

## **CITIZENS' ADVISORY COMMITTEE (CAC) MEETING**

CHARLOTTE COUNTY – PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION  
Tel: (941) 883-3535

### **AGENDA**

**1:30 p.m., Wednesday, July 6, 2022**  
**East Port Environmental Campus**  
**Training Room B**  
**25550 Harbor View Road**  
**Port Charlotte, FL 33980**

The MPO will hold this meeting in a hybrid meeting format, in person and on-line. Persons wishing to provide public comment will be allowed to do so by alternative means. Written comments may be submitted by either emailing the comments to [office@ccmpo.com](mailto:office@ccmpo.com) or mailing the comments to the address below. Comments must be received for the CAC meeting by 10 a.m., July 6, 2022. The comments will be read by an MPO staff member during the meeting for that item to be placed in the record. More information regarding CAC Agenda items and transportation issues are available on the MPO website at [www.ccmpo.com](http://www.ccmpo.com).

- 1. Call to Order & Roll Call**
- 2. Pledge of Allegiance**
- 3. Public Comments on Agenda Items**
- 4. Reports:**
  - A. Chair's Report**
  - B. City of Punta Gorda Report**
  - C. Charlotte County Report**
  - D. Sheriff's Report**
- 5. Florida Department of Transportation (FDOT) Report**
- 6. Consent Agenda:**
  - A. Approval of Minutes: April 13, 2022 Meeting**
  - B. FY 2022/2023 Unified Planning Work Program (UPWP) – Task 8 – FFY 2021 FTA Section 5305(d)/Public Transportation Grant Agreement (PTGA) Amendment**
- 7. North Jones Loop Road (CR 768) Feasibility Study – FINAL UPDATE**
- 8. Taylor Road (CR 765A) Feasibility Study - UPDATE**
- 9. Veteran's Boulevard Corridor Planning Study – Draft Recommendations**
- 10. Public Comments**

## **CITIZENS' ADVISORY COMMITTEE (CAC) MEETING**

CHARLOTTE COUNTY – PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION  
**1:30 p.m., Wednesday, July 6, 2022**

### **11. Staff Comments**

### **12. Member Comments**

### **13. Adjournment (Next CAC Meeting – September 28, 2022)**

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

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

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

**CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION**  
25550 Harbor View Road, Suite 4, Port Charlotte, FL 33980-2503 Telephone: (941) 883-3535 Fax: (941) 883-3534

JULY 6, 2022  
CITIZENS' ADVISORY COMMITTEE (CAC) MEETING

**AGENDA ITEM # 5**  
**FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)**  
**REPORT**

JULY 6, 2022  
CITIZENS' ADVISORY COMMITTEE MEETING

## **CONSENT AGENDA # 6**



JULY 6, 2022  
CITIZENS' ADVISORY COMMITTEE MEETING

**AGENDA ITEM # 6-A**  
**APPROVAL OF MINUTES: APRIL 13, 2022 MEETING**

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

**Agenda Item Presented by:** MPO Staff

**Discussion:** To Be Determined

**Recommendation:** Motion to approve the Minutes of the Citizens' Advisory Committee Meeting of April 13, 2022

**Attachment:** [Minutes of the April 13, 2022 Citizens' Advisory Committee Meeting](#)



**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

April 13, 2022

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.

**AGENDA ITEM # 6-B**  
**FY 2022/2023 UNIFIED PLANNING WORK PROGRAM (UPWP) - TASK 8 –**  
**FFY 2021 FTA SECTION 5305(D)/PUBLIC TRANSPORTATION GRANT**  
**AGREEMENT (PTGA) AMENDMENT**

**Purpose:** To consider recommending MPO Board approval of the FY 2022/2023 Unified Planning Work Program (UPWP) – Task 8 – FFY 2021 FTA Section 5305(d)/Public Transportation Grant Agreement (PTGA)

**Presented by:** MPO Staff

**Discussion:**

The Charlotte County – Punta Gorda MPO carried forward an estimated \$46,700 from FY 2021/2022 FTA Section 5305(d) as a placeholder to include in the new FY 2022/2023- FY 2023/2024 UPWP. The MPO is required to amend the FY 2022/2023 UPWP to reflect the actual figures remaining in FY 2021/2022 UPWP. Through June 30, 2022, the MPO total carryforward for FTA 5305(d) is \$48,836.06, which is more than what was included in the FY 2022/2023 UPWP. This amendment increases the estimated carryforward for FY 2022 FTA Section 5305(d) Grant by \$2,136.06.

Agency participation for FY 2022/2023 with changes are as follows:

**Budgeted Action:**

<b>Funding Sources</b>	<b>FY 2023 Allocation</b>	<b>FY 2022 Carryforward</b>	<b>FY 2023 5305(d) Budget increase</b>
Federal	\$ 46,700	\$48,836.06	\$2,136.06
<b>Total</b>	<b>\$ 46,700</b>	<b>\$48,836.06</b>	<b>\$2,136.06</b>

**Recommendation:** 1. Motion to recommend the MPO Board amend the FY 2022/2023 Unified Planning Work Program (UPWP) adding the remaining balance from the FY 2021/2022 FTA Section 5305(d)Transit &Transportation Disadvantaged (TD) Planning/PTGA Task 8 – Transit & Transportation Disadvantaged (TD) Planning. The Motion allows for transmittal of the amendments to FTA and FDOT and for staff to make minor changes and adjustments based upon input received.

**Attachments:**

1. [UPWP Task 8 – Transit & Transportation Disadvantaged \(TD\) Planning Task; and Planning Agency Participation and Funding Source Tables.](#)
2. [MPO Board Resolution # 2022-04](#)
3. Public Transportation Grant Agreement Amendment  
(Attachment will be provided at the meeting)

## **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)	<del>*\$46,700</del> **\$48,836.06
	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>	<del>\$196,496</del> \$198,632.06
	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)****\*\*New carryforward in FY 23 UPWP for 5305(d) FFY 2021**

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 Total
Contract Number	G2446		G2813		G2923				
Source Level	Federal	Total	PL	Total	State	Total	Federal	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 G2923 (State)	CTD G2923 (Total)	2022/2023 FTA 5307 (Federal)	FTA 5307 (Total)	
Personnel (salary and benefits)									
Salaries, Benefits and other deduction	\$ 46,806	-	\$ 82,691	-	\$ 23,887	-	-	-	\$ 153,384
Personnel (salary and benefits) Subtotal	\$ 46,806	\$ 46,806	\$ 82,691	\$ 82,691	\$ 23,887	\$ 23,887	\$ -	\$ -	\$ 153,384
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	\$ 48,836	\$ 48,836	\$ 86,491	\$ 86,491	\$ 23,887	\$ 23,887	\$ 39,418	\$ 39,418	\$ 198,632
2023/2024									
Funding Source	FHWA		CTD		FTA 5307				FY 2023/2024 Total
Contract Number	G2813		G2923						
Source	PL	Total	State	Total	Federal	Total		Total	
MPO Budget Reference									
Lookup Name	2023/2024 FHWA G2813 (PL)	FHWA G2813 (Total)	2023/2024 CTD G2923 (State)	CTD G2923 (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 administered by FHWA.									
Amendment: July 18, 2022 - FTA Section 5305(d) FFY 2021 Updating the estimated carryforward in the FY 2023 UPWP for FTA Section 5305(d) FFY 2021 with an additional \$2,136.06. The total is rounded.									

Funding Source  
May 2020 (rev. Apr 2021)

Contract	Funding Source	Source Level	2022/2023	2023/2024	FY 2022/2023 Funding Source				FY 2023/2024 Funding Source			
					Soft Match	Federal	State	Local	Soft Match	Federal	State	Local
G2923	CTD	State	\$ 23,887	\$ 23,887	\$ -	\$ -	\$ 23,887	\$ -	\$ -	\$ -	\$ 23,887	\$ -
		CTD G2923 TOTAL	\$ 23,887	\$ 23,887	\$ -	\$ -	\$ 23,887	\$ -	\$ -	\$ -	\$ 23,887	\$ -
G2446	FFY 21 FTA 5305(d)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		FFY 21 FTA 5305(d) G2446 TOTAL	\$ 48,836	\$ -	\$ 12,209	\$ 48,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G2813	FHWA	PL	\$ 641,623	\$ 600,719	\$ 141,513	\$ 641,623	\$ -	\$ -	\$ 132,491	\$ 600,719	\$ -	\$ -
		FHWA G2813 TOTAL	\$ 641,623	\$ 600,719	\$ 141,513	\$ 641,623	\$ -	\$ -	\$ 132,491	\$ 600,719	\$ -	\$ -
	FTA 5307	FTA 5307 TOTAL	\$ 39,418	\$ 300,000	\$ -	\$ 39,418	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -
	Local	Local TOTAL	\$ 12,717	\$ 12,717	\$ -	\$ -	\$ -	\$ 12,717	\$ -	\$ -	\$ -	\$ 12,717
TOTAL			\$ 1,408,104	\$ 1,538,042	\$ 295,234	\$ 1,371,500	\$ 23,887	\$ 12,717	\$ 264,982	\$ 1,501,438	\$ 23,887	\$ 12,717
Amendment: July 18, 2022 - FTA Section 5305(d) FFY 2021												
Updating the estimated carryforward in the FY 2023 UPWP for FTA Section 5305(d) FFY 2021 with an additional \$2,136.06. The total is rounded												

**Agency Participation**

	<i>Funding Source</i>	<i>CTD</i>		<i>FFY 21 FTA 5305(d)</i>		<i>FHWA</i>		<i>FTA 5307</i>		<i>Local</i>	
	<i>Contract</i>	<i>G2923</i>		<i>G2446</i>		<i>G2813</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>2022/2023</i>	<i>2023/2024</i>
	<i>Total Budget</i>	<i>\$ 23,887</i>	<i>\$ 23,887</i>	<i>\$ 48,836</i>	<i>\$ -</i>	<i>\$ 641,623</i>	<i>\$ 600,719</i>	<i>\$ 39,418</i>	<i>\$ 300,000</i>	<i>\$ 12,717</i>	<i>\$ 12,717</i>
<b>Task 1 ADMINISTRATION</b>											
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ 200,132	\$ 202,132	\$ -	\$ -	\$ -	\$ -
	Travel	\$ -	\$ -	\$ -	\$ -	\$ 5,500	\$ 5,500	\$ -	\$ -	\$ -	\$ -
	Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ 82,469	\$ 80,469	\$ -	\$ -	\$ -	\$ -
	Indirect Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Supplies	\$ -	\$ -	\$ -	\$ -	\$ 2,627	\$ 2,627	\$ -	\$ -	\$ -	\$ -
	Equipment	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ 500	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ 291,228	\$ 291,228	\$ -	\$ -	\$ -	\$ -
<b>Task 2 DATA COLLECTION, ANALYSIS AND MAPPING</b>											
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ 85,000	\$ 35,000	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ 85,000	\$ 35,000	\$ -	\$ -	\$ -	\$ -
<b>Task 3 PUBLIC PARTICIPATION PLAN (PPP)</b>											
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ 13,000	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ 13,000	\$ -	\$ -	\$ -	\$ -
<b>Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP)</b>											
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ 98,904	\$ 108,000	\$ -	\$ -	\$ -	\$ -
<b>Task 5 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</b>											
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -
<b>Task 6 SPECIAL PROJECT PLANNING</b>											
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -
<b>Task 7 REGIONAL PLANNING AND COORDINATION</b>											
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ 12,000	\$ 12,000	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ 12,000	\$ 12,000	\$ -	\$ -	\$ -	\$ -
<b>Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING</b>											
	Personnel (salary and benefits)	\$ 23,887	\$ 23,887	\$ 46,806	\$ -	\$ 82,691	\$ 82,691	\$ -	\$ -	\$ -	\$ -
	Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,418	\$ 300,000	\$ -	\$ -
	Travel	\$ -	\$ -	\$ 1,080	\$ -	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -
	Direct Expenses	\$ -	\$ -	\$ 950	\$ -	\$ 2,300	\$ 2,300	\$ -	\$ -	\$ -	\$ -
	Sub Total	\$ 23,887	\$ 23,887	\$ 48,836	\$ -	\$ 86,491	\$ 86,491	\$ 39,418	\$ 300,000	\$ -	\$ -
<b>Task 9 AGENCY EXPENDITURES USING LOCAL FUNDS</b>											
	Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,667	\$ 10,667
	Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700	\$ 700
	Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,350	\$ 1,350
	Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,717	\$ 12,717
	<b>TOTAL PROGRAMMED</b>	<b>\$ 23,887</b>	<b>\$ 23,887</b>	<b>\$ 48,836</b>	<b>\$ -</b>	<b>\$ 641,623</b>	<b>\$ 600,719</b>	<b>\$ 39,418</b>	<b>\$ 300,000</b>	<b>\$ 12,717</b>	<b>\$ 12,717</b>
Amendment: July 18, 2022 - FTA Section 5305(d) FFY 2021											
Updating the estimated carryforward in the Fy 2023 UPWP for FTA Section 5305(d) FFY 2021 with an additional \$2,136.06. The total is rounded.											





**RESOLUTION  
NUMBER 2022-04**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION BOARD (“THE MPO BOARD”)  
APPROVING AMENDMENTS TO THE PUBLIC TRANSPORTATION GRANT  
AGREEMENT (PTGA) FOR TRANSIT PROJECTS FOR THE FISCAL YEAR FY  
2021/2022, AND MOVING THE FTA SECTION 5305(D) CARRYFORWARD FUNDS TO  
FISCAL YEAR 2022/2023 OF THE UNIFIED PLANNING WORK PROGRAM (UPWP)**

**RECITALS**

WHEREAS, the Public Transportation Grant Agreement (PTGA) is the MPO’s annual Federal Transit Administration (FTA) 5305(d) Grant approved by the MPO Board on December 16, 2021 and entered into on January 7, 2022; and

WHEREAS, FY 2020/2021 unexpended funds planned to be expended in FY 2022/2023 must be carried forward into the FY 2022/2023 UPWP; and

WHEREAS, the attached amendments to the PTGA for FY 2021/2022 are recommended by MPO Staff in consultation with staff of the Florida Department of Transportation (FDOT) to transfer carryforward funds that have not been spent nor encumbered, into FY 2022/2023.

NOW, THEREFORE, BE IT RESOLVED, by the Charlotte County-Punta Gorda Metropolitan Planning Organization that:

1. That the PTGA Amendment 1 for 410114-1-14-31 is approved.
2. The MPO Board hereby adopts the attached amendments to the PTGA for FY 2021/2022 and authorizes transfer of all carryforward funds to Fiscal Year 2022/2023 of the UPWP including authorizing staff to make minor edits and revisions to carry out this action; and
3. Copies of the Amended FY 2022/2023 PTGA and this Resolution shall be forwarded to the Florida Department of Transportation.

PASSED AND DULY ADOPTED this 18th day of July 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

**AGENDA ITEM # 7**  
**NORTH JONES LOOP ROAD (CR 768) FEASIBILITY STUDY FROM BURNT**  
**STORE ROAD (CR 765) TO PIPER ROAD – FINAL UPDATE**

**Purpose:** Evaluate the potential widening of North Jones Loop Road (CR 768) up to six lanes from Burnt Store Road (CR 765) to Piper Road, including potential mobility, safety, intersection, emergency response, and evacuation improvements

**Agenda Item Presented by:** FDOT Staff

**Discussion:**

During the development of the Charlotte County-Punta Gorda Metropolitan Planning Organization's (MPOs) 2040 and 2045 Long Range Transportation Plan (LRTP). Citizens identified North Jones Loop Road (CR 768) as one of the top roads to invest in within Charlotte County given the growth occurring and expected to continue within this portion of the county.

The following goals and objectives have been identified for this study:

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

**STUDY UPDATE:**

The FDOT conducted extensive public outreach to obtain input on the types of improvements to be considered along the North Jones Loop Road and Punta Gorda Airport corridor. The purpose of this research was to determine multimodal transportation solutions to prepare for planned regional developments within the vicinity of this corridor. The outreach included meetings and presentations to elected/appointed officials. FDOT met with staff from the City of Punta Gorda, Charlotte County and the Punta Gorda Airport. FDOT also coordinated with the Charlotte County-Punta Gorda Metropolitan Planning Organization's (MPO) Committees, Board Members, and business stakeholders. The FDOT prepared a newsletter, website, and an online comment form to seek additional input from the public. Based on all input received, the FDOT developed and evaluated the feasibility of various control options at intersections along the corridor and prepared preliminary draft alternatives that included pedestrian/bicycle accommodations to meet future transportation demand. The preliminary alternatives were discussed and shared with various local agency stakeholders for comment. The FDOT is in the process of coordinating additional meetings with elected/appointed officials and business stakeholders to discuss concerns regarding the preliminary draft alternatives.

Once the coordination and revision of the alternatives is complete, a feasibility study report will be compiled to document the recommended alternatives.

Please check the project website for additional study information.

**Recommendations:** For informational purposes only, no action required

**Attachment:** [Power Point Presentation](#)



# NORTH JONES LOOP ROAD (CR 768) FEASIBILITY STUDY

From Burnt Store Road to Piper Road

**FPID#: 436563-1 | PROJECT UPDATE**









# NORTH JONES LOOP FEASIBILITY STUDY

FDOT District One began a Feasibility Study in July 2020 to evaluate the potential widening of North Jones Loop Road (County Road (CR) 768) up to six lanes from Burnt Store Road (CR 765) to Piper Road in Charlotte County, Florida. The project will include mobility, safety, intersection, emergency response, and evacuation improvements.

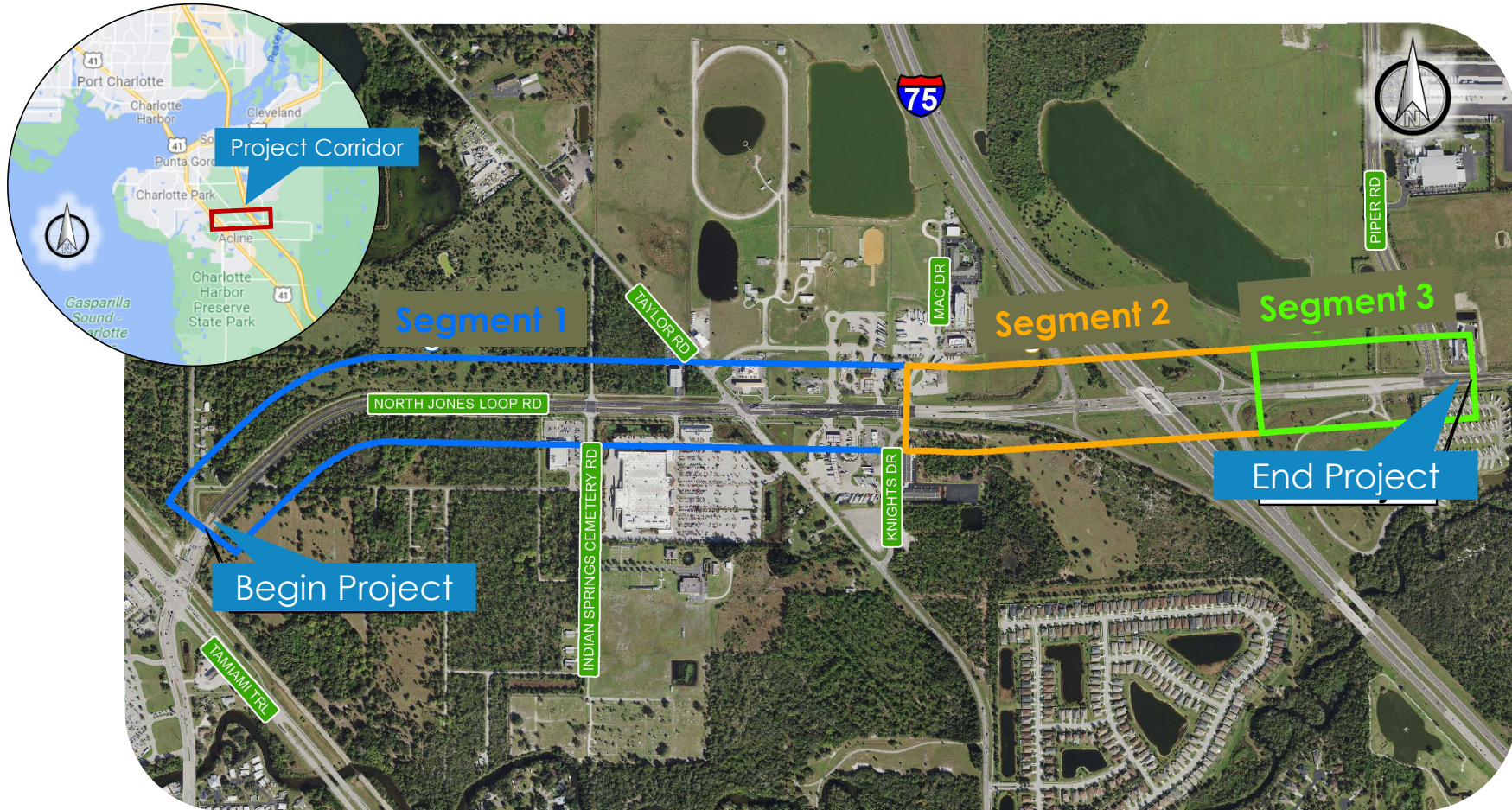
# PROJECT TIMELINE

PROJECT TIMELINE																							
2020						2021												2022					
J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
 NTP																							
	Project Review and Analysis/Meetings																						
											Alternatives Development												
																Feasibility Report							
																		Summary of Results					

*Preliminary – subject to change*



# PROJECT LOCATION





# SEGMENT 1/ALT 1

## Conventional Intersection at Taylor Rd.





# SEGMENT 1/ALT 2

## Quadrant Intersection at Taylor Rd.





# SEGMENT 2 AND 3/ALT 1

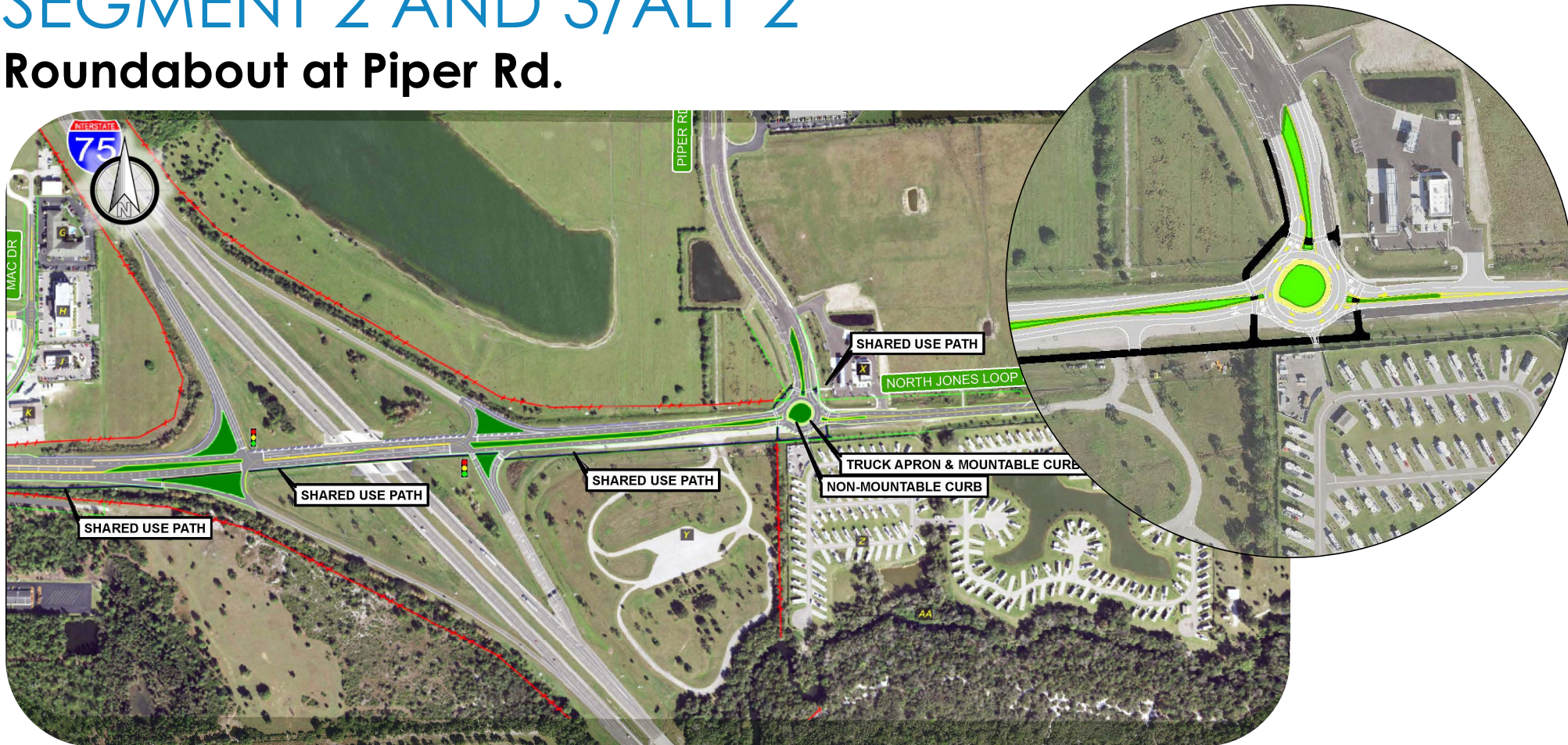
## Conventional Intersection at Piper Rd.





# SEGMENT 2 AND 3/ALT 2

## Roundabout at Piper Rd.



# DESIGN, R/W, AND CONSTRUCTION COSTS

Segment	Area Type	Potential Funding Source	Alternative Cost	
			R/W	Construction
Segment 1	Urban	Charlotte County	TBD	\$16.6-\$17.9M
Segment 2	Urban	SIS	\$0	\$8.5M
Segment 3	Urban	Discretionary SIS	\$65,000	\$2.3-\$2.8M

\*Estimated February 2022

*Preliminary – subject to change*

# NEXT STEPS

## As determined by MPO Board

- Program Improvements in LRTP
- MPO and FDOT work towards
  - Programming applicable segments for design, R/W, and construction



*The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4), or to the state project development process.*



# CONTACT INFORMATION

**Richard Oujevolk, PE**

FDOT Project Manager

[Richard.Oujevolk@dot.state.fl.us](mailto:Richard.Oujevolk@dot.state.fl.us)

863.519.2293

**Andy Orrell**

D1 Communications Director

[Andy.Orrell@dot.state.fl.us](mailto:Andy.Orrell@dot.state.fl.us)

863.519.2828

## Project Website

<http://www.swflroads.com/cr768/njoneslooprd/>

# YOUTH TRAFFIC SAFETY MONTH



JULY 6, 2022  
CITIZENS' ADVISORY COMMITTEE

**AGENDA ITEM # 8**  
**TAYLOR ROAD (CR 765A) FEASIBILITY STUDY - UPDATE**

**Purpose:** To provide an update of the Feasibility Study on Taylor Road (CR 765A) from Royal Road to Airport Road

**Agenda Item Presented by:** FDOT Staff

**Discussion:**

The purpose of this project is to improve safety for bicyclists and pedestrians, which are particularly vulnerable to conflicts with vehicles on shared facilities, by providing a pathway separated from general traffic. This proposed project will provide connectivity to the City of Punta Gorda's neighborhoods with the region's bicycle and pedestrian amenities, parks and recreational facilities, and conservation lands in the area. The need for the proposed shared use path project is based on the following criteria:

- Area Wide Network / System Linkage: Improve bicycle and pedestrian mobility
- Safety Conditions: Enhance safety along the corridor
- Social and Economic Demand: Improve bicycle and pedestrian accessibility

The Taylor Road Project is the MPO's number one project priority for the Transportation Alternatives Program (TAP). The project has been programmed in two segments because of the complexity of the roadway. The first segment, Taylor Road from Jones Loop Road to Airport Road is programmed for Design in FY 2023/2024 for \$656,521. The estimated construction cost is \$5.1 million dollars. The second segment, Taylor Road from US 41 (South) to Jones Loop Road is currently not programmed in FDOT'S Five Year Work Program beyond the PD&E Study.

For more information, please check the project website below:

[http://www.swflroads.com/us41/taylorroad/about\\_project.html](http://www.swflroads.com/us41/taylorroad/about_project.html)

**Recommendations:** For informational purposes only, no action required

**Attachment:** [Power Point Presentation](#)





# TAYLOR ROAD FEASIBILITY STUDY

## from Royal Road to Airport Road

Financial Project ID No. 435105-1 | Federal Aid Project No. D118-120-B | ETDM No. 14358

# Project Background



## Taylor Road

- ◆ Feasibility Study for a shared-use path
- ◆ From Royal Road to Airport Road
- ◆ Project length is 3.6 miles
- ◆ Two-lane undivided roadway
- ◆ No bike/ped facilities
- ◆ Project will not include roadway modifications
  - ◆ Will account for future four-lane widening

# Project Goals



- ◆ Provide safe, non-motorized option along Taylor Road
- ◆ Create comfortable environment for pedestrians & bicyclists
- ◆ Support the goals of Charlotte County
  - ◆ *Create an effective multi-modal transportation system*





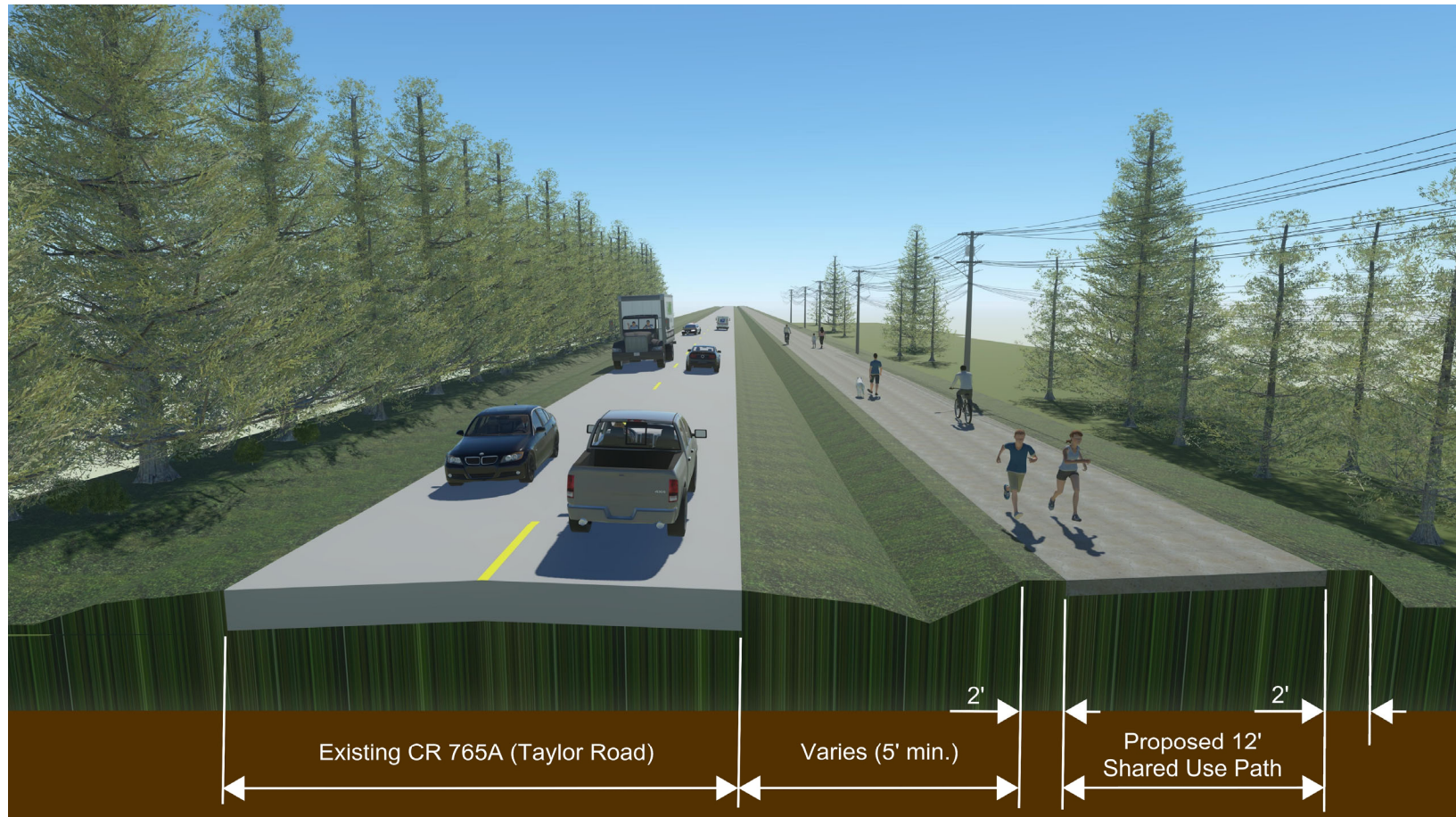
# Project Considerations



- ◆ Wetlands and natural habitats
- ◆ Available right-of-way
- ◆ Existing overhead electric poles
- ◆ Crossings over Alligator Creek and North Fork Alligator Creek
- ◆ Roadway crossings



# Typical Section



# Cost Estimates

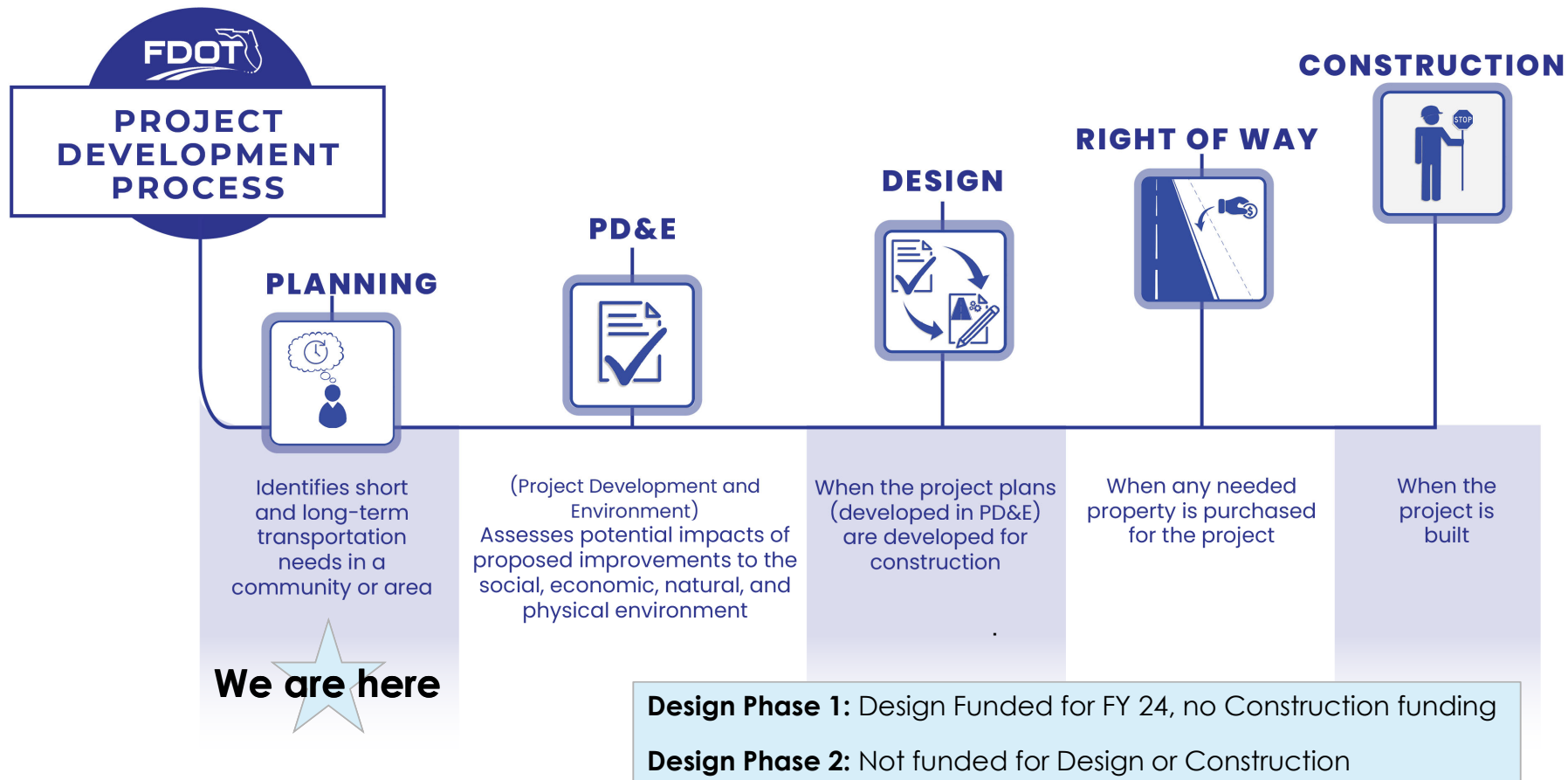


Cost Estimates		Design Phase 1 (North Jones Loop to Airport Rd)	Design Phase 2 (Royal Rd to North Jones Loop)
	Construction	\$5,164,151	\$5,547,599
	Final Design	\$656,521	\$665,712
	Construction Engineering Inspection (12% of Construction)	\$619,698	\$665,712
	Right-of-Way	\$0	\$410,000
	Wetland Mitigation	\$120,182	\$6,706
	<b>Total Estimated Costs</b>	<b>\$6,560,552</b>	<b>\$7,295,729</b>

*(Preliminary – Subject to change)*

*The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4), or to the state project development process.*

# Schedule



(Preliminary – Subject to change)



# Contact Information



## **David Bogner**

FDOT Project Manager  
David.Bogner@dot.state.fl.us  
(239) 225-1914

## **Andy Orrell**

FDOT Director of Communications  
Andy.Orrell@dot.state.fl.us  
(863) 519-2828

**Website:** [swflroads.com/us41/taylorroad/](http://swflroads.com/us41/taylorroad/)





*LOOK TWICE*  
*FOR*  
***BICYCLISTS &  
PEDESTRIANS***



**AGENDA ITEM # 9**  
**VETERANS BOULEVARD CORRIDOR PLANNING STUDY – DRAFT**  
**RECOMMENDATIONS**

**Purpose:** To outline the draft recommendations of the Veterans Boulevard Corridor Planning Study.

**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 contingent upon 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.

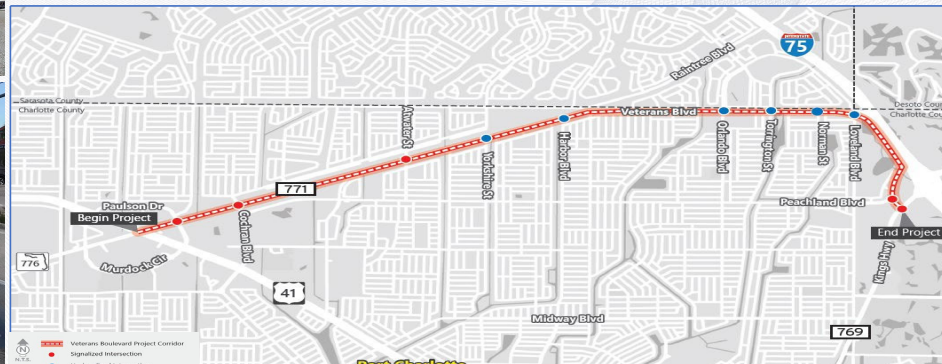
**Recommendation:** Review and comment on draft recommendations

**Attachment:** [Veterans Corridor Planning Study Presentation](#)

# Veterans Boulevard Corridor Planning Study

From US 41 to Kings Highway

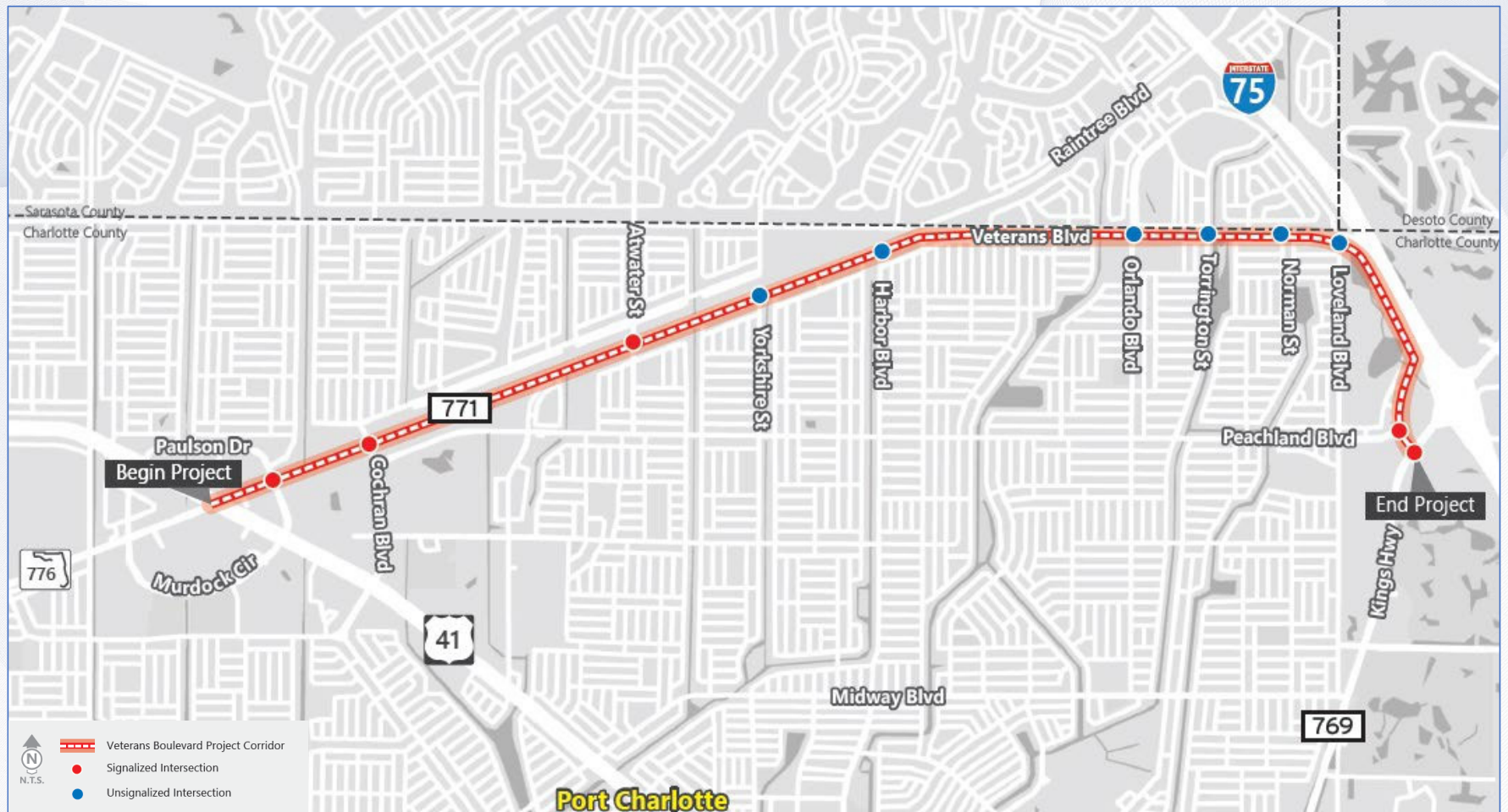
Citizens' Advisory Committee Meeting  
(Draft Recommendations) | July 6, 2022





# Veterans Boulevard Study Corridor

(Approximate Length 6.9 miles)



# Agenda



**Study Purpose and Objectives**



**Study Methodology**



**Programmed/Planned Projects**



**Draft Recommendations**



**Study Timeline**



**Next Steps**



**Feedback & Discussion**



# Study Purpose and Objectives

## Study Purpose

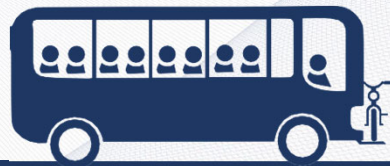
*"Improve **Safety, Mobility, Connectivity & Reliability** for people who drive, walk, bike and use transit"*

## Major Concerns

- Capacity/operational improvements
- New traffic controls

## Objectives

- Conduct safety, operational and multimodal analysis
- Intersection specific improvements (no widening of Veterans Boulevard)
- Identify and prioritize short-term (Year 2025), mid-term (Year 2035), and long-term (Year 2045) improvements





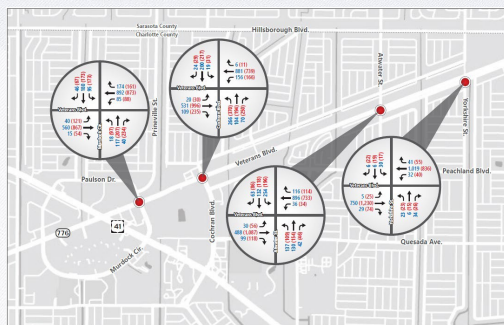
# Study Methodology

## Key Elements

- Existing and anticipated future traffic volumes
- Field observations
- Historical crash data
- Operational analysis
- Stakeholder input
- CAP-X analysis
- Programmed and planned improvements projects
- Published guidelines
- Similar projects

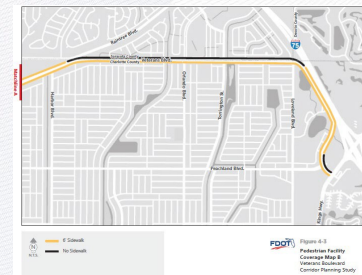
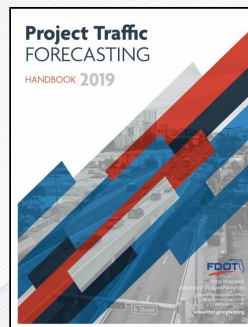
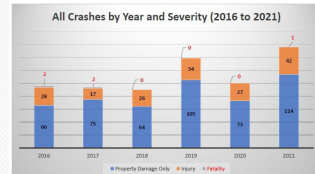
## Improvement Types

- Turn lanes
- Operational
- Innovative intersection types
- Safety
- Multimodal/ADA
- Lighting
- ITS



Capacity Analysis for Planning of Junctions  
Source: Traffic Services

TYPE OF INTERSECTION	Peak Hour Traffic	VC	VC	VC	VC	VC	VC	VC
		1	2	3	4	5	6	7
Signalized Left Turn	6.45	1	2	3	4	5	6	7
Signalized Through/Right Turn	6.50	2	3	4	5	6	7	8
Signalized Through/Right Turn	6.55	3	4	5	6	7	8	9
Signalized Through/Right Turn	6.60	4	5	6	7	8	9	10
Signalized Through/Right Turn	6.65	5	6	7	8	9	10	11
Signalized Through/Right Turn	6.70	6	7	8	9	10	11	12
Signalized Through/Right Turn	6.75	7	8	9	10	11	12	13
Signalized Through/Right Turn	6.80	8	9	10	11	12	13	14
Signalized Through/Right Turn	6.85	9	10	11	12	13	14	15
Signalized Through/Right Turn	6.90	10	11	12	13	14	15	16

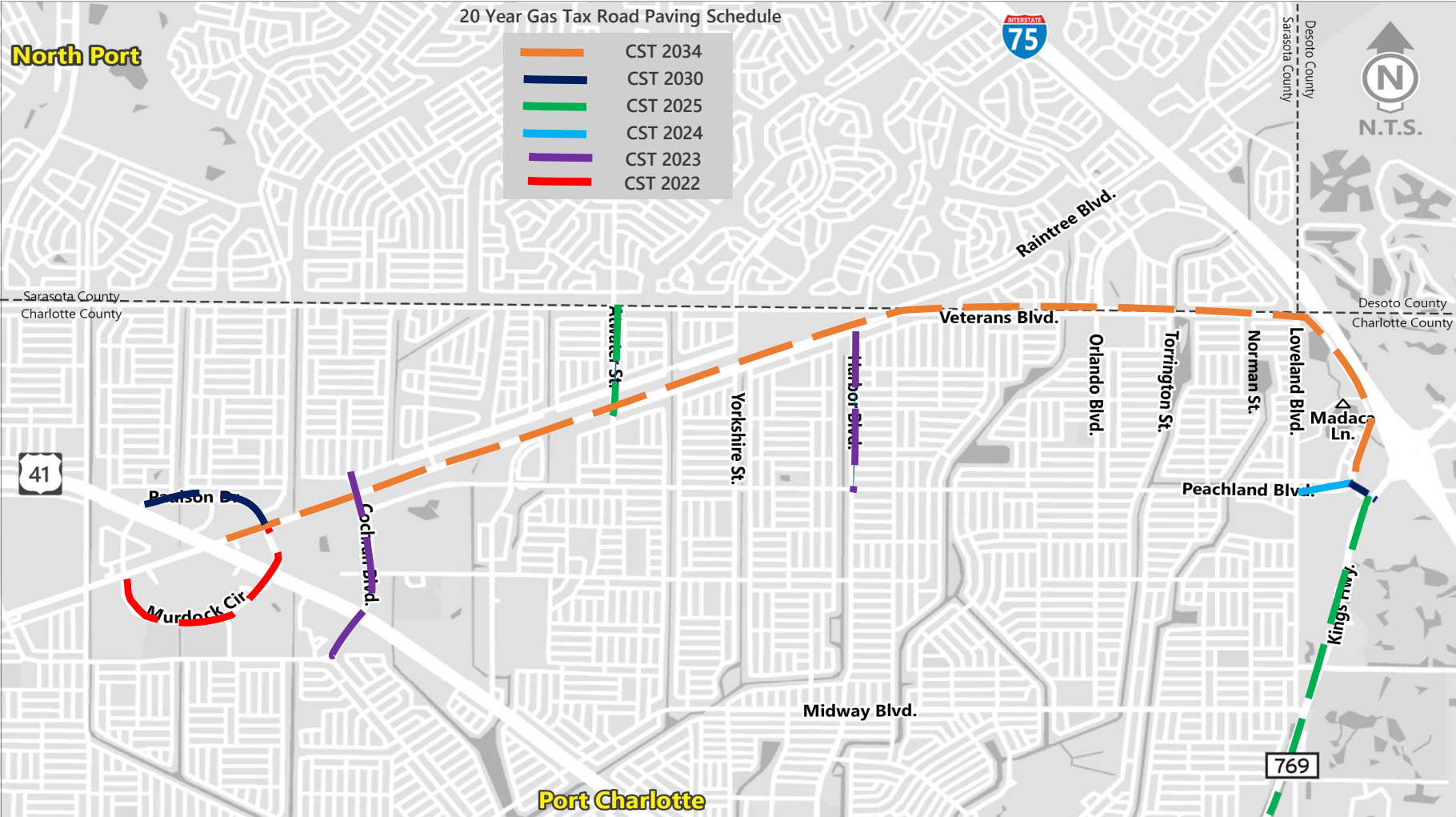


# Programmed Improvement Projects

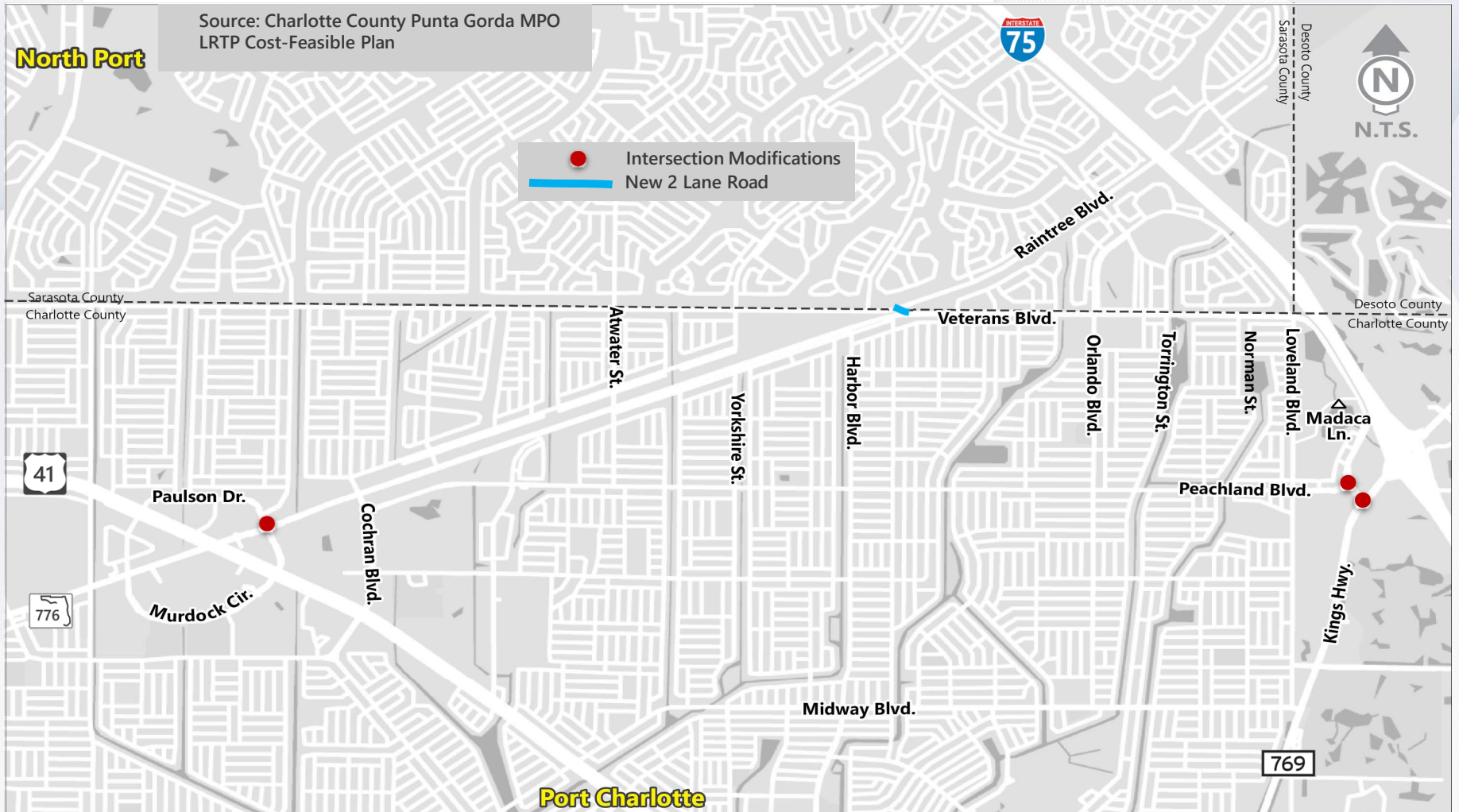
- **No Capacity Improvement Projects**
- **Capital Improvement Program 2020: Sidewalk Installation**
  - Harbor Boulevard from Midway Boulevard to Veterans Boulevard – CST 2023
- **Charlotte County Punta Gorda MPO - 2045 LRTP**
  - Charlotte Link: Expand to 2-mile radius around Port Charlotte Town Center by year 2024



# Capital Improvement Program 2020 – Road Paving Schedule



# Planned Roadway Improvements (LRTP 2045 Cost Feasible Plan)





# Planned Multimodal Improvements (LRTP 2045 Cost Feasible Plan)

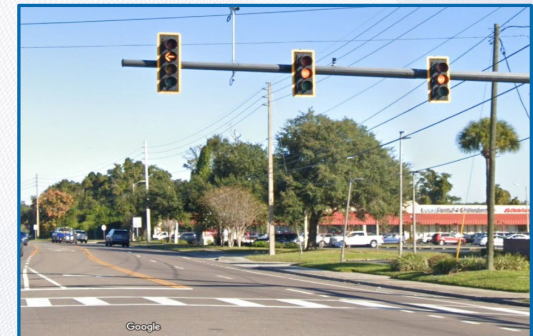


# Traditional/Innovative Capacity Improvements

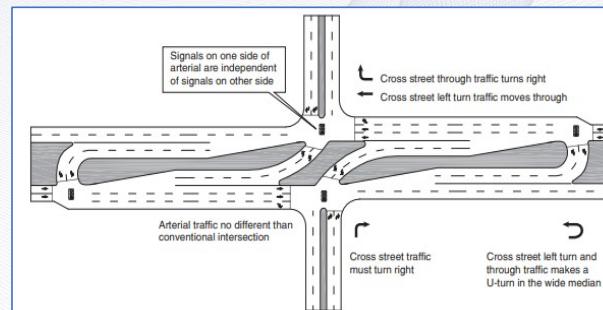
- **Anticipated Safety Benefits** (Source: FDOT & CMFClearinghouse)
  - **Exclusive right turn lane:**
    - 11% reduction (all crash types)
  - **Additional left turn lane:**
    - 4% reduction (all crash types)
  - **Extend storage:**
    - 11% reduction (all crash types)
  - **Traffic signal**
    - 23% fewer crashes versus a stop-controlled intersection
  - **Roundabout**
    - 90% fewer fatalities/75% fewer injuries
    - 10-40% fewer pedestrian/bicycle crashes
  - **RCUT**
    - 20% reduction (all crash types)



Example Turn Lanes at an Intersection

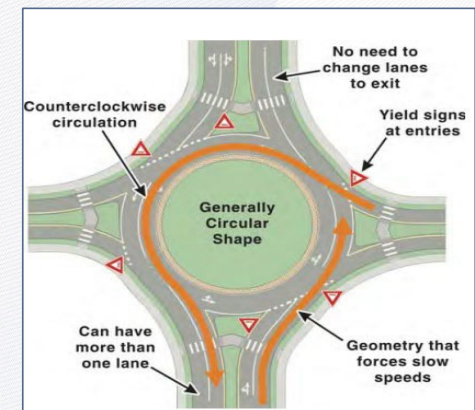


Example Traffic Signal at an Intersection



Restricted Crossing U-turn Intersection (RCUT)

Source: FHWA

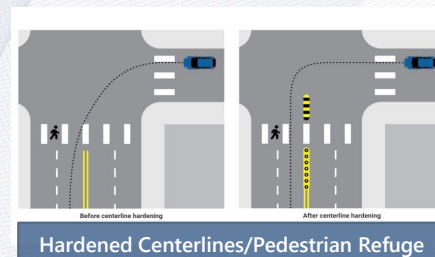
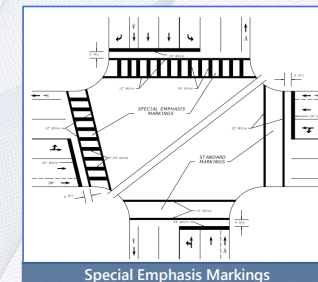
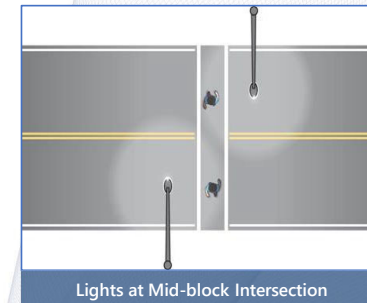
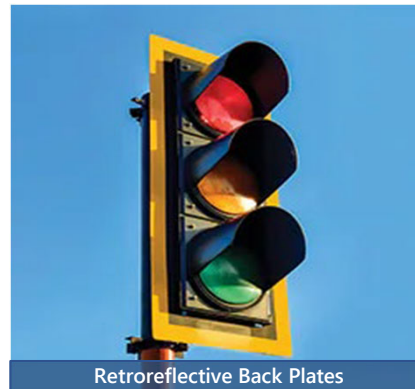


Roundabout



# General Safety/Multimodal/ADA Improvements

- Consider pulling median noses as close to intersection
- Retroreflective back plates to signal heads
- Detectable warning surfaces on curb ramps
- Hardened centerlines/pedestrian refuge
- High-friction surface treatment
- Provide high emphasis crosswalk where needed
- Tightening the corner radii
- Enhance lighting





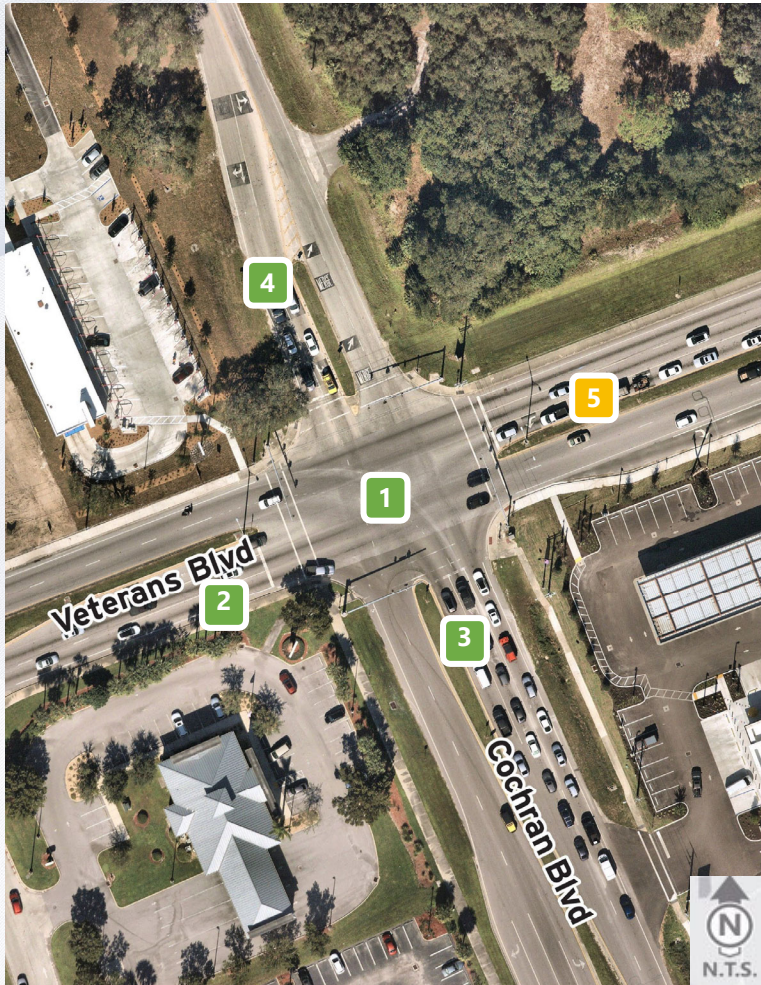
# Veterans Boulevard at Murdock Circle/Paulson Drive - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1 - Signal Coordination b/w US 41, Murdock Circle/Paulson Drive, and Cochran Boulevard	<ul style="list-style-type: none"> <li>• Install retroreflective backplates on all signal heads</li> <li>• Refresh fading and cracked pavement markings</li> <li>• Provide special-emphasis crosswalks</li> <li>• Revisit the lane surfacing for potential upgrades to skid-resistant surfacing</li> <li>• Consider reducing the radius on the northwest and southeast corners</li> <li>• Consider providing hardened centerlines with pedestrian refuge on the eastbound and westbound approaches</li> </ul>
Year 2035 Mid Term Improvements	2 – Additional SBT 3 - Exclusive WBR 4 – Additional NBT	
Year 2045 Long Term Improvements	5 – Exclusive EBR	



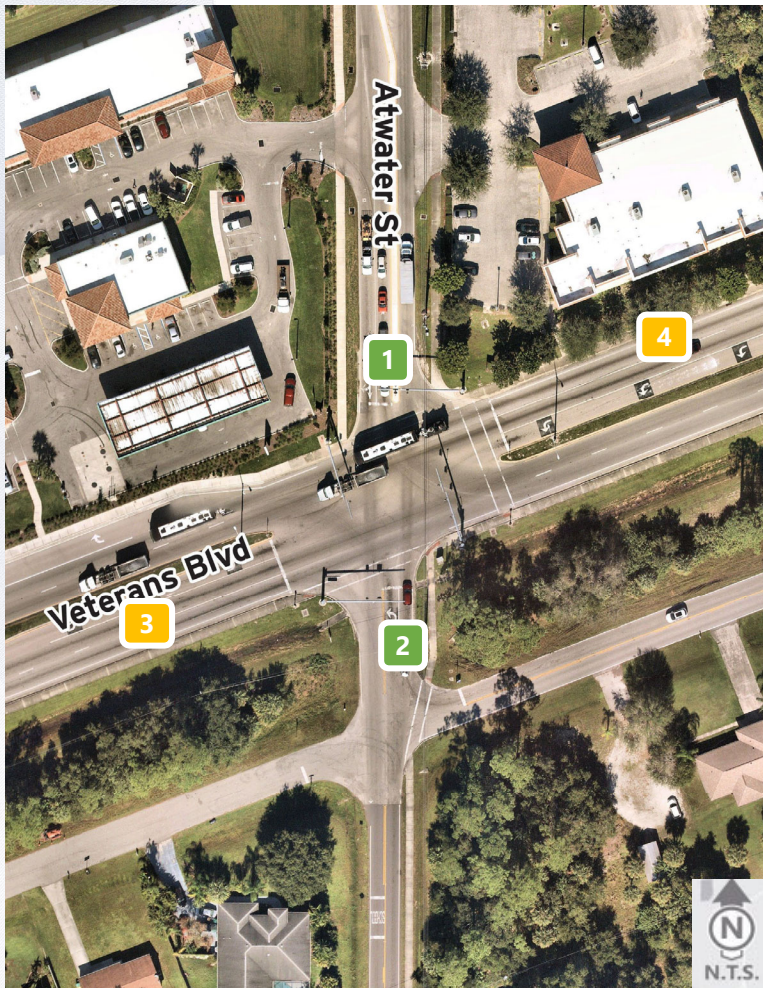
# Veterans Boulevard at Cochran Boulevard - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1- Signal Coordination b/w US 41, Murdock Circle/Paulson Drive, and Cochran Boulevard 2 - Exclusive EBR 3- Provide 2 NBLs, 2 NBTs, and exclusive NBR 4- Provide exclusive SBL, 1 SBT, and 1 SBT/R	<ul style="list-style-type: none"> <li>• Install retroreflective backplates on all signal heads</li> <li>• Refresh fading and cracked roadway pavement markings</li> <li>• Provide special emphasis crosswalks</li> <li>• Revisit the lane surfacing for potential upgrades to skid-resistant surfacing.</li> <li>• Evaluate the intersection lighting for potential upgrades to adhere to FDOT Design Manual (FDM) standards.</li> <li>• Consider reducing the radius on the northwest and northeast corners.</li> <li>• Consider providing hardened centerlines with pedestrian refuge on the eastbound and westbound approaches.</li> </ul>
Year 2035 Mid Term Improvements	5 – Additional WBL	
Year 2045 Long Term Improvements		



# Veterans Boulevard at Atwater Street - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1 – Additional SBL 2 – Extend NBL	<ul style="list-style-type: none"> <li>Refresh fading and cracked roadway pavement markings</li> <li>Provide special emphasis crosswalks, including marking the missing crosswalk on the eastbound approach (west leg). Provide pedestrian actuation on the west leg.</li> <li>Revisit the lane surfacing for potential upgrades to skid-resistant surfacing.</li> <li>Consider realigning crosswalk on the westbound approach (east leg) to bring the crossing location closer to the intersection and improve visibility of staged pedestrians for turning motorists.</li> <li>Otherwise, consider providing a pedestrian-actuated turning vehicles yield to pedestrians blank out sign for the northbound approach and reconstruct curb ramp on southeast corner to direct pedestrians to cross in the proper direction</li> </ul>
Year 2035 Mid Term Improvements	3 – Exclusive EBR 4 – Exclusive WBR	
Year 2045 Long Term Improvements		



# Veterans Boulevard at Yorkshire Street - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1- Unsignalized RCUT (must provide U-turns east and west of this location) 2 - Exclusive EBR 3 - Exclusive WBR	
Year 2035 Mid Term Improvements	Consider a signalized full median opening (will be based on the approval for a new I-75 Interchange at Yorkshire Street)	<ul style="list-style-type: none"> <li>Refresh fading and cracked roadway pavement markings</li> <li>Consider providing a positive offset for eastbound and westbound left turns, depending on whether an alternative treatment is pursued</li> </ul>
Year 2045 Long Term Improvements		



# Veterans Boulevard at Harbor Boulevard - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1 – Signalization or Roundabout 2 – Exclusive EBR	<ul style="list-style-type: none"> <li>Refresh fading and cracked roadway pavement markings</li> <li>Revisit the lane surfacing for potential upgrades to skid-resistant surfacing.</li> <li>Enhance delineation for horizontal curve just east of the intersection.</li> <li>Widen roadway edge lines to increase visibility to drivers and reduce potential for off road incidents</li> </ul>
Year 2035 Mid Term Improvements		<ul style="list-style-type: none"> <li>Implement longitudinal rumble strips to alert drivers that their vehicle has left the travel lane, reducing potential for off road incidents</li> <li>Consider provide curve warning signs. chevron signs, delineators, and/or in-lane curve warning pavement markings.</li> <li>Revise the full median access layout to provide a positive offset for left-turning drivers for potential reductions in left-turn crashes.</li> </ul>
Year 2045 Long Term Improvements		<ul style="list-style-type: none"> <li>Revise the access to allow more median storage and provide clarity for two-stage left turns</li> </ul>



# Veterans Boulevard at Orlando Boulevard - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1 – Signalization or Roundabout 2 – SBL & SBT/R 3 – NBL & NBT/R 4 – Exclusive EBR	
Year 2035 Mid Term Improvements		<ul style="list-style-type: none"> <li>Refresh fading and cracked roadway pavement markings</li> </ul>
Year 2045 Long Term Improvements		

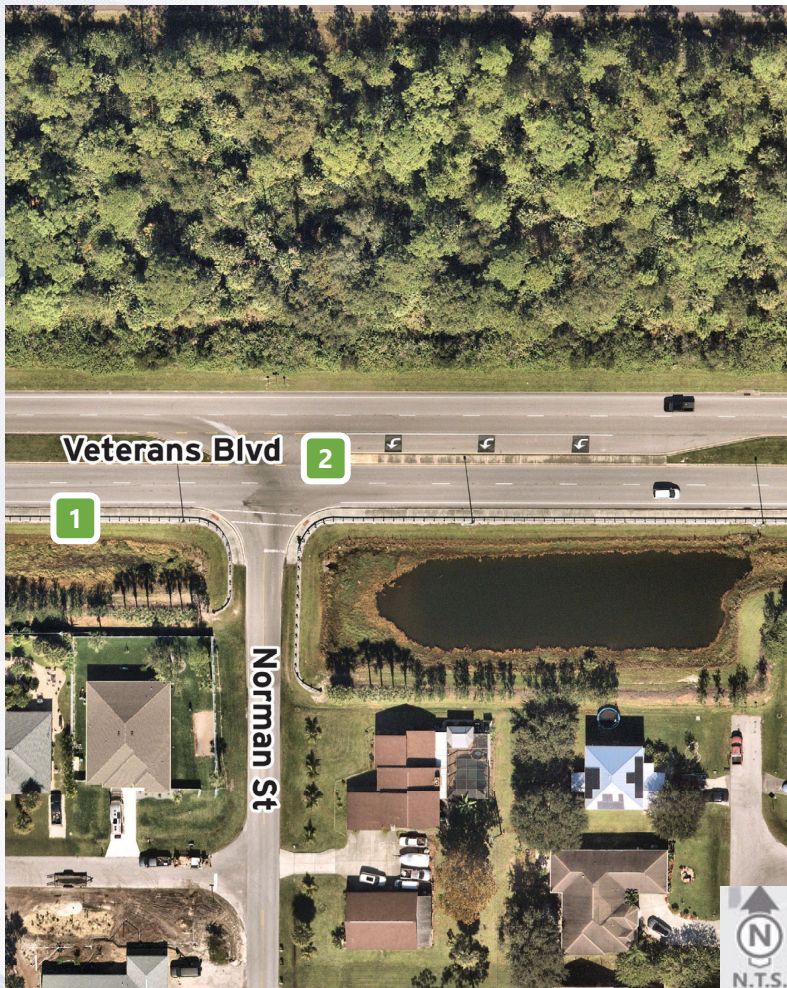
# Veterans Boulevard at Torrington Street- Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1 – Unsignalized RCUT 2- Exclusive WBR	<ul style="list-style-type: none"> <li>Refresh fading and cracked roadway pavement markings</li> <li>Evaluate the intersection lighting for potential upgrades to adhere to FDOT Design Manual (FDM) standards.</li> </ul>
Year 2035 Mid Term Improvements		
Year 2045 Long Term Improvements		



# Veterans Boulevard at Norman Street - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1- Exclusive EBR 2 -Unsignalized RCUT (must provide U-turns east of this location)	<ul style="list-style-type: none"> <li>Evaluate the intersection lighting for potential upgrades to adhere to FDOT Design Manual (FDM) standards</li> </ul>
Year 2035 Mid Term Improvements		
Year 2045 Long Term Improvements		



# Veterans Boulevard at Loveland Boulevard - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1– Median U-turn (outside the curve) on Veterans Boulevard - east of Loveland Boulevard 2 – Exclusive EBR	<ul style="list-style-type: none"> <li>Refresh fading and cracked roadway pavement markings</li> <li>Revisit the lane surfacing for potential upgrades to skid-resistant surfacing.</li> <li>Enhance delineation for horizontal curve just east of the intersection.</li> <li>Widen roadway edge lines to increase visibility to drivers and reduce potential for off road incidents</li> </ul>
Year 2035 Mid Term Improvements	3 – Roundabout (connecting Loveland Boulevard and N Orlando Boulevard)	<ul style="list-style-type: none"> <li>Implement longitudinal rumble strips to alert drivers that their vehicle has left the travel lane, reducing potential for off road incidents</li> <li>Consider provide curve warning signs. chevron signs, delineators, and/or in-lane curve warning pavement markings.</li> <li>Evaluate the intersection lighting for potential upgrades to adhere to FDOT Design Manual (FDM) standards. Note that due to the high incidence of off-road crashes in dark conditions, existing lighting on the curved approach may be inadequate.</li> </ul>
Year 2045 Long Term Improvements		<ul style="list-style-type: none"> <li>Install median barriers to reduce potential for off road crashes</li> </ul>



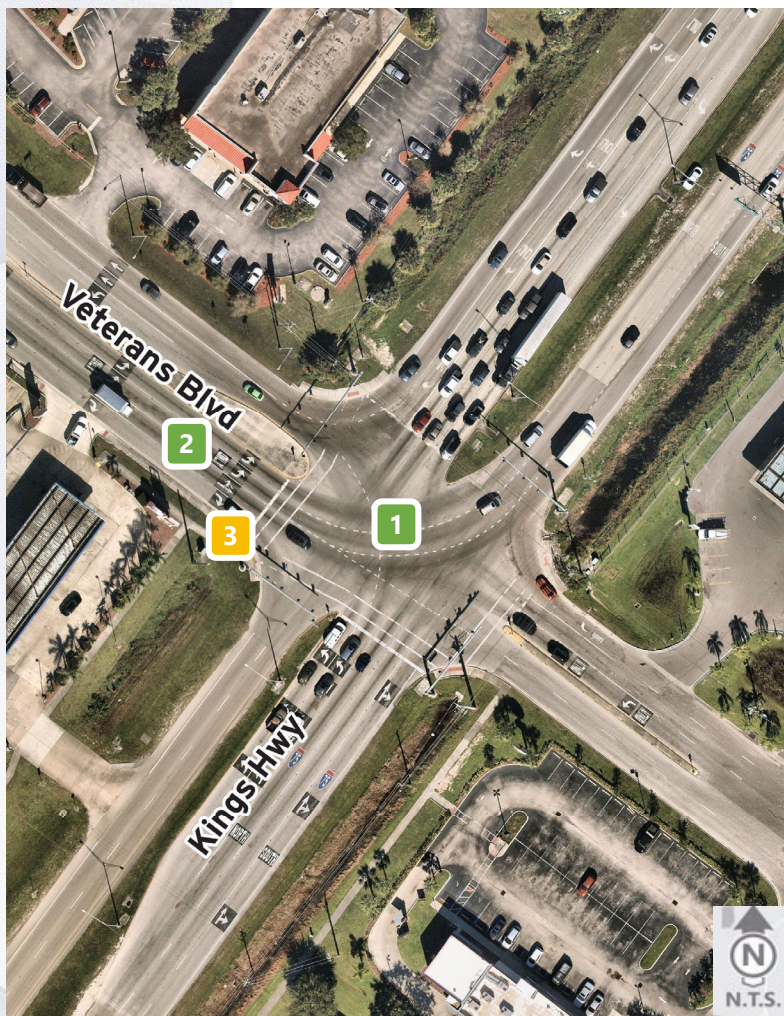
# Veterans Boulevard at Peachland Boulevard - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1 – Signal Coordination b/w Peachland Boulevard and Kings Highway	<ul style="list-style-type: none"> <li>Refresh fading and cracked roadway pavement markings. In particular, the EB dual right-turn should be enhanced with guidance markers to assist drivers through the intersection</li> <li>Revisit the lane surfacing for potential upgrades to skid-resistant surfacing.</li> <li>Provide enhanced pedestrian crossing signing and special emphasis crosswalks</li> <li>Evaluate the intersection lighting for potential upgrades to adhere to FDOT Design Manual (FDM) standards.</li> </ul>
Year 2035 Mid Term Improvements	2– Allow only WB right at Peachland Boulevard (U-turn at Dale Way & Veterans Boulevard - to be signalized)  3– 3 NBL, NBT and shared NBT/R; (Convert the first driveway entrance on Peachland Boulevard west of Veterans Boulevard to right-in right-out)	<ul style="list-style-type: none"> <li>Enhance the clarity of the existing wayfinding signs and implement signage on the unsigned approaches, using oversize and/or using overhead signage. These are effective for large intersections with cluttered signage and many lanes on approach, in order to prevent last second lane changes.</li> </ul>
Year 2045 Long Term Improvements		<ul style="list-style-type: none"> <li>Consider reducing the radius on the northwest and southwest intersection corners.</li> <li>Consider reducing the median width on the north leg (on Veterans Boulevard)</li> </ul>



# Veterans Boulevard at Kings Highway- Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1– Signal Coordination b/w Peachland Boulevard and Kings Highway  2 – SB approach: 3 SBL and SBT/R	<ul style="list-style-type: none"> <li>• Refresh fading and cracked roadway pavement markings</li> <li>• Revisit the lane surfacing for potential upgrades to skid-resistant surfacing.</li> <li>• Provide enhanced pedestrian crossing signing and special emphasis crosswalks</li> <li>• Provide advance oversize cross street name signs to improve clarity and context for drivers coming off I-75.</li> <li>• Provide additional overhead lane-use signs to guide access to Kings Highway and Veterans Boulevard..</li> </ul>
Year 2035 Mid Term Improvements	3 – SB approach: 3 SBL, 1 SBT, and exclusive SBR	<ul style="list-style-type: none"> <li>• Define a context-sensitive target speed on the Kings Highway approaching Veterans Boulevard and identify speed management strategies to align corridor operating speeds with desired target speed. Strategies should be employed to encourage lower speeds for drivers coming off I-75.</li> </ul>
Year 2045 Long Term Improvements		<ul style="list-style-type: none"> <li>• Realign crosswalks to remove deflection and consider reducing corner radii where possible.</li> <li>• Consider providing hardened centerlines on all intersection legs, providing pedestrian refuge were possible.</li> <li>• Consider providing a curb extension on the south corner to narrow to a single south eastbound departure lane</li> </ul>

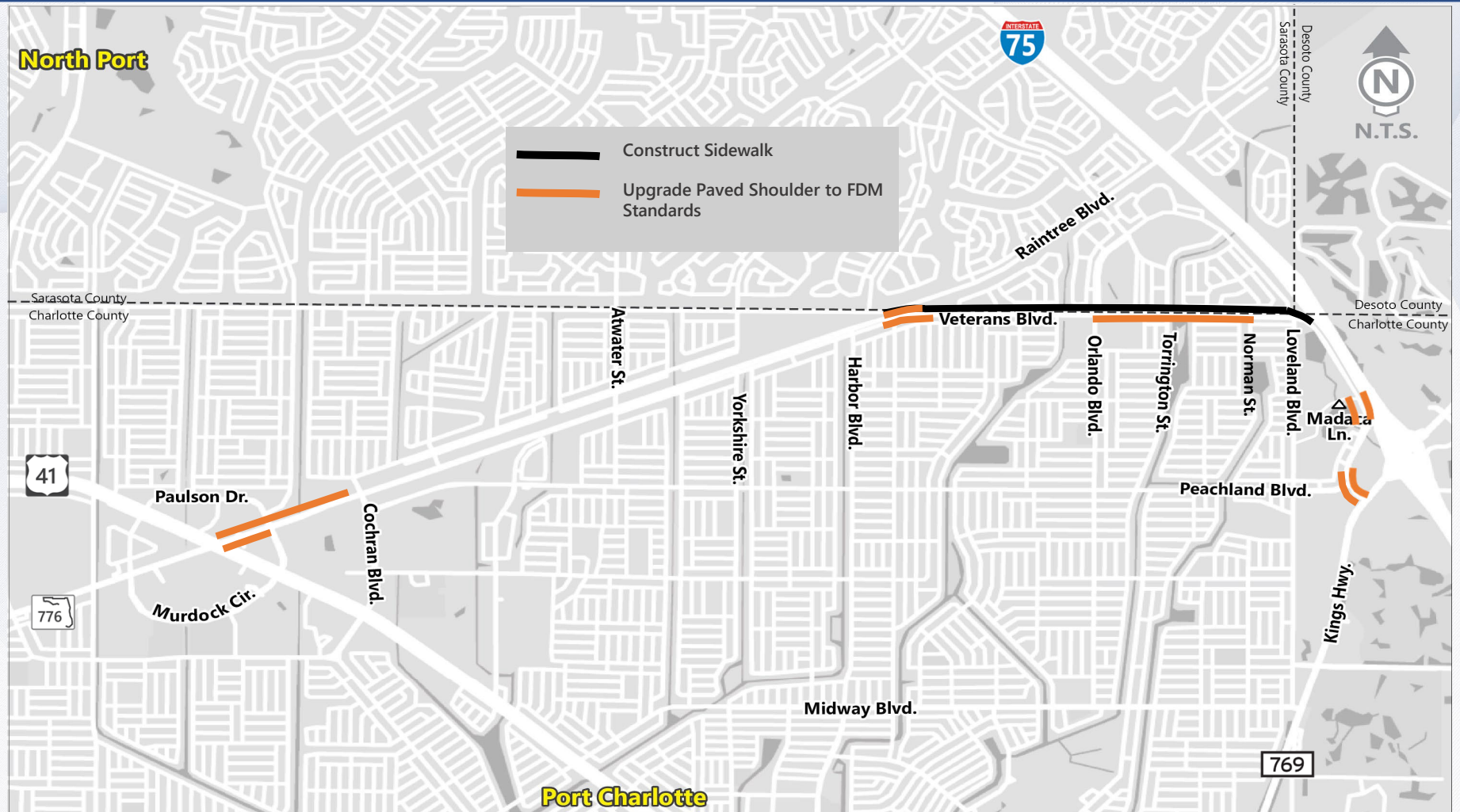


# Veterans Boulevard at Kings Highway & Peachland Boulevard





# Pedestrian/Bicycle Facility Recommendations



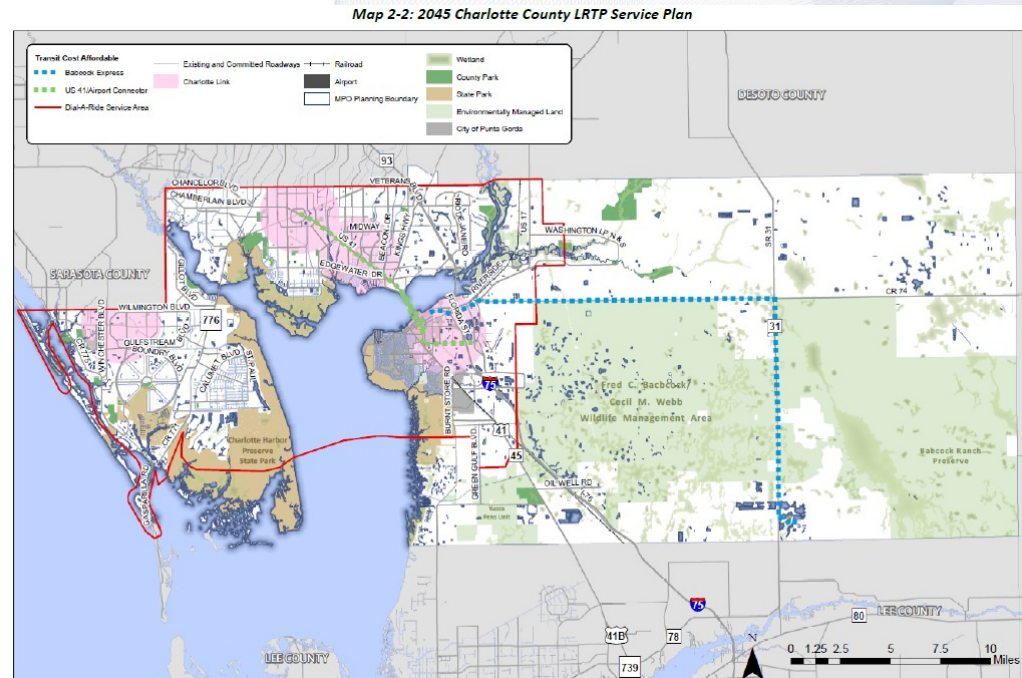
# Transit Service Enhancements (2021 Charlotte County Transit Development Plan)

## ■ Charlotte Link Service

- Rideshare subsidies for trips within a two-mile radius around Port Charlotte Town Center starting in 2024

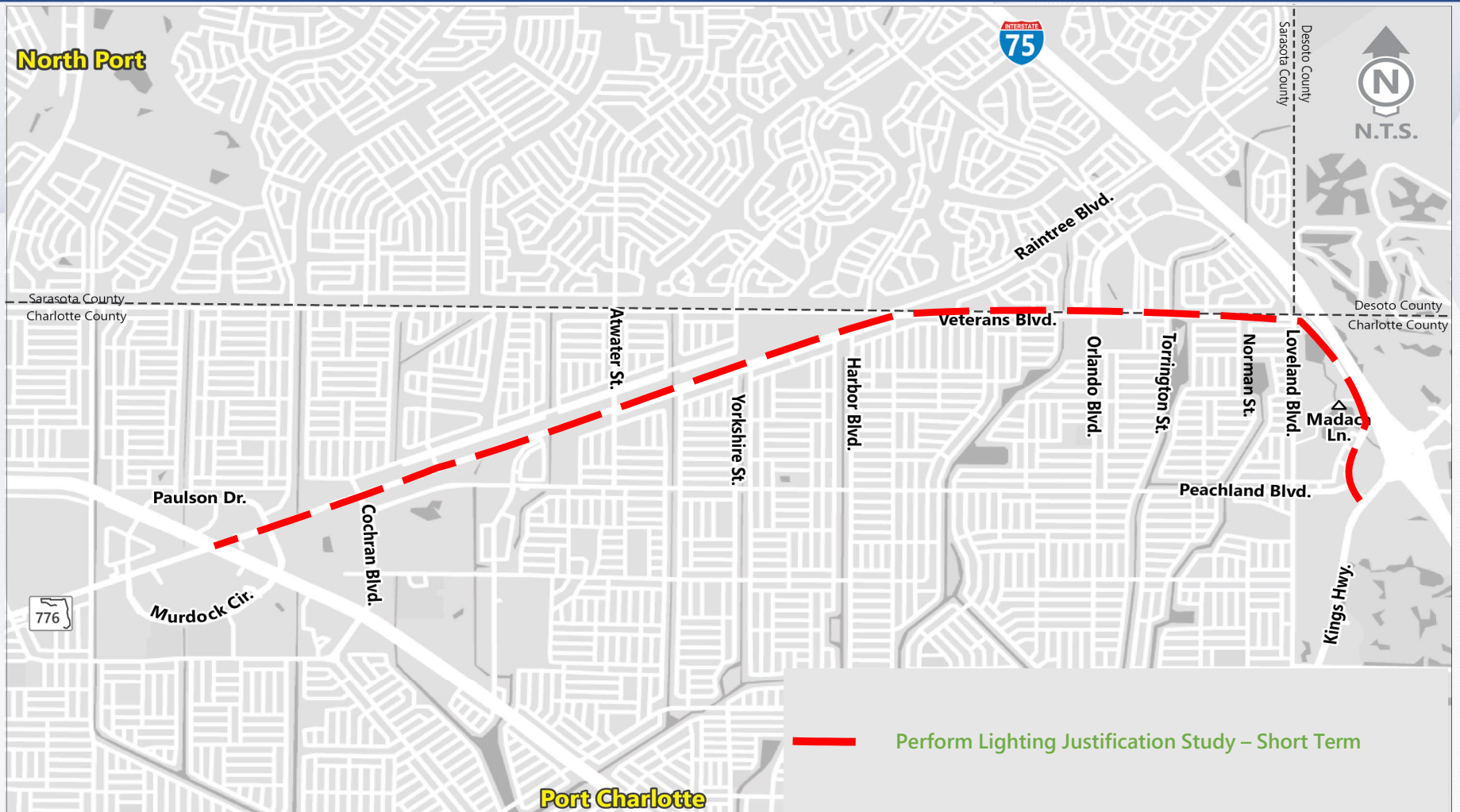


Source: [www.charlottecountyfl.gov/transit](http://www.charlottecountyfl.gov/transit)

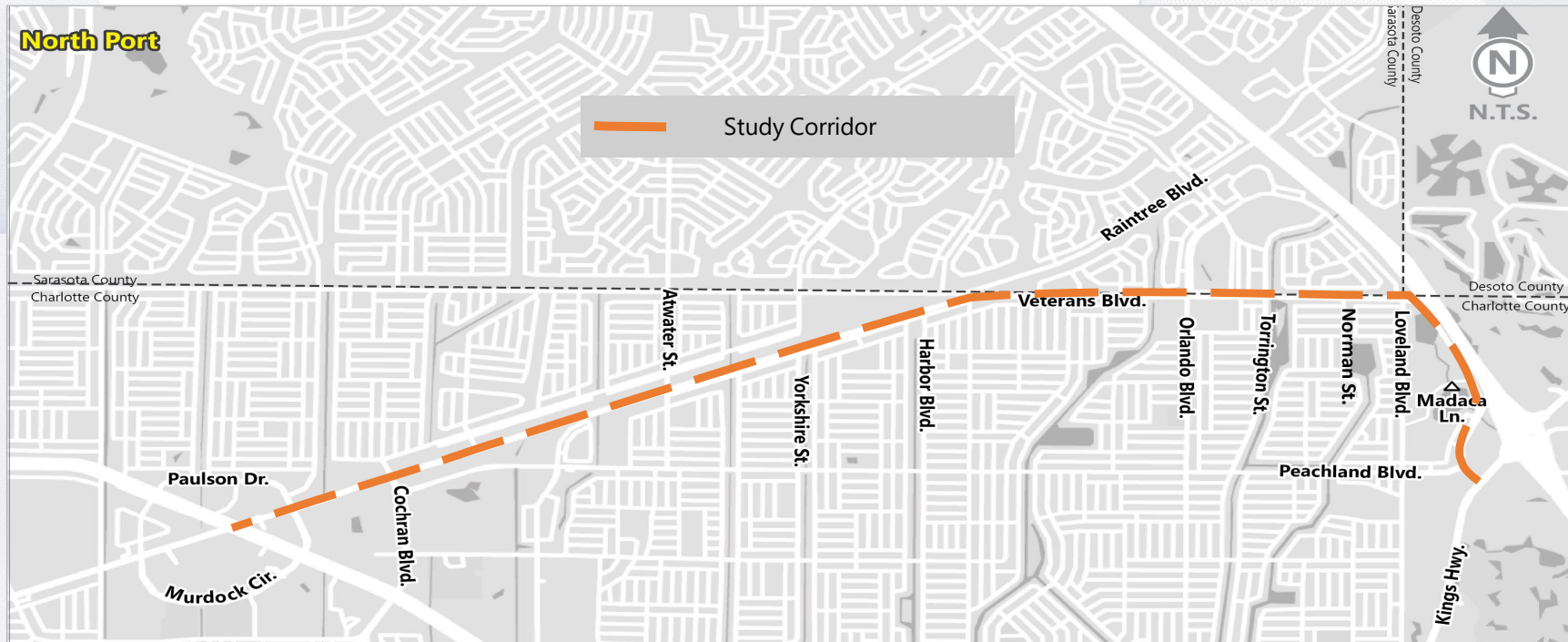




# Lighting Recommendations



# ITS Recommendations

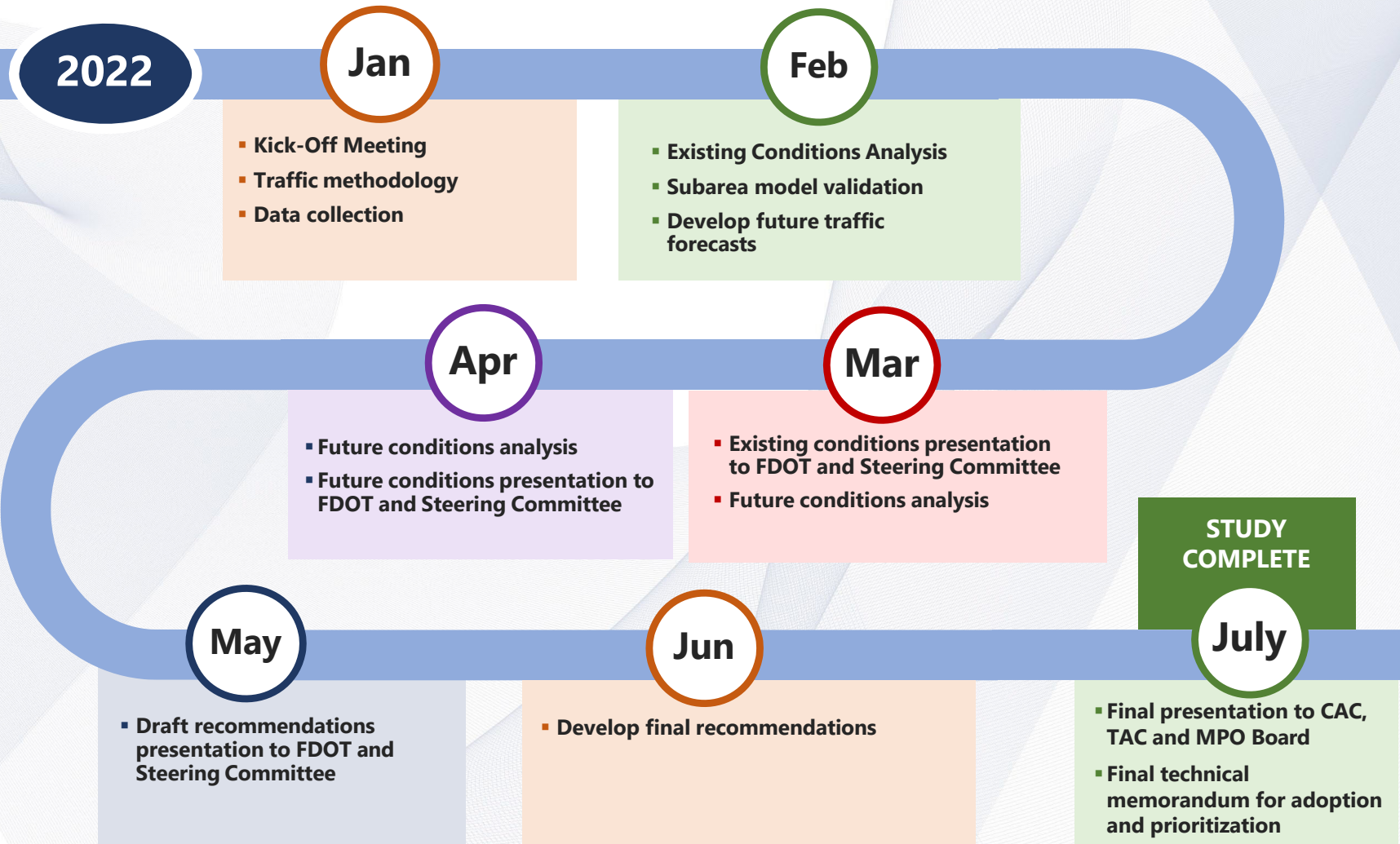


Mid- to  
Long-  
term

- Extend Advanced Traffic Management System (ATMS) on Veterans Boulevard through Fiber Optic Cable (FOC) to Kings Highway
- Connect proposed new signals into Charlotte County's ATMS
- Connected Vehicle (CV) Technology Ready Corridor
  - Vehicle-to-vehicle (V2V) & Vehicle-to-Infrastructure (V2I), Road-side Units & Communications Infrastructure
  - Congestion alerts, collision avoidance, weather alerts, blind spot alerts, pedestrians nearby etc.
  - Can be combined with adaptive traffic control system



# Study Timeline





## Next Steps

- **Develop Final Recommendations**
- **Prioritize Improvements**
- **Presentation to MPO Board (July 2022)**
- **Final Report (July 2022)**

## Questions & Discussion



**BUCKLE UP**  
**FLORIDA**

