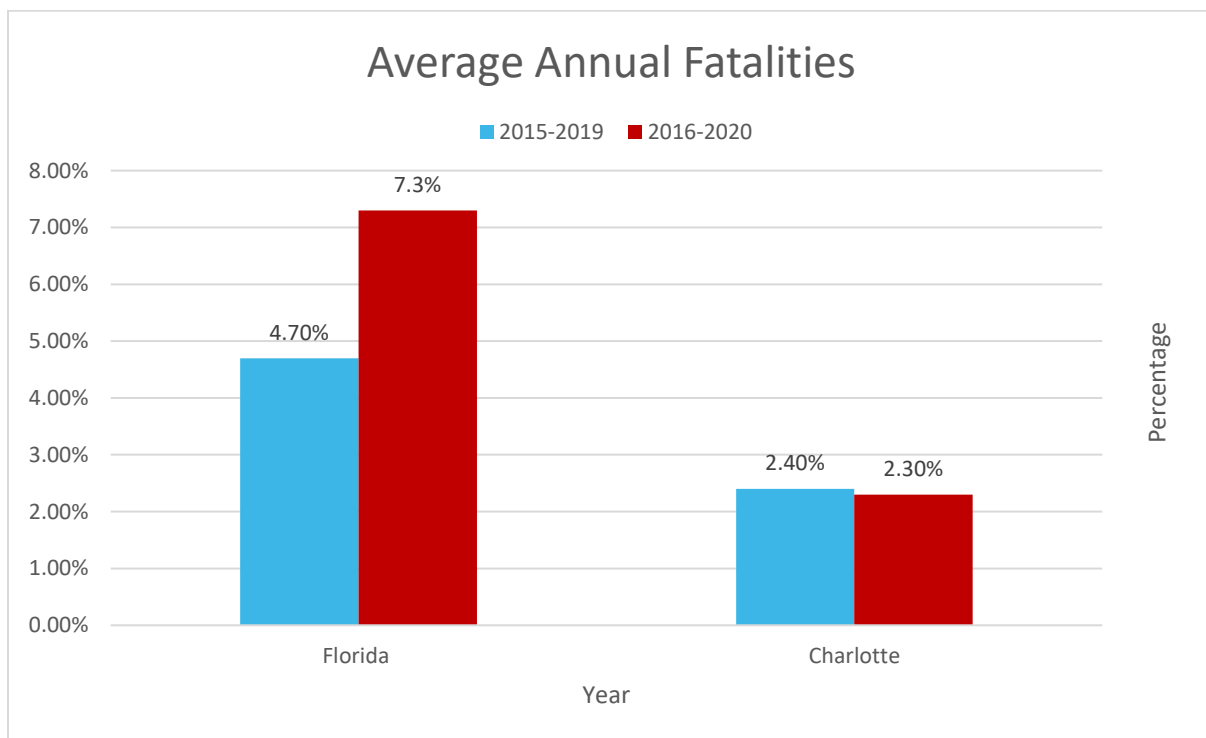
The Charlotte County-Punta Gorda MPO, along with FDOT and other traffic safety partners, shares a high concern about the upward trending of traffic fatalities, both statewide and nationally. As such, the Charlotte County-Punta Gorda MPO supports FDOT's statewide 2021 safety targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets. Table 3.2 presents MPO's targets consistent with FDOT's statewide targets

**Table 3.2. MPO Safety Performance Targets**

Performance Measure	Calendar Year 2022 MPO Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious Injuries	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

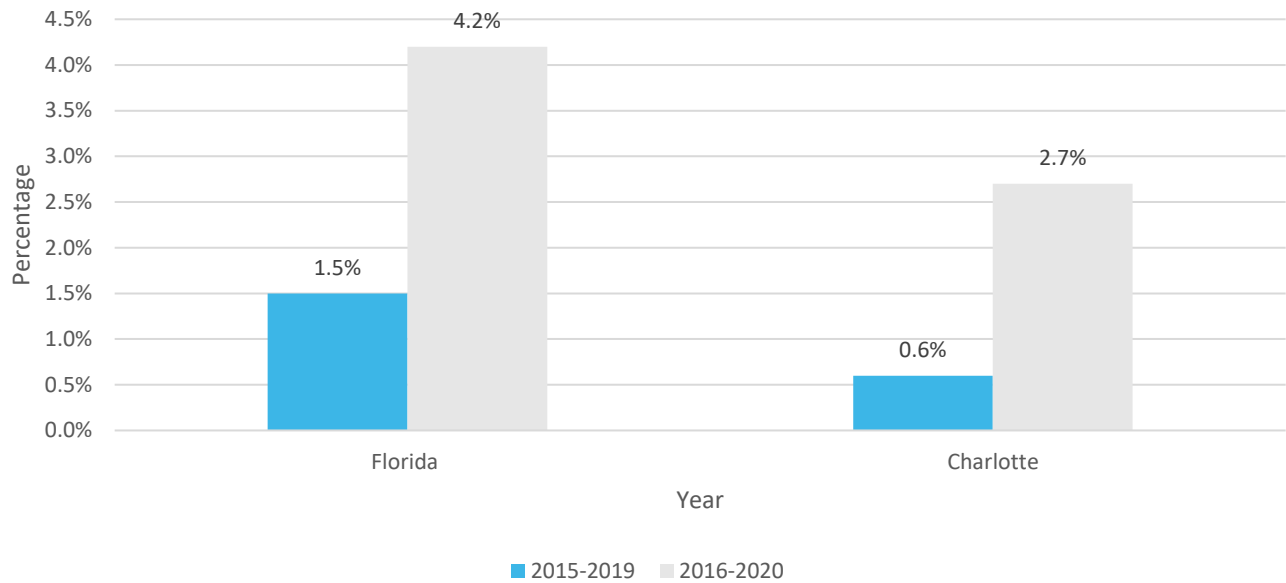
### 3.2 Safety Trends in the MPO Area

Charlotte County – Punta Gorda MPO adopted the 2022 FDOT Safety targets for the MPO area. Below are the trends for all five Vision Zero performance measures.

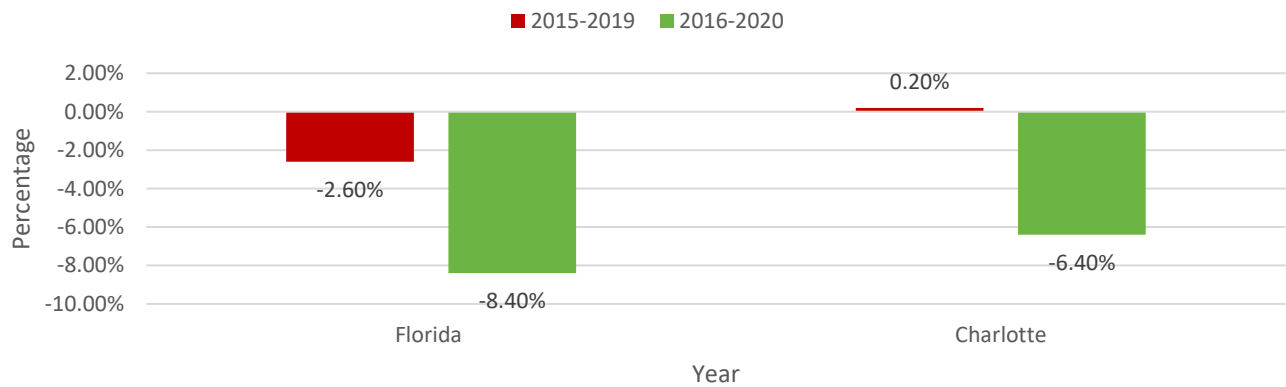


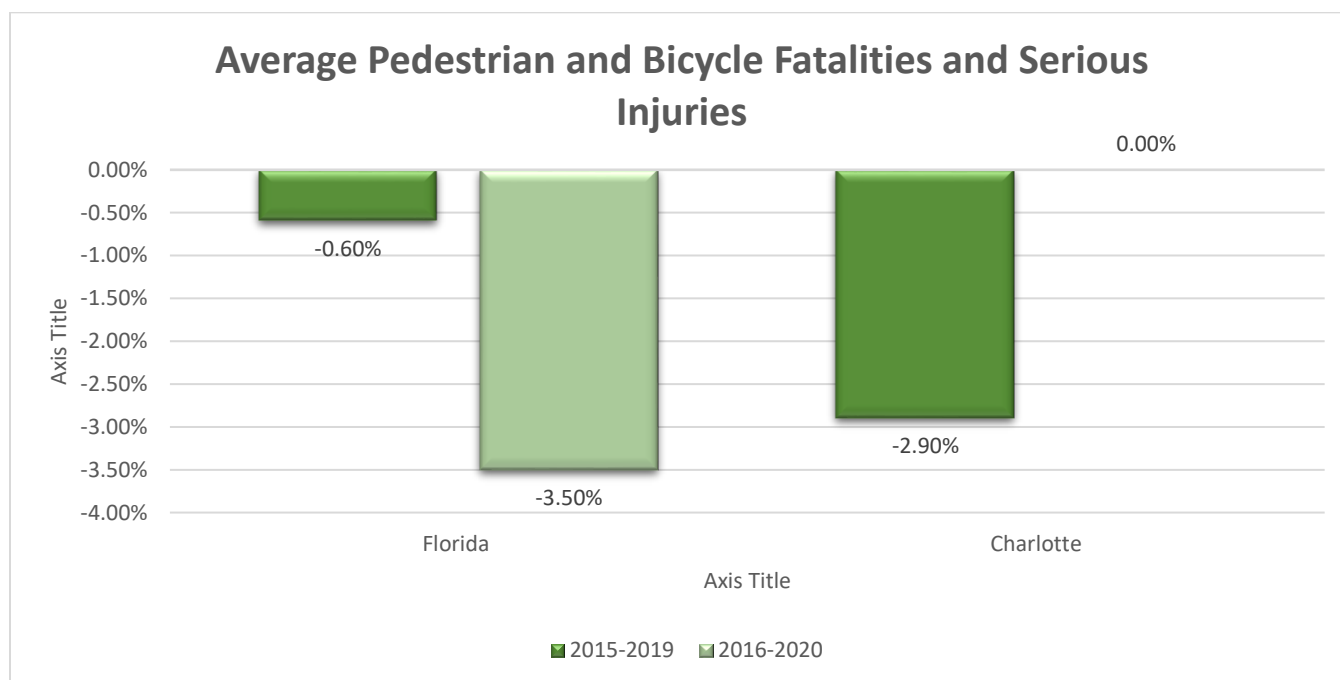
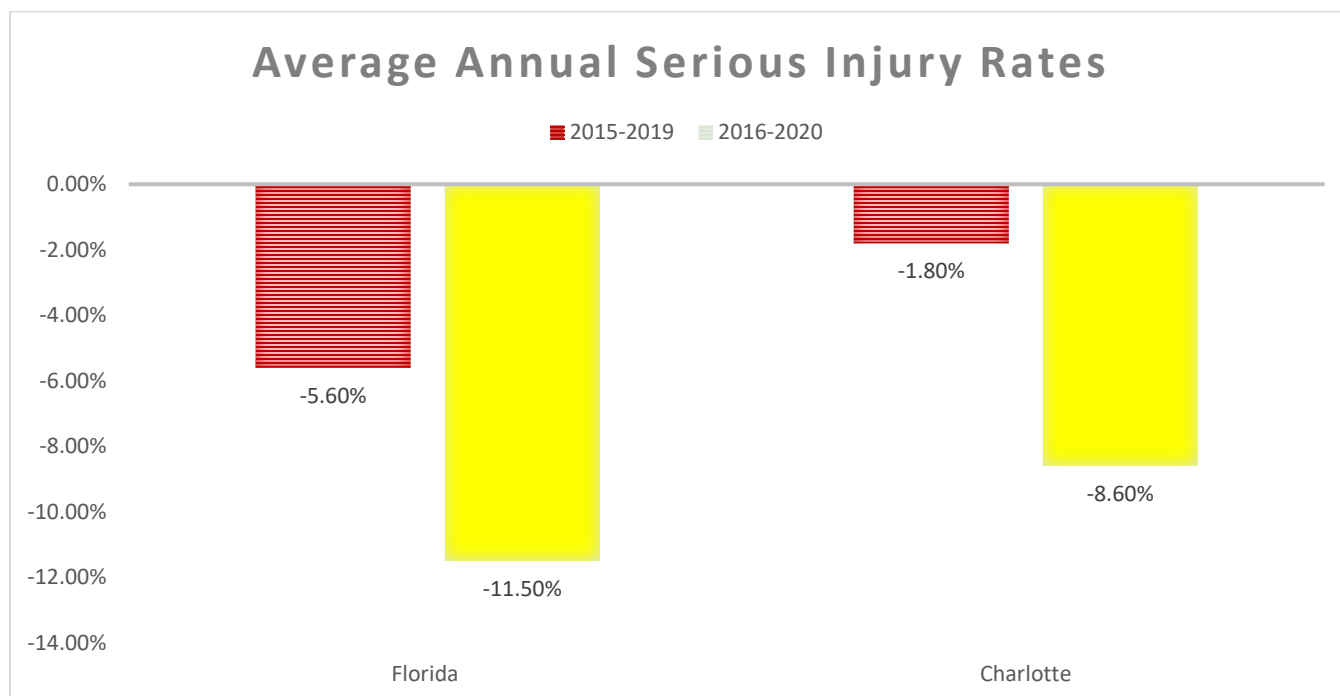


## Average Annual Fatality rates



## Average Serious Injuries





### 3.3 FDOT Safety Planning and Programming

#### 3.3.1 Florida's Strategic Highway Safety Plan

Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Vision Zero and a new slogan and logo of 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, as well as other statewide traffic safety partners. The SHSP development process included review of safety-related goals,

objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which are referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies. The SHSP also embraces an integrated "Safe System" approach that involves designing and managing road infrastructure to keep the risk of a mistake low and to ensure that when a mistake leads to a crash, the impact on the human body does not result in a fatality or serious injury. The five Safe System elements together create a holistic approach with layers of protection: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

The SHSP also expands the list of emphasis areas for Florida's safety programs to include six evolving emphasis areas, which are high-risk or high-impact crashes that are a subset of an existing emphasis area or emerging risks and new innovations, where safety implications are unknown. These evolving emphasis areas include work zones, drowsy and ill driving, rail grade crossings, roadway transit, micromobility, and connected and automated vehicles.

### **3.3.2 Florida's Highway Safety Improvement Program**

While the FTP and the SHSP both highlight the statewide commitment to a vision of zero deaths, the Florida Highway Safety Improvement Program (HSIP) Annual Report documents statewide performance and progress toward that vision. It also lists all HSIP projects that were obligated during the reporting year and the relationship of each project to the SHSP.

As discussed above, in the 2021 HSIP Annual Report, FDOT reported 2022 statewide safety performance targets at "0" for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than baseline for at least four of the five measures. If this does not occur FDOT must submit an annual implementation plan with actions it will take to meet targets in the future.

On March 25, 2021, FHWA reported the results of its 2019 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2019 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than baseline. Subsequently, FDOT developed an HSIP Implementation Plan [HSIP Implementation Plan](#) to highlight additional strategies it will undertake in support of the safety targets. This plan was submitted with the HSIP Annual Report to FHWA on August 31, 2021. *Note: FDOT will send updated text once FHWA sends the 2020 safety target assessment.*

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on implementation of the HSIP as a core federal-aid highway program and documents the continued enhancements planned for Florida's HSIP to better leverage the benefits of this program. However, recognizing that FDOT already allocates all HSIP funding to safety programs - and building on the integrated approach that underscores FDOT's safety programs - the HSIP Implementation Plan also documents how additional FDOT and partner activities may contribute to progress toward zero. Key commitments in the HSIP Implementation Plan include:

- Fully implement Florida’s SHSP, including the existing and evolving emphasis areas and the expanded list of strategies consistent with the Safe System approach.
- Advance safety priorities from the Department’s Vital Few Safety initiative, which is focusing FDOT leadership and staff on solutions to three primary safety emphasis areas: roadway departures, intersections, and pedestrians and bicyclists. These are the top three factors associated with fatalities statewide during the 2015-2019 period.
- Enhance the HSIP funding and allocation processes to ensure Florida’s safety challenges are evaluated from both a statewide perspective and a regional and local perspective. FDOT is applying new data and analysis tools to support better priority setting and decision making in the HSIP process.
- Continue to enhance coordination through FDOT’s District Offices to MPOs, local governments, community traffic safety teams, and other partners to ensure HSIP and other safety-related investments are focused on the greatest need and greater opportunity for benefit, including the nearly 40 percent of fatalities that occur off the State Highway System.

Florida conducts extensive safety data analysis to understand the state’s traffic safety challenges and identify and implement successful safety solutions. Florida’s transportation system is evaluated using location-specific analyses that evaluate locations where the number of crashes or crash rates are the highest and where fatalities and serious injuries are most prominent. These analyses are paired with additional systemic analyses to identify characteristics that contribute to certain crash types and prioritize countermeasures that can be deployed across the system as a whole. As countermeasures are implemented, Florida also employs predictive analyses to evaluate the performance of roadways (i.e., evaluating results of implemented crash modification factors against projected crash reduction factors).

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

Florida received an allocation of approximately \$177 million in HSIP funds for use during the 2020 state fiscal year from July 1, 2020 through June 30, 2021, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas. This year’s HSIP allocated \$131 million in infrastructure investments on state-maintained roadways and \$33 million in infrastructure investments on local roadways. The remaining \$9 million included supporting activities such as transportation safety planning, preliminary engineering, traffic engineering studies, transportation statistics, and public information or education. A list of HSIP projects can be found in the [HSIP 2020 Annual Report](#).

Beginning in fiscal year 2024, HSIP funding will be distributed among FDOT Districts based on statutory formula to allow the Districts to have more clearly defined funding levels for which they can better plan to select and fund projects. MPOs and local agencies coordinate with FDOT Districts to identify and implement effective highway safety improvement projects on non-state roadways.

### **3.3.3 Additional FDOT Safety Planning Activities**

In addition to HSIP, safety is considered as a factor in FDOT planning and priority setting for projects in preservation and capacity programs. Data is analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The [Florida PD&E Manual](#) requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. Florida design and construction standards include safety criteria and countermeasures, which are incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Official (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

FDOT holds Program Planning Workshops annually to determine the level of funding to be allocated over the next 5 to 10 years to preserve and provide for a safe transportation system. Certain funding types are further analyzed and prioritized by FDOT Central Offices, after projects are prioritized collaboratively by the MPOs, local governments, and FDOT Districts; for example, the Safety Office is responsible for the HSIP and Highway Safety Program (HSP) and the Systems Implementation Office is responsible for the Strategic Intermodal System (SIS). Both the Safety and SIS programs consider the reduction of traffic fatalities and serious injuries in their criteria for ranking projects.

### **3.4 Safety Investments 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.

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.

The TIP includes projects that fall into specific investment priorities established by the MPO in the LRTP. This includes safety programs such as:

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. The MPO continues monitoring and evaluating the investments in the projects like Bike lanes lighting, Traffic control devices and adding turn lanes. The TIP will continue to monitor the progress towards the goals of the MPO

Because safety is inherent in so many FDOT and Charlotte County- Punta Gorda MPO programs and projects, and because of the broad and holistic approach FDOT is undertaking with its commitment to Vision Zero, the program of projects in this TIP is anticipated to support progress towards achieving the safety targets.

## 4 - PAVEMENT & BRIDGE CONDITION MEASURES (PM2)

---

FHWA's Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 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 asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

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.

## 4.1 Pavement and Bridge Condition Targets

### 4.1.1 Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the pavement and bridge condition measures. On May 18, 2018, FDOT established statewide pavement and bridge targets for the first performance period ending in 2021. The two-year targets represent pavement and bridge condition at the end of calendar year 2019, while the four-year targets represent condition at the end of 2021. Table 4.1 presents the statewide targets.

**Table 4.1. Statewide Pavement and Bridge Condition Performance Targets**

Performance Measure	2019 Statewide Target	2021 Statewide Target
Percent of Interstate pavements in good condition	Not required	≥60%
Percent of Interstate pavements in poor condition	Not required	≤5%
Percent of non-Interstate NHS pavements in good condition	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	≤5%	≤5%
Percent of NHS bridges (by deck area) in good condition	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	≤10%	≤10%

For comparative purposes, the baseline (2017) conditions are as follows:

- 66.1 percent of the Interstate pavement is in good condition and 0.0 percent is in poor condition;
- 44.0 percent of the non-Interstate NHS pavement is in good condition and 0.4 percent is in poor condition; and
- 67.7 percent of NHS bridges (by deck area) is in good condition and 1.2 percent is in poor condition.

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. The TAMP will be updated in 2022.

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 FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. Reported pavement and bridge data for 2018 and 2019 show relatively stable conditions compared to the 2017 baseline and exceeded the established 2019 targets; 2020 data are being developed. In early 2021, FHWA determined that FDOT made significant progress toward the two-year targets.

#### **4.1.2 MPO Targets**

MPOs must set four-year targets for the six pavement and bridge condition measures within 180 days of when FDOT established targets. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area for one or more measures.

On February 18, 2022, MPO Board meeting, 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.

**Table 4.2 Charlotte County – Punta Gorda MPO Pavement and Bridge Condition Performance Targets**

<b>Performance Measure</b>	<b>2021 MPO Target</b>
Percent of Interstate pavements in good condition	≥70.6%
Percent of Interstate pavements in poor condition	≤0%
Percent of non-Interstate NHS pavements in good condition	≥47.1%
Percent of non-Interstate NHS pavements in poor condition	≤1.1%
Percent of NHS bridges by deck area in good condition	≥72.0%
Percent of NHS bridges by deck area in poor condition	≤1%

In establishing the MPO's targets for the pavement and bridge condition performance measures, Charlotte County – Punta Gorda MPO considered many factors. The Charlotte County-Punta Gorda MPO agreed to support FDOT's pavement and bridge condition performance targets on February 18, 2022. 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.

## **4.2 Pavement and Bridge Investments in the TIP**

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.

The Charlotte County-Punta Gorda MPO TIP reflects investment priorities established in the 2045 LRTP. The focus of Charlotte County-Punta Gorda MPOs investments in bridge and pavement condition include 2022 TIP reflects the investments system preservation/maintenance on the Interstate and non-Interstate NHS in the MPO area. Some of the projects are funded in the current TIP include below:

1-75 Punta Gorda Weight Station – Resurfacing

SR 35 (US 17) from SR 45 (US 41) to Bermont Rd (CR 74)

SR 45 (US 41) from S OF Morningside Dr to N of ST Pierre Rd

Tamiami Trail (SR 45/US 41) from Williams St to N Peace River Bridge

MPO uses project selection criteria adopted in 2045 LRTP as related to pavement and bridge condition and System preservation/maintenance of assets in place

The current TIP devotes a significant amount of resources to projects that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, and new bridge and pavement capacity. The TIP will fund \$10 million for bridges, \$28 million for resurfacing, and 44 million for new capacity.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

## 5 - SYSTEM PERFORMANCE, FREIGHT, & CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3)

---

USDOT's System Performance/Freight/CMAQ Performance Measures Final Rule established 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<sub>x</sub>, VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) for CMAQ funded projects.

Because all areas in Florida meet current NAAQS, the last three measures 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 (80<sup>th</sup> percentile) to a normal travel time (50<sup>th</sup> 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 95<sup>th</sup> percentile truck travel time by a normal travel time (50<sup>th</sup> 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.

## 5.1 System Performance and Freight Targets

### 5.1.1 Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On May 18, 2018, FDOT established statewide performance targets for the first performance period ending in 2021. The two-year targets represent performance at the end of calendar year 2019, while the four-year targets represent performance at the end of 2021. Table 5.1 presents the statewide targets.

**Table 5.1. Statewide System Performance and Freight Targets**

Performance Measure	2019 Statewide Target	2021 Statewide Target
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	$\geq 75\%$	$\geq 70\%$
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required <sup>7</sup>	$\geq 50\%$
Truck travel time reliability (TTTR)	$\leq 1.75$	$\leq 2.00$

For comparative purposes, baseline (2017) statewide conditions are as follows:

- 82.2 percent of person-miles traveled on the Interstate are reliable;
- 84.0 percent of person-miles traveled on the non-Interstate are reliable; and
- 1.43 truck travel time reliability index.

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. During 2018 and 2019, the percentage of person-miles that are reliable improved over the 2017 baseline 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. Actual performance in 2019 was better than the 2019 targets, and in early 2021 FHWA determined that FDOT made significant progress toward the 2019 targets. Performance improved for all measures in 2020. Final data for 2021 are under development.

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 was updated in early 2022 consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS 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 updated the plan in spring 2020.
- 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.

### **5.1.2 MPO Targets**

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

On February 18, 2022, the Charlotte County- Punta Gorda MPO agreed to support FDOT’s statewide system performance and freight 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.

**Table 5.2 Charlotte County - Punta Gorda MPO System Performance and Freight Targets**

<b>Performance Measure</b>	<b>2021 MPO Target</b>
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	$\geq 70.0\%$
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	$\geq 50.0\%$
Truck travel time reliability (TTTR)	$\leq 2.00\%$

## **5.2 System Performance and Freight Investments in the TIP**

The Charlotte County – Punta Gorda MPOs TIP reflects investment priorities established in the 2045 LRTP. The focus of Charlotte County – Punta Gorda MPOs investments that address system performance and freight include 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. The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.



## 6 - TRANSIT ASSET MANAGEMENT MEASURES

### Transit Asset Performance Measures

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term "state of good repair," require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. Table 6.1 identifies the TAM performance measures.

**Table 6.1. FTA TAM Performance Measures**

Asset Category	Performance Measure
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 TAM 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 were required to establish initial TAM targets within 180 days of the date that public transportation providers established initial targets by October 1, 2018. However, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area. To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM regulation defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 or less vehicles in one non-fixed route mode. A Tier I provider must establish its own TAM targets, as well as report performance and other data to FTA. A Tier II



provider has the option to establish its own targets or to participate in a Group Plan with other Tier II providers whereby targets are established for the entire group in coordination with a group plan sponsor, typically a state DOT.

## **6.2 Transit Asset Management Targets**

The Charlotte County-Punta Gorda MPO planning area is served by Charlotte County Transit which is considered a Tier II provider that does not participate in the FDOT group TAM Plan. It provides curb-to-curb paratransit service only.

### ***6.2.1 Transit Provider Targets***

Charlotte County Transit established TAM targets for each of the applicable asset categories. On October 29, 2018, the Charlotte County-Punta Gorda MPO supported these targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider's targets. Table 6.2 presents the targets.

The transit provider's TAM targets are based on the condition of existing transit assets and planned investments in revenue vehicles, equipment, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the current targets.

**Table 6.2 Transit Asset Management Targets for Charlotte County Transit**

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 6.3 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 (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 (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 6.4 Performance Targets & Measures**

Asset Category - Performance Measure	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target
<b>REVENUE VEHICLES</b>						
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				
<b>EQUIPMENT</b>						
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				
<b>FACILITIES</b>						
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 6.5 Capital Asset Inventory Summary**

<b>Asset Category</b>	<b>Total Number</b>	<b>Avg Age</b>	<b>Avg Mileage</b>	<b>Avg Value</b>
<b>Revenue Vehicles</b>	<b>41</b>	<b>5.3</b>	<b>87,723</b>	<b>\$94,057.41</b>
<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	-	-	-
<b>Equipment</b>	<b>3</b>	<b>8.7</b>	<b>N/A</b>	<b>\$116,776.33</b>
<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	-	-	-
<b>Facilities</b>	<b>1</b>	<b>5.5</b>	<b>N/A</b>	<b>\$387,850.00</b>
<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 6.6 Asset Condition Inventory Summary**

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
<b>Revenue Vehicles</b>	<b>41</b>	<b>5.3</b>	<b>94,687</b>	<b>N/A</b>	<b>\$94,057.4</b>	<b>29%</b>
<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	-	-
<b>Equipment</b>	<b>3</b>	<b>6.3</b>	<b>0</b>	<b>N/A</b>	<b>\$116,776.3</b>	<b>100%</b>
<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	-	-
<b>Facilities</b>	<b>1</b>	<b>5.5</b>	<b>N/A</b>	<b>4.5</b>	<b>\$387,850.00</b>	<b>N/A</b>
<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
Revenue/Vehicles	CU - Cutaway Bus	32415	IHC	Champion/Defender	1	1HVBTAAL3AH245032	31	2010	194,579	\$225,148.00
Revenue/Vehicles	CU - Cutaway Bus	32416	IHC	Champion/Defender	1	1HVBTAAL5AH245033	31	2010	172,517	\$225,148.00
Revenue/Vehicles	CU - Cutaway Bus	32417	IHC	Champion/Defender	1	1HVBTAAL7AH245034	31	2010	194,681	\$225,148.00
Revenue/Vehicles	CU - Cutaway Bus	32418	IHC	Champion/Defender	1	1HVBTAAL4AH250644	31	2010	161,593	\$225,148.00
Revenue/Vehicles	CU - Cutaway Bus	32419	IHC	Champion/Defender	1	1HVBTAAL9AH245035	31	2010	160,141	\$225,148.00
Revenue/Vehicles	CU - Cutaway Bus	32664	IHC	Champion/Defender	1	1HVBTAAN3BH339009	31	2011	226,226	\$216,610.00
Revenue/Vehicles	CU - Cutaway Bus	33474	Chevy C4500	Champion/Defender	1	1GB6G5BG7B1162979	26	2011	179,300	\$80,384.00
Revenue/Vehicles	CU - Cutaway Bus	33475	Chevy C4500	Champion/Defender	1	1GB6G5BG1B1162721	26	2011	229,681	\$80,384.00
Revenue/Vehicles	MV - Mini-van	33531	Dodge	Chrysler	1	2C4RDGDG6CR17245	17	2012	76,410	\$87,782.00
Revenue/Vehicles	MV - Mini-van	33735	Dodge	Chrysler	1	2C4RDGDG2CR39954	17	2012	79,152	\$44,662.00
Revenue/Vehicles	CU - Cutaway Bus	33756	Ford F-450	Goshen/Thor	1	1FDGF4GT6CEB62416	26	2012	204,061	\$86,197.00
Revenue/Vehicles	CU - Cutaway Bus	33757	Ford F-450	Goshen/Thor	1	1FDGF4GT8CEB62417	26	2012	168,465	\$86,197.00
Revenue/Vehicles	VN - Van	33776	Ford	E-250	1	1FTNE2EL7DDA72091	18	2013	125,810	\$35,058.00
Revenue/Vehicles	VN - Van	33777	Ford	E-250	1	1FTNE2EL9DDA72092	18	2013	85,944	\$35,058.00
Revenue/Vehicles	VN - Van	34059	Ford	E-250	1	1FTNE2EL2DDA72094	18	2013	101,155	\$35,058.00
Revenue/Vehicles	CU - Cutaway Bus	34082	Ford F-450	Glaval/Sport	1	1FDGF4GT1DEB37361	26	2013	242,603	\$88,344.00
Revenue/Vehicles	CU - Cutaway Bus	34083	Ford F-450	Glaval/Sport	1	1FDGF4GTXDEB37360	26	2013	226,764	\$88,344.00
Revenue/Vehicles	AO - Automobile	35632	Ford	Taurus	1	1FAHP2H86GG138332	17	2016	18,321	\$25,980.00
Revenue/Vehicles	MB - Mini-bus	36242	Ford	Transit Connect	1	1FDZX2CM0JKA36706	20	2018	77,422	\$65,720.00
Revenue/Vehicles	MB - Mini-bus	36243	Ford	Transit Connect	1	1FDZX2CM2JKA36707	20	2018	69,201	\$65,720.00
Revenue/Vehicles	MB - Mini-bus	36249	Ford	Transit Connect	1	1FDZX2CM2JKA36710	20	2018	76,369	\$65,720.00
Revenue/Vehicles	MB - Mini-bus	36250	Ford	Transit Connect	1	1FDZX2CM4JKA36708	20	2018	78,148	\$65,720.00
Revenue/Vehicles	MB - Mini-bus	36328	Ford	Transit Connect	1	1FDZX2CMXJKA36714	20	2018	84,521	\$65,720.00
Revenue/Vehicles	MB - Mini-bus	36332	Ford	Transit Connect	1	1FDZX2CM4JKA36711	20	2018	66,797	\$65,720.00
Revenue/Vehicles	MB - Mini-bus	36336	Ford	Transit Connect	1	1FDZX2CM8JKA36713	20	2018	63,217	\$65,720.00
Revenue/Vehicles	MB - Mini-bus	36347	Ford	Transit Connect	1	1FDZX2CM6JKA36709	20	2018	62,405	\$65,720.00
Revenue/Vehicles	MB - Mini-bus	36348	Ford	Transit Connect	1	1FDZX2CM6JKA36712	20	2018	63,130	\$65,720.00
Revenue/Vehicles	MB - Mini-bus	36506	Ford	Transit Connect	1	1FDVU4XV0JKB11846	22	2019	38,452	\$65,720.00
Revenue/Vehicles	MB - Mini-bus	36806	Ford	Transit Connect	1	1FDVU4XV0KKA11652	22	2019	23,032	\$65,720.00
Revenue/Vehicles	MB - Mini-bus	37342	Ford	Transit Connect	1	1FDVU4XV6KKB31553	22	2019	5,773	\$79,651.00
Revenue/Vehicles	MB - Mini-bus	37343	Ford	Transit Connect	1	1FDVU4XV8KKB31554	22	2019	3,261	\$79,651.00
Revenue/Vehicles	MB - Mini-bus	37345	Ford	Transit Connect	1	1FDVU4XV8KKB31555	22	2019	1,586	\$79,651.00
Revenue/Vehicles	MB - Mini-bus	37437	Ford	Transit Connect	1	1FDVU4XV8KKB31556	22	2019	1,187	\$79,651.00
Revenue/Vehicles	CU - Cutaway Bus	37438	Ford	Odyssey	1	1FDFE4FS3KDC43871	23	2020	5,797	\$100,259.00
Revenue/Vehicles	MB - Mini-bus	37440	Ford	Transit Connect	1	1FDVU4XV8KKB31558	22	2019	5,517	\$79,651.00
Revenue/Vehicles	MB - Mini-bus	37442	Ford	Transit Connect	1	1FDVU4XV8KKB31557	22	2019	1,698	\$79,651.00
Revenue/Vehicles	MB - Mini-bus	37443	Ford	Transit Connect	1	1FDVU4XV8KKB31559	22	2019	1,815	\$79,651.00
Revenue/Vehicles	MB - Mini-bus	37447	Ford	Transit Connect	1	1FDVU4XV8KKB31560	22	2019	2,287	\$79,651.00
Revenue/Vehicles	MB - Mini-bus	37450	Ford	Transit Connect	1	1FDVU4XV8KKB31561	22	2019	1,037	\$79,651.00
Revenue/Vehicles	CU - Cutaway Bus	37475	Ford	Odyssey	1	1FDFE4FS5KDC43872	23	2020	7,889	\$100,259.00
Revenue/Vehicles	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	RouteMach	Trip Software		1			2011		\$268,558.00
Equipment	Data Equipment	RouteMach	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	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

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	1FDGF4GTXDCEB37360	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

### ***6.2.2 MPO Transit Asset Management Targets***

As discussed above, MPOs established TAM targets within 180 days of the date that public transportation providers established their first targets in 2018. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

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

### **6.3 Transit Asset Management Investments in the TIP**

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 - Punta Gorda MPO 2045 Long Range Transportation Plan (LRTP). Charlotte County Transit will be updating its Transit Development Plan in 2024. The Charlotte County-Punta Gorda MPO will play a role in supporting this update and monitoring potential changes that may impact transit planning, operations, capital asset management and state of good repair.

[The TIP document must include a written narrative describing the anticipated effect of the TIP toward achieving the targets, linking investment priorities to those performance targets. MPOs could address this requirement by describing how the projects in the TIP were determined, including how performance targets were considered in this process. This section also could discuss how the TIP implements goals, objectives, strategies, and investment priorities from other performance-based plans and processes (for example, the Group TAM plan or individual provider TAM plan(s)). MPOs are required to describe the anticipated effect of the collective program of project activities, not the impact of individual projects in the TIP.]

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The focus of the Charlotte County-Punta Gorda MPO's investments that address transit state of good repair include [list projects, programs, and strategies funded in the TIP that address transit equipment, vehicles, infrastructure, or facilities in the MPO area, such as those in the following categories; list project selection criteria for the TIP consistent with the transit asset performance measures. These may include:

- Bus and other vehicle purchase and replacements
- Equipment purchases and replacements
- Retrofits
- Repair, rehabilitation, and replacement of transit facilities
- Repair, rehabilitation, and replacement of transit infrastructure]

Example below is from the Hillsborough MPO TIP:<sup>4</sup>

*The Hillsborough MPO TIP was developed and is managed in cooperation with HART, TBARTA, and the Hillsborough County Sunshine Line. It reflects the investment priorities established in the It's Time Hillsborough: 2045 Plan. FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The focus of Hillsborough MPO's investments that address transit state of good repair include:*

- *Compressed Natural Gas (CNG) Duplex Compressor*
- *Marion Transfer Center Infrastructure Improvements*
- *Bus Replacements with CNG Conversion*
- *Additional \$4 million for Bus Replacements*
- *CAD-AVL System Replacement*

Transit asset condition and state of good repair is a consideration in the methodology Charlotte County-Punta Gorda MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area. This prioritization process considers factors such as [include examples. Add language specific to the MPO's consideration of transit state of good repair in the TIP project selection process. If applicable, note any data-driven, performance-based elements, scoring criteria, goals established in the LRTP, etc.]

Example: The TIP devotes resources to projects that will maintain and improve transit state of good repair. Investments in transit assets in the TIP include \$xx million for vehicle purchases and \$xx million for facility improvements.]

The Charlotte County-Punta Gorda MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the TAM performance targets. The Charlotte County-Punta Gorda MPO will continue to coordinate with Charlotte County Transit to maintain the region's transit assets in a state of good repair.

For more information on these programs and projects, see TIP Section-VII.

Example below is from the River to Sea TPO TIP:<sup>2</sup>

*The River to Sea TPO FY 2021/22 to FY 2025/26 TIP was developed and is managed in cooperation with Flagler County Public Transit (FCPT), Votran, and SunRail. It reflects the investment priorities established in Connect 2045. The investments addressing transit state of good repair are included in Section VI - Transit & Transportation Disadvantaged Projects. Projects in this section of the TIP include the funding of equipment, vehicles, infrastructure, maintenance, and/or facilities in the TPO planning area.*

*Both Flagler County Public Transit and Votran are working to update their respective Transit Development Plans in 2021. The River to Sea TPO will play a role in supporting these updates and monitoring potential changes that may impact transit planning, operations, capital asset management and state of good repair.*

*Transit asset condition and state of good repair is a consideration in the methodology used by the public transit providers and the River to Sea TPO to select projects for inclusion in the TIP. As such, the TIP includes specific investment priorities that support all of the TPO's goals, including transit state of good repair, using priorities established in the LRTP. This includes the allocation of 30% of the Transportation Management Area (TMA) funding available to the TPO to support the replacement of capital assets. The River to Sea TPO evaluates, prioritizes and funds transit projects that, once implemented, are anticipated to improve state of good repair in the TPO's planning area. The TPO'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.*

## 7 - TRANSIT SAFETY PERFORMANCE

---

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

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

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

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

In Florida, each Section 5307 or 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.<sup>1</sup>

Each provider of public transportation that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs had 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. 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 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 separate regional transit safety targets for the MPO planning area. In addition, the Charlotte County-Punta Gorda MPO must reflect those targets in LRTP and TIP updates.

The following transit provider(s) operate in the Charlotte County-Punta Gorda MPO planning area: Charlotte County Transit (CCT). This agency is responsible for developing a PTASP and establishing transit safety performance targets annually. It uses curb-to-curb paratransit only service with no fixed routes.

---

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

### ***Transit Agency Safety Targets***

Charlotte County Transit established the transit safety targets identified in Table 7.1 on August 27, 2020:

***Table 7.1 Charlotte County Transit Safety Performance Targets***

<b>Performance Measure</b>	<b>Baseline Performance (2019)</b>	<b>2021 Target</b>
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

### ***MPO Transit Safety Targets***

As discussed above, MPOs established transit safety targets within 180 days of the date that public transportation providers established their first safety targets in 2020-2021. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional transit safety targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

On 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 provider's targets.

### **Transit Safety Investments in the TIP**

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

[The TIP document must include a written narrative describing the anticipated effect of the TIP toward achieving the targets, linking investment priorities to those performance targets. MPOs could address this requirement by describing how the projects in the TIP were determined, including how performance targets



were considered in this process. This section also should discuss how the TIP implements goals, objectives, strategies, and investment priorities from the provider(s) PTASP. MPOs are required to describe the anticipated effect of the collective program of projects on targets, not the impact of individual projects in the TIP.]

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems. The focus of the Charlotte County-Punta Gorda MPO's investments that address transit safety include [list projects, programs, and strategies funded in the TIP that address transit safety and transit system reliability. The PTASP should identify safety issues and safety risk mitigation strategies that can be summarized here.

Transit safety is a consideration in the methodology the Charlotte County-Punta Gorda MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the MPO's planning area. This prioritization process considers factors such as [include examples. Add language specific to the MPO's consideration of transit safety in the TIP project selection process, including criteria consistent with the transit safety performance measures. If applicable, note any data-driven analyses, performance-based elements, linkages to goals established in the LRTP, etc.] 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.

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 have been revised by Charlotte County Transit one time since the original measures adopted in the LRTP.

The Charlotte County-Punta Gorda MPO's TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. The Charlotte County-Punta Gorda MPO will continue to coordinate with Charlotte County Transit to maintain and improve the safety of the region's transit system and maintain transit assets in a state of good repair.

Example: The TIP devotes resources to projects that will maintain and improve transit safety. Investments in transit safety in the TIP include \$xx million for [insert brief description of safety measures and programs].

For more information on these programs and projects, see Section – VII for transit projects and investments.

HIGHWAYS									
<div><div>Item Number: 413042 7</div><div>Project Description: I-75 (SR 93) AT N JONES LOOP ROAD INTERCHANGE</div><div>*SIS*</div></div>									
<div>District: 01</div> <div>County: CHARLOTTE</div> <div>Type of Work: LANDSCAPING</div> <div>Project Length: 0.600MI</div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP: Goal 3 ; Objective 4; Page 2-2									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT		5,000						5,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			1,182,720					1,182,720
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			1,056					1,056
Phase: CONSTRUCTION Totals				1,183,776					1,183,776
Item: 413042 7 Totals			5,000	1,183,776					1,188,776
Project Totals			5,000	1,183,776					1,188,776
<div><div>Item Number: 412665 1</div><div>Project Description: CHARLOTTE COUNTY TSMCA</div><div></div></div>									
<div>District: 01</div> <div>County: CHARLOTTE</div> <div>Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM</div> <div>Project Length: 8.201MI</div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / RESPONSIBLE AGENCY NOT AVAILABLE2045 LRTP: Goal 1; Objective1& 4 ; Page 2-2									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,979,858		312,686	322,067	338,170			2,952,781
	DITS-STATEWIDE ITS - STATE 100%.	431,270	268,766				101,905		801,941
Phase: OPERATIONS Totals		2,411,128	268,766	312,686	322,067	338,170	101,905		3,652,817
Item: 412665 1 Totals		2,411,128	268,766	312,686	322,067	338,170	101,905		3,652,817
Project Totals		2,411,128	268,766	312,686	322,067	338,170	101,905		3,652,817
<div><div>Item Number: 413625 1</div><div>Project Description: CITY OF PUNTA GORDA TSMCA</div><div></div></div>									
<div>District: 01</div> <div>County: CHARLOTTE</div> <div>Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM</div> <div>Project Length: 8.201MI</div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / RESPONSIBLE AGENCY NOT AVAILABLE2045 LRTP: Goal 1; Objective1& 4 ; Page 2-2									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	768,282		121,813	125,468	131,741			1,147,304
	DITS-STATEWIDE ITS - STATE 100%.		89,133						89,133
Phase: OPERATIONS Totals		768,282	89,133	121,813	125,468	131,741			1,236,437
Item: 413625 1 Totals		768,282	89,133	121,813	125,468	131,741			1,236,437
Project Totals		768,282	89,133	121,813	125,468	131,741			1,236,437

<div><div>Project Description: HARBORVIEW ROAD Item Number: 434965 2FROM MELBOURNE ST TO I-75</div><div>District: 01County: CHARLOTTE</div><div>Type of Work: ADD LANES &amp; RECONSTRUCT</div><div>Project Length: 2.445MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP: Table 8-6; Map ID 51; Page 8-8									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	1,002,538							1,002,538
	CM-CONGESTION MITIGATION - AQ	73,036							73,036
	GFSL-GF STPBG <200K	2,385,986							2,385,986
	LF-LOCAL FUNDS	500,000							500,000
	SL-STP, AREAS <= 200K	917,528							917,528
Phase: PRELIMINARY ENGINEERING Totals		4,879,088							4,879,088
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)		640,864						640,864
	CM-CONGESTION MITIGATION - AQ			320,053					320,053
	LF-LOCAL FUNDS		4,990,000						4,990,000
	SA-STP, ANY AREA			574,480					574,480
	SL-STP, AREAS <= 200K		606,046	5,908,787					6,514,833
Phase: RIGHT OF WAY Totals			6,236,910	6,803,320					13,040,230
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	TALT-TRANSPORTATION ALTS- ANY AREA			10,000					10,000
Item: 434965 2 Totals		4,879,088	6,236,910	6,813,320					17,929,318
<div><div>Project Description: HARBORVIEW ROAD Item Number: 434965 3FROM MELBOURNE ST TO DATE ST</div><div>District: 01County: CHARLOTTE</div><div>Type of Work: ADD LANES &amp; RECONSTRUCT</div><div>Project Length: 1.091MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
RAILROAD & UTILITIES / MANAGED BY FDOT2045 LRTP: Table 8-6; Map ID 51; Page 8-8									
Fund Code:	LF-LOCAL FUNDS					5,805,000			5,805,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	CM-CONGESTION MITIGATION - AQ					310,150			310,150
	LF-LOCAL FUNDS					9,935,382			9,935,382
	SA-STP, ANY AREA					9,420,184			9,420,184
	SL-STP, AREAS <= 200K					2,472,240			2,472,240
Phase: CONSTRUCTION Totals						22,137,956			22,137,956
Item: 434965 3 Totals						27,942,956			27,942,956
Project Totals		4,879,088	6,236,910	6,813,320		27,942,956			45,872,274
<div><div>Project Description: CR 765A (TAYLOR RD) Item Number: 435105 2FROM N JONES LOOP TO AIRPORT RD PHASE I</div><div>District: 01County: CHARLOTTE</div><div>Type of Work: SIDEWALK</div><div>Project Length: 2.920MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP Table 7-3; Map ID 92; Page 7-17									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K			491,844					491,844
	TALT-TRANSPORTATION ALTS- ANY AREA			164,677					164,677
Phase: PRELIMINARY ENGINEERING Totals				656,521					656,521
Item: 435105 2 Totals				656,521					656,521
Project Totals				656,521					656,521

<div><div>Project Description: PUNTA GORDA WEIGH</div><div>Item Number: 437001 2</div><div>District: 01</div></div> <div><div>IN MOTION (WIM) SCREENING</div><div></div><div>County: CHARLOTTE</div></div> <div><div>*SIS*</div><div>Type of Work: MCCO WEIGH STATION</div><div></div></div> <div><div>STATIC/WIM</div><div>Project Length: 1.198MI</div><div></div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CONSTRUCTION / MANAGED BY FDOT		2045 LRTP: Goal 1; Objective 3,4 & 5 ; Page 2-2						
Fund Code:	DWS-WEIGH STATIONS - STATE 100%			3,803,002				3,803,002
Item: 437001 2 Totals				3,803,002				3,803,002
Project Totals				3,803,002				3,803,002
<div><div>Project Description: CHARLOTTE TMC OPS</div><div>Item Number: 437105 1</div><div>District: 01</div></div> <div><div>FUND COUNTY WIDE</div><div></div><div>County: CHARLOTTE</div></div> <div><div></div><div>Type of Work: OTHER ITS</div><div></div></div> <div><div></div><div>Project Length: 0.001MI</div><div></div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
OPERATIONS / MANAGED BY CHARLOTTE COUNTY		2045 LRTP: Goal 1; Objective1& 4 ; Page 2-2						
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	91,000	90,000	90,000	90,000	90,000		451,000
Item: 437105 1 Totals		91,000	90,000	90,000	90,000	90,000		451,000
Project Totals		91,000	90,000	90,000	90,000	90,000		451,000
<div><div>Project Description: SR 45 (US 41)</div><div>Item Number: 438262 1</div><div>District: 01</div></div> <div><div>TAMIAMI TRAIL FROM CONWAY BLVD TO</div><div></div><div>County: CHARLOTTE</div></div> <div><div>MIDWAY BLVD</div><div></div><div>Type of Work: SIDEWALK</div></div> <div><div></div><div>Project Length: 2.136MI</div><div></div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT		2045 LRTP Table 7-3; Map ID 98; Page 7-17						
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO		257,305					257,305
	SL-STP, AREAS <= 200K		328,033					328,033
	TALL-TRANSPORTATION ALTS- <200K	10,366	212,996					223,362
	TALT-TRANSPORTATION ALTS- ANY AREA		31,666					31,666
Phase: PRELIMINARY ENGINEERING Totals		10,366	830,000					840,366
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	CM-CONGESTION MITIGATION - AQ						2,803	2,803
	DDR-DISTRICT DEDICATED REVENUE						2,642,502	2,642,502
							1,154	1,154
	DIH-STATE IN-HOUSE PRODUCT SUPPORT						323,487	323,487
	DS-STATE PRIMARY HIGHWAYS & PTO						5,857	5,857
	SL-STP, AREAS <= 200K						14,941	14,941
	TALL-TRANSPORTATION ALTS- <200K						1,484,932	1,484,932
Phase: CONSTRUCTION Totals							4,475,676	
Item: 438262 1 Totals		10,366	830,000				4,475,676	840,366

<div><div>Item Number: 440442 1</div><div>Project Description: SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR</div></div>									
<div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: SIDEWALK</div><div>Project Length: 2.652MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP Table 7-3; Map ID 98; Page 7-17									
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	822,528							822,528
	DS-STATE PRIMARY HIGHWAYS & PTO	52							52
	SA-STP, ANY AREA	132,427							132,427
	TALL-TRANSPORTATION ALTS- <200K	168,506							168,506
	TALT-TRANSPORTATION ALTS- ANY AREA	273,916							273,916
Phase: PRELIMINARY ENGINEERING Totals		1,397,429							1,397,429
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	12,734							12,734
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	TALT-TRANSPORTATION ALTS- ANY AREA			75,000					75,000
Item: 440442 1 Totals		1,410,163		75,000					1,485,163
Project Totals		1,420,529	830,000	75,000			4,475,676		2,325,529
<div><div>Item Number: 438996 1</div><div>Project Description: I-75 (SR 93) AT CR 769 (KINGS HWY)</div></div>									
<div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: LANDSCAPING</div><div>Project Length: 0.640MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP: Goal 3 ; Objective 4; Page 2-2									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,000							10,000
	DS-STATE PRIMARY HIGHWAYS & PTO	204,097							204,097
Phase: PRELIMINARY ENGINEERING Totals		214,097							214,097
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		1,007,908						1,007,908
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		51,350						51,350
	DS-STATE PRIMARY HIGHWAYS & PTO		9,320						9,320
Phase: CONSTRUCTION Totals			1,068,578						1,068,578
Item: 438996 1 Totals		214,097	1,068,578						1,282,675
Project Totals		214,097	1,068,578						1,282,675

<div><div>Item Number: 441524 1</div><div>Project Description: TAMIAMI TRAIL (SR 45/US 41) FROM WILLIAM ST TO PEACE RIVER BRIDGE</div><div>District: 01County: CHARLOTTEType of Work: RESURFACINGProject Length: 0.910MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP: Goal 1 ; Objective 1; Page 2-2									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,665,112							1,665,112
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	51,714							51,714
	DS-STATE PRIMARY HIGHWAYS & PTO	102,235							102,235
Phase: PRELIMINARY ENGINEERING Totals		1,819,061							1,819,061
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	160,000							160,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,000							10,000
Phase: RIGHT OF WAY Totals		170,000							170,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	808		4,636,893					4,637,701
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			1,056					1,056
	DS-STATE PRIMARY HIGHWAYS & PTO	40		321,462					321,502
	LF-LOCAL FUNDS			713,793					713,793
	SA-STP, ANY AREA			621,948					621,948
	SL-STP, AREAS <= 200K			105,600					105,600
Phase: CONSTRUCTION Totals		848		6,400,752					6,401,600
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO			50,000					50,000
	TALT-TRANSPORTATION ALTS- ANY AREA		20,000						20,000
Phase: ENVIRONMENTAL Totals			20,000	50,000					70,000
Item: 441524 1 Totals		1,989,909	20,000	6,450,752					8,460,661
Project Totals		1,989,909	20,000	6,450,752					8,460,661
<div><div>Item Number: 441552 1</div><div>Project Description: SR 35 (US 17) FROM SR 45 (US 41) TO BERMONT ROAD (CR 74)</div><div>District: 01County: CHARLOTTEType of Work: RESURFACINGProject Length: 4.154MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP: Goal 1 ; Objective 1; Page 2-2									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	864	1,000,000						1,000,864
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,123							10,123
	DS-STATE PRIMARY HIGHWAYS & PTO	48,789							48,789
Phase: PRELIMINARY ENGINEERING Totals		59,776	1,000,000						1,059,776
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	8,475							8,475
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			5,280					5,280
	DS-STATE PRIMARY HIGHWAYS & PTO	124		7,941,519					7,941,643
Phase: CONSTRUCTION Totals		8,599		7,946,799					7,955,398
Item: 441552 1 Totals		68,375	1,000,000	7,946,799					9,015,174
Project Totals		68,375	1,000,000	7,946,799					9,015,174

<div><div>Project Description: SR 31 FROM CR 74 TO Item Number: 441950 1CR 74</div><div>*SIS*</div></div> <div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: ROUNDABOUT</div><div>Project Length: 0.239MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP Table 8-6; Map ID 60; Page 8-8									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,217							1,217
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	21,524							21,524
	DS-STATE PRIMARY HIGHWAYS & PTO	541							541
	GFSN-GF STPBG	218,016							218,016
	SN-STP, MANDATORY NON-URBAN <= 5K	981,984							981,984
Phase: PRELIMINARY ENGINEERING Totals		1,223,282							1,223,282
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	69,959							69,959
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	20,000							20,000
	SL-STP, AREAS <= 200K		847,720						847,720
Phase: RIGHT OF WAY Totals		89,959	847,720						937,679
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DI-ST. - S/W INTER/INTRASTATE HWY				500,000				500,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	471							471
	DI-ST. - S/W INTER/INTRASTATE HWY				6,533,379				6,533,379
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				1,086				1,086
	DS-STATE PRIMARY HIGHWAYS & PTO	6,069							6,069
Phase: CONSTRUCTION Totals		6,540			6,534,465				6,541,005
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	46,831							46,831
	ACSN-ADVANCE CONSTRUCTION (SN)	79,672							79,672
	TALN-TRANSPORTATION ALTS- < 5K	31,275							31,275
Phase: ENVIRONMENTAL Totals		157,778							157,778
Item: 441950 1 Totals		1,477,559	847,720		7,034,465				9,359,744
Project Totals		1,477,559	847,720		7,034,465				9,359,744
<div><div>Project Description: I-75 (SR 93) ADMS Item Number: 442098 1FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE</div><div>*SIS*</div></div> <div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: DYNAMIC MESSAGE SIGN</div><div>Project Length: 22.008MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP: Goal 1 ; Objective 5; Page 2-2									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					300,000			300,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	5,000							5,000
	DITS-STATEWIDE ITS - STATE 100%.		125,000						125,000
Phase: PRELIMINARY ENGINEERING Totals		5,000	125,000			300,000			430,000
DESIGN BUILD / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		505,952						505,952
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		5,135						5,135
	DITS-STATEWIDE ITS - STATE 100%.		1,540,500						1,540,500
Phase: DESIGN BUILD Totals			2,051,587						2,051,587
Item: 442098 1 Totals		5,000	2,176,587			300,000			2,481,587
Project Totals		5,000	2,176,587			300,000			2,481,587

<div><div>Project Description: SR 776 (EL JOBEAN RD) FROM MYAKKA RIVER TO MURDOCK CIRCLE</div><div>Item Number: 444907 1</div></div>											
District: 01			County: CHARLOTTE		Type of Work: LANDSCAPING		Project Length: 5.681MI				
			Fiscal Year								
Phase / Responsible Agency			<2023	2023	2024	2025	2026	2027	>2027	All Years	
CONSTRUCTION / MANAGED BY CHARLOTTE COUNTY BOCC			2045 LRTP: Goal 3 ; Objective 4; Page 2-2								
Fund Code: DDR-DISTRICT DEDICATED REVENUE							852,000			852,000	
Item: 444907 1 Totals							852,000			852,000	
Project Totals							852,000			852,000	
<div><div>Project Description: SR 776 FROM MYAKKA RIVER TO WILLOWBEND DR</div><div>Item Number: 445475 1</div></div>											
District: 01			County: CHARLOTTE		Type of Work: RESURFACING		Project Length: 1.761MI				
			Fiscal Year								
Phase / Responsible Agency			<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY FDOT			2045 LRTP: Goal 1 ; Objective 1; Page 2-2								
Fund Code:			DDR-DISTRICT DEDICATED REVENUE	111						111	
			DIH-STATE IN-HOUSE PRODUCT SUPPORT	15,209							15,209
			DS-STATE PRIMARY HIGHWAYS & PTO	566,444							566,444
Phase: PRELIMINARY ENGINEERING Totals			581,764							581,764	
CONSTRUCTION / MANAGED BY FDOT											
Fund Code:			DDR-DISTRICT DEDICATED REVENUE		1,754,119					1,754,119	
			DIH-STATE IN-HOUSE PRODUCT SUPPORT		1,027						1,027
			DS-STATE PRIMARY HIGHWAYS & PTO	1,573	1,784,014						1,785,587
			SL-STP, AREAS <= 200K		344,393						344,393
Phase: CONSTRUCTION Totals			1,573	3,883,553						3,885,126	
Item: 445475 1 Totals			583,337	3,883,553						4,466,890	
Project Totals			583,337	3,883,553						4,466,890	
<div><div>Project Description: I-75 PUNTA GORDA WEIGH STATION - RESURFACING</div><div>Item Number: 446281 1</div></div>											
District: 01			County: CHARLOTTE		Type of Work: MCCO WEIGH STATION *SIS* STATIC/WIM		Project Length: 0.956MI				
			Fiscal Year								
Phase / Responsible Agency			<2023	2023	2024	2025	2026	2027	>2027	All Years	
CONSTRUCTION / MANAGED BY FDOT			2045 LRTP: Goal 5 ; Objective 4; Page 2-3								
Fund Code: DWS-WEIGH STATIONS - STATE 100%						12,282,882				12,282,882	
Item: 446281 1 Totals						12,282,882				12,282,882	
Project Totals						12,282,882				12,282,882	
<div><div>Project Description: US 41 (SR 45) AT S FORK ALLIGATOR CREEK</div><div>Item Number: 446339 1</div></div>											
District: 01			County: CHARLOTTE		Type of Work: PEDESTRIAN/WILDLIFE OVERPASS		Project Length: 0.022MI				
			Fiscal Year								
Phase / Responsible Agency			<2023	2023	2024	2025	2026	2027	>2027	All Years	
PRELIMINARY ENGINEERING / MANAGED BY CHARLOTTE COUNTY BOCC			2045 LRTP: Goal 5 ; Objective 4; Page 2-3								
Fund Code: TALL-TRANSPORTATION ALTS- <200K						290,000				290,000	
Item: 446339 1 Totals						290,000				290,000	
Project Totals						290,000				290,000	



<div><div>Item Number: 448931 1</div><div>Project Description: SR 45 (US 41) FROM S OF MORNINGSIDE DR TO N OF ST PIERRE RD</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: RESURFACING</div><div>Project Length: 2.794MI</div></div>									
Phase / Responsible Agency		Fiscal Year							
		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT		2045 LRTP: Goal 1 ; Objective 1; Page 2-2							
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT		544,000						544,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				757,532				757,532
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				5,430				5,430
	DS-STATE PRIMARY HIGHWAYS & PTO				6,124,729				6,124,729
Phase: CONSTRUCTION Totals					6,887,691				6,887,691
Item: 448931 1 Totals			544,000		6,887,691				7,431,691
Project Totals			544,000		6,887,691				7,431,691
<div><div>Item Number: 449652 1</div><div>Project Description: SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY LINE</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: SAFETY PROJECT</div><div>Project Length: 1.020MI</div></div>									
Phase / Responsible Agency		Fiscal Year							
		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT		2045 LRTP: Table 8-6; Map ID 51; Page 8-8							
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)					479,000			479,000
Item: 449652 1 Totals						479,000			479,000
Project Totals						479,000			479,000

MAINTENANCE								
<div><div>Project Description: CHARLOTTE CO ROADWAY &amp; BRIDGE MAINT PRIMARY</div><div>Item Number: 408252 1 District: 01</div><div>SYSTEM County: CHARLOTTE</div><div>Type of Work: ROUTINE MAINTENANCE</div><div>Project Length: 0.000</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT		2045 LRTP: Goal 1 ; Objective 1; Page 2-2						
Fund Code:	D-UNRESTRICTED STATE PRIMARY	9,743,693	65,000	65,000				9,873,693
Item: 408252 1 Totals		9,743,693	65,000	65,000				9,873,693
Project Totals		9,743,693	65,000	65,000				9,873,693
<div><div>Project Description: CHARLOTTE CO ROADWAY &amp; BRIDGE MAINT INTERSTATE</div><div>Item Number: 408253 1 District: 01</div><div>SYSTEM County: CHARLOTTE</div><div>*SIS* Type of Work: ROUTINE MAINTENANCE</div><div>Project Length: 0.000</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT		2045 LRTP: Goal 1 ; Objective 1; Page 2-2						
Fund Code:	D-UNRESTRICTED STATE PRIMARY	1,154,752	12,000	12,000				1,178,752
Item: 408253 1 Totals		1,154,752	12,000	12,000				1,178,752
Project Totals		1,154,752	12,000	12,000				1,178,752
<div><div>Project Description: CHARLOTTE COUNTY HIGHWAY LIGHTING</div><div>Item Number: 412573 1 District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: ROUTINE MAINTENANCE</div><div>Project Length: 0.000</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY CHARLOTTE COUNTY BOARD OF COUNT		2045 LRTP: Goal 1 ; Objective 1; Page 2-2						
Fund Code:	D-UNRESTRICTED STATE PRIMARY	965,992		252,335				1,218,327
	DDR-DISTRICT DEDICATED REVENUE	1,865,061						1,865,061
Phase: BRDG/RDWY/CONTRACT MAINT Totals		2,831,053		252,335				3,083,388
Item: 412573 1 Totals		2,831,053		252,335				3,083,388
Project Totals		2,831,053		252,335				3,083,388

<div>Item Number: 413536 1Project Description: PUNTA GORDADistrict: 01County: CHARLOTTEType of Work: ROUTINE MAINTENANCEProject Length: 0.000</div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY PUNTA GORDA, CITY OF		2045 LRTP: Goal 1 ; Objective 1; Page 2-2							
Fund Code:	D-UNRESTRICTED STATE PRIMARY	897,297	187,520	173,241					1,258,058
	DDR-DISTRICT DEDICATED REVENUE	1,170,699							1,170,699
Phase: BRDG/RDWY/CONTRACT MAINT Totals		2,067,996	187,520	173,241					2,428,757
Item: 413536 1 Totals		2,067,996	187,520	173,241					2,428,757
Project Totals		2,067,996	187,520	173,241					2,428,757
<div>Item Number: 427781 1Project Description: ITS DEVICES ELECTRICDistrict: 01County: CHARLOTTEType of Work: OTHER ITSProject Length: 0.000Extra Description: ELECTRICITY FOR ITS DEVICES IN</div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT		2045 LRTP: Goal 1 ; Objective 1; Page 2-2							
Fund Code:	D-UNRESTRICTED STATE PRIMARY	266,890	27,000	27,000					320,890
	DS-STATE PRIMARY HIGHWAYS & PTO	39							39
Phase: BRDG/RDWY/CONTRACT MAINT Totals		266,929	27,000	27,000					320,929
Item: 427781 1 Totals		266,929	27,000	27,000					320,929
Project Totals		266,929	27,000	27,000					320,929
<div>Item Number: 432899 1Project Description: CHARLOTTE COUNTYDistrict: 01County: CHARLOTTEType of Work: ROUTINE MAINTENANCEProject Length: 0.000</div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT		2045 LRTP: Goal 1 ; Objective 1; Page 2-2							
Fund Code:	D-UNRESTRICTED STATE PRIMARY	10,939,919	70,000	70,000					11,079,919
		10,939,919	70,000	70,000					11,079,919
<div>Item Number: 432899 2Project Description: CHARLOTTE COUNTY ASSET MAINTENANCEDistrict: 01County: CHARLOTTEType of Work: ROUTINE MAINTENANCEProject Length: 0.000</div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT		2045 LRTP: Goal 1 ; Objective 1; Page 2-2							
Fund Code:	D-UNRESTRICTED STATE PRIMARY	3,099,553	2,236,231	2,236,231	2,236,231	2,236,231	2,236,231		14,280,708
		3,099,553	2,236,231	2,236,231	2,236,231	2,236,231	2,236,231		12,044,477
Item: 432899 2 Totals		3,099,553	2,236,231	2,236,231	2,236,231	2,236,231	2,236,231		12,044,477
Project Totals		14,039,472	2,306,231	2,306,231	2,236,231	2,236,231	2,236,231		23,124,396

MISCELLANEOUS								
Item Number: 443602 1    Project Description: CAPE HAZE PIONEER District: 01                      County: CHARLOTTE                      Type of Work: BIKE PATH/TRAIL                      Project Length: 0.000								
	Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
P D & E / MANAGED BY FDOT                      2045 LRTP: Goal 5 ; Objective 4; Page 2-3								
Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT			1,000					1,000
Item: 443602 1 Totals			1,000					1,000
			1,000					1,000
Project Totals								
Grand Total	102,456,262	26,067,362	37,201,988	39,489,689	37,811,578	12,224,300		243,026,879

**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

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



## 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
<b><i>Only unfunded portion for partially funded projects:</i></b>			
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
<b><i>Fully unfunded projects:</i></b>			
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	
<b>PROJECT CATEGORY - UNFUNDED TOTAL</b>		<b>30,086</b>	

**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
<b>1% SALES TAX REVENUE</b>				<b>3,650</b>	<b>3,650</b>	<b>3,650</b>	<b>3,650</b>	<b>3,650</b>	<b>913</b>	<b>19,163</b>				
<b>EXPENDITURES:</b>														
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
<b>1% SALES TAX FUNDING TOTAL</b>		<b>45,779</b>	<b>8,935</b>	<b>6,018</b>	<b>2,458</b>	<b>1,268</b>	<b>2,535</b>	<b>2,287</b>	<b>861</b>	<b>24,362</b>	<b>7,428</b>	<b>2,872</b>	<b>4,645</b>	<b>6,472</b>
<b>Estimated Projected Carryover - Beg</b>				<b>1,864</b>	<b>(504)</b>	<b>688</b>	<b>3,070</b>	<b>4,185</b>	<b>5,548</b>					
<b>Estimated Projected Carryover - End</b>				<b>(504)</b>	<b>688</b>	<b>3,070</b>	<b>4,185</b>	<b>5,548</b>	<b>5,600</b>					
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					
<b>Estimated Projected Carryover - End with Interfund Loan</b>				<b>1,496</b>	<b>2,688</b>	<b>5,070</b>	<b>4,185</b>	<b>5,548</b>	<b>5,600</b>					

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

FLP: TRANSIT									
<div><div><div>Item Number: 410119 1</div><div>District: 01</div><div>Extra Description:</div></div><div><div>Project Description: CHARLOTTE COUNTY TRANSIT FTA SECTION 5311 OPERATING ASSISTANCE</div><div>County: CHARLOTTE SECTION 5311 RURAL AND SMALL AREAS PARATRANSIT OPERATING</div></div><div><div>Type of Work: OPERATING/ADMIN. ASSISTANCE</div><div>Project Length: 0.000</div></div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / MANAGED BY CHARLOTTE COUNTY AREA TRANSIT		2045 LRTP: Transit Needs Page 7-12							
Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB	1,073,780	82,000	82,000	50,000	82,800	82,800		1,453,380
	LF-LOCAL FUNDS	1,073,780	82,000	82,000	50,000	82,800	82,800		1,453,380
Phase: OPERATIONS Totals		2,147,560	164,000	164,000	100,000	165,600	165,600		2,741,160
Item: 410119 1 Totals		2,147,560	164,000	164,000	100,000	165,600	165,600		2,741,160
Project Totals		2,147,560	164,000	164,000	100,000	165,600	165,600		2,741,160
<div><div><div>Item Number: 410138 1</div><div>District: 01</div></div><div><div>Project Description: CHARLOTTE COUNTY</div><div>County: CHARLOTTE</div></div><div><div>Type of Work: OPERATING FOR FIXED</div><div>Project Length: 0.000</div></div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / MANAGED BY CHARLOTTE COUNTY AREA TRANSIT		2045 LRTP: Transit Needs Page 7-12							
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,489,017	439,417	447,909		475,187	494,568		3,346,098
	DPTO-STATE - PTO	3,028,738			461,346				3,490,084
	DS-STATE PRIMARY HIGHWAYS & PTO	467,674							467,674
	FTA-FEDERAL TRANSIT ADMINISTRATION	3,102,116							3,102,116
	LF-LOCAL FUNDS	4,563,232	439,417	447,909	461,346	475,187	494,568		6,881,659
Phase: OPERATIONS Totals		12,650,777	878,834	895,818	922,692	950,374	989,136		16,298,495
Item: 410138 1 Totals		12,650,777	878,834	895,818	922,692	950,374	989,136		16,298,495
Project Totals		12,650,777	878,834	895,818	922,692	950,374	989,136		16,298,495

<div><div>Item Number: 410145 1</div><div>Project Description: CHARLOTTE COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE SMALL URBAN</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: CAPITAL FOR FIXED ROUTE</div><div>Project Length: 0.000</div><div>Extra Description: SECTION 5307 URBANIZED AREAS LARGE URBAN CITIES TRANSIT IMPROVEMENTS</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / MANAGED BY CHARLOTTE COUNTY AREA TRANSIT		2045 LRTP: Transit Needs Page 7-12						
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION	16,775,221	928,598	1,021,457	1,123,603	1,235,963	1,227,473	22,312,315
	LF-LOCAL FUNDS	4,178,155	232,149	255,364	280,901	308,991	306,868	5,562,428
Phase: CAPITAL Totals		20,953,376	1,160,747	1,276,821	1,404,504	1,544,954	1,534,341	26,340,402
Item: 410145 1 Totals		20,953,376	1,160,747	1,276,821	1,404,504	1,544,954	1,534,341	26,340,402
Project Totals		20,953,376	1,160,747	1,276,821	1,404,504	1,544,954	1,534,341	26,340,402
<div><div>Item Number: 441979 1</div><div>Project Description: CHARLOTTE COUNTY</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: OPERATING FOR FIXED</div><div>Project Length: 0.000</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
OPERATIONS / MANAGED BY CHARLOTTE COUNTY AREA TRANSIT		2045 LRTP: Transit Needs Page 7-12						
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION	3,725,416	767,437	724,817	750,452	767,437	762,164	7,497,723
	LF-LOCAL FUNDS	3,725,416	767,437	724,817	750,452	767,437	762,164	7,497,723
Phase: OPERATIONS Totals		7,450,832	1,534,874	1,449,634	1,500,904	1,534,874	1,524,328	13,471,118
Item: 441979 1 Totals		7,450,832	1,534,874	1,449,634	1,500,904	1,534,874	1,524,328	13,471,118
Project Totals		7,450,832	1,534,874	1,449,634	1,500,904	1,534,874	1,524,328	13,471,118
<div><div>Item Number: 441980 1</div><div>Project Description: CHARLOTTE COUNTY</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: PUBLIC TRANSPORTATION</div><div>Project Length: 0.000</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / MANAGED BY CHARLOTTE COUNTY AREA TRANSIT		2045 LRTP: Transit Needs Page 7-12						
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION	1,886,601	381,469	419,616	461,578	507,736	468,860	4,125,860
	LF-LOCAL FUNDS	471,651	95,367	104,904	115,395	126,934	117,215	1,031,466
Phase: CAPITAL Totals		2,358,252	476,836	524,520	576,973	634,670	586,075	4,571,251
Item: 441980 1 Totals		2,358,252	476,836	524,520	576,973	634,670	586,075	4,571,251
Project Totals		2,358,252	476,836	524,520	576,973	634,670	586,075	4,571,251



TRANSPORTATION PLANNING								
<div><div>Item Number: 439316 4</div><div>Project Description: CHARLOTTE CTY/PUNTA GORDA FY 2022/2023-2023/2024 UPWP</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: TRANSPORTATION PLANNING</div><div>Project Length: 0.000</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE		2045 LRTP: Goals and Objectives Page 2-1						
Fund Code: PL-METRO PLAN (85% FA; 15% OTHER)			641,623	600,719				1,242,342
Item: 439316 4 Totals			641,623	600,719				1,242,342
<div><div>Item Number: 439316 5</div><div>Project Description: CHARLOTTE CTY/PUNTA GORDA FY 2024/2025-2025/2026 UPWP</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: TRANSPORTATION PLANNING</div><div>Project Length: 0.000</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE		2045 LRTP: Goals and Objectives Page 2-1						
Fund Code: PL-METRO PLAN (85% FA; 15% OTHER)					605,812	611,008		1,216,820
Item: 439316 5 Totals					605,812	611,008		1,216,820
<div><div>Item Number: 439316 6</div><div>Project Description: CHARLOTTE CTY/PUNTA GORDA FY 2026/2027-2027/2028 UPWP</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: TRANSPORTATION PLANNING</div><div>Project Length: 0.000</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE		2045 LRTP: Goals and Objectives Page 2-1						
Fund Code: PL-METRO PLAN (85% FA; 15% OTHER)							611,008	611,008
Item: 439316 6 Totals							611,008	
Project Totals			641,623	600,719	605,812	611,008	611,008	2,459,162

## **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 April 18, 2022. All these projects are consistent, to the extent feasible, with approved local government comprehensive plans.

FLP: AVIATION								
Item Number: 441866 1 Project Description: PUNTA GORDA ARPT T-District: 01County: CHARLOTTEType of Work: AVIATIONProject Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE		2045 LRTP : Airport Facilities Page 7-19						
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				1,000,000			1,000,000
	LF-LOCAL FUNDS				1,000,000			1,000,000
					2,000,000			2,000,000
Phase: CAPITAL Totals								
Item: 441866 1 Totals					2,000,000			2,000,000
Project Totals					2,000,000			2,000,000
Item Number: 441867 1 Project Description: PUNTA GORDA ARPT T-District: 01County: CHARLOTTEType of Work: AVIATION PRESERVATIONProject Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE		2045 LRTP : Airport Facilities Page 7-19						
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	185,459	776,225					961,684
	DIS-STRATEGIC INTERMODAL SYSTEM	393,364						393,364
	DPTO-STATE - PTO	150,000						150,000
	FAA-FEDERAL AVIATION ADMIN	4,726,224						4,726,224
	GMR-GROWTH MANAGEMENT FOR SIS	2,094,698						2,094,698
	LF-LOCAL FUNDS	2,823,521	776,225					3,599,746
Phase: CAPITAL Totals		10,373,266	1,552,450					11,925,716
Item: 441867 1 Totals		10,373,266	1,552,450					11,925,716
Project Totals		10,373,266	1,552,450					11,925,716
Item Number: 444091 1 Project Description: PUNTA GORDA ARPT GENERAL AVIATION TERMINAL DESIGN/CONSTRUCTDistrict: 01County: CHARLOTTEType of Work: AVIATION CAPACITY PROJECTProject Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE		2045 LRTP : Airport Facilities Page 7-19						
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,000,000		1,000,000	1,000,000			3,000,000
	DPTO-STATE - PTO	200,000						200,000
	LF-LOCAL FUNDS	1,200,000		1,000,000	1,000,000			3,200,000
Phase: CAPITAL Totals		2,400,000		2,000,000	2,000,000			6,400,000
Item: 444091 1 Totals		2,400,000		2,000,000	2,000,000			6,400,000
Project Totals		2,400,000		2,000,000	2,000,000			6,400,000
Item Number: 446356 1 Project Description: PUNTA GORDA ARPT T-District: 01County: CHARLOTTEType of Work: AVIATION PRESERVATIONProject Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE		2045 LRTP : Airport Facilities Page 7-19						
Fund Code:	DPTO-STATE - PTO				55,500			55,500
	FAA-FEDERAL AVIATION ADMIN				999,000			999,000
	LF-LOCAL FUNDS				55,500			55,500
Phase: CAPITAL Totals					1,110,000			1,110,000
Item: 446356 1 Totals					1,110,000			1,110,000
Project Totals					1,110,000			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
<b>TOTAL 413042 4</b>	<b>14,625</b>
<b>TOTAL 413042 4</b>	<b>14,625</b>

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
<b>TOTAL 419379 5</b>	<b>20,244</b>
<b>TOTAL 419379 5</b>	<b>20,244</b>

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
<b>TOTAL 431219 1</b>	<b>1,000</b>
<b>TOTAL 431219 1</b>	<b>1,000</b>

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
<b>TOTAL 434965 1</b>	<b>-883,065</b>
<b>TOTAL 434965 1</b>	<b>-883,065</b>



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
<b>TOTAL 434965 2</b>	<b>874,639</b>
<b>TOTAL 434965 2</b>	<b>874,639</b>

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
<b>TOTAL 434988 1</b>	<b>-4,017</b>
<b>TOTAL 434988 1</b>	<b>-4,017</b>

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
<b>TOTAL 435390 1</b>	<b>748,930</b>
<b>TOTAL 435390 1</b>	<b>748,930</b>

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
<b>TOTAL 436597 1</b>	<b>529,865</b>
<b>TOTAL 436597 1</b>	<b>529,865</b>

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:440442 1  
DISTRICT:01  
ROADWAY ID:01010000

PROJECT DESCRIPTION:SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR  
COUNTY:CHARLOTTE  
PROJECT LENGTH: 2.652MI

```

*NON-SIS*
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

```

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	132,427
<b>TOTAL 440442 1</b>	<b>132,427</b>
<b>TOTAL 440442 1</b>	<b>132,427</b>

ITEM NUMBER:440670 1	PROJECT DESCRIPTION:US 41 (SR 45) FROM CARMALITA STREET TO MARION AVENUE
DISTRICT:01	COUNTY:CHARLOTTE
ROADWAY ID:01010000	PROJECT LENGTH: .490MI

```

*NON-SIS*
TYPE OF WORK:TRAFFIC SIGNALS
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

```

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	5,412
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP	-21,107
SL	-26,337
TOTAL 440670 1	-42,032
TOTAL 440670 1	-42,032
TOTAL DIST: 01	1,392,616
TOTAL HIGHWAYS	1,392,616

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

**PLANNING**  
=====

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

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

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

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

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

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

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

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



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

# **APPENDIX – B**

## **Public Comments**

MAY 16, 2022  
MPO BOARD MEETING

**AGENDA ITEM # 8-A**  
**MPO BOARD CHAIR'S REPORT**

MAY 16, 2022  
MPO BOARD MEETING

**AGENDA ITEM # 8-B**  
**CITIZENS' ADVISORY COMMITTEE (CAC) CHAIR'S REPORT**



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

**MINUTES OF THE APRIL 13, 2022  
CITIZENS' ADVISORY COMMITTEE (CAC) MEETING**

**MEMBERS PARTICIPATING IN PERSON**

Della Booth, South County Representative  
Charles Counsil, At-Large Representative, CAC Chair  
Pauline Klein, At-Large Representative  
William Klossner, South County Representative  
Dianne Quilty, Mid County Representative, CAC Vice Chair

**MEMBER ABSENT**

Steven E. Hurt, Mid County Representative - excused  
Steve Schoff, West County Representative – excused  
Ed Zubal, West County Representative – excused  
Robert Logan, Mid 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

**OTHERS PARTICIPATING IN MICROSOFT TEAMS**

Bekie Leslie, MPO Administrative Services Coordinator  
Ravi Kamarajugadda, Charlotte County Public Works  
Vitor Siguri, FDOT  
Babuji Ambikapathy, VHB (FDOT Consultant)  
Srinivas Kandala, VHB (FDOT Consultant)  
Raja Pemmanaboina, VHB (FDOT Consultant)

Patty Huff, USBR Volunteer  
Kerry Irons, USBR Volunteer Coordinator, Adventure Cycling Association

**1. Call to Order & Roll Call**

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

**2. Pledge of Allegiance**

All attendees recited the Pledge of Allegiance.

**3. Public Comments on Agenda Items**

There were no public comments received.

**4. Reports**

**A. Chair's Report**

Charles Council had nothing to report.

**B. City of Punta Gorda Report**

Beaumont Hayner had nothing to report.

**C. Charlotte County Report**

Ravi Kamarajugadda had no new projects to discuss. He requested that if CAC Members had questions or concerns, would they please let him know.

Della Booth spoke regarding closing the US 41 median at Rio Villa Drive. She stated that Baynard Drive conditions had worsened, and the roadway was deteriorating. Charles Council confirmed her concerns. He noted that traffic on Baynard Drive may be worse during season, and there is tremendous difficulty crossing the intersection. The anticipated additional traffic would worsen the situation. Ravi Kamarajugadda noted that the US 41 at Rio Villa Drive project would be overseen by FDOT.

**D. Sheriff's Report**

Sgt Dustin Paille had indicated to Laks Gurram that he would participate in the meeting, but he did not attend. Laks Gurram stated that he would follow up. D'Juan Harris stated that he would be meeting with Charlotte County Sheriff Bill Prummel in a few weeks. He stated that he would reiterate the need to have a Sheriff's Department staff person participate at the CAC.

## **5. Florida Department of Transportation (FDOT) Report**

Tanya Merkle reported that FDOT had received the draft MPO UPWP. It had gone through the initial review with only a few small comments necessary. She praised the efforts of the MPO staff. She also described a meeting that had been held the prior week between FDOT staff including those from the Interstate Planning Office and other interested local governmental staffs regarding the potential new interstate interchange. FDOT needs the local jurisdictions to have a plan regarding the location, since the interchange will connect much of the region, and more coordination at the local level is needed. The interchange analysis is just commencing. The City of North Port has planned for development in the Yorkshire Street area. This involves Sarasota and DeSoto Counties as well as Charlotte County. It is too soon for a timeline on the project. D’Juan Harris stated that FDOT/FHWA studies upstream and downstream traffic patterns and determines when they are projected to fail. That data triggers when an additional interchange is required. The 2030 timeframe was discussed. In order to expedite the process, regional connectivity needed to be better addressed. That is why FDOT was reaching out to local agencies and MPOs in all 3 counties. Currently, the Interstate Justification Report had not commenced yet. Dianne Quilty observed the the process might be sooner than later relatively speaking. Tanya Merkle stated that FDOT was not waiting until the interstate failed in the region. FDOT sought cohesion and agreement between all interested parties over this hot topic. D’Juan Harris stated that the FDOT Interstate Planning Office team would provide a presentation to the Committees and MPO Board once the preliminary analysis is complete. Della Booth commented on the I-75/Raintree Blvd area, noting that no utilities including electricity were available at that location currently. Tanya Merkle stated that this issue was being coordinated with FDOT.

D’Juan Harris reported on an FDOT SR 776 at Gulfstream Blvd project. He distributed an FDOT flyer related to this effort.

## **6. Consent Agenda**

- A. Approval of Minutes: March 9, 2022 Meeting**
- B. MPO Board Resolution #2022-02 Authorizing FY 2022/2023 Transportation Disadvantaged (TD) Planning Grant Agreement**

*William Klossner made a motion to approve the March 9, 2022 CAC Meeting Minutes. Dianne Quilty seconded the motion, and it was passed unanimously.*

*Dianne Quilty made a motion to recommend MPO Board approval of MPO Board Resolution #2022-02 Authorizing FY 2022/2023 Transportation Disadvantaged (TD) Planning Grant Agreement. Pauline Klein seconded the motion, and it was passed unanimously.*

## **7. Final Draft FY 2022/2023 – FY 2023/2024 Unified Planning Work Program (UPWP)**

D’Juan Harris discussed the Final Draft FY 2023 - FY 2024 Unified Planning Work Program (UPWP)/Metropolitan Planning Organization Agreement which describes transportation planning activities and establishes the MPO budget for the fiscal years spanning from calendar dates July 1, 2022 to June 30, 2024. Included in the UPWP is a description of work to be accomplished

and the cost estimates to carry out each work task activity. Federal and State regulations govern the types of activities that are eligible for federal and state funding.

Following approval of the draft UPWP/Metropolitan Planning Organization Agreement at the March 21, 2022 MPO Board meeting, the draft FY 2023 - FY 2024 UPWP was submitted to the appropriate reviewing agencies for comments. Comments received from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Florida Department of Transportation were addressed and have been incorporated in this final Draft UPWP.

D’Juan Harris reported that some additional Transit funds (approximately \$10,000) would be added to the MPO Board’s packet. Dianne Quilty asked if there were any other significant changes. D’Juan Harris responded that there were not.

***Dianne Quilty** made a Motion to recommend that the MPO Board adopt the Final FY 2023 through FY 2024 UPWP/Metropolitan Planning Organization Agreement and authorize the Chair to sign all required documents. The motion allows for transmittal of the document to FDOT and required agencies, including the ability for staff to make minor changes and adjustments based on comments and input received. **Della Booth** seconded the motion, and it was passed unanimously.*

#### **8. FY 2022/2023-FY 2026-2027 Transportation Improvement Program (TIP)**

Laks Gurram discussed how Federal and State legislation requires 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 found in 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 timeframes to produce those projects. The agreement calls for each MPO to identify regional priorities and include those projects in the respective MPO’s TIP. Those priorities that were adopted last year are included, in accordance with the interlocal agreement in the TIP.

Laks Gurram discussed two minor changes, including on page 4-13 (Bridge Condition Projects received from FDOT staff as of April 1).

***Dianne Quilty** made a Motion to recommend that the MPO Board adopt the Final Draft FY 2022/2023 – FY 2026/2027 Transportation Improvement Program (TIP). **Bill Klossner** seconded the motion, and it was passed unanimously.*



## **9. 2022 Project Priorities**

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 had asked that the initial priorities be submitted by February 12, 2022, to begin their review process. A preliminary list of project priorities is required for submission 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 #2 was the list of project priorities previously approved by the MPO Board at the May 2021 meeting.

The Draft 2022 Project Priorities (Attachment #1) reflected the changes that were proposed at the March 9, 2022, TAC/CAC and March 21, 2022 MPO Board Meeting. The final draft provided at the CAC Meeting reflected the changes that were proposed. 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 explained that once the 2022 Project Priorities were approved by the MPO Board in May, the list would go into the next year's TIP. He noted that some changes were done by staffs from both local agencies and the neighboring MPOs. Any strikeouts would be deleted since projects were completed or funds were obtained. He reviewed recent changes to projects. In particular, he described how Item #10 had been added by the County Traffic Engineer at that morning's TAC Meeting. It was a new Kings Highway project. He also commented on the Edgewater Drive/Flamingo Blvd area project description that had language changed to SR 776 from Collingswood Blvd.

Charles Council inquired about City of Punta Gorda projects. Laks Gurram noted that the project highlighted in blue was the only City project listed and it would be removed, since it will be part of a resurfacing project.

Della Booth commented on the Edgewater Drive/Flamingo Blvd widening project. She noted 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 would serve to relieve traffic on US 41.

Discussion occurred on the sufficiency of the Edgewater Drive roundabout to accommodate traffic flow, and Ravi Kamarajugadda confirmed that it was adequate.

Laks Gurram indicated that the MPO is requesting that FDOT leverage funds to conduct a US 41 Traffic Operational Analysis Feasibility study from Melbourne Street to Harborview Road/Edgewater Drive. He also noted that the proposed Sun Trail projects on the list will be revised before the next CAC meeting.

***Dianne Quilty** made a Motion to recommend that the MPO Board adopt the identified 2022 Transportation Improvement Program (Highway, TAP, CM/TSM and TRIP) Project Priorities for the upcoming FDOT Draft Tentative Work Program Cycle. **Pauline Klein** seconded the motion, and it was passed unanimously.*

## **10. US Bicycle Route 15 Alignment Discussion**

D’Juan Harris introduced Kerry Irons and Patty Huff who gave a PowerPoint presentation.

Adventure Cycling Association, a nonprofit member organization focused on travel by bicycle provided a history and background of the US Bicycle Route (USBR) System and presented draft proposed alignments of USBR 15 in Charlotte, Lee and Collier Counties for public input. The existing segment of USBR 15 is 14 miles long from the Georgia State Line to Madison, Florida (Madison County). There is a proposal to extend the Route from Madison to Miami for an additional 496 miles via Charlotte, Lee and Collier County. The proposed route map and proposed road-by-road direction in Charlotte, Lee and Collier were shown in the presentation.

At the February 25, 2021 meeting, the committee members provided feedback on the proposed route in Charlotte County. This included limited use of US 41 as a proposed route and eliminating Taylor Road. Committee members also suggested using existing City of Punta Gorda bike and trail facilities where possible and considering routes along “quieter” roadways for improved rider safety and aesthetic value. The revised presentation included the recommendations from the BPAC members and the City of Punta Gorda.

On January 26, 2022, the City of Punta Gorda approved a Letter of Support for the USBR 15 route through the city. Approval of this proposal net will be forwarded to the MPO Board for its approval and then, to the Charlotte Board of County Commissioners (BOCC) for its approval. BOCC approval is needed in order for FDOT to request the American Association of State Highway and Transportation Officials (AASHTO) designation of USBR 15.

Patti Huff noted that the proposed US BR 15 involved 19 jurisdictions with a resolution or letter of support to FDOT requested from each. She stated that local governments determine

the best route. The Punta Gorda City Council had requested that the route be revised to traverse the downtown after approaching on US 17 from Arcadia to take advantage of some of the separated pathways. These changes would be reflected in new maps approved by the

local jurisdictions. Charles Council thanked the presenters and looked forward to next steps on this matter.

***Dianne Quilty** made a Motion to recommend that the MPO Board approve the proposed US Bicycle Route 15 alignment in Charlotte County. **Della Booth** seconded the motion, and it was passed unanimously.*

## **11. Veterans Blvd. Corridor Planning Study – Existing Conditions Presentation**

Laks Gurram introduced Vitor Siguri, FDOT, and Babuji Ambikapathy, VHB, who provided an informational presentation. The Florida Department of Transportation (FDOT) District One is conducting a Corridor Planning Study for Veterans Boulevard between US 41 on the west and Kings Highway on the east in Charlotte County. The subject corridor is a 6.9-mile 4-lane divided roadway. The overall objective of this study is to improve mobility, safety, reliability, and connectivity for people who drive, walk, bike, and use transit within the study corridor.

This study will document the following:

- 1) Existing conditions including corridor characteristics, travel patterns, operational analysis of all modes, and safety assessment
- 2) Future conditions including traffic forecasts, access management review (for 2045), operational analysis of all modes and safety analysis, to develop potential safety, operational, and multimodal improvements for the Veterans Boulevard corridor. The identified improvements will be prioritized for short-term (2025), mid-term (2035), and long-term (2045) conditions through close coordination with the Project Steering Committee. The proposed recommendations are subject to change and will be implemented by Charlotte County staff based on the availability of funds.

Based on the results of the Existing conditions and Future conditions analysis, recommendations (safety, operational, and multi-modal) along Veterans Boulevard within the study limits will be developed. These improvements can include (but are not limited to) signalization, mid-block crosswalks, access management, intersection lighting, basic and enhanced intersection improvements and improved signage.

The Final Draft will be presented at the July 6, 2022 TAC/CAC meetings and the July 18, 2022 MPO Board Meeting for final recommendations of the study.

Dianne Quilty indicated that she resides in the vicinity of Torrington Street and detailed significant needs in the area of Norman Street and Veterans Blvd. A major issue was when drivers were turning east onto Loveland Blvd. She noted that these streets are a major way for drivers to avoid logjams when trying to access Veterans Blvd. She detailed major speeding in the area's residential sections, making her neighborhood's condition very hazardous. She

requested that this area's needs, especially the lack of turning ability on Loveland Blvd at Veterans Blvd be considered before study completion. Babuji Ambikapathy stated that this

issue would be addressed. Charles Council thanked the presenters and looked forward to the upcoming follow-up over the next few months.

## **12. Public Comments**

There were no public comments.

## **13. Staff Comments**

Betty-Ann Sherer discussed a recent student fatality in an accident between a bicycle and an automobile at Murdock Circle and US 41. In response, fellow high school students will conduct a bicycle safety event on April 28, 2022 from 4-7 pm at Port Charlotte High School. The event is open to all. It is sponsored by the Charlotte County Sheriff with assistance from FDOT's Safe Routes to School/Bicycle Coordinator and other interested parties. She displayed a draft event flyer.

Wendy Scott mentioned the two CAC vacancies for South County and West County.

MPO Director D'Juan Harris commented on the issue of obtaining a meeting quorum. He stated that the MPO Staff greatly appreciated each CAC Member's attendance. Charles Council noted that a lack of quorum doesn't normally prevent conducting business. Laks Gurram stated that it was seldom a problem in the past.

## **14. Member Comments**

Pauline Klein was amazed that the CAC Meeting only lasted an hour. Charles Council was glad that the CAC had gotten all business accomplished quickly.

## **15. Adjournment (Next CAC Meeting – July 6, 2022)**

There being no further business, the meeting was adjourned at 2: 35 p.m. The next regularly scheduled CAC meeting will be held on Wednesday, July 6, 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.

MAY 16, 2022  
MPO BOARD MEETING

**AGENDA ITEM # 8-C**  
**TECHNICAL ADVISORY COMMITTEE (TAC) CHAIR'S REPORT**



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

**MINUTES OF THE APRIL 13, 2022  
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

**MEMBERS PARTICIPATING IN PERSON**

Mitchell Austin, City of Punta Gorda, TAC Chair  
Don Scott, Lee County MPO  
Ron Ridenour, Charlotte County Airport Authority

**MEMBERS PARTICIPATING IN MICROSOFT TEAMS**

Ravi Kamarajugadda, Vice Chair, Charlotte County Public Works  
Robert Fakhri, Charlotte County Public Works  
Linda Sposito, City of Punta Gorda  
Tony Conte, Charlotte County Public Schools  
Noah Fossick, City of North Port  
Patrick Fuller, Charlotte County Emergency Management

**MEMBERS ABSENT**

Joan Fisher, DeSoto County  
Rick Kolar, Charlotte County, Transit Division  
Shaun Cullinan, Charlotte County Community Development

**OTHERS PARTICIPATING IN PERSON**

Beaumont Hayner, City of Punta Gorda Urban Design  
D’Juan Harris, MPO Director  
Laks Gurram, MPO Principal Planner  
Betty-Ann Sherer, MPO Planner  
Tanya Merkle, FDOT  
Victoria Peters, FDOT

**OTHERS PARTICIPATING IN MICROSOFT TEAMS**

Bekie Leslie, MPO Administrative Services Coordinator  
Vitor Suguri, FDOT  
Slade Downs, Sarasota Manatee MPO  
Babuji Ambikapathy, VHB (FDOT Consultant)  
Raja Pemmanaoina, VHB (FDOT Consultant)  
Srinivas Kandala, VHB (FDOT Consultant)  
Patty Huff, USBR Volunteer  
Kerry Irons, USBR Volunteer Coordinator, Adventure Cycling Association

**1. Call to Order & Roll Call**

Chair Mitchell Austin called the TAC Meeting to order at 9:39 A.M. The roll call was taken; a quorum was present.

**2. Public Comments on Agenda Items**

There were no public comments received.

**3. Chair's Report**

Chair Austin had nothing to report.

**4. Florida Department of Transportation (FDOT) Report**

Tanya Merkle- Initial review of the Draft UPWP has been completed by FDOT, FHWA and FTA with no discrepancies, so it is moving forward.

- The Draft TIP review is in process.
- There is an upcoming Speed Management workshop in the southern area scheduled for June 14 at the SWAO office.

I-75 Interchange April 6, 2022 meeting summary:

Attendees: Sarasota/Manatee MPO staff, Charlotte County – Punta Gorda MPO staff, Charlotte County Public Works Staff and Community Development Staff, and the City of North Port Staff, FDOT Liaisons and DOT Interstate Development Staff.

Topic: Discussion regarding a possible new i75 interchange in the areas of Yorkshire and Raintree.

Summary: Local Agencies are to engage in a coordinated regional planning effort with the FDOT Interstate Office to allow for the best location to be determined.

FDOT is encouraging the appropriate local agencies to continue coordination amongst each other and identify opportunities to improve regional connectivity around the proposed interchange areas.

Once the focus areas are determined, they will be sent to the FDOT Interstate office, then a report will be presented to the Boards and Committees. The City of North Port, Sarasota County and Charlotte County must all be on the same page.

Chair Austin noted the City of Punta Gorda is in support of a new interchange, currently there is a large amount of traffic funneled through the city to get to the Interstate.

Director Harris noted intersection improvements on SR 776 at Gulfstream Blvd/Wilmington Blvd are to begin April 18. These improvements include a new traffic signal,

new sidewalks, crosswalks as well as new intersection lighting. It is anticipated this will be completed late summer 2022.

## **5. Consent Agenda**

**A. Approval of Minutes: March 9, 2022, Meeting**

**B. MPO Board Resolution #2021-02 Authorizing FY 2022/2023 Transportation Disadvantaged (TD) Planning Grant Agreement**

***Don Scott** made a motion to approve the Consent Agenda items. **Ron Ridenour** seconded the motion, and it was passed unanimously.*

## **6. Final Draft FY 2022/2023 – FY 2023/2024 Unified Planning Work Program (UPWP)**

Director Harris noted at the last meeting this Committee voted to move the UPWP to the appropriate review agencies, this has been done. Last week comments were received from FHWA and FTA, those comments are being addressed and FDOT has completed their review. Additional 5305D allocation funds in the amount of \$10,000 were added and the UPWP has been updated.

***Don Scott** made a Motion to recommend that the updated MPO Board adopt the Final Draft FY 2023 through FY 2024 UPWP/Metropolitan Planning Organization Agreement. **Linda Sposito** seconded the motion, and it was passed unanimously.*

## **7. FY 2022/2023-FY 2026-2027 Transportation Improvement Program (TIP)**

Laks Gurram discussed the TIP process, including the ever-changing nature of it. 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, multiyear, 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

Laks Gurram discussed recent revisions made to the 5-year Transportation Improvement Program (TIP). He referred to the page below when changes/modification occurred

Page 2-5 SR 31 & CR 74 has been funded, numbering issues have been corrected,  
Page 4-13 bridge data has been added.

TAC members had no comments on the Draft – Final TIP

***Linda Sposito** made a Motion to recommend that the MPO Board adopt the Final Draft FY 2022/2023 – FY 2026/2027 Transportation Improvement Program (TIP). **Ravi Kamarajugadda** seconded the motion, and it was passed unanimously.*



## **8. 2022 Project Priorities**

Laks Gurram noted this is the final draft of the Project Priorities which will be moved to the MPO Board for adoption at the May 16, 2022, meeting. He briefed the committee on the changes to projects under each section

### *2022 Highway Project Priorities:*

- Item 1 funding is still being requested for the 2050 LRTP
- Item 2 Harbor View Road from Melbourne Street to Date Street - has been funded
- Item 3 Harbor View Road Harbor View Road from Date Street to I-75 – Road Widening we are still waiting for construction funding
- Item 5 is deleted- Corridor Study SR776 – Sarasota County line to US 41 has been completed
- Item 6 N. Jones Loop Road from I75 to Piper Road more information should be presented by FDOT possibly July of this year

### *2022 Transportation Alternatives:*

MPO Staff recommended and suggested the City of Punta Gorda Staff to consider adding projects to this list. Since the current projects under the list are funded through construction and will be deleted and no other city projects are under this list. Items 7 & 8 US 41 William Street to Peace River Bridge and Shreve Street Airport Road to Virginia Avenue will be deleted once approved by the MPO Board on May 16, 2022

### *2022 Transportation System Management/ Congestion Mitigation:*

*Charlotte County Staff recommended changes to the projects*

- Item 3 SR 776 @ Flamingo Blvd. – Intersection Improvements – construction funds are being requested
- Item 4 add signal @ SR 776 @ Biscayne Blvd-based on the ICE analysis

Chair Austin asked for congestion management projects if they should be intersection control improvements in advance of the technical analysis process. Tanya Merkle, FDOT indicated that she will follow up on this with more information

Laks Gurram informed the committee that # Item 10 Add turn lanes US 41 @ Aqui Esta Dr. will be removed as per comments made by Secretary Nandam at the March 21, 2022 MPO meeting these improvements will be coordinated with the resurfacing project.

He also informed that SR 31 at CR 74 Intersection Improvements – Roundabout has been funded through construction and will be deleted

### *2022 Transportation Regional Incentive Program (TRIP):*

Laks Gurram went through the TRIP project priorities with both Sarasota – Manatee MPO and the LEE MPO. This list provides the regional project across - Sarasota, Manatee and Charlotte County and also Charlotte and Lee County.

Slade Downs, Multi Modal Planner for the Sarasota Manatee MPO discussed this updated list:

Robert Fakhri, Charlotte County added a new project to the regional TRIP list. The project added is Kings Hwy from Sandhill Blvd to DeSoto County line. Cost estimates for Kings Highway and Jones Loop Road will be provided for the MPO Board meeting.

Laks Gurram informed that changes to be made to this Lee – Charlotte list to based on the comments received from County Staff to be consistent that was discussed

Charlotte County Staff made changes to Jones Loop which should read N. Jones Loop and Edgewater Dr./Flamingo Blvd ext. should read SR776 to Collingswood and should reflect the cost as 54 million dollars

Revisions to the Joint TRIP with both MPOs and will be forwarded to the respective MPOs for consistency purposes.

***Linda Sposito*** made a Motion to recommend that the MPO Board adopt 2022 Transportation Improvement Program (Highway, TAP, CM/TSM and TRIP) Project Priorities for the upcoming FDOT Draft Tentative Work Program Cycle with changes as discussed. ***Ravi Kamarajugadda*** seconded the motion, and it was passed unanimously.

#### **10. US Bicycle Route 15 Alignment Discussion**

D’Juan Harris introduced Kerry Irons and Patty Huff who gave a PowerPoint presentation.

Patty Huff from Adventure Cycling Association, a nonprofit member organization provided a history and background of the US Bicycle Route (USBR) System and presented draft proposed alignments of USBR 15 in Charlotte, Lee and Collier Counties for public input. The existing segment of USBR 15 is 14 miles long from the Georgia State Line to Madison, Florida (Madison County). There is a proposal to extend the Route from Madison to Miami for an additional 496 miles via Charlotte, Lee and Collier County. The proposed route map and proposed road-by-road direction in Charlotte, Lee and Collier were shown in the presentation.

At the February 25, 2021, meeting, the committee members provided feedback on the proposed route in Charlotte County. This included limited use of US 41 as a proposed route and eliminating Taylor Road. Committee members also suggested using existing City of Punta Gorda bike and trail facilities where possible and considering routes along “quieter” roadways for improved rider safety and aesthetic value. The revised presentation included the recommendations from the BPAC members and the City of Punta Gorda.

On January 26, 2022, the City of Punta Gorda approved a Letter of Support for the USBR 15 route through the city. Approval of this proposal will be forwarded to the MPO Board for its approval and then, to the Charlotte Board of County Commissioners (BOCC) for its approval. BOCC approval is needed in order for FDOT to request the American Association of State Highway and Transportation Officials (AASHTO) designation of USBR 15.

Patty Huff noted that the proposed US BR 15 involved 19 jurisdictions with a resolution or letter of support to FDOT requested from each. She stated that local governments determine the best route. The Punta Gorda City Council had requested that the route be revised to traverse the downtown after approaching on US 17 from Arcadia to take advantage of some of the separated pathways. These changes would be reflected in new maps approved by the local jurisdictions.

Ravi Kamarajugadda suggested this presentation should be made before the County Board of Commissioners. He noted there are a few developments in Planning that may add volume to the roads along this route. Chair Austin stated if the roadway conditions or traffic volumes change, the County can request the route be modified.

Mr. Irons note AASHTO goes through an application review every 6 months, and changes to the Federal Highway system, Interstate system US Bike Route system, so if conditions change the route can be realigned; this happens regularly.

Ms. Huff stated this initially was presented to the County and will again return with suggested revisions.

The letter of support approved by the City of Punta Gorda will be forwarded to the MPO and the County by Mr. Irons.

***Tony Conte*** made a Motion to recommend that the MPO Board approve the proposed US Bicycle Route 15 alignment in Charlotte County. ***Ron Ridenour*** seconded the motion, and it was passed unanimously.

#### **11. Veterans Blvd. Corridor Planning Study – Existing Conditions Presentation**

Laks Gurram introduced Vitor Suguri, FDOT, and Babuji Ambikapathy, VHB, who provided an informational presentation. The Florida Department of Transportation (FDOT) District One is conducting a Corridor Planning Study for Veterans Boulevard between US 41 on the west and Kings Highway on the east in Charlotte County. The subject corridor is a 6.9-mile 4-lane divided roadway. The overall objective of this study is to improve mobility, safety, reliability, and connectivity for people who drive, walk, bike, and use transit within the study corridor.

This study will document the following:

- 1) Existing conditions including corridor characteristics, travel patterns, operational analysis of all modes, and safety assessment

- 2) Future conditions including traffic forecasts, access management review (for 2045), operational analysis of all modes and safety analysis, to develop potential safety, operational, and multimodal improvements for the Veterans Boulevard corridor. The identified improvements will be prioritized for short-term (2025), mid-term (2035), and long-term (2045) conditions through close coordination with the Project Steering Committee. The proposed recommendations are subject to change and will be implemented by Charlotte County staff based on the availability of funds.

Based on the results of the Existing conditions and Future conditions analysis, recommendations (safety, operational, and multi-modal) along Veterans Boulevard within the study limits will be developed. These improvements can include (but are not limited to) signalization, mid-block crosswalks, access management, intersection lighting, basic and enhanced intersection improvements, and improved signage.

The Final Draft will be presented at the July 6, 2022, TAC/CAC meetings and the July 18, 2022 MPO Board Meeting for final recommendations of the study.

Babuji Ambikapathy responded to a question that Tony Conte asked whether school buses were included in this analysis and he responded that the study would considering to add the School Board concerns to their presentation.

## **12. Public Comments**

There were no public comments.

## **13. Staff Comments**

Betty-Ann Sherer discussed a recent student fatality involving a bicycle and an automobile at Murdock Circle and US 41. In response to the incident, the high school students will conduct a Gear Up for Bike Safety Event on April 28, 2022 from 4-7 pm at Port Charlotte High School. The event is open to the public. It is sponsored by the Charlotte County Sheriff with assistance from FDOT's Safe Routes to School/Bicycle Coordinator and other interested parties. Mrs. Sherer displayed a draft event flyer and indicated that she would disseminate to all interested parties.

## **14. Member Comments**

Ron Ridenour, Charlotte County Airport Authority, noted they have coordinated with the City and County and are out for construction bids for adding a turn lane at Piper Road and Viking Road.

Additional lanes will be added to Airport Road and Viking Road. Additional improvements will include adding east bound lanes and adding lighting to crosswalks at the terminal curbside.

A second project is to extend challenger Blvd. between Golf Course Blvd. and Piper Road.

On Golf Course Blvd. between Mooney Ave and Challenger Blvd, the FAA seeks to realign this area for Roadway Obstruction Free areas. The improvements also include the closing of Golf Course Blvd., between Challenger Blvd. and Mooney Avenue.

Mr. Ridenour informed the committee that a brochure is available and can be forwarded to the Committee for reference purposes.

**15. Adjournment (Next TAC Meeting – July 6, 2022)**

There being no further business, the meeting was adjourned at 11:03 a.m.

The next regularly scheduled TAC meeting will be held on Wednesday, July 6, 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.



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

**MINUTES OF THE APRIL 13, 2022  
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

**MEMBERS PARTICIPATING IN PERSON**

Mitchell Austin, City of Punta Gorda, TAC Chair  
Don Scott, Lee County MPO  
Ron Ridenour, Charlotte County Airport Authority

**MEMBERS PARTICIPATING IN MICROSOFT TEAMS**

Ravi Kamarajugadda, Vice Chair, Charlotte County Public Works  
Robert Fakhri, Charlotte County Public Works  
Linda Sposito, City of Punta Gorda  
Tony Conte, Charlotte County Public Schools  
Noah Fossick, City of North Port  
Patrick Fuller, Charlotte County Emergency Management

**MEMBERS ABSENT**

Joan Fisher, DeSoto County  
Rick Kolar, Charlotte County, Transit Division  
Shaun Cullinan, Charlotte County Community Development

**OTHERS PARTICIPATING IN PERSON**

Beaumont Hayner, City of Punta Gorda Urban Design  
D’Juan Harris, MPO Director  
Laks Gurram, MPO Principal Planner  
Betty-Ann Sherer, MPO Planner  
Tanya Merkle, FDOT  
Victoria Peters, FDOT

**OTHERS PARTICIPATING IN MICROSOFT TEAMS**

Bekie Leslie, MPO Administrative Services Coordinator  
Vitor Suguri, FDOT  
Slade Downs, Sarasota Manatee MPO  
Babuji Ambikapathy, VHB (FDOT Consultant)  
Raja Pemmanaoina, VHB (FDOT Consultant)  
Srinivas Kandala, VHB (FDOT Consultant)  
Patty Huff, USBR Volunteer  
Kerry Irons, USBR Volunteer Coordinator, Adventure Cycling Association

**1. Call to Order & Roll Call**

Chair Mitchell Austin called the TAC Meeting to order at 9:39 A.M. The roll call was taken; a quorum was present.

**2. Public Comments on Agenda Items**

There were no public comments received.

**3. Chair's Report**

Chair Austin had nothing to report.

**4. Florida Department of Transportation (FDOT) Report**

Tanya Merkle- Initial review of the Draft UPWP has been completed by FDOT, FHWA and FTA with no discrepancies, so it is moving forward.

- The Draft TIP review is in process.
- There is an upcoming Speed Management workshop in the southern area scheduled for June 14 at the SWAO office.

I-75 Interchange April 6, 2022 meeting summary:

Attendees: Sarasota/Manatee MPO staff, Charlotte County – Punta Gorda MPO staff, Charlotte County Public Works Staff and Community Development Staff, and the City of North Port Staff, FDOT Liaisons and DOT Interstate Development Staff.

Topic: Discussion regarding a possible new i75 interchange in the areas of Yorkshire and Raintree.

Summary: Local Agencies are to engage in a coordinated regional planning effort with the FDOT Interstate Office to allow for the best location to be determined.

FDOT is encouraging the appropriate local agencies to continue coordination amongst each other and identify opportunities to improve regional connectivity around the proposed interchange areas.

Once the focus areas are determined, they will be sent to the FDOT Interstate office, then a report will be presented to the Boards and Committees. The City of North Port, Sarasota County and Charlotte County must all be on the same page.

Chair Austin noted the City of Punta Gorda is in support of a new interchange, currently there is a large amount of traffic funneled through the city to get to the Interstate.

Director Harris noted intersection improvements on SR 776 at Gulfstream Blvd/Wilmington Blvd are to begin April 18. These improvements include a new traffic signal,

new sidewalks, crosswalks as well as new intersection lighting. It is anticipated this will be completed late summer 2022.

## **5. Consent Agenda**

**A. Approval of Minutes: March 9, 2022, Meeting**

**B. MPO Board Resolution #2021-02 Authorizing FY 2022/2023 Transportation Disadvantaged (TD) Planning Grant Agreement**

***Don Scott** made a motion to approve the Consent Agenda items. **Ron Ridenour** seconded the motion, and it was passed unanimously.*

## **6. Final Draft FY 2022/2023 – FY 2023/2024 Unified Planning Work Program (UPWP)**

Director Harris noted at the last meeting this Committee voted to move the UPWP to the appropriate review agencies, this has been done. Last week comments were received from FHWA and FTA, those comments are being addressed and FDOT has completed their review. Additional 5305D allocation funds in the amount of \$10,000 were added and the UPWP has been updated.

***Don Scott** made a Motion to recommend that the updated MPO Board adopt the Final Draft FY 2023 through FY 2024 UPWP/Metropolitan Planning Organization Agreement. **Linda Sposito** seconded the motion, and it was passed unanimously.*

## **7. FY 2022/2023-FY 2026-2027 Transportation Improvement Program (TIP)**

Laks Gurram discussed the TIP process, including the ever-changing nature of it. 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, multiyear, 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

Laks Gurram discussed recent revisions made to the 5-year Transportation Improvement Program (TIP). He referred to the page below when changes/modification occurred

Page 2-5 SR 31 & CR 74 has been funded, numbering issues have been corrected,  
Page 4-13 bridge data has been added.

TAC members had no comments on the Draft – Final TIP

***Linda Sposito** made a Motion to recommend that the MPO Board adopt the Final Draft FY 2022/2023 – FY 2026/2027 Transportation Improvement Program (TIP). **Ravi Kamarajugadda** seconded the motion, and it was passed unanimously.*



## **8. 2022 Project Priorities**

Laks Gurram noted this is the final draft of the Project Priorities which will be moved to the MPO Board for adoption at the May 16, 2022, meeting. He briefed the committee on the changes to projects under each section

### *2022 Highway Project Priorities:*

- Item 1 funding is still being requested for the 2050 LRTP
- Item 2 Harbor View Road from Melbourne Street to Date Street - has been funded
- Item 3 Harbor View Road Harbor View Road from Date Street to I-75 – Road Widening we are still waiting for construction funding
- Item 5 is deleted- Corridor Study SR776 – Sarasota County line to US 41 has been completed
- Item 6 N. Jones Loop Road from I75 to Piper Road more information should be presented by FDOT possibly July of this year

### *2022 Transportation Alternatives:*

MPO Staff recommended and suggested the City of Punta Gorda Staff to consider adding projects to this list. Since the current projects under the list are funded through construction and will be deleted and no other city projects are under this list. Items 7 & 8 US 41 William Street to Peace River Bridge and Shreve Street Airport Road to Virginia Avenue will be deleted once approved by the MPO Board on May 16, 2022

### *2022 Transportation System Management/ Congestion Mitigation:*

*Charlotte County Staff recommended changes to the projects*

- Item 3 SR 776 @ Flamingo Blvd. – Intersection Improvements – construction funds are being requested
- Item 4 add signal @ SR 776 @ Biscayne Blvd-based on the ICE analysis

Chair Austin asked for congestion management projects if they should be intersection control improvements in advance of the technical analysis process. Tanya Merkle, FDOT indicated that she will follow up on this with more information

Laks Gurram informed the committee that # Item 10 Add turn lanes US 41 @ Aqui Esta Dr. will be removed as per comments made by Secretary Nandam at the March 21, 2022 MPO meeting these improvements will be coordinated with the resurfacing project.

He also informed that SR 31 at CR 74 Intersection Improvements – Roundabout has been funded through construction and will be deleted

### *2022 Transportation Regional Incentive Program (TRIP):*

Laks Gurram went through the TRIP project priorities with both Sarasota – Manatee MPO and the LEE MPO. This list provides the regional project across - Sarasota, Manatee and Charlotte County and also Charlotte and Lee County.

Slade Downs, Multi Modal Planner for the Sarasota Manatee MPO discussed this updated list:

Robert Fakhri, Charlotte County added a new project to the regional TRIP list. The project added is Kings Hwy from Sandhill Blvd to DeSoto County line. Cost estimates for Kings Highway and Jones Loop Road will be provided for the MPO Board meeting.

Laks Gurram informed that changes to be made to this Lee – Charlotte list to based on the comments received from County Staff to be consistent that was discussed

Charlotte County Staff made changes to Jones Loop which should read N. Jones Loop and Edgewater Dr./Flamingo Blvd ext. should read SR776 to Collingswood and should reflect the cost as 54 million dollars

Revisions to the Joint TRIP with both MPOs and will be forwarded to the respective MPOs for consistency purposes.

***Linda Sposito*** made a Motion to recommend that the MPO Board adopt 2022 Transportation Improvement Program (Highway, TAP, CM/TSM and TRIP) Project Priorities for the upcoming FDOT Draft Tentative Work Program Cycle with changes as discussed. ***Ravi Kamarajugadda*** seconded the motion, and it was passed unanimously.

#### **10. US Bicycle Route 15 Alignment Discussion**

D’Juan Harris introduced Kerry Irons and Patty Huff who gave a PowerPoint presentation.

Patty Huff from Adventure Cycling Association, a nonprofit member organization provided a history and background of the US Bicycle Route (USBR) System and presented draft proposed alignments of USBR 15 in Charlotte, Lee and Collier Counties for public input. The existing segment of USBR 15 is 14 miles long from the Georgia State Line to Madison, Florida (Madison County). There is a proposal to extend the Route from Madison to Miami for an additional 496 miles via Charlotte, Lee and Collier County. The proposed route map and proposed road-by-road direction in Charlotte, Lee and Collier were shown in the presentation.

At the February 25, 2021, meeting, the committee members provided feedback on the proposed route in Charlotte County. This included limited use of US 41 as a proposed route and eliminating Taylor Road. Committee members also suggested using existing City of Punta Gorda bike and trail facilities where possible and considering routes along “quieter” roadways for improved rider safety and aesthetic value. The revised presentation included the recommendations from the BPAC members and the City of Punta Gorda.

On January 26, 2022, the City of Punta Gorda approved a Letter of Support for the USBR 15 route through the city. Approval of this proposal will be forwarded to the MPO Board for its approval and then, to the Charlotte Board of County Commissioners (BOCC) for its approval. BOCC approval is needed in order for FDOT to request the American Association of State Highway and Transportation Officials (AASHTO) designation of USBR 15.

Patty Huff noted that the proposed US BR 15 involved 19 jurisdictions with a resolution or letter of support to FDOT requested from each. She stated that local governments determine the best route. The Punta Gorda City Council had requested that the route be revised to traverse the downtown after approaching on US 17 from Arcadia to take advantage of some of the separated pathways. These changes would be reflected in new maps approved by the local jurisdictions.

Ravi Kamarajugadda suggested this presentation should be made before the County Board of Commissioners. He noted there are a few developments in Planning that may add volume to the roads along this route. Chair Austin stated if the roadway conditions or traffic volumes change, the County can request the route be modified.

Mr. Irons note AASHTO goes through an application review every 6 months, and changes to the Federal Highway system, Interstate system US Bike Route system, so if conditions change the route can be realigned; this happens regularly.

Ms. Huff stated this initially was presented to the County and will again return with suggested revisions.

The letter of support approved by the City of Punta Gorda will be forwarded to the MPO and the County by Mr. Irons.

***Tony Conte*** made a Motion to recommend that the MPO Board approve the proposed US Bicycle Route 15 alignment in Charlotte County. ***Ron Ridenour*** seconded the motion, and it was passed unanimously.

#### **11. Veterans Blvd. Corridor Planning Study – Existing Conditions Presentation**

Laks Gurram introduced Vitor Suguri, FDOT, and Babuji Ambikapathy, VHB, who provided an informational presentation. The Florida Department of Transportation (FDOT) District One is conducting a Corridor Planning Study for Veterans Boulevard between US 41 on the west and Kings Highway on the east in Charlotte County. The subject corridor is a 6.9-mile 4-lane divided roadway. The overall objective of this study is to improve mobility, safety, reliability, and connectivity for people who drive, walk, bike, and use transit within the study corridor.

This study will document the following:

- 1) Existing conditions including corridor characteristics, travel patterns, operational analysis of all modes, and safety assessment

- 2) Future conditions including traffic forecasts, access management review (for 2045), operational analysis of all modes and safety analysis, to develop potential safety, operational, and multimodal improvements for the Veterans Boulevard corridor. The identified improvements will be prioritized for short-term (2025), mid-term (2035), and long-term (2045) conditions through close coordination with the Project Steering Committee. The proposed recommendations are subject to change and will be implemented by Charlotte County staff based on the availability of funds.

Based on the results of the Existing conditions and Future conditions analysis, recommendations (safety, operational, and multi-modal) along Veterans Boulevard within the study limits will be developed. These improvements can include (but are not limited to) signalization, mid-block crosswalks, access management, intersection lighting, basic and enhanced intersection improvements, and improved signage.

The Final Draft will be presented at the July 6, 2022, TAC/CAC meetings and the July 18, 2022 MPO Board Meeting for final recommendations of the study.

Babuji Ambikapathy responded to a question that Tony Conte asked whether school buses were included in this analysis and he responded that the study would considering to add the School Board concerns to their presentation.

## **12. Public Comments**

There were no public comments.

## **13. Staff Comments**

Betty-Ann Sherer discussed a recent student fatality involving a bicycle and an automobile at Murdock Circle and US 41. In response to the incident, the high school students will conduct a Gear Up for Bike Safety Event on April 28, 2022 from 4-7 pm at Port Charlotte High School. The event is open to the public. It is sponsored by the Charlotte County Sheriff with assistance from FDOT's Safe Routes to School/Bicycle Coordinator and other interested parties. Mrs. Sherer displayed a draft event flyer and indicated that she would disseminate to all interested parties.

## **14. Member Comments**

Ron Ridenour, Charlotte County Airport Authority, noted they have coordinated with the City and County and are out for construction bids for adding a turn lane at Piper Road and Viking Road.

Additional lanes will be added to Airport Road and Viking Road. Additional improvements will include adding east bound lanes and adding lighting to crosswalks at the terminal curbside.

A second project is to extend challenger Blvd. between Golf Course Blvd. and Piper Road.

On Golf Course Blvd. between Mooney Ave and Challenger Blvd, the FAA seeks to realign this area for Roadway Obstruction Free areas. The improvements also include the closing of Golf Course Blvd., between Challenger Blvd. and Mooney Avenue.

Mr. Ridenour informed the committee that a brochure is available and can be forwarded to the Committee for reference purposes.

**15. Adjournment (Next TAC Meeting – July 6, 2022)**

There being no further business, the meeting was adjourned at 11:03 a.m.

The next regularly scheduled TAC meeting will be held on Wednesday, July 6, 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.

MAY 16, 2022  
MPO BOARD MEETING

**AGENDA ITEM # 8-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 1<sup>st</sup>.

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 26<sup>th</sup> 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*



MAY 16, 2022  
MPO BOARD MEETING

**AGENDA ITEM # 9**  
**LOCAL GOVERNMENT REPORTS**

MAY 16, 2022  
MPO BOARD MEETING

**AGENDA ITEM # 9-A**  
**CHARLOTTE COUNTY AIRPORT AUTHORITY REPORT**



# **CHARLOTTE COUNTY AIRPORT AUTHORITY**

## **MPO COMMITTEE REPORT**

**April 7th, 2022**

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



## TABLE OF CONTENTS

DESCRIPTION	PAGE
April 7th, 2022-Regular Board Meeting Agenda	1-2
Income Statement (January and February)	3-4
Balance Sheet (January and February)	5-6
Accounts Receivable (January and February)	7-8
PFC Spreadsheet	9
Passenger Count	10
Fuel Sales	11
Tower Operations / Cities Served	12
Capital Improvement Program Summary Report	13
Capital Improvement Projects	14-31
Marketing & Communications Report	32-36



# 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, April 07, 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](mailto: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. **Employee Service Recognition** **Ms. Desguin**
8. **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 – February 24, 2022

### CEO

**Portable Office Building** - The Board approved the original quote for the Falcon Structure 20' container at the February Board meeting with a not to exceed amount of \$30,232.00. Unfortunately, the quote had expired, and the revised quote had an increase of cost in the amount of \$1,118.85, for a total of \$31,350.85. With the rising cost of materials, the vendor can only offer quotes for a 2 week increment before expiration.

**Staff Recommended Action:** Board approve the new amount of \$31,350.85 + 5% contingency for the purchase and delivery of a 20' X 8' portable office to be used for commercial aircraft fueling operations.



**9. Secretary/Treasurer's Report**

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

**Mrs. Coppola**

Mr. Parish  
Mr. Parish  
Mr. Parish

**10. 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

**11. Attorney's Report**

**Attorney Carr**

**12. CEO's Report**

- a. Development Update
- b. Marketing Update
- c. Aviation Report
- d. Blue Lightning Initiative
- e. Honor Flight May 14th ✓

**Mr. Parish**  
Mr. Parish  
Mrs. Miller  
Mr. Duncan  
Mr. Parish  
Mr. Parish

**13. Old Business**

**14. New Business**

- a. Audit Presentation ✓
- b. Taxiway "A" Repairs
- c. Punta Gorda Air Center – County Impact Fees ✓
- d. Box Hangars – Five 50'x50' Units ✓

Mr. Parish  
Mr. Parish  
Mr. Parish  
Mr. Parish

**15. Commissioner's Comments**

**16. Adjournment**



**Charlotte County Airport Authority**  
**STATEMENTS OF REVENUE, EXPENSES**  
**AND CHANGES IN NET POSITION (Income Statement)**  
**For the Four Months Ending Monday, January 31, 2022**

	January			YTD		
	Actual	Budget	Variance	Actual	Budget	Variance
<b>OPERATING REVENUES</b>						
Fuel and Oil Sales	\$478,021	\$311,981	\$166,040	\$1,761,798	\$1,083,251	\$678,547
Industrial and Commercial Park Leases	119,169	116,552	2,617	475,901	466,208	9,693
T Hangar Rentals and Tiedowns	76,198	75,510	688	299,145	290,682	8,463
Concessions, Vending and Fees	2,306	2,316	-10	9,240	9,244	-4
Airline Related Revenues						
Advertising	6,605	5,200	1,405	22,277	20,800	1,477
Auto Parking	332,077	244,244	87,833	1,464,520	1,157,711	306,809
Car Rentals, Security & Fuel Fees	673,263	674,810	-1,547	2,248,561	2,160,057	88,504
Concessions	21	33	-12	72	126	-54
Food & Beverage	70,982	55,783	15,199	267,214	205,411	61,803
Ground Handling Fuel	8,324	13,679	-5,355	58,234	49,734	8,500
Ground Transportation	15,663	6,667	8,996	36,512	31,211	5,301
Terminal Use Fees	14,926	14,648	278	59,703	58,592	1,111
LEO Award	10,156	11,960	-1,804	40,104	51,764	-11,660
Sida Badging	780	400	380	4,605	1,600	3,005
Total Airline Related Revenues	1,132,797	1,027,424	105,373	4,201,802	3,737,006	464,796
Other Revenues	8,124	0	8,124	24,933	0	24,933
<b>TOTAL OPERATING REVENUES</b>	<b>\$1,816,615</b>	<b>\$1,533,783</b>	<b>\$282,832</b>	<b>\$6,772,819</b>	<b>\$5,586,391</b>	<b>\$1,186,428</b>
<b>OPERATING EXPENSES</b>						
Salaries & Wages	\$355,002	\$317,337	\$37,665	\$1,217,295	\$1,205,051	\$12,244
Payroll Taxes & Retirement	76,791	73,318	3,473	283,168	288,273	-5,105
Personnel Expenses	102,753	107,678	-4,925	378,330	427,645	-49,315
Cost of Fuel & Oil Sales	265,428	169,565	95,863	1,025,773	580,066	445,707
Advertising	1,018	50	968	6,613	200	6,413
Bank Charges	7,310	3,500	3,810	27,015	14,000	13,015
Dues & Subscriptions	7,772	5,667	2,105	23,626	22,667	959
Insurance	39,628	36,667	2,961	158,513	146,667	11,846
Legal & Professional	45,970	31,567	14,403	135,629	117,767	17,862
Licenses & Permits	409	450	-41	2,338	1,800	538
Marketing & Promotional	22,615	18,000	4,615	55,035	72,000	-16,965
Mowing	644	1,917	-1,273	5,807	7,668	-1,861
Postage	461	250	211	715	1,000	-285
Repairs & Maintenance	83,696	72,282	11,414	278,595	286,378	-7,783
Computer Maintenance & Expense	45,064	45,000	64	155,162	156,000	-838
Supplies	32,889	21,109	11,780	112,073	81,698	30,375
Communications	4,300	3,879	421	72,412	77,553	-5,141
Travel & Auto Allowance	1,414	5,104	-3,690	19,576	21,317	-1,741
Utilities	46,194	38,134	8,060	160,103	152,538	7,565
Security Expense	0	2,500	-2,500	8,624	10,000	-1,376
Airline Related Expense	185,890	146,262	39,628	625,832	594,804	31,028
<b>TOTAL OPERATING EXPENSES</b>	<b>\$1,325,248</b>	<b>\$1,100,236</b>	<b>\$225,012</b>	<b>\$4,752,234</b>	<b>\$4,265,092</b>	<b>\$487,142</b>
<b>OPERATING GAIN (LOSS)</b>	<b>\$491,367</b>	<b>\$433,547</b>	<b>\$57,820</b>	<b>\$2,020,585</b>	<b>\$1,321,299</b>	<b>\$699,286</b>
<b>NON-OPERATING REVENUE &amp; EXPENSES</b>						
Miscellaneous Revenues / (Expenses)	\$634,839	\$547,155	\$87,684	\$2,078,140	\$2,094,050	-\$15,910
Other Financial Assistance-Cares Act	1,080,384	975,739	104,645	4,476,711	3,860,435	616,276
Gain/Loss of Asset Disposal	0	0	0	201	0	201
OPEB Post Retirement Benefit Accrual	-435	-537	102	-1,741	-2,150	409
Interest on Investments	2,535	11,500	-8,965	28,117	46,000	-17,883
Cost to Finance	-9,902	-8,215	-1,687	-30,301	-32,860	2,559
Bank Fees	0	-700	700	-1,691	-2,800	1,109
<b>NET NON-OPERATING REVENUE &amp; EXPENSES</b>	<b>\$1,707,421</b>	<b>\$1,524,942</b>	<b>\$182,479</b>	<b>\$6,549,436</b>	<b>\$5,962,675</b>	<b>\$586,761</b>
<b>GAIN OR (LOSS) BEFORE CAPITAL CONTRIBUTIONS &amp; DEPRECIATION</b>	<b>\$2,198,788</b>	<b>\$1,958,489</b>	<b>\$240,299</b>	<b>\$8,570,021</b>	<b>\$7,283,974</b>	<b>\$1,286,047</b>
<b>CAPITAL CONTRIBUTIONS</b>						
Capital Grants & Contributions	547,067	500,000	47,067	2,544,737	1,803,003	741,734
<b>TOTAL CAPITAL CONTRIBUTIONS</b>	<b>\$547,067</b>	<b>\$500,000</b>	<b>\$47,067</b>	<b>\$2,544,737</b>	<b>\$1,803,003</b>	<b>\$741,734</b>
<b>INCREASE OR (DECREASE) IN NET POSITION w/CONTRIBUTIONS</b>	<b>\$2,745,855</b>	<b>\$2,458,489</b>	<b>\$287,366</b>	<b>\$11,114,758</b>	<b>\$9,086,977</b>	<b>\$2,027,781</b>
<b>DEPRECIATION</b>						
Depreciation	-368,298	-316,000	-52,298	-1,473,070	-1,264,000	-209,070
<b>TOTAL DEPRECIATION</b>	<b>-\$368,298</b>	<b>-\$316,000</b>	<b>-\$52,298</b>	<b>-\$1,473,070</b>	<b>-\$1,264,000</b>	<b>-\$209,070</b>
<b>INCREASE OR (DECREASE) IN NET POSITION</b>	<b>\$2,377,557</b>	<b>\$2,142,489</b>	<b>\$235,068</b>	<b>\$9,641,688</b>	<b>\$7,822,977</b>	<b>\$1,818,711</b>

3





**Charlotte County Airport Authority**  
**STATEMENTS OF REVENUE, EXPENSES**  
**AND CHANGES IN NET POSITION (Income Statement)**  
**For the Five Months Ending Monday, February 28, 2022**

	February			YTD		
	Actual	Budget	Variance	Actual	Budget	Variance
<b>OPERATING REVENUES</b>						
Fuel and Oil Sales	\$493,967	\$349,512	\$144,455	\$2,255,765	\$1,432,763	\$823,002
Industrial and Commercial Park Leases	119,008	116,552	2,456	594,909	582,760	12,149
T Hangar Rentals and Tiedowns	77,609	76,248	1,361	376,754	366,930	9,824
Concessions, Vending and Fees	2,312	2,315	-3	11,552	11,559	-7
Airline Related Revenues						
Advertising	5,283	5,200	83	27,560	26,000	1,560
Auto Parking	277,110	250,548	26,562	1,741,630	1,408,260	333,370
Car Rentals, Security & Fuel Fees	803,321	776,126	27,195	3,051,882	2,936,182	115,700
Concessions	19	52	-33	91	178	-87
Food & Beverage	85,177	66,352	18,825	352,392	271,763	80,629
Ground Handling Fuel	20,582	17,807	2,775	78,816	67,541	11,275
Ground Transportation	17,814	9,126	8,688	54,325	40,336	13,989
Terminal Use Fees	14,982	14,648	334	74,742	73,240	1,502
LEO Award	9,761	12,551	-2,790	49,865	64,315	-14,450
Sida Badging	3,055	400	2,655	7,660	2,000	5,660
Total Airline Related Revenues	1,237,104	1,152,810	84,294	5,438,963	4,889,815	549,148
Other Revenues	10,148	0	10,148	35,081	0	35,081
<b>TOTAL OPERATING REVENUES</b>	<b>\$1,940,148</b>	<b>\$1,697,437</b>	<b>\$242,711</b>	<b>\$8,713,024</b>	<b>\$7,283,827</b>	<b>\$1,429,197</b>
<b>OPERATING EXPENSES</b>						
Salaries & Wages	\$317,476	\$320,773	-\$3,297	\$1,534,770	\$1,525,824	\$8,946
Payroll Taxes & Retirement	71,384	73,318	-1,934	354,552	361,591	-7,039
Personnel Expenses	86,599	106,949	-20,350	464,929	534,594	-69,665
Cost of Fuel & Oil Sales	337,311	206,996	130,315	1,363,085	767,062	596,023
Advertising	245	50	195	6,858	250	6,608
Bank Charges	6,946	3,500	3,446	33,961	17,500	16,461
Dues & Subscriptions	4,735	5,667	-932	28,361	28,333	28
Insurance	39,628	36,667	2,961	198,142	183,333	14,809
Legal & Professional	22,898	18,667	4,231	158,526	136,433	22,093
Licenses & Permits	409	450	-41	2,746	2,250	496
Marketing & Promotional	15,651	18,000	-2,349	70,686	90,000	-19,314
Mowing	1,085	1,917	-832	6,892	9,585	-2,693
Postage	335	250	85	1,050	1,250	-200
Repairs & Maintenance	62,436	71,182	-8,746	341,031	357,560	-16,529
Computer Maintenance & Expense	7,771	8,000	-229	162,933	164,000	-1,067
Supplies	24,111	19,516	4,595	136,184	101,214	34,970
Communications	4,291	3,879	412	76,703	81,433	-4,730
Travel & Auto Allowance	7,269	5,104	2,165	26,845	26,421	424
Utilities	44,420	38,134	6,286	204,522	190,672	13,850
Security Expense	1,401	2,500	-1,099	10,025	12,500	-2,475
Airline Related Expense	157,765	170,306	-12,541	783,597	765,111	18,486
<b>TOTAL OPERATING EXPENSES</b>	<b>\$1,214,166</b>	<b>\$1,111,825</b>	<b>\$102,341</b>	<b>\$5,966,398</b>	<b>\$5,356,916</b>	<b>\$609,482</b>
<b>OPERATING GAIN (LOSS)</b>	<b>\$725,982</b>	<b>\$585,612</b>	<b>\$140,370</b>	<b>\$2,746,626</b>	<b>\$1,926,911</b>	<b>\$819,715</b>
<b>NON-OPERATING REVENUE &amp; EXPENSES</b>						
Miscellaneous Revenues / (Expenses)	\$566,001	\$604,090	-\$38,089	\$2,644,140	\$2,698,140	-\$54,000
Other Financial Assistance-Cares Act	1,042,899	1,012,340	30,559	5,519,610	4,872,775	646,835
Gain/Loss of Asset Disposal	300	0	300	501	0	501
OPEB Post Retirement Benefit Accrual	-435	-537	102	-2,176	-2,687	511
Interest on Investments	2,377	11,500	-9,123	30,494	57,500	-27,006
Cost to Finance	-3,469	-8,215	4,746	-33,770	-41,075	7,305
Bank Fees	-39	-700	661	-1,731	-3,500	1,769
<b>NET NON-OPERATING REVENUE &amp; EXPENSES</b>	<b>\$1,607,634</b>	<b>\$1,618,478</b>	<b>-\$10,844</b>	<b>\$8,157,068</b>	<b>\$7,581,153</b>	<b>\$575,915</b>
<b>GAIN OR (LOSS) BEFORE CAPITAL CONTRIBUTIONS &amp; DEPRECIATION</b>	<b>\$2,333,616</b>	<b>\$2,204,090</b>	<b>\$129,526</b>	<b>\$10,903,694</b>	<b>\$9,508,064</b>	<b>\$1,395,630</b>
<b>CAPITAL CONTRIBUTIONS</b>						
Capital Grants & Contributions	1,608,457	1,600,000	8,457	4,153,194	3,403,003	750,191
<b>TOTAL CAPITAL CONTRIBUTIONS</b>	<b>\$1,608,457</b>	<b>\$1,600,000</b>	<b>\$8,457</b>	<b>\$4,153,194</b>	<b>\$3,403,003</b>	<b>\$750,191</b>
<b>INCREASE OR (DECREASE) IN NET POSITION w/CONTRIBUTIONS</b>	<b>\$3,942,073</b>	<b>\$3,804,090</b>	<b>\$137,983</b>	<b>\$15,056,888</b>	<b>\$12,911,067</b>	<b>\$2,145,821</b>
<b>DEPRECIATION</b>						
Depreciation	-442,775	-316,000	-126,775	-1,915,845	-1,580,000	-335,845
<b>TOTAL DEPRECIATION</b>	<b>-442,775</b>	<b>-316,000</b>	<b>-126,775</b>	<b>-1,915,845</b>	<b>-1,580,000</b>	<b>-335,845</b>
<b>INCREASE OR (DECREASE) IN NET POSITION</b>	<b>\$3,499,298</b>	<b>\$3,488,090</b>	<b>\$11,208</b>	<b>\$13,141,043</b>	<b>\$11,331,067</b>	<b>\$1,809,976</b>

4





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

1/31/2022

**ASSETS**

**CURRENT ASSETS**

Cash and Cash Equivalents	\$38,125,663
Net Receivables	5,725,786
Inventories	106,225
Prepaid Expenses	269,911

**TOTAL CURRENT ASSETS**

44,227,586

**CAPITAL ASSETS**

Land	6,649,911
Buildings	53,500,408
CCAA Master Plan	1,727,490
Capital Improvements	59,263,681
Furniture, Fixtures and Equipment	6,852,495
Donated Surplus	47,300
Less: Accumulated Depreciation	(56,671,422)
Construction in Progress	16,572,554

**TOTAL CAPITAL ASSETS, NET**

87,942,416

**DEFERRED OUTFLOWS OF RESOURCES-  
PENSIONS**

769,464

**TOTAL ASSETS**

\$132,939,466

**LIABILITIES**

**CURRENT LIABILITIES**

Accounts and Contracts Payable	\$1,914,529
Accrued Expenses	418,238
Deferred Revenue	198,096
Client Deposits	272,964

**TOTAL CURRENT LIABILITIES**

2,803,826

**LONG-TERM LIABILITIES**

Estimated Liability for Compensated Absences	162,457
State Infrastructure Bank Loan	1,857,323
Net OPEB Obligation	24,483
Net Pension Liability	1,452,471

**TOTAL LONG-TERM LIABILITIES**

3,496,734

**TOTAL LIABILITIES**

6,300,560

**DEFERRED INFLOWS OF RESOURCES-PENSIONS**

1,798,819

**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

109,158,386

NET PROFIT / LOSS

9,641,687

**TOTAL NET POSITION**

124,840,087

**TOTAL LIABILITIES AND NET POSITION**

\$132,939,466



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

2/28/2022

**ASSETS**

**CURRENT ASSETS**

Cash and Cash Equivalents	\$39,248,041
Net Receivables	7,567,495
Inventories	96,109
Prepaid Expenses	306,004

**TOTAL CURRENT ASSETS**

**47,217,649**

**CAPITAL ASSETS**

Land	6,731,896
Buildings	53,500,408
CCAA Master Plan	1,727,490
Capital Improvements	59,263,681
Furniture, Fixtures and Equipment	6,867,985
Donated Surplus	47,300
Less: Accumulated Depreciation	(57,114,198)
Construction in Progress	19,749,476

**TOTAL CAPITAL ASSETS, NET**

**90,774,038**

**DEFERRED OUTFLOWS OF RESOURCES-  
PENSIONS**

**769,464**

**TOTAL ASSETS**

**\$138,761,151**

**LIABILITIES**

**CURRENT LIABILITIES**

Accounts and Contracts Payable	\$4,139,241
Accrued Expenses	566,680
Deferred Revenue	239,089
Client Deposits	275,333

**TOTAL CURRENT LIABILITIES**

**5,220,344**

**LONG-TERM LIABILITIES**

Estimated Liability for Compensated Absences	162,457
State Infrastructure Bank Loan	1,762,698
Net OPEB Obligation	24,918
Net Pension Liability	1,452,471

**TOTAL LONG-TERM LIABILITIES**

**3,402,544**

**TOTAL LIABILITIES**

**8,622,888**

**DEFERRED INFLOWS OF RESOURCES-PENSIONS**

**1,798,819**

**NET POSITION**

**RESERVES**

Non Catastrophic Exp Reserve	34,946
Contaminated/Pollutant Reserve	107,500
Insurance Escrow Reserve	292,017
Building Reserve	3,068,150
Parking Lot Reserve	2,168,686
Air Traffic/Navigation/Safety Reserve	208,038
Rental Car Improvement Reserve	46,522
T-Hangar Reserve	341,423

**TOTAL RESERVES**

**\$6,267,281**

Retained Earnings

108,931,120

NET PROFIT / LOSS

13,141,043

**TOTAL NET POSITION**

**128,339,444**

**TOTAL LIABILITIES AND NET POSITION**

**\$138,761,151**

3/22/2022  
3:08 PM

6

JAN

# Accounts Receivable Over 90 Days

As of Jan 2022

Customer Name	0-30 Days	31 - 60 Days	61 - 90 Days	91 and Over	Total Balance at Nov 2021	EXPLANATION as of 03/02/2022
Allegiant	\$49,971.20	\$40,456.96	\$36,637.60	\$180.00	\$127,245.76	paid \$79,794.56
Matos Frank	\$802.50	\$52.52	\$52.50	\$52.50	\$960.02	paid in full (check returned for \$750.00, 0- 30 days)
<b>SUB-TOTALS</b>	\$50,773.70	\$40,509.48	\$36,690.10	\$232.50	\$128,205.78	
All Other Current Customer Bala	\$35,427.63	\$14,263.83	\$58.85	\$0.00	\$49,750.31	
<b>TOTALS</b>	\$86,201.33	\$54,773.31	\$36,748.95	\$232.50	\$177,956.09	

Credits  
\$177,956.09 GL

7



**FEB**

**Accounts Receivable Over 90 Days**

AS of Feb 2022

Customer Name	0-30 Days	31 - 60 Days	61 - 90 Days	91 and Over	Total Balance at Nov 2021	EXPLANATION as of 03/22/2022
					\$0.00	
					\$0.00	
<b>SUB-TOTALS</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
All Other Current Customer Bal	\$115,775.79	\$61,410.10	\$90.00	\$0.00	\$177,275.89	
<b>TOTALS</b>	<b>\$115,775.79</b>	<b>\$61,410.10</b>	<b>\$90.00</b>	<b>\$0.00</b>	<b>\$177,275.89</b>	

Credits  
\$177,275.89 GL

00

N Delph

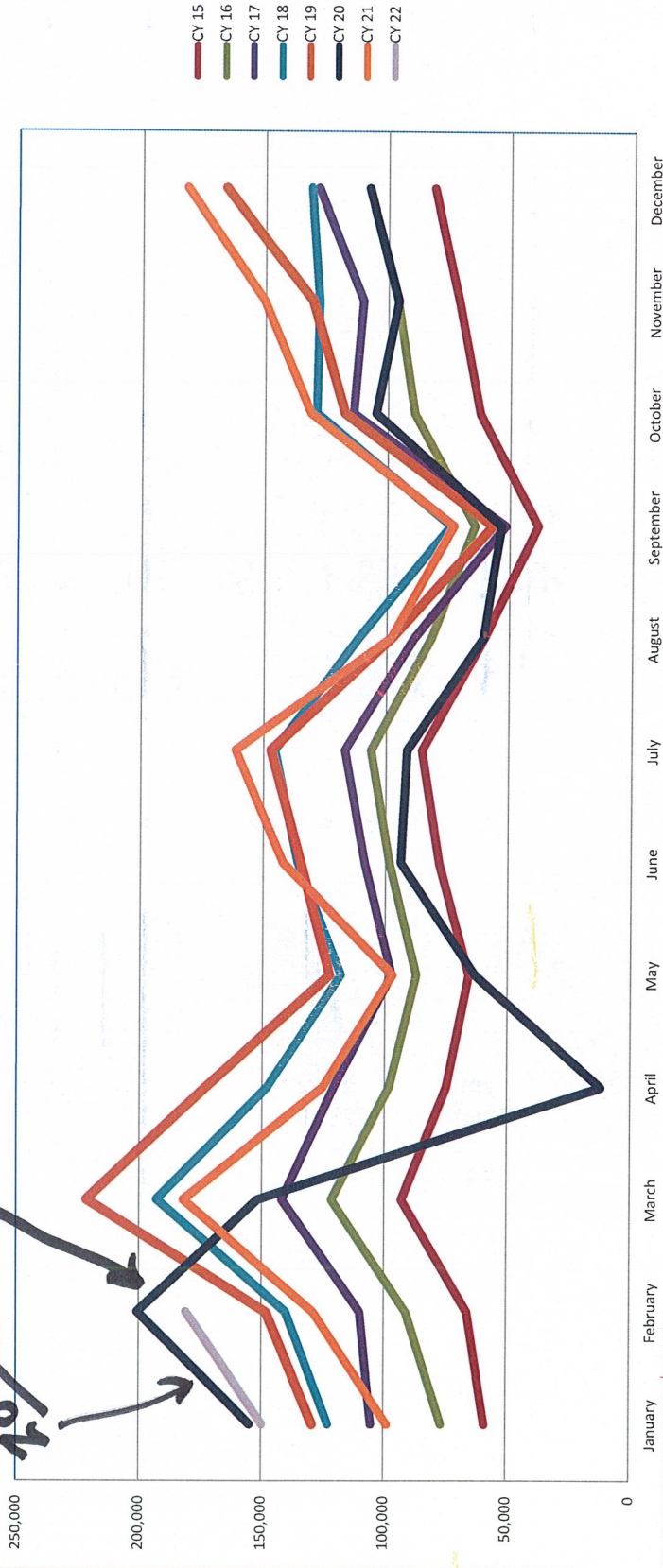
3/22/2022  
10:13 AM

6-1-23  
BEGINS  
↓  
Red Cross  
CASH  
DENIAL

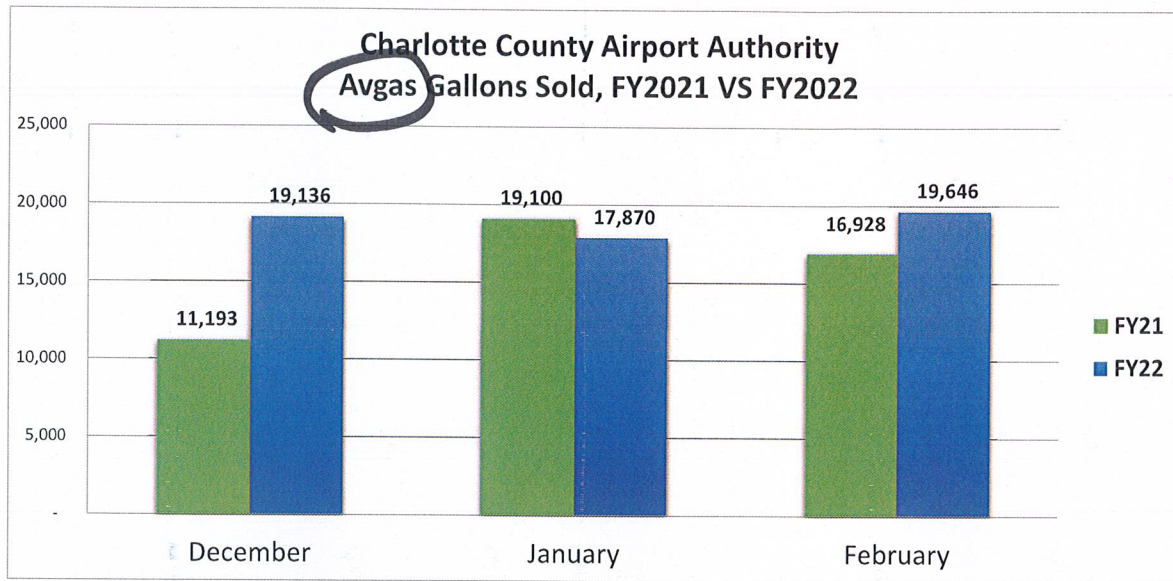
[illegible]



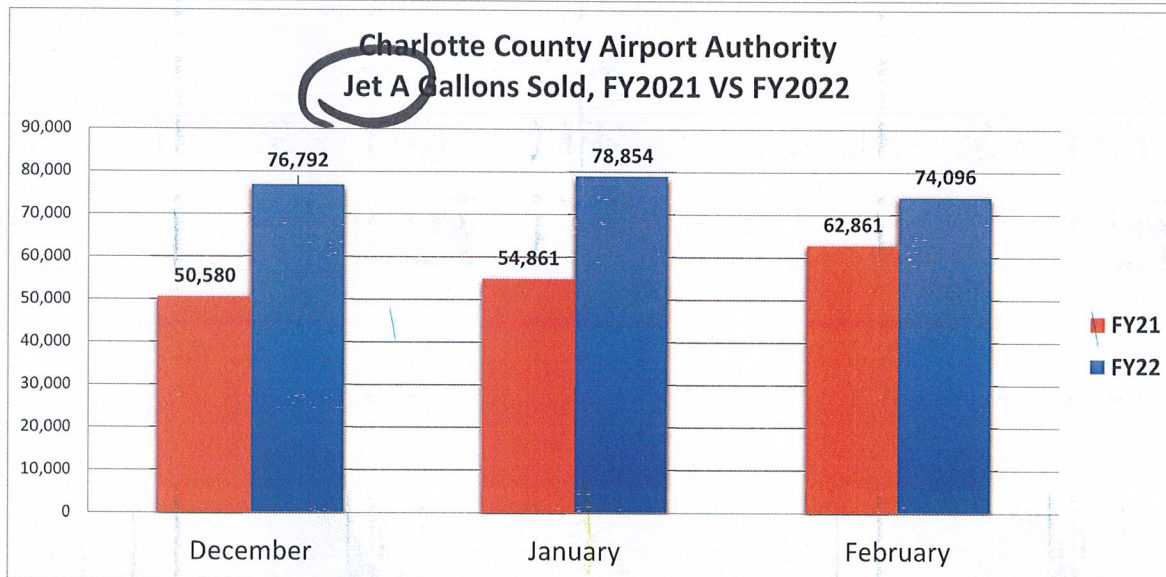
# Charlotte County Airport Authority Total Passengers CY 2015 through CY 2022



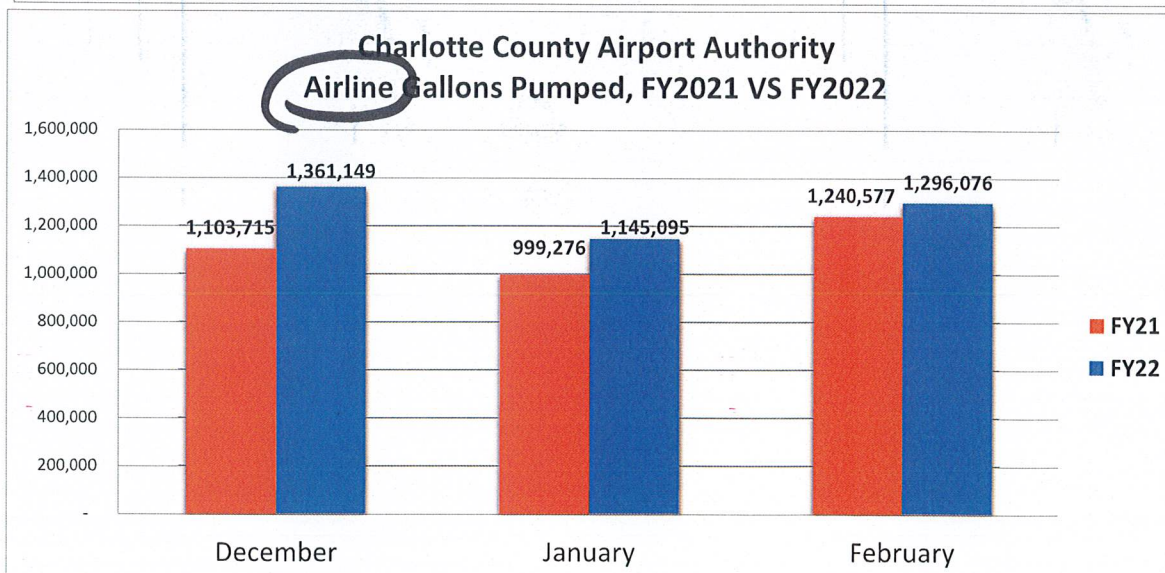
Total Passengers per year															CY 22
CY 07	CY 08	CY 09	CY 10	CY 11	CY 12	CY 13	CY 14	CY 15	CY 16	CY 17	CY 18	CY 19	CY 20	CY 21	CY 22
January	29,152	9,587	17,283	29,628	33,988	19,225	47,091	58,948	76,538	105,188	122,901	129,315	154,805	98,826	149,709
February	31,788	9,995	21,991	34,072	38,695	20,939	56,001	66,254	91,130	109,866	140,076	148,118	200,550	128,983	180,874
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	7,606	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	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	151,800	109,921	129,025	182,423	291,626	219,357	333,611	836,472	1,118,303	1,293,337	1,577,164	1,644,916	1,189,681	1,569,836	330,583
Overall total: 11,469,510															



↑ (+) 3K



↑ (+) 11K



↑ (+) 56K

11





## Operations Reported By Tower

	December	January	February
Air Carrier	1063	932	992
AirTaxi	112	151	158
GA	6072	6569	6208
Military	30	20	69
Total	7277	7672	7427
Hangars			
600 Series	119	1	1
200 Series	98	2	1

2 VACANCIES

### 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

12



## In Development

CIP No.	Project Title
TBD	Spec Building in Industrial Park
TBD	Golf Course Blvd. / Challenger Blvd.
TBD	Maintenance and Operations Facility
TBD	Taxiway/Taxilane - Between Taxiway "A" and New General Aviation Ramp

②

## Solicitations

CIP No.	Project Title
TBD	Terminal Seating Replacement
TBD	Building 101 Ramp Repair

①

## Planning/Studies/Reports

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

②

## Design

CIP No.	Project Title
0114	Self-Serve Fuel Facility
0116	Taxiway D Rehabilitation
0106	50 x 50 Box Hangars – 5 Units
0113	In-Line Baggage System
0112	FBO Hangar
0095	Roadway Network Improvements
0098	Terminal Curbside Traffic Improvements

⑦

## 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)

⑥



**In Development**

**PROJECT TITLE**

Spec Building in Industrial Park - CIP No. TBD

*Spec*

**PROJECT DESCRIPTION**

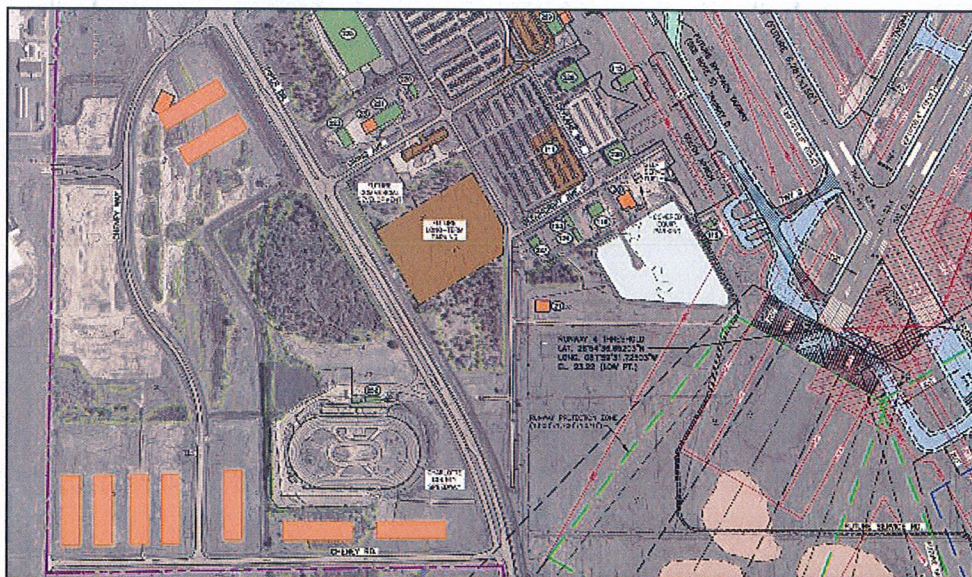
No Change from Previous Report - The RFQ is to be developed over the next few weeks. Updated information will be included in future reports.

**PROJECT FUNDING**

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

**PROJECT SCHEDULE**

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







## CAPITAL IMPROVEMENT PROGRAM REPORT – APRIL 2022 PROJECT REPORT

### In Development

#### PROJECT TITLE

Golf Course Blvd. / Challenger Blvd. - CIP No. TBD

#### PROJECT DESCRIPTION

This project includes the re-alignment and/or removal of Golf Course Blvd. between Mooney Ave and Challenger Blvd. to avoid encroachment in Runway 15 End protection zones and surfaces. In addition, this project includes the extension of Challenger Blvd. from Golf Course Blvd. to Piper Road.

#### STATUS OF PROJECT

A request for County and City of Punta Gorda comments is being generated and expected to be submitted in April 2022 for comments.

GOLF COURSE -  
(MOONEY - CHALLENGER)

### In Development

#### PROJECT TITLE

Maintenance and Operations Facility - CIP No. TBD

#### PROJECT DESCRIPTION

This project will design and construct a new maintenance and operations facility.

#### STATUS OF PROJECT

A scope of work meeting will be scheduled with Michael Baker to define the project elements and schedule. At a future Board meeting the scope of work, fee and schedule will be presented for approval.

### In Development

#### PROJECT TITLE

Taxiway/Taxilane - Between Taxiway "A" and New General Aviation Ramp – CIP No. TBD

#### PROJECT DESCRIPTION

This project will design and construct a new taxiway / taxilane between Taxiway "A" and the new General Aviation Ramp.

#### STATUS OF PROJECT

A Request for Qualifications solicitation is in development for the selection of an engineering design consultant. Additional details will be provided on the next report.



## CAPITAL IMPROVEMENT PROGRAM REPORT – APRIL 2022 PROJECT REPORT



### Solicitations

#### PROJECT TITLE

Terminal Seating Replacement - CIP No. TBD

*TERMINAL SEATING*

#### PROJECT DESCRIPTION

This work includes design layout, procurement, delivery, and installation of commercial use, scuff/scratch resistant, high-grade furniture and all associated materials including, but not limited to seating, under seat power ports and miscellaneous accessories for the Commercial Terminal and Rental Car facility. This work also includes removal and disposal of the old seating.

#### STATUS OF PROJECT

The project was advertised for bids on March 24, 2022. The pre-bid meeting is scheduled for April 6, 2022, and the bid opening is scheduled for April 25, 2022.

### Solicitations

#### PROJECT TITLE

Building 101 Ramp Repair

#### PROJECT DESCRIPTION

This work includes replacement of concrete aircraft ramp pavement slabs at Building 101. Building 101 is located on Mooney Ave, just north of the Air Traffic Control Tower.

#### STATUS OF PROJECT

The project was advertised for bids on March 14, 2022. The pre-bid meeting was held on March 25, 2022, and the bid opening is scheduled for April 18, 2022.



## CAPITAL IMPROVEMENT PROGRAM REPORT – APRIL 2022 PROJECT REPORT

### Planning/Studies/Reports

#### PROJECT TITLE

Terminal Building Planning Study

TERMINAL 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

On March 21, 2022, AECOM presented terminal expansion alternatives. The alternatives included a "Linear" concept, a "New Landside Building" concept and a "Super Holdroom" concept. These alternatives will be presented and reviewed with Allegiant and the Airport Authority in future meetings. After these presentations, comments will be incorporated into the final report.



## Planning/Studies/Reports

### PROJECT TITLE

Rental Car & Terminal Area Planning Study

### PROJECT DESCRIPTION

#### Phase 1 – Rental Car Study - Completed

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.

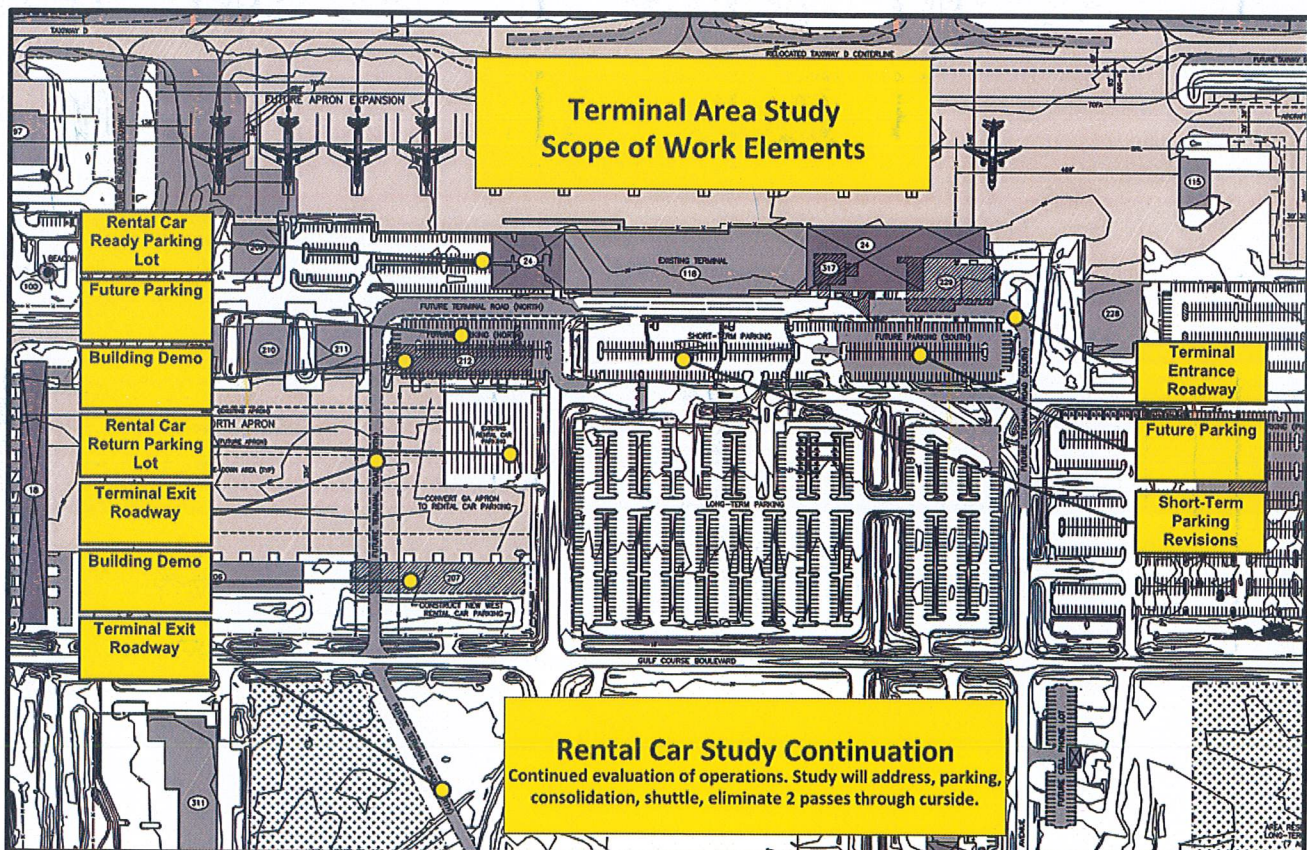
#### Phase 2 – Terminal Area Study

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.

### STATUS OF PROJECT

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

*RENTAL CAR / TERMINAL STUDY*







CAPITAL IMPROVEMENT PROGRAM REPORT – APRIL 2022  
PROJECT REPORT



Design

PROJECT TITLE

Self-Serve Fuel Facility - CIP No. 0114

SELF SERVE

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

Michael Baker is in the design process. Coordination meetings with Florida Power and Light will be scheduled to finalize the electrical design. In addition, coordination meeting with Airport staff will be scheduled to review the fuel tank requirements. After these meetings, the design will begin and a schedule to advertise for bids will be developed.

PROJECT FUNDING

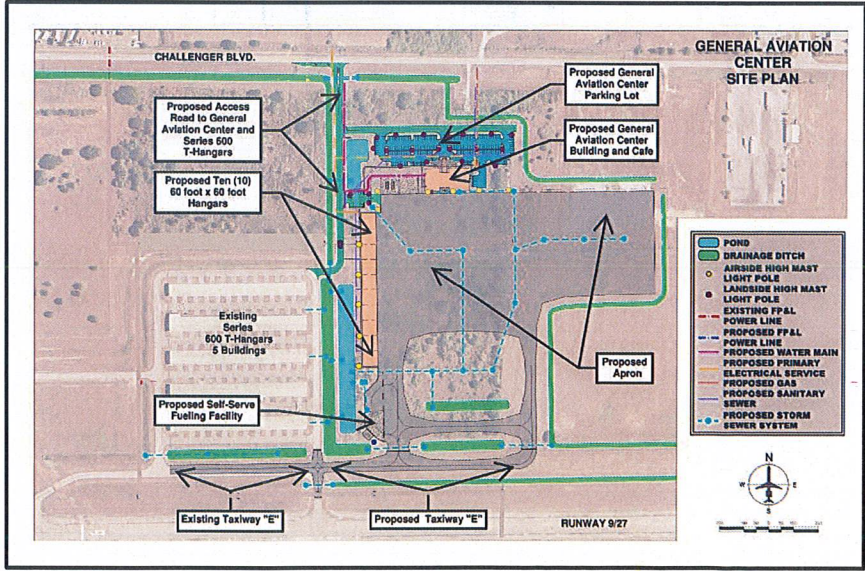
Description	Estimated Cost	PGD/FAA/FDOT/PFC
Design	\$6,900	TBD
Construction	TBD	TBD

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 Development	Apr-22	✓
Design	TBD	
Bidding / Award	TBD	
Permitting / Construction	TBD	

CONTRACTS

Firm Name	Fee
Services Provided	
Michael Baker – Design	\$6,900





## Design

### PROJECT TITLE

Taxiway D Rehabilitation – CIP No. 0116

*Taxiway D Rehab*

### 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

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

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

**50x50 Box Hangars**

### 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

The change order to add (5) 50x50 Box hangars is included on the April 7, 2022, Board agenda for approval.

### PROJECT FUNDING

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

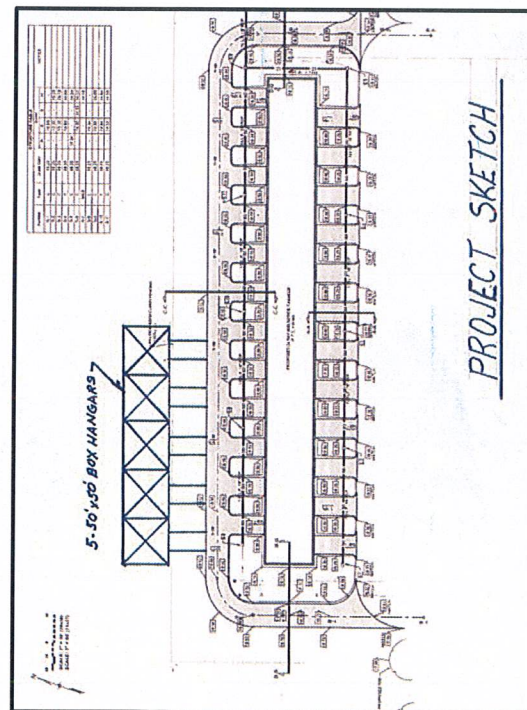
### PROJECT SCHEDULE

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
<b>Services Provided</b>	
AECOM	\$75,130
Engineering Design	
TBD	
Construction	

### PROJECT SKETCH





## Design

### PROJECT TITLE

In-Line Baggage System - CIP No. 0113

# IN-LINE BAGGAGE

### 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

On March 16, 2022, the Schematic Design deliverable were submitted to TSA for review. TSA has scheduled a review meeting on April 8, 2022.

### PROJECT FUNDING

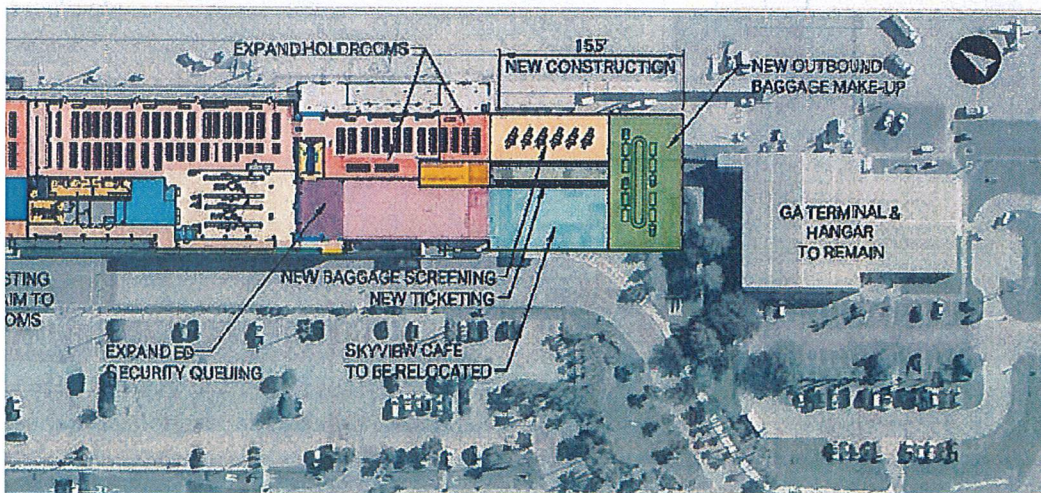
Description	Estimated Cost	TSA	PFC
Design	\$825,303	95%	5%

### 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 Services Provided	Fee
AECOM - Design	\$825,303



22



## Design

### PROJECT TITLE

FBO Hangar - CIP No. 0112

**FBO HANGAR**

### 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 final construction plans are in progress along with the design-builder sub-contractor pricing and permitting. The Guaranteed Maximum Price (GMP) is scheduled to be submitted at the May 26, 2022 Board meeting.

### PROJECT FUNDING

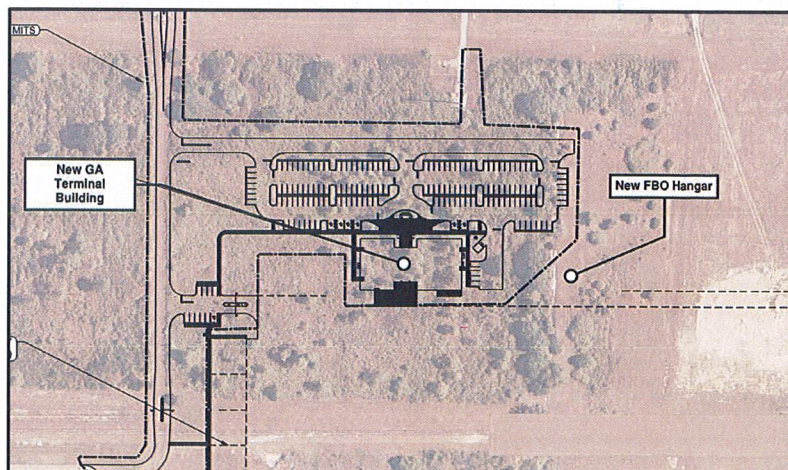
Description	Estimated Cost	FAA	FDOT	PFC	CCAA
Design and Construction	\$1.8 to \$2.0M				100%

### 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

*Roadway Network*

### 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

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 April 2022.

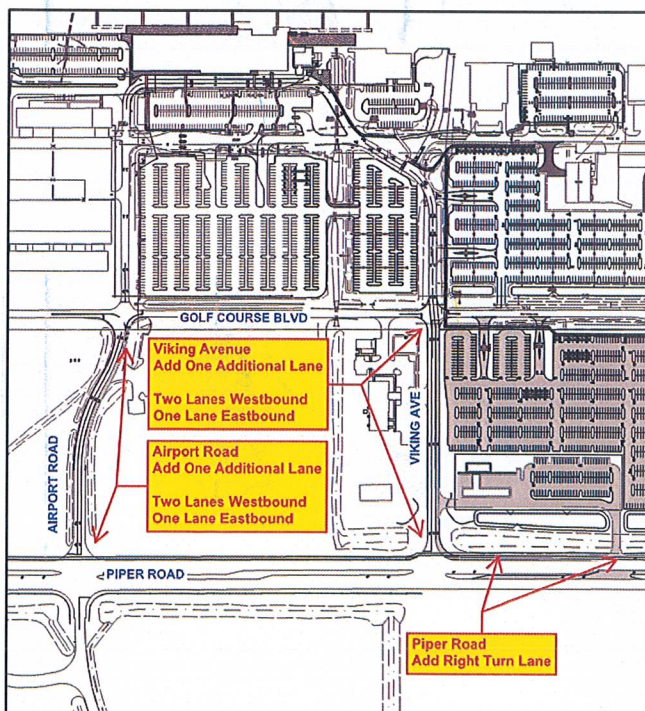
### PROJECT FUNDING

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

### 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	Apr-22	
Begin Construction	Jul-22	
End Construction	TBD	
Closeout	TBD	

### PROJECT SKETCH



### CONTRACTS

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



## Design

### PROJECT TITLE

Terminal Curbside Traffic Improvements – CIP No. 0098

*TERMINAL CURBSIDE*

### 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 project is scheduled to be advertised for construction bids in April 2022.

### PROJECT FUNDING

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

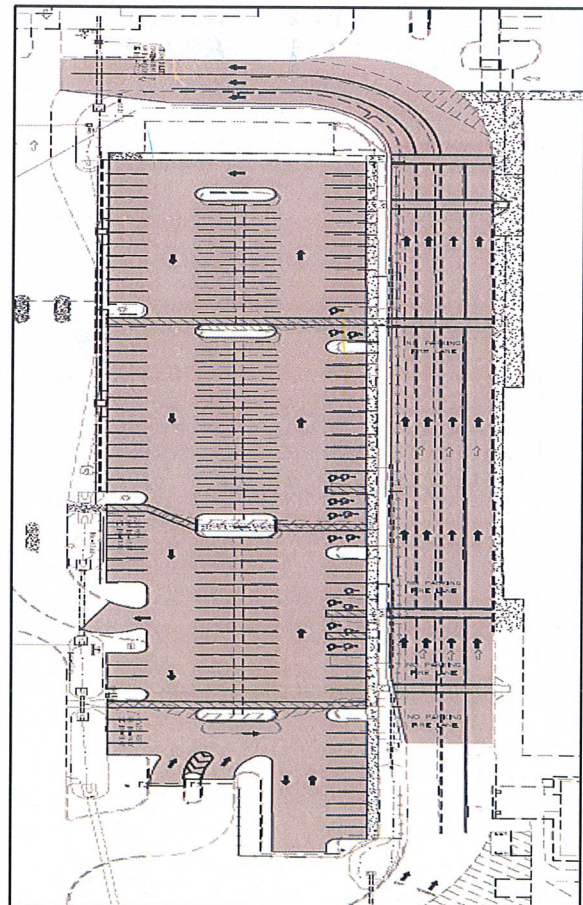
### PROJECT SCHEDULE

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	Apr-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



25



## Construction

### PROJECT TITLE

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

**4-22 REHAB**

### 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. The asphalt and base have been removed from the "keel" section of the runway (30 feet each side of the centerline). Paving has started on bottom lifts of asphalt.

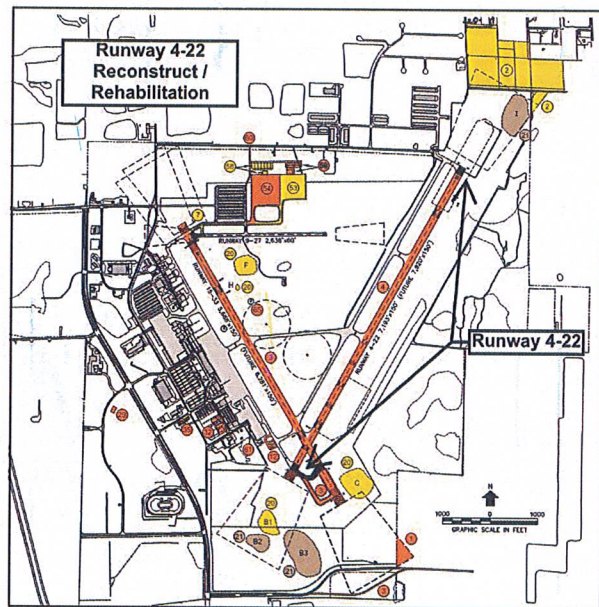
### PROJECT FUNDING

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

### 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
<b>Services Provided</b>	
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

**WETLAND (2 of 2)**

### 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

The SWFWMD permit to fill the southern wetlands has been issued. The contractor will begin filling in April 2022. Permitting effort continues on the northern wetlands.

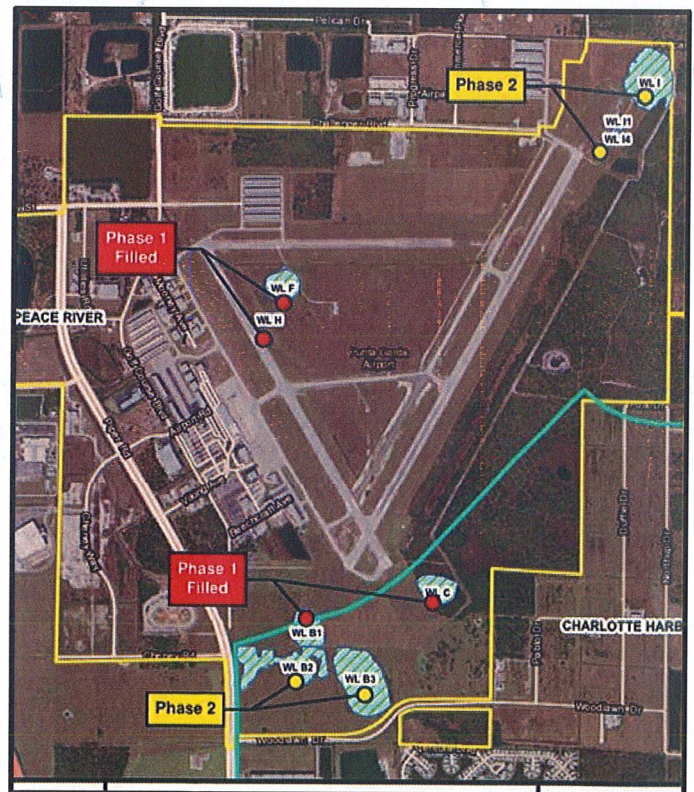
### PROJECT FUNDING

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	

### PROJECT SKETCH



### CONTRACTS

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



## Construction

### PROJECT TITLE

Construct Replacement Hangar for Building 207 – CIP No. 0101

*REPLACEMENT HANGAR*

### 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%	
<b>Total</b>	<b>\$3.0M</b>				

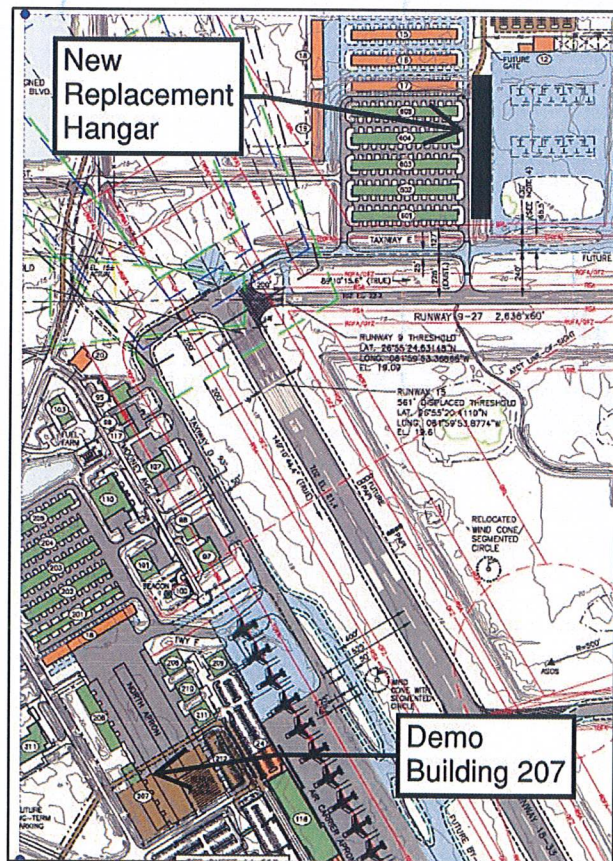
### PROJECT SCHEDULE

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
<b>Services Provided</b>	
AECOM Engineering Design, Bidding, Construction Services, Closeout	\$145,910
Stellar Development, Inc. Construction	\$2,836,041

### PROJECT SKETCH





## Construction

### PROJECT TITLE

T-Hangar Development – CIP No. 0106

**T-HANGAR 24 @ 42' X 34' X 12'**

### 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.

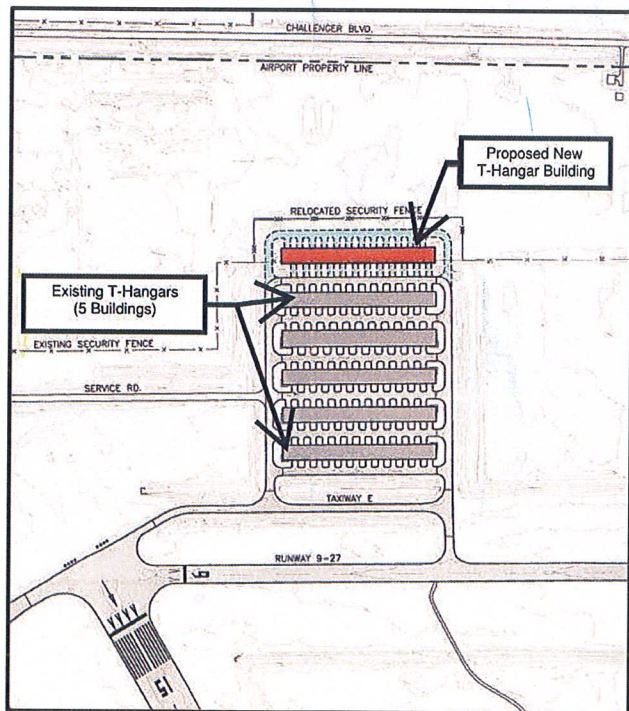
### PROJECT FUNDING

Description	Estimated Cost	FAA	FDOT	PFC	CCA
T-Hangars Design and Construction	\$3.4M				100%
<b>Total</b>	<b>\$3.4M</b>				

### PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
CCA Request Project	05/16/19	✓
Develop Scope, Fee, Schedule	06/13/19	✓
CCA 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	✓
CCA 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
<b>Services Provided</b>	
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

**NEW GENERAL  
AVIATION FACILITY**

### 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

The substantial completion site walk-over was conducted on March 31, 2022. Results will be included on the next Board report.

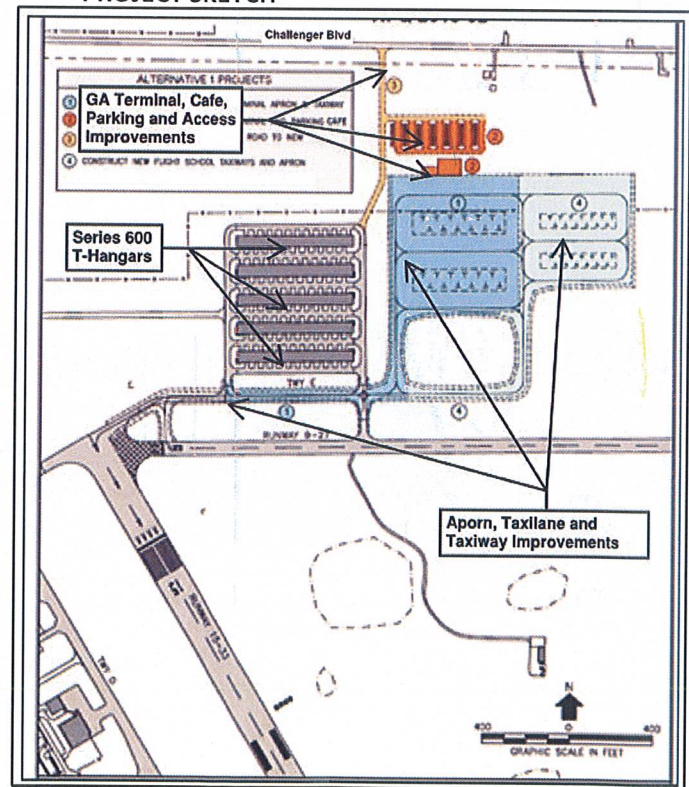
### PROJECT FUNDING

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	
<b>Total</b>	<b>\$9.3M</b>				

### 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	

### PROJECT SKETCH



### CONTRACTS

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



## 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 substantially completed at the end of April 2022, followed by completion of punch list items by the end of May 2022. The opening date will be determined after completion of final construction activities and completion of the punch list items.

**NEW GENERAL  
AVIATION CENTER  
TERMINAL**

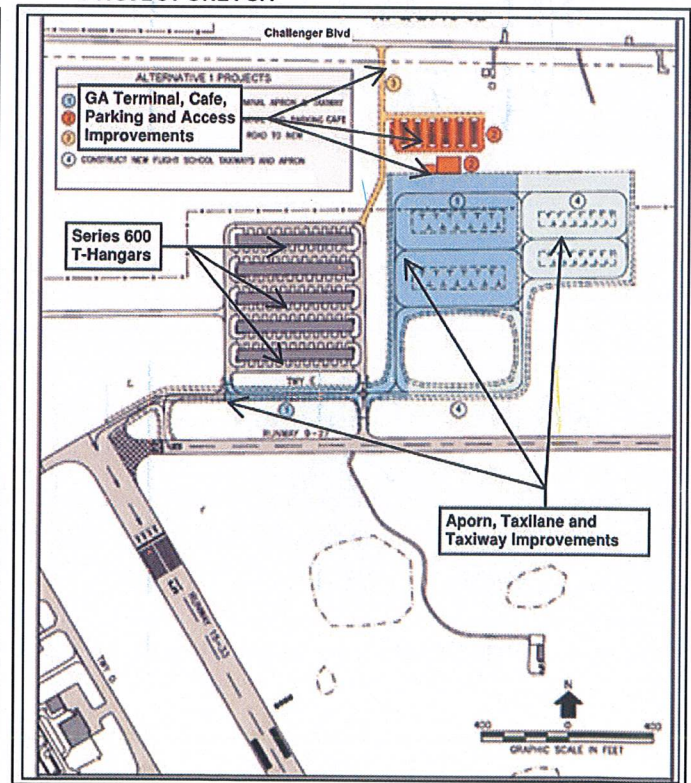
### PROJECT FUNDING

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
<b>Total</b>	<b>\$7.0M</b>		

### 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	Apr-22	
Punchlist and Closeout	May-22	

### PROJECT SKETCH



### CONTRACTS

Firm Name	Fee
<b>Services Provided</b>	
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 | FEBRUARY & MARCH 2022

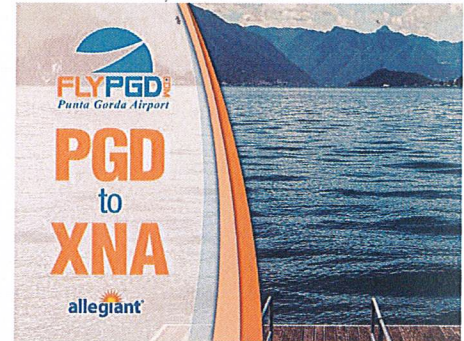
### PGD BUZZ & E-News

#### **BUZZ e-news, blog page & news releases:**

- [Destination Spotlight, Travel Package, Events & More! – 3/30/22](#)
- [Runway 4-22 Rehabilitation Project – 3/13/22](#)
- [View from the Tower, Flight Paths, Attractions & More! – 3/3/22](#)
- [Allegiant Starts Nonstop Service to Akron/Canton – 3/2/22](#)
- [Fun New Photo Op Spots at PGD! – 2/7/22](#)

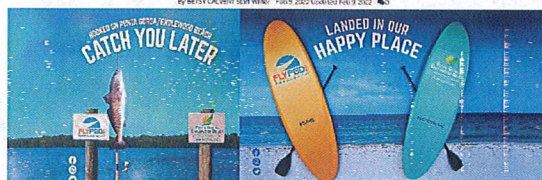
#### **Tenant Touchdown BUZZ editions included:**

- [ADVISORY: 600s Temporary Closure & Top Off Tuesday – 3/29/22](#)
- [ADVISORY: US Forest Service NOTAM – 3/9/22](#)
- [NEWS: Top Off Tuesday is March 15! – 3/9/22](#)
- [Airport FOD Walk – 2/22/22](#)



### News & Media Coverage

#### **SUN Port Charlotte** Home Sports Obit Public Notices Classifieds Autos Homes Jobs Content Manager My Subscription Worship Guide **Don't forget to pose at Punta Gorda Airport** By BETSY CALVERT SEAR WARD / PUBLISHED 2/22/22 10:03 AM



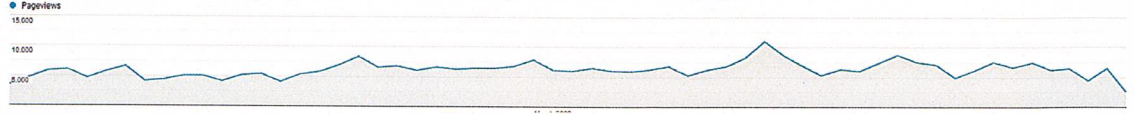
POTENTIAL DEPARTURE PATTERNS MAY VARY  
BASED ON WEATHER AND AIR TRAFFIC.

- National news was dominated by Sunseeker accepting reservations in 2023, inaugural Akron/Canton flight
- Local news featured City's discussion of aviation easements, Runway 4-22 construction, temporary flight paths, new photo op spots, Commissioner Herston
- Continued to receive great coverage on NBC-2 and ABC-7 with the weather tower camera
- Summary of [February/March News Coverage](#)
- February and March news total reach was 609 million people with estimated advertising value at \$5.6 million



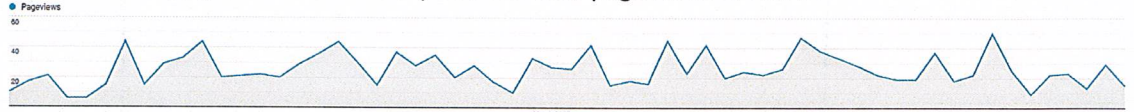
**FlyPGD.com  
Website Reach**

- 160K total web page views in February and 211K web page views in March



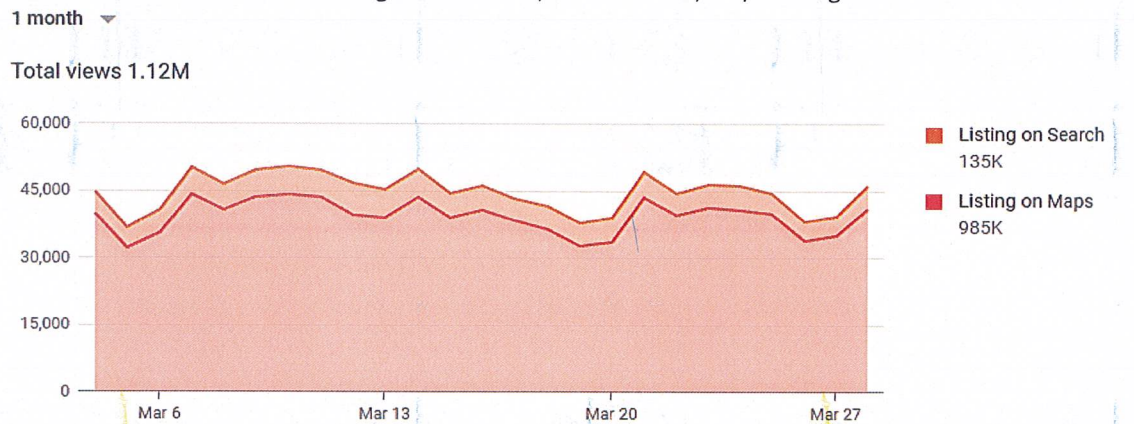
**PGDAviEx.com  
Website Reach**

- 685 web page views in February and 815 web page views in March



**Google Business/  
Search Engine**

- 723K total searches on Google last month; 1.12M views; 4.3/5 rating

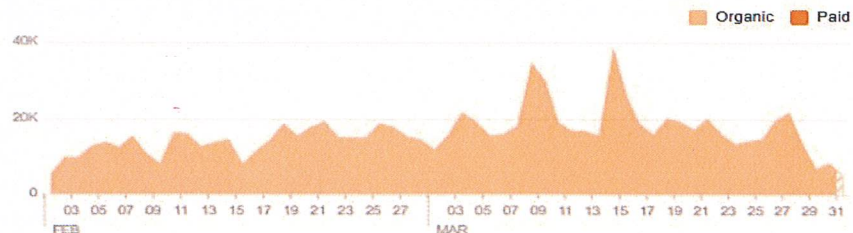


**Facebook**

- Facebook Likes reached 6,225 by the end of March, and organic posts' reach ranged from 5K to 39K
- Facebook posts with the most reactions/engagement were about the temporary flight paths, ATC Tower lights for Ukraine, job postings, new photo op spots, Akron/Canton inaugural flights, K-9 Comfort Crew

**Total Reach**

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





## Twitter

Mar 2022 • 30 days so far...

### TWEET HIGHLIGHTS

#### Top Tweet earned 884 impressions

♥♥ As a sign of support for the people of Ukraine, we set our control tower lighting to yellow and blue. #SupportingUkraine  
pic.twitter.com/xphuOIAJjz



🔄 2 ♥ 10

View Tweet activity

View all Tweet activity

#### Top Follower followed by 2,665 people



**Hector Mejia**

@hectormejianews FOLLOWS YOU

Former TV news reporter @8NewsNow & @FOX23 | Los Angeles native | IG: <https://t.co/kzxd1N0FOX>

View profile

#### Top mention earned 19 engagements

**SYR** Syracuse Airport  
@SyracuseAirport · Mar 22

#TravelTuesday: Our partner @Allegiant's seasonal, nonstop service from Syracuse to Punta Gorda (@PuntaGordaAir) runs through April 17th - perfect for that #SpringBreak getaway! ☁️✈️🌴  
bit.ly/DirectFromSYR  
#UpstateNewYork #Florida #Airport  
#NonstopFlights  
pic.twitter.com/s7BzGFFhGF



♥ 1

View Tweet

#### Top media Tweet earned 510 impressions

March visit from the K-9 Comfort Crew was a success! They brought St. Patty's themed love to our passengers!  
#AirportTherapyDogs #K9ComfortCrew  
pic.twitter.com/nk7mc5Djew



🔄 1 🗨️ 1 ♥ 8

### ADVERTISE ON TWITTER

#### Get your Tweets in front of more people

Promoted Tweets and content open up your reach on Twitter to more people.

Get started

### MAR 2022 SUMMARY

Tweets	Tweet impressions
7	3,003
Profile visits	Mentions
1,148	15
New followers	
15	



## Twitter

Feb 2022 - 28 days

### TWEET HIGHLIGHTS

#### Top Tweet earned 145 impressions

Who wants to be a model for our new photo op spots? Stop by PGD and post with #FlyPGD #BestSideOutside #PGDSmize flypgd.com/vcb-photo-spot pic.twitter.com/nmoOLxUNpP



1 4

View Tweet activity

View all Tweet activity

#### Top Follower followed by 261 people



Nate Worrell

@NateWorrell FOLLOWS YOU

Also @longevityassist

View profile

#### Top mention earned 62 engagements



Bryan E Johnson

@Airports5280 · Feb 24

If it's snowing in St. Louis @BLVairport fly @Allegiant non-stop to @PuntaGordaAir @FlyVPS @FLLFlyer @SFB\_Airport @JAXairport @fflyCHS @fly\_SAV @FlyMyrtleBeach @AviationStl pic.twitter.com/m7gtMRnDnx



1 1 16

View Tweet

#### Top media Tweet earned 101 impressions

TSA PreCheck Mobile Enrollment is at PGD in short-term parking until this Thursday at noon. Make your appointment today! flypgd.com/tsa-precheck-j... pic.twitter.com/NBzgnsR5Bv



### FEB 2022 SUMMARY

Tweets

6

Tweet impressions

814

Profile visits

854

Mentions

19

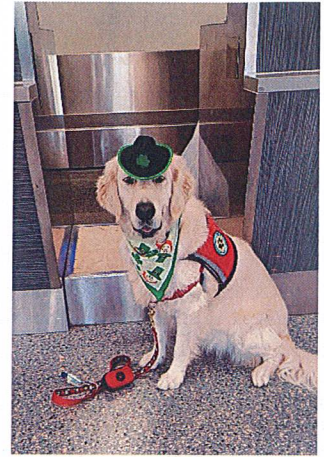
New followers

2

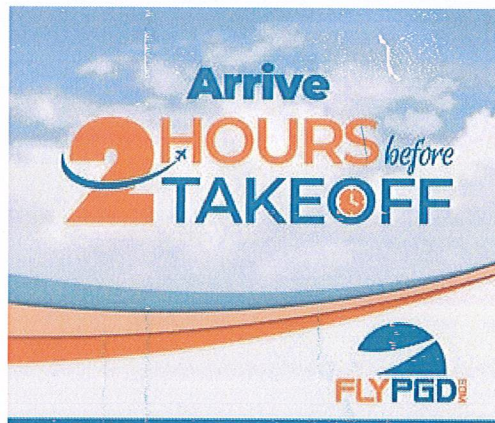


### Terminal Updates

- **Passenger Amenities:** K-9 Comfort Crew returned in February and March; new photo op spots, new Junction bar, food trucks, Snack Shack, LED entrance sign, etc. continued to be well-received
- **Flybrary:** Friends of the Punta Gorda Library and Library Supervisor brought 477 books in February and March, supplemented by additional public donations
- **Current Advertisers:** Fishermen's Village, Realtor Amy Wainwright, 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



### Advertising & Marketing



- **Wellen Park & Babcock Ranch:** 5"x8" print ads in Florida Weekly neighborhood pubs
- **Google Ad Words:** Increased awareness of [www.PGDAviEx.com](http://www.PGDAviEx.com) with 473 clicks and 7.5K impressions over February and March
- **Suncoast Media:** Charlotte Sun digital featured "Time Flies, Arrive Early" messaging, 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:

- Routes America Airline Conference – 2/14-2/17/22
- State of the County Chamber Zoom presentation – 2/23/22
- Southwest Florida Honor Flight – 5/14/22
- Various meetings/outreach (James &/or Kaley): Charlotte County Chamber, Punta Gorda Chamber, Charlotte Technical College, Tourism Development Council, Economic Development, United Way



MAY 16, 2022  
MPO BOARD MEETING

**AGENDA ITEM # 9-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. City Clerk's office and Finance Department have vacated the building for the duration of the construction, and are now located at office space in the ground floor of Herald Court Parking Garage (space formerly occupied by FGCU).

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.

NB U.S. 41 Vision Study: FDOT officials met with City officials for further discussion on proposed changes to U.S. 41 in the City limits.

We will have a City Council discussion item on the May 18 agenda regarding intersection treatments as they relate to the U.S. 17 repaving project.

Gilchrist Park/Harborwalk Phase II: Construction has started for additional parking and Harborwalk improvements at the west end of Gilchrist Park, and work 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 - Signage is currently being installed and should be complete by the middle of May.

This problem continues - 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.

We are working on scheduling a joint meeting between City Council (potentially in June) and the Airport Authority board to discuss general updates on projects and operations, and to have more effective communications between our two boards.

We are doing a new sidewalk maintenance risk assessment and repair program to help identify areas currently causing liability for the City.

MAY 16, 2022  
MPO BOARD MEETING

**AGENDA ITEM # 9-C**  
**CHARLOTTE COUNTY REPORT**

## Roadway Updates- for MPO May 2022 Meeting

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

#### Completed Work:

The project is complete. The Engineer of Record is working on the record drawings and closing out the permits with the permitting agencies. A final change order has been processed to reconcile the project balance, and the contractor will be submitting a final invoice.



#### Estimated Project Close-out Date April 2022.

### Olean Boulevard Widening from (US 41 to Easy Street)

#### Completed Work:

- Completed Main Line Paving on Olean Blvd

#### Current Work:

- Final Paving is scheduled to continue and be completed by May 10<sup>th</sup>, 2022
- Contractor currently working on various deficiency items and punch list items



#### Construction Forecast Completion Date: May 17<sup>th</sup>, 2022

### Various Intersection Improvements

#### Current Work:

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

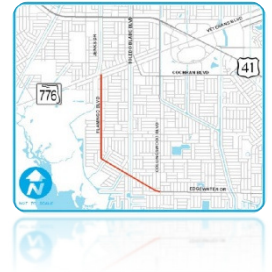


#### Design Development Forecast Completion Date: TBD

## 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.

A meeting was held with FDOT to discuss the permitting requirements for the intersection of Flamingo Blvd and 776. The engineer is collecting survey data and studying traffic volumes to assist in the design and access management decisions.

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

MAY 16, 2022  
MPO BOARD MEETING

**AGENDA ITEM # 10**  
**FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)**  
**REPORT**

**1. FDOT - Transportation Systems Management and Operations Update**

**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. 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 Strategies (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)
- B. US 41 SB @ Melbourne Street- Access Management (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)
- C. Bermont Road (CR 74) Safety Discussion – (FDOT/John Elias/Robert Fakhri-Charlotte County)



## **District 1 Traffic Operations**

# **TSM&O Update to Charlotte County-Punta Gorda MPO**

**5/16/2022**



## Agenda

- Introduction
- Arterials Requests
- Interstate Operations
- Innovative Strategies
- General Discussion/Questions

## Introduction

- **Mark Mathes, P.E. – District 1 Traffic Operations Engineer**
- **Steven Davis, P.E. – TSM&O Program Engineer**
  - Signal Timing/Maintenance
  - TMC Operations
  - ITS Design
  - Innovative Transportation Technology Solutions



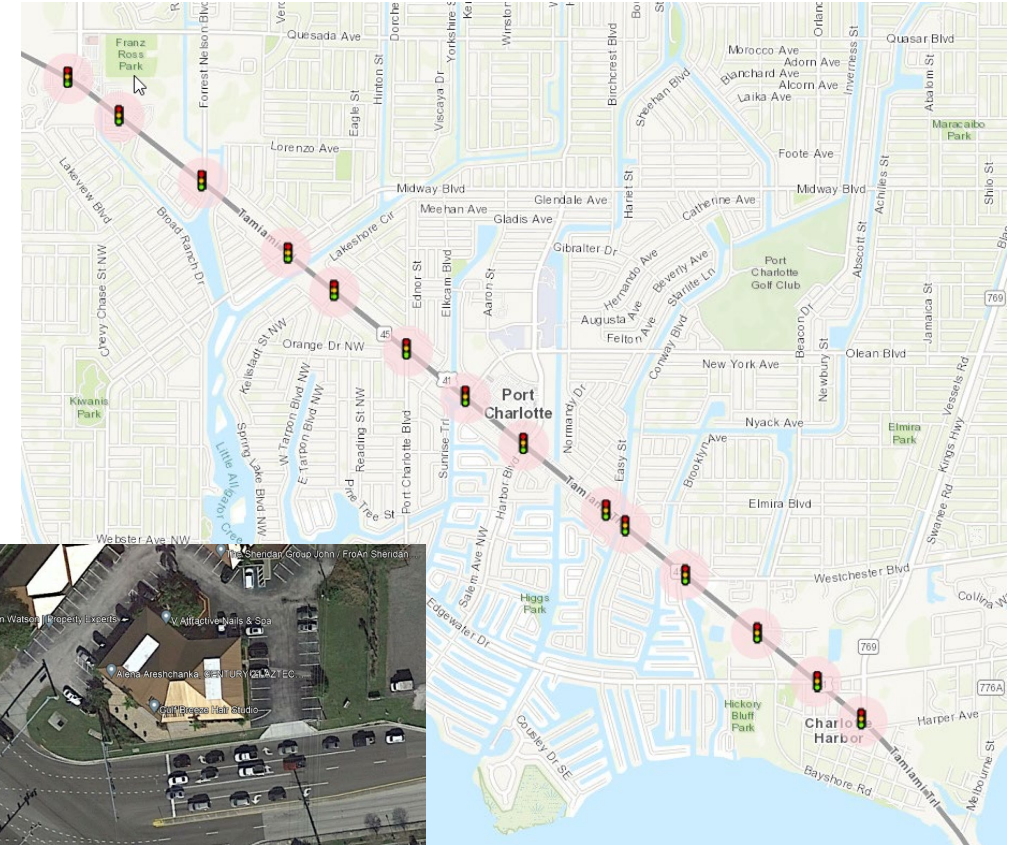
# Arterial Operations

2022 – Quarter 1

# Traffic Signal Requests

## US 41 Corridor:

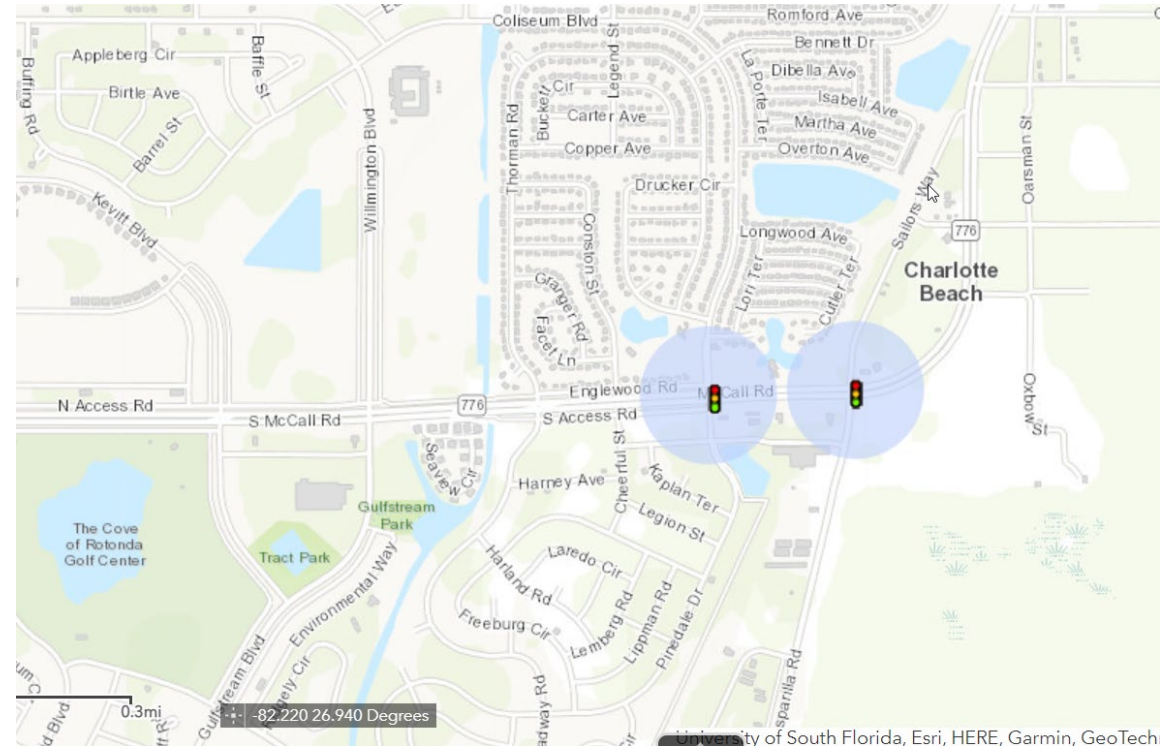
- **Side Street Green Time (Harbor View to Forest Nelson):**
  - Optimized
  - Need ATMS connection to assist with AAM during peak hours
- **Harbor View Blvd: RTOR Restrictions:**
  - Not recommended for safety reasons
  - Skewed intersection, driveway locations
- **Olean Blvd: RTOR Restrictions:**
  - RT overlap
  - U-turns restricted
  - Considering TOD RTOR restrictions



## Traffic Signal Requests

### SR 776 Corridor:

- **Toledo Blade Blvd:**
  - Added protected LTs
- **Coliseum Blvd/Pinedale Dr:**
  - Added protected LTs in resurfacing
- **Flamingo Blvd:**
  - Updated timings
- **Gulfstream/Willmington:**
  - New signal

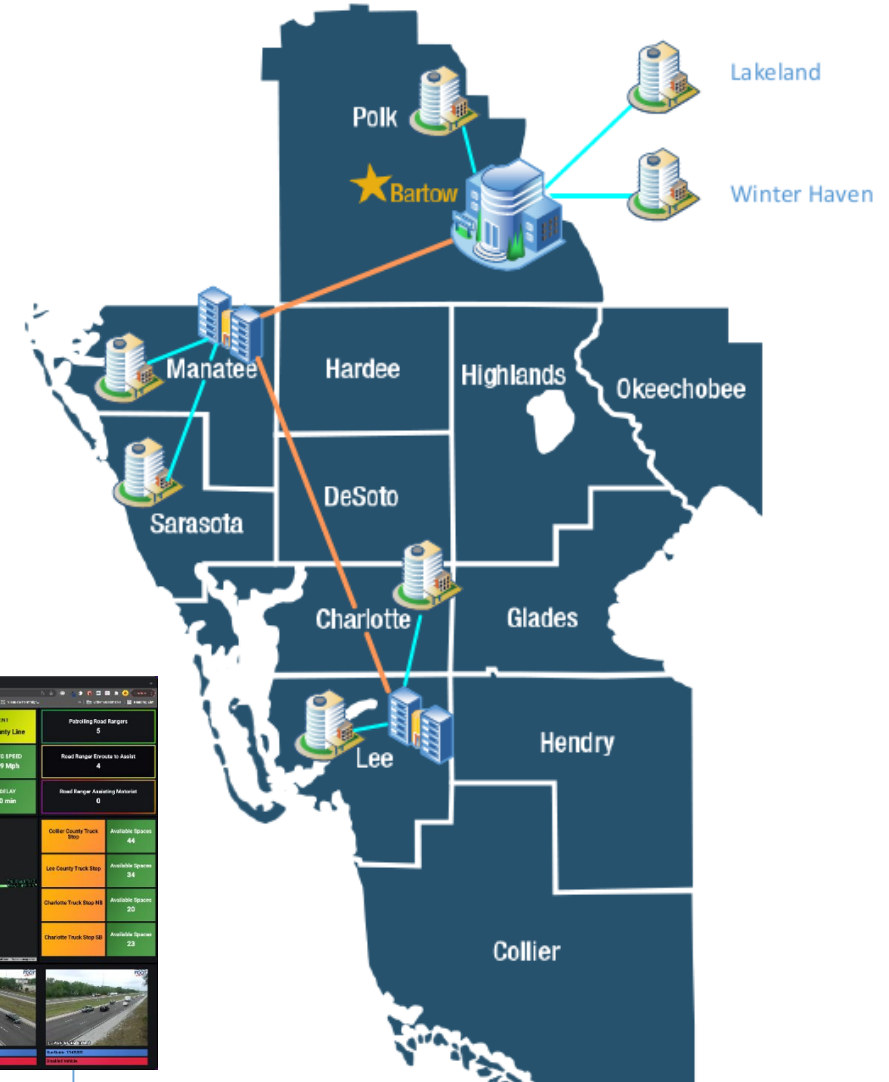
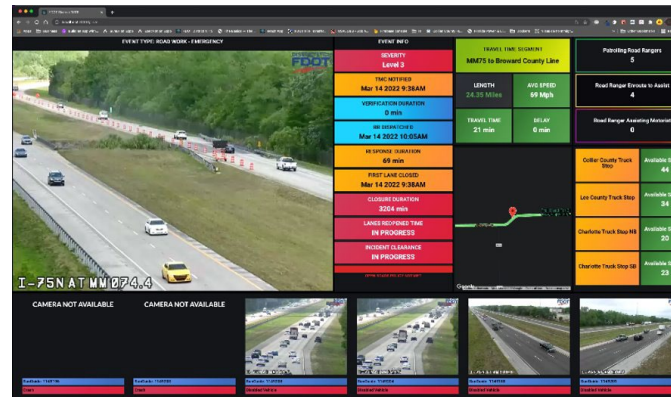


## FDOT-Charlotte ATMS Connection



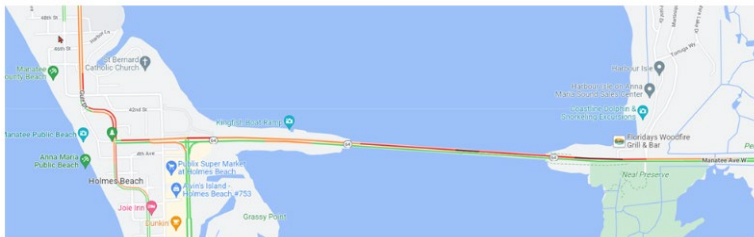
# FDOT-Charlotte ATMS Connection

- Initial connection has been established
- Camera PTZ is being tested
  - This effort facilitates District's ability to support Active Arterial Management
- **Benefits:**
  - Staff power multiplier
  - Quick identification of Incidents
  - Relief to congestion through real-time changes
  - Faster coordination with first responders
  - Enhanced safety and reduced congestion
  - Fewer public complaints
  - Special events



## Active Arterial Management

### *Early Identification*



### *Faster Clearance*



### *Quick Response*

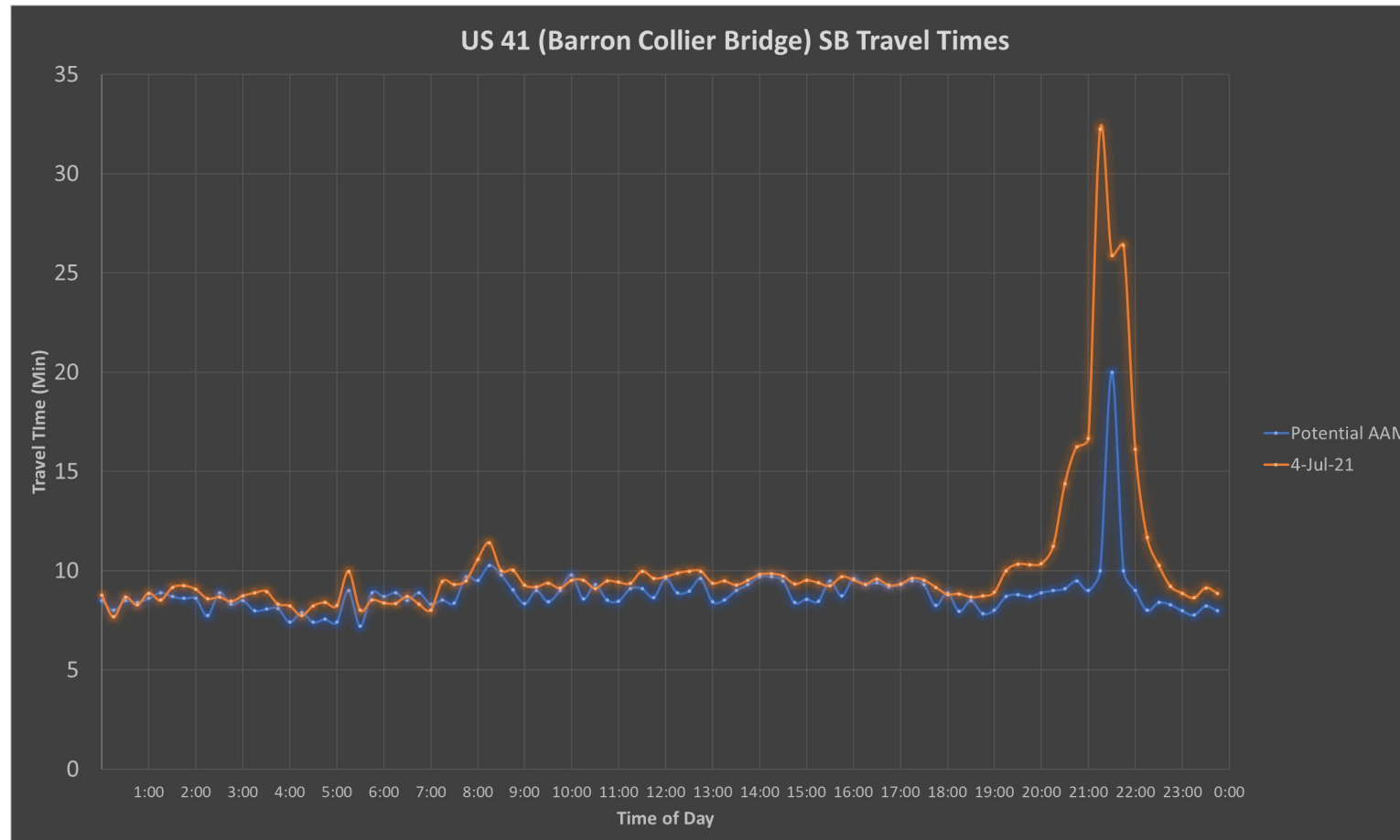
Signal timing adjustments were made to improve operations in response to the congestion. Below is a summary of adjustments made.

Date	System	ID	Location	Time	Description	Temp/Perm?	Revert Time	Results
4/19/2022	13150A	3604	SR 64 at E Bay Dr	12:17	Instant Pattern 12 to flush congestion	Temp	14:40	Flush pattern used to reduce WB congestion
4/19/2022	13150A	6306	SR 64 at Gulf Dr	12:17	Instant Pattern 12 to flush congestion	Temp	14:40	Flush pattern used to reduce WB congestion



# Active Arterial Management

Potential Reduced Congestion in Downtown Punta Gorda with AAM, on July 4th

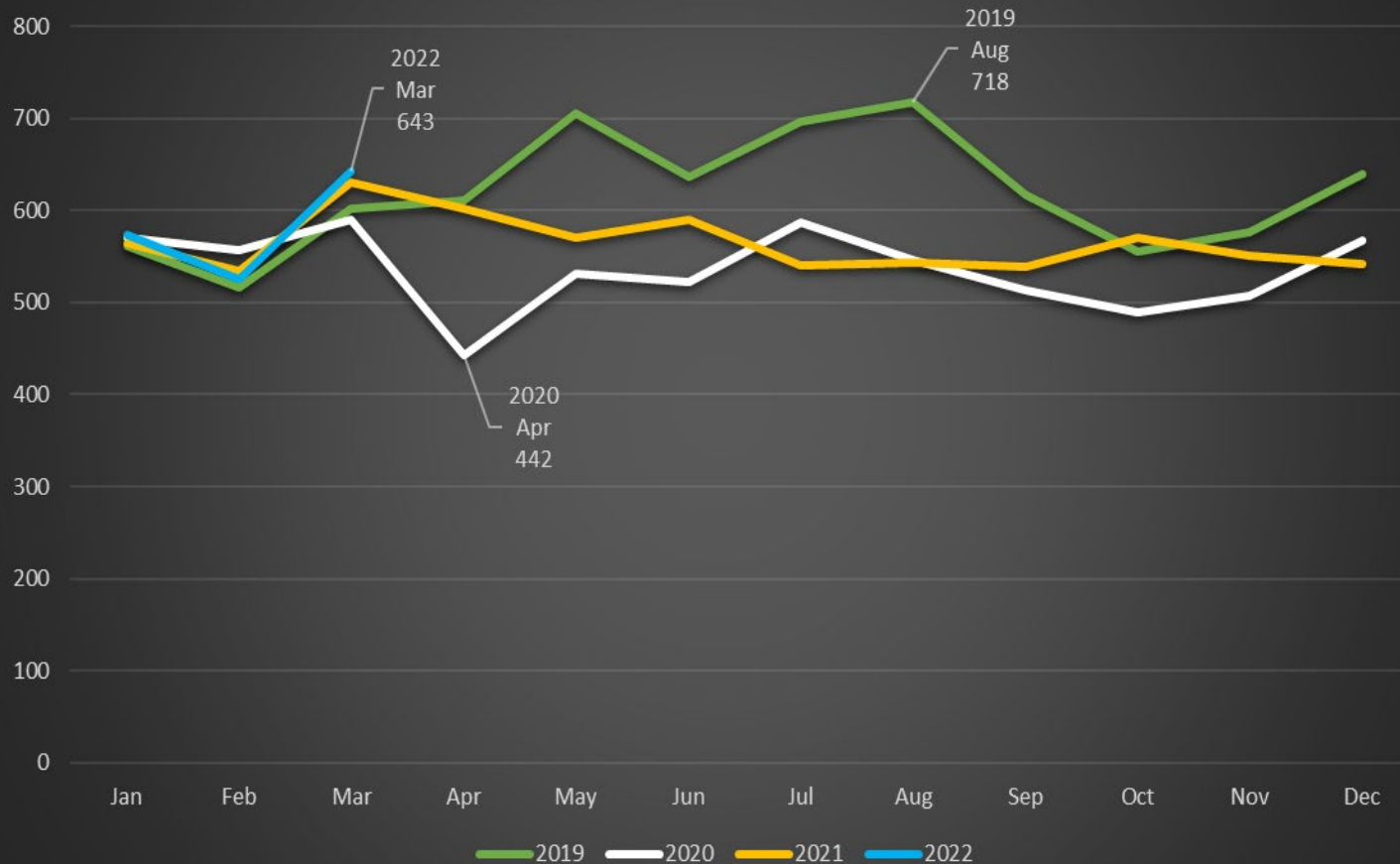




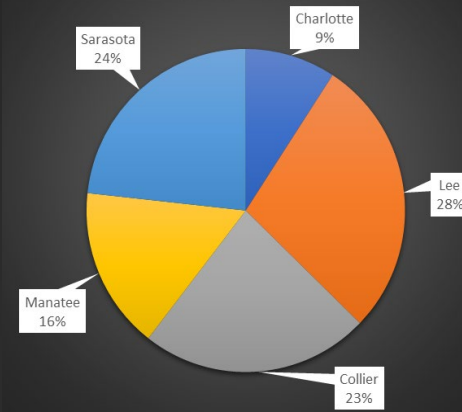
# Interstate Operations

## Incidents – 2019-2022

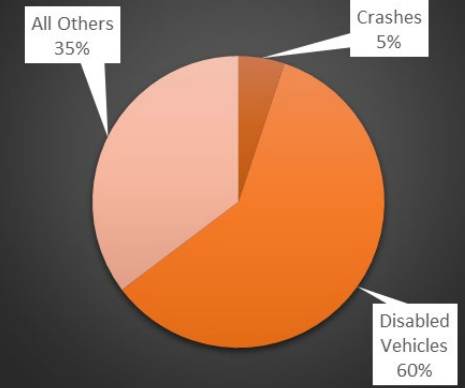
### Charlotte County Total Incidents - 2019-2022



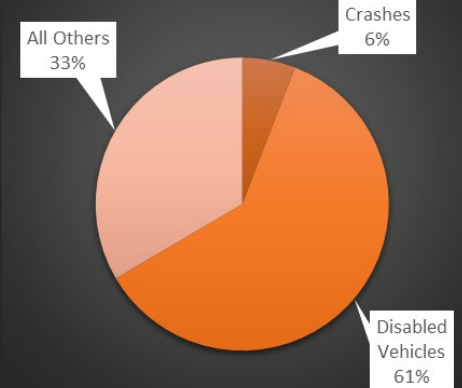
### Total Incidents by County 2019-2022



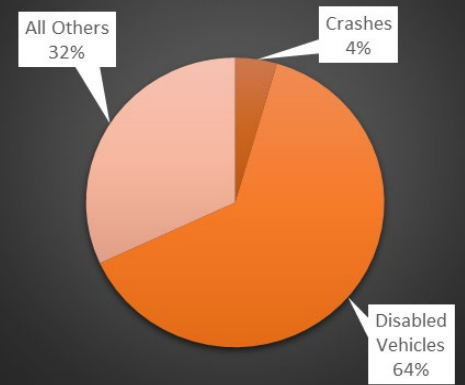
### Incidents by Type 2020



### Incidents by Type 2021



### Incidents by Type 2022



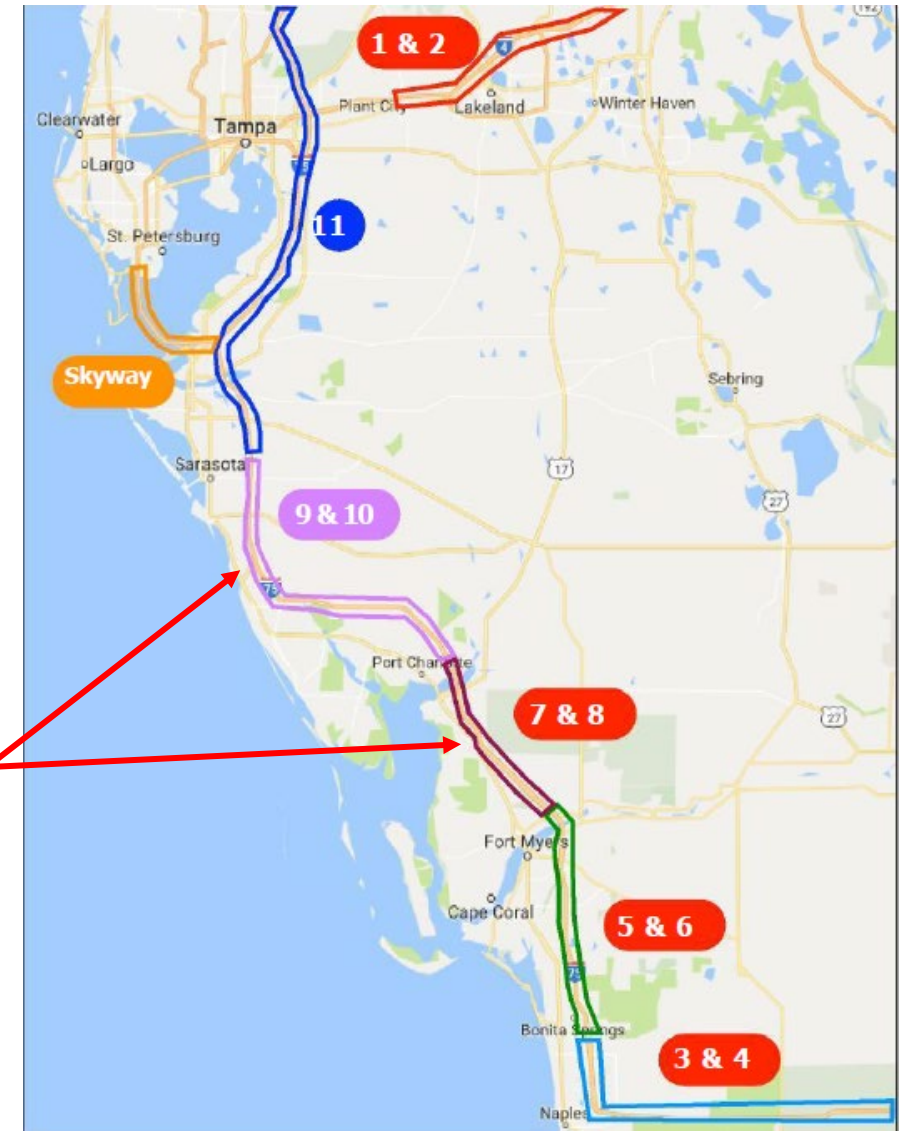
## Road Ranger – District One Beats

Beat	Road	Exit Start	Exit End
1	I-4	25	58
2	I-4	25	58
3	I-751	49	111
4	I-75	49	111
5	I-75	111	143
6	I-75	111	143
7	I-75	143	170
8	I-75	143	170
9	I-75	170	213
10	I-75	170	213
11	I-75	213	229 or 240
12	Skyway Bridge	I-275/ Exit 13	I-75/Exit 229 or 240

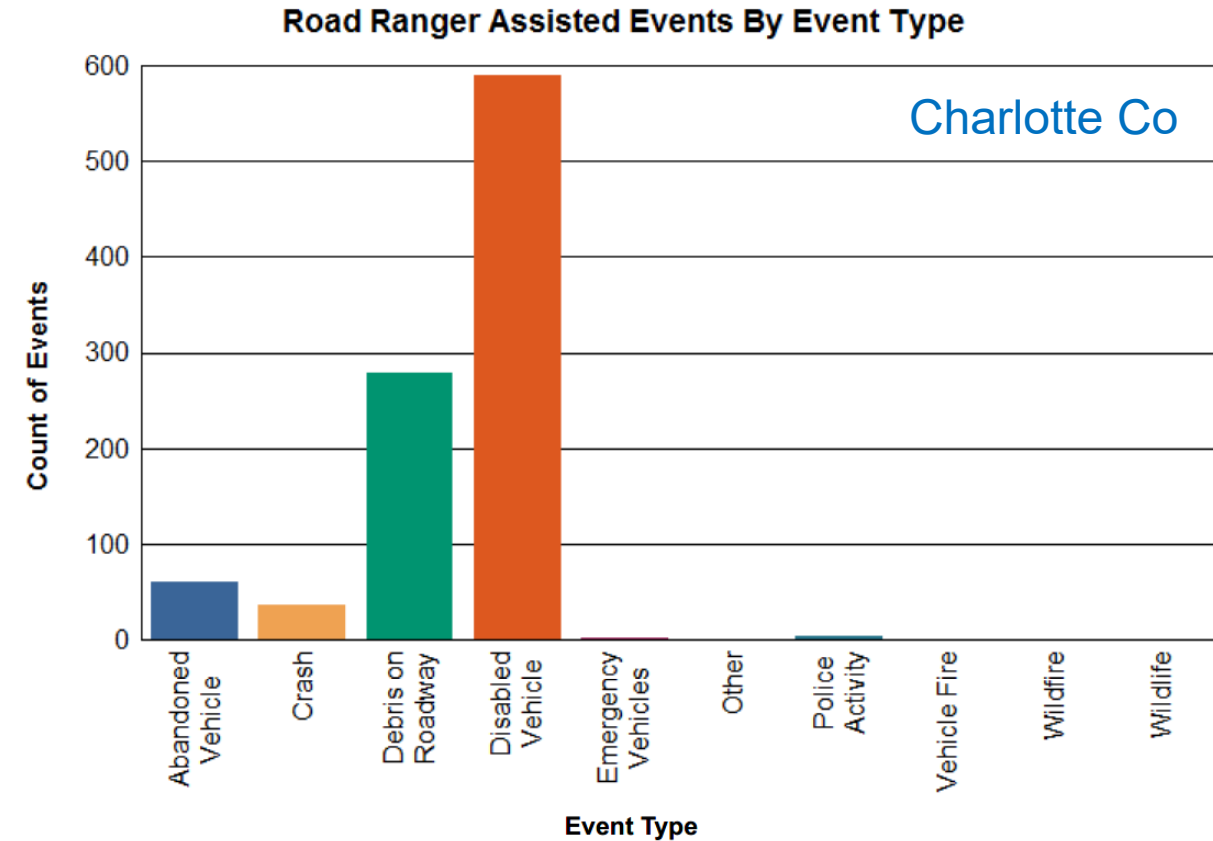
Charlotte  
Co

M-F 07:00-19:00 (2)  
S-S 09:00-21:00 (1)

M-F 06:00-18:00 (2)  
S-S 09:00-21:00 (1)



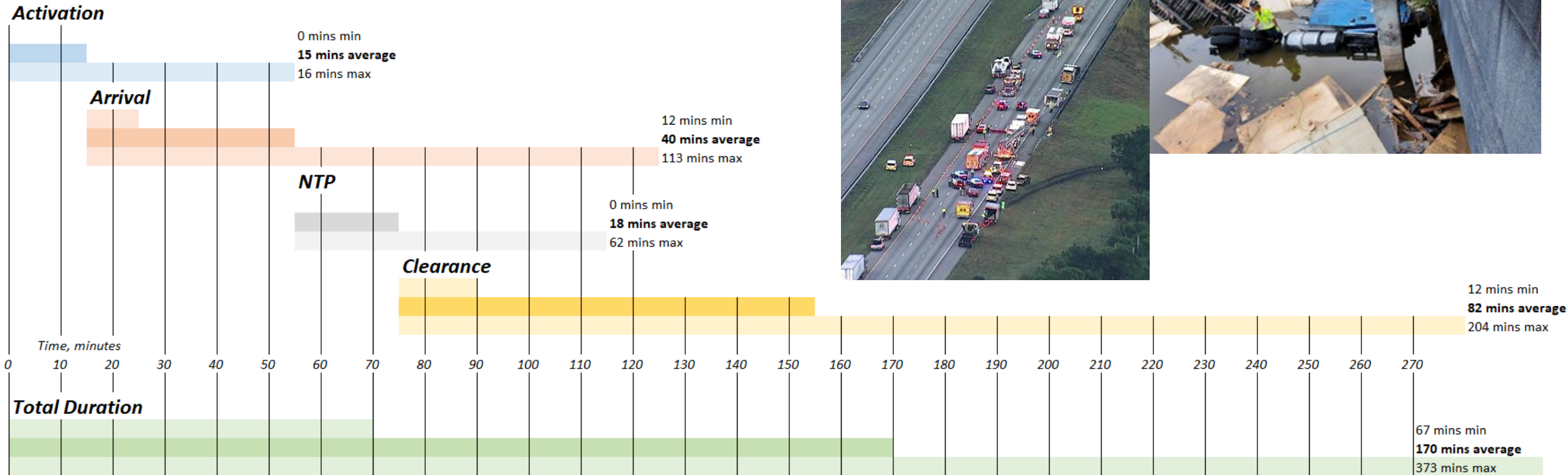
## Road Ranger Assists – FY 2022 Q1 (Jan 1 – Mar 31)



*Charlotte Co assists are approx. 10% of all assists in District One*



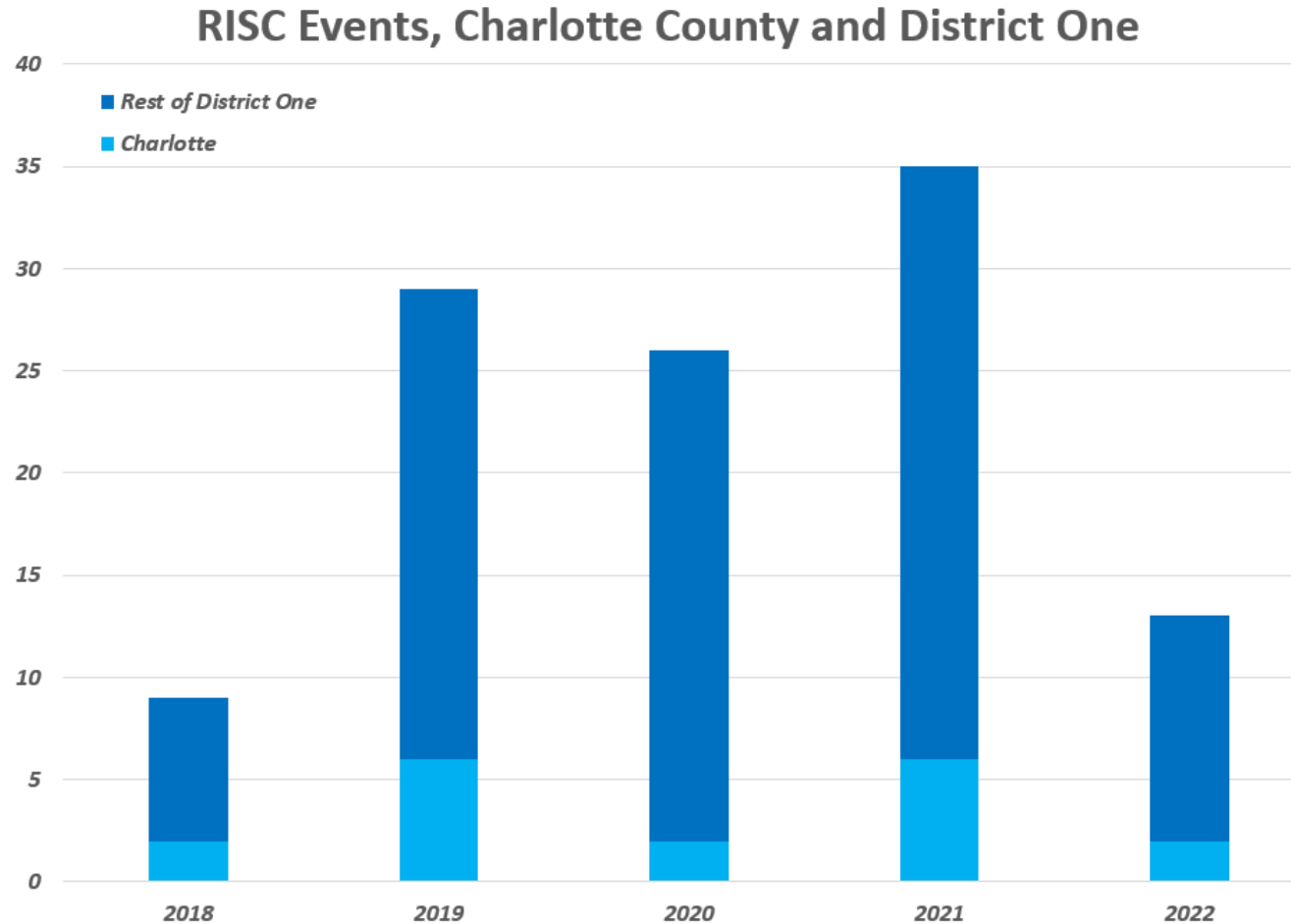
# RISC Clearance Times By Activity – FY 2022 to date



Excludes a few atypical extended duration closures

**\*Clearance time goal = clear roadway within 90 minutes**

## Rapid Incident Scene Clearance (RISC) - 2018-2022\*



\*thru April 26.  
Reported by  
calendar year.



## Traffic Incident Management - TIM Team Meetings



- June 7      1:30 PM      Sarasota-Manatee (in person)
- June 8      9:30 AM      Charlotte-Lee-Collier (in person)
- July 12     1:00 PM      Heartland (virtual)
- July 14     10:00 AM     Polk (hybrid)





# Innovative Strategies

## Wrong Way Driving Update

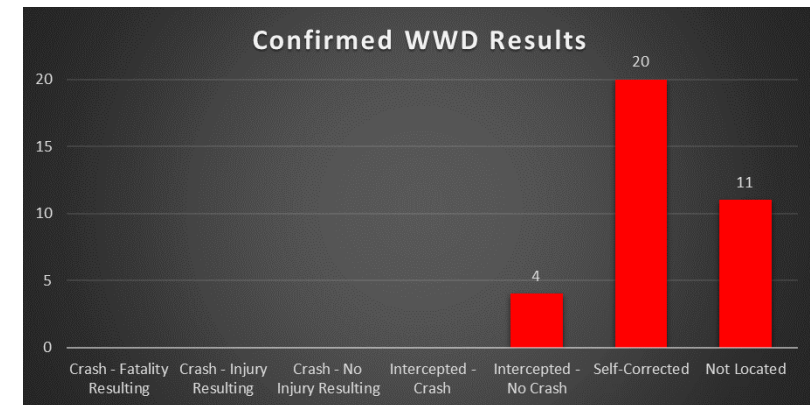
### ■ Charlotte Co I-75 Ramps

- US 17 ramps have been active (initial district pilot project)
- Design underway for remaining ramps in Charlotte Co
- Target construction completion January 2023



Google

## TrafficVision Statistics To Date



## Road Ranger Truck Mounted Camera Pilot Program – RMC 111





## General Discussion/Questions



MAY 16, 2022  
MPO BOARD MEETING

## **CONSENT AGENDA # 11**



MAY 16, 2022  
MPO BOARD MEETING

**AGENDA ITEM # 11-A**

**APPROVAL OF MINUTES: MARCH 21, 2022 MPO BOARD MEETING**

**Purpose:** To review and approve the Draft Minutes of the previous MPO Board Meeting held on March 21, 2022.

**Presented by:** MPO Staff

**Discussion:** To Be Determined

**Recommendation:** Motion to approve the Minutes of the MPO Board Meeting of March 21, 2022

**Attachment:** [Draft Minutes of the MPO Board Meeting held on March 21, 2022](#)



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

MINUTES OF THE MPO BOARD MEETING  
MONDAY, MARCH 21, 2022  
CHARLOTTE COUNTY ADMINISTRATION CENTER  
18500 MURDOCK CIRCLE, ROOM #119  
PORT CHARLOTTE FL 33948

**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, Airport Vice Chair  
**Mayor Lynne Matthews**, Punta Gorda City Council

**ADVISORY**

**L.K. Nandam**, FDOT District One Secretary

**STAFF PRESENT**

D’Juan Harris, MPO Director  
Bekie Leslie, Administrative Services Coordinator  
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**

Tanya Merkle, FDOT  
Charlie Council, CAC Chair  
Mitchell Austin, City of Punta Gorda, TAC Chair  
Beaumont Hayner, City of Punta Gorda Urban Design  
Pauline Klein, BPAC Chair  
John Elias, Charlotte County Public Works  
Robert Fakhri, Charlotte County Public Works  
Ravi Kamarajugadda, Charlotte County Public Works  
Daniel Sutphin, *Sun-Herald*

## **OTHERS IN ATTENDANCE VIRTUALLY**

Linda Sposito, City of Punta Gorda

### **1. Call to Order & Roll Call**

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

### **2. Invocation – Pastor Jim Chandler**

Pastor Jim Chandler was not available to give the invocation, so MPO Chair Constance gave it.

### **3. Pledge of Allegiance**

The Pledge of Allegiance was recited.

### **4. Additions and/or Deletion to the Agenda**

D’Juan Harris noted that there was recent information as part of Agenda Item #13 in light of Friday’s Lee County MPO Board Meeting. The agenda item handout was distributed to MPO Board Members and posted to the MPO website.

*Commissioner Deutsch made a motion to approve the addition of Agenda Item #13 recent information to the agenda. Commissioner Tiseo seconded the motion, and the motion carried unanimously.*

### **5. Public Comments on Agenda Items**

There were no public comments on agenda items.

### **6. Chairs’ Reports**

#### **A. MPO Board Chair’s Report**

Chair Constance commented on two issues:

- The issue of Veterans Blvd. speed limits was discussed, since the three County Commissioners present were concerned about increased traffic and speeding on the roadway. They wished to know if and how the speed limit had changed over time. Commissioner Tiseo noted that the portion of Veterans Blvd segment from Cochran Blvd to Loveland Blvd is averaging an accident every 4.1 days. Commissioner Herston had been present as a young engineer at the roadway’s inception and had coversheets indicating that the western portion of the roadway had a 50-mph speed limit while the eastern portion had a 45-mph speed limit. Commissioner Tiseo stated that this was evidence that the roadway was never designed for a 55-mph speed. He noted that these problems need to be addressed in Corridor Study.

- Commissioner Constance had spoken with Collier County Commissioner Bill McDaniel regarding the Agenda Item #13 Regional Coordination Proposal and had recommended that Commissioner McDaniel reach out to Commissioner Tiseo regarding the proposal. Commissioner Tiseo stated that he had not been contacted by Commissioner McDaniel. Commissioner Tiseo had spoken with Charlotte County Attorney (MPO Legal Services) Janette Knowlton who had indicated some concerns regarding the proposal including Sunshine Law implications. Commissioner Deutsch also expressed reservations about the real purpose or benefit of such a meeting, especially considering MPO Board Members' many other commitments.

#### **B. Citizen Advisory Committee (CAC) Chair's Report**

CAC Chair Charlie Council discussed topics reviewed at the March 9, 2022, CAC Meeting where a quorum had been present. Recognition was made of the passing of Jim Brown, longtime CAC member and past Chair. Jim Brown was a longtime, vocal advocate for Burnt Store Road safety improvements. It was appropriate that he saw the conclusion of the project. Charlie Council observed that the CAC had lost a good member.

The CAC had discussed gridlock on Cochran Blvd between Peachland Blvd and Veterans Boulevard. County staff had advised that the ongoing Veterans Blvd Corridor Study must be completed before definitive action could be taken in that vicinity. The CAC had unanimously approved the request for UPWP forwarding.

Charlie Council announced two CAC vacancies, one in South County and one in West County. He noted that current CAC members attend faithfully in person or online. He gave kudos on streamlined CAC meetings that were short but effective.

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

TAC Chair Mitchell Austin described the TAC meeting as being productive as reflected in the agenda items.

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

BPAC Chair Pauline Klein gave a brief synopsis of topics at the February 24, 2022, BPAC Meeting, including Punta Gorda as a more bike friendly community, participation of a Charlotte County Sheriff's Deputy at the start of each meeting, various agenda items requiring action, a Charlotte County bicycle and pedestrian facilities map review, a Charlotte County staff report, and a presentation by FDOT District One Bicycle-Pedestrian Coordinator Deborah Chesna.

### **7. Local Government Reports**

#### **A. Charlotte County Airport Authority**

Commissioner Herston, Charlotte County Airport Authority Vice Chair, provided MPO Board Members with a detailed packet of information on Airport activities. He reviewed key items.

Commissioner Constance noted that it appeared from the data that the Airport was working on its best year ever. Commissioner Herston commented that 53 cities were now served from the Airport (some seasonal). All flights were on Allegiant Airlines except for on Sun Country route. A highlight of the capital improvement summary report was the new general aviation facility on Challenger Blvd with hangars and the future relocation of the Airport restaurant.

Commissioner Tiseo inquired about any issues with aviation fuel sales in light of world events. Commissioner Herston stated that there was plenty of fuel available, but he did not know about impacts on pricing. Commissioner Constance sought verification that Runway 422 was currently shut, and Runway 1533 was active. Commissioner Herston verified that he was correct, and work would be completed on Runway 422 at the end of the year, conceding that there was currently a temporary noise issue for some residents.

### **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: the Historic City Hall renovation, proposed median opening changes on US 41 from Rio Villa to Payne Street, Gilchrist Park/Harborwalk Phase II project, wayfinding signage in the downtown area, Northbound US 41 Vision Study, safety enhancing intersection treatments for wrong way signage on one-way streets, and speeding concerns on City streets.

Mayor Mathews commented on the successful legislative passage of the I-75 Purple Heart Highway designation in Charlotte and Lee Counties. She appreciated State Senator Albritton's assistance with achieving this. She also commented on the City Council's review of the Adventure Cycling Association's revised US Bicycle Route 15, which was a safer route travelling along US 17 and through Punta Gorda utilizing the Harborwalk.

Mayor Matthews also remarked regarding the huge and serious problem of speeding on Burnt Store Road (as she had stated previously at the Joint Meeting with the Lee County MPO). Discussion followed and included various approaches to the problem in this multijurisdictional area, such as a needed signal at the Home Depot area, attention to the mobile home park entrances/exits, increased traffic enforcement by city and county law enforcement with the issuance of traffic tickets and use of flashing radar feedback speed signage. Commissioner Tiseo commented that the tremendous traffic increase in the area due to the presence of more visitors and residents meant that the roadways would face even more growth. Mayor Matthews noted that clearly a problem existed, and the local jurisdictions must work together jointly to abate this issue. Secretary Nandam described the increased pandemic effect of driver aggressive behavior, now made worse by the large 2022 peak season traffic levels. He noted an increase of close to 10 fatalities per day statewide.

### **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)
- Olean Blvd Widening (from US 41 to Easy Street)

- Various Intersection Improvements
- Flamingo/Edgewater Widening

Commissioner Tiseo praised Kings Highway from I-75 to US 41 with its series of right turn lanes, characterizing it as a much safer way to exit a busy roadway. He stated that he could not understand why Veterans Blvd. had no right turn lanes. Commissioner Herston stated that it was a result of 1980s design and budgetary restrictions. Commissioner Constance noted the huge population growth in that area. Commissioner Tiseo stated that the number of daily trips had doubled from 12,000 at inception to 25,000 presently. He observed that accident rates are huge with many rear end accidents.

## **8. Florida Department of Transportation (FDOT) Report**

Tanya Merkle represented FDOT for the discussion

### **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)**

Tanya Merkle stated that FDOT Traffic Operations was working on this project. Commissioner Constance praised the effective use of a blinking yellow turn light at the intersection of Olean Blvd. and Harbor Blvd.

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

Tanya Merkle had no update on this item. John Elias stated that the project was included under design for the entirety of the Edgewater Corridor. L.K. Nandam noted that a meeting had occurred between FDOT and Charlotte County staff regarding the intersection. Funding in the Work Program had been moved out due to FDOT's resurfacing needs. County staff was developing estimates for the intersection improvements. He noted that FDOT at a minimum will "definitely" fund all the signal change equipment for the intersection. If the intersection work goes forward before the widening, FDOT staff was requesting that Charlotte County separate out the turn lanes on Flamingo Blvd to resolve capacity constraints correctly. John Elias pointed out that development on the north side of the intersection may impact the project.

Commissioner Deutsch inquired about the normal duration time of a signal. L.K. Nandam stated that the maximum signal time is up to 255 seconds, but he recommended not going above 3 minutes. Commissioner Deutsch suggested cutting the timing to 120 seconds from 180 seconds, since drivers race to make the light. Commissioner Tiseo stated that a right hand turn stacking lane would be appropriate at the location.

Commissioner Constance stated that development in the Flamingo area is happening now, and details such as design specifications, necessary land acquisition, etc. needed to be determined immediately. He stated that the county might have to advance the money for the southern portion of the project. John Elias stated that he understood the urgency and discussions were already underway with the developer. Members also discussed the future traffic needs of the West Port community.

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

L.K. Nandam stated that the SR 776 Corridor Study had identified needed intersection changes. FDOT will examine bringing the project back into the Work Program. The MPO Board would need to identify the correct prioritization of SR 776 intersection improvements. The project involved adding a second right turn lane. L.K. Nandam noted that despite increased revenues estimates coming from the State Legislature, the flip side was that unit prices from contractors were currently increased 15% or higher. He stressed that Charlotte County, City of Punta Gorda and FDOT need to collaboratively work on joint funding initiatives. Growth was defining the need for improvements, and gas tax revenues cannot be the only funding source.

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

Secretary Nandam noted regarding the design that approaching traffic was not high enough to justify right turn lanes on the project, so FDOT was now going to a single lane approach without slip lanes. He stated that the trucks would be able to negotiate all turns. The project construction had advanced from FY 2026 to FY 2025. The MPO Board Members agreed to remove this item from the future FDOT Discussion List.

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

Tanya Merkle reported that completion of the final master plan was still underway. Commissioner Constance commented that the MPO had coordinated with both the City of North Port and the Sarasota/Manatee MPO, and all agreed on this needed interchange.

**Joint Local and FDOT Discussion**

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

Laks Gurram stated that a joint meeting had been held with Charlotte County and FDOT staff members regarding this project. Project Right-of-Way (ROW) was totally funded. The Melbourne Street to Date Street portion was funded for Construction, and an application requesting Construction funds had been received for the section from Date Street to I-75.

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



MPO Board Members and staff from various agencies agreed that this area was very concerning and complex, especially in light of the Whiskey Joe's and the Sunseeker developments. It was realized that the problems would only worsen when these projects were completed, so a good solution was necessary soon. A map of the entire area was projected for discussion (including on the east side of US 41 the Chevron gas station, vacant Sunseeker-owned property, existing Charlotte County Right-of-Way, and adjacent residential areas. D'Juan Harris stated that Wayne Gaither had agreed at a recent meeting with FDOT to confirm what access management was granted. The MPO applied for a Corridor Planning or Operational Analysis Study on US 41 from Melbourne Street to Harbor View Road. Various suggestions included the use of flyovers as on Colonial Blvd in Lee County (Tiseo), taking of the gas station by eminent domain (Tiseo), or due to safety concerns, closure of the left turn lane on US 41 at Melbourne Street (Nandam/Herston).

**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**

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

**10. Draft FY 2023 – FY 2024 Unified Planning Work Program (UPWP)/Metropolitan Planning Organization Agreement**

D'Juan Harris stated that 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 (for Charlotte County Transit Development Plan annual progress reports).

***Commissioner Tiseo** made a 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. **Commissioner Deutsch** seconded the Motion, and it carried unanimously.*

#### **11. Draft FY 2022/2023 – FY 2026/2027 Transportation Improvement Program (TIP)**

D’Juan Harris noted that 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, which was discussed at the March 9, 2022 TAC/CAC Meetings.

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.

MPO Board Members were asked to review and comment on the Draft FY 2022/2023- FY 2026/2027 Transportation Improvement Program (TIP). It was noted that Harborwalk should be displayed as one compound word (on page # II-12).

#### **12. Draft 2022 Project Priorities - Discussion**

Laks Gurram stated 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 had asked that the initial priorities be submitted by February 12, 2022 to begin the review process. A preliminary list of project priorities is due for submission to FDOT District One by March 15 annually. 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 if warranted based upon input received by the Committees and at this MPO Board meeting (March 21, 2022). The

final draft will be presented at the April 13, 2022, TAC and CAC Meetings 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

MPO Board Members were asked to review and comment on Highway, TAP and CM/TSM Box and TRIP Project Priorities for 2022

Laks Gurram mentioned that in the Highways section of the list under the Edgewater project, the text would be changed from “Collingswood Blvd” to “SR 776.”

Commissioner Deutsch wanted two transportation issues noted on the record:

- The need to widen River Road from US 41 to Winchester in Sarasota County as quickly as possible
- The need for a second Myakka River crossing in West County (since when there is a problem on SR 776 at the bridge, Winchester/River Road is the only alternate route currently).

Discussion arose regarding the proposed roundabout on Jones Loop Road east of I-75. A development facility was proposed to the east of the location. L.K. Nandam noted that FDOT was considering converting the closed rest stop at that location to a truck parking facility. He observed that a roundabout would work very well there. The funding for a truck parking facility would be taken from the design funds for a rest area on I-75, since FDOT analysis had shown that the need had dwindled at that location.

Mayor Matthews commented on the left turn lanes at Aqui Esta Dr on page 3. She stated that FDOT had committed to extend the NB left turn lane on US 41. She characterized the situation there as very dangerous. L.K. Nandam stated that it would be done in conjunction with a resurfacing project. He agreed to check on the timeframe.

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

D’Juan Harris described recent developments regarding a proposal to establish a regional coordination collaborative between the Collier County, the Lee County, and the Charlotte County-Punta Gorda MPOs.

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 County 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, and the proposal discussion was returned to the Collier MPO to consider alternatives.

*Chair Constance next asked for Public Comments.*

### **15. Public Comments**

There were no public comments.

### **14. Staff Comments**

D’Juan Harris provided MPO Board Members with a staff activity sheet, stating it had been a busy three months. He reported that the MPO Office now had new carpet.

Mayor Matthews commented on the successful Purple Heart initiative effort. Following the Governor signing the law, signage would be placed on I-75 sometime after July 1.

D’Juan Harris stated that the MPO had completed an excellent FDOT Certification on March 8, 2022, with no findings/corrections.

Commissioner Constance stated that he had no complaints for D’Juan Harris and commended him on his good pre-agenda work.

### **16. Member Comments**

Commissioner Deutsch described numerous years of effort on achieving the Purple Heart Highway designation. He said that the news was received with great excitement at the recent Purple Heart Association Meeting. He stated that Charlotte County has 29,000 veterans.

Commissioner Herston commented that the new MPO carpet was beautiful. He thanked L.K. Nandam for sharing his extensive engineering expertise.

Commissioner Tiseo stated regarding a proposed regional meeting with two MPOs to the south (Agenda Item #13) that it could still occur whenever the situation arises. Commissioner Constance asked L.K. Nandam if there had ever been a regional meeting. L.K. Nandam responded that a staff level meeting had occurred at the district level but had not included MPO Chairs. Commissioner Constance noted that a great example was the recent M-CORES effort, which he characterized as an interesting process, despite being thwarted. Commissioner Tiseo observed that lack of a Collier County MPO quorum at joint Meetings with the Lee County MPO, did not bode well for the proposal.

Chair Constance appreciated the efforts of MPO partners including all Committee Chairs who had given reports.

Secretary Nandam had an update on the Mayor's US 41 request regarding the left turn lane extension at the Aqui Esta intersection. The project was let in January 2022 with construction planned for summer 2022. Mayor Matthews expressed her thanks.

Chair Constance stated that it had been a great meeting.

## **17. Adjournment**

There being no further business, the meeting was adjourned 4:03 P.M. The next regularly scheduled meeting of the MPO Board will be held on Monday, May 16, 2022, at 2:00 p.m. at the Charlotte County Administration Center, 18500 Murdock Circle, Building B, Room #119, Port Charlotte, Florida.

MAY 16, 2022  
MPO BOARD MEETING

**AGENDA ITEM # 11-B**  
**MPO BOARD RESOLUTION #2022-02 AUTHORIZING**  
**FY 2022/2023 TRANSPORTATION DISADVANTAGED (TD) PLANNING**  
**GRANT AGREEMENT**

**Purpose:** To review and approve the execution of the FY 2022/2023 Transportation Disadvantaged Planning Grant Agreement by approving MPO Board Resolution #2022-02

**Agenda Item Presented by:** MPO Staff

**Discussion:**

Annually, the Charlotte County-Punta Gorda MPO is eligible to receive Transportation Disadvantaged Planning Grant Funds to assist in its responsibilities under Chapter 427, *Florida Statutes* as the Official Transportation Disadvantaged Planning Agency for Charlotte County. The money comes from the Transportation Disadvantaged Trust Fund (TDTF) which was established to provide a dedicated funding source for the operational and planning expenses of the Florida Commission for the Transportation Disadvantaged (CTD) in carrying out its legislative responsibilities.

The amount received for FY 2022/2023 will be \$23,887. A resolution authorizing the execution of a Transportation Disadvantaged Trust Fund Grant Agreement with the Florida Commission for the Transportation Disadvantaged has been reviewed by the MPO Board Legal Counsel and is attached.

**Recommendation:** Motion to approve the Resolution 2022-02 for signature by the MPO Chair and to authorize the MPO Director to execute the FY 2022/2023 Transportation Disadvantaged Planning Grant Agreement (including minor adjustments as required).

**Attachment:** [MPO Board Resolution 2022-02](#)



**RESOLUTION  
NUMBER 2022-02**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA  
GORDA METROPOLITAN PLANNING ORGANIZATION  
AUTHORIZING THE EXECUTION OF THE FY 2022/2023  
TRANSPORTATION DISADVANTAGED TRUST FUND GRANT  
AGREEMENT WITH THE FLORIDA COMMISSION FOR THE  
TRANSPORTATION DISADVANTAGED.**

**RECITALS**

**WHEREAS**, the Charlotte County-Punta Gorda Metropolitan Planning Organization is eligible to receive a Transportation Disadvantaged Trust Fund Planning Grant and to undertake a transportation disadvantaged service project as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code.

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

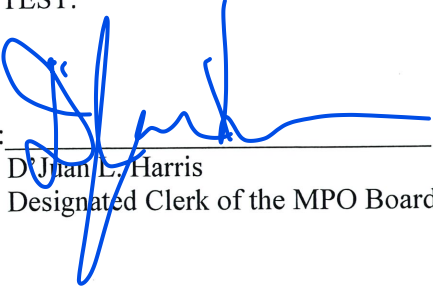
1. The MPO has the authority to enter into this grant agreement.
2. The MPO authorizes the MPO Director to execute the grant agreement on behalf of the MPO Board with the Florida Commission for the Transportation Disadvantaged.
3. The MPO authorizes the MPO Director to sign any and all agreements or contracts which are required in connection with the grant agreement.
4. The MPO authorizes the MPO Director to sign any and all assurances, reimbursement invoices, warranties, certifications and any other documents which may be required in connection with the grant agreement or subsequent agreements.

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

CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION

By: \_\_\_\_\_  
Christopher G. Constance, MD, Chairman

ATTEST:

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

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY:

By:   
Janette S. Knowlton, County Attorney  
LR22-0204 



MAY 16, 2022  
MPO BOARD MEETING

**AGENDA ITEM # 12**  
**2022 DRAFT – FINAL PROJECT PRIORITIES**

**Purpose:** To approve the 2022 Project Priorities for possible inclusion in the Transportation Improvement Program (TIP) for FY 2023/2024 – FY 2027/2028

**Agenda Item Presented by:** MPO Staff

**Discussion:**

The MPO Board 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. The MPO receives project candidates from the City of Punta Gorda and Charlotte County which include Highway, Transportation Alternatives Program (TAP), Congestion Management/Transportation System Management (CM/TSM) projects, and Transportation Regional Incentive Program (TRIP) projects. Attachment 1 is the proposed 2022 Project Priorities list.

At the April 13, 2022, TAC/CAC Meeting the Charlotte County Staff made minor revisions and additions to the list. Below are the proposed changes:

1. Under Highways #4, SR 776 the project limits are from Midway Blvd. to SR 776
2. Under TSM/CM # 3, SR 776 @ Flamingo Blvd., Charlotte County Staff is requesting funds for CST
3. Under TSM/CM # 4, Add signal @ SR 776 & Biscayne Blvd

**Recommendations:** Motion to adopt the 2022 Project Priorities including the Joint TRIP Project Priorities with Charlotte and Sarasota – Manatee MPO, and Lee County MPO for the upcoming FDOT Draft Tentative Work Program Cycle

**Attachments:**

1. [DRAFT 2022 Charlotte County-Punta Gorda MPO Project Priorities](#)
2. [2021 Project Priorities](#)

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 <sup>1</sup>	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 <sup>1</sup>	Date St	I-75	Road widening from 2-lane to 4-lane	CST	\$14.0		TBD	\$13.1				TBD	ROW Funded for entire segment of Harborview Rd . CST for this segment is unfunded.
4		Edgewater Dr / Flamingo Blvd Ext <sup>1</sup>	Midway Blvd	SR 776	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 <sup>1</sup>	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
<sup>1</sup> Regional projects								<sup>2</sup> 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 FDOT to fund this project with the new project limits.
3A	4463911	<del>US 41 Eastside<sup>1,2</sup></del>	<del>Melbourne St</del>	<del>Kings Hwy</del>	<del>Planning Study—Multi Use Recreational Trail (MURT ) with 8 feet side walk</del>	<del>PE &amp; CST</del>			TBD				\$0.15		Funded for Study under Highways FPN # 4463911. Out come shall be determined.
3B		US 41 Eastside <sup>1,2</sup>	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 <sup>1,2</sup>	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		\$0.075				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		<del>Sibley Bay ( Trails and Way Finding)</del>	<del>Bayshore Rd</del>	<del>US 41</del>	<del>Trails and Way Findings in Charlotte Harbor CRA</del>	<del>PE &amp; CST</del>	<del>\$0.85</del>		\$0.85						Delete as this roadway doesn't exist
6		E. Elkcam 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	<del>Resurfacing Project—Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts</del>	CST			\$6.41	\$6.41					Funded through construction in the current 2022-2027 Work Program- Will be deleted
8		<del>Shreve St</del>	<del>Airport Rd/Pompano Terrace</del>	<del>Virginia Ave/Linear Park</del>	<del>Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts</del>	PE & CST	\$0.30	\$0.30	\$0.60						City Staff requested to delete this project based on e-mail received 01/28/2022
9		Harborwalk Phase IV <sup>1</sup>	Harborwalk @ 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 <sup>1</sup>	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
<sup>1</sup> Regional projects								<sup>2</sup> 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 <sup>1</sup>	Intersection Improvements	PE & CST	\$0.187		\$0.187						County is requesting CST funds
2		<del>Add turn lanes on SR 776 @ Gulf Stream Blvd</del>	<del>Intersection Improvements</del>	<del>PE &amp; CST</del>			\$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 - DELETE
3		SR 776 @ Flamingo Blvd <sup>1</sup>	Intersection Improvements	CST	\$1.46								UN Funded in the current 2022-2027 work program.County is asking CST
4		Add Signal @ SR 776 & Biscayne Blvd	Intersection Improvements	PE & CST	\$0.80		\$0.80						County is requesting PE & CST funds
5		Add turn lanes on SR 776 @ Cornelius Blvd <sup>1</sup>	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
6		US 41 @ Easy St	Intersection Improvements	PE & CST									County is requesting PE & CST funds
7		Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
8		Add turn lanes on SR 776 @ Jacobs St <sup>1</sup>	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
9		Add turn lanes US 41 @ Carousel Plaza	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
10		<del>Add turn lanes US 41 @ AquiEsta Dr</del>	<del>Intersection Improvements</del>	<del>PE&amp;CST</del>			TBD						City is requesting PE & CST Funds . At the March 21, 2022 MPO Board L.K. Nandam informed that the project will be handled in conjunction with a resurfacing project. DELETE
11		SR 31 @ CR 74	Intersection Improvements					\$0.84		\$7.03			CST in the current 2022-2027 work program - updated Feb 2022 snapshot. Project will be deleted
12		Countywide 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.
<sup>1</sup> Regional projects <sup>2</sup> TAP Project on SUN Trail network systemNotes: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				

Adopted – May 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	<b>Moccasin Wallow</b> from US 301 to 115 <sup>th</sup> Ave E (Segment 1)	Manatee County	\$3,600,000
2	<b>Honore Ave</b> from Fruitville Rd to 17 <sup>th</sup> St	Sarasota County	\$5,010,000
3	<b>Harborview Rd</b> from <b>Melbourne St</b> to I-75	Charlotte County	\$4,000,000
4	<b>Moccasin Wallow</b> from 115 <sup>th</sup> Ave E to I-75 (Seg. 2 & 3)	Manatee County	\$14,400,000
5	<b>Lorraine Rd</b> from SR 72/Clark Rd to Knights Trail	Sarasota County	\$34,430,000
6	<b>Edgewater Dr/Flamingo Blvd Ext</b> from <b>Midway Blvd</b> to <b>SR 776</b>	Charlotte County	\$2,200,000
7	<b>Lorraine Rd</b> from <b>Palmer Blvd</b> to <b>Fruitville Rd</b>	Sarasota County	\$11,125,000
8	<b>Fruitville Rd.</b> from <b>Sarasota Center Blvd.</b> to <b>Lorraine Rd.</b>	Sarasota County	\$7,515,000
9	<b>Jones Loop Rd</b> from <b>Burnt Store Rd</b> to <b>Piper Rd</b>	Charlotte County	\$5,000,000
10	<b>Kings Hwy</b> from <b>Sandhill Blvd</b> to <b>DeSoto County Line</b>	Charlotte County	\$5,000,000

*Requested TRIP Funds amounts reported by local jurisdictions in Project Priority applications.*

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.



Newly Added projects

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

Adopted by Lee MPO in May or June 2022

Adopted by Charlotte County-Punta Gorda MPO in May 2022

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Prgrammed	Year Funded	2022 Joint Priority
Lee County	Burnt Store Rd	Van Buren Pkwy	1000 ft North of Lee Co	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	SR 776	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	N. Jones loop Rd	Burnt Store Rd	Piper Rd	4L to 6L	PE, CST	\$45,020,000	5,000,000			
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$16,068,000	\$4,000,000			
Charlotte County	Kings Hwy ( CR 769)	Sandhill Blvd	DeSoto County line	2L to 4L	CST	\$9,000,000	\$5,000,000			
Lee County	Three Oaks Pkwy Ext.	Fiddlesticks Canal	Pony Drive	New 4L	CST	\$60,774,000	\$8,000,000			
Lee County	Three Oaks Pkwy	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$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			

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 <sup>1</sup>	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 <sup>1</sup>	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 <sup>1</sup>	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 deffered until further notice from FDOT
6	435563 1	N. Jones Loop Rd <sup>1</sup>	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

<sup>2</sup> TAP Project on SUN Trail network system

PE- Design	ROW- Right Of Way	New Project
PD&E - Project Development & Environment	CST - Construction	



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 <sup>1,2</sup>	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 <sup>1,2</sup>	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 <sup>1,2</sup>	Conway Blvd	Midway Blvd	CHARLOTTE COUNTY	Multi Use Recreational Trail (MURT ) with 8 feet side walk	CST			\$4.44	\$0.840		\$0.030			CST Deffered 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. Elkcarn 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 <sup>1</sup>	Multi Use Recreational Trail bridge over Alligator Creek - South branch		CITY OF PUNTA GORDA	Bicycle/Ped Bridge	CST	\$1.736		\$1.74					\$0.29	

<sup>2</sup> TAP Project on SUN Trail network system

## New Project

## CST - Construction

Notes: All projects costs are in millions

2021 TRANSPORTATION SYSTEM MANAGEMENT/ CONGESTION MITIGATION PROJECTS	
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31
32	32
33	33
34	34
35	35
36	36
37	37
38	38
39	39
40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48	48
49	49
50	50
51	51
52	52
53	53
54	54
55	55
56	56
57	57
58	58
59	59
60	60
61	61
62	62
63	63
64	64
65	65
66	66
67	67
68	68
69	69
70	70
71	71
72	72
73	73
74	74
75	75
76	76
77	77
78	78
79	79
80	80
81	81
82	82
83	83
84	84
85	85
86	86
87	87
88	88
89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

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 <sup>1</sup>	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 <sup>1</sup>	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 <sup>1</sup>	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
10		Add turn lanes US 41 @ AquíEsta 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.

<sup>1</sup> Regional projects

<sup>2</sup> 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

MAY 16, 2022  
MPO BOARD MEETING

**AGENDA ITEM # 13**  
**REVISED U.S. BIKE ROUTE ALIGNMENT - PRESENTATION**

**Purpose:** Present Proposed Route Alignment in Charlotte County

**Agenda Item Presented by:** Adventure Cycling Association – Patricia Huff /Kerry Irons

**Discussion:**

Adventure Cycling Association, a non-profit member organization focused on travel by bicycle will provide history and background of the US Bicycle Route (USBR) System and will present draft proposed alignments of USBR 15 in Charlotte, Lee and Collier Counties for public input. The existing segment of USBR 15 is 14 miles long from the Georgia State Line to Madison, Florida (Madison County). There is a proposal to extend the USBR 15 Route from Madison to Miami for an additional 496 miles with the route traversing Charlotte, Lee and Collier County. The proposed route map and road-by-road direction in Charlotte, Lee and Collier is shown in the presentation.

On January 26, 2022, the City of Punta Gorda approved a Letter of Support for the USBR 15 Route through the city. Approval of this proposal will then be forwarded to the MPO Board for their approval and then to the Charlotte Board of County Commissioners for their approval. BOCC approval is needed for FDOT to request American Association of State Highway and Transportation Officials (AASHTO) designation of USBR 15.

At the April 13, 2022, TAC/CAC meeting, Charlotte County Staff suggested this presentation be made before the County Board of Commissioners for their approval. Charlotte County Staff suggested to include a map showing a map to identify the jurisdictional boundaries of the USBR 15 in Charlotte County. The presentation today includes the recommendations from the TAC/CAC members and the City of Punta Gorda.

**Recommendation:** Motion to recommend the MPO Board approve the proposed route alignment in Charlotte County.

**Attachment:** [Power Point Presentation](#)



# Building Bicycle Tourism with the U.S. Bicycle Route System





# The U.S. Bicycle Route System



- Growing national network of numbered and signed bicycle routes
- Officially approved by state transportation agencies and AASHTO
- Coordinated by Adventure Cycling Association







# Adventure Cycling Association

- Non-Profit Mission: *To inspire, empower, and connect people to travel by bike*
  - 50K mile route network + maps + organized tours
  - *Adventure Cyclist* magazine
  - National advocacy
- 53,000 members
- Adventure Cycling Route Network provided a blueprint for the first U.S. Bicycle Routes
- Adventure Cycling is the technical support organization to AASHTO for the USBRS



# The U.S. Bicycle Route System



- 1982: First routes designated
- 2004: Project restarted & task force created
- 2005: Adventure Cycling pledged staff support
- 2008: AASHTO approved process & corridor plan
- 2011: First new route designated since 1982





# Currently: 17,800 miles in 31 states + DC



The goal of The United States Bicycle Route System is to connect America through a network of numbered interstate bicycle routes.

## NATIONAL CORRIDOR PLAN

January 2021

Adventure Cycling Association  
America's bicycle travel experts

AMERICAN ASSOCIATION OF  
STATE HIGHWAY AND  
TRANSPORTATION OFFICIALS  
**AASHTO**  
THE VOICE OF TRANSPORTATION



[ADVENTURECYCLING.ORG/USBRs](http://ADVENTURECYCLING.ORG/USBRs)

## 50,000+ miles when complete

Note: dashed lines just general guidance for where a route could be designated



# Development of U.S. Bicycle Routes in FL



- USBR 1 & USBR 90
  - Designated in 2014, all on state highways
  - Currently realignment projects underway to move to quieter streets and roads
- USBR 15
  - North segment designated 2018, connects to USBR 15 in GA
  - 14 miles from Georgia to Madison, FL
  - Proposal to extend from Madison to Miami (496 additional miles)



# Jurisdictional support required



- 19 “road owners” for USBR 15 extension
- DeSoto and Lee Counties have already approved the route
- Resolution or letter of support to FDOT signifies support
- Adventure Cycling volunteers doing local agency outreach



# USBR 15 in Charlotte County

<https://ridewithgps.com/routes/34634828>

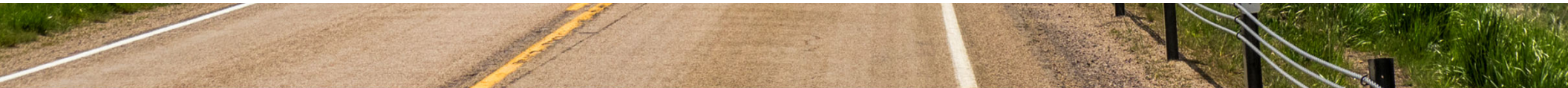
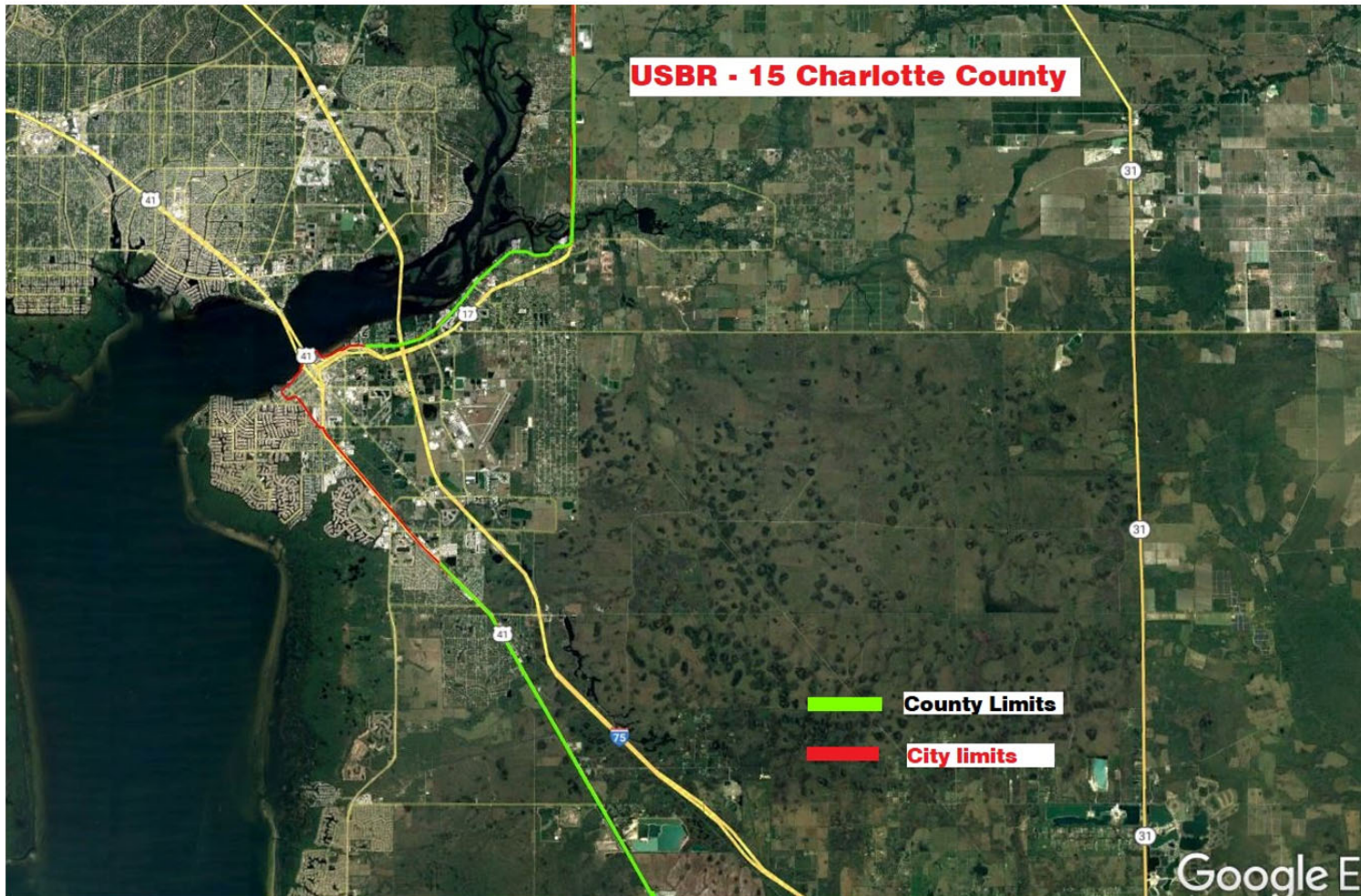
Photos - USBR 15 FL Charlotte County.JPG

See all photos

+ Add to



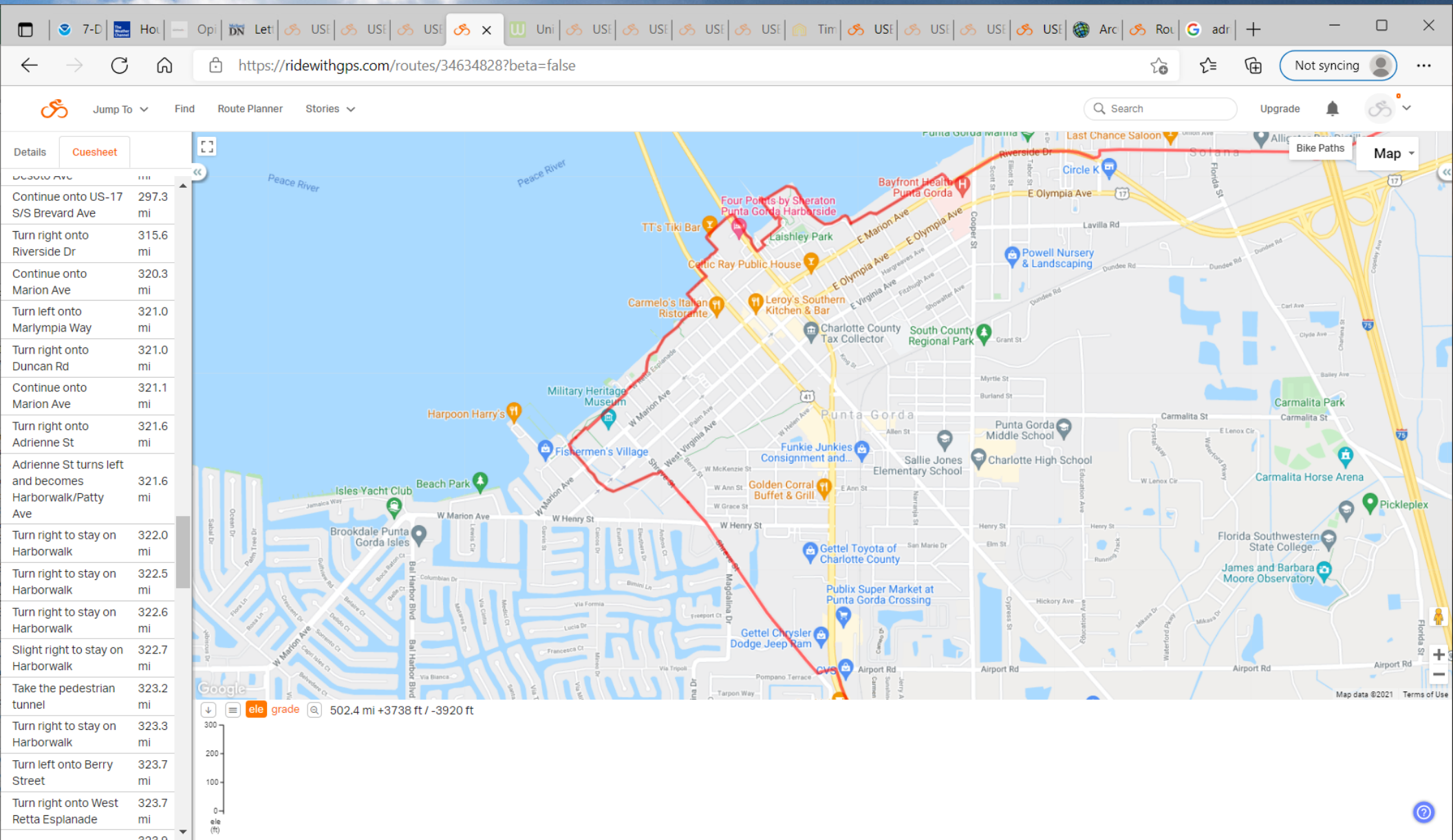
Edit & Create Share





# USBR 15 in Punta Gorda

<https://ridewithgps.com/routes/34634828>



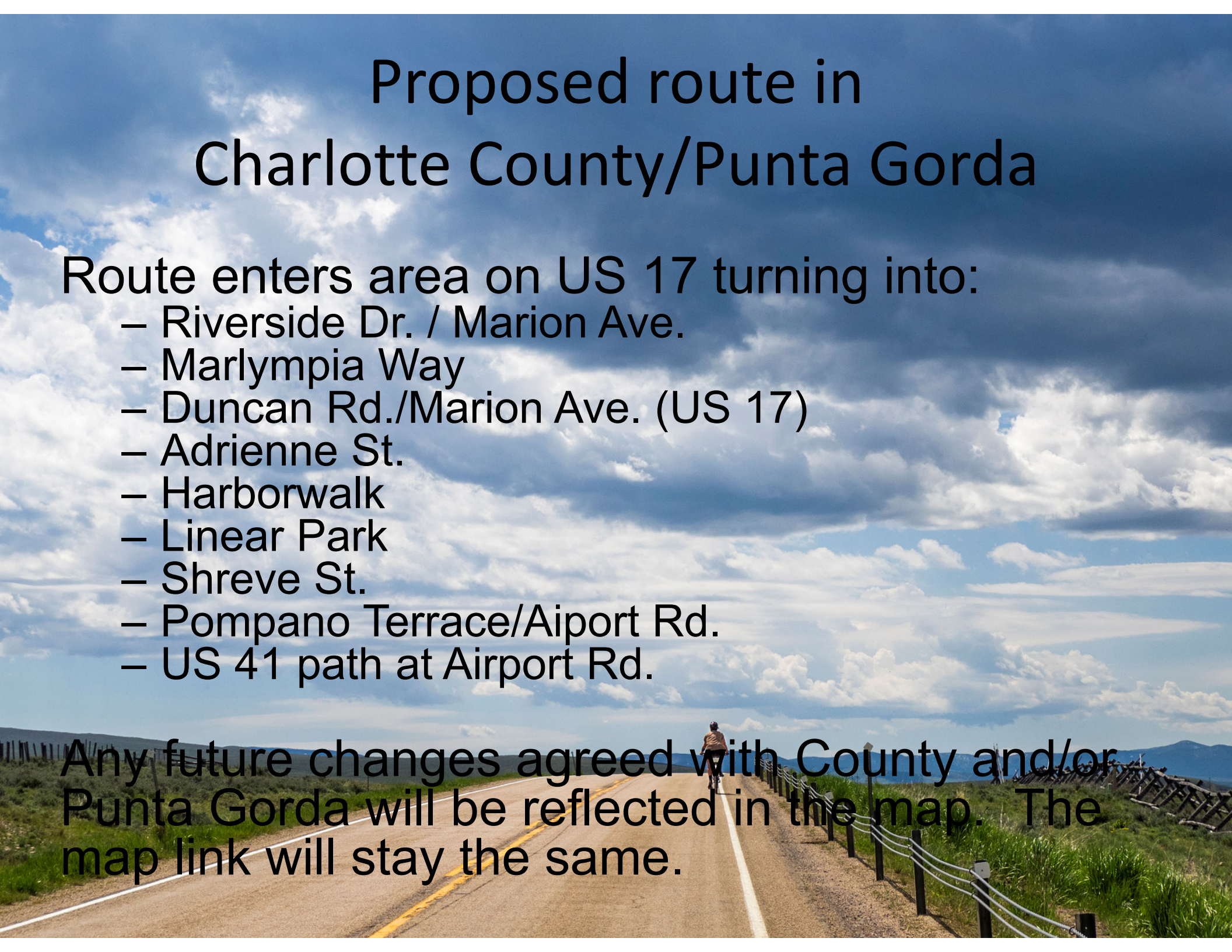


# Proposed route in Charlotte County/Punta Gorda

Route enters area on US 17 turning into:

- Riverside Dr. / Marion Ave.
- Marlympia Way
- Duncan Rd./Marion Ave. (US 17)
- Adrienne St.
- Harborwalk
- Linear Park
- Shreve St.
- Pompano Terrace/Aiport Rd.
- US 41 path at Airport Rd.

Any future changes agreed with County and/or Punta Gorda will be reflected in the map. The map link will stay the same.





# Local route input expected



Local agencies have the final say so when they request a change to the route, it is accepted/negotiated.



# Benefits of the USBR designation



- Improved routes for bicycle travelers
- Positive health/environmental impacts
- Economic development via bicycle tourism for smaller communities





A person is riding a bicycle away from the camera on a wide, unpaved dirt road. The road has a white line on the right side and a yellow line in the center. To the right of the road is a grassy field with a wooden fence. In the background, there are mountains under a sky filled with large, white and grey clouds. The overall scene is bright and scenic.

Patty Huff

USBR volunteer

[snookcity@gmail.com](mailto:snookcity@gmail.com)

239-719-0020

Kerry Irons

USBR volunteer coordinator

Adventure Cycling Association

[irons54vortex@gmail.com](mailto:irons54vortex@gmail.com)

989-513-7871 or 616-298-7883

Jennifer Hamelman

USBR Coordinator

Adventure Cycling Association

[jhamelman@adventurecycling.org](mailto:jhamelman@adventurecycling.org)

800-755-2453 or 503 867-5726

MAY 16, 2022  
MPO BOARD MEETING

**AGENDA ITEM # 14**  
**VETERANS BOULEVARD CORRIDOR PLANNING STUDY - EXISTING**  
**CONDITIONS PRESENTATION**

**Purpose:** To outline the existing conditions of the Veterans Boulevard Corridor Planning study that is currently underway

**Presented by:** Vitor Suguri, FDOT  
Babuji Ambikapathy, VHB

**Discussion:**

The Florida Department of Transportation (FDOT), District One, is conducting a Corridor Planning Study for Veterans Boulevard between US 41 and Kings Highway in Charlotte County, Florida. The subject corridor is a 6.9-mile 4-lane divided roadway. The overall objective of this study is to improve mobility, safety, reliability, and connectivity for people who drive, walk, bike, and use transit within the study corridor.

This study will document the following:

- 1) Existing conditions including corridor characteristics, travel patterns, operational analysis of all modes, and safety assessment
- 2) Future conditions including traffic forecasts, access management review (for 2045), operational analysis of all modes and safety analysis, to develop potential safety, operational, and multimodal improvements for the Veterans Boulevard corridor. The identified improvements will be prioritized for short-term (2025), mid-term (2035), and long-term (2045) conditions through close coordination with the Project Steering Committee. The proposed recommendations are subject to change and will be implemented by Charlotte County Staff based on the availability of funds.

Based on the results of the Existing and Future conditions analysis recommendations (based on safety, operational, and multi-modal) along Veterans Boulevard within the study limits will be developed. These improvements can include (but are not limited to) signalization, mid-block crosswalks, access management, intersection lighting, basic and enhanced intersection improvements, and improved signage.

The Final Draft will be presented at the July 6, 2022, TAC/ CAC meeting and the July 18, 2022, MPO Board meeting for final review and approval of the recommendations derived the study

**Recommendation:** No action required. Informational presentation only.

**Attachment:** [Veterans Corridor Planning Study – Existing Conditions Presentation](#)

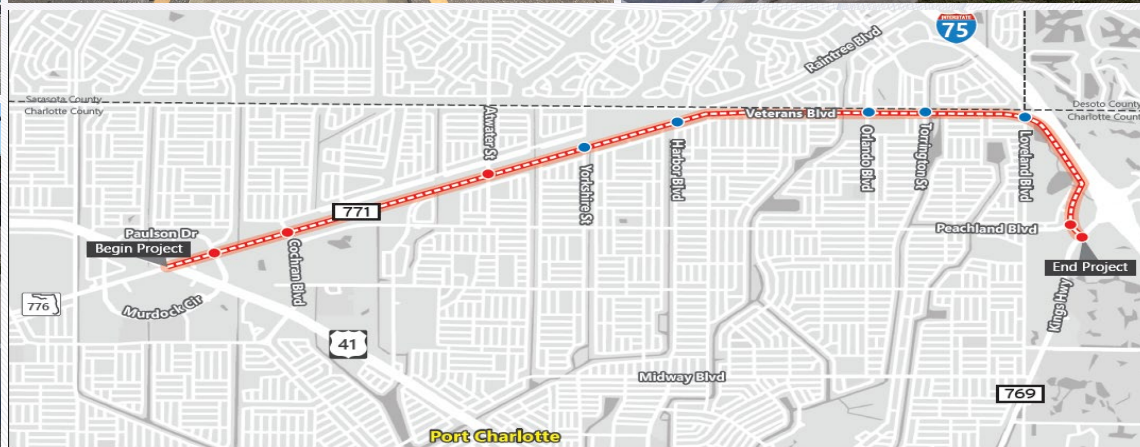


# Veterans Boulevard Corridor Planning Study

## From US 41 to Kings Highway



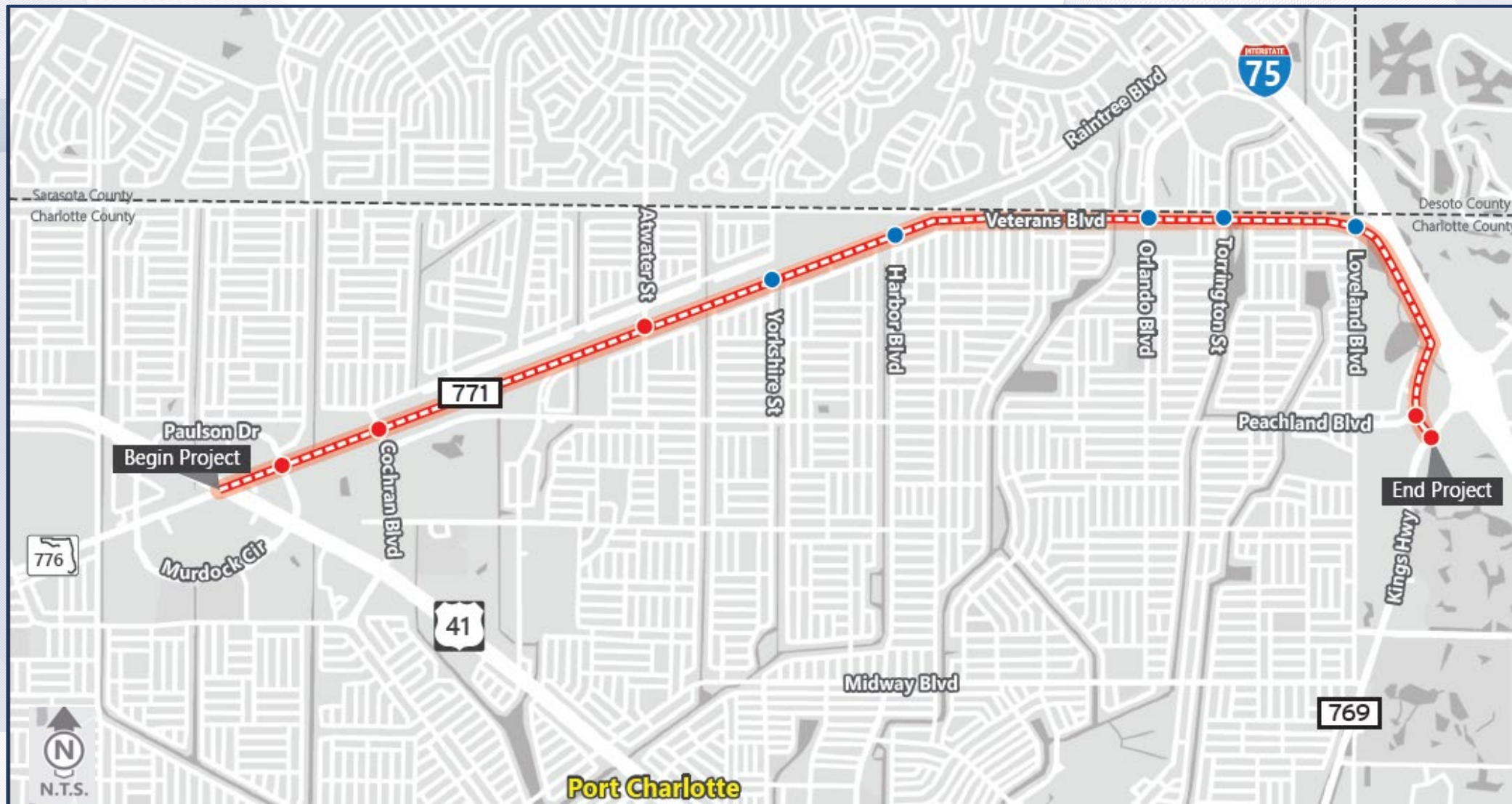
MPO Board Meeting (Existing Conditions) | May 16, 2022





# Veterans Boulevard Study Corridor

(Approx. Length 6.9 miles)





# Agenda



**Study Purpose and Objectives**



**Steering Committee**



**Previous Studies/Ongoing Projects**



**Existing Conditions Review**



**Update on Travel Demand Modeling**



**Next Steps**



**Feedback & Discussion**



# Study Purpose and Objectives

## Study Purpose

*“Improve **Safety, Mobility, Connectivity & Reliability** for people who drive, walk, bike and use transit”*

## Major Concerns

- Capacity/operational improvements
- New traffic controls

## Objectives

- Conduct safety, operational and multimodal analysis
- Identify and prioritize short-term (Year 2025), mid-term (Year 2035), and long-term (Year 2045) improvements





# Steering Committee

- **FDOT**
- **Charlotte County**
- **Charlotte County Punta Gorda MPO**



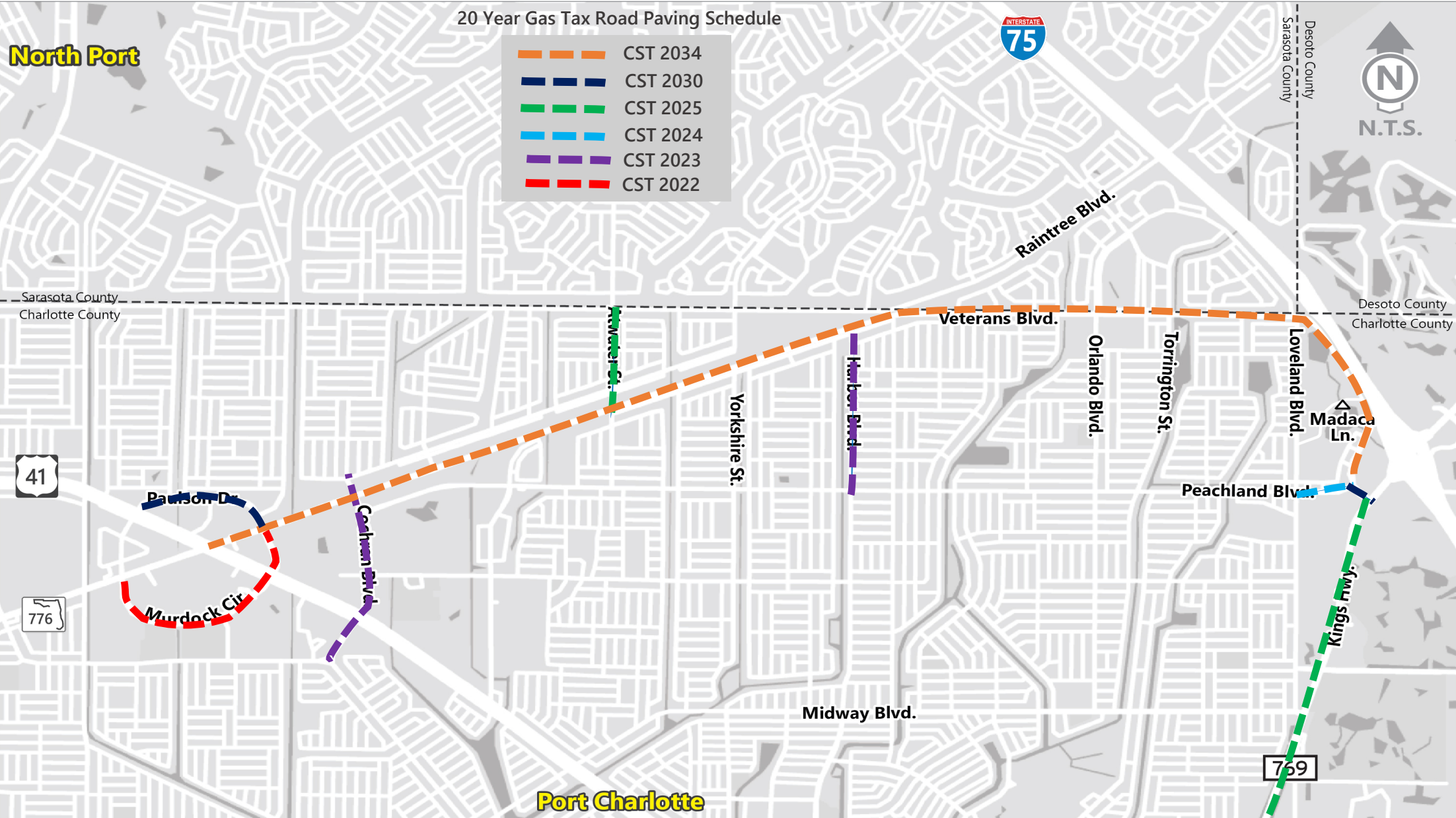


# Programmed Improvement Projects

- **No Capacity Improvement Projects**
- **Capital Improvement Program 2020: Sidewalk Installation**
  - Harbor Boulevard from Midway Boulevard to Veterans Boulevard – CST 2023
- **Charlotte County Punta Gorda MPO - 2045 LRTP**
  - Charlotte Link: Expand to 2-mile radius around Port Charlotte Town Center by year 2024

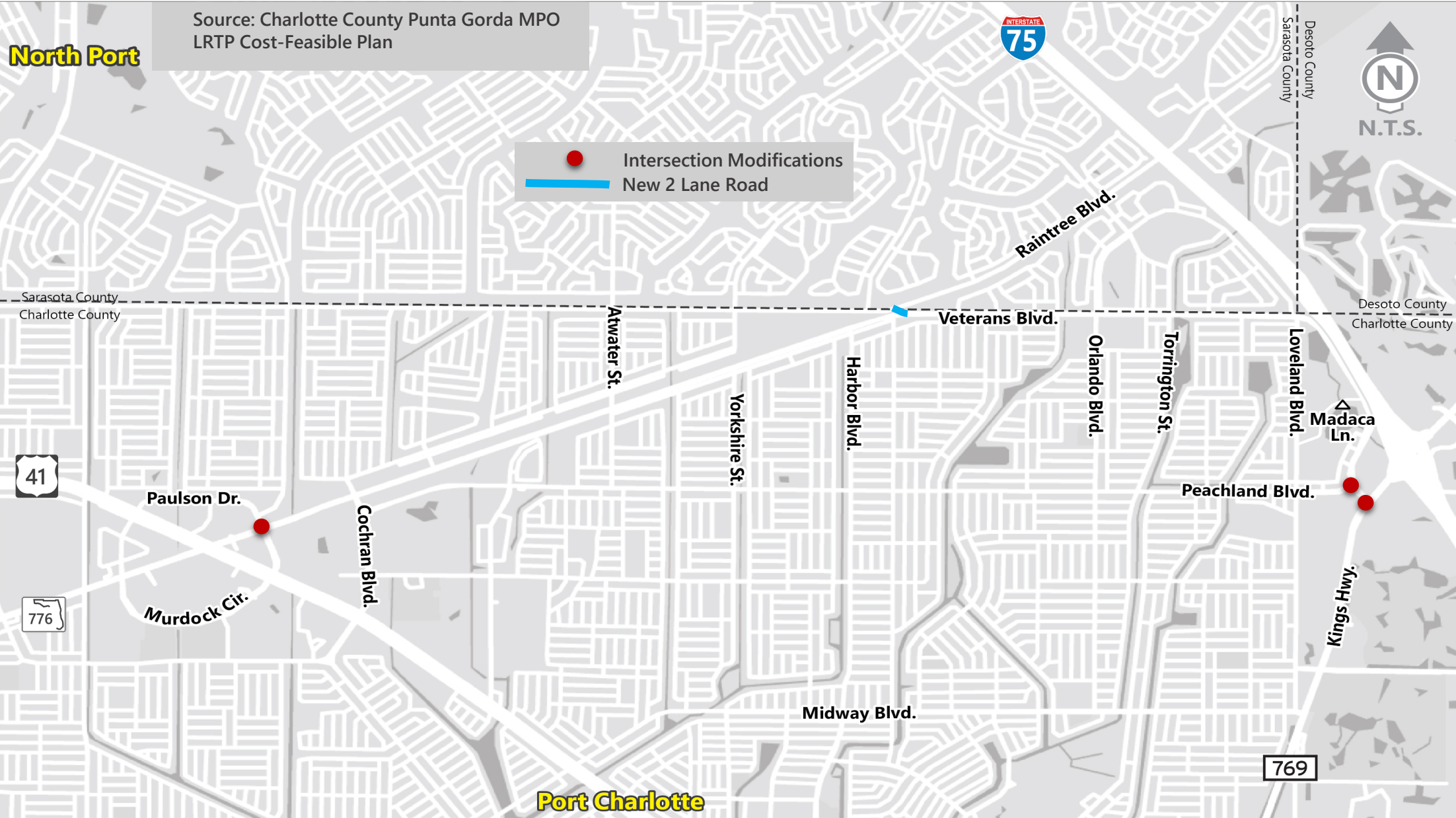


# Capital Improvement Program 2020 – Road Paving Schedule





# Planned Roadway Improvements (LRTP 2045 Cost Feasible Plan)



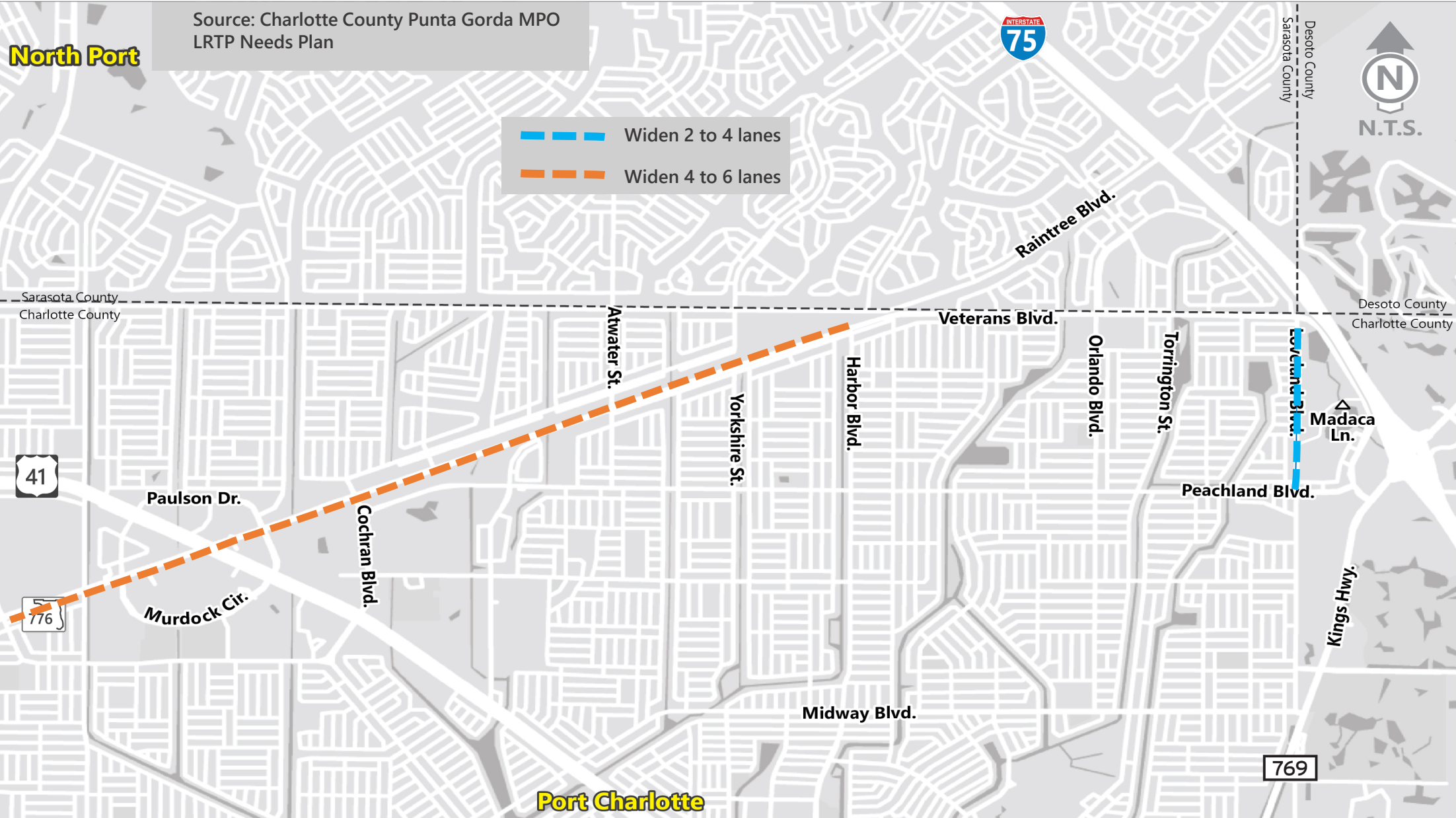


# Planned Multimodal Improvements (LRTP 2045)





# Planned Roadway Improvements (LRTP 2045 Needs Plan)

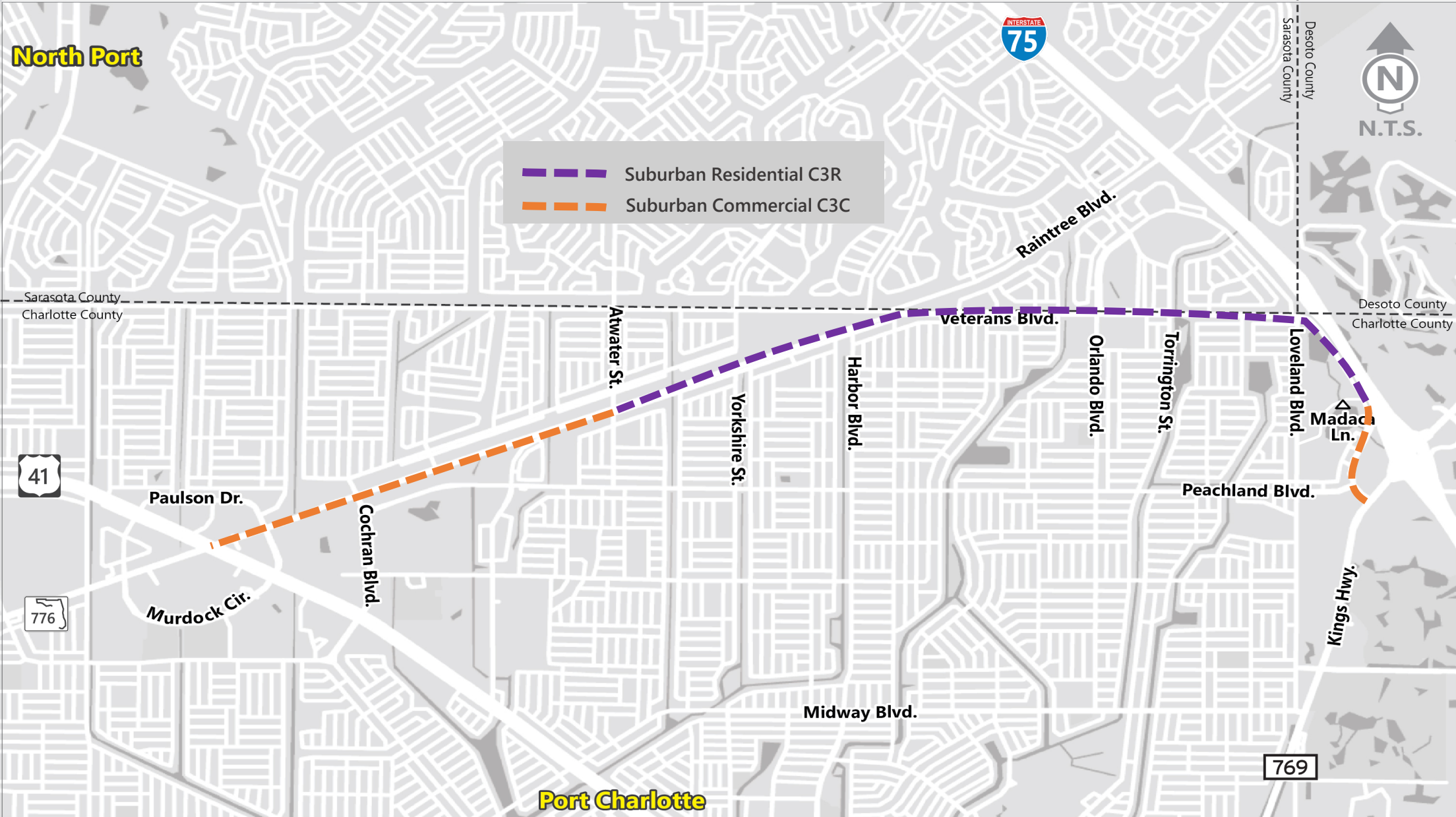




# Existing Roadway Characteristics

Roadway Feature	Value
Roadway ID	<ul style="list-style-type: none"><li>01000102 (US 41 to Kings Highway)</li></ul>
Number of Lanes/ Functional Classification	<ul style="list-style-type: none"><li>Four-lane / Urban Minor Arterial</li></ul>
LOS Target	<ul style="list-style-type: none"><li>County – LOS D</li></ul>
Existing AADT along Veterans Boulevard	<ul style="list-style-type: none"><li>22,000 – 30,000</li></ul>
Context Classification	<ul style="list-style-type: none"><li>Suburban Commercial (C3C) – 40%</li><li>Suburban Residential (C3R) – 60%</li></ul>
Posted Speed	<ul style="list-style-type: none"><li>Majority 45 – 55 MPH</li><li>40 MPH from Madaca lane to Kings Highway</li></ul>
Study Intersections	<ul style="list-style-type: none"><li>All 5 Signalized intersections</li><li>5 Unsignalized intersections – Yorkshire Street, Harbor Boulevard, Orlando Boulevard, Torrington Street and Loveland Boulevard</li></ul>

# Existing Context Classification



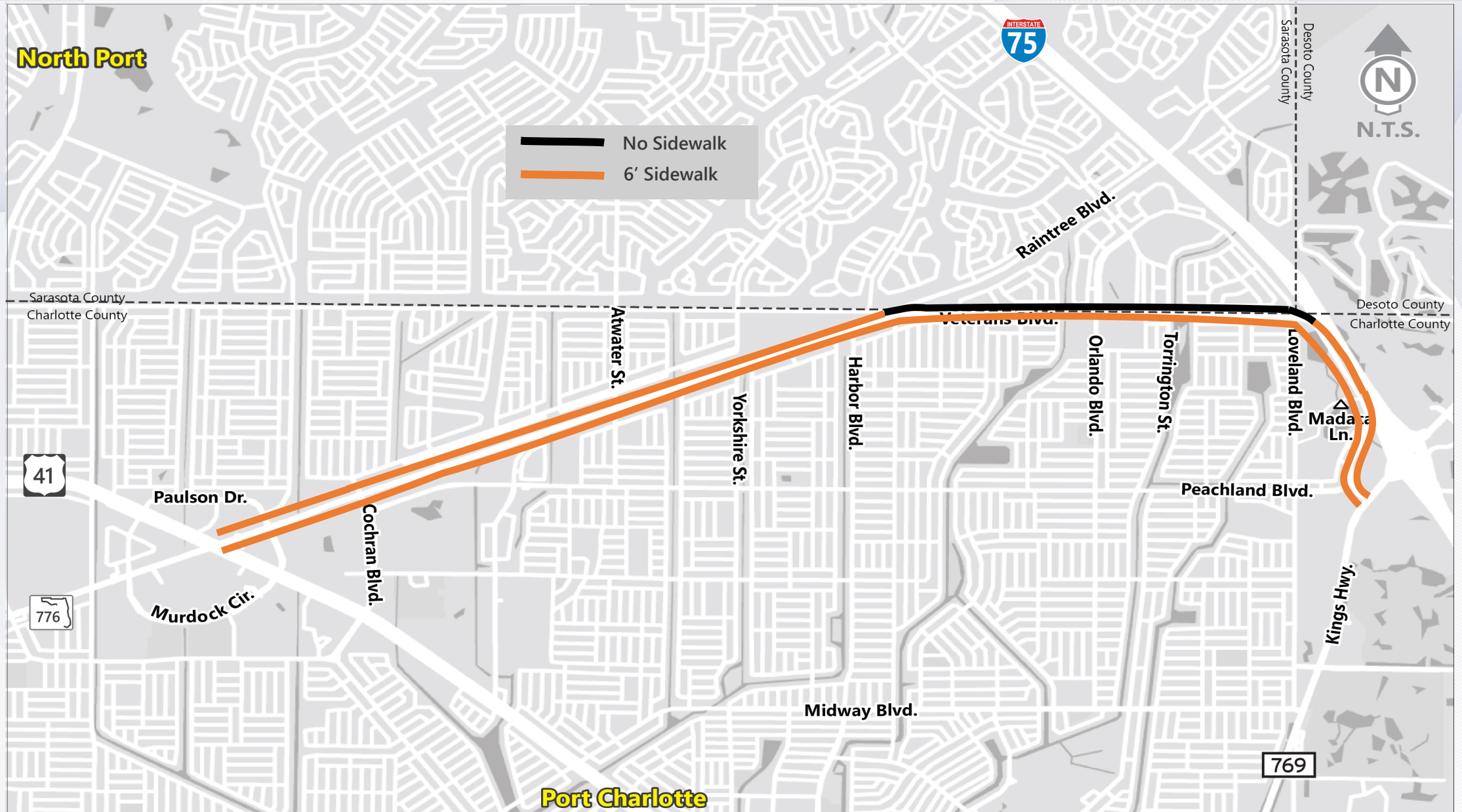


# Existing Bicycle Facilities





# Existing Sidewalk Facilities





# Existing Structures (Culverts)

Culvert	Culvert ID#	Year Built	Last Inspection	Sufficiency Rating
Pellam Waterway	014093	1996	2017	80.9
Crest View Waterway	014092	1996	2017	81.4
Dorchester Waterway	014094	1996	2017	84.6

*Source: FHWA National Bridge Inventory*

*Sufficiency Ratings: 0.0 to 50.0 - Possible Replacement; 50.0 to 80.0 - Possible Rehabilitation; 80.0 to 100.0 - No Action needed.*



# Existing Transit Service

**Charlotte County Transit (CCT)  
provides Mobility-on-Demand (MOD)  
curbside transportation services**

- Weekdays – 6:30 AM to 6:00 PM
- Saturdays – 9:00 AM to 6:00 PM
- Will be extended to 8:00 PM from 2022

**No fixed bus routes within the  
study limits**



Source: [www.charlottecountyfl.gov/transit](http://www.charlottecountyfl.gov/transit)



# Existing Lighting Conditions

- **Lighting present along the full length of the corridor**
- **All lights are stand alone poles with High Pressure Sodium (HPS) luminaires**
- **Signalized Intersections:**
  - Lighting present on at least two approaches
- **Unsignalized Intersections:**
  - Lighting present on at least one corner of the intersection
- **Lighting meets FDM Standards – not known**





# Existing Truck & Freight

## Truck & Freight Data

- Veterans Boulevard is not a designated freight route
- Two Freight distribution centers
  - Murdock Commercial Center
  - Plaza near Peachland Boulevard and Kings Highway
- Daily truck percentage
  - 7.8 to 9.0





# Existing ITS Features

- Advanced Traffic Management System (ATMS) along Veterans Boulevard from US 41 to Atwater Street through Fiber Optic Cable (FOC)
- Traffic signals at US 41, Murdock Circle, Cochran Boulevard, and Atwater Street are connected into Charlotte County's ATMS
- IT Department FOC runs along Veterans Boulevard from Cochran Boulevard to Loveland Boulevard



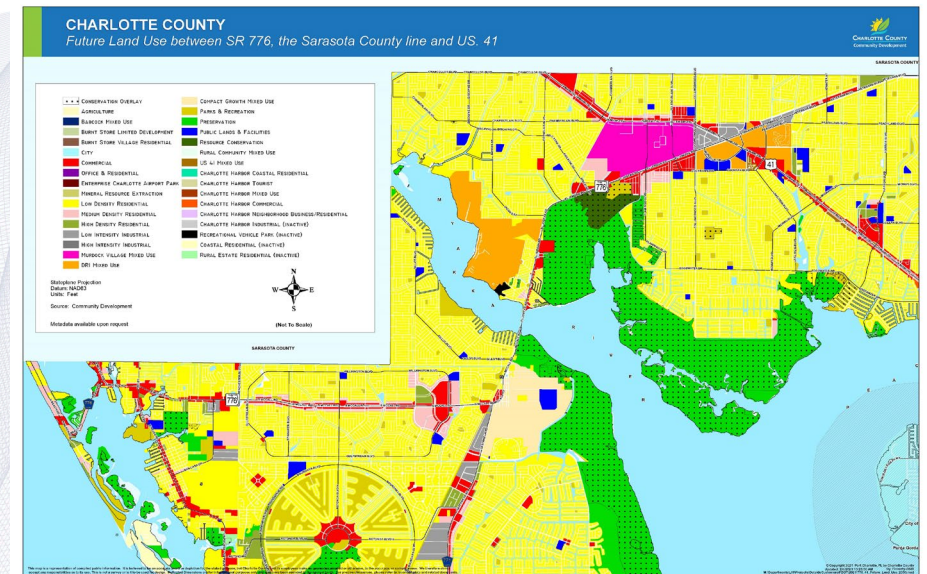
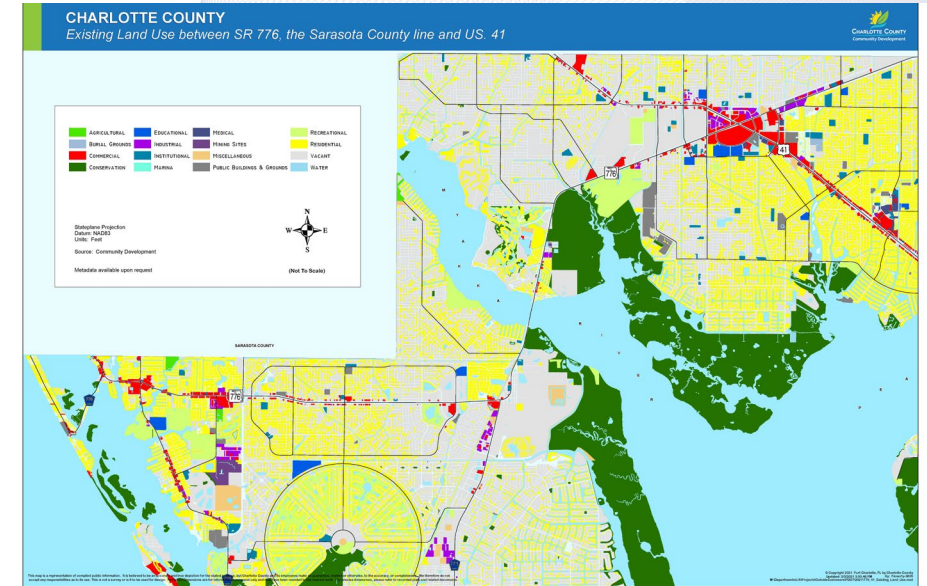
# Existing/Future Land Uses

## Existing Land Use:

- Commercial and industrial land uses immediately next to the corridor from US 41 to Yorkshire Street
- Residential lands from Yorkshire Street to Loveland Boulevard
- Conservation, residential and vacant commercial land uses
  - Along the westside of Veterans Boulevard from Loveland Boulevard to Paula Way
- Commercial Land Uses
  - At the eastern end of the corridor

## Future Land Use:

- Majority will remain as low density residential with commercial land uses immediately next to the corridor
- Designated as Mixed use
  - Sand Hill DRI
  - Murdock Center DRI
  - Other developments





# Existing Operational Analysis





# Existing Multimodal Analysis

## Intersection Pedestrian & Bicycle LOS

- LOS D or better – Signalized intersections (except at Veterans Boulevard & Kings Highway intersection)

## Corridor Pedestrian LOS

- LOS D except for Veterans Boulevard
  - b/w Harbor Boulevard and Loveland Boulevard (LOS E) and
  - b/w Peachland Boulevard and Kings Highway (LOS E)

## Corridor Bicycle LOS

- LOS D or better except for Veterans boulevard b/w Peachland Boulevard and Kings Highway

## Corridor Transit LOS

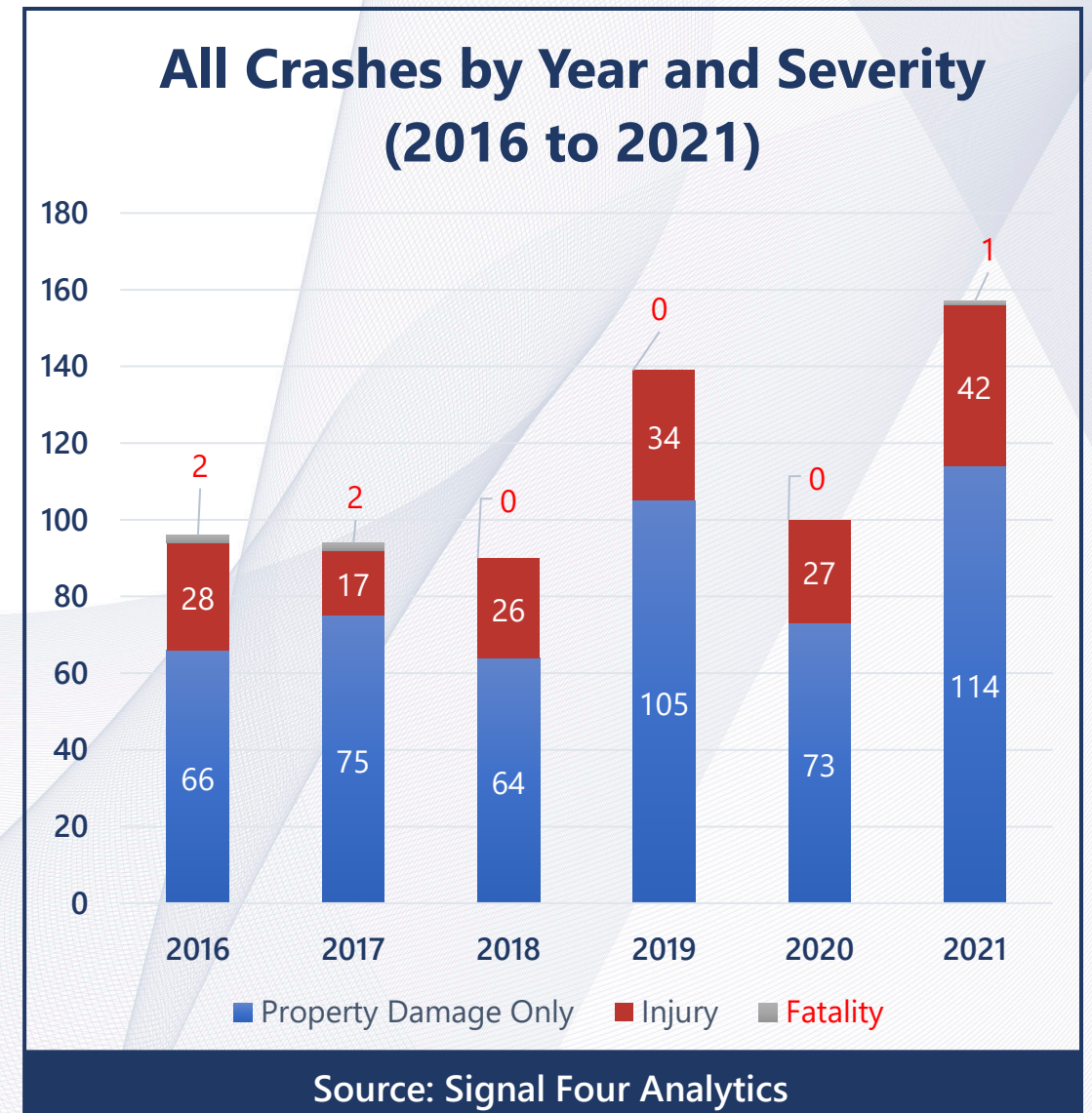
- LOS F (no transit service)



# Historical Crash Analysis

## Signal Four Analytics (2016-2021)

- Totals (roadway + intersections)
  - 676
  - 5 fatalities (DUI related – 2)
  - 174 injury crashes
  - 497 property damage
  - Major types – Rear-end, Sideswipe, Angles and Off-road
- Intersections
  - 477 (70.5% of total)
- Mid-segments
  - 199 (29.5% of total)





# Hot Spot Locations





# Fatal Crash Locations





# Field Observations - Overview

- AM – WB peak; PM – EB peak
- Grid network provides route choices
- Sun glare for the east-west segments
- Intersection issues
  - Signal phase sequence off along Veterans Boulevard between Murdock Circle and Cochran Boulevard
  - Veterans Boulevard and Atwater Street - Pretimed Signal and uncoordinated
  - Peachland Boulevard and Kings Highway
    - Closely spaced signalized intersections
    - Queues in both the NB & SB directions exceeds storage and backs up to the upstream/downstream intersections



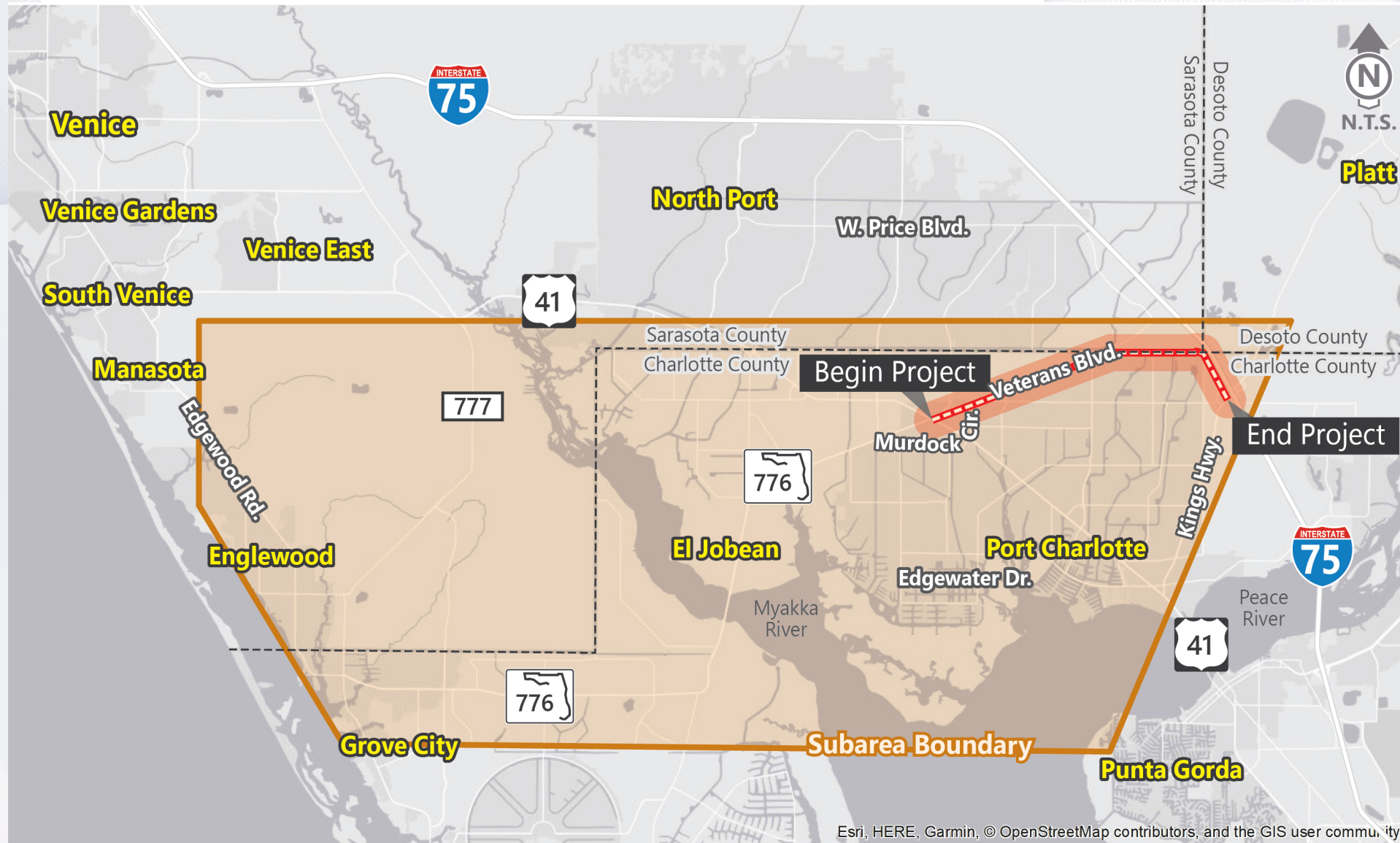


# Americans with Disabilities Act (ADA) Concerns





# Travel Demand Modeling





# Next Steps

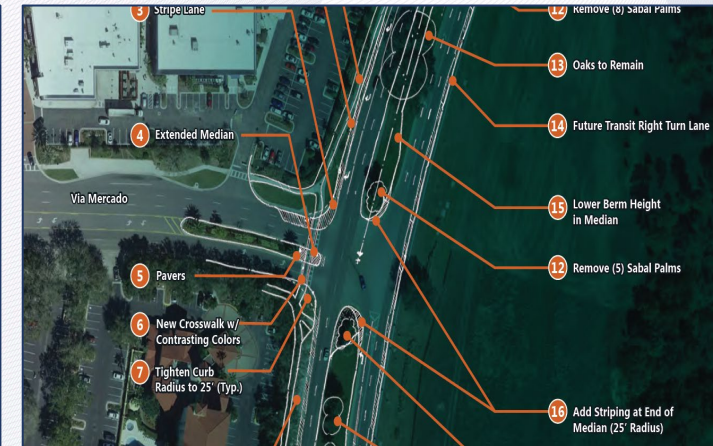
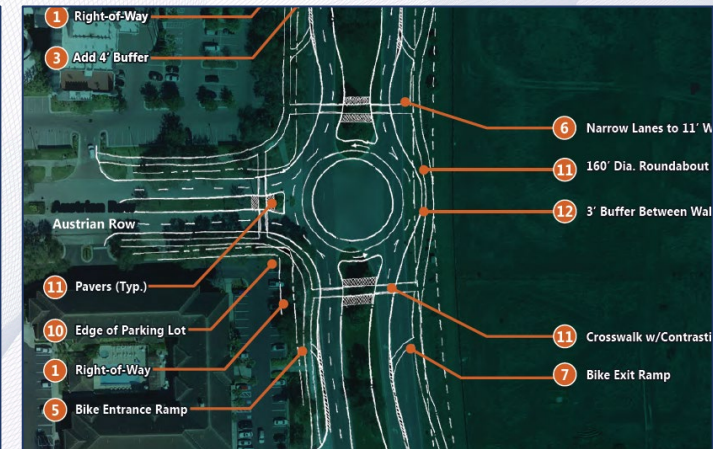
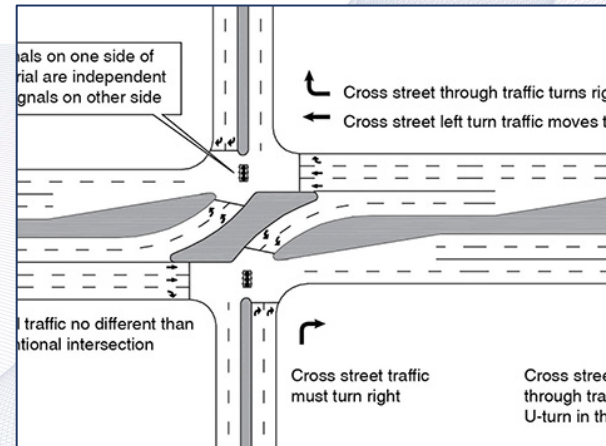
## Future Conditions Analysis

- Develop future traffic
- Future traffic operational analysis
- Conduct CAP-X analysis
- Safety analysis
- Develop and prioritize improvements

## Steering Committee Meeting #2 (TBD - May 2022)

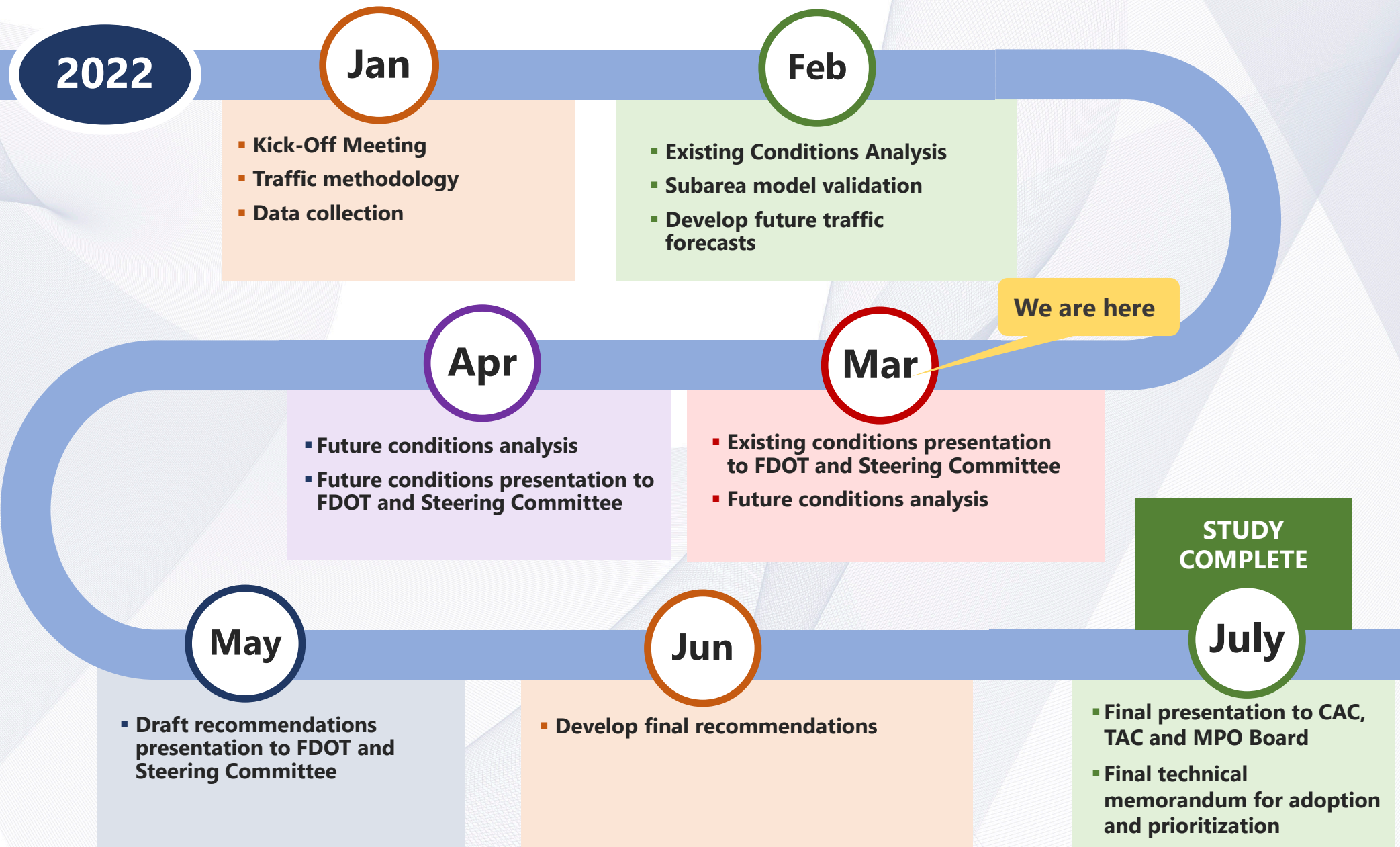
- Review future conditions and draft recommendations

Results for Intersections												
Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Ranking
	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C		
FULL									1111	0.61	0.61	2
CSRL									3056	1.68	1.68	15
S-W			1769	0.97			1425	0.78	1610	0.88	0.97	9
N-E	1383	0.76			1605	0.88			1365	0.75	0.88	6
S-E			1724	0.95	1724	0.95			948	0.52	0.95	8
N-W	1108	0.61					1367	0.75	1610	0.89	0.89	7
N-S	798	0.44	515	0.28					1342	0.74	0.74	4
E-W					613	0.34	473	0.26	1519	0.84	0.84	5
FULL	798	0.44	515	0.28	613	0.34	473	0.26	1034	0.57	0.57	1
N-S	1448	0.80	672	0.37	2207	1.21	1853	1.02			1.21	10
E-W	1095	0.60	981	0.54	1134	0.62	787	0.43			0.62	3
N-S	1002	0.55	990	0.54					2967	1.63	1.63	14
E-W					1275	0.70	1201	0.66	2368	1.30	1.30	11
N-S	697	0.38	1255	0.69					2577	1.42	1.42	12





# Study Timeline





# Questions & Discussion



**BUCKLE UP**  
**FLORIDA**



**CHARLOTTE COUNTY – PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION STAFF REPORT**  
***May 16, 2022 MPO Board Meeting***

03/23/2022 - Veterans Boulevard Corridor Planning Study Coordination Meeting

03/24/2022 – SDK Transportation Data Marketing meeting with FDOT

03/28/2022 – MPO Staff Coordination Meeting with Office of Greenways and Trails (OGT)

03/29/2022 – Complete Streets Webinar Training by Florida LTAP

03/29/2022 – Virtual Meeting with Communities Along Burnt Store Road Discussing Future Community Development

03/30/2022 – Marketing Meeting with Website/Media Firms

03/30/2022 – Community Traffic Safety Team (CTST) Meeting

04/01/2022 – SUN Trail Alignment Coordination Meeting with FDOT and OGT

04/04/2022 - Florida Metropolitan Planning Partnership Meeting (Virtual)

04/05/2022 – Charlotte County Economic Development Discussion with Dave Gammon

04/05/2022 – Meeting with Trust for Public Lands Director Charles Hines

04/06/2022 – MPO Staff Meeting

04/06/2022 - I-75 & Yorkshire/Raintree Interchange Coordination

04/08/2022 – 2022 Project Priorities Discussion and Coordination with Charlotte County

04/12/2022 – FDOT Rail and Transit Listening Session in Fort Myers

04/13/2022 – Charlotte County Punta Gorda MPO Technical and Citizens' Advisory Committee Meetings

04/15/2022 - SUN Trail Alignment Coordination Meeting with FDOT, OGT and Sarasota/Manatee MPO

04/18/2022 – MPO Staff Attended Charlotte County's Dashboard in a Day Training

04/19/2022 – SWFL Inc. Presidents Club Transportation Presentation

04/19/2022 – USDOT Roadside Safety Training

04/20/2022 – LRTP Funding Discussion with FDOT District 1

04/22/2022 – Introduction Meeting with Charlotte County Sherriff

04/25/2022 – General Planning Consultant Meeting with Kimley Horn

04/27/2022 - Metropolitan Planning Organization Advisory Council Noteworthy Practices & Freight

04/28/2022 - Metropolitan Planning Organization Advisory Council Staff Directors Meeting

04/28/2022 – Port Charlotte High School Bicycle Safety Rally

05/02/2022 – MPO Meet and Greet with Billy Hattaway

05/02/2022 - Safe Streets and Roads for All Grant Program Webinar - Metropolitan Planning Organizations (MPOs)

05/03/2022 – Burnt Store Road and Jones Loop Road Coordination Meeting with FDOT Environmental Management Office and Lee County MPO

05/04/2022 – FDOT District 1 Vision Zero Workshop at Sarasota – Manatee Operations Center

05/05/2022 - Charlotte County Transportation Disadvantaged Local Coordinating Board

05/05/2022 – Lee County MPO Technical Advisory Committee Meeting