

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

CHARLOTTE COUNTY – PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

AGENDA

9:30 a.m., Wednesday, November 30, 2022
Charlotte Community Foundation
227 Sullivan Street
Punta Gorda, FL 33950

The MPO will hold this meeting in a hybrid meeting format, in person and on-line. Persons wishing to provide public comment still will be allowed to do so by alternative means. Written comments may be submitted by either emailing the comments to office@ccmpo.com or mailing the comments to the address below. Comments must be received for the TAC meeting by noon November 29, 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 TAC Agenda items and transportation issues are available on the MPO website at www.ccmpo.com.

- 1. Call to Order & Roll Call**
- 2. Public Comments on Agenda Items**
- 3. 2023 Election of Officers (D’Juan Harris)**
- 4. Consent Agenda:**
 - A. Approval of Minutes: July 06, 2022, Meeting**
 - B. MPO Board and Advisory Committees Meeting Schedule for Calendar Year 2023**
- 5. Chair’s Report**
- 6. Florida Department of Transportation (FDOT) Report**
- 7. Review and Approval of the Transportation Improvement Program (TIP) Roll Forward Amendment (Laks Gurram)**
- 8. MPO 2023 Legislative Position Statement (D’Juan Harris)**
- 9. Public Participation Plan (PPP) Update (Betty-Ann Sherer)**
- 10. Charlotte County SUN Trail Projects Update (April Santos/Laks Gurram)**
- 11. Carbon Reduction Strategy Preliminary Priority List (D’Juan Harris)**
- 12. Charlotte County Advanced Traffic Management System (ATMS) / Intelligent Transportation System (ITS) Master Plan Presentation (Robert Fakhri)**

TECHNICAL ADVISORY COMMITTEE(TAC) MEETING

CHARLOTTE COUNTY – PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION
9:30 a.m., Wednesday, November 30, 2022

13. 2023 FDOT Safety Performance Measures Discussion (D’Juan Harris)

14. Summary of 2022 Crash Data in Charlotte County (D’Juan Harris)

15. Public Comments

16. Staff Comments

17. Member Comments

**Adjournment (Next TAC Meeting – January 9, 2023, 10:00 a.m.)
JOINT TAC MEETING with SARASOTA/MANATEE MPO
8100 15th Street East, Sarasota, Florida**

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 by writing her at the address below.

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION
Charlotte County Administration Center, 18500 Murdock Circle, Port Charlotte, FL 33948
Telephone: (941) 883-3535

NOVEMBER 30, 2022
TECHNICAL ADVISORY COMMITTEE MEETING

AGENDA ITEM # 3
ELECTION OF 2023 OFFICERS

Purpose: To elect the TAC Chair and the TAC Vice Chair for 2023

Agenda Item Presented by: MPO Staff

Discussion:

The TAC Bylaws require that the election of the TAC Chair and Vice Chair occur annually.

The TAC Chair presides at all TAC meetings and is responsible for pertinent correspondence and information releases.

The TAC Vice Chair assumes the Chair's duties in the absence of the Chair and performs other duties assigned by the Chair.

All voting TAC members are eligible to be nominated. Election shall be by a majority vote of the attending TAC voting members.

Recommendation: Motion to nominate and elect the TAC Chair and Vice Chair.

Attachment: TAC Members List

TAC Members

Name	Representing	Title
Mitchell Austin (Chair)	City of Punta Gorda - Growth Management Department	Urban Designer
Linda Sposito	City of Punta Gorda Public Works Department	Engineer
Donald Scott	Lee County MPO	Director
Noah Fossick	City of North Port Planning, Zoning & Engineering Department	Senior Planner
Ravi Kamarajugadda	Charlotte County Public Works Division	Project Manager
Shaun Cullinan	Charlotte County Community Development	Principal Planner
Richard Kolar	Charlotte County Transit Division	Sr. Division Mgr. Transit/Fleet
Patrick Fuller	Charlotte County Ofc. of Emergency Mgmt.	Director
Joshua Hudson	Economic Development Office	Redevelopment Manager
June Fisher	DeSoto Planning & Zoning Department	Development Director
Ron Ridenour	Charlotte County Airport Authority	Executive Director
Tony Conte	Charlotte County Public Schools Transportation	Transportation Director
Deputy Tom Scott	Charlotte County Sheriff's Office	District 3 Commander
Advisory Members		
<i>Vacant</i>	<i>Southwest Florida Regional Planning Council</i>	
Dave Hutchinson	Sarasota/Manatee MPO	Executive Director
Tanya Merkle	Florida Department of Transportation	Community Liaison
Jared DeLong	Florida Department of Transportation	Transit Project Coordinator
Mark Reichert	Florida Department of Transportation	Statewide MPO Liaison
Sheri Powers	Commission for the Transportation Disadvantaged	Project Manager
Carlos Gonzalez	Federal Highway Administration	Transportation Planning Specialist
Yvette Taylor	Federal Transit Administration	Regional Administrator

NOVEMBER 30, 2022
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

CONSENT AGENDA # 4

NOVEMBER 30, 2022
TECHNICAL ADVISORY COMMITTEE MEETING

AGENDA ITEM # 4A
APPROVAL OF MINUTES: JULY 6, 2022 MEETING

- Purpose:** To review and approve the Minutes of the previous Technical Advisory Committee Meeting (TAC)
- Agenda Item Presented by:** MPO Staff
- Discussion:** To Be Determined
- Recommendation:** Motion to approve the Minutes of the TAC Meeting of July 6, 2022
- Attachment:** Minutes of the July 6, 2022 TAC Meeting.



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

**MINUTES OF THE JULY 6, 2022
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

MEMBERS PARTICIPATING

Mitchell Austin, City of Punta Gorda, TAC Chair
Ravi Kamarajugadda, Vice Chair, Charlotte County Public Works (Virtual)
Ron Ridenour, Charlotte County Airport Authority
Shaun Cullinan, Charlotte County Community Development (Virtual)
Patrick Fuller, Charlotte County Emergency Management (Virtual)
Joshua Hudson, Charlotte County Economic Development (Virtual)
Linda Sposito, City of Punta Gorda (Virtual)
Noah Fossick, City of North Port (Virtual)
Ron Gogoi, Lee County MPO
Slade Downs, Sarasota Manatee MPO
Wenonah Venter, Sarasota Manatee MPO

OTHERS PARTICIPATING

April Santos, Charlotte County Public Works
Tony Conte, Charlotte County Public Schools
D’Juan Harris, MPO Director
Betty-Ann Sherer, MPO Planner
Lakshmi N. Gurram, MPO Principal Planner
Bekie Leslie, MPO Administrative Services Coordinator
Tanya Merkle, FDOT District One
Vitor Suguri, FDOT
Dave Bogner, FDOT
Patrick Bateman
Babuji Ambikapathy, VHB (FDOT Consultant) (Virtual)
Srinivas Kandala, VHB (FDOT Consultant) (Virtual)
Henry Belrose, WGI
Lilli O’Steen WGI

MEMBER ABSENT

Rick Kolar, Charlotte County, Transit Division

1. Call to Order & Roll Call

Chair Mitchell Austin called the TAC Meeting to order at 9:30 A.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

Chair Austin reported:

City and County Staff had a few meetings to better coordinate on planning issues specifically on Baynard Dr, Jones Loop Road Annexation, and the proposed signalization project adjacent to the Home Depot on Burnt Store Road.

5. 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

Ravi Kamarajugadda made a motion to approve the Consent Agenda items. Ron Ridenour seconded the motion, and it was passed unanimously.

6. Florida Department of Transportation (FDOT) Report

Tanya Merkle announced the following upcoming events:

- FMPP - August 18th & 19th at the Florida Turnpike Auditorium in Orlando, FL - Hotel Block information was e-mailed out on June 4, 2022
- MPO and Transit Provider Coordination Webinar September 17th
- Mobility Week October 21st – 28th
- Work Program Development Cycle is now open

7. North Jones Loop Road (CR 768) Feasibility Study – FINAL UPDATE

Patrick Bateman gave a PowerPoint presentation on the North Jones Loop Road (CR 768) Feasibility Study from Burnt Store Road to Piper Road.

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.

More information on this project and others can be found on the newly updated SWFL Roads website:

<http://swflroads.com/project/436563-1>

Comments and Questions:

How would the future FDOT Truck Parking facility be accessed from Piper Road?

A: A possible median opening for a u turn could be provided at the interchange on Piper Road. David Bogner added currently a second entrance to that area is not planned; the design is still in the concept phase.

The MPO was told there may be some advance NEPA required for the truck parking?

A: The truck parking could not be included in this study because this feasibility study was almost completed. The truck parking will likely require something more, and this will have different funding available. What needs to be done is still being evaluated. This is an SIS facility and will be designed by FDOT.

In looking at the slide labeled segment 1- looking at the quadrant intersections where will the displaced left turn go, from Taylor Road?

A: If traveling Jones Loop to Taylor Road, instead of turning left on Taylor Road, you could turn on Indian Springs Cemetery Road or Knight's Drive. Currently all intersections are signalized, but some of the angles are dangerous.

What is the difference between discretionary SIS and SIS Discretionary funding?

A: Discretionary SIS funding is limited and is used for “push button” projects. The district usually has \$5M in funding or less to allocate toward design build/push button projects.

8. Taylor Road (CR 765A) Feasibility Study – UPDATE

Patrick Bateman gave a PowerPoint presentation on the Taylor Road Feasibility Study from Royal Road to Airport Road.

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. 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 is currently unfunded with a projected cost of \$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 for design or Construction.

More information on this project and others can be found on the newly updated SWFL Roads website:

http://www.swflroads.com/us41/taylorroad/about_project.html

Comments

It was noted the design for phase 1 is funded in 2024. That area has been designated as a hazardous walk zone for schools, the sidewalk ends at Airport Road and Taylor Road and is within the 2 mile walk zone. Because of the existing 20' ditch on the north side, will it be placed on the opposite side?

A: It's cited for the future road widening on the west side, as there are powerlines on the east.

This phase 2 now begins at Royal Road and was originally proposed to cross the railroad, how will this now achieve the goal to connect to Punta Gorda Pathways?

A: Seminole Gulf Railway was approached; their conditions of agreement were quite onerous. So, the limits of the study ended at Royal Road. Jones Loop Road

and Airport Road have existing crossings that could connect to the US 41 Multi Use Recreational Trail. Those crossings could potentially be upgraded since they are already existing crossings, that would have to be discussed with Seminole Gulf Railroad.

It was noted the crossing concern may trigger an LRTP amendment.

9. Veteran's Boulevard Corridor Planning Study – Draft Recommendations

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 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, ADA 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.

After this meeting, the priority list will be distributed, and there will be an opportunity to comment. The Final Draft will be presented at the July 18, 2022 MPO Board Meeting for final recommendations of the study.

Comments:

Are the proposed U turns like “Jughandles” as used in New Jersey?

A: Yes, similar design.

Since Restricted Crossing U- Turn Intersection (R-CUT) median modifications are new to this area, it might be useful for the road segments be presented with an overlay to better visualize how this would work in this area here?

It was noted the FDOT’s Electric Vehicle (EV) Master Plan is being deployed today.

FDOT Staff was thanked for their quick response to the Commissioners comments at the May 2022 MPO Board Meeting and for including the Norman Street intersection in this study.

10. Public Comments

There were no public comments.

11. Staff Comments

Betty-Ann Sherer presented a short, animated video created by MPO Staff which provided an overview of “What is an MPO”.

Comments:

It was recommended to make the language provided more specific to Charlotte County.

Laks Gurram welcomed Slade downs and Wenonah Venter , planning partners from the Sarasota/Manatee MPO, as we have been working on having stronger connections to our regional partners.

Director Harris presented an overview of the Safe Streets and Roads for All (SS4A) grant opportunity which was created as a part of the Bipartisan Infrastructure Law. These grants will leverage funding to reinforce the US DOT’S paradigm shift towards a Safe Transportation System Approach. The MPO is currently in the early data collection stage of this effort and is actively seeking partners, along with letters of support to submit with the grant application for potential funding of a Charlotte County Comprehensive Safety Action Plan.

Mr. Harris will present an overview of the Safe Streets and Roads for all grant opportunity at next week’s City of Punta Gorda Council meeting.

12. Member Comments

There were no member comments.

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

There being no further business, the meeting was adjourned at 10:56 a.m. The next regularly scheduled TAC meeting will be held on Wednesday, September 28, 2022, both

07 06 2022 Draft TAC Minutes

virtually and in-person at the Eastport Environmental Campus, 25550 Harbor View Road, Port Charlotte in Training Room B beginning at 9:30 a.m.

NOVEMBER 30, 2022
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

AGENDA ITEM # 4-B
MPO BOARD AND ADVISORY COMMITTEES MEETING SCHEDULE FOR
CALENDAR YEAR 2023

Purpose: To establish a 2023 Meeting Schedule for the MPO Board, its standing committees, and the Charlotte County Technical Advisory Committee (TAC)

Agenda Item Presented by: MPO Staff

Discussion:

The MPO staff has prepared a draft Meeting Schedule for the MPO Board, its standing committees, and the TAC for calendar year 2023. This draft meeting schedule is being presented for consideration.

Recommendation: Motion to recommend approval of the 2023 Meeting Schedule

Attachment: 2023 Meeting Schedule (Draft)



DRAFT 2023 Meeting Schedule

Charlotte County-Punta Gorda MPO
 P.O. Box 494469
 Port Charlotte, FL 33949
www.ccmpto.com | 941-883-3535

STRIKETHROUGH = CANCELLED MEETING OR CHANGES TO MEETING DATE

Metropolitan Planning Organization (MPO) Board Meeting – 2:00 p.m. Charlotte County Administration Center, Room #119, 18500 Murdock Circle, Port Charlotte, Florida 33948		
*Monday, January 23, 2023	**Friday, February 17, 2023	Monday, March 20, 2023
Monday, May 15, 2023	Monday, July 17, 2023	Monday, October 16, 2023
Monday, December 18, 2023		
*11:00 a.m. JOINT MEETING with SARASOTA/MANATEE MPO – Venice Community Center, 326 Nokomis Avenue S, Venice, FL		
**9:30 a.m. JOINT MEETING with LEE MPO – Burnt Store Road Presbyterian Church, Stewart Hall, 11330 Burnt Store Road, Punta Gorda, Florida 33955		

Technical Advisory Committee (TAC) Meeting – 9:30 a.m. Charlotte Community Foundation, 227 Sullivan Street, Punta Gorda, Florida 33950		
*Monday, January 9, 2023	**Thursday, March 2, 2023	Wednesday, April 26, 2023
Wednesday, June 28, 2023	Wednesday, September 27, 2023	**Wednesday, November 8, 2023
*10:00 a.m. JOINT TAC MEETING with SARASOTA/MANATEE MPO – Sarasota/Manatee MPO Office 8100 15TH Street East, Sarasota, Florida 34243		
**Thursday, March 2, 2023 & Wednesday, November 8, 2023, TAC meetings will be held at the Charlotte County Transit Facility, 545 Theresa Blvd, Port Charlotte, FL 33954		

Citizens' Advisory Committee (CAC) Meeting – 1:30 p.m. Charlotte Community Foundation, 227 Sullivan Street, Punta Gorda, Florida 33950		
*Thursday, March 2, 2023	Wednesday, April 26, 2023	Wednesday, June 28, 2023
Wednesday, September 27, 2023	*Wednesday, November 8, 2023	
*Thursday, March 2, 2023 & Wednesday, November 8, 2023, CAC meetings will be held at the Charlotte County Transit Facility, 545 Theresa Blvd, Port Charlotte, FL 33954		

Bicycle/Pedestrian Advisory Committee (BPAC) Meeting – 2:00 p.m. Charlotte County Administration Center, Building B, Room 106 18500 Murdock Circle, Port Charlotte, Florida 33948		
Thursday, February 23, 2023	Thursday, June 15, 2023	
Thursday, October 5, 2023	Thursday, November 16, 2023	

Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) – 10:00 a.m. Charlotte County Transit Facility 545 Theresa Boulevard, Port Charlotte, Florida 33954		
Thursday, January 5, 2023	Thursday, May 4, 2023	
Thursday, September 7, 2023	Thursday, November 9, 2023	

PLEASE NOTE THESE MEETING DATES ARE TENTATIVE AND SUBJECT TO CHANGE.

NOVEMBER 30, 2022
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

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

NOVEMBER 30, 2022
TECHNICAL ADVISORY COMMITTEE MEETING

AGENDA ITEM # 7
REVIEW AND APPROVAL OF THE TRANSPORTATION IMPROVEMENT
PROGRAM ROLL FORWARD AMENDMENT FOR FY 2022/2023 THROUGH
FY 2026/2027

Purpose: To review and recommend MPO Board approval of an amendment to the FY 2023 through FY 2027 Transportation Improvement Program (TIP) to add the roll forward report projects

Agenda Item Presented by: Lakshmi N. Gurram

Discussion:

The Florida Department of Transportation (FDOT) provides the MPO with a roll forward report that includes projects in the previous state fiscal year that were not commenced, have uncommitted portions of projects that have started or have funds remaining on completed projects. These projects automatically roll forward in FDOT's Work Program but need to be accounted for in the MPO's new TIP. This amendment is required to account for these projects (Attachment 1) in the FY 2023 through FY 2027 TIP.

Recommendation: Motion to recommend MPO Board approval of an amendment to the FY 2023 through FY 2027 Transportation Improvement Program (TIP) to add the roll forward report projects

Attachments: 1. FDOT Charlotte County MPO Roll Forward Report

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
HIGHWAYS
 =====

CHARLOTTE-PUNTA GORDA MPO

		PROJECT DESCRIPTION: I-75 FROM S OF N JONES LOOP TO N OF US 17							*SIS*	
		COUNTY: CHARLOTTE							TYPE OF WORK: ADD LANES & RECONSTRUCT	
		PROJECT LENGTH: 4.232MI							LANES EXIST/IMPROVED/ADDED: 6/ 4/ 2	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT										
DDR	5,905,697		0	0	0	0	0	0	5,905,697	
DIH	127,054		0	0	0	0	0	0	127,054	
DS	54,583		0	0	0	0	0	0	54,583	
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT										
DDR	393,681		0	0	0	0	0	0	393,681	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT										
ACNP	33,327	108,794		0	0	0	0	0	142,121	
DI	449,397		0	0	0	0	0	0	449,397	
DS	156,181		0	0	0	0	0	0	156,181	
NHPP	29,988,880	1		0	0	0	0	0	29,988,881	
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT										
DI	1,070,000		0	0	0	0	0	0	1,070,000	
TOTAL 413042 4	38,178,800	108,795	0	0	0	0	0	0	38,287,595	
TOTAL PROJECT:	38,178,800	108,795	0	0	0	0	0	0	38,287,595	

		PROJECT DESCRIPTION: US 41 (SR 45) AT HANCOCK AVENUE							*NON-SIS*	
		COUNTY: CHARLOTTE							TYPE OF WORK: INTERSECTION IMPROVEMENT	
		PROJECT LENGTH: .272MI							LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT										
DIH	91,066		0	0	0	0	0	0	91,066	
DS	86,849		0	0	0	0	0	0	86,849	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT										
ACSL	44,632	6,789		0	0	0	0	0	51,421	
DS	67,866		0	0	0	0	0	0	67,866	
SL	773,120		0	0	0	0	0	0	773,120	
TOTAL 431219 1	1,063,533	6,789	0	0	0	0	0	0	1,070,322	
TOTAL PROJECT:	1,063,533	6,789	0	0	0	0	0	0	1,070,322	

		PROJECT DESCRIPTION: HARBORVIEW ROAD FROM MELBOURNE ST TO I-75							*NON-SIS*	
		COUNTY: CHARLOTTE							TYPE OF WORK: PD&E/EMO STUDY	
		PROJECT LENGTH: .135MI							LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS		
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT										
ACCM	62	4,910		0	0	0	0	0	4,972	
CM	812,160	2		0	0	0	0	0	812,162	
TOTAL 434965 1	812,222	4,912	0	0	0	0	0	0	817,134	

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
HIGHWAYS
 =====

CHARLOTTE-PUNTA GORDA MPO

ITEM NUMBER:434965 2		PROJECT DESCRIPTION:HARBORVIEW ROAD FROM MELBOURNE ST TO I-75					*NON-SIS*	
DISTRICT:01		COUNTY:CHARLOTTE					TYPE OF WORK:ADD LANES & RECONSTRUCT	
ROADWAY ID:01560000		PROJECT LENGTH: 2.445MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSL	1,002,538		0	0	0	0	0	1,002,538
CM	73,036		0	0	0	0	0	73,036
GFSL	2,385,986		0	0	0	0	0	2,385,986
LF	0	2,479,600	0	0	0	0	0	2,479,600
SL	899,698	17,830	0	0	0	0	0	917,528
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	0	780,961	0	0	0	0	0	780,961
CM	0	0	320,053	0	0	0	0	320,053
LF	0	4,990,000	0	0	0	0	0	4,990,000
SA	0	0	574,480	0	0	0	0	574,480
SL	0	465,949	5,908,787	0	0	0	0	6,374,736
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	0	0	10,000	0	0	0	0	10,000
TOTAL 434965 2	4,361,258	8,734,340	6,813,320	0	0	0	0	19,908,918
TOTAL PROJECT:	5,173,480	8,739,252	6,813,320	0	0	0	0	20,726,052

ITEM NUMBER:436602 2		PROJECT DESCRIPTION:I-75 (SR 93) REST AREA IN CHARLOTTE COUNTY					*SIS*	
DISTRICT:01		COUNTY:CHARLOTTE					TYPE OF WORK:LANDSCAPING	
ROADWAY ID:01075000		PROJECT LENGTH: 1.341MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,000	0	0	0	0	0	1,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	0	0	0	0	0	71,174	71,174
DS	0	0	0	0	0	0	543,311	543,311
TOTAL 436602 2	0	1,000	0	0	0	0	614,485	615,485
TOTAL PROJECT:	0	1,000	0	0	0	0	614,485	615,485

ITEM NUMBER:437105 1		PROJECT DESCRIPTION:CHARLOTTE TMC OPS FUND COUNTY WIDE					*NON-SIS*	
DISTRICT:01		COUNTY:CHARLOTTE					TYPE OF WORK:OTHER ITS	
ROADWAY ID:01000000		PROJECT LENGTH: .001MI					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY CHARLOTTE COUNTY								
DDR	0	181,000	90,000	90,000	90,000	0	0	451,000
TOTAL 437105 1	0	181,000	90,000	90,000	90,000	0	0	451,000
TOTAL PROJECT:	0	181,000	90,000	90,000	90,000	0	0	451,000

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
HIGHWAYS
 =====

CHARLOTTE-PUNTA GORDA MPO

ITEM NUMBER:438157 1		PROJECT DESCRIPTION:HARBORWALK PHASE II- WEST RETTA ESPLANDE FROM MAUDE ST TO BERRY ST						*NON-SIS*	
DISTRICT:01		COUNTY:CHARLOTTE						TYPE OF WORK:SIDEWALK	
ROADWAY ID:01000000		PROJECT LENGTH: .400MI						LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF PUNTA GORDA									
LF	90,000	0	0	0	0	0	0	90,000	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF PUNTA GORDA									
SA	0	5,000	0	0	0	0	0	5,000	
TALL	0	44,879	0	0	0	0	0	44,879	
TALT	0	318,208	0	0	0	0	0	318,208	
TOTAL 438157 1	90,000	368,087	0	0	0	0	0	458,087	
TOTAL PROJECT:	90,000	368,087	0	0	0	0	0	458,087	

ITEM NUMBER:438262 1		PROJECT DESCRIPTION:SR 45 (US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD						*NON-SIS*	
DISTRICT:01		COUNTY:CHARLOTTE						TYPE OF WORK:SIDEWALK	
ROADWAY ID:01010000		PROJECT LENGTH: 2.136MI						LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	0	500	0	0	0	0	0	500	
DS	0	257,305	0	0	0	0	0	257,305	
SL	0	328,033	0	0	0	0	0	328,033	
TALL	0	212,996	0	0	0	0	0	212,996	
TALT	0	31,666	0	0	0	0	0	31,666	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
CM	0	0	0	0	0	2,803	0	2,803	
DDR	0	0	0	0	0	2,642,502	0	2,642,502	
DIH	0	0	0	0	0	1,154	0	1,154	
DS	0	0	0	0	0	323,487	0	323,487	
SL	0	0	0	0	0	5,857	0	5,857	
TALL	0	0	0	0	0	14,941	0	14,941	
TALT	0	0	0	0	0	1,484,932	0	1,484,932	
TOTAL 438262 1	0	830,500	0	0	0	4,475,676	0	5,306,176	
TOTAL PROJECT:	0	830,500	0	0	0	4,475,676	0	5,306,176	

ITEM NUMBER:440670 1		PROJECT DESCRIPTION:US 41 (SR 45) FROM CARMALITA STREET TO MARION AVENUE						*NON-SIS*	
DISTRICT:01		COUNTY:CHARLOTTE						TYPE OF WORK:TRAFFIC SIGNALS	
ROADWAY ID:01010000		PROJECT LENGTH: .490MI						LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0	
FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DS	37,167	0	0	0	0	0	0	37,167	
HSP	217,103	0	0	0	0	0	0	217,103	
SA	25,369	0	0	0	0	0	0	25,369	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSL	42	415	0	0	0	0	0	457	
DDR	93,458	0	0	0	0	0	0	93,458	
DS	8,620	0	0	0	0	0	0	8,620	
HSP	1,185,730	1,148	0	0	0	0	0	1,186,878	
LF	40,378	0	0	0	0	0	0	40,378	
SL	126,127	1,504	0	0	0	0	0	127,631	

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
HIGHWAYS
 =====

CHARLOTTE-PUNTA GORDA MPO

PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	6,722	0	0	0	0	0	0	0	6,722
TOTAL 440670 1	1,740,716	3,067	0	0	0	0	0	0	1,743,783
TOTAL PROJECT:	1,740,716	3,067	0	0	0	0	0	0	1,743,783

ITEM NUMBER:441950 1 PROJECT DESCRIPTION:SR 31 FROM CR 74 TO CR 74 *SIS*
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:ROUNDABOUT
 ROADWAY ID:01030000 PROJECT LENGTH: .641MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2023	2023	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	6,303	0	0	0	0	0	0	6,303	
DIH	19,740	1,784	0	0	0	0	0	21,524	
DS	1,383	0	0	0	0	0	0	1,383	
GFSN	218,016	0	0	0	0	0	0	218,016	
SA	18,263	0	0	0	0	0	0	18,263	
SN	981,984	0	0	0	0	0	0	981,984	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	40,820	0	0	0	0	0	0	40,820	
DIH	14,956	5,044	0	0	0	0	0	20,000	
SL	0	847,720	0	0	0	0	0	847,720	
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DI	0	0	0	500,000	0	0	0	500,000	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	471	0	0	0	0	0	0	471	
DI	0	0	0	6,533,379	0	0	0	6,533,379	
DIH	0	0	0	1,086	0	0	0	1,086	
DS	6,069	0	0	0	0	0	0	6,069	
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSA	0	46,831	0	0	0	0	0	46,831	
ACSN	0	79,672	0	0	0	0	0	79,672	
TALN	0	31,275	0	0	0	0	0	31,275	
TOTAL 441950 1	1,308,005	1,012,326	0	7,034,465	0	0	0	9,354,796	
TOTAL PROJECT:	1,308,005	1,012,326	0	7,034,465	0	0	0	9,354,796	
TOTAL DIST: 01	47,554,534	11,250,816	6,903,320	7,124,465	90,000	4,475,676	614,485	78,013,296	
TOTAL HIGHWAYS	47,554,534	11,250,816	6,903,320	7,124,465	90,000	4,475,676	614,485	78,013,296	

NOVEMBER 30, 2022
TECHNICAL ADVISORY COMMITTEE MEETING

AGENDA ITEM # 8
DRAFT 2023 MPO LEGISLATIVE POSITION STATEMENT

Purpose: Recommend the MPO Board approve the MPO's Legislative Position Statement for 2023

Agenda Item Presented by: D'Juan Harris

Discussion:

Florida's 2023 Legislative Session will meet under their normal operating schedule next year with Monday, March 7, 2023 scheduled as the opening day of session. The intent of this agenda item is to inform and educate all pertinent parties of the MPO's position on substantive legislative issues that impact transportation planning policy in Charlotte County. The MPO does not actively participate in any lobbying initiatives and this position statement will be provided to the Charlotte County Legislative Delegation as a guide to understand the MPO's position on a wide range of transportation issues

The Metropolitan Planning Organization Advisory Council (MPOAC) provided a draft policy position statement on behalf of Florida's 27 MPO's on October 30, 2022. Key provisions related to transportation are listed below:

- Supports an increase in transportation investment through dedicated and sustainable funding, including innovative financing options; encourages partnerships between public and private entities; and facilitates the expedited delivery of projects.
- Regulates distracted driving by prohibiting the handheld use of electronic wireless communication devices and other similar distracting devices while operating a motor vehicle on any roadway.
- Adds provisions to Florida's Sunshine Law to allow all government entities to hold virtual meetings during a declared emergency plus a period of 90 days past the declared emergency dates.

No State or Federal funds were used in the preparation of this Legislative Position Statement.

Recommendation: Motion to recommend the MPO Board approve the Draft 2023 MPO Legislative Position Statement, authorizing its distribution to the area's Legislative Delegation and others.

Attachments:

1. Draft 2023 MPOAC Legislative Position Statement
2. Draft 2023 MPO Legislative Position Statement

FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

2022 DRAFT ~~LEGISLATIVE PRIORITIES AND~~ POLICY POSITIONS

Each Policy Position Starts with: ~~"The MPOAC supports State Legislation that:"~~

2022 Legislative Policy Position with suggested edits:

1. Supports an increase in transportation investment through dedicated and sustainable funding, including innovative financing options; encourages partnerships between public and private entities; and facilitates the expedited delivery of projects.

Key Recommendations:

- Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
- ~~Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.~~
- ~~Identify potential revenue replacement sources for the current motor fuels tax which is no longer able to fully support the current or future needs of the transportation system.~~
- Charge alternatively fueled vehicles a fee equal to the fuel tax paid by gasoline or diesel fueled vehicles, such as an electric vehicle registration fee.
- No reduction in local option transportation revenue sources.
- Use the existing MPO and local planning processes to select individual transportation projects rather than legislative appropriations (commonly referred to as earmarks). Ensure that all legislative appropriations that are passed come from non-transportation funding sources (i.e. general revenue funds).
- Fund the Transportation Regional Incentive Program (TRIP) at a predictable level of a minimum of \$250 Million per year.

MPOAC Staff Directors' Advisory Policy and Technical Committee

Recommended Language for 2023: Keep this policy position without suggested changes.

Commented [RM1]: The rationale was that we don't need to be too descriptive of what the solutions may be.

2022 Legislative Policy Position with suggested edits:

- 2. Regulates distracted driving by prohibiting the handheld use of electronic wireless communication devices and other similar distracting devices while operating a motor vehicle on any roadway.**

The 2018 Florida legislature enacted the “Wireless Communications While Driving” law that makes texting while driving a primary offense. One of the expressed concerns of opponents of this law is the potential for racial profiling during enforcement. This legislative proposal would increase roadway safety by prohibiting the handheld use of electronic wireless devices for any purpose, making enforcement easier and reducing the potential for racial profiling.

MPOAC Staff Directors’ Advisory Policy and Technical Committee

Recommended Language for 2023: Keep this policy position without change.

2022 Legislative Policy Position with suggested edits:

3. Adds provisions to Florida’s Sunshine Law to allow all government entities to hold virtual meetings during a declared emergency plus a period of 90 days past the declared emergency dates.

The ability to hold virtual meetings during the COVID-19 pandemic, resulting from Executive Orders issued by the Governor, ~~has been~~ was a significant benefit to government agencies and the people of Florida. This proposal would permit units of government to meet virtually, so long as there is an opportunity for the public to participate, upon the declaration of an emergency by the Governor of Florida or the federal government. Recognizing that some declared emergencies can take extended periods of time to recover, this legislative proposal would also include an additional 90 days for governments to repair damaged facilities used to hold meetings or to hold meetings that have already been advertised as being virtual.

Commented [RM2]: Whit to share draft APA language with Mark.

APA Florida strongly supports citizen access and public input to the planning process and is committed to improving citizen involvement. APA Florida supports an open and collaborative planning process that encourages meaningful citizen participation and environmental justice through reasonable notice, open public records and accessibility to all stages of the planning process, as well as promoting the use of citizen participation best practices at the local level.

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- o APA Florida supports legislation that will clarify the use of technology, ie. virtual meetings to expand access to information and participation in public hearings and meetings.
- o APA Florida supports legislation that would permit governmental boards or agencies to conduct meetings using communication technology in lieu of a quorum being physically present.

MPOAC Staff Directors’ Advisory Policy and Technical Committee Recommended Language for 2023: Keep this policy position ~~with a minor grammatical~~ but explore incorporating APA language change.

2022 Legislative Policy Position with suggested edits:

4. ~~Allows Strategic Intermodal System (SIS) funds to be used on roads, transit, and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.~~

Current state law does not permit SIS funds to be spent on roads, transit, or other transportation facilities that are not part of the SIS, even if proposed improvements would directly benefit users of SIS facilities by enhancing mobility options or supporting freight movement in a SIS corridor. Additionally, the newly created Federal Transportation Performance Measures (TPM) apply to a larger network than just the Strategic Intermodal System. Therefore, it is appropriate to direct SIS funding to transit and roadway projects that relieve the SIS.

MPOAC Staff Directors' Advisory Policy and Technical Committee

Recommended Language for 2023: ~~Keep this policy position with a minor change for clarity~~ Remove this priority as the Department's new SIS policy allows for this.

Commented [RM3]: This has been addressed in the new FDOT SIS Policy Plan.

2022 Legislative Policy Position with suggested edits:

5.4. Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).

Current state law limits the amount of funding that can be made available from the STTF for transit projects for both capital and operating expenses. These limitations, which are not in place for roadway funding, makes transit funding from the STTF less predictable for the purposes of planning and project implementation and artificially limits the ability of MPOs to implement priority transit projects. This proposal recognizes the critical role transit plays in moving people and goods within and between Florida's metropolitan areas by removing the distinction between transit and highway projects for the purpose of spending funds from the STTF.

Additionally, state law should be changed to:

- Make FDOT and Transportation Disadvantaged Trust Fund (TDTF) grants more flexible:
 - Extend TDTF grants for each county to the next year,
 - Allow TDTF funds to be used for meal, grocery, and prescription deliveries, and
 - Allow other FDOT grants to be used on transit improvement and operating funds.

MPOAC Staff Directors' Advisory Policy and Technical Committee

Recommended Language for 2023: ~~MPOAC staff conferred with FPTA to align the language in this policy position with theirs, as was the case in the past. As a result, and it is suggested to keep this policy position without change~~ Move this position as a bullet to Policy Position 1.

2022 ~~Legislative~~ Policy Position with suggested edits:

6.5. ~~Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.~~

The United States Department of Transportation (USDOT) provides funding to Metropolitan Planning Organizations (MPOs) to carry out their federally required duties. Those federal funds are given to states who in turn distribute them to MPOs based upon a formula agreed upon by the Florida Department of Transportation (FDOT) and the Florida MPOs and then approved by the Federal Highway Administration (FHWA). The Florida Department of Financial Services (DFS) has determined that the expenditure of federal funds by MPOs shall be subject to all state requirements, laws and regulations even where such laws conflict with federal laws, regulations and requirements. This limits the ability of the Florida MPOs to use federal funds for their intended purpose and impinges on their ability to carry out their responsibilities as outlined in federal rule. This proposal would clarify that federal monies passed through the State of Florida to MPOs and the Florida MPO Advisory Council (MPOAC) shall not be regarded as state funds for purposes of expenditure.

~~MPOAC Staff Directors' Advisory~~ Policy and Technical Committee

Recommended Language for 2023: Keep this policy position without change.

2022 Legislative Policy Position with suggested edits:

7. ~~Supports the advancement of innovative transportation mobility solutions and policies that promote creative approaches to addressing transportation needs, while simultaneously protecting citizens from malicious tampering with such technologies by making tampering a punishable offense.~~

Transportation technologies have undergone a revolutionary leap forward over the past several years. A variety of transportation technologies are under development including autonomous vehicles and the hyperloop. It is the responsibility of the Florida legislature to ensure that state laws and funding mechanisms support the development and implementation of these technological advances in the way people and freight will move in and between our metropolitan areas. At the same time, it is incumbent upon the Florida legislature to ensure that the health and welfare of Florida's citizens and visitors are protected from possible harm presented by these new technologies, including the malicious and intentional interference of the proper functioning of transportation vehicles and systems. This proposal supports legislative efforts to implement innovative mobility solutions and policies while protecting the health and welfare of Florida's citizens and visitors.

MPOAC Staff Directors' Advisory Policy and Technical Committee

Recommended Language for 2023: ~~Keep this policy position without change~~ Dele this entire policy position.

Commented [RM4]: Very little discussion on this one, then Greg Stuart recommended we delete it.



Charlotte County-Punta Gorda METROPOLITAN PLANNING ORGANIZATION

Charlotte County Administration Center

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Commissioner Christopher G. Constance, MD
Chairman

D'Juan L Harris
MPO Director

2023 MPO STATE AND FEDERAL LEGISLATIVE POSITION STATEMENT

The Charlotte County-Punta Gorda MPO supports State legislation that:

- ▶ Support efficient and effective government by reducing the requirement for mandatory independent construction engineering and inspections (CEI) services on projects that have less than 50% in state funding.
- ▶ Support a restructure of the formula and methodology used in the distribution of gas tax funds and a review of the methodology of state prioritization (criteria) and funding for transportation projects.
- ▶ Support funding for critical transportation projects contained in the workplan for district one for Charlotte County.
- ▶ Supports an increase in transportation investment through dedicated and sustainable funding, including innovative financing options; encourages partnerships between public and private entities; and facilitates the expedited delivery of projects.
- ▶ Regulates distracted driving by prohibiting the handheld use of electronic wireless communication devices and other similar distracting devices while operating a motor vehicle on any roadway.
- ▶ Adds provisions to Florida's Sunshine Law to allow all government entities to hold virtual meetings during a declared emergency plus a period of 90 days past the declared emergency dates.
- ▶ Allows Strategic Intermodal System (SIS) funds to be used on roads, transit, and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.
- ▶ Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).
- ▶ Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.
- ▶ Supports the advancement of innovative transportation mobility solutions and policies that promote creative approaches to addressing transportation needs, while simultaneously protecting citizens from malicious tampering with such technologies by making tampering a punishable offense.
- ▶ Support designation for entire I-75 corridor in Florida as a Purple Heart Highway.
- ▶ Support a review of state criteria for roads to be designated SIS (state roads). Charlotte County believes there are roads within our jurisdiction that meet the criteria and should be designated state roads as a part of the SIS.
- ▶ Support for adding CR 74 (Bermont Road from US 17 to the Glades County Line) to the state roadway system to make it eligible for the State's Strategic Intermodal System (SIS).

The Charlotte County-Punta Gorda MPO supports Federal legislation that:

- ▶ Ensures adequate transportation planning funding is provided for Federally required planning products such as the five-year update to the Long-Range Transportation Plan (LRTP); Est \$400,000.

NOVEMBER 30, 2022
TECHNICAL ADVISORY COMMITTEE

AGENDA ITEM # 9
PUBLIC PARTICIPATION PLAN (PPP) UPDATE

Purpose: Recommend the MPO Board approve the recent revisions to the MPO's Public Participation Plan (PPP)

Agenda Item Presented by: Betty-Ann Sherer

Discussion:

Charlotte County – Punta Gorda MPO recently revised the Public Participation Plan (PPP) to include language that allows for virtual and hybrid (in-person and virtual) public involvement in the MPO's planning processes. This revision will effectively provide efficient and practical accessibility for public engagement in all the MPO's meetings from a remote location. The PPP was previously revised on July 20, 2020, and addresses all comments received from the Federal Highway Administration (FHWA) in September 2022.

The PPP is a federal requirement as set forth in FHWA's 23 CFR (Code of Federal Regulations) 450.316 and MPO's are required to revisit provisions listed in the PPP prior to every update of the Long-Range Transportation Plan (LRTP). This update remains in compliance with all federal regulations and was advertised in the local newspaper, along with the MPO's website to meet the 45-day public review and comment period.

Recommendation: To review, comment and recommend the MPO Board adopt the revisions to the MPO's Public Participation Plan (PPP) at the December 15, 2022, MPO Board Meeting

Attachment: Revised DRAFT MPO Public Participation Plan (PPP)
dated October 21, 2022

Charlotte County - Punta Gorda Metropolitan Planning Organization



PUBLIC PARTICIPATION PLAN

Adopted July 20, 2020 | Draft Revision 2022



Charlotte County - Punta Gorda Metropolitan Planning Organization

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This document was coordinated and prepared by MPO staff:

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Lakshmi N. Gurram, Principal Planner

Bekie Leslie, Administrative Services Coordinator

Wendy W. Scott, Planner

Betty-Ann Sherer, Planner

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

Funding for this document was provided by the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration), the State of Florida Department of Transportation, Charlotte County, and the City of Punta Gorda.

TABLE OF CONTENTS

1. <u>PURPOSE</u>	4
2. <u>BACKGROUND AND HISTORY OF THE MPO AND PUBLIC INVOLVEMENT</u>	6
a. Charlotte County – Punta Gorda Regional Coordination	8
3. <u>THE MPO’S ROLE IN PUBLIC INVOLVMENT — INCLUDING TELECONFERENCES AND ALTERNATIVE PUBLIC INVOLVEMENT STRATEGIES</u>	9
a. Teleconferences and Alternative Public Involvement Strategies	11
4. <u>PUBLIC INVOLVEMENT POLICIES, GOALS, AND OBJECTIVES — INCLUDING FEDERAL REQUIREMENTS AND TITLE VI LIMITED ENGLISH PROFICIENCY (LEP) REQUIREMENTS</u>	14
5. <u>DESCRIPTION OF PUBLIC PARTICIPATION ELEMENTS</u>	20
a. Mailing Lists/Contact Database.....	20
b. Meetings to Stimulate Public Participation	21
c. Open Houses/Workshops/Virtual Meetings and Workshops.....	21
<i>Procedures the MPO will utilize to ensure the MPO meets current Federal and State requirements related to virtual public involvement include</i>	23
a. Field Trips/Site Visits	23
b. Short Films and Videos.....	23
c. Public Meetings.....	24
d. Notices for Public Meetings, Workshops, and Public Participation Events	24
e. Meeting Agendas.....	25
f. Information (MPO Website and Interactive Mapping Tools).....	25
g. Media Outreach.....	26
h. Citizens’ Advisory Committee, Technical Advisory Committee, Bicycle/Pedestrian Advisory Committees, and Transportation Disadvantaged Local Coordinating Board (LCB).....	27
i. Written and Electronic Forms of Communication — Including Brochures and Evaluation/ Comment Forms	28
j. Public Participation Techniques and Performance Measures of Effectiveness (MOE)	29
6. <u>CONCLUSION</u>	30
7. <u>APPENDICES</u>	31

1. PURPOSE

All decisions or actions made by a transportation planning agency affect someone to some degree. Whether it's a long-range plan to build a major highway or bridge or a short-term road improvement or maintenance project, someone will feel the impact of these actions. In a sense, these impacted people are the Metropolitan Planning Organization's (MPO's) customers, and they deserve every opportunity to communicate their wants and needs on all transportation planning and implementation issues.

This Public Participation Plan (PPP) is designed to provide a proactive public involvement process that includes the dissemination of accurate and timely information to the public, full public access for addressing and commenting on all transportation issues, and opportunities for members of the public to express their views ensuring they are heard, noted, and encouraged. All MPO-directed public involvement activities including this document are consistent with Federal requirements.

There is no "cookie-cutter" approach to informing, involving, and connecting with the public. Every proposed project, improvement or program is different and requires the use of different strategies and goals. Yet, every project has one common aspect: there will be some level of public involvement, ranging from local government notification to public meetings.

Active public involvement leads to transportation improvements which meet community needs and desires. The MPO will utilize this document and subsequent reviews in conducting public participation activities leading up to the adoption of MPO work tasks such as: the Long-Range Transportation Plan (LRTP); LRTP Amendments the Transportation Improvement Program (TIP); and TIP

Amendments. The MPO will undertake efforts to include public involvement aids in the building of a more credible and trusting relationship between transportation agencies and the community they serve through partnering, outreach, active listening, and real two-way communication.

The MPO is cognizant that those groups directly affected by transportation decisions may be the most difficult segments of the metropolitan population to reach. Many citizens, such as members of minority groups, people with low incomes, and transit-dependent individuals are unaware, unable, or for other reasons, do not take advantage of their opportunities to provide input into the planning process on a regular basis. The MPO is aware and committed to rising to the challenge of reaching such citizens and stimulating participatory interest at the grassroots level. A primary goal of the MPO is to provide adequate public notice and sufficient time for public comment at key decision points. This includes outreach efforts for obtaining active public involvement early in the planning and document preparation process.

This report includes the history of public participation by the Charlotte County–Punta Gorda MPO. The plan will discuss and identify the goals, objectives, policies, and procedures relating to public involvement activities and opportunities (both in person and in virtual format). The plan will also outline the assessment and evaluation techniques and concepts to be utilized by the MPO in reaching its constituents. Through these systematic evaluation efforts, the plan will discuss outreach efforts with the goal of improving or adding new public involvement activities wherever possible.

What is the Charlotte County-Punta Gorda MPO Responsible for?

1. **Long-Range Transportation Plan (LRTP)** – updated every five years, required to address a minimum time horizon of 20 years. The LRTP identifies needed improvements to the transportation network and provides a long-term investment framework that addresses current and future transportation needs. The LRTP must be multimodal and include, at a minimum, roadway, bicycle and pedestrian and transit infrastructure improvements.
2. **Transportation Improvement Program (TIP)** – identifies transportation projects and priorities that will be pursued over the next five years.
3. **Unified Planning Work Program (UPWP)** – a two-year plan that identifies funding sources for each MPO planning activity and a schedule of activities
4. **Public Participation Plan (PPP)** – provides a framework for public involvement in regard to MPO planning related activities.

The Charlotte County- Punta Gorda MPO places a high value on public involvement. For questions regarding public involvement and to learn more about how you can get involved, contact the MPO Director D’Juan Harris at (941) 883-3535.

How To Get involved



CALL US

941.883.3535.
8:00 am to 4:00 pm • Monday through Friday



WRITE TO US

Charlotte County – Punta Gorda Metropolitan
Planning Organization (CCMPO)
P.O. Box 494469 • Port Charlotte, FL 33949-4469



EMAIL US

General Inquiries:
office@ccmpo.com



VISIT OUR WEBSITE

www.ccmpo.com



COME TO AN EVENT

The MPO participates in events throughout the region and hosts workshops for citizens to team about projects where they work and live. Visit the website to learn more.



PARTICIPATE IN PERSON

Make a public comment at an MPO Board or committee meeting. Find our calendar of events at ccmpo.com



WRITE TO US

To serve as a representative on an MPO committee call, write or email the MPO office for more information.



2. BACKGROUND AND HISTORY OF THE MPO AND PUBLIC INVOLVEMENT



Since its founding in July 1992, the Charlotte County–Punta Gorda Metropolitan Planning Organization MPO’s public involvement policy has evolved and expanded to embrace citizen inclusion in all aspects of transportation planning. Throughout 1994, the MPO Board adopted several measures and amendments to its Bylaws to increase public participation opportunities. Throughout the mid and late 1990s, such public involvement concepts as the issuance of press

releases to media outlets on transportation planning issues were established, as well as the establishment of Transportation Fairs with the Florida Department of Transportation (FDOT). Of note is the increased participation and improved analytical review of recommendations by the CAC and BPAC to the MPO Board. Increased emphasis on public involvement has been incorporated into the LRTP and the Transportation Improvement Plan (TIP).

a. Charlotte County – Punta Gorda Regional Coordination and Improvement of Public Involvement of the MPOs



It is the intent and goal of this PPP to assure public access and involvement for all joint regional activities, to integrate and build upon these joint regional objectives and to provide complete information, timely public notice and early and continuous access during the transportation process within the four-county area.

The MPO complies with federal and Florida State requirements in addressing public involvement in transportation planning. The MPO meets public involvement requirements set forth in [Federal 23 C.F.R. 450.316 and 23 U.S.C.](#) and [Florida Statutes 339.175. Chapter](#)

[339 \(F.S.\)](#) requires that citizens, public agencies, and other known interested parties be given the opportunity to comment on the Florida Transportation Plan, and to hold public meetings during the development of major transportation improvements.

The [Federal Highway Administration \(FHWA\)](#) and [Federal Transit Administration \(FTA\)](#) encourage optimization of virtual public involvement technologies and techniques for public participation activities related to metropolitan and statewide transportation planning under the applicable statutes, [23 U.S.C. 134-135.](#)

3. THE MPO’S ROLE IN PUBLIC INVOLVMENT — INCLUDING TELECONFERENCES AND ALTERNATIVE PUBLIC INVOLVEMENT STRATEGIES



The MPO’s role in public involvement is directed and influenced by Federal, State, and Local laws requirements.

The MPO attempts to provide all interested parties reasonable opportunity to comment on all aspects of the planning process (including the TIP and LRTP) as is required.

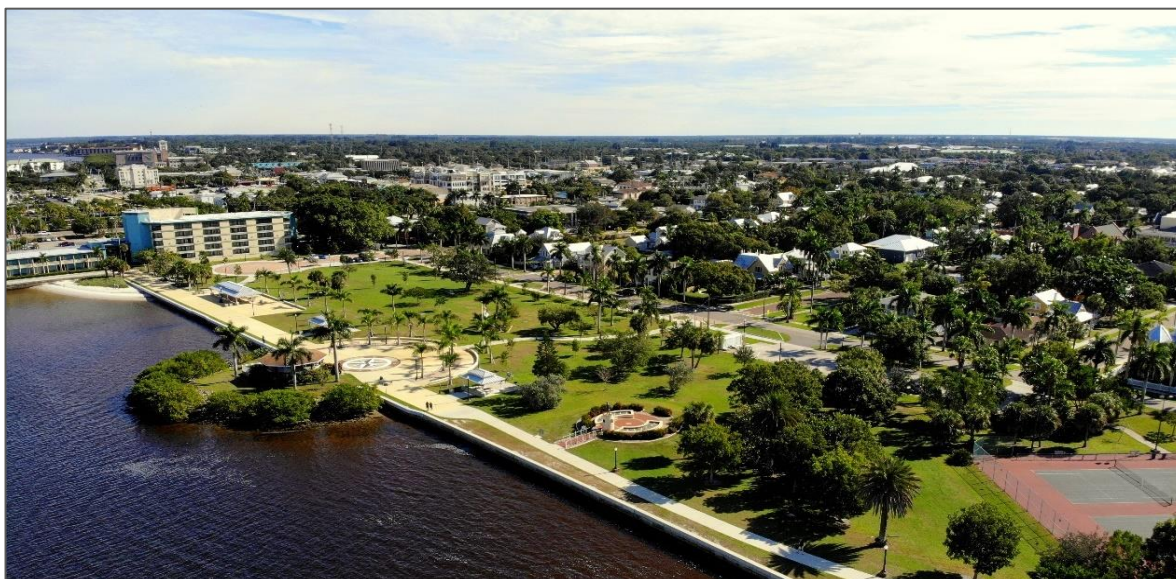
These requirements attempt to encourage a proactive public involvement process with the added goal of supporting early and continuing involvement of the public in the overall planning process.

Additionally, other evaluation, analysis and development plans including Feasibility Studies, FDOT’s Work Plan, median access

and business access plans will follow the requirements and policies as set forth in this plan.

The MPO recognizes that the public has useful opinions, insights, and observations to share with their state and local agencies on the performance and needs of the transportation system and/or on specific projects.

Early and strong public engagement has the potential to accelerate project delivery by helping identify and address public concerns early in the planning process, thereby reducing delays from previously unknown interests late in the project delivery process.



During the public participation process, the Charlotte County – Punta Gorda MPO will strive to:

- ❖ Provide timely information about transportation processes and issues to all interested parties including, but not limited to: citizens; affected public agencies; representatives of public transportation employees; freight shippers; providers of freight transportation services; private providers of transportation; representatives of users of public transportation; pedestrians; bicyclists; and the disabled, opportunities to comment (in person, by mail, telephone, electronically or virtually) This includes the use of visualization techniques to aid in describing and conducting transportation planning processes and products of the MPO process.
- ❖ Make available reasonable public access to policy and technical information utilized in the preparation, development, and adoption of proposed transportation plans, such as the LRTP and TIP. This may include administrative changes proposed by the MPO, including project related roll-forward reports. This access includes fully open public meetings at convenient times and locations when planning issues are being considered at all levels of government. Provide adequate public notice of public involvement activities or events, as well as sufficient time for public review and comment at key decision points within the planning process.
- ❖ Provide a summary and analysis if there are a significant number of comments received on any draft transportation plan or document.
- ❖ Demonstrate explicit consideration and response to public input received during the planning and program development process.
- ❖ Seek out the needs of those traditionally underserved (environmental justice [EJ] community) by existing transportation systems, including but not limited to, low-income and minority households.
- ❖ Periodically review this PPP in terms of its effectiveness in assuring that the process provides full and open access to all, through the use of innovative in-person or virtual public involvement techniques.
- ❖ Coordinate with federal (FHWA and FTA) and statewide (FDOT) public information processes, wherever possible, to enhance public consideration of the issues, plans and programs, and reduce redundancies and costs.
- ❖ Coordinate to the extent possible, public participation events, meetings and workshops with meetings and events scheduled by other governmental agencies to maximize their input and reduce logistical conflicts.

a. Teleconferences and Alternative Public Involvement Strategies

Public engagement is a critical component in the decision-making process allowing for meaningful consideration and input from interested citizens. The MPO is mindful that it is expected to continue to provide opportunities for public involvement throughout its planning activities and that these activities be proactive, but flexible in meeting public participation plan requirements. The MPO also understands that some public participation plan activities may be delayed or deferred and be replaced with other engagement strategies to ensure that all sectors of the population have an opportunity to participate and to ensure sufficient and appropriate outreach is maintained.

Early, effective, and continuous public involvement brings diverse viewpoints and ideas into the decision-making process and the MPO recognizes that meaningful public involvement can be attained by integrating virtual tools into its public participation approaches.

Video and audio teleconferences also known as virtual meetings or internet teleconferencing will be utilized to allow for a broader segment of the population to participate. These virtual meetings will be consistent with regulatory scheduled or



special in-person meetings and used in lieu of physical in-person meetings. The MPO staff, the MPO Board, the [Citizens' Advisory Committee \(CAC\)](#), the [Technical Advisory Committee \(TAC\)](#), the [Bicycle-Pedestrian Advisory Committee \(BPAC\)](#) and the [Transportation Disadvantaged Local Coordinating Board \(LCB\)](#) will utilize teleconference software applications (such as GoToMeeting and Microsoft Teams) during states of emergency as authorized by the Governor of the State of Florida. These new opportunities for information sharing and public involvement in the transportation planning, programming, and project development process may include, but are not limited to telephone town hall, online meetings, pop-up outreach, social meetings/meeting-in-a box kits, story maps, quick videos, crowdsourcing, survey tools, real-time polling tools, and visualizations.

To this end the MPO will follow guidance to conduct public involvement using communication media technology in a manner consistent with all Federal and State orders and directives including:

- ❖ Recognize the emergency situation calling for alternative public involvement strategies. During this time, meetings will be publicly posted, and public comment will be available by electronic, mail, telephone or virtual means
- ❖ Confirm that virtual tools maintain transparency and access to transportation planning activities that closely replicate in person public involvement opportunities
- ❖ Specify the alternative public involvement strategies to be used, including time periods for public comment and MPO responses to the comments
- ❖ Ensure that the public involvement strategies are inclusive to the extent possible that comply with emergency executive orders to protect public health

The MPO also understands that workplace collaboration software and videoconferencing and messaging functions may have some drawbacks when it comes to virtual public meetings. While the following weaknesses have been identified, the MPO will continue to research and investigate future technological advancements to engage the public during every step of the planning process

- ❖ A significant number of participants and residents with limited internet access often eliminates the option for participants to provide comments
- ❖ Technological barriers to participation occur when there are still residents who may not be comfortable downloading meeting software or navigating the software these tools can provide

Given these risks and the associated negative outcomes possible with virtual meetings and related participant technological prowess, the MPO has developed some guidelines to engage the public by supplementing face-to-face information sharing including:

- ❖ Provide technological and presentation support for multiple remote presenters and participants
- ❖ Provide public comment opportunities
- ❖ Allow and improve upon citizen participation with ease-of-use login, password, or download access formats
- ❖ Provide access for residents with limited internet access the ability to call into meetings
- ❖ Support an unlimited number of virtual public participants where practical
- ❖ Provide online, text or phone-based survey and polling tools, including private comment options at MPO workshops and other virtual public involvement forums.

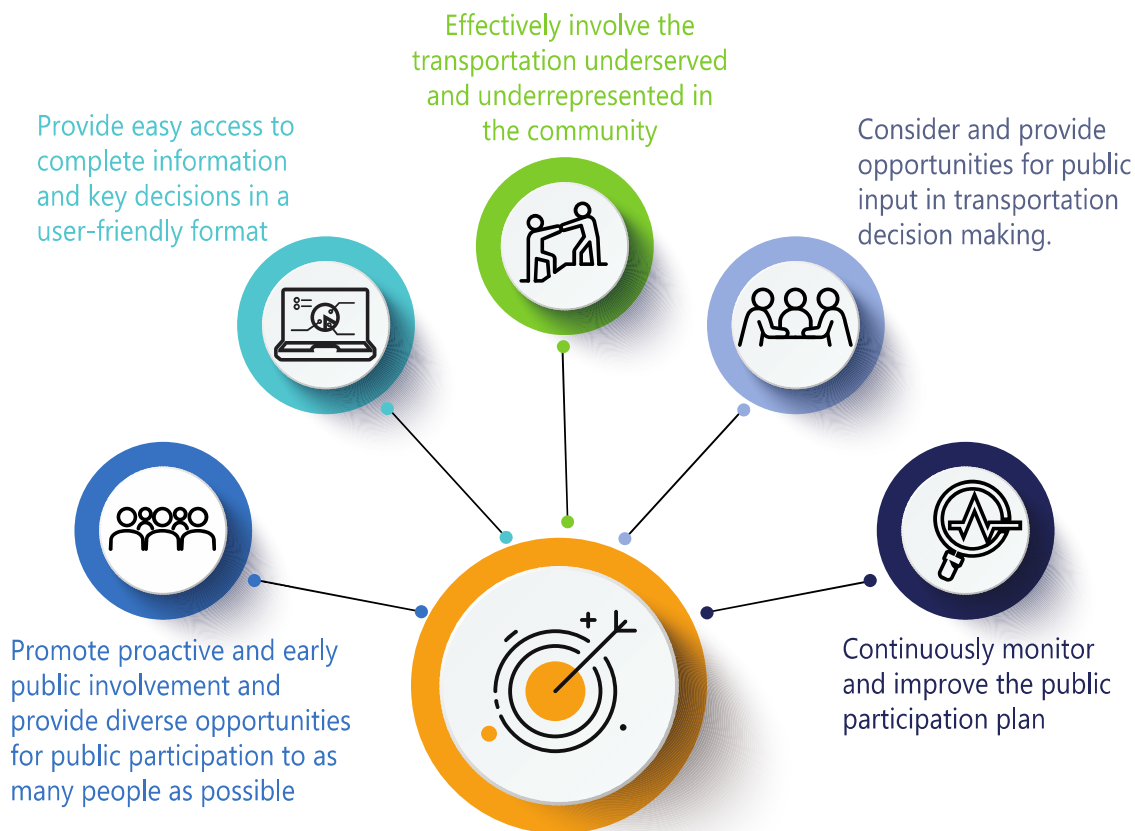
Below is a graphic of the MPO's Conceptual Framework goals and promises for public participation.

The Spectrum of Public Participation — Conceptual Framework



4. PUBLIC INVOLVEMENT POLICIES, GOALS AND OBJECTIVES INCLUDING FEDERAL REQUIREMENTS AND TITLE VI LIMITED ENGLISH PROFICIENCY (LEP) REQUIREMENTS

On August 11, 2000, President Clinton signed the Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency, to clarify Title VI of the Civil Rights Act of 1964. Subsequent US Department of Transportation (DOT) guidance explicitly identifies MPOs as organizations that must follow Limited English Proficiency (LEP) guidelines in order to continue receiving federal financial assistance in any form (Appendix V). The intent of the MPO’s LEP Plan is to ensure access to the planning process and information published by the MPO where it is determined that a very small number of residents (approximately 1%) in the Charlotte County-Punta Gorda planning area do not speak or read English proficiently.



Inclusive public participation is a priority consideration in the MPO planning process including MPO plans, studies, and programs. The MPO must and will ensure that all segments of the population including LEP persons have the opportunity to be involved in any MPO sponsored public participation opportunity. As new Census data becomes available the MPO will monitor changes in the LEP population and adjust its LEP policy

accordingly. If warranted in the future, the MPO will consider the feasibility of public participation techniques to reach the LEP population.

These techniques and concepts include:

- ❖ the translation of key elements of the MPO web site, including future public participation opportunities
- ❖ the pursuit of other user-friendly multi-lingual software applications compatible with the web content management systems currently used by the MPO and
- ❖ the translation of executive summaries for key MPO documents such as the Long-Range Transportation Plan (LRTP) and this Public Participation Plan (PPP)

Notifications including newspaper advertisements, meeting place signage, or public outreach materials distributed at public participation events will also be considered for translation. All translated public participation materials will be user-friendly, appealing, and easy to understand.

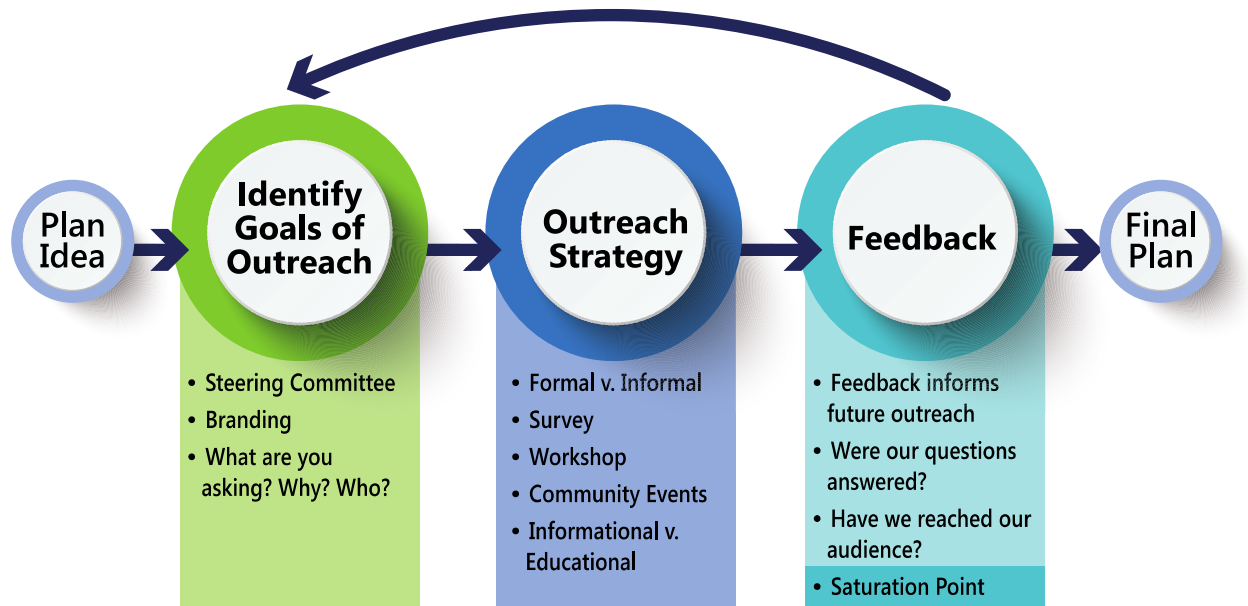
To meet these goals, the MPO is committed to providing:

- ❖ Early and continuous public involvement
- ❖ Inclusionary practices in activities and notification
- ❖ Consideration of the needs of the traditionally under-served
- ❖ Collaboration with other agencies, local governments, private sector transportation entities, and non-MPO officials
- ❖ Convenient meeting times and locations
- ❖ Reasonable access to information
- ❖ Timely notice of public involvement activities, including appropriate review and comment periods
- ❖ Acknowledgment and consideration of public comments

Furtherance to these goals, it is the intent and will be the practice of the MPO to conduct an open and accessible planning process that:

- ❖ Meets federal, state, and local requirements, including the rapid implementation of new legislation, and guidelines as it relates to future public participation directives.
- ❖ Is proactive, clear, and concise in identifying areas with concentrations of minority, young families and the economically disadvantaged.
- ❖ All meeting sites will be centrally located, handicapped accessible, and have audio/visual equipment on location to facilitate and embellish project or proposal descriptions.
- ❖ Provide a variety of mechanisms to solicit participation and involvement including easy-to-use virtual public participation techniques and training support efforts to allow citizens to access and comment on all public meetings.
- ❖ Uses a variety of outlets to increase public awareness and increase attendance at MPO sponsored meetings and events. All MPO public participation events are posted on the MPO website including all public meetings, planning documents, maps, and MPO staff contact information.
- ❖ Analyzes and reviews all comments received from all formats including communication media technology.
- ❖ Provides “early and often” input opportunities in the development of major transportation planning documents, policy issues and project proposals.
- ❖ Has on-going communication between MPO staff and the community-at-large through well organized and open meetings including clearly written and accessible reports, meeting agenda items, meeting minutes, and programs through their completion and implementation.
- ❖ Uses all forms of media including the internet to reach out to the widest audience.
- ❖ Attempts to honor requests for information and meeting notices in other languages, when given 10 business days advance notice of such requests.
- ❖ Ensures that the views of those traditionally underserved by transportation and their organizations are solicited.

The Public Participation Plan (PPP) 3-step Outreach Process and Conceptual Framework Goals and Objectives:



This process is based on the understanding that:

- ❖ Participation levels will vary
- ❖ Some individuals and groups don't realize that they have a stake
- ❖ Different interests are motivated to participate at different stages of the process
- ❖ The Charlotte County–Punta Gorda MPO's PPP needs to be flexible enough for all changing situations and conditions
- ❖ The Charlotte County Citizens' Advisory Committee (CAC) is a critical link to the public participation

MPO Policies:

Federal law requires that the public involvement process be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. A key provision requires that all MPOs develop and utilize a PPP that will provide a 45-day comment period for all interested parties. All public involvement activities whether conducted in person or by virtual methods will adhere to the following set of requirements and guidelines:

- ❖ Provide a 30-day public comment period, if feasible, and advertise at least once in a local newspaper detailing public meetings, or public participation opportunities including opportunities to comment and express opinions on the LRTP and TIP. The MPO's website will also post all opportunities for public comment to meet these guidelines.

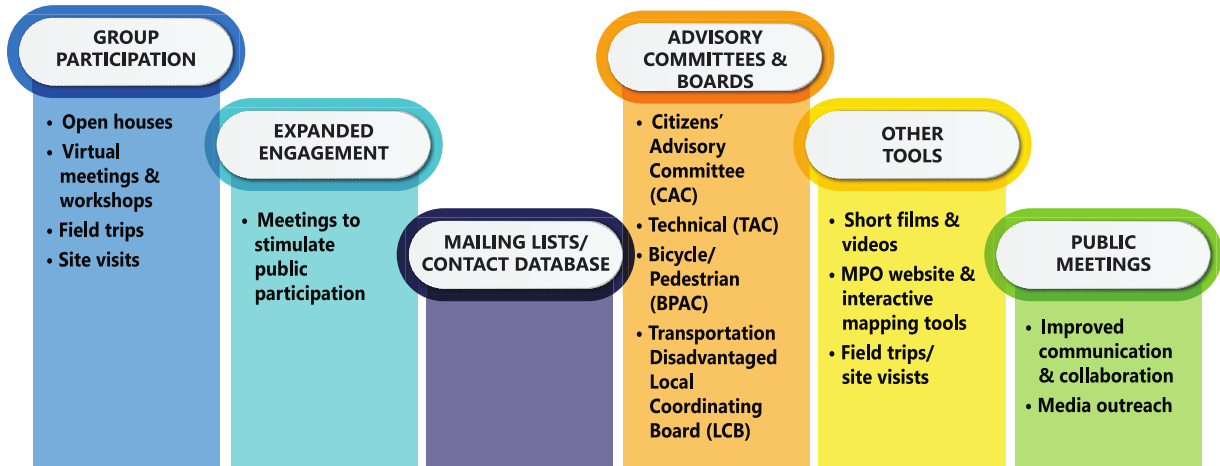
- ❖ For LRTP and TIP amendments, the MPO will strive to meet the 30-day public comment period, although there may be exceptions to this comment period for these amendments as meeting schedules, funding timetables, agency guidance, and contractor scheduling may be such that project delays could result in not meeting the public comment period notice guidelines.
- ❖ Hold public meetings on proposed adoption of the LRTP and TIP.
- ❖ Provide timely notice and reasonable access to information about transportation issues and processes including the use of virtual meeting/communication technology.
- ❖ Employ visualization techniques to describe the LRTP and TIP.
- ❖ Make public participation, related technical information and meeting notices available through accessible means and formats. These include the World Wide Web and electronic mail.
- ❖ Hold public meetings at convenient and accessible locations and times, including the scheduling of virtual meetings.
- ❖ Seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low income and minority households (environmental justice population).
- ❖ Include public participation activities that ensure equality among all citizens. The MPO is committed to the concept of Environmental Justice (EJ) [Executive Order (EO) 12898] and will ensure that the full and fair participation by all potentially affected communities in the transportation decision-making process. This includes public participation consistent with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990. Demographic data review and analysis will be performed when proposed plans and proposals could impact EJ populations. Public participation plans that promote access to public information and scheduled events for minority and low-income communities will be developed.
- ❖ Demonstrate explicit consideration and response to public input received during the development of the LRTP and TIP. All revisions to the LRTP and TIP will always include procedures consistent with this PPP. During TIP and LRTP Development, the MPO will provide public participation opportunities to public agencies, users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, freight shippers, freight transportation services, private providers of transportation and users of public transit.
- ❖ Include a summary of significant comments received on the draft LRTP and TIP as part of the final document. This includes periodic reviews of the LRTP by MPO Boards, their Advisory Committees, and the public during the preparation of the document, interim tasks and final draft plan preparation.
- ❖ Continue to prepare a list of project priorities for FDOT review, by October 1 of each year. The list will continue to be reviewed by the MPO's TAC and CAC Advisory Committees before approval by the MPO Board and submittal to FDOT.
- ❖ Compile an annual listing for public review, of projects for which Federal

funds have been obligated in the preceding year.

- ❖ Periodically review the [FDOT MPO Program Management Handbook](#) and Federal Highway Administration (FHWA) guidelines, including virtual public involvement initiatives for additional requirements, authority, Plan development and activities.
- ❖ Make readily available the TIP and LRTP for public review in hard copy, electronically accessible formats and readily obtained on its website.
- ❖ Periodically review the effectiveness of the procedures and strategies contained in the PPP to ensure a full and open process including adherence to all aspects of [Florida’s Government in the Sunshine Law \(F.S. 286.011\)](#).
- ❖ Adhere to the [“Jessica Lunsford Act” \(F.S. 1012.465\)](#). This Act requires background checks of all persons entering school grounds when children are present. The MPO will consult the Charlotte County Legal Department before planning to hold any meeting or public participation event on school property.
- ❖ Ensure project documents are available in written and electronic formats.
- ❖ Provide a copy of MPO related planning material including meetings, plans, proposals and public participation events via US mail to anyone who requests a copy within seven (7) days of the meeting to ensure delivery and review time for recipients.
- ❖ When available and feasible, PowerPoint presentations will also be posted on-line to provide the public with a more reader-friendly way to learn about the project.



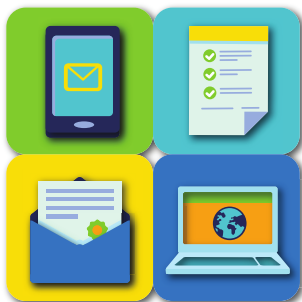
5. DESCRIPTION OF PUBLIC PARTICIPATION ELEMENTS



a. Mailing Lists/Contact Database

The MPO will maintain a reasonably current and up-to-date database of individuals and agencies to provide that all interested parties have reasonable opportunities to comment on the transportation planning process and provide their input.

All meeting announcements, as well as public workshops, public meetings, and specific



public information and input meeting are placed on the website as soon as dates are finalized. E-mail notifications of meetings and workshops are sent to MPO Committee members and interested citizens to further improve participation and input.

The MPO continues to seek more public participation from the traditionally underserved community. The MPO continually discusses with minority and younger aged citizens contact opportunities the MPO could use to increase public participation of this age group.

The MPO is responsive to any and all citizen requests for meeting agendas, meeting minutes and any other MPO prepared planning document. These requests are sent electronically or by mail when requested. The MPO is also cognizant that many MPO staffed Board and Committee members and their constituency do not have access to e-mail. These members are notified of public participation events through more traditional agenda packet, mailing, and telephone contact methods.

b. Meetings to Stimulate Public Participation

Various meeting types will provide the MPO with opportunities for early and continuous input into the transportation planning process. The MPO has always and will continue to hold public meetings leading to the adoption of the LRTP and TIP. All parties interested in attending and commenting on these planning documents are encouraged to

do so, including citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, pedestrian walkways, bicycle transportation facilities and the disabled.

c. Open Houses/Workshops/Virtual Meetings and Workshops

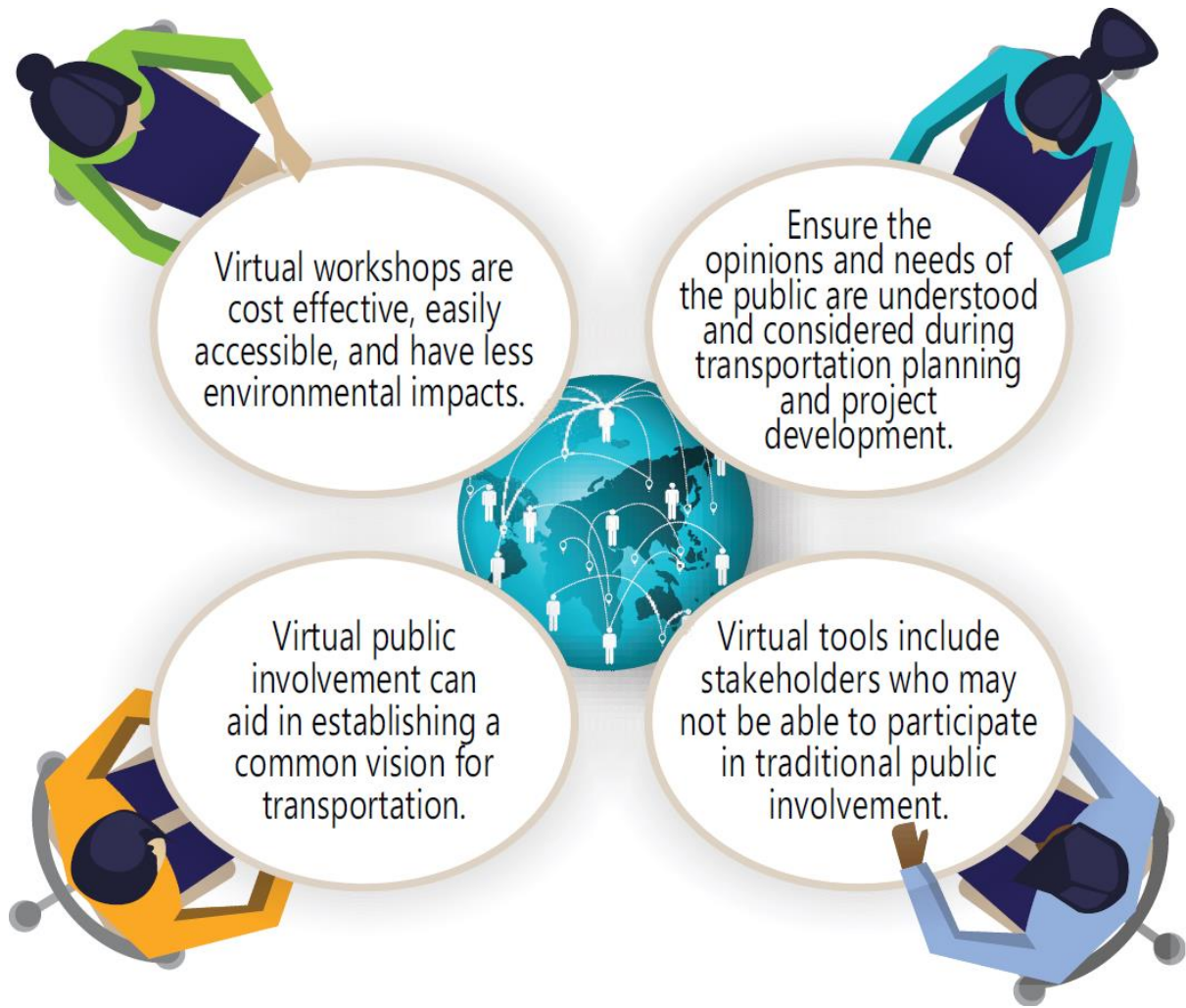
An open house or workshop is a forum where people receive information and provide input about a transportation plan or project. Workshop forums have worked well for the MPO where citizens receive information and explanations about a plan or project on a one-to-one or small group interaction basis. Attendees glean information from displays and exhibits and from talking to MPO staff or their

consultants. In this type of forum, citizens often express their comment and concerns in writing on “Evaluation/Comment Forms” ([Appendix I](#)).

Innovative virtual public involvement techniques with a platform to inform the public and receive feedback will be used when in-person workshop forums cannot be utilized. These new opportunities for virtual information sharing and public involvement in the transportation planning, programming, and project development process may include, but are not limited to telephone town halls, online meetings, pop-up outreach, social meetings/meeting-in-a box kits, online mapping tools, short videos, survey tools and real-time polling tools.



Benefits to using virtual workshops include:



Procedures the MPO will utilize to ensure the MPO meets current Federal and State requirements related to virtual public involvement include:

a. Field Trips/Site Visits

Many proposed actions look very different when people are actually out in the field looking at the issue or situation. It is one



thing to discuss impacts when they are an abstraction or an image in peoples’ heads, and quite another to engage with the actual reality on the ground. The key point is that citizens build mental concepts on what the impact of a project will be and then, participate in public participation forums based on those images. Field trips provide an opportunity for people to match their mental images to the reality of the actual situation.

b. Short Films and Videos

The MPO has made short videos MPO short video first screened in February 2020 in support if the 2045 Long-Range Transportation Plan (LRTP)) and will continue to utilize the services and professional staff of CC-TV-20-Charlotte County’s government access television station. The station provides viewers access to MPO Board Meetings; Board of County Commissioners (BCC) meetings; Punta Gorda City Council meetings; other civic meetings; Special documentaries and timely news-magazine stories along with local, state, and national satellite programming. The MPO also utilizes

rolling message scripts on this station to recruit representatives for vacant LCB Board and CAC and BPAC Committee seats, as well as announce opportunities to attend public involvement events.



c. Public Meetings



Generally, MPO public meetings are more structured than the open house/workshop public participation format. The MPO will use either in-person or a virtual format when an emergency necessitates the need to meet specific MPO objectives. A formal agenda will be prepared to structure the topics to be covered and to provide live input from the attending participants. Roll call votes required of the MPO Board for adoption of the Long-Range

Transportation Plan (LRTP) and the Transportation Improvement Plan (TIP), including any amendments, will be conducted and placed in the public record. Documents/policies to be adopted are made available in public libraries and are available on the MPO website.

The MPO also uses public meetings to help understand and monitor community reaction and support to transportation planning proposals. This in turn aids the MPO in diminishing public controversy and misunderstandings. The MPO has observed that public meetings have resulted in citizens proposing viable solutions to solve complex transportation planning issues, as well as offering “average citizen” concerns.

d. Notices for Public Meetings, Workshops, and Public Participation Events

All MPO-generated meeting notices and announcements will describe the meeting purpose, sponsor, time, place, and answer the questions of who, what, when, where and how. All MPO Board Meetings, Advisory Committees, public workshops, public meetings and any special meetings called by the MPO, or informational or educational purposes held within the community for presenting plans, gathering public input and public participation shall

generate notices of public meeting by the MPO. The MPO website will also be used to promote regular and special meetings, planning studies, publications, and work products such as the TIP, and the LRTP. Additionally, the MPO will continue to publicize all MPO Board, MPO Advisory Committee Meetings and all special meetings, including all public meetings, and public workshops on the transportation planning process.

e. Meeting Agendas

An agenda sets the course for a meeting and attempts to inform attendees of the topics and concepts to be discussed, and the progression of these topics.

Opportunities are provided for public participation in these agendas and include the opportunity for members to suggest new topics and issues to be presented and discussed at the next meeting.

All MPO Board and Advisory Committee Agendas and meeting packets including meeting minutes will be posted on the MPO website.

Staff virtual workplace collaborative efforts have demonstrated that the use of a virtual meeting presenter can greatly improve the flow, participant understanding and effectiveness of these meetings.

The presenter, an MPO staff member, reviews ground rules, works remotely to display the current agenda item being discussed on screen throughout the meeting, providing on-screen information as questions arise and advance/reverse informational slides to allow for a more concise and effective presentation.

f. Information (MPO Website and Interactive Mapping Tools)

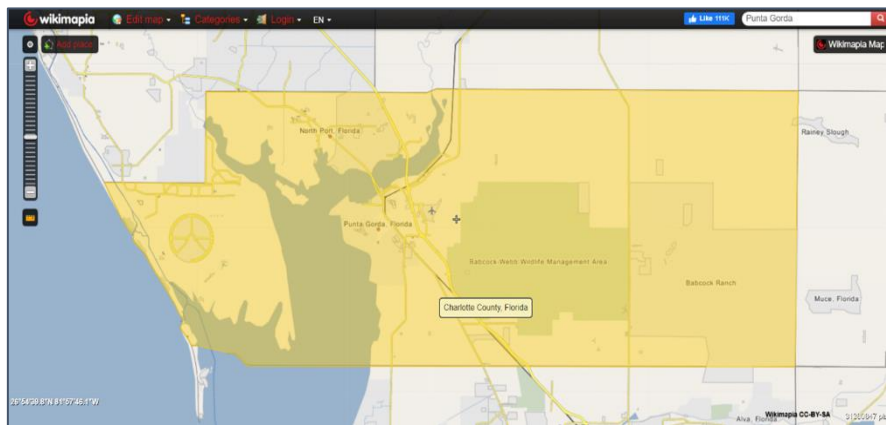
In the ever-expanding information age, the use of the internet, electronic mail and fax machines are routinely used to reach the public. The MPO continually revises and strives to improve its website for users to easily and quickly find MPO related information and planning activities.

Easy to navigate dropdown menus including archived and recent meeting agenda packets, meeting minutes, the MPO event calendar, and a revised set of federal, state, and local transportation planning links. Also posted are the most current

planning documents including the annually updated TIP, the 2045 LRTP, and related amendments. With the advent of the use of virtual meeting formats beginning in April 2020, the MPO provides audio and visual meeting access

links for website visitors to utilize in accessing software for remote meetings. This virtual communication format will continue to play an increasing role in future public involvement outreach efforts including annual TIP and 2045 LRTP development.

Google Earth maps are utilized on the “Contact Us—Connect with Us” dropdown menu to aid users in pinpointing the location of their concerns and comments to better aid MPO staff in understanding the issue or concern.



Since 2017 and in conjunction with the preparation of the Charlotte County Regional Bicycle and Pedestrian Plan, the MPO has used interactive mapping tools as an electronic public engagement tool. Wikimapia is a privately owned open-content collaborative mapping project that utilizes an interactive, clickable web map with a geographically referenced system. The data in Wikimapia and similar techniques is derived from voluntary crowdsourcing. All users are allowed to add a place on the Wikimap layer. Using a simple graphical

editing tool, users are able to draw an outline or polygon that matches the satellite image layer underneath. Each object or tag has specific information fields which include categories, a textual description, street address, and a related map-based link. Users are likewise capable of uploading several relevant photos. Interactive mapping tools public involvement will be used to solicit public opinion to target specific areas and locations for inclusion in the MPO's 2045 Long-Range Transportation Plan (LRTP).

g. Media Outreach

Media outreach is a continuing activity by the MPO staff to keep the public informed and updated about the MPO and its projects and milestones.

The MPO strives to encourage the media to highlight transportation issues and to increase public awareness of the transportation planning process. As needed, media briefings have been and continue to be conducted to update the media regarding the transportation planning process and in response to media requests for interviews. The MPO will participate in this media outlet whenever possible to inform the



public of the MPO's role in the transportation planning process and to inform the public on opportunities to participate in the MPO planning process.

To facilitate improved access for County residents and coordination with County related planning functions MPO Board meetings are videotaped and shown twice a week on the local government access television station (Comcast Channel 20). The MPO anticipates increased public involvement, and participation in response to these public access improvements and will monitor and evaluate their effectiveness and target improvements and enhancements.

h. Citizens' Advisory Committee, Technical Advisory Committee, Bicycle/Pedestrian Advisory Committees and Transportation Disadvantaged Local Coordinating Board (LCB)

These boards and committees provide a public perspective to the MPO process and strives to represent public views to the MPO Board. As part of the MPO structure, the role played in the public participation process by the CAC, TAC, BPAC, and LCB cannot be underemphasized, as they provide the link between the MPO Board and the community's citizens. These committees are a critical link in aiding the MPO to meet the goals and objectives outlined in this plan.

All MPO planning documents including the TIP and LRTP are presented to the

CAC, TAC, BPAC, and LCB as formal agenda items during regularly scheduled meetings for their information, consideration, endorsement, support and input.

All advisory committee and board meetings either in-person or virtual are open to the public and can be accessed using audio and visual links provided on the MPO website. Citizens are encouraged to contact the MPO for help in accessing any virtual or in-person meeting and public participation event scheduled.

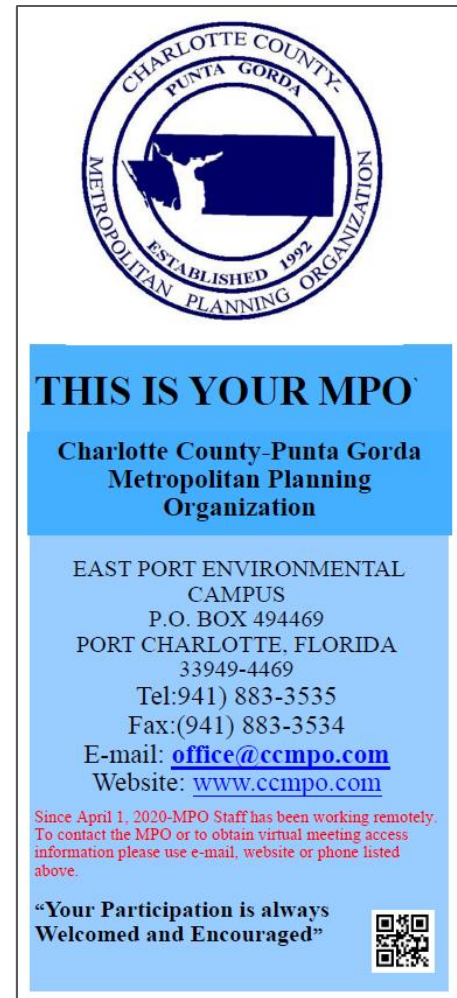
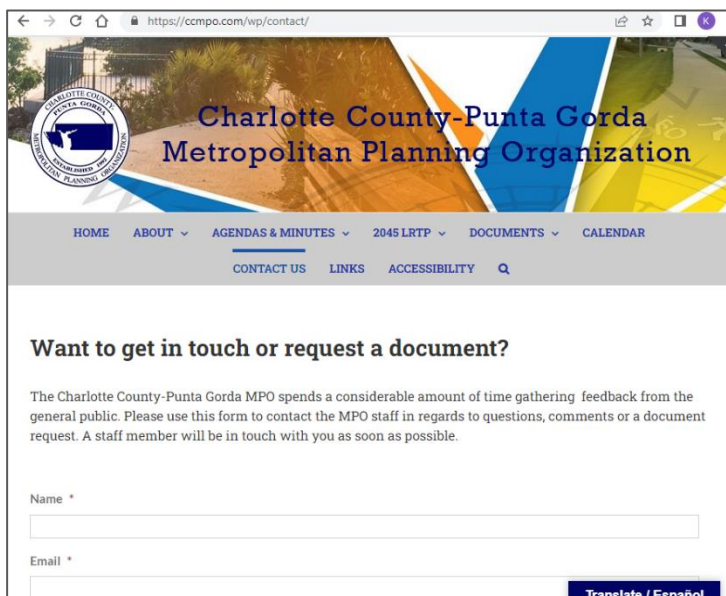


i. Written and Electronic Forms of Communication including Brochures, and Evaluation/Comment Forms

The MPO updates its two informational brochures on a regular basis. “This is Your MPO” describes the MPO’s overall function and responsibilities and the “Charlotte County Bicycle/Pedestrian Map” displays the existing bike and pedestrian sidewalks and trails within the County.

The most common and in many cases the most effective way for the public in general to relate their ideas and input is through written comments. Public comments can help build an understanding of community issues, which must be considered in designing transportation solutions that fit community needs.

Additionally, the information gleaned from public comments can serve as an excellent record for future project phases.



j. Public Participation Techniques and Performance Measures of Effectiveness (MOE)

Federal legislation requires that MPOs periodically review the effectiveness of their public involvement process. All MPOs are mandated by law to focus on

performance objectives and measures. The MPO has identified five (5) objectives to ensure that the mobility needs of the community are addressed.



6. CONCLUSION

Public input offers the MPO an opportunity to understand a community's values so it can better seek to avoid, minimize, or mitigate impacts from agency decisions. This PPP addresses the MPO's public involvement practices during decision-making and program implementation activities. The fundamental premise of this plan is that, in all of its programs, the MPO recognizes that it is vital to provide for meaningful public involvement, whether in an in-person or virtual format. Openness to the public furthers the MPO's mission by increasing its credibility and improving agency decision making.

The guidelines and tactics outlined in this PPP will be implemented for all MPO planning activities. This document also provides guidance and tools to comply with federal and state statutes and regulations under Title VI, including environmental justice (EJ), limited English proficiency (LEP) and the Florida Sunshine Law.

The MPO continues and is certainly willing to remain open to new ideas from stakeholders, and to incorporate them where appropriate. The MPO remains cognizant of its mission of providing plans and an environment where a safe, efficient, cost-effective transportation system can flourish in Charlotte County.

7. APPENDICES

APPENDIX I

[Charlotte County-Punta Gorda MPO Public Engagement Survey](#)

APPENDIX II

[Acronyms](#)

APPENDIX III

[Charlotte County-Punta Gorda Metropolitan Planning Organization and Sarasota/Manatee Metropolitan Planning Organization Joint Regional Public Involvement Process Component](#)

APPENDIX IV

[Regional Public Involvement Plan Between the Lee County and Charlotte County – Punta Gorda MPO's](#)

APPENDIX V

[TITLE VI PROGRAM Charlotte County-Punta Gorda MPO](#)

[Appendix A – Title VI/Nondiscrimination Assurance](#)

[Appendix B – MPO Organizational Chart](#)

[Appendix C – Title VI Program Activity Log](#)

NOVEMBER 30, 2022
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

AGENDA ITEM # 10
CHARLOTTE COUNTY SUN TRAIL PROJECTS UPDATE

Purpose: To provide an update on the progression of SUN (Share Use Non-Motorized) Trail projects in Charlotte County.

Agenda Item Presented by: April Santos/ Laks Gurram

Discussion:

The Florida Department of Transportation opened the solicitation for SUN Trail projects on September 29, 2022. The call for project applications will remain open through December 15, 2022.

Charlotte County and MPO staff will give a brief update on the status of SUN Trail project production in Charlotte County.

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

Attachment:

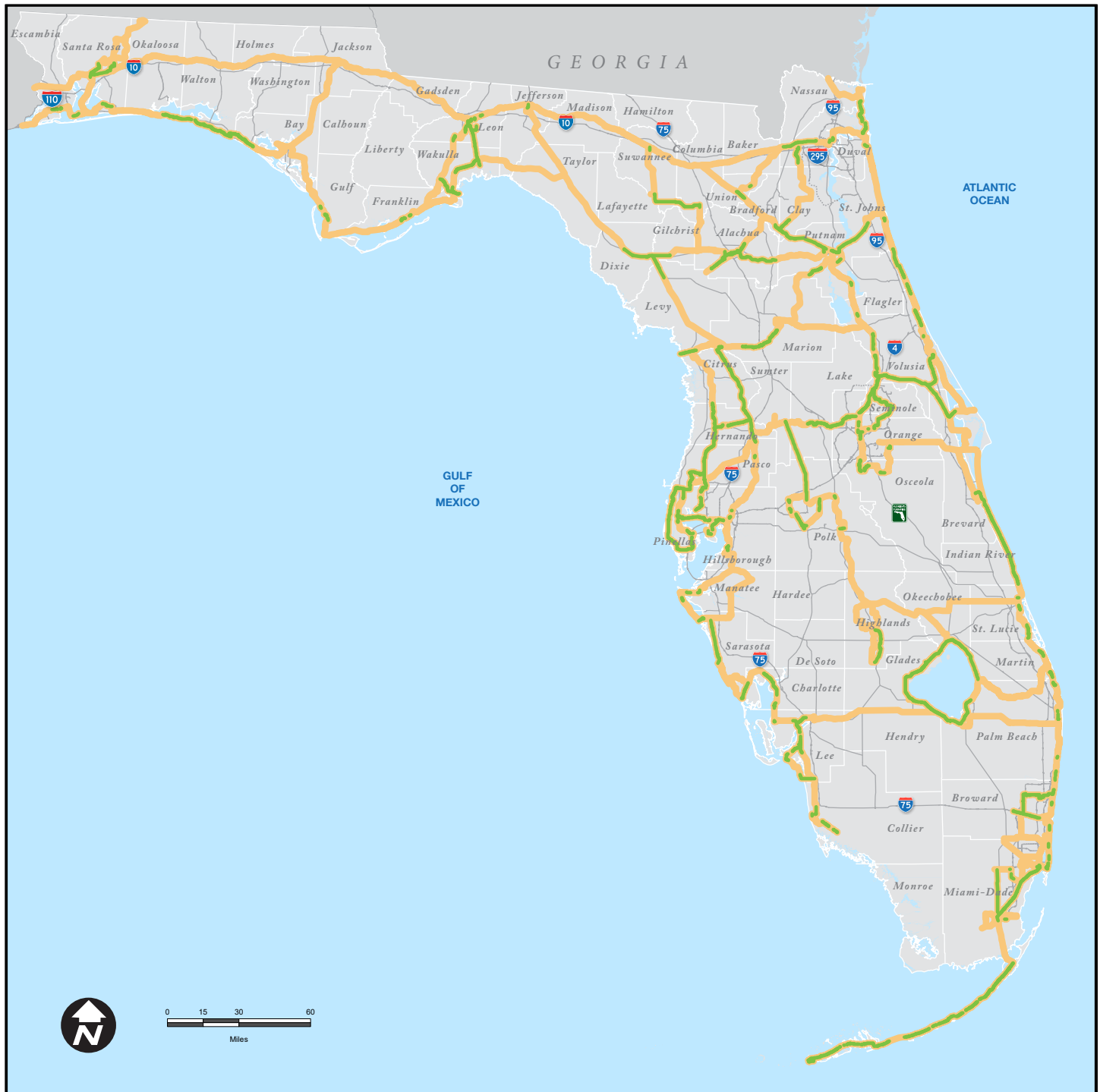
1. Statewide SUN Trail Map
2. Proposed SUN Trail Alignment Map in Charlotte County







Shared-Use Nonmotorized (SUN) Trail Network Statewide Map



Attachment 1



LEGEND

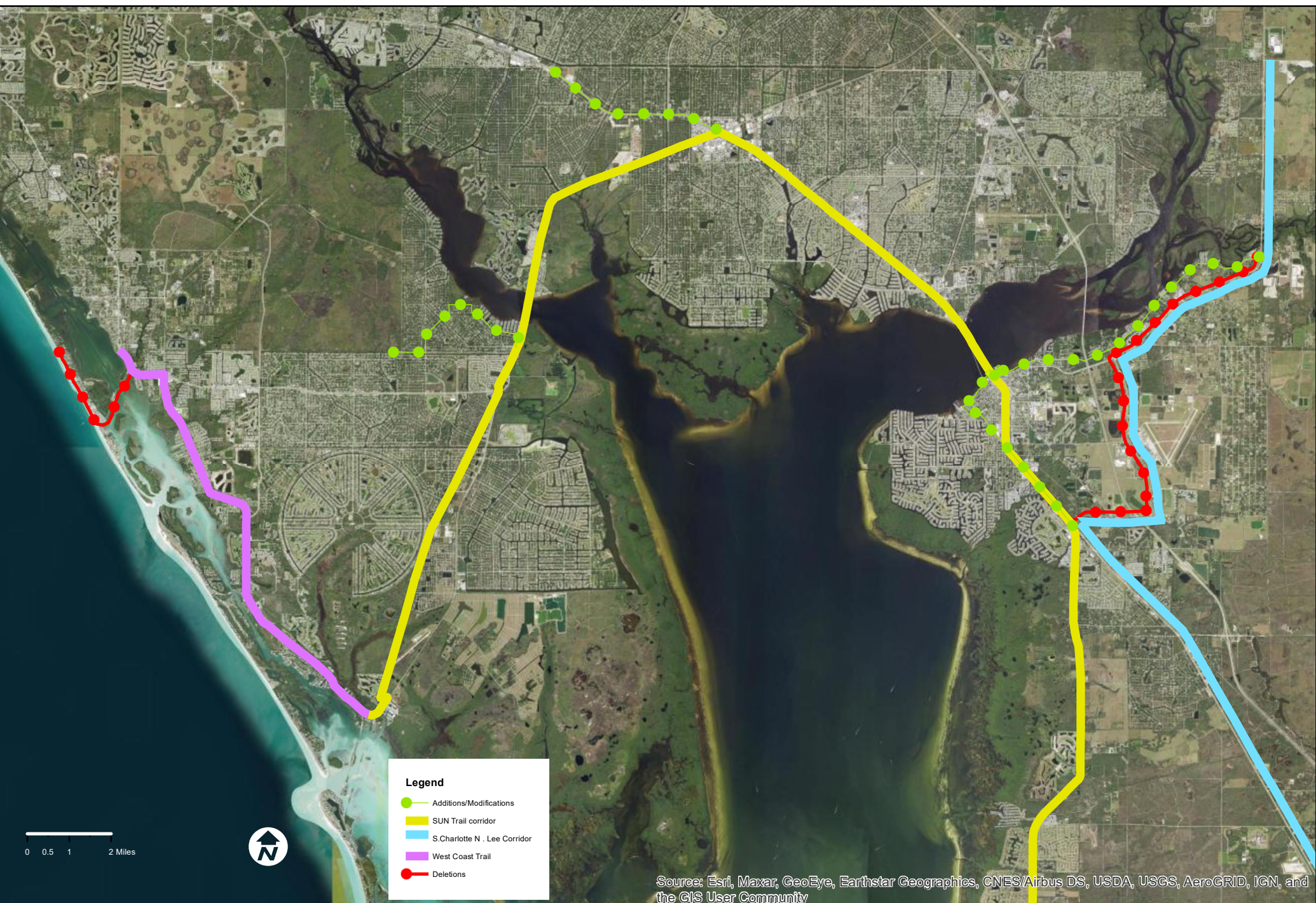
-  SUN Trail Network
-  Existing Trail
-  Strategic Intermodal System (SIS) Facilities
-  Water

NOTES

No Warranties: This map and its content is made available by the Florida Department of Transportation (FDOT) on an "as is", "as available" basis without warranties of any kind, expressed or implied. This product is for reference purposes only and is not to be construed as a legal document or survey instrument. Information is subject to change.

Disclaimer of Liability: The user of this map and data assumes all responsibility and risk for the use of both. Under no circumstances, including negligence, shall the FDOT or its employees be liable for any direct, indirect, incidental, special, exemplary or consequential damages, or lost profits that result from the use, misuse or inability to use the map and data. Additional trail information may be obtained by contacting your local government.

Document Path: S:\ProjRecurring\SunTrails\GIS\Mapping\Statewide\2022\SUNTrail_StatewideMap_2022-02-01.pdf



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Florida Gulf Coast Trails

NOVEMBER 30, 2022
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

AGENDA ITEM # 11
CARBON REDUCTION STRATEGY PRELIMINARY PRIORITY LIST

Purpose: Review and discuss the United States Department of Transportation's (USDOT) Carbon Reduction Strategy (CRP) funding and discuss Charlotte County-Punta Gorda MPO's preliminary priority list.

Agenda Item Presented by: D'Juan Harris

Discussion:

The Infrastructure Investment and Jobs Act (IIJA) requires the Florida Department of Transportation to develop a Carbon Reduction Strategy. This strategy will support the IIJA's Carbon Reduction Program, which provides \$320.4 million to Florida over the next five years.

The Federal goals of the Carbon Reduction Program are to reduce transportation emissions (specifically carbon dioxide) from on-road highway sources by:

- Reducing single-occupancy vehicle trips
- Facilitating the use of vehicles or modes of travel that result in lower emissions
- Facilitating approaches to construction that result in lower emissions.

FDOT is currently developing the statewide Carbon Reduction Strategy in close coordination with the state's 27 Metropolitan Planning Organizations. MPO staff developed a preliminary listing of Carbon Reduction priorities for consideration of inclusion in FDOT's Five-Year Work Program.

Recommendation: No action required. For review and discussion purposes only.

Attachment: Carbon Reduction Strategy Presentation



Carbon Reduction Strategy Priorities

Charlotte County – Punta Gorda Metropolitan Planning Area

Carbon Reduction Strategy Overview

- Infrastructure and Jobs Act (IIJA) Requires FDOT to develop a Carbon Reduction Strategy
- Allocation of \$320.4 million to Florida over next five years (FY 2022 – FY 2027)
- Sub-allocation of \$360,856 to Port Charlotte/North Port Urbanized Area FY 2022
- FDOT's Carbon Reduction Strategy is due to USDOT by November 15, 2023
 - Transportation Management Area (TMA) MPO's developing priority lists
 - Non- Transportation Management Area (TMA) MPO's will coordinate with FDOT to leverage funding

Federal Goals for Carbon Reduction Strategy

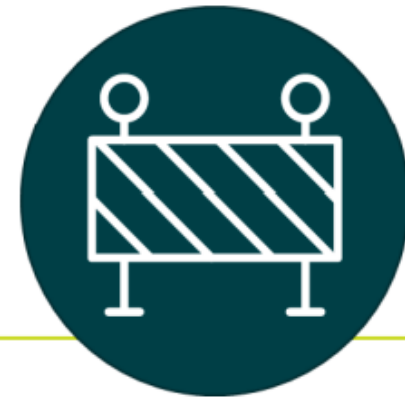
Reduce transportation emissions by:



Reducing
single-occupant
vehicle trips



Facilitating the use of
vehicles or modes of
travel that result in
lower emissions



Facilitating approaches
to construction that
result in lower
emissions

Florida Trends and Conditions: Urbanized Areas

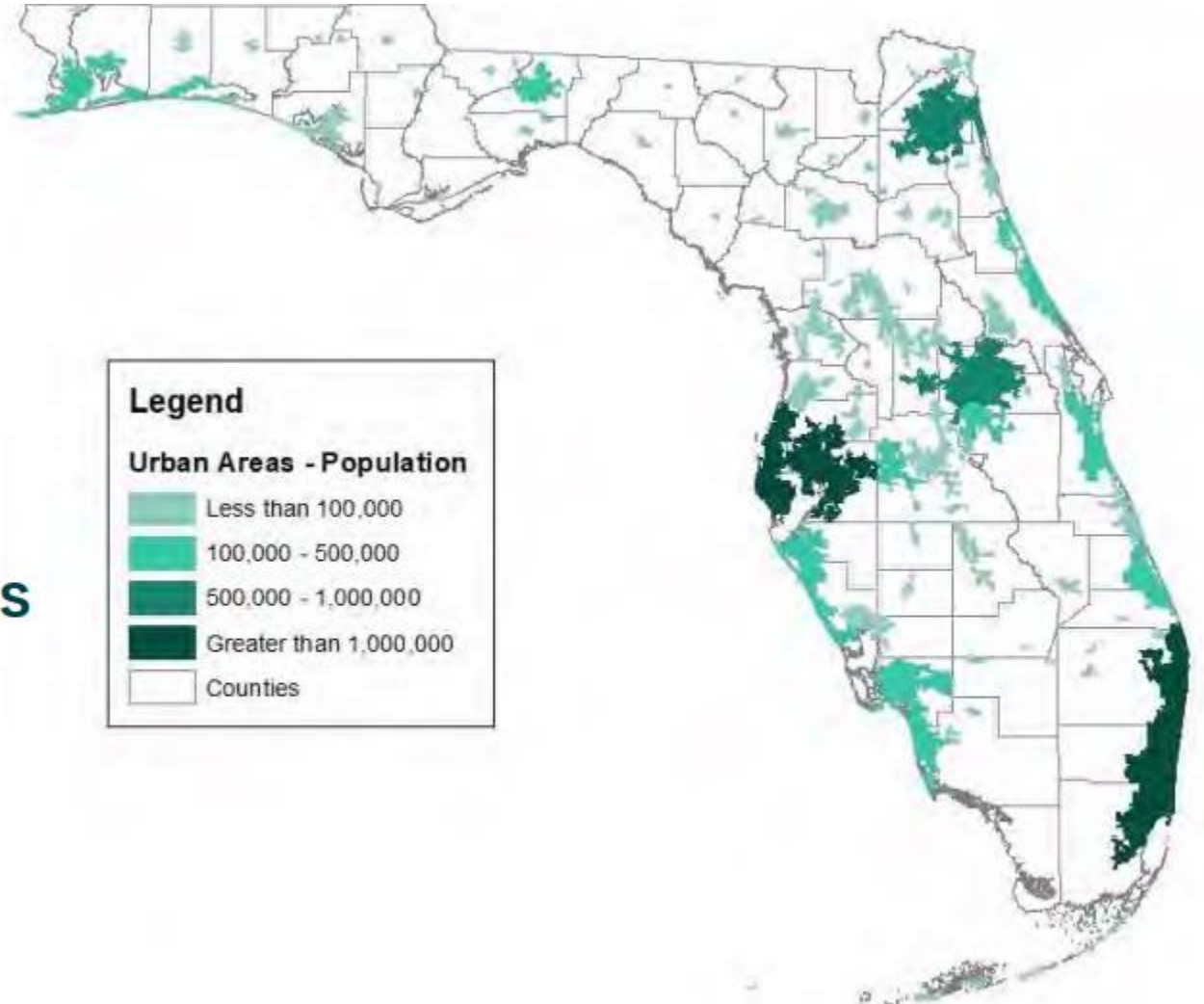
9 out of **10** Floridians live in **urban areas**



580 new residents everyday

60% of growth projected to be in **10 counties**

- Orange
- Hillsborough
- Miami-Dade
- Lee
- Palm Beach
- Broward
- Polk
- Osceola
- Duval
- Pasco



Carbon Reduction Strategy Themes (FDOT)



**Transportation
Choices**



**Congestion
Management**



**Energy Efficiency
and Diversification**



**Construction
Practices**

Carbon Reduction Strategy Objectives (FDOT)



Provide safe and convenient transportation options that appeal to consumers.



Improved traffic flow and reduced congestion and idling.



Improve energy efficiency and diversify energy sources.



Reduce climate impacts from construction of transportation facilities



Charlotte County-Punta Gorda MPO Urbanized Area

Preliminary Priority List

Long Range Transportation Plan (LRTP)
Development

Truck Parking Facilities

Electric Vehicle Infrastructure

Traffic Operational Efficiency Studies

Signing, Pavement and Markings
Improvements

Carbon Reduction Strategy Next Steps



L RTP Quick Guide



District Outreach



**MPO Survey and
Webinar**

Questions???

D’Juan L. Harris

Charlotte County-Punta Gorda MPO Director
941-626-7463
Harris@ccmpo.com



AGENDA ITEM # 12
CHARLOTTE COUNTY ADVANCED TRAFFIC MANAGEMENT SYSTEM
(ATMS)/INTELLIGENT TRANSPORTATION SYSTEM (ITS) MASTER PLAN
PRESENTATION

Purpose: To outline the goals of Charlotte County's Advanced Traffic Management System (ATMS)/Intelligent Transportation System (ITS) Master Plan Study.

Presented by: Robert Fakhri, P.E. - Charlotte County Public Works

Discussion:

Charlotte County Public Works is developing an Advanced Traffic Management System (ATMS)/ Intelligent Transportation System (ITS) Master Plan to improve the flow of vehicle traffic and improve safety on Charlotte County's roadways.

Goals of the Master Plan include:

- 1) Improve Charlotte County's ability to manage traffic signals and equipment
- 2) Provide Traffic Management Center with real time data for network operations
- 3) Improve incident response times
- 4) Prepare for implementation of emerging transportation technologies
- 5) Analyze performance measures to assess the overall effectiveness of the system

The Master Plan study is scheduled to be completed in December 2022. Based on the results provided from the study, the County will move forward with developing cost estimates and an implementation plan for ATMS/ITS recommendations.

Recommendation: No action required, informative presentation only

Attachment: Charlotte County ATMS/ITS Master Plan Presentation

ATMS/ITS Master Plan

Charlotte County, FL
FPID: 438261-1-32-01

CAC/TAC September 28, 2022
MPO October 17, 2022



AGENDA

- > Introduction
- > Regional Systems
- > Existing ATMS
- > ATMS Analysis and Recommendations
- > Charlotte County Traffic Management Center (TMC)
- > Next Steps



INTRODUCTION

Charlotte County ITS/ATMS System Goals

> Traffic Control

- Improve County’s ability to manage traffic signals, CCTVs, radar detection units, etc.

> Capabilities

- Provide the TMC with real time data for network operations

> Regional Connectivity

- Provide local stakeholders with a means for improved data sharing

> Responsiveness & Reliability

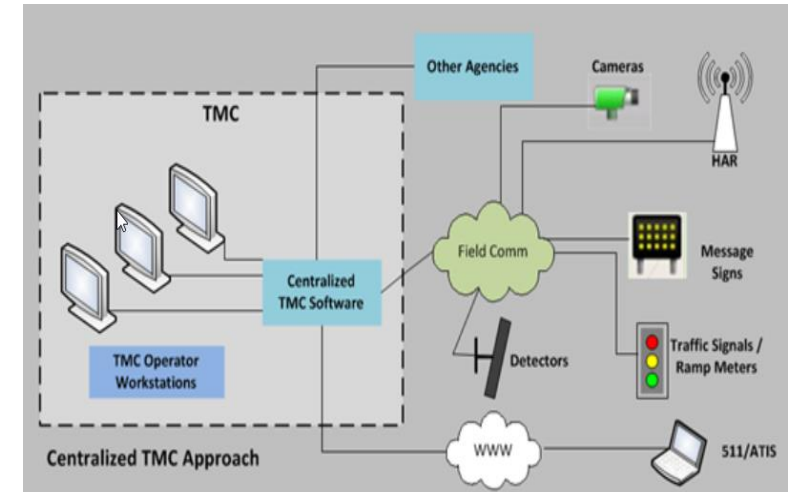
- Improve incident response time
- Reduce network failures

> Innovation

- Prepare and implement new wave of transportation technologies (such as CV)

> Analysis of Performance Measures

- Evaluate the effectiveness of the system



INTRODUCTION

State and Local Priorities

> Charlotte County-Punta Gorda MPO

- 1.) Ensure Efficient Travel for all Modes of Transportation
- 2.) Expand Transportation Choices for Everyone
- 3.) Preserve Natural Spaces While Promoting a Healthy Community
- 4.) Support Vibrant Centers and the Local Economy
- 5.) Enhance Safety and Security for Everyone

> FDOT Vision Zero

- Eliminate all transportation-related fatalities and serious injuries for all modes of travel.



INTRODUCTION

Project Stakeholders/Partners

> The primary stakeholders identified for the Charlotte County ATMS / ITS Plan are listed below:

- Charlotte County
- FDOT District One
- City of Punta Gorda
- Federal Highway Administration (FHWA)
- FDOT Central Office
- Charlotte County - Punta Gorda Metropolitan Planning Organization (MPO)
- Local Mass Transit Agency: Charlotte County Transit
- Sarasota County Area Transit (SCAT)
- Charlotte County ITS Stakeholder Committee (ITSSC)
- Charlotte County Traffic Operations Coordinating Committee (TOCC)
- MPO Citizen Advisory Committee (CAC)
- MPO Technical Advisory Committee (TAC)



FLORIDA REGIONAL ITS/ATMS SYSTEMS

📍 Connection to Regional Systems and System Plans

> FDOT D1 Regional ITS Architecture (RITSA)

- Ten-year plan for the integration of the five MPO's in the region

> FDOT D1 TMC “Swift Center”

- Primarily used to control ITS devices along I-75

> Lee County TMC

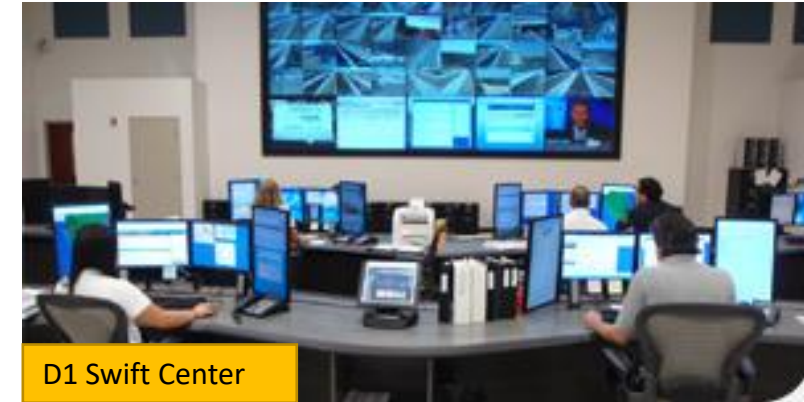
- ATMS for Lee County.
- Signal maintenance and operations handled by local municipalities

> Manatee-Sarasota Regional TMC

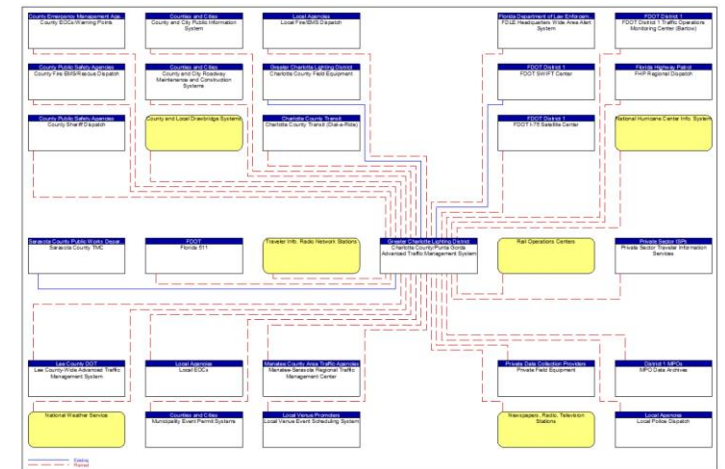
- Joint TMC between Manatee and Sarasota Counties

> Florida 511

- Source of real time traveler information for all motorists through live CCTV footage and weather, traffic, construction, and other alerts.



D1 Swift Center



EXISTING ATMS

KCA Proprietary GIS/GPS Data Collection Tool using "esri"

PEDESTRIAN SIGNAL DATA	NE Corner	NW Corner	SW Corner	SE Corner
Pedestrian Signal	Yes	Yes	No	Yes
Pedestrian Signal Type	Two Signals	One Signal	None	One Signal
Push Button(s)	2 Buttons	1 Button	None	1 Button
Pedestrian Signal Condition	Good	Good	NA	Good

**CHARLOTTE COUNTY
ATMS/ITS MASTER
PLAN**
FPID: 438261-1-32-01
Prepared by:
**Kisinger Campo
& Associates Corp.**
201 N Franklin Street,
Suite 400,
Orlando, FL 33602

INTERSECTION INVENTORY FORM (Intersection No.: 13)

Major Street	Marion Avenue
Minor Street	Bal Harbor Boulevard
Date	September 7, 2021
Data Collected By	dpowell_KCA
Signalization Type	Master Arm
Signalization Condition	Fair
Signalization Comment	NA



ATMS Inventory System

Submitted by: dpowell_KCA
Submitted time: Sep 8, 2021, 10:14:04 AM

Intersection/Signal Information

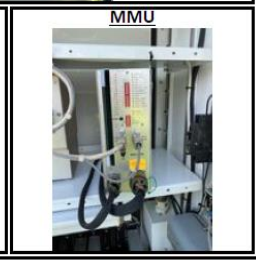
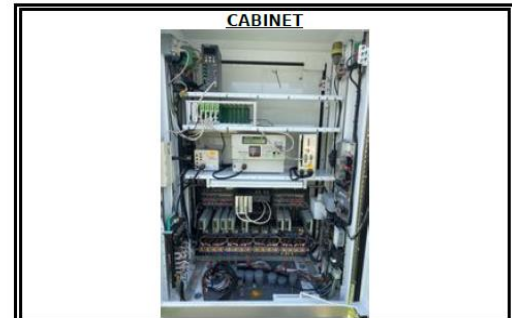
Intersection Location
Lat: 26.94584 Lon: -81.76106



CABINET DATA	
Location (Corner)	SW Southwest
Manufacturer	Naztec
Installation Date	June 15, 2009
Condition	Good
Size	Type VI (77" x 44" x 26")
Mounting	Base
Foundation Type	Concrete
Interconnect Conduit	No
Interconnect Conduit Size	NA
Spare Conduit	3
Spare Conduit Size	2"
Best Cabinet Entry Point	Existing Communication Conduit

CONTROLLER DATA	
Manufacturer	Trafficware
Model Number	980-A2300-1
Installation Date	December 8, 2014
Condition	Good

MMU DATA	
Manufacturer	Naztec
Model Number	MMU-516
Installation Date	December 8, 2014
Condition	Very Good
Number of Channels	16



Approach	WB Approach
SW	No
SE	NA
NE	None
NW	Black (No Yellow)
Other	Good
Other	Radar
Other	None



EXISTING ATMS

ATMS Hardware Review

> Intersection Inventory

- 124 intersections were inventoried by KCA's Traffic Engineers and Field Team

> Signalized Intersection Interconnectivity

- 82% of signalized intersections are currently interconnected.

> Traffic Devices Inventoried

- Signal Cabinets
- Traffic Controllers
- Vehicle Detection
- Traffic Monitoring (CCTV)

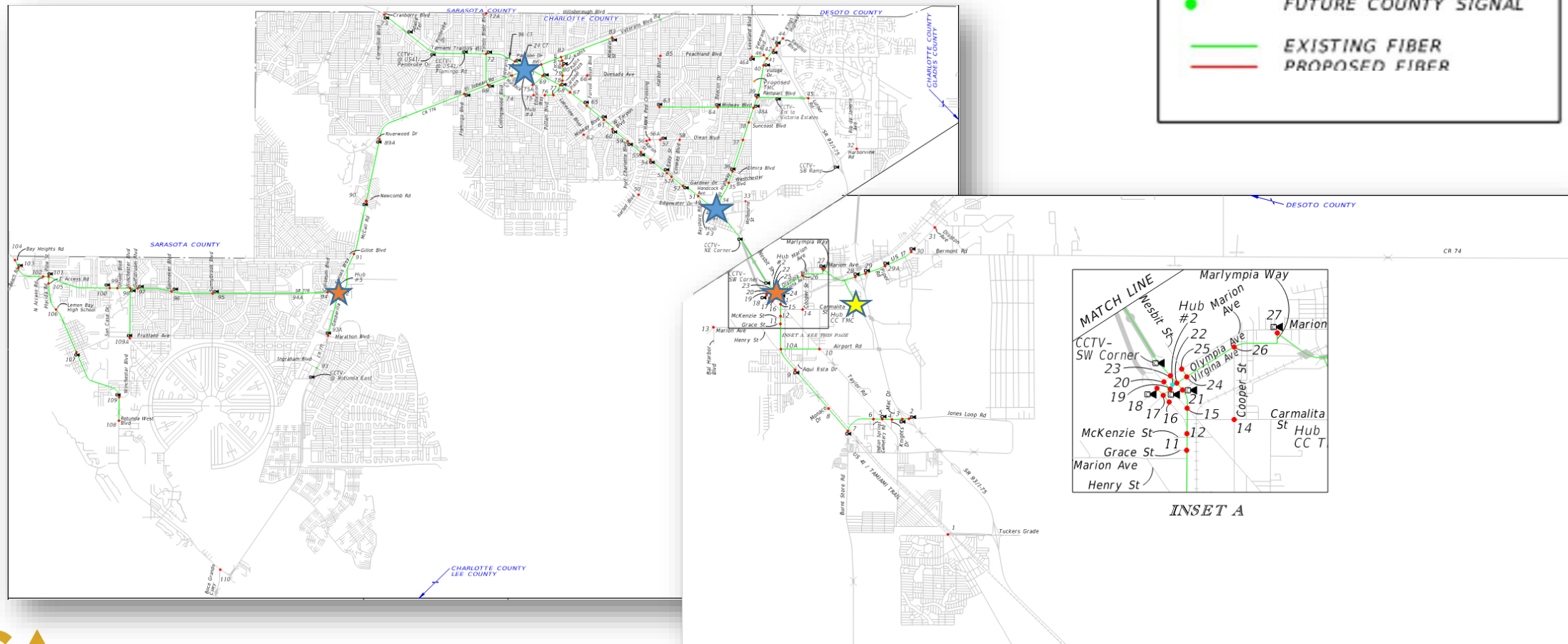


EXISTING ATMS

Existing ATMS System Map

> Existing communication network

– Point-to-point “tree” fiber network topology



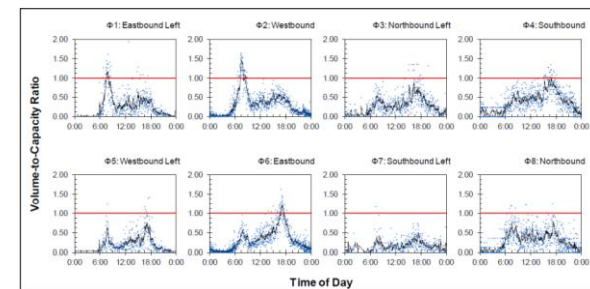
ATMS RECOMMENDATIONS

Hardware

- > Replace current signal controllers
- > Increase the existing 82% interconnected intersections to 100%
- > Enhance the existing 15 control sections with three new ones
- > Update the CCTV and detection systems

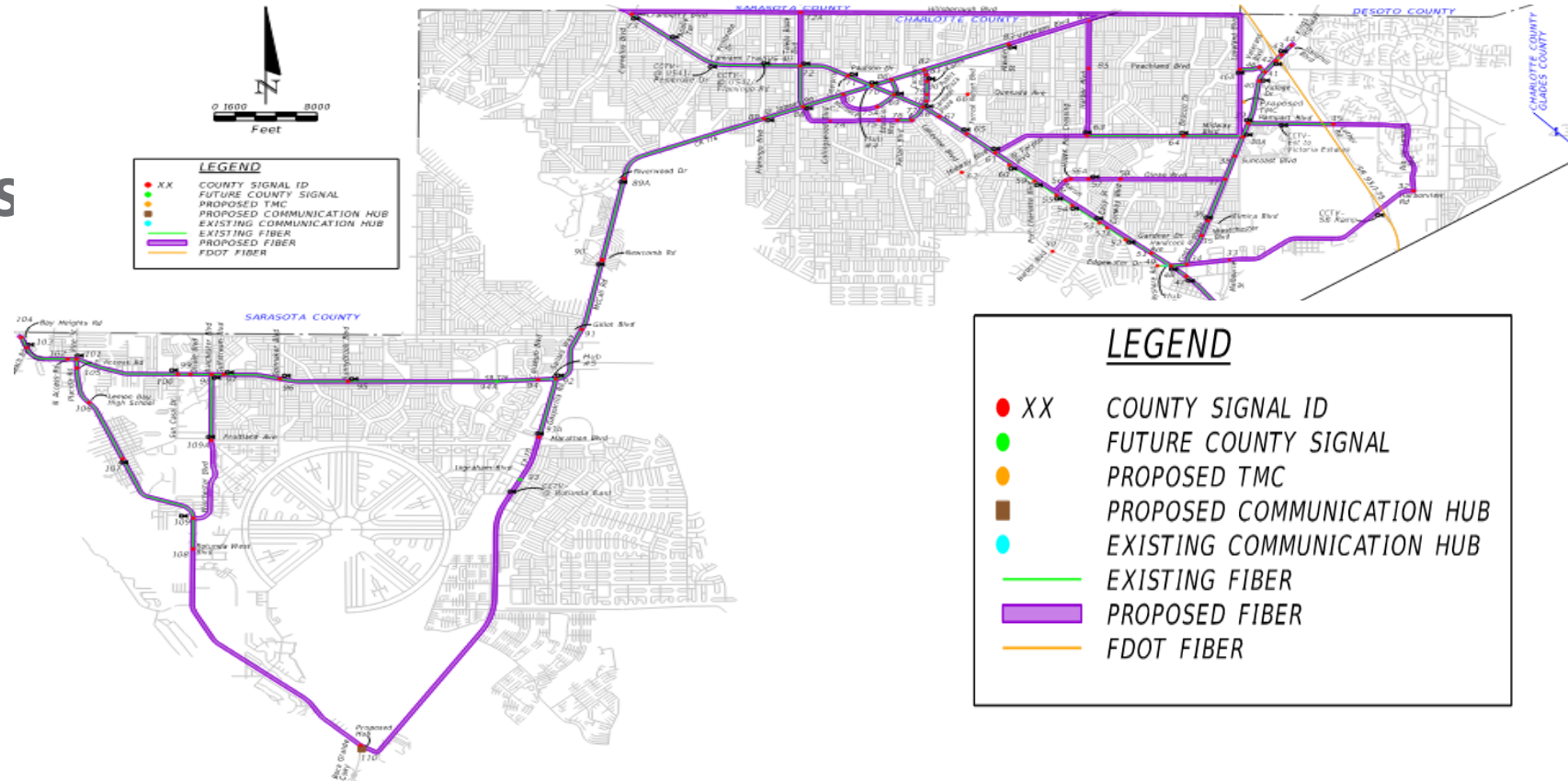
System

- > Install units for CAV along US41 to prepare for CAV connectivity
- > Increase motorists' access to information through ADMS signs and other outlets
- > Update central control and traffic control software
 - YUNEX: Concert or Symphony
 - Trafficware: ATMS.now
 - Econolite: Centrac (with Mobility)
 - Q-Free: Kinetic
- > Reroute fiber from tree to ring topology to avoid single point of failure.



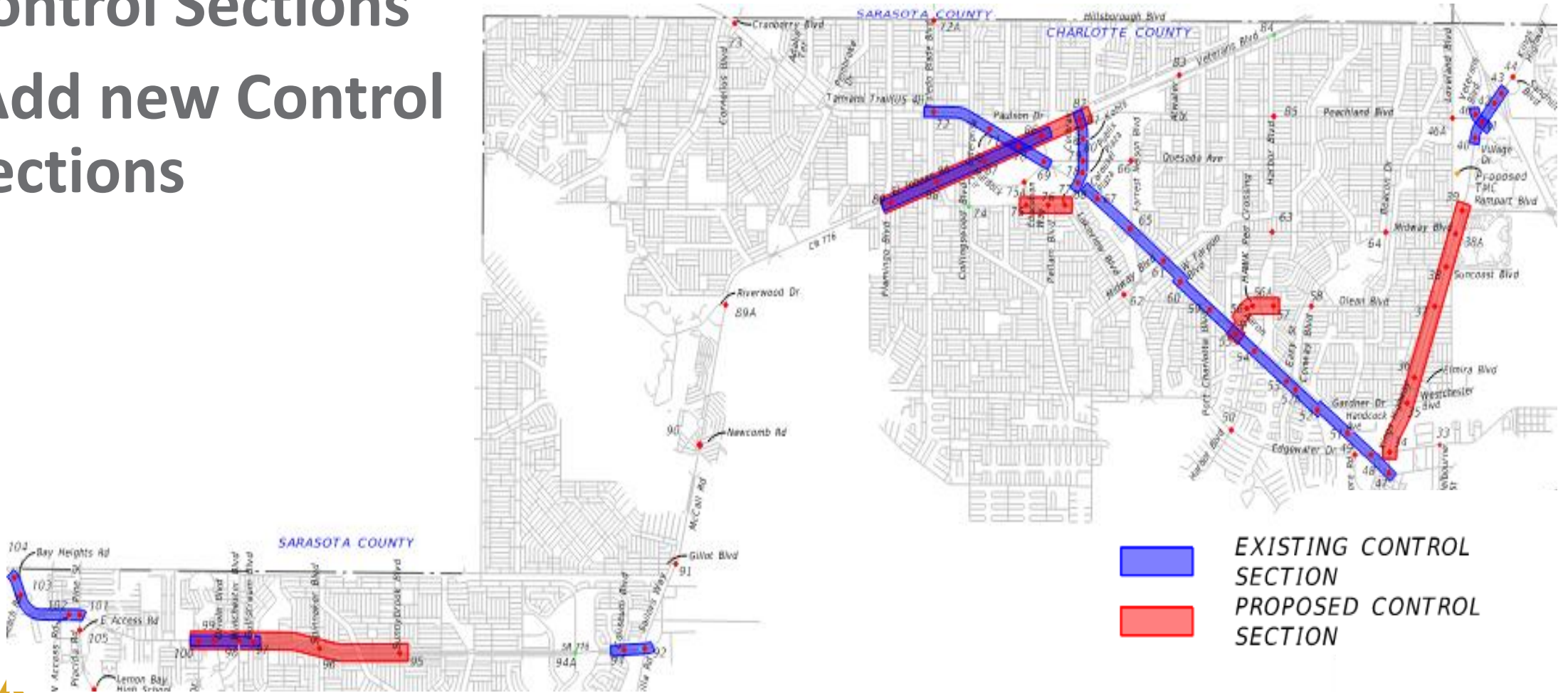
ATMS RECOMMENDATIONS – FIBER LINES

- Upgrade all existing fiber lines with 144 strands
- Add new fiber lines to cover all signals and for network redundancy



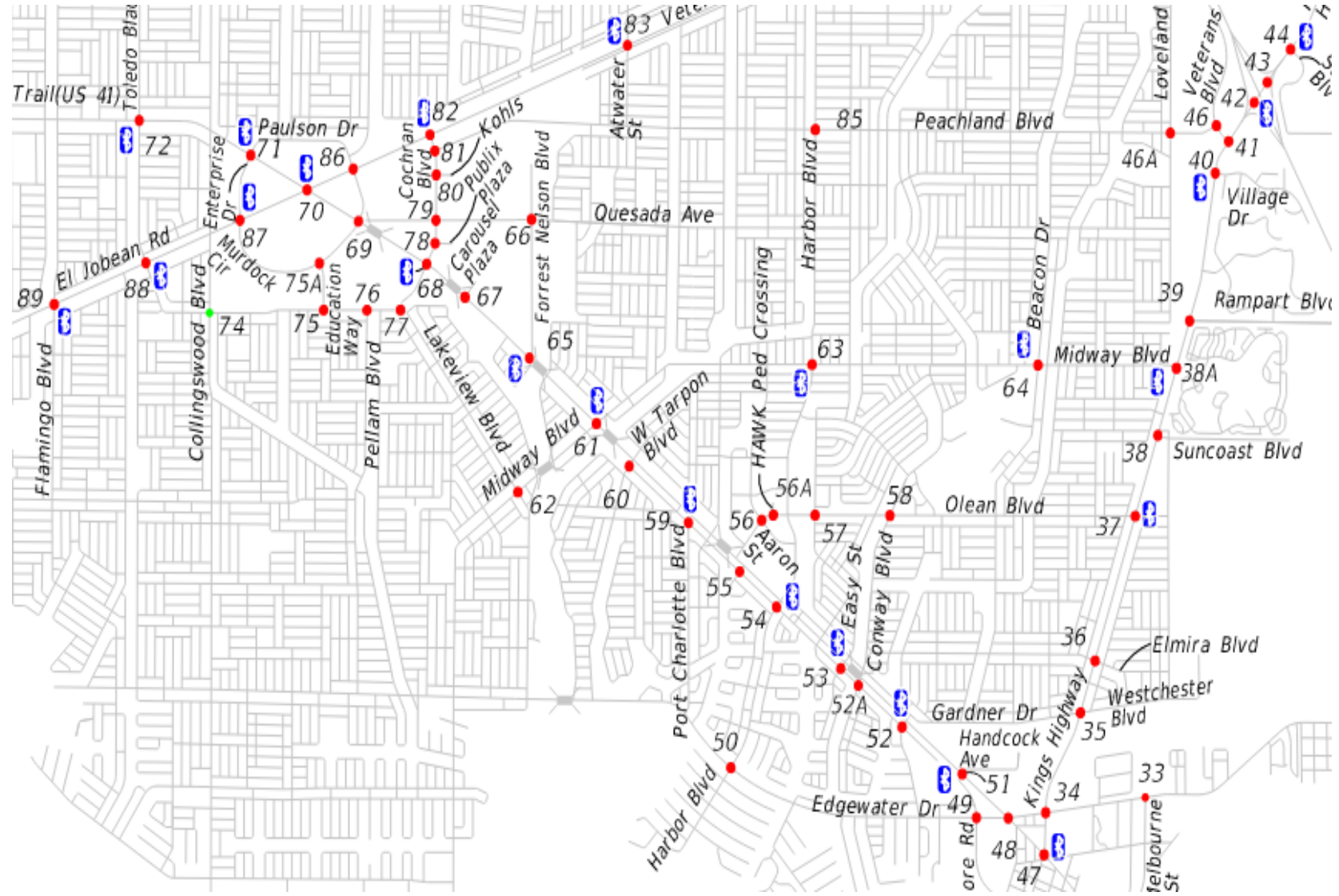
ATMS RECOMMENDATIONS – CONTROL SECTIONS

- Extend existing Control Sections
- Add new Control Sections



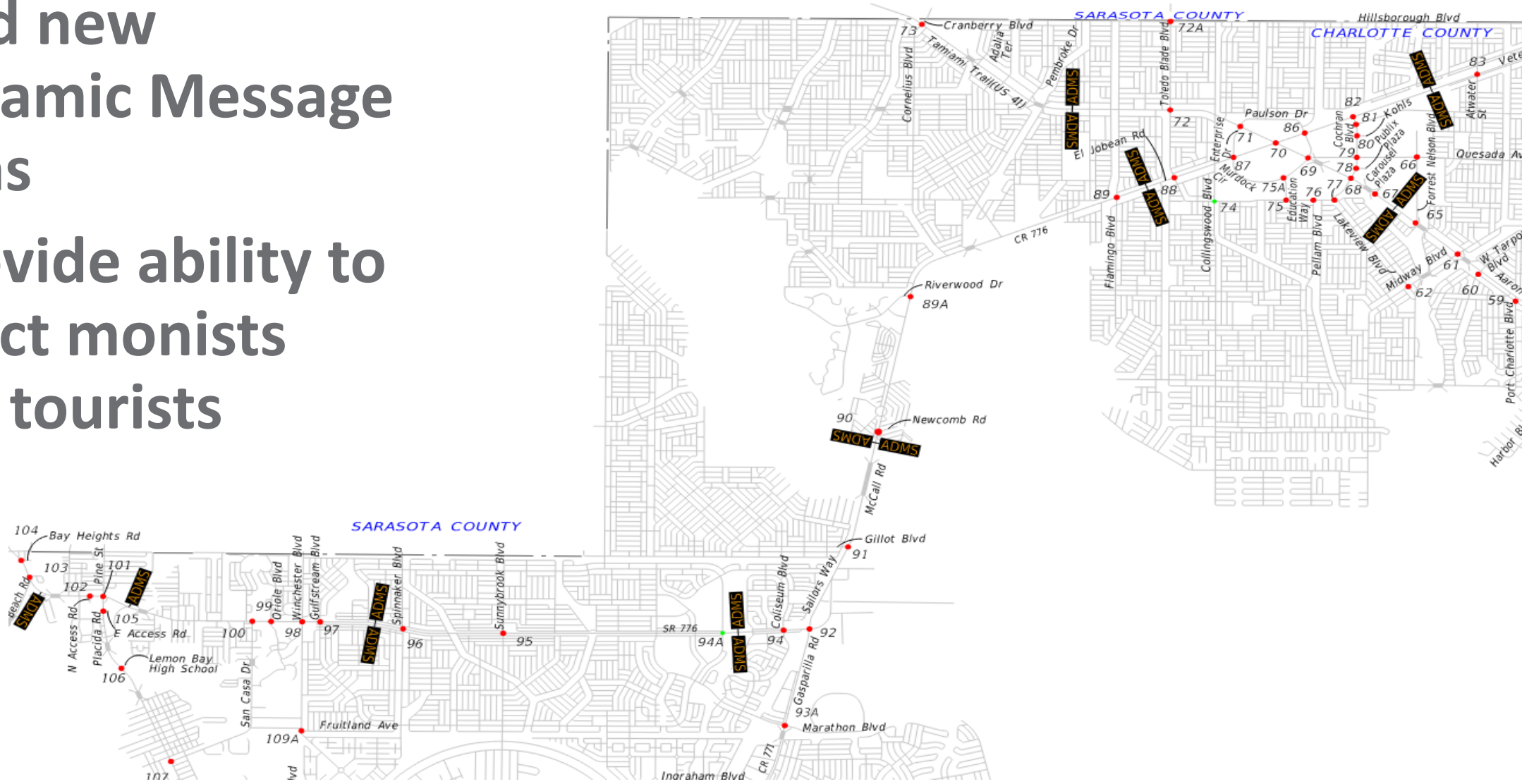
ATMS RECOMMENDATIONS – BLUETOOTH READERS

- Add new Bluetooth readers to capture travel time
- Gain full control on network



ATMS RECOMMENDATIONS – DYNAMIC MESSAGE SIGNS

- Add new Dynamic Message Signs
- Provide ability to direct motorists and tourists



TRAFFIC MANAGEMENT CENTER

Existing TMC

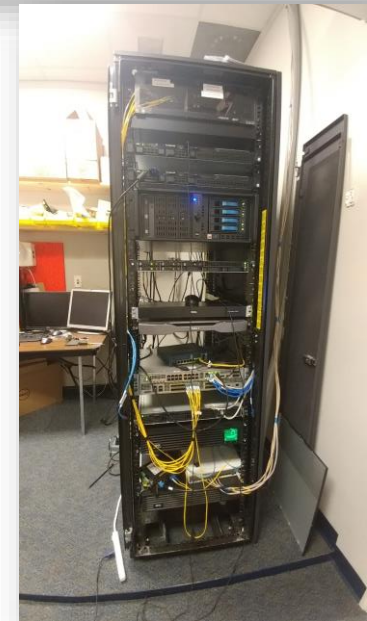
- Located at 7000 Florida Street, Punta Gorda, FL 33950
- Building is about 1,800 SF
 - Relatively old, small, and insufficient to accommodate demand
 - TMC is quite small, 17' x 14' with one workstation
- Not considered hurricane resistant



TRAFFIC MANAGEMENT CENTER

Existing TMC

- 15 video monitors
- 1 employee
- 1 workstation
- Operates in business hours only
- Relatively old, small, and insufficient to accommodate demand
- TMC viewing room is quite small
 - 17' x 14'
 - One workstation

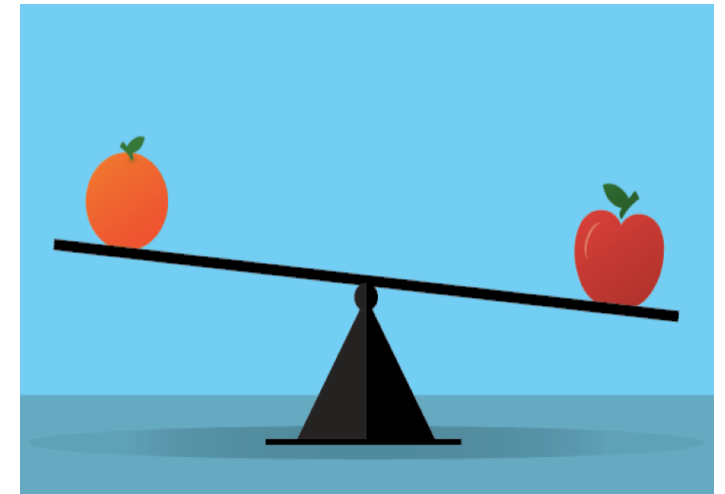


TRAFFIC MANAGEMENT CENTER

Other TMCs

> KCA Review of other TMCs

- Hillsborough County
- Pasco County
- Pinellas County
- Sarasota County (ongoing)



TRAFFIC MANAGEMENT CENTER

📍 Hillsborough County TMC

> Facility Details (recently built!)

- 1,500 SF
- 36 – 65” wall screens
- 9 workstations – 4 offices
- Hiring operators now

> Facility Demand

- 556 connected signalized intersections
- 100 CCTVs
- 240 miles of fiber runs



TRAFFIC MANAGEMENT CENTER

📍 Pasco County TMC

> Facility Details

- 700 SF
- 12 – 70” wall screens
- 5 workstations – 3 offices
- 1 operator – adding 2 more

> Facility Demand

- 100 connected signalized intersections
- 80 CCTVs



TRAFFIC MANAGEMENT CENTER

📍 Pinellas County TMC

> Facility Details

- 1,500 SF
- 18 screens
- 6 floor workstations – 4 offices
- 3-5 operators (1 at night and weekends)

> Facility Demand

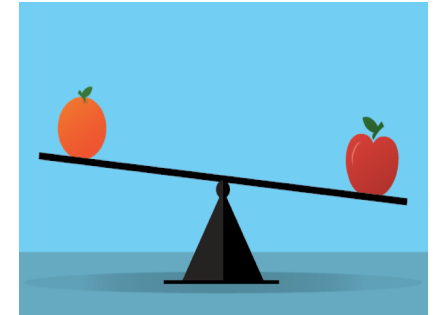
- 500 signalized intersections
- 80 CCTVs



TMC SUMMARY

> Comparison Summary and Prediction

	Hillsborough	Pasco	Pinellas	Charlotte (Exist)	Charlotte (20 year projected)
Signalized Intersections	556	100	427	124	140
No. of CCTVs	100	80	250	80	160
Control Room Area (SF)	1,500	700	1,500	238	800
No. of Monitors	36	12	18	15	20
No. of Workstations	9	5	6	1	2-3
No. of Offices/conf. room	4	3	4	1	2
No. of Operators	4	3	5	1	2-3



TMC UPGRADE OPTIONS

⬆️ Three options were considered to upgrade the TMC.

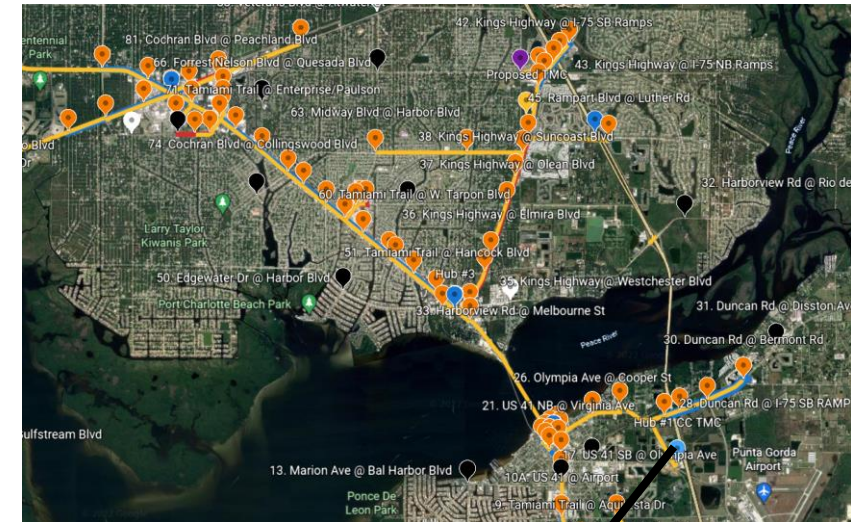
⬆️ **Option A: Retrofit Existing Facility**

- > Remodel and expand TMC control room area
- > Add workstations/monitors
- > Strengthen the building to a better hurricane resistant level
- > Likely will lose the office and/or conference area



TRAFFIC MANAGEMENT CENTER UPGRADE OPTIONS

- Option B: Reconstruct TMC building in existing location
 - Increase size of the building
 - Customize the layout of the TMC’s rooms and workspaces for efficiency
 - Increase structural resistance to CAT 5 hurricane level winds
 - Existing location requires I-75 FDOT fiber sharing data



Existing
TMC

TRAFFIC MANAGEMENT CENTER UPGRADE OPTIONS

📍 Option C: Relocate the TMC (new or existing building)

- Increase size of the building
- Customize the layout of the TMC's rooms and workspaces for efficiency
- Increase structural resistance to CAT 5 hurricane level winds
- A relocation of the TMC could provide more practical connection to the communication hub stations in a different location

TMC SUMMARY

Comparison Matrix

	Option A: Retrofit existing building	Option B: Reconstruct in existing location	Option C: Relocate to elsewhere
TMC Size and Capacity	Reallocation subtracts space from other rooms	Flexibility in room spacing and layout	
Number of Workstations	Workstations can be added, but is still limited to the total building area	Exact workstations demand can be met	
Risk of Network Disruption	Redundant connection will require FDOT fiber sharing		New location will provide a practical connection to ring network topology
Improved Hurricane Resistance	Structural upgrades are needed. Could be major renovation	Resistant materials can be used in construction	
Upgrade Cost	Moderate	High	High

NEXT STEPS

> System Components

- Alternative System Analysis
- Select ATMS components
 - CCTV, Fiber connections, Dynamic message Board, Bluetooth Readers, etc.
 - TMC managing software

> Implementation

- Develop an Implementation and phasing plan that includes costs for the selected ATMS components and software

> Evacuation and Routes Analysis

- Develop Hurricane Evacuation Timing plan
- Develop Incident Management plan

> Study Completion

- Study completion date is December 2022



AGENDA ITEM # 13
2023 FDOT SAFETY PERFORMANCE MEASURES

Purpose: Review and discuss FDOT's Safety Targets for all five national Safety Performance Measures and recommend adopting those Safety Target goals for 2023

Agenda Item Presented by: D'Juan Harris

Discussion:

MPOs are required annually to adopt Safety Performance Measure Targets for tracking progress towards the Statewide/MPO targets for each of the transportation performance measures and meet Federal Highway Administration (FHWA) requirements.

FHWA has established five national Safety Measures which all State Departments of Transportation and MPOs must address. Unlike other performance measures applicable only to the National Highway System (NHS), the Safety Performance Measures apply to all public roads. The Safety Performance Measures are:

1. Number of Fatalities
2. Number of Serious Injuries
3. Fatality Rate per 100 million Vehicle Miles Traveled (VMT)
4. Serious Injuries per 100 million Vehicle Miles Traveled (VMT)
5. Total Number of Non-Motorized Fatalities and Serious Injuries

The MPO Board last adopted the FDOT's "Vision Zero" targets (goal of no fatalities or injuries) for all five of the Safety Performance Measures at the February 18, 2022 MPO Special Board Meeting. The MPO has until February 27, 2023 to accept the FDOT targets for 2023 or develop its own targets. MPO Staff recommends the MPO Board support and adopt FDOT's 2023 targets.

Recommendation: To review and recommend adoption at the December 15, 2022 MPO Board Meeting

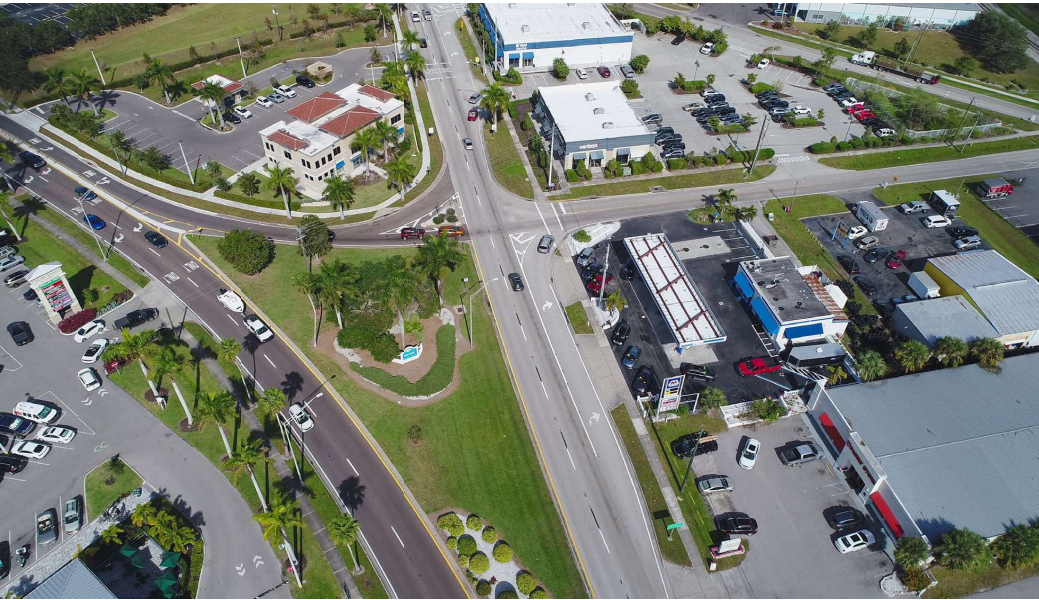
Attachments:

1. Safety Performance Measure Targets for 2023
2. Five Year Rolling Average Cumulative Data for State of Florida & Charlotte County 2017 to 2021

STATEWIDE AND MPO SAFETY PERFORMANCE MEASURE TARGETS FOR 2023

Statewide Safety Performance Measures	Statewide Target (2023)	Charlotte County – Punta Gorda MPO Target (2023)
Number of Fatalities	0	0
Number of Serious Injuries	0	0
Fatality Rate per 100 million Vehicle Miles Traveled (VMT)	0	0
Serious Injuries per 100 million Vehicle Miles Traveled (VMT)	0	0
Total number of non-motorized Fatalities and Serious Injuries	0	0

Recommended Action – Adopt FDOT’s 2023 Safety Performance Measure Targets



CHARLOTTE COUNTY – PUNTA GORDA Metropolitan Planning Organization

Five-Year Rolling Average of Cumulative Safety Data for Charlotte County and Statewide

MPO/TPO	Average Annual Fatalities ¹																Average Annual Serious Injuries ²																Average Annual Fatality Rates ³																Average Annual Serious Injury Rates ⁴																Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries ⁵															
	2009-13				2010-14				2010-15				2013-17				2014-18				2015-19				2009-13				2010-14				2010-15				2013-17				2014-18				2015-19				2009-13				2010-14				2010-15				2013-17				2014-18				2015-19											
	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ																												
Space Coast TPO	See individual counties below																																																																															
Charlotte County-Punta Gorda MPO	See individual counties below																																																																															
Broward MPO	See individual counties below																																																																															
Okaloosa-Walton TPO	See individual counties below																																																																															
Gainesville MPO	See individual counties below																																																																															
Hernando/Citrus MPO	See individual counties below																																																																															
Hillsborough County MPO	See individual counties below																																																																															
Indian River County MPO	See individual counties below																																																																															
North Florida MPO	See individual counties below																																																																															
Polk TPO	See individual counties below																																																																															
Lee County MPO	See individual counties below																																																																															
Martin MPO	See individual counties below																																																																															
Miami-Dade Urbanized Area MPO	See individual counties below																																																																															
Collier County MPO	See individual counties below																																																																															
Ocala/Marion County TPO	See individual counties below																																																																															
METROPOLITAN Orlando	See individual counties below																																																																															
Bay County TPO	See individual counties below																																																																															
Pasco County MPO	See individual counties below																																																																															
Florida-Alabama TPO	See individual counties below																																																																															
Pinellas County MPO	See individual counties below																																																																															
Sarasota/Manatee MPO	See individual counties below																																																																															
St Lucie TPO	See individual counties below																																																																															
Capital Region TPA	See individual counties below																																																																															
River to Sea TPO	See individual counties below																																																																															
Palm Beach MPO	See individual counties below																																																																															
Lake-Summer MPO	See individual counties below																																																																															
Heartland Regional TPO	See individual counties below																																																																															

FOTOT County Number	County Name	MPO/TPO	Average Annual Fatalities ¹																Average Annual Serious Injuries ²																Average Annual Fatality Rates ³																Average Annual Serious Injury Rates ⁴																Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries ⁵															
			2009-13				2010-14				2010-15				2013-17				2014-18				2015-19				2009-13				2010-14				2010-15				2013-17				2014-18				2015-19				2009-13				2010-14				2010-15				2013-17				2014-18				2015-19											
			Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ																												
36	Alachua	Gainesville MTP0	39.6	30.6	-27.2%	32.1	7.2%	36.1	11.6%	40.1	10.8%	44.2	8.4%	52.1	18.6%	59.1	13.3%	65.1	10.3%	70.1	7.7%	75.1	7.2%	80.1	6.7%	85.1	6.2%	90.1	5.7%	95.1	5.2%	100.1	4.7%	105.1	4.2%	110.1	3.7%	115.1	3.2%	120.1	2.7%	125.1	2.2%	130.1	1.7%	135.1	1.2%	140.1	0.7%	145.1	0.2%																															
44	Escambia	Florida-Alabama TPO	47.8	31.6	-33.0%	44.2	8.1%	44.4	0.5%	46.8	5.4%	50.6	8.1%	54.8	8.3%	59.1	7.7%	63.9	8.1%	69.1	8.1%	74.9	8.4%	81.9	9.3%	89.9	9.7%	97.9	9.1%	105.9	8.2%	113.9	7.6%	121.9	7.1%	129.9	6.6%	137.9	6.1%	145.9	5.6%	153.9	5.1%	161.9	4.6%	169.9	4.1%	177.9	3.6%	185.9	3.1%	193.9	2.6%																													
57	Sarasota	Florida-Alabama TPO	22.3	22.3	0.0%	21.7	-2.8%	20.3	-6.0%	18.9	-10.0%	18.8	-0.5%	19.1	1.6%	20.1	5.2%	21.1	5.0%	22.1	4.8%	23.1	4.6%	24.1	4.4%	25.1	4.2%	26.1	4.0%	27.1	3.8%	28.1	3.6%	29.1	3.4%	30.1	3.2%	31.1	3.0%	32.1	2.8%	33.1	2.6%	34.1	2.4%	35.1	2.2%	36.1	2.0%	37.1	1.8%	38.1	1.6%	39.1	1.4%																											
13	Okaloosa	Okaloosa-Walton TPO	23.2	24.0	3.4%	27.1	12.1%	27.0	0.0%	28.6	5.9%	29.6	3.5%	31.2	5.4%	32.6	4.4%	34.0	4.1%	35.4	3.8%	36.8	3.5%	38.2	3.2%	39.6	3.0%	41.0	2.7%	42.4	2.5%	43.8	2.2%	45.2	2.0%	46.6	1.7%	48.0	1.5%	49.4	1.2%	50.8	1.0%	52.2	0.7%	53.6	0.5%	55.0	0.2%																																	
80	Walton	Okaloosa-Walton TPO	22.0	18.7	-14.7%	14.7	-22.5%	14.7	0.0%	15.4	4.8%	16.9	10.4%	18.1	8.9%	19.8	9.4%	21.5	8.6%	23.2	7.9%	24.9	7.3%	26.6	6.8%	28.3	6.3%	30.0	5.8%	31.7	5.3%	33.4	4.8%	35.1	4.3%	36.8	3.8%	38.5	3.3%	40.2	2.8%	41.9	2.3%	43.6	1.8%	45.3	1.3%	47.0	0.8%	48.7	0.3%																															
33	Flagler	River to Sea TPO	22.8	20.0	-12.3%	17.4	-11.0%	18.4	5.8%	20.2	10.3%	22.0	9.0%	24.8	13.6%	27.6	11.3%	30.4	10.1%	33.2	9.2%	36.0	8.4%	38.8	7.7%	41.6	7.0%	44.4	6.3%	47.2	5.6%	50.0	4.9%	52.8	4.2%	55.6	3.5%	58.4	2.8%	61.2	2.1%	64.0	1.4%	66.8	0.7%	69.6	0.0%	72.4	-0.7%																																	
79	Volusia	River to Sea TPO	107.8	103.0	-4.5%	99.2	-8.2%	96.4	-2.8%	102.8	6.6%	106.0	3.1%	110.0	3.8%	114.0	3.6%	118.0	3.5%	122.0	3.4%	126.0	3.3%	130.0	3.2%	134.0	3.1%	138.0	3.0%	142.0	2.9%	146.0	2.8%	150.0	2.7%	154.0	2.6%	158.0	2.5%	162.0	2.4%	166.0	2.3%	170.0	2.2%	174.0	2.1%	178.0	2.0%	182.0	1.9%	186.0	1.8%																													
46	Indian River	Indian River County MPO	24.4	19.0	-21.7%	19.4	-2.1%	20.1	3.6%	21.4	6.5%	22.7	6.1%	24.0	5.7%	25.3	5.4%	26.6	5.1%	27.9	4.8%	29.2	4.5%	30.5	4.2%	31.8	4.0%	33.1	3.7%	34.4	3.5%	35.7	3.2%	37.0	3.0%	38.3	2.7%	39.6	2.5%	40.9	2.2%	42.2	2.0%	43.5	1.7%	44.8	1.5%	46.1	1.2%	47.4	1.0%																															
Statewide			2301.0	2459.0	6.9%	2459.0	0.0%	2489.0	1.2%	2529.0	1.0%	2559.0	1.2%	2589.0	1.2%	2619.0	1.1%	2649.0	1.1%	2679.0	1.1%	2709.0	1.1%	2739.0	1.1%	2769.0	1.1%	2799.0	1.1%	2829.0	1.1%	2859.0	1.1%	2889.0	1.1%	2919.0	1.1%	2949.0	1.1%	2979.0	1.1%	3009.0	1.1%	3039.0	1.1%	3069.0	1.1%	3099.0	1.1%	3129.0	1.1%	3159.0	1.1%	3189.0	1.1%																											

Single-county MPO/TPOs that encompass the entire limits of the county are calculated using the total county fatalities, serious injuries and traffic volumes as published. Multiple-county MPO/TPOs that encompass the entire limits of each of their included counties are calculated using the fatalities, serious injuries and traffic volumes summed for all of the included counties and are combined totals and rates calculated based on combined totals and combined traffic volumes. MPO/TPOs that do not encompass whole counties are not calculated at the MPO/TPO level but the county calculations for each included county are presented in the lower table.


DATA SOURCES: fatality and serious injury counts from Florida Dept. of Transportation (FDOT) State Safety Office's Crash Analysis Reporting (CAR) database as of December 13, 2021; any figures that include the FOTOT data are preliminary at this time and may change with future updates; traffic volumes as published by the FOTOT office of Transportation Data and Analytics at <http://www.fdot.gov/planning/statistics/mileage-rpts/>

- The average number of fatalities per year is the sum of the annual total fatalities for each year in the range divided by 5, to one decimal place. Fatalities are individuals listed on a Florida Traffic Crash Report (FCR) form with injury code "5" - fatal (within 30 days).
- The average number of serious injuries per year is the sum of the annual total serious injuries for each year in the range divided by 5, to one decimal place. Serious injuries are individuals listed on an FTR form with injury code "4" - incapacitating.
- The average fatality rate is an average of the yearly rate figures for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total number of fatalities for the year by the total traffic volume for the year. Traffic volume is expressed in 100 Million Vehicle-Miles and is the Daily Vehicle-Miles Traveled (sum for the region of the counts of vehicles per day times the length of the segments associated with the traffic) times the number of days in the year, divided by 100,000,000. This yields an annual volume of Vehicle-Miles. The number of fatalities divided by the traffic volume is the annual fatality rate. This measure averages the five annual rates within the measurement window and does NOT use the cumulative five-year fatality rate or the cumulative five-year traffic volume.
- The average serious injury rate is an average of the yearly rate figures for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total number of serious injuries for the year by the total traffic volume for the year. See (3) above for an explanation of traffic volume. The same traffic volume figure is used here in the same way.
- The average number of combined fatalities and serious injuries (or bicyclists and pedestrians) is per year is the sum of the annual total bicyclist and pedestrian fatalities and total bicyclist and pedestrian serious injuries for each year in the range divided by 5, to one decimal place. Bicyclist and pedestrian fatalities and serious injuries are individuals listed on an FTR form as Non-Motorist with a Non-Motorist Description code of "01" (pedestrian), "02" (other pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.)), "03" (bicyclist) or "04" (other cyclist) and with injury code "5" - fatal (within 30 days) or injury code "4" - incapacitating.

NOTE: Crash reports that reveal the personal information concerning the parties involved in the crash and that are held by any agency that regularly receives or prepares information from or concerning the parties to motor vehicle crashes are confidential and exempt from the provisions of Section 118.01(1), F.S. for a period of 60 days after the date the report is filed (Section 316.06(2)(4), F.S.). The information contained within or attached to this message has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements. It is used to develop highway safety construction improvement projects which may be implemented utilizing Federal Aid Highway funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Department of Transportation. Pursuant to Title 23 U.S.C. Section 409, the information provided to you is not to be disclosed to and is not admissible in evidence.


Charlotte County Five-Year Rolling Average

Five Year Rolling Average:

- Average Annual Fatalities – Up 2.3%
 - Average Serious Injuries – Down 6.4%
 - Average Annual Fatality rates – Up 2.7%
 - Average Annual Serious Injury Rates – Down 8.6%
 - Average Pedestrian and Bicycle Fatalities and Serious Injuries – 0.0%
- 

Statewide Five-Year Rolling Average

Five Year Rolling Average:

- Average Annual Fatalities – Up 7.3%
 - Average Serious Injuries – Down 8.4%
 - Average Annual Fatality rates – Up 4.2%
 - Average Annual Serious Injury Rates – Down 11.5%
 - Average Pedestrian and Bicycle Fatalities and Serious Injuries – Down 3.5%
- 

NOVEMBER 30, 2022
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

AGENDA ITEM # 14
CHARLOTTE COUNTY SAFETY DATA SUMMARY

Purpose: To provide a brief presentation of transportation safety statistics in Charlotte County to date.

Agenda Item Presented by: D’Juan Harris

Discussion:

Consistent with the Florida Department of Transportation’s (FDOT) and Federal Highway Administration’s (FHWA) Vision Zero Initiative, Charlotte County MPO concurs with the notion that one serious injury or fatality on public roads is one too many. The past six years, the MPO has adopted FHWA’S and FDOT’S Safety Performance Measures target of zero serious injuries and fatalities. The Charlotte County-Punta Gorda MPO Board recently solidified this commitment by unanimous passage of a Vision Zero Resolution, identifying the year 2045 as the timeframe to achieve zero serious injuries and fatalities on county roads.

MPO Staff will give a brief overview of FHWA’s safe system approach and provide a summary of transportation safety data trends over the past five years.

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

Attachment: Charlotte County Safety Data Overview Presentation

CHARLOTTE COUNTY – PUNTA GORDA MPO

SAFETY DATA OVERVIEW



**MPO Advisory Committee Meetings
November 2022**



Our Current Reality

Traffic fatalities are a public health crisis affecting all road users.

1.25M

Lives lost globally each year from traffic crashes

Source: World Resources Institute

42,915

Estimated lives lost on U.S. roads in 2021

Source: NHTSA

7,342

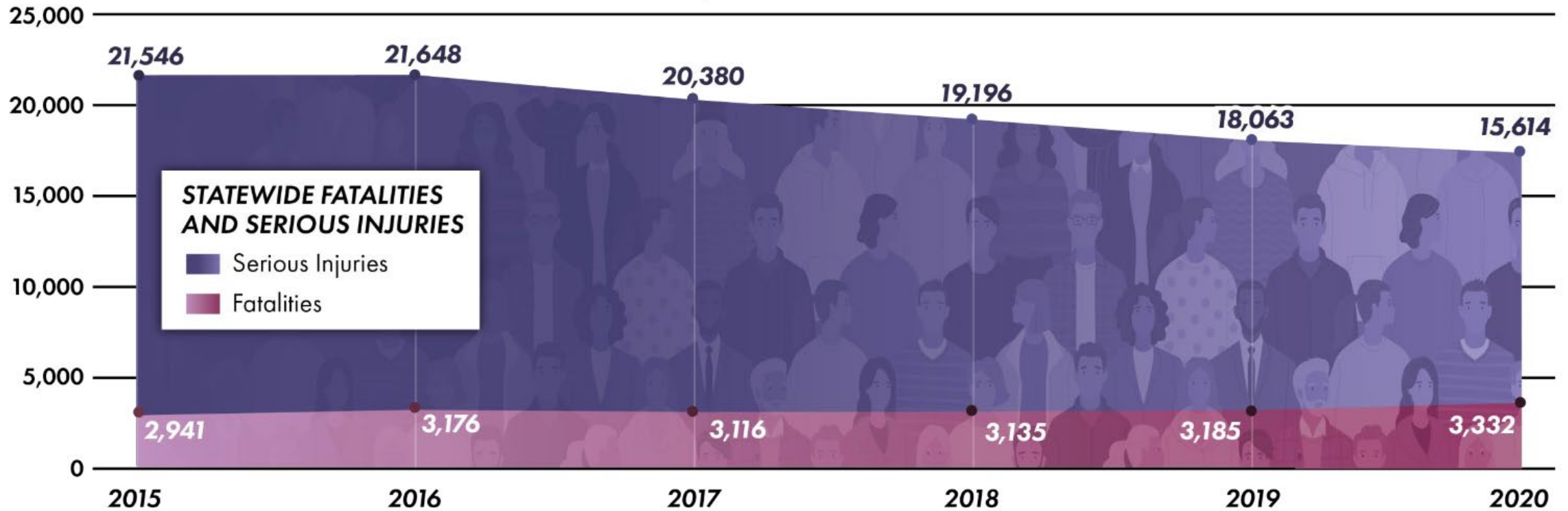
Estimated pedestrians killed in U.S. traffic crashes in 2021

Source: NHTSA



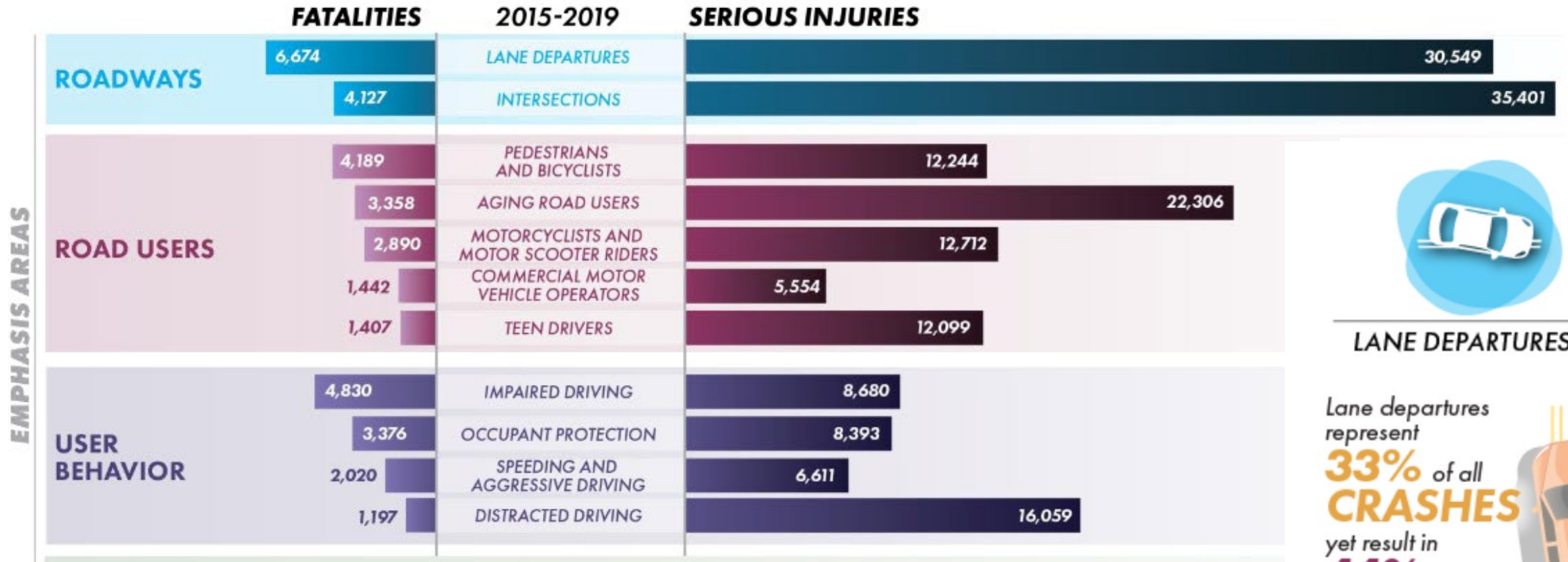
Statewide Fatalities and Serious Injuries

(Source – FDOT Strategic Highway Safety Plan)



Statewide Fatalities and Serious Injuries by Emphasis Areas

(Source – FDOT Strategic Highway Safety Plan)



LANE DEPARTURES

Lane departures represent **33%** of all **CRASHES** yet result in **44%** of all **DEATHS**

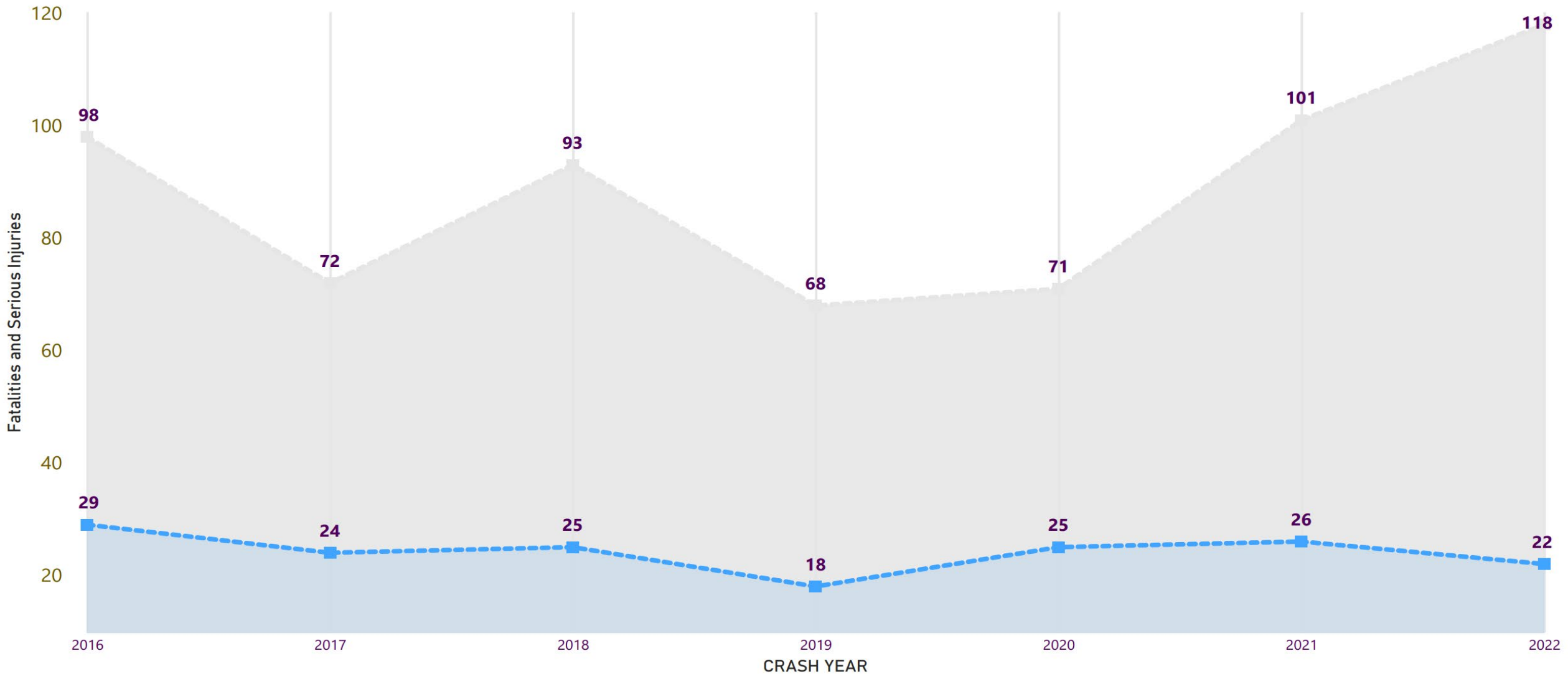


Charlotte County Fatalities and Serious Injuries

(Source – Signal 4 Analytics January 1, 2016 to November 1, 2022)

COUNTYWIDE FATALITIES AND SERIOUS INJURIES

Fatalities Serious Injuries



Charlotte County Fatalities and Serious Injuries by Emphasis Areas

(Source- Signal 4 Analytics 2016 to 2021)

EMPHASIS AREAS

2016-2021

FATALITIES SERIOUS INJURIES

DISTRACTED DRIVING



USER BEHAVIOR

SPEEDING & AGGRESSIVE DRIVING



OCCUPANT PROTECTION



IMPAIRED DRIVING



ROAD USERS

TEEN DRIVERS



COMMERICAL MOTOR VEHICLE



MOTORCYCLISTS AND MOTOR SCOOTER RIDERS



AGING ROAD USERS



PEDESTRIANS AND BICYCLISTS



ROADWAYS

INTERSECTIONS



LANE DEPARTURE



-100 -50 0 50 100 150 200 250 300

Safe System Approach ...the Path to Zero

- Safe system principles (outer ring)
- Safe system elements (inner ring)
- Safety consideration during initial onset of all projects
- Assess all alternatives and opportunities
- USDOT strongly encourages partnerships with local agencies, officials, and stakeholders
- Use the Safe System Approach



Source: FHWA.

FHWA'S 28 Proven Safety Countermeasures

Speed Management



[Appropriate Speed Limits for All Road Users](#)



[Speed Safety Cameras](#)



[Variable Speed Limits](#)

Pedestrian/Bicyclist



[Bicycle Lanes](#)



[Crosswalk Visibility Enhancements](#)



[Leading Pedestrian Interval](#)



[Medians and Pedestrian Refuge Islands in Urban and Suburban Areas](#)



[Pedestrian Hybrid Beacons](#)



[Rectangular Rapid Flashing Beacons \(RRFB\)](#)



[Road Diets \(Roadway Configuration\)](#)



[Walkways](#)

Roadway Departure



[Enhanced Delineation for Horizontal Curves](#)



[Longitudinal Rumble Strips and Stripes on Two-Lane Roads](#)



[Median Barriers](#)



[Roadside Design Improvements at Curves](#)



[SafetyEdge™](#)



[Wider Edge Lines](#)

Intersections



[Backplates with Retroreflective Borders](#)



[Corridor Access Management](#)



[Dedicated Left- and Right-Turn Lanes at Intersections](#)



[Reduced Left-Turn Conflict Intersections](#)



[Roundabouts](#)



[Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections](#)



[Yellow Change Intervals](#)

Crosscutting



[Lighting](#)



[Local Road Safety Plans](#)



[Pavement Friction Management](#)



[Road Safety Audit](#)

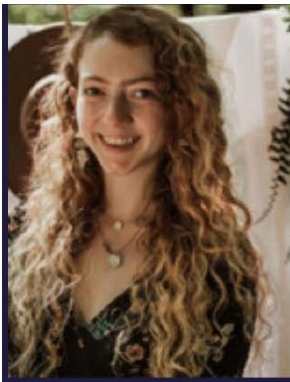
References and Internet Sites for Additional Information

- Federal Highway Administration (FHWA) Proven Safety Countermeasures - <https://safety.fhwa.dot.gov/provencountermeasures>
- FHWA Roadway Departure Safety - <https://highways.dot.gov/safety/RwD>
- United States Department of Transportation (USDOT) National Roadway Strategy - <https://www.transportation.gov/NRSS>
- Zero Deaths – Saving Lives through a Safety Culture and a Safe System (FHWA) - <https://highways.dot.gov/safety/zero-deaths>
- Florida Department of Transportation Target Zero Website (FDOT) - <https://www.fdot.gov/agencyresources/target-zero/>
- FDOT Strategic Highway Safety Plan - <https://www.fdot.gov/Safety/shsp/shsp.shtm>



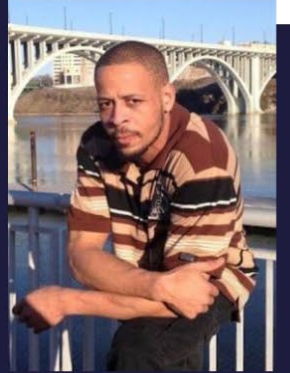
St. Joseph School community mourns loss of beloved member

October 12, 2021



Family of newlyweds killed in I-40 crash reflects on losing loved ones

"It's the worst thing that a mother can go through," said the mother of who was killed in a crash on I-40.



NEWS

Family mourns Powell 6, killed in wreck that seriously injured mom

by: Kristen Gallant
Posted: Dec 10, 2021 / 11:24 PM EST
Updated: Dec 10, 2021 / 11:24 PM EST





Questions???

D’Juan L. Harris

Charlotte County-Punta Gorda MPO Director
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Harris@ccmpo.com