

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE MEETING  
CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION  
Charlotte County Transit Facility  
545 Theresa Street  
Port Charlotte, Florida 33954

AGENDA

3:30 p.m., Thursday, March 2, 2023

The MPO will hold this meeting in a hybrid format (both in-person and virtually) utilizing Microsoft Teams and  
at the Charlotte County Transit Facility 545 Theresa Street Port Charlotte, Florida 33954

1. Call to Order & Roll Call
2. Pledge of Allegiance
3. Public Comments on Agenda Items
4. Chairs Report
5. Consent Agenda
  - A. Approval of Minutes: November 17, 2022
6. Sheriffs' Office Report - Public Safety
7. FDOT Bicycle/Pedestrian Coordinator Report – (Tanya Merkle)
8. 2022 Transportation Improvement Program (TIP) Amendments - Laks Gurram
9. 2045 Long Range Transportation Plan (LRTP) Amendments – Laks Gurram
10. 2050 LRTP Consultant Selection – Laks Gurram
11. Review of FDOT Draft Tentative Work Program FY 2024 through FY 2028 (FDOT & D’Juan Harris)
12. Draft FY 2023/2024 - FY 2027/2028 Transportation Improvement Program (TIP) --Laks
13. Draft 2023 Project Priorities – Discussion Laks Gurram
14. Safety Performance Measures Targets Discussion (Betty-Ann Sherer)
15. Census Data Discussion (D’Juan Harris)

16. Charlotte County Report
17. City of Punta Gorda Report
18. Public Comments
19. Staff Comments
20. Member Comments
21. Adjournment The next regularly scheduled meeting of the BPAC is June 15, 2023

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) 626-7463 BETWEEN 8:00 A.M. AND 4:00 P.M., MONDAY THROUGH FRIDAY.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes he or she has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Charlotte County-Punta Gorda MPO Title VI Coordinator Wendy W. Scott at (941) 883-3535 or by writing her at Charlotte County Administration Center, 18500 Murdock Circle, Real Estate Conference Room B200, Port Charlotte FL 33948

\*\*CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION (Temporary Headquarters)  
Charlotte County Administration Center, 18500 Murdock Circle, Real Estate Conference Room B200, Port Charlotte FL 33948

MARCH 2, 2023  
BICYLCE – PEDESTRIAN ADVISORY COMMITTEE MEETING

## **CONSENT AGENDA # 5**

MARCH 2, 2023  
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

**AGENDA ITEM # 5A**  
**APPROVAL OF MINUTES: JUNE 16, 2022, MEETING**

**Purpose:** To review and approve the Minutes of the November 17, 2022 BPAC hybrid Meeting.

**Agenda Item Presented by:** MPO Staff

**Discussion:** To Be Determined

**Recommendation:** Motion to approve the Minutes of the BPAC hybrid meeting held on November 17, 2022

**Attachment:** [Minutes of the BPAC hybrid Meeting held on November 17, 2022.](#)



**CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION  
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)  
November 17, 2022  
DRAFT Minutes**

Minutes of the meeting held in a hybrid format on November 17, 2022, utilizing Microsoft Teams® for virtual participation and in person at the Charlotte County Transit Facility, 545 Theresa Blvd, Port Charlotte, Florida

**MEMBERS ATTENDING EITHER IN PERSON OR VIRTUALLY**

Pauline Klein, (Chair) Bicycle Club  
Court Nederveld, (Vice Chair) South County Representative  
Robert Logan, Mid-County Representative  
Wendy Zurstadt, South County Representative  
James Wernicke, West County Representative  
Betty Staugler, Historical/Cultural/Environmental Representative  
Ben Turner, West County Representative

**ABSENT**

David Allen, Mid County Representative  
Michael Tomaso, Bicycle Business Representative

**ADVISORY AND OTHERS ATTENDING EITHER IN PERSON OR VIRTUALLY**

D’Juan Harris, MPO Director  
Laks Gurram, MPO  
Betty-Ann Sherer, MPO  
Ravi Kamarajugadda, Charlotte County Public Works (Virtual)  
April Santos, Charlotte County Public Works (Virtual)  
Joshua Hudson, Charlotte County Economic Development (Virtual)  
Mike Koenig, Charlotte County Parks & Recreation (Virtual)  
Morgan Simpson, The Daily Sun (Virtual)  
Tanya Merkle, FDOT Bicycle Pedestrian Coordinator, District One

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

Chair Pauline Klein called the hybrid meeting to order at 2:02 p.m.; 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. [2023 Election of Officers](#)

D’Juan Harris chaired the meeting and entertained nominations for BPAC Chair

**James Wernicke** nominated **Pauline Klein** as BPAC Chair. **Ben Turner** seconded the nomination, and **Pauline Klein** was elected unanimously.

D’Juan Harris asked for nominations for BPAC Vice Chair

**Court Nederveld** nominated **James Wernicke** as BPAC Vice Chair. **Ben Turner** seconded the nomination, and **James Wernicke** was elected unanimously

Pauline Klein resumed the duties of a chair.

5. [Chairs Report](#)

Chair Pauline Klein had no report and deferred her time to any members who had something to report.

James Wernicke commented that Ponce DeLeon Blvd on I-75 in Sarasota County overpass, has inadequate cycling lanes and described a near miss crash in this area.

Court Nederveld shared the concerns of cyclists riding along US17 southbound @ Shell Creek crossing the bridge. The bridge is overfilled with macadam and cyclists are forced into the driving lanes which is filled with debris.

Wendy Zurstadt noted the newly paved section of US 17 north of Washington Loop- Rumble Strips were placed in the shoulder, cyclists now must ride on the road, she felt this was a hazard for cyclists. Court Nederveld added, once rumble strips are added, it is no longer a viable bike lane.

Court Nederveld then read a statement of concern regarding road design and rumble strips in the bike lanes:

Tanya Merkle , Bicycle Pedestrian Coordinator, indicated that she will follow up the concerns of the members.

6. [Consent Agenda](#)

A. [Approval of Minutes: June 16, 2022](#)

**Wendy Zurstadt** made a motion to approve the minutes of June 16, 2022. **Robert Logan** seconded the Motion; and the Motion was passed unanimously.

**B. MPO Board and Advisory Committee's Meetings Schedule For Calendar Year 2023**

***Wendy Zurstadt*** made a Motion to recommend approval of the 2023 meeting schedule. ***Betty Staugler*** seconded the Motion; and the Motion was approved unanimously.

D’Juan Harris welcomed the Committee members to attend a Joint TAC meeting with Sarasota - Manatee MPO scheduled for January 9, 2023 @ 9:30am at the Sarasota – Manatee MPO offices 8100 15<sup>th</sup> Street East, Sarasota Florida.

**7. Sheriffs’ Office Report - Public Safety**

Deputy Miller was not present. BPAC members reviewed the report provided by the Charlotte County Sheriff’s office.

**8. FDOT Bicycle/Pedestrian Coordinator Report – (Tanya Merkle)**

The SUN Trail application submission cycle is open until December 15, 2022 at 3:00pm.

**9. Review and Approval of the Transportation Improvement Program (TIP) Roll Forward Amendment FY 22/23 - FY 26/27 (Laks Gurram)**

Laks Gurram presented the Transportation Improvement Program roll forward for FY 23-27. 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 allow the TIP to be consistent with the Work Program.

Members enquired status update for the following projects

Taylor Road project

Laks Gurram noted this project is in the MPO project Priorities and will remain as number One until it has been funded. A portion has not been funded yet, so MPO is working with FDOT Staff.

Bike lanes on Harbor View Road widening-

Laks Gurram noted this Segment One from Melbourne St to Date St is in the design phase.

D’Juan Harris added, at this time these plans are in the 60% design phase if there are bike lanes and where they would be located would be shown once those plans are completed.

Tanya Merkle added obtaining Right of Way for the entire segment can be challenging to coordinate, and design can be limited by that.

*A Motion was made by **Wendy Zurstadt** to recommend the MPO Board approve the amendment to the FY 2023 through 2027 Transportation Improvement Program to add the roll forward projects. **James Wernicke** seconded the Motion; and the Motion was passed unanimously.*

**10. Public Participation Plan (PPP) Update (Betty-Ann Sherer)**

Betty-Ann Sherer informed the committee members that MPO Staff 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.

Members noted the document looks fresh and modern. They also noted the challenge faced when reducing a plan from 80 to 31 pages and still retaining the integrity of the document.

*A Motion was made by **James Wernicke** to recommend the MPO Board adopt the revisions to the MPO Public Participation Plan. **Robert Logan** seconded the Motion; and the Motion was passed unanimously.*

**11. Charlotte County SUN Trail Projects Update (April Santos/Laks Gurram)**

Laks Gurram gave a PowerPoint presentation, presenting the Shared Use Non-motorized (SUN) Trail Network throughout the state of Florida as well as the current, proposed, and deleted SUN Trails projects within Charlotte County.

April Santos added that the County is submitting applications for SUN Trail funding considerations :

Segment One on SR 776 from US 41 to Gillot Blvd, approximately 6.5 miles requesting for \$468,000 dollars towards design and

Segment Two is on SR 776 from Gillot Blvd to Myakka State Forest, it is 4.5 miles, requesting for \$189,000 towards design.

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.

**12. [Carbon Reduction Strategy Preliminary Priority List \(D’Juan Harris\)](#)**

D’Juan Harris described how 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.

Members discussed possible tactics to reduce carbon such as electric vehicles, possibly recommend changes to the Building Code to incorporate requirement of developers providing electric charging infrastructure during construction, expanding the rail system, incorporate electric vehicles in the State and County Vehicle replacement programs.

It was noted the school district researched electric buses, currently the vehicle and infrastructure costs are high and the return on investment exceeds the life of the vehicle. The State has launched a Pilot program for larger school districts in the state and the first bus should be delivered spring of 2023. Hydrogen cells are another area being explored, they seem to be more efficient than electric alone, but this program is still in its infancy.

**13. [2023 FDOT Safety Performance Measures Discussion \(D’Juan Harris\)](#)**

D’Juan Harris stated that MPOs are required annually to adopt Safety Performance Measure Targets for tracking progress towards the Statewide/MPO targets for each of the transportation performance measures 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.

*A Motion was made by **Betty Staugler** to recommend the MPO Board adopt the FDOT 2023 Safety Performance Measure Targets. **James Wernicke** seconded the Motion; and the Motion was passed unanimously.*

**14. [Summary of Crash Data in Charlotte County \(D’Juan Harris\)](#)**

D’Juan Harris gave a brief powerpoint presentation showing statewide and local serious and fatal injury trends. 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.

Members noted concerns with the high rate of injuries and fatalities for aging drivers and lane departures. They also discussed advances in lane departure technology, autonomous vehicles, luminosity of lane markers, rumble strips in road shoulders.

Director Harris stressed, one fatality is one too many.

**15. [Charlotte County Report](#)**

Ravi Kamarajugadda shared the [October 2022 Public Works Report Hurricane Ian Edition](#) and discussed who maintains signs, traffic signals, timing, street lights and the County efforts on recovery from the hurricane. He noted the County follows the FHWA safety guidelines. It was also noted if there were color evacuation zone markers on stop signs, they will be replaced. Reflectivity of signs is also monitored every six months.

**16. [City of Punta Gorda Report](#)**

None

17. [Public Comments](#)

None

18. [Staff Comments](#)

Betty-Ann Sherer Reviewed the Committee openings and encouraged members to share this information. She also reminded members the next BPAC meeting will be February 23, 2023 and will be held at the Charlotte County Administration Center on Murdock Circle room B106

MPO Director Harris, thanked Court Nederveld for his valuable service on the BPAC committee; he will be missed.

19. [Member Comments](#)

Court Nederveld noted concerns roadway maintenance and the need to clean the lanes along the El Jobean and Peace River bridges.

Court suggested a Bike Box would be a great addition at the intersection of Aqui Esta and US 41 and Cooper in Punta Gorda.

Tony Conte thanked Andy Amendola of FDOT for his hard work in assuring the school zone flashing lights were up and running so soon after Hurricane Ian.

20. [Adjournment](#)

There being no further business, by *Motion of **Wendy Zurstadt**; seconded by **James Wernicke**, the meeting was adjourned at 4:13 p.m.* The next regularly scheduled BPAC meeting will be held on Thursday February 23, 2023 at the Charlotte County Administration Center 18500 Murdock Circle Port Charlotte Florida- Room B106 beginning at 2:00 p.m.

MARCH 2, 2023  
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

**AGENDA ITEM # 6**  
**SHERIFF'S OFFICE REPORT-PUBLIC SAFETY**

**Purpose:** To provide an opportunity for the Charlotte County Sheriff's Office Representative to report on initiatives and efforts that are pertinent to bicycle and pedestrian safety issues in Charlotte County

**Agenda Item Presented by:** DFC William Miller-Charlotte County Sheriff's Office

**Discussion:** To be determined

**Recommendation:** None





**Sheriff Bill Prummell**

**7474 Utilities Road**

**Punta Gorda, FL 33982**

**(941) 639-2101**

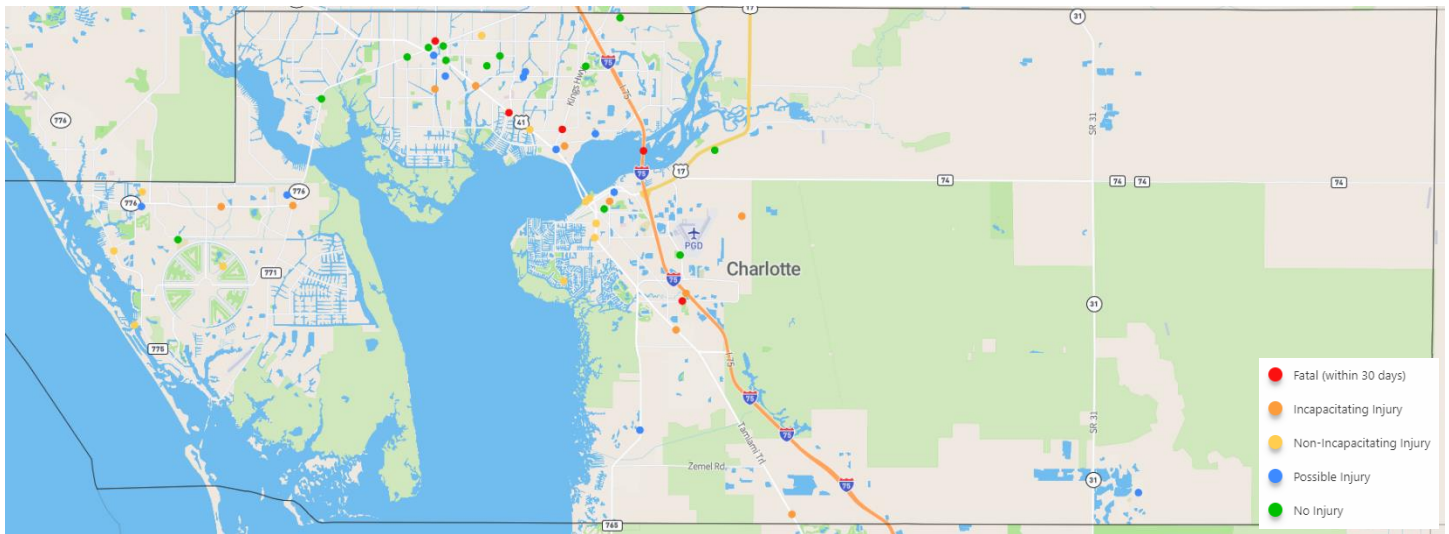
# **Charlotte County Sheriff's Office**

**Integrity, Professionalism, Trust**

Date: 02/07/2023

Subject: Bicycle and Pedestrian Accidents

## **Bicycle and Pedestrian Accidents November 1, 2022 through January 31, 2023**



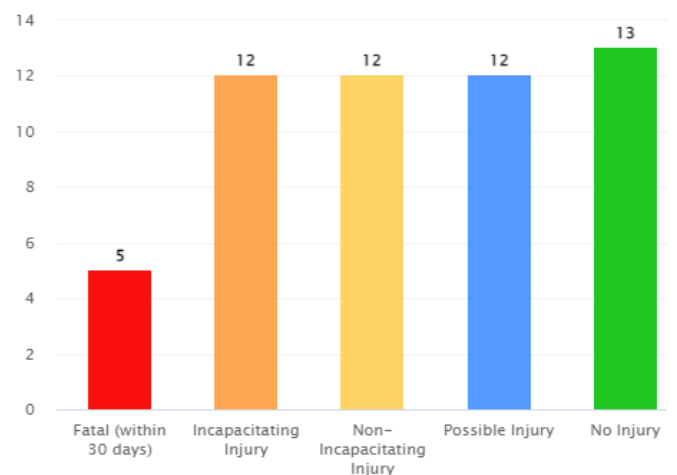
**Accidents involving Bicycles or Pedestrians, November 1st to January 31st, 2023**

In the last four months, a total of 1432 accidents were reported in Charlotte County. 54 of these (3.7%) included a bicycle or pedestrian. Five of these accidents resulted in a fatality (within 30 days). These accidents were reported/investigated by three agencies: CCSO-27, FHP-15, and Punta Gorda PD-12.

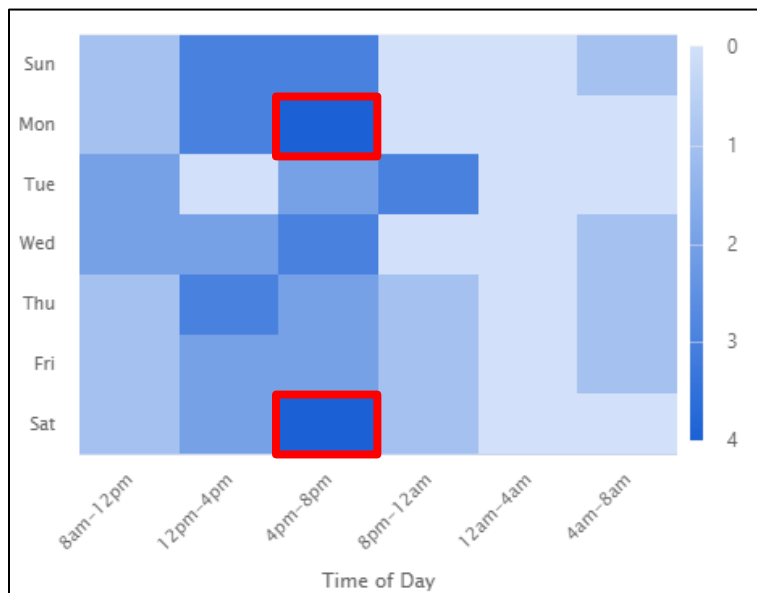
Five of these occurred along Tamiami Trail (US41), one of which was a fatality.

The charts and graphs on the following page depict other statistics related to the bicycle and pedestrian accidents between November 1, 2022 and January 31, 2023.

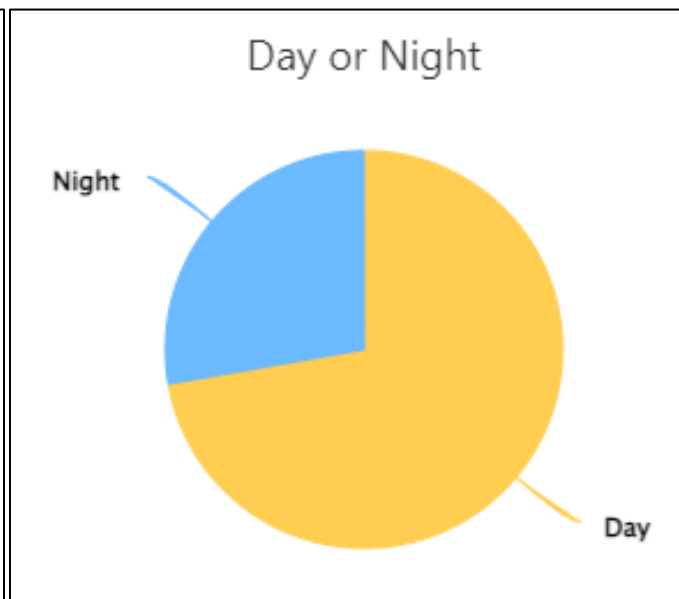
### **Crash Severity**



## Day of week / time of day

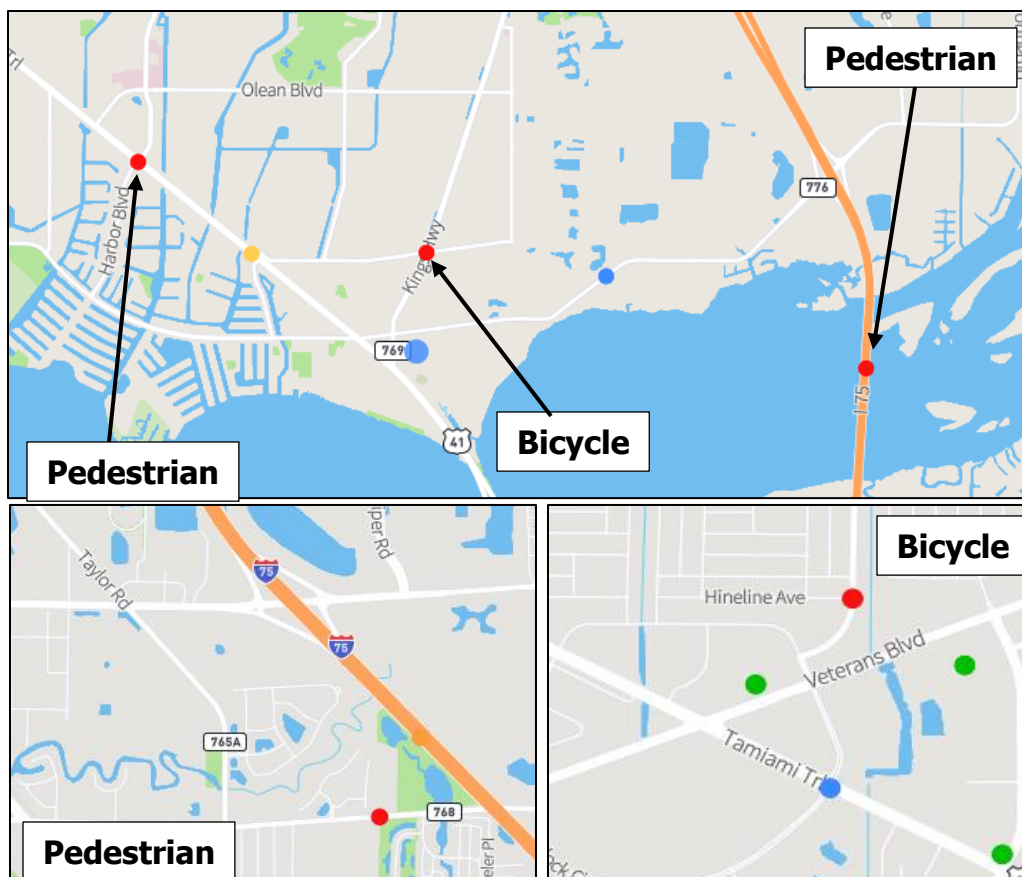


Eight occurred between 4 & 8 pm, four on a Monday and four on a Saturday.



56 (73.7%) occurred during the day  
20 (26.3%) occurred at night

## Fatalities (within 30 days)



Prepared By: IA D. Buffington  
Source: Signal 4 Analytics

**AGENDA ITEM # 7-A**  
**TRANSPORTATION ALTERNATIVES APPLICATION & PROJECT**  
**PRIORITY PLANNING PROCESS (4P) OVERVIEW**

**Purpose:** Overview of project application process for Transportation Alternative projects

**Presented by:** FDOT Staff

**Discussion:**

Transportation Alternative (TA) projects are funded under Fixing America's Surface Transportation (FAST) Act. The projects that are funded under TA are considered as enhancements since they are typically included in the transportation system.

Projects in the category include:

1. Safety Improvements
2. Multimodal safety improvements

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

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



# FDOT Project Applications Overview

FDOT District One  
For Charlotte MPO TAC meeting  
March 2<sup>nd</sup>, 2023

FDOT  
District One Office  
Bartow, Florida



# Application Categories

## Transportation Alternatives (TA)



- Projects in this category are funded through the Fixing America's Surface Transportation (FAST) Act. A Transportation Alternative (TA) project is a project related to transportation improvements or features which are considered enhancements since they are not typically included as part of the transportation system.
- TA projects must meet the requirements of eligible activities listed in the Florida Department of Transportation (FDOT) Policy for Transportation Alternatives Projects.
- The project, at a minimum, include consideration of the following factors:
  - Project's effectiveness in supporting TA Set-Aside goals.
  - Documented safety need, particularly related to reducing the number of bicycle and pedestrian injuries and fatalities.
  - Public support for the project (a record of public involvement/support should be provided with application)
  - Support for Florida Planning Emphasis Areas.

## Transportation Alternatives (TA)



Projects in this category include:

Safety improvements  
including traffic calming  
and pavement marking

Multi-modal safety  
enhancements  
including bicycle and  
pedestrian and transit  
enhancements

# Congestion Management



- Congestion management projects improve traffic operations and safety through the use of either strategies that reduce travel demand or the implementation of operational improvements.
- Congestion management projects typically improve travel conditions through the use of low cost improvements or strategies, which can be implemented in a relatively short timeframe (within 5 – 10 years) compared to more traditional capacity improvements, such as adding travel lanes.

# Congestion Management



Some examples of congestion management projects may include, but not be limited to:

Intersection  
improvements

Traffic signal  
coordination

Access  
management  
policies, frontage  
roads, etc.

Passing lanes

Improved signage

Lighting  
improvements

Highway  
information  
systems

Incident  
management



## Transportation Regional Incentive Program (TRIP)



- This program was created to improve regionally significant transportation facilities and incentivize regional planning efforts.
- Intended to generate additional capacity through growth in the transportation system/program and leverage investments for regionally significant transportation facilities (roads and public transportation) while linking investments to growth management objectives.
- There is a minimum 50% local match requirement. For counties included in Rural Areas of Opportunity (RAO) the local match requirement may be waived and a waiver must accompany your application. If a waiver is granted, the project must be scaled accordingly to account for the required 50% local match.

## County Incentive Grant Program (CIGP)



- The Program allows the Department of Transportation to provide grants to counties for the improvements of transportation facilities on the State Highway System. CIGP may also be used for local transportation facilities that relieve congestion on the State Highway System. Local municipalities may apply for grants through their respective counties.
- To be eligible for CIGP funding, candidate projects must be consistent with the Florida Transportation Plan, Local Government Comprehensive Plan, and the Long Range Transportation Plan.
- A minimum 50% local match is required for projects funded through CIGP, however, counties designated as Rural Areas of Opportunity are eligible for a local match waiver.

## Application Submission and Due Dates



Application Type	Submission to FDOT	FDOT Due date
TA	GAP	March 31 <sup>st</sup> , 2023
Congestion Management	email	March 31 <sup>st</sup> , 2023
TRIP	email	March 31 <sup>st</sup> , 2023
CIGP	email	June 30 <sup>th</sup> , 2023

# District One Application Requirements



## Constructability

- The constructability portion of the application helps establish the project and project needs.
- Helps get the team thinking about the project and its execution
- Drainage Review
  - Review the possible drainage needs
    - New sidewalks or paths next to ditches usually mean the ditch will need to be relocated
- Count Drainage Structures
  - If you touch it, it will need to be accounted for



### District One Priority Project Information Packet

**Name of Applying Agency:** [Click here to enter text](#)

**Project Name:**

[Click here to enter text.](#)

**Project Category:**

Congestion Management ☐ TRIP ☐ CIGP ☐

Transportation Alternative ☐ RTAP ☐ Transit/Modal ☐

**Will this be a LAP project?** Yes ☐ No ☐

(If yes, applicant must be LAP certified)

**Project Limits/Location:**

Describe beginning and end points of project, ex.: from ABC Rd. to XYZ Ave. Limits run south to north or west to east. Include jurisdiction (city/county), project length attach a labeled project map.

[Click here to enter text.](#)

**Is the roadway on the State Highway System?** Yes ☐ No ☐

**Is the roadway on the Federal Aid Eligible System?** Yes ☐ No ☐

If no, give local jurisdiction: [Click here to enter text.](#)

**Is this project consistent with the MPO/TPO Long Range Transportation Plan?**

Yes ☐ No ☐ Page number (attach page from LRTP): [Click here to enter text.](#)

**Is this project in the local jurisdiction's Capital Improvement Plan?**

Yes ☐ No ☐ (attach page from CIP) [Click here to enter text.](#)

#### Project Description

**Phase(s) requested:**

Planning Study ☐ PD&E ☐ PE ☐ ROW ☐ CST ☐ CEI ☐

**Project cost estimates by phase:**

## District One Application Requirements



- Clear application narrative (project description) and concept (to convey the project intent)
- Provide an engineer's estimate
  - Break down work estimate and don't provide lump sums
  - Use Basis of Estimate (BOE)/DQE
- Online resources
  - [Basis of Estimates Manual \(fdot.gov\)](https://www.fdot.gov/basisofestimate)
  - [Cost Per Mile Models Reports \(fdot.gov\)](https://www.fdot.gov/costpermile)
  - [Historical Item Average Costs Reports \(fdot.gov\)](https://www.fdot.gov/historicalitem)

## District One Application Required Attachments



- Detailed Project Scope with Project Location Map with sufficient level of detail (please include Typical Section of proposed improvements)
- Project photos (dated and labeled)
- Detailed Cost Estimates including Pay Items
- LRTP and local CIP page
- Survey/As-builts/ROW documentation/Utility/Drainage information
- Detailed breakdown of ROW costs included in estimate (if ROW is needed/included in request of estimates)

MARCH 2, 2023  
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING

**AGENDA ITEM # 8**

**PUBLIC MEETING: FY2022/23 – FY2026/27 Transportation Improvement Plan (TIP)**  
**AMENDMENTS**

**Purpose:** To consider recommending the MPO Board approve amending the FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP) amendments

**Agenda Item Presented by:** MPO Staff

**Discussion:**

FDOT Staff requested the Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) to approve the STIP/TIP Amendments to the FY 2022/23 – FY 2026/27 Transportation Improvement Plan (TIP) at the March 20, 2023, MPO Board Meeting

An amendment is required when there are major changes to the scope of a project. Examples include, but are not limited to, the following:

1. Material changes exceeding 20 percent plus or minus,
2. Changes to capacity (e.g., adding additional lanes);
3. Changes to type of work (e.g., adding bridge repairs to resurfacing job, or changing modes from highway to transit);
4. Any scope change that is significant enough to affect the priority order of projects in the TIP/STIP, or to affect consistency with the MPO's LRTP and
5. Change Results in a Cost Increase Greater Than 20 Percent or \$2 Million Dollars

The proposed TIP amendment is Attachment 1.

**Recommendation:** Motion to recommend the MPO Board approve the amendment to the Charlotte County-Punta Gorda MPO's TIP for FY 2022/23 – FY 2026/27

**Attachment:** 1. [FDOT Letter for FY 2022/23 – FY 2026/27 Charlotte County-Punta Gorda Metropolitan Planning Organization \(MPO\) Amendment](#)



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

801 N Broadway Avenue  
Bartow, Florida 33830

JARED W. PERDUE, P.E.  
SECRETARY

February 15, 2023

Mr. D'Juan Harris  
Executive Director  
Charlotte County Punta Gorda MPO  
18500 Murdock Circle Port  
Charlotte, FL 33948

**RE: Request for STIP/TIP Amendments to the Charlotte County – Punta Gorda Metropolitan Planning Organization's Fiscal Years 2022/23 – FY 2026/27 Transportation Improvement Program (TIP).**

Dear Mr. Harris:

The letter is a formal request for the Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) to approve the following STIP/TIP Amendments to the FY2022/23 – FY2026/27 Transportation Improvement Plan (TIP) at the March 20, 2023 MPO Board Meeting.

### **434965-5 HARBORVIEW ROAD FROM MELBOURNE ST TO I-75**

New segment has been added to 434965. The ROW phase has been added under the new segment (-5). In order to receive federal funds for this project, these changes are required to be amended into the Charlotte County – Punta Gorda MPO's FY2022/2023 through FY2026/2027 TIP.

HIGHWAYS								
Item Number: 434965 5		Project Description: HARBORVIEW ROAD FROM MELBOURNE ST TO I-75						
District: 01	County: CHARLOTTE	Type of Work: ADD LANES & RECONSTRUCT				Project Length: 3.246MI		
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	>2026	All Years
RIGHT OF WAY / MANAGED BY CHARLOTTE COUNTY BOCC								
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)		477,185					477,185
	CM-CONGESTION MITIGATION - AQ			1,518,452				1,518,452
	LF-LOCAL FUNDS		3,750,000					3,750,000
	SA-STP, ANY AREA			5,688,363				5,688,363
	SM-STBG AREA POP. W/ 5K TO 49,999		1,140,242	403,758				1,544,000
Phase: RIGHT OF WAY Totals			5,367,427	7,610,573				12,978,000
Item: 434965 5 Totals			5,367,427	7,610,573				12,978,000
Project Totals			5,367,427	7,610,573				12,978,000
Grand Total			5,367,427	7,610,573				12,978,000

### **451358-1 US 41 AT MIDWAY BLVD**

This is a new project – Preliminary Engineering phase has been added. In order to receive federal funds for this project, these changes are required to be amended into the Charlotte County – Punta Gorda MPO's FY2022/2023 through FY2026/2027 TIP.



HIGHWAYS							
Item Number: 451358 1		Project Description: US 41 AT MIDWAY BLVD					
District: 01	County: CHARLOTTE	Type of Work: INTERSECTION IMPROVEMENT				Project Length: 0.148MI	
		Fiscal Year					
Phase / Responsible Agency		<2023	2023	2024	2025	2026	>2026 All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		254,891				254,891
	DDR-DISTRICT DEDICATED REVENUE	372					372
Phase: PRELIMINARY ENGINEERING Totals		372	254,891				255,263
Item: 451358 1 Totals		372	254,891				255,263
Project Totals		372	254,891				255,263
Grand Total		372	254,891				255,263

#### 452491-1 5310 OPERATING-SMALL URBAN UZA-CHARLOTTE COUNTY BOCC

This is a new project that has been selected during the competitive application process for 5310 funding. The funds were allocated to the state in FFY22 and were programmed in SFY23.

FLP: TRANSIT							
Item Number: 452491 1		Project Description: 5310 OPERATING-SMALL URBAN UZA-CHARLOTTE COUNTY BOCC					
District: 01	County: CHARLOTTE	Type of Work: OPERATING FOR FIXED ROUTE				Project Length: 0.000	
		Fiscal Year					
Phase / Responsible Agency		<2023	2023	2024	2025	2026	>2026 All Years
OPERATIONS / MANAGED BY STEPS TO RECOVERY							
Fund Code:	DU-STATE PRIMARY/FEDERAL REIMB		100,000				100,000
	LF-LOCAL FUNDS		100,000				100,000
Phase: OPERATIONS Totals			200,000				200,000
Item: 452491 1 Totals			200,000				200,000
Project Totals			200,000				200,000
Grand Total			200,000				200,000

#### 452200-4, -5 ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN PHASE I I-75(SR93)

This is a new project and it's required to be added to the MPO's TIP for this current fiscal year. In order to receive federal funds for this project, these changes are required to be amended into the Charlotte County – Punta Gorda MPO's FY2022/2023 through FY2026/2027 TIP.

FPN Number	Federal Project Description	Phase	Amount	Funding Type	Fiscal Year	Comments
452200-4	ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN PHASE I I-75(SR93)	94 GRANTS AND MISCELLANEOUS	\$900,000	GFEV	2023	This is a new project.
452200-5	ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN PHASE I I-75(SR93)	94 GRANTS AND MISCELLANEOUS	\$900,000	GFEV	2023	This is a new project.

If you have any questions, please feel free to contact me at (863) 272-2368.

Sincerely,

DocuSigned by:

Peters, Victoria

Victoria G Peters

Community Liaison

cc: Carlos A Gonzalez, Federal Highway Administration  
Denise Strickland, Florida Department of Transportation  
Ashley Melton, Florida Department of Transportation  
Wayne Gaither, Florida Department of Transportation

**AGENDA ITEM # 9**  
**2045 LONG RANGE TRANSPORTATION PLAN (LRTP) AMENDMENTS**

**Purpose:** To review and recommend the MPO Board approve the Draft Charlotte County-Punta Gorda MPO 2045 Long Range Transportation Plan (LRTP) amendments by adding projects to the 2045 Cost Feasible Plan.

**Agenda Item Presented by:** MPO Staff

**Discussion:**

FDOT Consultant completed corridor studies on SR 776, Veterans Blvd Corridor Study and Jones Loop Road. The projects identified in these studies require an amendment to receive federal and state funding for planning consistency purposes. Upon further review of the 2045 LRTP the MPO Staff identified projects that were not part of the 2045 LRTP. Attachments are listed below:

- Attachment 1 - SR 776 Corridor Study from Sarasota County line to US 41
- Attachment 2 - Veterans Blvd Corridor Study from US 41 to Kings Hwy
- Attachment 3 - Carbon Reduction Program (CRP) Projects

In the current FY 2024 to FY 2028 Draft Tentative Work Program, Charlotte County-Punta Gorda MPO received Carbon Reduction Program federal funding under the following work program provisions:

URBAN AREAS LESS THAN 200K (CARL) - \$2.74 million and SMALL URBAN Areas 5K - 49,999 (CARM) - \$271, 725.

The Carbon Reduction Program is a new program that was created in the Investment Infrastructure and Jobs Act (IIJA). The language described in attachment 3 will be included in the 2045 LRTP CFP for planning consistency with the Work Program. This language will be utilized to make future projects eligible for Carbon Reduction funding.

As part of the amendment process the MPO is required to advertise that a public meeting will be held. A public meeting is required to solicit public input before the MPO Board adopted the LRTP Amendments. The MPO has advertised twice within the past 30 days that a public meeting will be held at the March 21, 2023, MPO Board Meeting. A revised 2045 LRTP will be distributed pending MPO Board approval of the amendments.

**Recommendation:** Recommend the MPO Board approve the Charlotte County-Punta Gorda MPO 2045 Long Range Transportation Plan (LRTP) amendments.

**Attachment:**

1. Projects - SR 776 Corridor Study
2. Projects - Veterans Blvd Corridor Study
3. Projects - Carbon Reduction Program Projects

#### INTERSECTION PRIORITY RANKINGS

As described in the previous sections, improvements at each study intersection are categorized by three time periods: short-, mid-, and long-terms. Additionally, priority rankings were given to each study intersection to help facilitate the incorporation of these improvements into FDOT and MPO's work programs. A quantifiable ranking process will provide relative priorities of intersection improvements. The ranking process was based on the following key parameters, but importance was given to safety and stakeholder input.

- ☐ Operational analysis results for the No Build alternative,
- ☐ Crash rates,
- ☐ Programmed and planned improvement projects,
- ☐ Stakeholder input, and
- ☐ Engineering judgement

The following methodology was used in general, but the final rankings were adjusted based on stakeholder input.

- ☐ Calculate LOS Score

o Signalized intersections: 1 point for LOS A, 2 for LOS B, up to 6 for LOS F and sum for all six analysis periods  
o Stop-controlled intersections: 2 points for minor approach delay less than 200 seconds/vehicle, 4 points for minor approach delay less than 300 seconds/vehicle, and 6 points for minor approach delay more than 300 seconds/vehicle

- ☐ Calculate Crash Score

o 5 points for intersections with average crash rate lower than the statewide rate, 10 points if average crash rate exceeds but within 100% of the statewide rate, and 15 points if average crash rate exceeds statewide rate by more than 100%

- ☐ Programmed Improvements (included in the TIP)

o 20 points

- ☐ Planned Improvements


o 1 through 4 points based on the timeline in the LRTP for a particular intersection.


- ☐ Adjust score based on stakeholder input and engineering judgment
- ☐ Rank based on composite score.

The priority rankings are shown in **Table 15-1**.

**TABLE 15-1: SR 776 INTERSECTION PRIORITY RANKINGS**

SR 776	Rank	Comments
Flamingo Boulevard	1	Funded in Current 2024- 2028 WP
Charlotte Sports Park Ent	2	Funded in Current 2024- 2028 WP
Biscayne Drive	3	Consistent with LRTP and 2022 PP
Wilmington Boulevard/Gulfstream Boulevard (East)	4	Completed early January 2023
Toledo Blade Boulevard	5	Consistent with 2045 Needs Plan
Winchester Boulevard	6	Consistent with 2045 LRTP
US 41	6	Requires amendment for consistency
Beach Road	8	Requires amendment for consistency
CR 771/Gasparilla Road/Sailors Way	9	Requires amendment for consistency
Murdock Circle/Enterprise Drive	10	Requires amendment for consistency
Placida Road/Pine Street	11	Requires amendment for consistency
San Casa Drive	12	Consistent with 2045 LRTP
Sunnybrook Boulevard	13	Consistent with 2045 LRTP
Cornelius Boulevard	14	Consistent with 2045 LRTP & 2022 PP
Wilmington Boulevard/Gulfstream Boulevard (West)	15	Consistent with 2045 LRTP
Coliseum Boulevard/Pinedale Drive	16	Consistent with 2045 LRTP
Oriole Boulevard	17	Consistent with 2045 LRTP
Spinnaker Boulevard	18	Consistent with 2045 LRTP
David/Gillot Boulevard	19	Consistent with 2045 LRTP
Jacobs Street	20	Consistent with 2045 LRTP & 2022 PP
Point of Pines Road	21	Requires amendment for consistency
Merchants Crossing	22	Requires amendment for consistency
Riverwood Drive	23	Requires amendment for consistency
Bay Heights Road	24	Requires amendment for consistency

 Not consistent with 2045 LRTP

 2023 Project Priorities

 Consistent with 2045 Needs Plan

**Attachment 1**

#### INTERSECTION PRIORITY RANKINGS

Improvements at each study intersection are categorized into three time periods: short-, mid-, and long-term improvements. Additionally, priority rankings were given to each study intersection to help facilitate the incorporation of these improvements into Charlotte County and MPO's work programs. A quantifiable ranking process will provide relative priorities of intersection improvements. The ranking process was based on the following key parameters, but importance was given to safety and stakeholder input.

Rankings Based on

- ☐ Operational analysis results
- ☐ Crash rates
- ☐ Stakeholder input
- ☐ Engineering judgement

The following methodology was used in general, but the final rankings were adjusted based on stakeholder input

- Calculate LOS Score

- o Signalized intersections: 1 point for LOS A, 2 for LOS B, up to 6 for LOS F and sum for all six analysis periods
  - o Stop-controlled intersections: 2 points for minor approach delay less than 200 seconds/vehicle, 4 points for minor approach delay less than 300 seconds/vehicle, and 6 points for minor approach delay more than 300 seconds/vehicle

- Calculate Crash Score

- o 5 points for intersections with average crash rate lower than the statewide rate, 10 points if average crash rate exceeds but within 100% of the statewide rate, and 15 points if average crash rate exceeds statewide rate by more than 100%

- Adjust score based on stakeholder input and engineering judgment

- Rank based on composite score

The priority rankings are shown in the table to the right. Please note that these rankings can be modified based on availability of funds, public input, future safety, and change in traffic conditions, etc

#### VETERANS BLVD INTERSECTION PRIORITY RANKINGS

VETERANS BLVD	Rank	Comments
Cochran Blvd	1	Requires amendment for consistency -
Kings Highway	2	Consistent with 2045 LRTP
Peachland Blvd/J.C Center court	3	Consistent with 2045 LRTP
Murdock Cir/Paulson Dr	4	Consistent with 2045 LRTP
AtWater St	5	Requires amendment for consistency
Orlando Blvd	6	Requires amendment for consistency
Harbor Blvd	6	Requires amendment for consistency
Yorkshire St	8	Requires amendment for consistency
Norman St	9	Requires amendment for consistency
Loveland Blvd	10	Requires amendment for consistency
Torrington St	11	Requires amendment for consistency

Consistent with 2045 LRTP

Attachment 2

# Carbon Reduction Program (CRP)

The Carbon Reduction Program (CRP) Projects is a new program that is included in the recent federal transportation bill (IIJA). MPO's are responsible for identifying investment strategies that focus on developing projects and programs to best meet the transportation needs of the communities over the next five years to reduce transportation emissions from on-road highway sources that are consistent with guidance that is being provided by FDOT and Federal Highway Administration. MPOs receiving CRP funding shall include the funded projects in project priorities that consider potential carbon reduction benefits. Examples of the types of projects include public transportation, complete streets, trails and non-motorized transportation, bicycle and pedestrian facilities, deployment of ITS; traffic monitoring, management, and control programs; roundabouts; truck parking projects, replacement of street lighting and traffic control devices with energy efficient alternatives and deployment of alternative fuel infrastructure. The language described above will be included in the 2045 L RTP CFP for consistency with the Work Program and eligible for CRP projects

## The

### CARBON REDUCTION STRATEGIES PROJECTS

	PROJECT NAME	COMMENTS
1	434965-3 - HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST	Funded in Current 2024- 2028 WP , requires amendment for consistency with 2045 LRTP
	Phase Fund Code 2026	
	CST CARL \$390,602	
2	446830-1 - SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD	
	Phase Fund Code 2026	
	CST CARL \$452,708	
	CARM \$79,859	
3	438262-1- SR 45 ( US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD	Funded in Current 2024- 2028 WP , requires amendment for consistency with 2045 LRTP
	Phase Fund Code 2027	
	CST CARL \$390,602	
4	435105-2 - CR 765A (TAYLOR RD) FROM N JONES LOOP TO AIRPORT RD PHASE I	
	Phase Fund Code 2024	
	PE CARM \$191,866	
5	452236-1 SR 45 (US 41) ADA RAMP FROM HARBORWALK TO W RETTA ESPLANADE	
	Phase Fund Code 2024	
	PE CARL \$50,121	
6	446340-1 - SR 776 (EL JOBEAN RD) AT FLAMINGO BLVD	
	Phase Fund Code 2025	
	CST CARL \$1,460,000	



CARL - CARB FOR URB. LESS THAN 200K



CARM - CARB FOR SM. URB. 5K - 49,999

Attachment 3

**AGENDA ITEM # 10**  
**2050 LONG RANGE TRANSPORTATION PLAN (LRTP) CONSULTANT**  
**SELECTION**

**Purpose:** To review the recommendation of the 2050 LRTP selection Subcommittee for one General Planning Consultant (GPC) to undertake the MPO's 2050 Socioeconomic Data Development and 2050 Long Range Transportation Plan (LRTP) update. Recommend MPO Board authorize Staff to negotiate a Work Assignment Order and Scope of Services with the selected Consultant and authorize the MPO Chair to sign Work Assignment Order once finalized.

**Agenda Item Presented by:** MPO Staff

**Discussion:**

Charlotte County - Punta Gorda MPO and the three GPCs executed a contract on January 13, 2022, to provide General Planning Consulting services for the next three years.

On February 9, 2023, the MPO Staff issued a Task Approach to all three of the MPO's GPC consultants to prepare a Power Point Presentation as to how each consultant would develop the MPO's 2050 Socioeconomic Data development and 2050 LRTP Update. The LRTP Subcommittee consists of members from MPO Staff, TAC and CAC members. The subcommittee met with the corresponding consultants and their staff on February 27, 2023, for in-person presentations at the MPO Office. The LRTP Subcommittee ranked the consultants based on the criteria below:

1. Qualifications of the Staff/Project Manager (20 Points)
2. Understanding Project Scope (30 Points)
3. Equity/Resiliency (10)
4. Emerging/Innovative Technologies (20)
5. Current/Planned Workload (10)
6. DBE/MBE Requirements (5)
7. Response to Questions (5)

Upon tallying the scoring criteria, the subcommittee unanimously recommends \_\_\_\_\_ as the consultant to perform the 2050 Socioeconomic Data development and 2050 LRTP update. The MPO Staff will negotiate a Scope of Services for both tasks, with the assistance of the subcommittee, as soon as possible. The Scope of Services must address all requirements relative to LRTP's and be accomplished at a reasonable cost, consistent with the MPO's funding allocation. The cost to develop each task update shall be determined once a detailed scope is developed.

MPO Staff with the support of the LRTP Subcommittee will develop a detailed scope of services and a Work Assignment Order will be signed by the MPO Chair. Once a Work Assignment is executed between the MPO and the Consultant, a Notice to Proceed will be issued to begin work on the project. The 2050 LRTP is scheduled for adoption in October 2025.

At this time MPO Staff is requesting TAC/CAC Committee members' input and support of the subcommittee's recommendation. The MPO Board will consider support of the recommendation at their March 20, 2023 meeting.

**Recommendation:** Endorse the LRTP Subcommittee's recommendation of the consultant; authorize the MPO Staff develop a Work Assignment Order and Scope of Services with the selected consultant; and the MPO Chair sign the adopted Work Assignment Order.

**Attachments:**

1. [2050 LRTP subcommittee ranking of consultants \(walk-in\)](#)
2. [Sample Work Assignment Order Number 23-01](#)
3. [Draft 2050 Socioeconomic Data development](#)
4. [Draft 2050 LRTP Scope of Services](#)



2050 LRTP SCORING SHEET

	SELECTION CRITERIA						
	Qualifications of the Staff/Project Manager (20 Points)	Understanding Project Scope (30 Points)	Equity/Resiliency (10)	Emerging/Innovative Technologies (20)	Current/Planned Workload (10)	DBE/MBE Requirements(5)	Response to Questions (5)
Consultant name							
Benesch & Associates 10.00 a.m. - 10.30 a.m							
Kimley Horn & Associates 11.00 a.m. - 11.30 a.m							
VHB & Associates	Withdrew from LRTP Task on Feb 15, 2023						

General Comments :

SAMPLE

**Appendix 1**  
**Charlotte County – Punta Gorda MPO**

**WORK ASSIGNMENT ORDER NUMBER: 23-01**

**GENERAL PLANNING CONSULTANT (GPC)**

Pursuant to the Standard Professional Services Agreement entered into by and between the **Charlotte County – Punta Gorda MPO**, hereinafter referred to as the “MPO” and \_\_\_\_\_, hereinafter referred to as the “Consultant,” a determination has been made by the MPO that there is a need for the performance of or the rendering of services by the Consultant of a certain “Work Assignment Order” under the purview of said Agreement, and the Consultant is hereby authorized to perform or render the particular services described below. THIS WORK ASSIGNMENT ORDER has been made and entered into this \_\_\_\_\_ day of \_\_\_\_\_ by and between the parties referenced above.

UPWP TASK No.: 2 & 4

TASK TITLE: **Long Range Transportation Plan (LRTP)**

WORK ITEM(S): **2050 Socio – Economic Data and 2050 Long Range Transportation Plan**  
“Develop and produce the 2050 Socio – Economic Data Development and 2050 LRTP Update in FY 2023/2024, FY 2024/2025 and FY 2025/2026 and leading to plan adoption by October 2025 (FY 2025/2026)”.

*Note: The scope of work for the 2050 Socio – Economic Data Development and 2050 LRTP occurs over three (3) fiscal years. The proposed budget for the General Planning Consultant service is allocated over three fiscal years. (i.e., FY 2023/2024, FY 2024/2025 and FY 2025/2026). Reimbursement to the CONSULTANT will not exceed the funding authorized by FDOT and FHWA in the MPO’s UPWP for FY 2023/2024, FY 2024/2025 and FY 2025/2026.*

**WORK ITEM(S) OR PHASES OF PROFESSIONAL SERVICES TO BE AUTHORIZED:**

Consultant shall perform the work item(s) as more specifically detailed in **Exhibit “1”, 2050 Socio – Economic Data Development & Exhibit -2, 2050 LRTP Scope of Services**. Compensation to the Consultant for rendering all of the above identified services shall not exceed \_\_\_\_\_ and \_\_\_\_\_. Additions or deletions to the work and compensation detailed in **Exhibit “1 & 2”** will be accomplished through a supplemental agreement, consistent with the executed Standard Professional Services Agreement. Partial compensation may be requested on a periodic basis for unit prices and actual hours incurred. For purposes of this Work Assignment Order, the following sections of the Standard Professional Services Agreement are applicable:

The Consultant stated herein is bound to complete the 2050 Socio Economic Data Development task and 2050 LRTP task regardless of the GPC Agreement that ends on 14<sup>th</sup> January 2025

**SIGNATURE PAGE FOLLOWS**

**Attachment 2**

IN WITNESS WHEREOF, the parties have executed this Agreement by their duly authorized officers on the day, month and year set forth above.

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

\_\_\_\_\_  
**Consultant Name**

**BY:** \_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
(Print/Type)

Title: \_\_\_\_\_

**ATTEST:** \_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
(Print/Type)

Title: \_\_\_\_\_

**BY:** \_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
(Print/Type)

Title: **MPO Chair**

**ATTEST:** \_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
(Print/Type)

Title: **MPO Director**

# Exhibit - 1 2050 Socio – Economic Data Development Scope

## Charlotte County - Punta Gorda MPO



The Florida Department of Transportation (FDOT) has identified specific data needs for the development of the D1RPM update, consistent with Florida Standard Urban Transportation Model Structure (FSUTMS). The effort is validated 2020 model for the Charlotte County – Punta Gorda MPO and update the data to 2050. The Consultant will utilize the travel demand model software consistent with the District One efforts.

Socioeconomic data shall be developed for the 2050 Long Range Transportation Plan (LRTP) Update by the Consultant by five-year increments from 2025 to the horizon year of 2050. The Consultant shall forecast and deliver all zonal data by analysis zone (TAZ) for Charlotte County including the southwest portion of DeSoto County. The data shall be consistent with the Florida Standard Urban Transportation Modeling Structure format and what was done for the 2045 zonal data submittal. The Consultant shall ensure that all data is based upon the latest and best available population, demographic, housing, land use, employment, economic and commercial demand data that is available. The future year population projections should be consistent with the Bureau of Economic Business Research (BEBR) population projections for the County.

The 2020 validated model will be the framework for the development of the Charlotte County – Punta Gorda 2050 Long Range Transportation Plan (LRTP), and the data for the development is critical to calibrate the model to reflect existing traffic patterns and conditions. The following list identifies the specific data requested from Charlotte County – Punta Gorda for the development of the validated model:

### 1.0 Existing Data Collection

The Consultant shall coordinate with the MPO. The MPO will assist in providing the 2019 base year data provided by D1RPM. The data provided by D1RPM will be validated by FDOT's consultant (This task is yet to be completed by the D1RPM Consultant and MPO hopes to have the validated model by end of March 2023). This task will also include collecting the latest demographic, housing, land use, employment, economic and population projections since the hurricane from required and/or accurate sources.

### 2.0 Develop Zonal Data.

- A. The Consultant will develop the following residential and hotel/motel data by zone for five-year time frame increments from 2025 to 2050 (ZData1):
  1. Number of single and multi-family units
  2. Population by single and multi-family units

3. Percent seasonal and vacant units for single and multi-family units
  4. Percent vehicles (zero, one and two or more) for single and multi-family units
  5. Number of hotel/motel rooms
  6. Population of hotel/motel rooms and percent occupied
- B. The Consultant will develop employment data by zone for each of the five-year time frame increments (ZData2):
1. Number of industrial, commercial, and service employees by zone
  2. School enrollment by zone
- C. The Consultant will develop special generator data that includes the airport, universities/colleges, regional shopping malls and beaches (ZData3).

### 3.0 Coordination and Data Review

The MPO and the Consultant will coordinate with the LRTP Subcommittee members during this process. The subcommittee members consist of representatives from the Technical Advisory Committee and stakeholders from local jurisdictions within Charlotte County. The subcommittee will provide input and review during the development of the 2050 draft data. The Consultant will also coordinate with local developers to get input on future development plans and construction schedules. This will assist with setting the baseline for the updated zonal data. Draft zonal data will be provided for review and comment by the MPO staff, subcommittee members, FDOT and local jurisdictions prior to final submittal to FDOT's Regional Modeling consultant. Listed below are the itemized tasks and corresponding consultant deliverable expectation for each task:

Task 1 – 2020 Model Network Refinement & Traffic Counts

Task 2 – 2020 Traffic Analysis Zone Refinement

Task 3 – 2020 Socioeconomic data (ZData 1 & 2)

Task 4 – 2020 Special Generators Update (Zdata 3)

Task 5 – 2020 Traffic Signal Location Map / GIS Layer

Task 6 – Transit Route File (If applicable)

Task 7 – Draft Report (Data Documentation Tech Memo)

Task 8 – Final Report (2020 Model Network Refinement & Traffic Counts)

## 4.0 Presentations

The Consultant shall meet with the subcommittee members for a kickoff meeting. The consultant shall discuss the Draft development process with subcommittee whenever necessary to refine the data development process. The Consultant with assistance by MPO staff will make up to three presentations to the MPO committees near the end of the project to provide an overview of the process and results.

## 5.0 Schedule

This project will be completed within one year of Notice to Proceed issued by the MPO. Please see the attached calendar and timeline for more details of this task.

# Exhibit -2 2050 LRTP Scope of Services

## Charlotte County - Punta Gorda MPO



### BACKGROUND

The Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) is required to update its Long-Range Transportation Plan (LRTP) every five years. The next update of the LRTP will have a horizon year of 2050 and must be adopted by the MPO Board and submitted to the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) by October 5, 2025. The 2050 plan must address the Federal requirements set forth by the Bipartisan Infrastructure Law – Infrastructure Investment and Jobs Act (IIJA) and existing and subsequent rule making. Additionally, 339.175 requires that LRTP's must be coordinated with and consistent with local government Comprehensive Plans

### FRAMEWORK

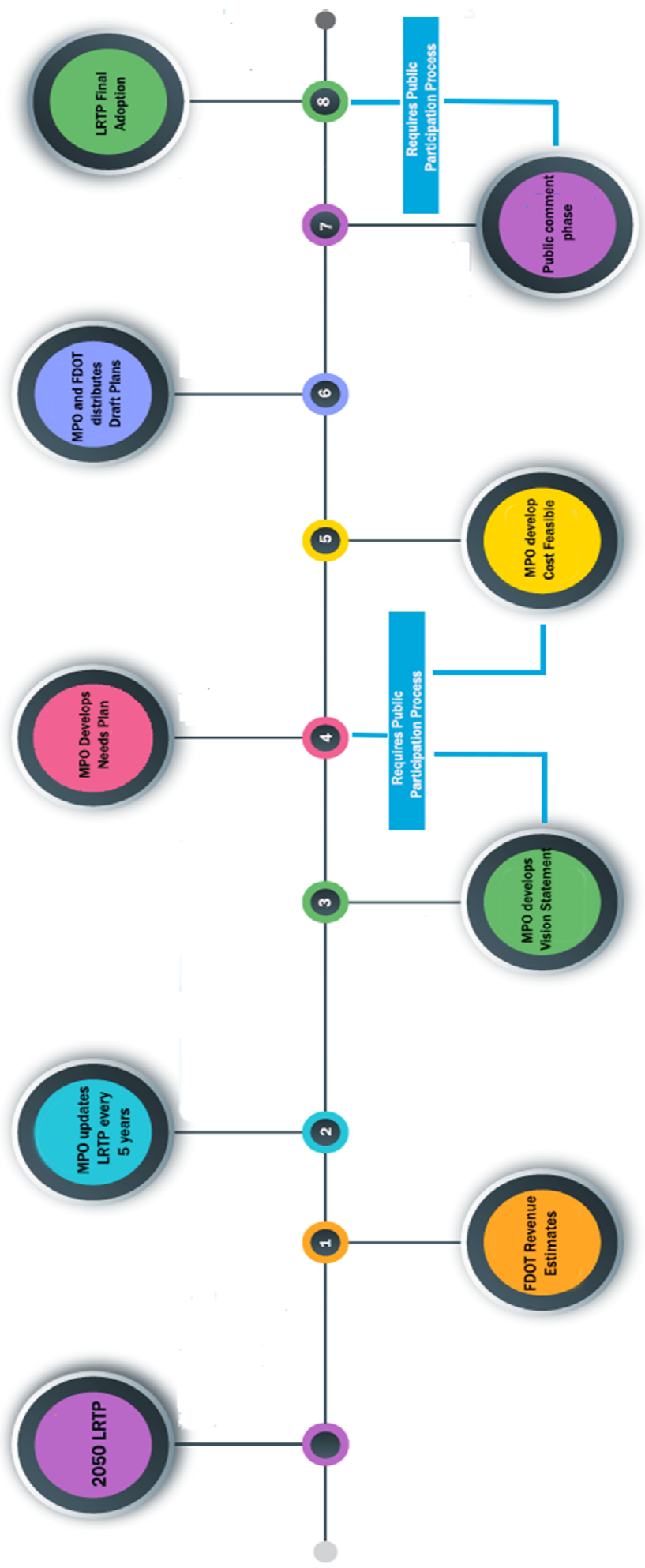
To satisfy federal requirements, the Charlotte County-Punta Gorda MPO is required to create and update a 25-year Long Range Transportation Plan (LRTP). The last update to the LRTP was conducted in 2020 with a horizon year of 2045. This update will bring the LRTP to the horizon year of 2050. The intent and purpose of the LRTP is to encourage and promote the safe and efficient management, operation, and development of a cost-feasible intermodal transportation system that will serve the mobility needs of people and freight; and foster economic growth and development within and through urbanized areas of the State, while minimizing transportation-related fuel consumption, air pollution, and greenhouse gas (GHG) emissions. The LRTP must include long and short-range strategies consistent with Federal, State, and local goals and objectives.

The adopted plan must be cost feasible and implementable by the appropriate local and state transportation agencies. The LRTP will include long and short-term strategies and actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods.

The LRTP will be updated in compliance with federal and state guidelines, including Fixing America's Surface Transportation act (FAST) and Moving Ahead for Progress in the 21st Century (MAP-21) and current regulations, Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs, and FDOT's MPO Program Management Handbook.

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

FDOT's MPO Program Management Handbook provides guidance to Metropolitan Planning Organizations (MPO) and MPO Liaison staff of the Florida Department of Transportation (FDOT) to assist in developing, implementing, and managing the MPO's Long-Range Transportation Plan) required by Federal and State laws and regulations.

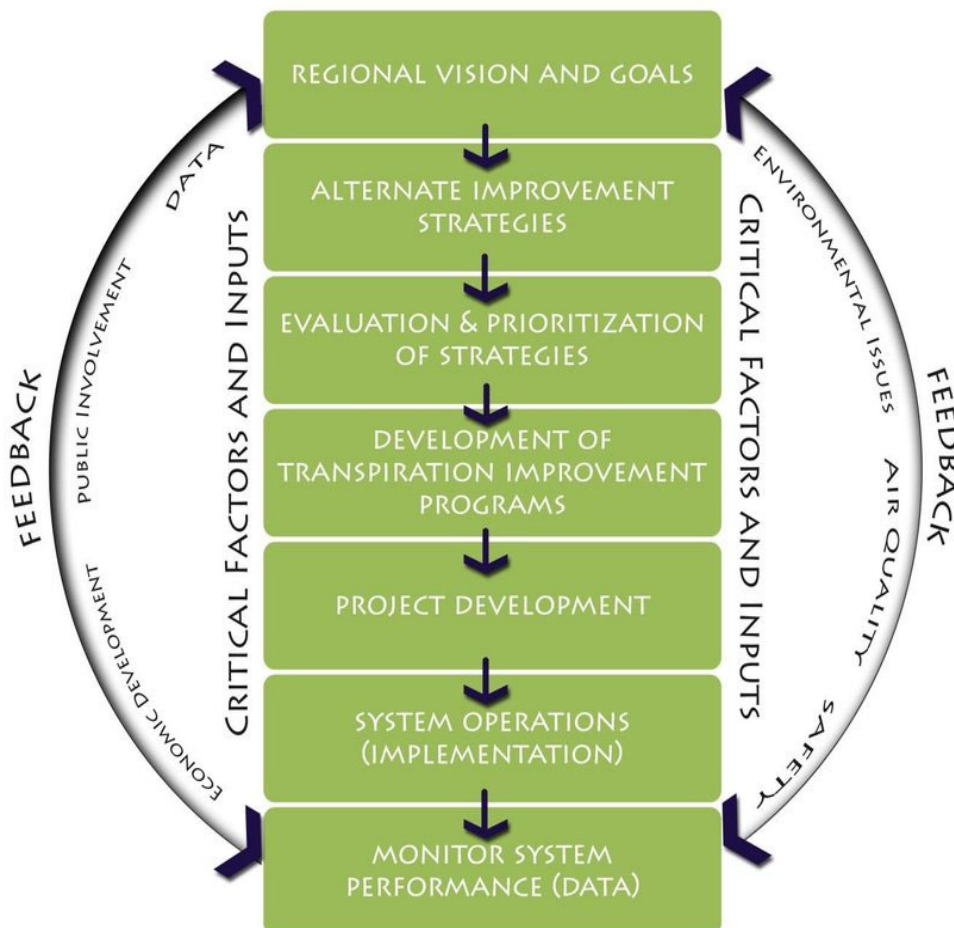




## Federal Requirements for the LRTP

Charlotte County-Punta Gorda MPO is required to develop LRTPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State. The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive; and provide for consideration and implementation of projects, strategies, and services that will address the following factors: [23 C.F.R. 450.306(a) and (b)]:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system across and between modes for people and freight;
- Promote efficient system management and operations;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system, and reduce or mitigate storm water impacts of surface transportation; and
- Enhance travel and tourism.



In addition to these planning factors, Federal law and regulation requires the LRTP shall include, at a minimum:

- The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan. [23 C.F.R.450.324(g)(1)]
- Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, non-motorized transportation facilities (e.g., pedestrian walkways and bicycle facilities, and intermodal connectors), which should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan. In addition, the locally preferred alternative selected from an Alternative Analysis under the Federal Transit Administration's (FTA) Capital Investment Grant Program needs to be adopted as a part of the plan. [23 C.F.R.450.324(g)(2)]
- A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with the required performance management approach. [23 C.F.R. 450.324(g)(3)]
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the required performance targets, including progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and, for MPOs that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system, and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets. [23C.F.R. 450.324(g)(4)]
- Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. [23 C.F.R. 450.324(g)(5)]
- Consideration of the results of the congestion management process in Transportation Management Areas (TMAs), including the identification of single-occupancy vehicle (SOV) projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide. [23 C.F.R. 450.324(g)(6)]
- Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system. [23 C.F.R. 450.324(g)(7)]
- Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate. [23 C.F.R. 450.324(g)(8)]
- Descriptions of proposed improvements in sufficient detail to develop cost estimates (e.g., design concept and design scope descriptions). [23 C.F.R. 450.324(g)(9)]
- Discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation. [23 C.F.R. 450.324(g)(10)]
- Encourage the advancement of projects that address climate change and sustainability. encourage to consider climate change and sustainability throughout the planning and project development process,

including the extent to which projects under Carbon Reduction Program (CRP) align with the President's greenhouse gas reduction, climate resilience, and environmental justice commitments FHWA also encourages recipients to consider projects under CRP that address environmental justice concerns.

- A financial plan that demonstrates how the adopted transportation plan can be implemented. Revenue and cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s). For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available. [23 C.F.R. 450.324(g)(11)]
- Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g). [23 C.F.R. 450.324(g)(12)]
- Both long and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. [23 C.F.R. 450.324(b)]
- The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update. [23 C.F.R. 450.324(f)]
- Integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the Highway Safety Improvement Program (HSIP), including the Strategic Highway Safety Plan (SHSP) required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 C.F.R. Part 659, as in effect until completion of the Public Transportation Agency Safety Plan; and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users. [23 C.F.R. 450.324(i)]
- Additionally, the LRTP update will consider the most recently published State Planning Emphasis Areas and FHWA/FTA Planning Emphasis State Planning Emphasis Areas and FHWA/FTA Planning Emphasis Areas published in December 2021

### State Requirements for the LRTP

Section 339.175(6)(b), F.S., requires the LRTP provide for consideration of projects and strategies that will:

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

In addition to these considerations, Florida Statutes require MPOs to develop, in cooperation with the

State and public transit operators, transportation plans and programs for each metropolitan area that provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities, which will function as an intermodal transportation system for the metropolitan area, based upon the prevailing principles provided in s.334.046, F.S. and s.339.175(1), F.S.

The process for developing such plans and programs shall provide for consideration of all modes of transportation; and shall be continuing, cooperative, and comprehensive, to the degree appropriate, based on the complexity of the transportation problems to be addressed. [s.339.175(1), F.S.]

To ensure the process is integrated with the statewide planning process, MPOs shall develop plans and programs that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve Identified transportation facilities, including, but not limited to, major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system. [s.339.175(7)(a), F.S.] important national, state, and regional transportation functions. These include the facilities on the Strategic Intermodal System (SIS) designated under s.339.63, F.S. and facilities for which projects have been identified pursuant to s.339.2819(4), F.S. (Transportation Regional Incentive Program). [s.339.175(1), F.S.]

The LRTP must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units of local government located within the jurisdiction of the MPO. [s.339.175(7), F.S.] Each MPO is encouraged to consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce GHG emissions. [s.339.175(7), F.S.] The approved LRTP must be considered by local governments in the development of the transportation elements in local government comprehensive plans and any amendments thereto. [s.339.175(7), F.S.]

The LRTP must address at least a 20-year planning horizon, must include both long- range and short-range strategies, and must comply with all other State and Federal requirements. The LRTP also must consider these prevailing principles: preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility. [s.339.175(7), F.S.] The LRTP must, at a minimum:

The LRTP must, at a minimum:

- Identify transportation facilities, including, but not limited to, major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system. [s.339.175(7)(a), F.S.]
- Consider the goals and objectives identified in the Florida Transportation Plan [s.339.175(7)(a), F.S.].
- Give emphasis to those transportation facilities that serve national, statewide, or regional functions; and must consider the goals and objectives identified in the Florida Transportation Plan. If a project is located within the boundaries of more than one MPO, the MPOs must coordinate plans regarding the project in their LRTPs. [s.339.175(7)(a), F.S.]
- Revise the Environmental Justice and Equity in Transportation system analysis and assist in the development of the LRTP and related technical plans. The plan shall address the "Underserved populations" include minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and receiving equitable benefits. 23 CFR 450.210 and 23 CFR 450.316

- Include a financial plan that demonstrates how the plan can be implemented, indicating resources from public and private sources that are reasonably expected to be available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted LRTP if reasonable additional resources beyond those identified in the financial plan were available. [s.339.175(7)(b), F.S.]
- Assess capital investment and other measures necessary to ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities. [s.339.175(7)(c)(1), F.S.]
- Assess capital investment and other measures necessary to make the most efficient use of existing transportation facilities to relieve vehicular congestion, improve safety, and maximize the mobility of people and goods. Such efforts must include, but are not limited to, consideration of infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as autonomous technology and other developments. [s.339.175(7)(c)(2), F.S.]
- Indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising. [s.339.175(7)(d), F.S.]
- Be approved by each MPO on a recorded roll-call vote or hand-counted vote of the majority of the MPO membership present. [s.339.175(13), F.S.]
- Address resiliency in transportation infrastructure, identify roadways that are vulnerable to hazards such as wildfires, floods, storms, and droughts exacerbated by climate change
- The Carbon Reduction Program (CRP) Projects is a new program that is included in the recent federal transportation bill (IIJA). MPO's are responsible for identifying investment strategies that focus on developing projects and programs to best meet the transportation needs of the communities over the next five years to reduce transportation emissions from on-road highway sources that are consistent with guidance that is being provided by FDOT and Federal Highway. MPOs receiving CRP funding should develop project priorities that consider potential carbon reduction benefits. Examples of the types of projects include public transportation. complete streets. trails and non-motorized transportation. bicycle and pedestrian facilities. deployment of ITS; traffic monitoring, management. and control programs; roundabouts; truck parking projects. replacement of street lighting and traffic control devices with energy efficient alternatives and deployment of alternative fuel infrastructure.

In addition to the required planning elements, the 2050 LRTP will include four (4) key emphasis areas in the development of the 2050 LRTP:

Safety

Resiliency

Emerging Technologies

Housing Attainability/Accessibility

## Elements of LRTP

### Needs Plan

The LRTP often contains a Needs Plan and a Cost Feasible Plan. The Needs Plan considers current and future transportation needs without consideration of financial constraints. While not required by Federal regulation, a Needs Plan can aid in inventorying a region's transportation needs to prioritize which projects should be funded to achieve a more efficient and interconnected transportation system.

In addition to the eight planning factors there are two new types of agencies/planning factors that the MPO should consider with when developing the Needs Plan :

- 1) improving the resiliency and reliability of the transportation system and reducing or mitigating storm water impacts of surface transportation; and
- 2) enhancing travel and tourism {23 CFR 450.316(b)}

A collaborative and coordination efforts included meetings with local agencies and jurisdictions within Charlotte County, including, Charlotte County and City of Punta Gorda, as well as Southwest portion of DeSoto County; working with stakeholders, including the MPO Board; and working with the public are required to develop a list of needed Projects received through this process. A public participation process effort helps to identify additional road, transit, and bicycle and pedestrian needs improvements to support specific agency projects or policies.

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) adopted the Financial Guidelines (April 2023) for MPO 2050 Long-Range Plans to improve uniformity in the reporting of financial data and estimating transportation needs in MPO LRTPs. This document provides guidelines for defining and reporting needs in the LRTP. The Needs Plan should include only transportation projects that are necessary to meet identified future transportation demand or advance the goals, objectives, and policies of the MPO, the region, and the state. MPOs will include a cost estimate of these needs in the LRTP. The needs estimate should include all costs (operations, maintenance, capacity expansion, etc.) of all projects associated with all modes; and estimated needs should be reported by mode. Although there is no Federal or State requirement to include an estimate of needs, the MPOAC agreed to include this information in their respective MPO LRTPs.

## Emerging Technologies

**Scenario Planning** is other planning requirements describe using multiple scenarios for consideration by the MPO in the development of the LRTP. If the MPO chooses to develop these scenarios, they are encouraged to consider several factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures, a scenario that improves the baseline conditions, revenue constrained scenarios, and include estimated costs and potential revenue available to support each scenario. {23 CFR 450.324(i)} users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties. [23 C.F.R. 450.316(a)]

**Mobility on Demand (MOD)** is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system- of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV), now being called Automated Driving

Systems (ADS) and Connected Vehicles (CV) are two components of the overall MOD model.

ADS (also known as self-driving, driverless, or robotic) are vehicles in which some aspect of vehicle control is automated by the car. For example, adaptive cruise control, where the vehicle automatically speeds up, slows down, or stops in response to other vehicle movements in the traffic stream is an automated vehicle function. Connectivity is an important input to realizing the full potential benefits and broad-scale implementation of automated vehicles. The preliminary five-part formal classification system for ADS is:

- Level 0: The human driver is in complete control of all functions of the car.
- Level 1: A single vehicle function is automated.
- Level 2: More than one function is automated at the same time (e.g., steering and acceleration), but the driver must remain constantly attentive.
- Level 3: The driving functions are sufficiently automated that the driver can safely engage in other activities.
- Level 4: The car can drive itself without a human driver

CV includes technology that will enable cars, buses, trucks, trains, roads and other infrastructure, and our smartphones and other devices to “talk” to one another. Cars on the highway, for example, would use short- range radio signals to communicate with each other so every vehicle on the road would be aware of where other nearby vehicles are. Drivers would receive notifications and alerts of dangerous situations, such as someone about to run a red light as they’re nearing an intersection or an oncoming car, out of sight beyond a curve, swerving into their lane to avoid an object on the road.

Rapid advances in technology mean that these types of systems may be coming online during the horizon of the next LRTPs. While these technologies when fully implemented will provide more opportunities to operate the transportation system better, the infrastructure needed to do so and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.

### **Cost Feasible Plan**

The Cost Feasible Plan reflects Year of Expenditure (YOE) of implementable projects. Improvements funded in the 2050 LRTP include projects funded 2025 and 2029 are considered committed. Prior to identifying the Cost Feasible Plan, the amount of available funding is estimated over the next 25 years to pay for the improvements

Revenue and cost estimates are developed by FDOT using an inflation factor to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator. [23 C.F.R. 450.324(g)(11)(iv)] Inflation factors and guidance for converting project costs estimates to year of expenditure dollars are provided in Financial Guidelines for MPO 2050 Long-Range Plans.

In the 2045 LRTP update nearly fifty two percent of revenues that are anticipated to fund the projects included in this plan are from local sources, while thirty eight percent are expected from federal and state sources. Nearly sixty one percent of available revenues will be spent on highway expansion projects, and nearly six percent will be spent on maintaining what is in place already. Transit accounts for approximately ten percent of the Cost Feasible Plan, and non-motorized modes and congestion management account for approximately twenty seven percent.

The LRTP must demonstrate fiscal constraint, which means the plan includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance the federally supported transportation system is being adequately operated and maintained. [23 C.F.R.

Additional guidance is provided in the 2050 Revenue Forecast Handbook (May 2, 2022). This Handbook includes program estimates for the expenditure of State and Federal funds expected from current revenue sources and provides guidance for using this forecast information in updating LRTPs. FDOT developed metropolitan estimates from the 2050 Revenue Forecast for certain capacity programs for each MPO.

### **Efficient Transportation Decision-Making (ETDM) process**

The MPO is committed to minimizing and mitigating the negative impacts of transportation projects on the natural and built environment to preserve and enhance the quality of life. In the State of Florida, environmental mitigation for transportation projects is completed through a partnership between the MPO, FDOT, and state and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (DEP).

The ETDM process is composed of two project-screening events: 1) Planning and 2) Programming, reviews the transportation projects to consider potential environmental effects in the Planning phase. The intent of the ETDM Planning and Programming Screens is to provide a method for early consideration of ecosystem, land use, social, and cultural issues, prior to a project moving into the Work Program and into the Project Development and Environmental (PD&E) study phase.

The ETDM process allows resource and regulatory agencies and the public an opportunity to review and comment on potential impacts of proposed transportation projects during the development of an MPO LRTP.

### **Sociocultural Effects (SCE)**

MPO staff is expected to evaluate and provide comment about potential social and cultural effects of projects included in the LRTP based on available information as part of the ETDM Planning Screen process. The SCE evaluation addresses six issues:

- Social; Economic; Land use; Mobility; Aesthetics; and Relocation.

MPO staff have primary responsibility for performing SCE evaluations for non-SIS projects in the MPO area. District staff has responsibility for SIS projects in all areas of the State, including the MPO areas. However, District and MPO staff must take a collaborative team approach in conducting SCE evaluations for their areas of responsibility.

### **Public Involvement Plan**

MPOs are required to develop and use a documented Public Participation Plan that defines a process for providing reasonable opportunities to be involved in the metropolitan transportation planning process to individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of public transportation,



representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties. [23 C.F.R. 450.316(a)]

The Public Involvement Plan will be consistent with the MPO's adopted Public Participation Plan and will identify efforts that will be used to involve minorities, low-income communities, and other groups often underrepresented in the transportation planning process.

The strategies identified will also be used to solicit input from business, environmental groups, community advocates and other organizations of local significance to develop a plan that represents the interests of all users.

The Public Involvement Plan shall guide the public involvement effort for the 2050 Long Range Transportation Plan and will, at a minimum, outline a public involvement process

In developing the LRTP the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans with due consideration of other related planning activities within the metropolitan area. [23 C.F.R. 450.316(a)(3)(b)]

**Summary of Public Involvement Strategies:**

Seeking out and considering the needs of traditionally underserved populations is a key part of any public involvement process. The MPO utilizes strategies that demonstrate the planning process consistent with Title VI and other federal anti-discrimination provisions in the development of the LRTP. To clearly demonstrate this consistency, the MPOs should summarize the outreach information. This information should be derived from the MPO's public involvement plan elements. The public involvement summary should be supported by more detailed information, such as the specific strategies used, feedback received and feedback responses, findings, etc. The detailed information should then be referenced and included in the form of a technical memorandum or report that can be appended to the LRTP, or included in a separate, standalone document that is also available for public review in support of the LRTP. {23 CFR 450.316(a)(1)(vii)}

All tasks including below shall be completed by the selected Consultant in adherence to both the guiding principles and Project Tasks contained in the scope of services (developed by the Consultant once Task Assigned)

Project Management

Project Schedule and Coordination

2050 Data

Goals, Objectives, and Measures of Effectiveness/Performance Measures

Financial Resources

MPO Emphasis Areas – Safety, Resiliency, Emerging Technologies, and Attainable Housing/Accessibility

D1 RPM Support

Equity

Regional Transportation Plan Coordination

2050 Long Range Transportation Plan Adoption

MARCH 2, 2023  
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING

**AGENDA ITEM # 11**  
**FDOT DRAFT TENTATIVE WORK PROGRAM FY 2024 – FY 2028**  
**REVIEW & DISCUSSION**

**Purpose:** Review and comment on FDOT’s District One Draft Tentative Work Program FY 2024 through FY 2028 for Charlotte County

**Agenda Item Presented by:** FDOT/MPO Staff

**Discussion:**

The MPO Board and Advisory Committees annually review FDOT’s Draft Tentative Work Program, which includes the new fifth year (FY 2028) of project programming based upon State and MPO priorities. At the previous committee meeting, the FDOT Draft Tentative Work Program had not been released. This is an opportunity for the committee to review and provide comments on the FDOT’s Draft Tentative Work Program.

The Draft Tentative Work Program will form the basis for the MPO’s next Transportation Improvement Program (TIP) to be adopted and submitted to FDOT by July 15, 2023. For federal funding to flow to the state and local governments, the TIP and FDOT’s Work Program must be consistent.

The FDOT District One Draft Tentative Work Program FY 2024 through – FY 2028, for Charlotte County is Attachment 1. Summary of changes to the currently Adopted Work Program are summarized in Attachment 2. MPO staff has not provided comments to FDOT since the MPO’s advisory committees have not had an opportunity to review. Comments received at our March 2, 2023 Advisory Committee Meetings will be compiled in a letter and provided to FDOT for their consideration.

**Recommendation:** To review and comment on the FDOT District One Draft Tentative Work Program FY 2024 - FY 2028, for Charlotte County

**Attachments:**

1. [FDOT District One Draft Tentative Work Program FY 2024 through FY 2028](#)
2. [Summary of Additions, Reschedulings and Deletions for Charlotte County](#)

DISTRICT 1



## TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2024 TO FISCAL YEAR 2028



DETAIL REPORT - CHARLOTTE COUNTY

AS OF **11/17/2022-9:15 PM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 1  
PROJECTS FUNDED JULY 1, 2023 TO JUNE 30, 2028  
VISIT US AT [WWW.FDOT.GOV/WPPH/DISTRICT1](http://WWW.FDOT.GOV/WPPH/DISTRICT1)

**Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022**

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District One

**CHARLOTTE COUNTY****Freight Logistics And Passenger Operations Program: Aviation****446356-1 - PUNTA GORDA ARPT HOLDING BAY**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DPTO		\$55,500			
	FAA		\$999,000			
	LF		\$55,500			
<b>Total for Project 446356-1</b>			<b>\$1,110,000</b>			

**451203-1 - PUNTA GORDA AIRPORT HOLDING BAY RWY 22 APPROACH**

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DPTO			\$65,000		
	FAA			\$1,170,000		
	LF			\$65,000		
<b>Total for Project 451203-1</b>				<b>\$1,300,000</b>		

**451214-1 - PUNTA GORDA AIRPORT REALIGN TAXIWAY F**

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DDR		\$107,500			
	FAA		\$1,935,000			
	LF		\$107,500			
<b>Total for Project 451214-1</b>			<b>\$2,150,000</b>			

**451215-1 - PUNTA GORDA AIRPORT EXPAND AIR CARRIER RAMP**

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DDR		\$207,500			
	FAA		\$3,735,000			
	LF		\$207,500			
<b>Total for Project 451215-1</b>			<b>\$4,150,000</b>			

**451216-1 - PUNTA GORDA AIRPORT MAINTENANCE & OPERATIONS CENTER**

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DDR	\$2,000,000				
	LF	\$2,000,000				
<b>Total for Project 451216-1</b>		<b>\$4,000,000</b>				

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022

July 1, 2023 through June 30, 2028  
Florida Department of Transportation - District One

CHARLOTTE COUNTY

Freight Logistics And Passenger Operations Program: Aviation

451489-1 - PUNTA GORDA AIRPORT RUNWAY 4-22 EXTENSION  
Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DPTO			\$37,500		
	FAA			\$675,000		
	LF			\$37,500		
Total for Project 451489-1				\$750,000		

451993-1 - PUNTA GORDA AIRPORT REHABILITATE TAXIWAY A & C  
Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DPTO	\$490,000				
	FAA	\$8,820,000				
	LF	\$490,000				
Total for Project 451993-1		\$9,800,000				

**Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022**

July 1, 2023 through June 30, 2028  
Florida Department of Transportation - District One

**CHARLOTTE COUNTY** **Freight Logistics And Passenger Operations Program: Intermodal**

**449864-1 - PUNTA GORDA AIRPORT ROADWAY NETWORK IMPROVEMENTS**  
Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	LF	\$1,000,000				
	SIWR	\$1,000,000				
Total for Project 449864-1		\$2,000,000				

**Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022**

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District One

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

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DU	\$82,000	\$50,000	\$82,800	\$82,800	\$82,000
	LF	\$82,000	\$50,000	\$82,800	\$82,800	\$82,000
<b>Total for Project 410119-1</b>		<b>\$164,000</b>	<b>\$100,000</b>	<b>\$165,600</b>	<b>\$165,600</b>	<b>\$164,000</b>

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

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DDR	\$401,619		\$424,051	\$436,772	\$449,876
	DPTO		\$411,700			
	LF	\$401,619	\$411,700	\$424,051	\$436,772	\$449,876
<b>Total for Project 410138-1</b>		<b>\$803,238</b>	<b>\$823,400</b>	<b>\$848,102</b>	<b>\$873,544</b>	<b>\$899,752</b>

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

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	FTA	\$1,131,543	\$1,123,603	\$1,235,963	\$1,227,473	\$1,979,075
	LF	\$282,886	\$280,901	\$308,991	\$306,868	\$494,769
<b>Total for Project 410145-1</b>		<b>\$1,414,429</b>	<b>\$1,404,504</b>	<b>\$1,544,954</b>	<b>\$1,534,341</b>	<b>\$2,473,844</b>

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

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	FTA	\$1,131,543	\$750,452	\$767,437	\$762,164	\$1,979,075
	LF	\$1,131,543	\$750,452	\$767,437	\$762,164	\$1,979,075
<b>Total for Project 441979-1</b>		<b>\$2,263,086</b>	<b>\$1,500,904</b>	<b>\$1,534,874</b>	<b>\$1,524,328</b>	<b>\$3,958,150</b>

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

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	FTA	\$419,616	\$461,578	\$507,736	\$468,860	\$637,960
	LF	\$104,904	\$115,395	\$126,934	\$117,215	\$159,490
<b>Total for Project 441980-1</b>		<b>\$524,520</b>	<b>\$576,973</b>	<b>\$634,670</b>	<b>\$586,075</b>	<b>\$797,450</b>

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

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DDR	\$321,616	\$335,651	\$350,613	\$264,783	
	DITS	\$321,616		\$300,000	\$366,688	
<b>Total for Project 412665-1</b>		<b>\$643,232</b>	<b>\$335,651</b>	<b>\$650,613</b>	<b>\$631,471</b>	

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

Type of Work: LANDSCAPING

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	DDR	\$1,151,360				
	DIH	\$1,028				
<b>Total for Project 413042-7</b>		<b>\$1,152,388</b>				

**413625-1 - CITY OF PUNTA GORDA TSMCA**

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DDR	\$97,381	\$101,035	\$104,919	\$109,066	\$113,455
<b>Total for Project 413625-1</b>		<b>\$97,381</b>	<b>\$101,035</b>	<b>\$104,919</b>	<b>\$109,066</b>	<b>\$113,455</b>

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

Type of Work: ADD LANES &amp; RECONSTRUCT

Phase	Fund Code	2024	2025	2026	2027	2028
Environmental	TALT	\$10,000				
<b>Total for Project 434965-2</b>		<b>\$10,000</b>				

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

Type of Work: ADD LANES &amp; RECONSTRUCT

Phase	Fund Code	2024	2025	2026	2027	2028
Railroad & Utilities	LF			\$10,800,000		
Construction	CARL			\$390,602		
	CM			\$577,424		
	LF			\$9,959,934		
	SA			\$5,090,717		
	SL			\$4,015,226		
	SM			\$3,182,704		
<b>Total for Project 434965-3</b>				<b>\$34,016,607</b>		



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**CHARLOTTE COUNTY****Highways****434965-5 - HARBORVIEW ROAD FROM MELBOURNE ST TO I-75**

Type of Work: ADD LANES &amp; RECONSTRUCT

Phase	Fund Code	2024	2025	2026	2027	2028
Right of Way	CM	\$1,518,452				
	SA	\$5,688,363				
	SM	\$403,758				
<b>Total for Project 434965-5</b>		<b>\$7,610,573</b>				

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

Type of Work: BIKE PATH/TRAIL

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	CARM	\$191,866				
	TALM	\$458,134				
	TALT	\$1,000				
<b>Total for Project 435105-2</b>		<b>\$651,000</b>				

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

Type of Work: MCCO WEIGH STATION STATIC/WIM

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	DWS	\$4,548,996				
<b>Total for Project 437001-2</b>		<b>\$4,548,996</b>				

**437105-1 - CHARLOTTE TMC OPS FUND COUNTY WIDE**

Type of Work: OTHER ITS

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DDR	\$90,000	\$90,000	\$90,000		
<b>Total for Project 437105-1</b>		<b>\$90,000</b>	<b>\$90,000</b>	<b>\$90,000</b>		

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

Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	CARL				\$390,602	
	DIH				\$1,123	
	SL				\$1,125,523	
	TALL				\$260,573	
	TALT				\$3,760,192	
<b>Total for Project 438262-1</b>					<b>\$5,538,013</b>	

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

Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Environmental	TALT	\$75,000				
<b>Total for Project 440442-1</b>		<b>\$75,000</b>				

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**CHARLOTTE COUNTY****Highways****441524-1 - TAMiami TRAIL (SR 45/US 41) FROM WILLIAM ST TO PEACE RIVER BRIDGE**

Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	DDR	\$4,412,323				
	DIH	\$1,028				
	DS	\$818,577				
	LF	\$682,852				
	SA	\$596,666				
	SM	\$102,800				
Environmental	TALT	\$50,000				
<b>Total for Project 441524-1</b>		<b>\$6,664,246</b>				

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

Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	DDR	\$3,666,291				
	DIH	\$5,140				
	DS	\$11,591,218				
	LF	\$240,290				
<b>Total for Project 441552-1</b>		<b>\$15,502,939</b>				

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

Type of Work: ROUNDABOUT

Phase	Fund Code	2024	2025	2026	2027	2028
Railroad & Utilities	DI	\$500,000				
Construction	DI	\$9,244,225	\$50,000			
	DIH		\$1,058			
<b>Total for Project 441950-1</b>		<b>\$9,744,225</b>	<b>\$51,058</b>			

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

Type of Work: DYNAMIC MESSAGE SIGN

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DDR			\$300,000		
<b>Total for Project 442098-1</b>				<b>\$300,000</b>		

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

Type of Work: LANDSCAPING

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	DDR			\$852,000		
<b>Total for Project 444907-1</b>				<b>\$852,000</b>		

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**CHARLOTTE COUNTY****Highways****446281-1 - I-75 PUNTA GORDA WEIGH STATION - RESURFACING**

Type of Work: MCCO WEIGH STATION STATIC/WIM

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	DWS		\$11,966,196			
<b>Total for Project 446281-1</b>			<b>\$11,966,196</b>			

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

Type of Work: PEDESTRIAN/WILDLIFE OVERPASS

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	TALL		\$290,000			
<b>Total for Project 446339-1</b>			<b>\$290,000</b>			

**446340-1 - SR 776 (EL JOBEAN RD) AT FLAMINGO BLVD**

Type of Work: INTERSECTION IMPROVEMENT

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	CARL		\$1,460,000			
<b>Total for Project 446340-1</b>			<b>\$1,460,000</b>			

**446391-1 - US 41 (SR 45) FROM KINGS HWY TO PEACE RIVER BRIDGE**

Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028
Planning	SL		\$150,000			
<b>Total for Project 446391-1</b>			<b>\$150,000</b>			

**446393-1 - SR 776 AT CHARLOTTE SPORTS PARK**

Type of Work: ADD RIGHT TURN LANE(S)

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	LF		\$50,000			
	SL		\$101,000			
<b>Total for Project 446393-1</b>			<b>\$151,000</b>			

**446596-1 - US 17 FROM US 41 (SR 35) NB TO COOPER ST (SR 35)**

Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028
PD & E	DIH					\$1,000
	SL					\$290,000
<b>Total for Project 446596-1</b>						<b>\$291,000</b>

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**CHARLOTTE COUNTY****Highways****446830-1 - SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD**

Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	TALT			\$1,501,000		
Construction	CARL					\$452,708
	CARM					\$79,859
	SL					\$991,416
	SM					\$1,279,389
	SN					\$830,461
<b>Total for Project 446830-1</b>				<b>\$1,501,000</b>		<b>\$3,633,833</b>

**447869-1 - I-75 PUNTA GORDA WEIGH STATION - INSPECTION BARN UPGRADES**

Type of Work: MCCO WEIGH STATION STATIC/WIM

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	DWS					\$567,252
<b>Total for Project 447869-1</b>						<b>\$567,252</b>

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

Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	ACNR		\$5,509,996			
	DDR		\$682,952			
	DIH		\$5,290			
	SL		\$1,319,530			
<b>Total for Project 448931-1</b>			<b>\$7,517,768</b>			

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

Type of Work: SAFETY PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	ACSS		\$479,000			
Construction	ACSS				\$1,925,932	
<b>Total for Project 449652-1</b>			<b>\$479,000</b>		<b>\$1,925,932</b>	

**451101-1 - SR 45 (US 41) FROM S OF AQUI ESTA DR TO S OF CARMALITA ST**

Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DIH	\$4,000				
	DS	\$1,144,890				
Construction	DDR			\$383,657		
	DIH			\$5,450		
	DS			\$2,821,390		
<b>Total for Project 451101-1</b>		<b>\$1,148,890</b>		<b>\$3,210,497</b>		

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**CHARLOTTE COUNTY****Highways****451102-1 - SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE**

Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DIH		\$4,000			
Construction	DIH			\$5,450		
	DS			\$1,031,999		
<b>Total for Project 451102-1</b>			<b>\$4,000</b>	<b>\$1,037,449</b>		

**451103-1 - SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE**

Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DIH	\$4,000				
	DS	\$295,432				
Construction	DDR			\$641,838		
	DIH			\$5,450		
	DS			\$5,196,623		
<b>Total for Project 451103-1</b>		<b>\$299,432</b>		<b>\$5,843,911</b>		

**451104-1 - SR 35 (US 17) FROM PINEGROVE CIRCLE TO N OF WASHINGTON LOOP RD**

Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	ACNP	\$995,260				
	DIH	\$20,000				
Construction	DDR			\$398,932		
	DIH			\$5,450		
	DS			\$3,218,014		
<b>Total for Project 451104-1</b>		<b>\$1,015,260</b>		<b>\$3,622,396</b>		

**451358-1 - US 41 AT MIDWAY BLVD**

Type of Work: INTERSECTION IMPROVEMENT

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	ACSS				\$1,292,633	
<b>Total for Project 451358-1</b>					<b>\$1,292,633</b>	

**451360-1 - SR 776 AT OCEANSPRAY BLVD**

Type of Work: MEDIAN MODIFICATION

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	ACSS		\$1,000			
Construction	ACSS				\$509,260	
<b>Total for Project 451360-1</b>			<b>\$1,000</b>		<b>\$509,260</b>	

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**CHARLOTTE COUNTY****Highways****452154-1 - 1-75 AT JONES LOOP TRUCK PARKING**

Type of Work: REST AREA

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	ACFP	\$1,750,000				
Construction	ACFP					\$17,829,291
<b>Total for Project 452154-1</b>		<b>\$1,750,000</b>				<b>\$17,829,291</b>

**452200-4 - ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN PHASE I I-75(SR93)**

Type of Work: ELECTRIC VEHICLE CHARGING

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	GFEV	\$1,700,000				
<b>Total for Project 452200-4</b>		<b>\$1,700,000</b>				

**452200-5 - ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN PHASE I I-75(SR93)**

Type of Work: ELECTRIC VEHICLE CHARGING

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	GFEV	\$1,700,000				
<b>Total for Project 452200-5</b>		<b>\$1,700,000</b>				

**452221-1 - COOPER STREET FROM AIRPORT RD TO E MARION AVE**

Type of Work: BIKE PATH/TRAIL

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	TALT			\$308,000		
Construction	SA					\$136,010
	SL					\$2,774,990
<b>Total for Project 452221-1</b>				<b>\$308,000</b>		<b>\$2,911,000</b>

**452236-1 - SR 45 (US 41) ADA RAMP FROM HARBORWALK TO W RETTA ESPLANADE**

Type of Work: PEDESTRIAN SAFETY IMPROVEMENT

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	CARL	\$50,121				
	DIH	\$4,000				
	TALL	\$44,879				
Construction	TALT			\$351,151		
<b>Total for Project 452236-1</b>		<b>\$99,000</b>		<b>\$351,151</b>		

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

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	D	\$65,000				
<b>Total for Project 408252-1</b>		<b>\$65,000</b>				

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

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	D	\$12,000				
<b>Total for Project 408253-1</b>		<b>\$12,000</b>				

**412573-1 - CHARLOTTE COUNTY HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	D	\$252,335				
<b>Total for Project 412573-1</b>		<b>\$252,335</b>				

**413536-1 - PUNTA GORDA HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	D	\$173,241				
<b>Total for Project 413536-1</b>		<b>\$173,241</b>				

**427781-1 - ITS DEVICES ELECTRIC**

Type of Work: OTHER ITS

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	D	\$27,000				
<b>Total for Project 427781-1</b>		<b>\$27,000</b>				

**432899-1 - CHARLOTTE COUNTY ASSET MAINTENANCE**

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	D	\$70,000				
<b>Total for Project 432899-1</b>		<b>\$70,000</b>				

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CHARLOTTE COUNTY

Maintenance

**432899-2 - CHARLOTTE COUNTY ASSET MAINTENANCE**  
Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	D	\$2,236,231	\$2,236,231	\$2,236,231	\$2,236,231	\$980,668
Total for Project 432899-2		\$2,236,231	\$2,236,231	\$2,236,231	\$2,236,231	\$980,668



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**CHARLOTTE COUNTY**

Miscellaneous

**443602-1 - CAPE HAZE PIONEER TR FROM MYAKKA STATE FOREST TO US41(SR45)TAMIAMI TR**

Type of Work: BIKE PATH/TRAIL

Phase	Fund Code	2024	2025	2026	2027	2028
PD & E	DIH	\$1,000				
<b>Total for Project 443602-1</b>		<b>\$1,000</b>				

**443602-2 - CAPE HAZE PIONEER TRAIL FROM US 41 TO GILLOT BLVD**

Type of Work: BIKE PATH/TRAIL

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	TLWR	\$468,000				
<b>Total for Project 443602-2</b>		<b>\$468,000</b>				

**443602-3 - CAPE HAZE PIONEER TRAIL FROM GILLOT BLVD TO MYAKKA STATE FORREST**

Type of Work: BIKE PATH/TRAIL

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	TLWR	\$189,019				
<b>Total for Project 443602-3</b>		<b>\$189,019</b>				

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CHARLOTTE COUNTY Transportation Planning

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

Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028
Planning	PL	\$600,719				
	SL	\$14,396				
Total for Project 439316-4		\$615,115				

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

Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028
Planning	PL		\$605,812	\$611,008		
	SL	\$14,396	\$80,000			
Total for Project 439316-5		\$14,396	\$685,812	\$611,008		

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

Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028
Planning	PL				\$611,008	\$611,008
Total for Project 439316-6					\$611,008	\$611,008

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## Fund Codes

Federal	ACFP - AC FREIGHT PROG (NFP)	ACNP - ADVANCE CONSTRUCTION NHPP	ACNR - AC NAT HWY PERFORM RESURFACING
	ACSS - ADVANCE CONSTRUCTION (SS,HSP)	CARL - CARB FOR URB. LESS THAN 200K	CARM - CARB FOR SM. URB. 5K - 49,999
	CM - CONGESTION MITIGATION - AQ	DU - STATE PRIMARY/FEDERAL REIMB	FAA - FEDERAL AVIATION ADMIN
	FTA - FEDERAL TRANSIT ADMINISTRATION	GFEV - GEN. FUND EVEHICLE CHARG. PGM	PL - METRO PLAN (85% FA; 15% OTHER)
	SA - STP, ANY AREA	SL - STP, AREAS <= 200K	SM - STBG AREA POP. W/ 5K TO 49,999
	SN - STP, MANDATORY NON-URBAN <= 5K	TALL - TRANSPORTATION ALTS- <200K	TALM - TAP AREA POP. 5K TO 50,000
	TALT - TRANSPORTATION ALTS- ANY AREA		
Local	LF - LOCAL FUNDS		
State	D - UNRESTRICTED STATE PRIMARY	DDR - DISTRICT DEDICATED REVENUE	DI - ST. - S/W INTER/INTRASTATE HWY
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	DITS - STATEWIDE ITS - STATE 100%.	DPTO - STATE - PTO
	DS - STATE PRIMARY HIGHWAYS & PTO	DWS - WEIGH STATIONS - STATE 100%	SIWR - 2015 SB2514A-STRATEGIC INT SYS
	TLWR - 2015 SB2514A-TRAIL NETWORK		

FLORIDA DEPARTMENT OF TRANSPORTATION DRAFT TENTATIVE WORK PROGRAM CHARLOTTE COUNTY-PUNTA GORDA MPO FY2024 THROUGH FY2028 SUMMARY OF CHANGES										
Project Number	Phase Type	Category	County	Work Mix	Project Description	Old Fiscal Year	Old Estimate	New Fiscal Year	New Estimate	Notes
434965-5	ROW	Additions	CHARLOTTE	0213	HARBORVIEW ROAD FROM MELBOURNE ST TO I-75		\$0	2024	\$7,610,573	Adding lanes. ROW funds added
446830-1	Design	Additions	CHARLOTTE	0205	SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD		\$0	2026	\$1,500,000	8-ft sidewalk along E side of US41. Design, Construction and CEI funds have been funded
446830-1	Construction	Additions	CHARLOTTE	0205	SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD		\$0	2028	\$3,262,943	
446830-1	CEI	Additions	CHARLOTTE	0205	SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD		\$0	2028	\$370,890	
449652-1	Construction	Additions	CHARLOTTE	9917	SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY		\$0	2027	\$1,648,458	Safety improvements project. Construction and CEI funds have been funded
449652-1	CEI	Additions	CHARLOTTE	9917	LINE		\$0	2027	\$277,474	
451101-1	Design	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM S OF AQUI ESTA DR TO S OF CARMALITA ST		\$0	2024	\$1,148,890	Resurfacing project. Design, Construction and CEI phases have been funded
451101-1	Construction	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM S OF AQUI ESTA DR TO S OF CARMALITA ST		\$0	2026	\$2,821,390	
451101-1	CEI	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM S OF AQUI ESTA DR TO S OF CARMALITA ST		\$0	2026	\$389,107	
451102-1	Design	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE		\$0	2025	\$4,000	Resurfacing project. Design, Construction and CEI phases have been funded
451102-1	Construction	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE		\$0	2026	\$906,361	
451102-1	CEI	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE		\$0	2026	\$131,088	
451103-1	Design	Additions	CHARLOTTE	0012	SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE		\$0	2024	\$299,432	Resurfacing project. Design, Construction and CEI phases have been funded
451103-1	Construction	Additions	CHARLOTTE	0012	SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE		\$0	2026	\$5,196,623	
451103-1	CEI	Additions	CHARLOTTE	0012	SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE		\$0	2026	\$647,288	
451104-1	Design	Additions	CHARLOTTE	0012	SR 35 (US 17) FROM PINEGROVE CIRCLE TO N OF WASHINGTON LOOP RD		\$0	2024	\$995,280	Resurfacing project. Design, Construction and CEI phases have been funded
451104-1	Construction	Additions	CHARLOTTE	0012			\$0	2026	\$3,218,014	
451104-1	CEI	Additions	CHARLOTTE	0012			\$0	2026	\$404,382	
451203-1	Capital Grant	Additions	CHARLOTTE	8207	PUNTA GORDA AIRPORT HOLDING BAY RWY 22 APPROACH		\$0	2026	\$65,000	Aviation Capacity project
451214-1	Capital Grant	Additions	CHARLOTTE	8207	PUNTA GORDA AIRPORT REALIGN TAXIWAY F		\$0	2025	\$107,500	Aviation Capacity project
451215-1	Capital Grant	Additions	CHARLOTTE	8207	PUNTA GORDA AIRPORT EXPAND AIR CARRIER RAMP		\$0	2025	\$207,500	Aviation Capacity project
451216-1	Capital Grant	Additions	CHARLOTTE	8211	PUNTA GORDA AIRPORT MAINTENANCE & OPERATIONS CENTER		\$0	2024	\$2,000,000	Aviation project
451358-1	Construction	Additions	CHARLOTTE	0233	US 41 AT MIDWAY BLVD		\$0	2027	\$1,110,418	Intersection Improvements and signal upgrades. Construction and CEI phases have been funded
451358-1	CEI	Additions	CHARLOTTE	0233	US 41 AT MIDWAY BLVD		\$0	2027	\$182,215	
451360-1	Design	Additions	CHARLOTTE	0554	SR 776 AT OCEANSPRAY BLVD		\$0	2025	\$1,000	Median Modification Project. Design, Construction and CEI phases have been funded
451360-1	Construction	Additions	CHARLOTTE	0554	SR 776 AT OCEANSPRAY BLVD		\$0	2027	\$454,014	
451360-1	CEI	Additions	CHARLOTTE	0554	SR 776 AT OCEANSPRAY BLVD		\$0	2027	\$55,246	
451489-1	Capital Grant	Additions	CHARLOTTE	8205	PUNTA GORDA AIRPORT RUNWAY 4-22 EXTENSION		\$0	2026	\$37,500	Aviation Preservation Project
451993-1	Capital Grant	Additions	CHARLOTTE	8205	PUNTA GORDA AIRPORT REHABILITATE TAXIWAY A & C		\$0	2024	\$490,000	Aviation Preservation Project
452154-1	Design	Additions	CHARLOTTE	0109	1-75 AT JONES LOOP TRUCK PARKING		\$0	2024	\$1,750,000	National Highway Freight Program (NHFP) project. Rest Area. Design, Construction and CEI phases have been funded
452154-1	Construction	Additions	CHARLOTTE	0109	1-75 AT JONES LOOP TRUCK PARKING		\$0	2028	\$15,039,729	
452154-1	CEI	Additions	CHARLOTTE	0109	1-75 AT JONES LOOP TRUCK PARKING		\$0	2028	\$2,789,562	
452200-4	Operations Grant	Additions	CHARLOTTE	0207	ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN PHASE I I-75(SR93)		\$0	2024	\$1,700,000	Electric Vehicle Charging Project
452200-5	Operations Grant	Additions	CHARLOTTE	0207	ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN PHASE I I-75(SR93)		\$0	2024	\$1,700,000	Electric Vehicle Charging Project
452221-1	Design	Additions	CHARLOTTE	0106	COOPER STREET FROM AIRPORT RD TO E MARION AVE		\$0	2026	\$308,000	LAP. Complete Streets Project. Priority #4 on the MPO list. Design, Construction and CEI phases have been funded
452221-1	Construction	Additions	CHARLOTTE	0106	COOPER STREET FROM AIRPORT RD TO E MARION AVE		\$0	2028	\$2,810,000	
452221-1	CEI	Additions	CHARLOTTE	0106	COOPER STREET FROM AIRPORT RD TO E MARION AVE		\$0	2028	\$110,000	

FLORIDA DEPARTMENT OF TRANSPORTATION DRAFT TENTATIVE WORK PROGRAM CHARLOTTE COUNTY-PUNTA GORDA MPO FY2024 THROUGH FY2028 SUMMARY OF CHANGES										
Project Number	Phase Type	Category	County	Work Mix	Project Description	Old Fiscal Year	Old Estimate	New Fiscal Year	New Estimate	Notes
452236-1	Design	Additions	CHARLOTTE	9956	SR 45 (US 41) ADA RAMP FROM HARBORWALK TO W RETTA ESPLANADE		\$0	2024	\$99,000	Managed by FDOT. Design, Construction and CEI phases have been funded
452236-1	Construction	Additions	CHARLOTTE	9956			\$0	2026	\$246,511	
452236-1	CEI	Additions	CHARLOTTE	9956			\$0	2026	\$104,640	
441950-1	Construction	Advances	CHARLOTTE	0235	SR 31 FROM CR 74 TO CR 74	2025	\$5,556,448	2024	\$8,116,094	Roundabout project. Construction, Utilities and CEI phases have been advanced from FY25 to FY24
441950-1	Utilities	Advances	CHARLOTTE	0235	SR 31 FROM CR 74 TO CR 74	2025	\$500,000	2024	\$500,000	
441950-1	CEI	Advances	CHARLOTTE	0235	SR 31 FROM CR 74 TO CR 74	2025	\$926,931	2024	\$1,128,131	
449652-1	Design	Advances	CHARLOTTE	9917	SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY LINE	2026	\$5,000	2025	\$479,000	Safety Project. Design phase has been advanced from FY26 to FY25
434965-2	ROW	Deletions	CHARLOTTE	0213	HARBORVIEW ROAD FROM MELBOURNE ST TO I-75	2024	\$959,376		\$0	ROW funds have been moved to the project 434965-5 (please refer to the "Additions" section)
434965-2		Deletions	CHARLOTTE	0213	HARBORVIEW ROAD FROM MELBOURNE ST TO I-75	2024	\$249,757		\$0	
434965-2		Deletions	CHARLOTTE	0213	HARBORVIEW ROAD FROM MELBOURNE ST TO I-75	2024	\$5,594,187		\$0	
446340-1	Construction	Moved in	CHARLOTTE	0233	SR 776 (EL JOBEAN RD) AT FLAMINGO BLVD	2099	\$0	2025	\$1,460,000	Intersection improvement project (LAP). Constraction phase moved in to the 5Y Work Program (FY25)
446391-1	Feasibility Study (LAP)	Moved in	CHARLOTTE	0040	US 41 (SR 45) FROM KINGS HWY TO PEACE RIVER BRIDGE	2099	\$0	2025	\$150,000	Feasibility Study: Perform a lane diet - 6 to 4 lanes (LAP). Moved back in to the 5Y Work Program (FY25)
446393-1	Design	Moved in	CHARLOTTE	0550	SR 776 AT CHARLOTTE SPORTS PARK	2099	\$0	2025	\$101,000	Add turn lane. Design phase moved in to the 5Y Work Program (FY25)
446596-1	PD&E (Other Agency)	Moved in	CHARLOTTE	0040	US 17 FROM US 41 (SR 35) NB TO COOPER ST (SR 35)	2099	\$0	2028	\$290,000	Transportation planning (LAP). Reduce 3 one way travel lanes to 2 and add buffered bike lane. Moved back in to the 5Y Work Program (FY28)
441866-1	Capital Grant	Moved Out	CHARLOTTE	8211	PUNTA GORDA ARPT T-HANGARS	2025	\$1,000,000	2029	\$0	The project funding was deferred to FY 2029 at the request of the local agency/airport sponsor

**AGENDA ITEM # 12**  
**DRAFT FY 2023/2024- FY 2027/2028 TRANSPORTATION IMPROVEMENT**  
**PROGRAM (TIP)**

**Purpose:** Review and comment on the Draft FY 2023/2024 - FY 2027/2028  
Transportation Improvement Program (TIP)

**Presented by:** MPO Staff

**Discussion:**

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

The Charlotte County-Punta Gorda MPO is scheduled to review and adopt the TIP at the May 15, 2023, MPO Board Meeting. The Draft Charlotte County-Punta Gorda MPO TIP for FY 2023/2024 - FY 2027/2028 is Attachment 1. The MPO Board adopted the project priorities listed in this TIP on May 16, 2022.

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

**Recommendation:** Review and comment on the Draft FY 2023/2024 - FY 2027/2028  
Transportation Improvement Program (TIP)

**Attachment:** [Draft FY 2023/2024 - FY 2027/2028 Charlotte County-Punta Gorda MPO Transportation Improvement Program \(TIP\)](#)

# CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

## **TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2023/2024 - 2027/2028**



ADOPTION MAY 16, 2022

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

In cooperation with

The Florida Department of Transportation,

The City of Punta Gorda Public Works Department; and Charlotte County Public Works Division

The Charlotte County Budget Office, Community Development Department, Transit Department and the Charlotte County Airport Authority

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# SECTION – I



**RESOLUTION  
NUMBER 2023-06**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION BOARD APPROVING  
THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL  
YEAR (FY) 2023/2024 THROUGH FY 2027/2028.**

**RECITALS**

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

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

WHEREAS, the MPO has approved said Transportation Improvement Program for Fiscal Year 2023/2024 through FY 2027/2028 on May 15, 2023; and

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

NOW THEREFORE, BE IT RESOLVED, by the Charlotte County-Punta Gorda Metropolitan Planning Organization Board that the Transportation Improvement Program for 2023/2024 through FY 2027/2028 is hereby approved.

PASSED AND DULY ADOPTED this 15<sup>th</sup> day of May 2023.

CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION

By: \_\_\_\_\_  
Christopher G. Constance, MD, Chairman

ATTEST:

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY:

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

By: \_\_\_\_\_  
Janette S. Knowlton, County Attorney

## **SECTION – II**

## **EXECUTIVE SUMMARY**

The Transportation Improvement Program (TIP) is a staged, multi-year, intermodal program of transportation projects which is consistent with the Long-Range Transportation Plan (LRTP), [23 Code of Federal Regulation [C.F.R.] Part 450]. The Metropolitan Planning Organization (MPO) through a continuing, comprehensive and cooperative effort also known as 3-C process. MPOs primary obligation is to develop a TIP as required by 23 United States Code (U.S.C.) 134(j) and (k) (3) and (4); 23 C.F.R. Part 450 Sections 320,322(c),324,326,328,330, and 332; 23 C.F.R.500.109, 500.110, 500.111(Congestion Management) and subsection 339.175(6) and (8), Florida Statutes (F.S.), and the Fixing America's Surface Transportation (FAST) Act. The FY 2023/2024 through 2027/2028 TIP includes:

Section 1 – Resolution endorsing the plan by the MPO Board

Section II - Executive Summary.

Section III - Project location map;

Section IV - Five year federally funded project lists including funding summary.

Section V - Local Road project lists for five fiscal years;

Section VI- Transit and Transportation disadvantaged section;

Section VII - Aviation section; and

Section VIII - Maintenance and Transportation planning projects section;

Section IX - Federal Obligations

and a section for adopted amendments to the TIP.

### **Purpose**

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

### **Financial Plan**

The TIP serves as a five-year [subsection 339.175(8) (1), F.S.] financially feasible program of improvements to all modes of transportation within Charlotte County and the City of Punta Gorda. The TIP is developed in cooperation with the FDOT and public transit operators [23 C.F.R. 450.324(a)]. The federally funded projects identified in the TIP can be implemented using reasonably expected current and proposed revenue sources based on the State

Tentative Work Program and locally dedicated transportation revenues (see Table on page IV-2 and IV-3 that shows total funds and funding sources programmed by year). The TIP projects are financially constrained and able to be implemented for each year using Year of Expenditure (YOE) dollars. YOE dollars are adjusted for inflation from the present time to the expected year of construction. Planning regulations require that revenue and cost estimates in the TIP must use inflation or growth rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the State, MPOs, and public transit operators.

### **Project Selection**

The TIP is developed to meet the federal and state TIP requirements in 23 C.F.R. 450.330(b) as designated in the MPO Program Management Handbook updated November 2022. It has been compiled from the FDOT Tentative Work Program, the Capital Improvement Programs (CIPs) from local entities and project priorities developed by Charlotte County, the Charlotte County transit in cooperation with the MPO, the City of Punta Gorda, the Charlotte County Airport Authority, and FDOT.

### **Consistency with Other Plans**

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

### **Project Priorities**

The MPO’s priority listing of projects (Tables 1 to 6) was developed to provide FDOT with a sequence of projects for advancement in their Work Program as it is updated during the next Work Program development cycle. The MPO’s priorities listed were adopted by the MPO Board on May 16, 2022, based on the LRTP Cost Feasible Plan for the 2045 horizon and recommendations from the MPO’s Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and Bicycle Pedestrian Advisory Committee (BPAC). The Congestion Mitigation/Transportation Systems Management (CM/TSM) is described in the MPO’s 2045 LRTP, Chapter 6. The MPO’s Congestion Management Process established in the 2035 LRTP, identified US 41 as the main congested arterial in Charlotte County. Based on a US 41 corridor study completed in 2009, certain US 41 intersections have been prioritized and programmed for funding with CM/TSM funds (Table 2). Upon completion of the US 41 intersection improvements, the Number One Congestion Management project is the SR 776 @ Charlotte Sports Park, intersection improvement. SR 776 Corridor study initiated by FDOT is adopted by the MPO Board at the October 18, 2021. Veterans Blvd Corridor Study initiated by FDOT recommended by the MPO Board was completed in October 2022. Both studies identified various intersections for future

prioritization and programming for CM/TSM funds. A quantitative roadway project prioritization process helped guide the selection of projects of the LRTP Cost Feasible Plan. The project selection criteria can be found in the Charlotte County-Punta Gorda LRTP Chapter 8 Table 8-2: 2045 LRTP Project Prioritization Evaluation Criteria ([www.ccmmpo.com](http://www.ccmmpo.com)). Project selection also factored in: Strategic Intermodal System (SIS) facilities, its connectors and other regionally significant facilities; community concerns; public involvement; and state comprehensive planning rules. These local criteria include urban service area strategies, hurricane evacuation, traffic circulation, environmental benefit, freight movement, right of way protection, and continuity of capital programming. TIP projects selected and programmed for funding are consistent with federal requirements and the FDOT's Tentative Work Program and are financially feasible for the appropriate funding categories. The numbered project priorities in the tables below represent the MPO's project priorities by project and the next phase of project implementation.

TABLE 12022 HIGHWAY PROJECTS

2022 HIGHWAY PROJECT PRIORITIES															
RANK	FPN	PROJECT NAME	FROM	TO	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2023	2024	2025	2026	2027	COMMENTS
1	2050 Long Range Transportation Plan (LRTP) Update, \$400,000.00 requested for FY 2023//2024 funds from SL funds STP, Areas <= 200K to augment PL Funds. (MPO anticipates the population of Charlotte County to exceed 200k triggering the federal requirements of a TMA that may necessitate additional planning funds to support the 2050 LRTP development needs).										\$0.12	\$0.20	\$0.08		Allocated by Year based on FDOT Liasion recommendation 11/03/2021
3	434965 2	Harbor View Rd <sup>1</sup>	Date St	I-75	Road widening from 2-lane to 4-lane	CST	\$14.0		TBD	\$13.1				TBD	ROW Funded for entire segment of Harborview Rd . CST for this segment is unfunded.
4		Edgewater Dr / Flamingo Blvd Ext <sup>1</sup>	Midway Blvd	SR 776	Road widening from 2-lane to 4-lane	ROW&CST	\$2.50		\$54.50						County is requested \$2.2 million towards PE
6	435563 1	N. Jones Loop Rd <sup>1</sup>	I-75	Piper Rd	Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor	PE& CST	\$1.00								At the MPO Board recommendation this project is divided into 2 segments. For Segment 1 County is asking funds towards PE . Final report available to Staff in Feb/Mar 2022
<sup>1</sup> Regional projects									<sup>2</sup> TAP Project on SUN Trail network system			Notes : All project costs are in millions			
		PE - Design				ROW - Right - of Way			New Project			MPO Project			
		PD&E Project Development & Environment				CST- Construction			Charlotte County			City of Punta Gorda			

Cost estimates for some projects were not available at the time of 2022 project priorities approval. The 2023 Project Priority sheet will be updated with cost estimates for the 2023 project priorities list to be approved at the next MPO Board meeting.



**Regional Multi-Modal Transportation System Project Priorities.** Regional Multi-Modal Transportation System Project Priorities are included in accordance with the *Inter local Agreement for Joint Regional Transportation Planning and Coordination*, with Sarasota/Manatee MPO and the Lee County MPO. The Joint Regional Multi-Modal Transportation System was developed using agreed upon criteria (i.e.. SIS, Emerging SIS, SIS Connectors, principal roadways that connect non-SIS freight and passenger intermodal hubs, designated hurricane arterial evacuation routes, etc.) to identify regionally significant facilities.

Charlotte County's Regional Highway Project Priorities are noted as "Regional Project" in the "**Project**" column of Table 1 (above). Charlotte County Transportation System Management / Congestion Mitigation Projects and Transportation Alternative Program (TAP) Regional Projects as required by FDOT District One directives were developed and are listed below in Table 2&3. The Regional Sarasota/Manatee MPO's Project lists are listed below in Table 4 for Transportation Regional Incentive Program (TRIP) and Transportation Regional Incentive Program (TRIP) for Charlotte County-Punta Gorda MPO and Lee MPO are listed below in Table 5.

2022 TRANSPORTATION SYSTEM MANAGEMENT / CONGESTION MITIGATION PROJECTS													
2022 TRANSPORTATION SYSTEM MANAGEMENT/ CONGESTION MITIGATION PROJECTS													
RANK	FPN#	PROJECT NAME	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST-PDC ( in Mil)	2023	2024	2025	2026	2027	Comments
1	4463931	Add turn lanes on SR 776 @ Charlotte Sports Park <sup>1</sup>	Intersection Improvements	PE & CST	\$0.187		\$0.187						County is requesting CST funds
2		SR 776 @ Flamingo Blvd <sup>1</sup>	Intersection Improvements	CST	\$1.46								UN Funded in the current 2022-2027 work program.County is asking CST
3		Add Signal @ SR 776 & Biscayne Blvd	Intersection Improvements	PE & CST	\$0.80		\$0.80						County is requesting PE & CST funds
4		Add turn lanes on SR 776 @ Cornelius Blvd <sup>1</sup>	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
5		US 41 @ Easy St	Intersection Improvements	PE & CST									County is requesting PE & CST funds
6		Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
7		Add turn lanes on SR 776 @ Jacobs St <sup>1</sup>	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
8		Add turn lanes US 41 @ Carousel Plaza	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
9		SR 31 @ CR 74	Intersection Improvements					\$0.84		\$7.03			CST in the current 2022-2027 work program - updated Feb 2022 snapshot. Project will be deleted
10		Countywide ITS master plan implementation	County wide ITS improvements	PE, ROW, CST	TBD		TBD						The ITS master plan study was initiated to evaluate the County's information, communication and technology systems and to determine future needs.
<sup>1</sup> Regional projects		<sup>2</sup> TAP Project on SUN Trail network system				Notes:All projects costs are in millions							
		PE - Design	ROW - Right - of Way			New Project			MPO Project				
		PD&E Project Development & Environment	CST- Construction			Charlotte County			City of Punta Gorda				

Cost estimates for some projects were not available at the time of 2022 Project Priorities approval. The 2023 Project Priority sheet will be updated with cost estimates for the 2023 project priorities list to be approved at the next MPO Board meeting.

2022 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS															
2022 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS															
RANK	FPN	PROJECT NAME	FROM	TO	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2023	2024	2025	2026	2027	COMMENTS
1	4351052	Taylor Rd - Phase I	N.Jones Loop Rd	Airport Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	ROW&CST			\$4.94			\$0.66			Cost Estimate from WGI Consultant
2	4351051	Taylor Rd - Phase II	US 41 SB	N. Jones Loop Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE&ROW&CST			\$4.92						Cost Estimate from WGI Consultant
3		US 41	Sidewalks -Morningside Drive	Sarasota County line	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST									Total Project, segments are below
3A		US 41	Melbourne St	Harbor View Rd/Edgewater Dr	Feasibility Study to accomdate mutlimodal aspects of complete streets	PD&E, PE & CST	\$0.15								The project was in 2021-2026 WP . MPO is asking FDOT to fund this project with the new project limits.
3B		US 41 Eastside <sup>1,2</sup>	Kings Hwy	Conway Blvd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
3C	4382621	US 41 Eastside <sup>1,2</sup>	Conway Blvd	Midway Blvd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	CST			\$5.31	\$0.83				\$4.47	CST funded in current DTWP - Project will be deleted
3D	4404421	US 41 East side	Midway Blvd	Paulson Dr	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE&CST			TBD		\$0.075				Need costs estimates for PE & CST. PE & CST funds removed in the current DTWP
3E		US 41 Westside&East Side	Tuckers Grade	Taylor Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						Added East side to the project Need costs for PE & CST
3F		US 41 Westside	Morningside Dr	Tuckers Grade	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
3H		US 41 Westside	Taylor Rd	Burnt Store Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
4		Cooper St	Airport Rd	E.Marion Ave	Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts	PE & CST	\$3.21	\$0.09	\$3.30						Updated cost 2022
6		E. Elkcam Blvd	US 41	Midway Blvd	Street Lights & Pedestrian Bridge in Parkside CRA	PE & CST	\$1.72		\$1.72						Need costs for PE & CST- Confirm with County
9		Harborwalk Phase IV <sup>1</sup>	Harborwalk @ US 41 NB		Bridge Underpass & Lighting	PE & CST	\$0.12	\$0.02	\$0.14						Need revised costs for PE & CST
10		Harborwalk Phase II	ADA ramps at US 41 SB		US 41 SB at the Albert Gilchrist Bridge connecting the City's Harborwalk to the existing US 41 SB sidewalk	PE, CST &CEI	\$0.60	\$0.09	\$0.69						Reset meeting on Jan 3, 2022 . FDOT /Revised estimate
11		US 41 NB <sup>1</sup>	Multi Use Recreational Trail bridge over Alligator Creek - South branch		Bicycle/Ped Bridge	CST	\$1.74		\$1.74					\$0.29	In current 2022-2027 WP for design. City do not intend to apply for CST dollars since the City's CIP is not consistent
12		SR 776 - SUN Trail	MyakkaState Forest	Gillot Blvd	Paved trail corridors for bicyclists and pedestrians.	PE&CST	\$0.019		\$3.20						County is asking PE funds for Segment Two updated 3/7/2022
13		SR 776 - SUN Trail	Gillot Blvd	US 41	Paved trail corridors for bicyclists and pedestrians.	PE&CST	\$0.47		\$2.80						County is asking PE funds for Segment One
<sup>1</sup> Regional projects								<sup>2</sup> TAP Project on SUN Trail network system			Notes : All project costs are in millions				
	PE - Design				ROW - Right - of Way				New Project		MPO Project				
	PD&E Project Development & Environment				CST- Construction				Charlotte County		City of Punta Gorda				

Cost estimates for some projects were not available at the time of 2022 project priorities approval. The 2023 Project Priority sheet will be updated with cost estimates for the 2023 project priorities list to be approved at the next MPO Board meeting.

TABLE 4

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

Adopted – May 2022

## 2022 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

## PROJECT PRIORITY LIST

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

Priority Rank	Project	Jurisdiction	TRIP Funds Requested
1	<b>Moccasin Wallow</b> from US 301 to 115 <sup>th</sup> Ave E (Segment 1)	Manatee County	\$3,600,000
2	<b>Honore Ave</b> from Fruitville Rd to 17 <sup>th</sup> St	Sarasota County	\$5,010,000
3	<b>Harborview Rd</b> from Melbourne St to I-75	Charlotte County	\$4,000,000
4	<b>Moccasin Wallow</b> from 115 <sup>th</sup> Ave E to I-75 (Seg. 2 & 3)	Manatee County	\$14,400,000
5	<b>Lorraine Rd</b> from SR 72/Clark Rd to Knights Trail	Sarasota County	\$34,430,000
6	<b>Edgewater Dr/Flamingo Blvd Ext</b> from Midway Blvd to SR 776	Charlotte County	\$2,200,000
7	<b>Lorraine Rd</b> from Palmer Blvd to Fruitville Rd	Sarasota County	\$11,125,000
8	<b>Fruitville Rd.</b> from Sarasota Center Blvd. to Lorraine Rd.	Sarasota County	\$7,515,000
9	<b>Jones Loop Rd</b> from Burnt Store Rd to Piper Rd	Charlotte County	\$5,000,000
10	<b>Kings Hwy</b> from Sandhill Blvd to DeSoto County Line	Charlotte County	\$5,000,000

*Requested TRIP Funds amounts reported by local jurisdictions in Project Priority applications.*

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



Newly Added projects

**TABLE 5**  
**2022 JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-**  
**PUNTA GORDA MPO** Adopted by Lee MPO in May or June  
Adopted by Charlotte County - Punta Gorda MPO in May 2022

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

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

## Major Projects Implemented/Progress

Major Projects Implemented				
Number	Jurisdiction	Phase	Project	FPN
1	County	CST	I-75 at CR 776 (Harbor View Road) - Landscaping	4411221
2	County	CST	I-75 at Tucker's Grade Interchange - Landscaping	4419291
3	County	CST	US 41 Sidewalk from Midway Blvd. to Enterprise Dr.	4353901
4	County	CST	Lighting US 41 from Rio Villa Dr. to Airport Rd.	4349881
5	County	ENV	SR 776 From Pinedale Drive to Myakka River	4415171
6	FDOT	Study	SR 776 Corridor Study from Sarasota County line to US 41	
7	FDOT	Study	SUN - Trail Feasibility Study from Myakka State Forest to US 41	4436021
8	County	PD&E	Harbor View Rd from Melbourne St to I-75	4349651
9	FDOT	PD&E	SR 31 from Bayshore Rd to Cook Brown Rd	428917-1
10	FDOT	Study	Jones Loop Rd from Burnt Store Rd to Piper Rd	436563 1
11	FDOT	Study	Veterans Blvd from US 41 to Kings Hwy/Peachland Blvd	
12	FDOT	PD&E	SR 31 @ Bermont Rd ( CR 74) Roundabout	441950-1
13	County	PD&E	Taylor Rd from N. Jones Loop Rd to Airport Rd	4351051

Major Projects in Progress				
Number	Jurisdiction	Phase	Project	FPN
1	County	Design/Build	Harborwalk Phase II West Retta Esplanade from Maude St to Berry St -ADA	4381571
2	County	Design/Build	US 41 from Airport Rd to William St - Complete Streets	4402681
3	County	PE	Taylor Road Sidewalk from US 41 to Jones Loop Rd	4351051
3	County	PE	Taylor Road Sidewalk from Jones Loop Rd to Airport Road	4351051
4	County	PD&E	North Jones Loop Rd from Burnt Store Rd to Piper Rd - Add lanes	4365631
5	County	PD&E	Cape Haze Pioneer Trail from Myakka State Forest to US 41(SR 45)	4436021
6	County	PE	SR 31 from CR 74 (Roundabout)	4419501
7	County	PE	Tamiami Trail (SR 45) From William St To Peace River Bridge -Resurfacing	4415241
8	County	PE	Dynamic Message Sign I-75 from Lee County line to Sarasota County line	4420981
9	County	PE	SR 45 (US 41) Tamiami Trail from Conway Blvd to Midway Blvd-Sidewalk	4382621
10	County	CST	Burnt Store Rd add lanes and reconstruct from Zemel Rd to Notre Dame	4353881
11	County	CST	SR 776 From Pinedale Drive to Myakka River-Resurfacing	4415171
12	County	CST	Landscaping I-75 (SR 93) AT US 17	4390051
13	County	CST	SR 35 (US17) from Washington loop road to Desoto County line - Resurfac	4415631
14	County	CST	SR 45 (US 41) from S of Payne St To N of Rio Villa Dr - Resurfacing	4444851
15	County	Study	Veterans Blvd from US 41 to Kings Hwy	
16	County	Design	Edgewater Dr/ Flamingo Blvd from Midway Blvd to SR 776	
17	County	PD&E	Burnt Store Rd from Vincent Ave ( Lee County Line) to Wallaby lane	
18	FDOT	CST	I-75 at N. Jones Loop - Landscaping	4130427
19	FDOT	PE	SR 31 from Bayshore Rd to Cook Brown Rd	428917-1
20	FDOT	CST	SR 776 from Myakka Bridge to Willowbend Dr	445475 1
21	FDOT	Study	I -75 from N. Bayshore Rd (SR 78) in Lee County to S. River Road (SR 777)	448864 1
22	County	Design	Harbor View Rd from Melbourne St to I-75	434965-2

**5 YEAR TRANSPORTATION PROGRAM 2022 THROUGH 2026 - SUMMARY OF ADDITIONS, RESCHEDULINGS AND DELETIONS As of December 2022**

<b>FLORIDA DEPARTMENT OF TRANSPORTATION</b> <b>DRAFT TENTATIVE WORK PROGRAM</b> <b>CHARLOTTE COUNTY- PUNTA GORDA MPO</b> <b>FY2024 THROUGH FY2028 SUMMARY OF CHANGES</b>										
<b>Project Number</b>	<b>Phase Type</b>	<b>Category</b>	<b>County</b>	<b>Work Mix</b>	<b>Project Description</b>	<b>Old Fiscal Year</b>	<b>Old Estimate</b>	<b>New Fiscal Year</b>	<b>New Estimate</b>	<b>Notes</b>
434965-5	ROW	Additions	CHARLOTTE	0213	HARBORVIEW ROAD FROM MELBOURNE ST TO I-75		\$0	2024	\$7,610,573	Adding lanes. ROW funds added
446830-1	Design	Additions	CHARLOTTE	0205	SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD		\$0	2026	\$1,500,000	8-ft sidewalk along E side of US41. Design, Construction and CEI funds have been funded
446830-1	Construction	Additions	CHARLOTTE	0205	SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD		\$0	2028	\$3,262,943	
446830-1	CEI	Additions	CHARLOTTE	0205	SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD		\$0	2028	\$370,890	
449652-1	Construction	Additions	CHARLOTTE	9917	SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY		\$0	2027	\$1,648,458	Safety improvements project. Construction and CEI funds have been funded
449652-1	CEI	Additions	CHARLOTTE	9917	LINE		\$0	2027	\$277,474	
451101-1	Design	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM S OF AQUI ESTA DR TO S OF CARMALITA ST		\$0	2024	\$1,148,890	Resurfacing project. Design, Construction and CEI phases have been funded
451101-1	Construction	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM S OF AQUI ESTA DR TO S OF CARMALITA ST		\$0	2026	\$2,821,390	
451101-1	CEI	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM S OF AQUI ESTA DR TO S OF CARMALITA ST		\$0	2026	\$389,107	
451102-1	Design	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE		\$0	2025	\$4,000	Resurfacing project. Design, Construction and CEI phases have been funded
451102-1	Construction	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE		\$0	2026	\$906,361	
451102-1	CEI	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE		\$0	2026	\$131,088	
451103-1	Design	Additions	CHARLOTTE	0012	SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE		\$0	2024	\$299,432	Resurfacing project. Design, Construction and CEI phases have been funded
451103-1	Construction	Additions	CHARLOTTE	0012	SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE		\$0	2026	\$5,196,623	
451103-1	CEI	Additions	CHARLOTTE	0012	SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE		\$0	2026	\$647,288	
451104-1	Design	Additions	CHARLOTTE	0012	SR 35 (US 17) FROM PINEGROVE CIRCLE TO N OF WASHINGTON LOOP RD		\$0	2024	\$995,280	Resurfacing project. Design, Construction and CEI phases have been funded
451104-1	Construction	Additions	CHARLOTTE	0012			\$0	2026	\$3,218,014	
451104-1	CEI	Additions	CHARLOTTE	0012			\$0	2026	\$404,382	
451203-1	Capital Grant	Additions	CHARLOTTE	8207	PUNTA GORDA AIRPORT HOLDING BAY RWY 22 APPROACH		\$0	2026	\$65,000	Aviation Capacity project
451214-1	Capital Grant	Additions	CHARLOTTE	8207	PUNTA GORDA AIRPORT REALIGN TAXIWAY F		\$0	2025	\$107,500	Aviation Capacity project
451215-1	Capital Grant	Additions	CHARLOTTE	8207	PUNTA GORDA AIRPORT EXPAND AIR CARRIER RAMP		\$0	2025	\$207,500	Aviation Capacity project
451216-1	Capital Grant	Additions	CHARLOTTE	8211	PUNTA GORDA AIRPORT MAINTENANCE & OPERATIONS CENTER		\$0	2024	\$2,000,000	Aviation project
451358-1	Construction	Additions	CHARLOTTE	0233	US 41 AT MIDWAY BLVD		\$0	2027	\$1,110,418	Intersection Improvements and signal upgrades. Construction and CEI phases have been funded
451358-1	CEI	Additions	CHARLOTTE	0233	US 41 AT MIDWAY BLVD		\$0	2027	\$182,215	
451360-1	Design	Additions	CHARLOTTE	0554	SR 776 AT OCEANSPRAY BLVD		\$0	2025	\$1,000	Median Modification Project. Design, Construction and CEI phases have been funded
451360-1	Construction	Additions	CHARLOTTE	0554	SR 776 AT OCEANSPRAY BLVD		\$0	2027	\$454,014	
451360-1	CEI	Additions	CHARLOTTE	0554	SR 776 AT OCEANSPRAY BLVD		\$0	2027	\$55,246	
451489-1	Capital Grant	Additions	CHARLOTTE	8205	PUNTA GORDA AIRPORT RUNWAY 4-22 EXTENSION		\$0	2026	\$37,500	Aviation Preservation Project
451993-1	Capital Grant	Additions	CHARLOTTE	8205	PUNTA GORDA AIRPORT REHABILITATE TAXIWAY A & C		\$0	2024	\$490,000	Aviation Preservation Project
452154-1	Design	Additions	CHARLOTTE	0109	1-75 AT JONES LOOP TRUCK PARKING		\$0	2024	\$1,750,000	National Highway Freight Program (NHFP) project. Rest Area. Design, Construction and CEI phases have been funded
452154-1	Construction	Additions	CHARLOTTE	0109	1-75 AT JONES LOOP TRUCK PARKING		\$0	2028	\$15,039,729	
452154-1	CEI	Additions	CHARLOTTE	0109	1-75 AT JONES LOOP TRUCK PARKING		\$0	2028	\$2,789,562	
452200-4	Operations Grant	Additions	CHARLOTTE	0207	ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN PHASE I I-75(SR93)		\$0	2024	\$1,700,000	Electric Vehicle Charging Project
452200-5	Operations Grant	Additions	CHARLOTTE	0207	ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN PHASE I I-75(SR93)		\$0	2024	\$1,700,000	Electric Vehicle Charging Project
452221-1	Design	Additions	CHARLOTTE	0106	COOPER STREET FROM AIRPORT RD TO E MARION AVE		\$0	2026	\$308,000	LAP. Complete Streets Project. Priority #4 on the MPO list. Design, Construction and CEI phases have been funded
452221-1	Construction	Additions	CHARLOTTE	0106	COOPER STREET FROM AIRPORT RD TO E MARION AVE		\$0	2028	\$2,810,000	
452221-1	CEI	Additions	CHARLOTTE	0106	COOPER STREET FROM AIRPORT RD TO E MARION AVE		\$0	2028	\$110,000	



FLORIDA DEPARTMENT OF TRANSPORTATION DRAFT TENTATIVE WORK PROGRAM CHARLOTTE COUNTY- PUNTA GORDA MPO FY2024 THROUGH FY2028 SUMMARY OF CHANGES										
Project Number	Phase Type	Category	County	Work Mlx	Project Description	Old Fiscal Year	Old Estimate	New Fiscal Year	New Estimate	Notes
452236-1 452236-1 452236-1	Design Construction CEI	Additions Additions Additions	CHARLOTTE CHARLOTTE CHARLOTTE	9956 9956 9956	SR 45 (US 41) ADA RAMP FROM HARBORWALK TO W RETTA ESPLANADE		\$0 \$0 \$0	2024 2026 2026	\$99,000 \$246,511 \$104,640	Managed by FDOT. Design, Construction and CEI phases have been funded
441950-1 441950-1 441950-1	Construction Utilities CEI	Advances Advances Advances	CHARLOTTE CHARLOTTE CHARLOTTE	0235 0235 0235	SR 31 FROM CR 74 TO CR 74 SR 31 FROM CR 74 TO CR 74 SR 31 FROM CR 74 TO CR 74	2025 2025 2025	\$5,556,448 \$500,000 \$926,931	2024 2024 2024	\$8,116,094 \$500,000 \$1,128,131	Roundabout project. Construction, Utilities and CEI phases have been advanced from FY25 to FY24
449652-1	Design	Advances	CHARLOTTE	9917	SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY LINE	2026	\$5,000	2025	\$479,000	Safety Project. Design phase has been advanced from FY26 to FY25
434965-2 434965-2 434965-2	ROW	Deletions Deletions Deletions	CHARLOTTE CHARLOTTE CHARLOTTE	0213 0213 0213	HARBORVIEW ROAD FROM MELBOURNE ST TO I-75 HARBORVIEW ROAD FROM MELBOURNE ST TO I-75 HARBORVIEW ROAD FROM MELBOURNE ST TO I-75	2024 2024 2024	\$959,376 \$249,757 \$5,594,187		\$0 \$0 \$0	ROW funds have been moved to the project 434965-5 (please refer to the "Additions" section)
446340-1		Moved in	CHARLOTTE	0233	SR 776 (EL JOBEAN RD) AT FLAMINGO BLVD	2099	\$0	2025	\$1,460,000	Intersection improvement project (LAP). Constraction phase moved in to the 5Y Work Program (FY25)
446391-1		Moved in	CHARLOTTE	0040	US 41 (SR 45) FROM KINGS HWY TO PEACE RIVER BRIDGE	2099	\$0	2025	\$150,000	Feasibility Study: Perform a lane diet - 6 to 4 lanes (LAP). Moved back in to the 5Y Work Program (FY25)
446393-1	Design	Moved in	CHARLOTTE	0550	SR 776 AT CHARLOTTE SPORTS PARK	2099	\$0	2025	\$101,000	Add turn lane. Design phase moved in to the 5Y Work Program (FY25)
446596-1	PD&E (Other Agency)	Moved in	CHARLOTTE	0040	US 17 FROM US 41 (SR 35) NB TO COOPER ST (SR 35)	2099	\$0	2028	\$290,000	Transportation planning (LAP). Reduce 3 one way travel lanes to 2 and add buffered bike lane. Moved back in to the 5Y Work Program (FY28)
441866-1	Capital Grant	Moved Out	CHARLOTTE	8211	PUNTA GORDA ARPT T-HANGARS	2025	\$1,000,000	2029	\$0	The project funding was deferred to FY 2029 at the request of the local agency/airport sponsor



## **Public Involvement**

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

## **Previous Conforming Projects**

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

## **Certification**

On February 21, 2023, a joint certification review was conducted by FDOT and the Charlotte County-Punta Gorda MPO. Certification statement and certification checklists were completed. The FDOT and MPO Chairman recommended that the MPO Area Transportation Planning Process for Charlotte County- Punta Gorda MPO be certified.

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## HIGHWAYS

#	FPN	FACILITY	Phase	Fund	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
1	4436021	CAPE HAZE PIONEER TR FROM MYAKKA STATE	PDE	DIH	\$1,000	\$0	\$0	\$0	\$0
		Desc: BIKE PATH/TRAIL							
		Project Length : 8.201 Begin Mile Post : 7.013 End Mile Post: 15.214	Project Total:		\$1,000	\$0	\$0	\$0	\$0
2	4436022	CAPE HAZE PIONEER TRAIL FROM US 41 TO GILLOT BLVD	PE	TWLR	\$468,000	\$0	\$0	\$0	\$0
		Desc: BIKE PATH/TRAIL							
		Project Length :	Project Total:		\$468,000	\$0	\$0	\$0	\$0
3	4436023	CAPE HAZE PIONEER TRAIL FROM GILLOT BLVD TO MYAKKA FORREST	PE	TWLR	\$189,019	\$0	\$0	\$0	\$0
		Desc: BIKE PATH/TRAIL							
		Project Length :	Project Total:		\$189,019	\$0	\$0	\$0	\$0
4	4351052	CR 765A (TAYLOR RD) FROM N JONES LOOP TO AIRPORT RD PHASE I	PE	CARM	\$191,866	\$0	\$0	\$0	\$0
		Desc: Bike Path / Trail		TALM	\$458,134	\$0	\$0	\$0	\$0
		Project Length : 2.920 Begin Mile Post : 0.675 End Mile Post: 3.595	PE	TALT	\$1,000	\$0	\$0	\$0	\$0
			Project Total:		\$651,000	\$0	\$0	\$0	\$0
5	4349655	HARBORVIEW ROAD FROM MELBOURNE ST TO I-75	ROW						
		Desc: ADD LANES & RECONSTRUCT	CM		\$1,518,452	\$0	\$0	\$0	\$0
		Project Length : 2.799 Begin Mile Post : 0.890 End Mile Post: 3.335	SA		\$5,688,363	\$0	\$0	\$0	\$0
			SM		\$403,758	\$0	\$0	\$0	\$0
			Project Total:		\$7,610,573	\$0	\$0	\$0	\$0
6	4349653	HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST	RRU	LF	\$0	\$0	\$10,800,000	\$0	\$0
		Desc: ADD LANES & RECONSTRUCT	CST	CARL	\$0	\$0	\$390,602	\$0	\$0
		Project Length : 1.181 Begin Mile Post : 0.890 End Mile Post: 1.981	CST	CM	\$0	\$0	\$577,424	\$0	\$0
			CST	LF	\$0	\$0	\$9,959,934	\$0	\$0
			CST	SA	\$0	\$0	\$5,090,717	\$0	\$0
			CST	SL	\$0	\$0	\$4,015,226	\$0	\$0
			CST	SM	\$0	\$0	\$3,182,704	\$0	\$0
			Project Total:		\$0		\$34,016,607	\$0	\$0
7	4130427	I-75 (SR 93) AT N JONES LOOP ROAD INTERCHANGE	CST	DDR	\$1,151,360	\$0	\$0	\$0	\$0
		Desc: LANDSCAPING	CST	DIH	\$1,028	\$0	\$0	\$0	\$0
			Project Total:		\$1,152,388	\$0	\$0	\$0	\$0

#	FPN	FACILITY	Phase	Fund	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
8	4420981	I-75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE Desc: DYNAMIC MESSAGE SIGN Project Length : 28.996 Begin Mile Post : 0.000 End Mile Post: 22.008	PE	DDR	\$0	\$0	\$300,000	\$0	\$0
					\$0	\$0	\$0	\$0	\$0
			Project Total:		\$0	\$0	\$300,000	\$0	\$0
9	4419501	SR 31 FROM CR 74 TO CR 74 Desc: ROUNDABOUT Project Length : 0.239 Begin Mile Post : 12.008 End Mile Post: 12.247	RRU	DI	\$500,000	\$0	\$0	\$0	\$0
			CST	DI	\$9,244,225	\$50,000	\$0	\$0	\$0
			CST	DIH	\$0	\$1,058	\$0	\$0	\$0
			Project Total:		\$9,744,225	\$51,058	\$0	\$0	\$0
10	4404421	SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR Project Length : 2.652 Begin Mile Post : 19.668 End Mile Post: 22.320	ENV	TALT	\$75,000	\$0	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0
			Project Total:		\$75,000	\$0		\$0	\$0
11	4382621	SR 45 (US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD Desc: SIDEWALK Project Length : 2.136 Begin Mile Post : 17.532 End Mile Post: 19.668	CST	CARL	\$0	\$0	\$0	\$390,602	\$0
			CST	DIH	\$0	\$0	\$0	\$1,123	\$0
			CST	SL	\$0	\$0	\$0	\$1,125,523	\$0
			CST	TALL	\$0	\$0	\$0	\$260,573	\$0
			CST	TALT	\$0	\$0	\$0	\$3,760,192	\$0
			Project Total:		\$0	\$0	\$0	\$5,538,013	\$0
10	4444851	SR 45 (US 41) FROM S OF MORNINGSIDE DR TO N OF PIERRE RD Desc: RESURFACING Project Length : 2.562 Begin Mile Post : 5.562 End Mile Post: 7.670	PE	DIH	\$544,000	\$0	\$0	\$0	\$0
			CST	DDR		\$0	\$757,532	\$0	\$0
			CST	DIH		\$0	\$5,430	\$0	\$0
			CST	DS		\$0	\$6,124,729	\$0	\$0
			Project Total:		\$544,000	\$0	\$6,887,691	\$0	\$0
11	4449071	SR 776 (EL JOBEAN RD) FROM MYAKKA RIVER TO MURDOCK CIRCLE Desc: LANDSCAPING Project Length : 5.681 Begin Mile Post : 11.403 End Mile Post: 17.084	CST	DDR	\$0	\$0	\$852,000	\$0	\$0
			Project Total:		\$0	\$0	\$852,000	\$0	\$0
12	4463401	SR 776 (EL JOBEAN RD) AT FLAMINGO BLVD Desc: INTERSECTION IMPROVEMENT Project Length :	CST	ACSS	\$0	\$1,460,000	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0
			Project Total:		\$0	\$1,460,000	\$0	\$0	\$0
13	4463931.1	US 41 (SR 45) FROM KINGS HWY TO PEACE RIVER BRIDGE Desc: TRANSPORTATION PLANNING Project Length : 0.004 Begin Mile Post : 15.079 End Mile Post: 15.083	PLN	SL	\$0	\$150,000	\$0	\$0	\$0
					\$0	\$0	\$0	\$0	\$0
			Project Total:		\$0	\$150,000	\$0	\$0	\$0

#	FPN	FACILITY	Phase	Fund	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
14	446393 1	SR 776 AT CHARLOTTE SPORTS PARK Desc: ADD RIGHT TURN LANE(S) Project Length :	PE	LF	\$0	\$50,000	\$0	\$0	\$0
				SL	\$0	\$101,000	\$0	\$0	\$0
			Project Total:		\$0	\$151,000	\$0	\$0	\$0
15	4415521	SR 35 (US 17) FROM SR 45 (US 41) TO BERMONT ROAD (CR 74) Desc: RESURFACING Project Length : 0.910 Begin Mile Post : 13.250 End Mile Post: 14.160	CST	DDR	\$3,666,291	\$0	\$0	\$0	\$0
			CST	DIH	\$5,140	\$0	\$0	\$0	\$0
			CST	DS	\$11,591,218	\$0	\$0	\$0	\$0
			CST	LF	\$240,290	\$0	\$0	\$0	\$0
			Project Total:		\$15,502,939	\$0	\$0	\$0	\$0
16	4415241	TAMIAMI TRAIL (SR 45) FROM WILLIAM ST TO PEACE RIVER BRIDGE Desc: RESURFACING Project Length : 0.910 Begin Mile Post : 13.250 End Mile Post: 14.160	CST	DDR	\$4,412,323	\$0	\$0	\$0	\$0
			CST	DIH	\$1,028	\$0	\$0	\$0	\$0
			CST	DS	\$818,577	\$0	\$0	\$0	\$0
			CST	LF	\$682,852	\$0	\$0	\$0	\$0
			CST	SA	\$596,666	\$0	\$0	\$0	\$0
			CST	SL	\$102,800	\$0	\$0	\$0	\$0
			ENV	TALT	\$50,000	\$0	\$0	\$0	\$0
			Project Total:		\$6,664,246	\$0	\$0	\$0	\$0
17	4465961	US 17 FROM US 41 (SR 35) NB TO COOPER ST (SR 35) Desc: TRANSPORTATION PLANNING Project Length : 0.776 Begin Mile Post : 0.708 End Mile Post: 1.484	PDE	DIH	\$0	\$0	\$0	\$0	\$1,000
			PDE	SL	\$0	\$0	\$0	\$0	\$290,000
			Project Total:		\$0	\$0	\$0	\$0	\$291,000
18	4463391	US 41 (SR 45) AT S FORK ALLIGATOR CREEK Desc: PEDESTRIAN/WILDLIFE OVERPASS Project Length : 0.022 Begin Mile Post : 9.841 End Mile Post: 9.863	PE	TALL	\$0	\$290,000	\$0	\$0	\$0
			Project Total:		\$0	\$290,000	\$0	\$0	\$0
19	446830 1	SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD Desc: SIDEWALK Project Length :	PE	TALT	\$0	\$0	\$0	\$0	\$0
			CST	CARL	\$0	\$0	\$0	\$0	\$452,708
			CST	CARM	\$0	\$0	\$0	\$0	\$79,859
			CST	SL	\$0	\$0	\$0	\$0	\$991,416
			CST	SM	\$0	\$0	\$0	\$0	\$1,279,389
			CST	SN	\$0	\$0	\$0	\$0	\$830,461
			Project Total:		\$0	\$0	\$0	\$0	\$3,633,833
20	447869 1	I-75 PUNTA GORDA WEIGH STATION - INSPECTION BARN UPGRADES Desc: MCCO WEIGH STATION STATIC/WIM Project Length :	CST	DWS	\$0	\$0	\$0	\$0	\$567,252
			Project Total:		\$0	\$0	\$0	\$0	\$567,252

#	FPN	FACILITY	Phase	Fund	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
21	448931 1	SR 45 (US 41) FROM S OF MORNINGSIDE DR TO N OF ST PIERRE RD Desc: RESURFACING Project Length :	CST	ACNR	\$0	\$5,509,996	\$0	\$0	\$0
			CST	DDR	\$0	\$682,952	\$0	\$0	\$0
			CST	DIH	\$0	\$5,290	\$0	\$0	\$0
			CST	SL	\$0	\$1,319,530	\$0	\$0	\$0
			Project Total:		\$0	\$7,517,768	\$0	\$0	\$0
22	449652 1	SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY LINE Desc: SAFETY PROJECT Project Length :	PE	ACSS	\$0	\$479,000	\$0	\$0	\$0
			CST	ACSS	\$0	\$0	\$0	\$1,925,932	\$0
			Project Total:		\$0	\$479,000	\$0	\$1,925,932	\$0
23	451101 1	SR 45 (US 41) FROM S OF AQUI ESTA DR TO S OF CARMALITA ST Desc: RESURFACING Project Length :	PE	DIH	\$4,000	\$0	\$0	\$0	\$0
			CST	DS	\$1,144,890	\$0	\$0	\$0	\$0
			CST	DIH	\$0	\$0	\$383,657	\$0	\$0
							\$5,450		
			CST	SL	\$0	\$0	\$2,821,390	\$0	\$0
			Project Total:		\$1,148,890	\$0	\$3,210,497	\$0	\$0
24	451102-1	SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE Desc: SAFETY PROJECT Project Length :	PE	DIH	\$0	\$4,000	\$0	\$0	\$0
			CST	DIH	\$0	\$0	\$5,450	\$0	\$0
					\$0	\$0	\$1,031,999	\$0	\$0
					\$0	\$0	\$0	\$0	\$0
			Project Total:		\$0	\$4,000	\$1,037,449	\$0	\$0
25	451104-1	SR 35 (US 17) FROM PINEGROVE CIRCLE TO N OF WASHINGTON LOOP RD Desc: RESURFACING Project Length :	PE	ACNP	\$995,260	\$0	\$0	\$0	\$0
			PE	DIH	\$20,000	\$0	\$0	\$0	\$0
			CST	DDR	\$0	\$0	\$398,932	\$0	\$0
			CST	DIH	\$0	\$0	\$5,450	\$0	\$0
			CST	DS	\$0	\$0	\$3,218,014	\$0	\$0
			Project Total:		\$1,015,260	\$0	\$3,622,396	\$0	\$0
26	451103-1	SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE Desc: RESURFACING Project Length :	PE	DIH	\$4,000	\$0	\$0	\$0	\$0
			PE	DS	\$295,432	\$0	\$0	\$0	\$0
			CST	DDR	\$0	\$0	\$641,838	\$0	\$0
			CST	DIH	\$0	\$0	\$5,450	\$0	\$0
			CST	DS	\$0	\$0	\$5,196,623	\$0	\$0
			CST	SN	\$0	\$0	\$0	\$0	\$0
			Project Total:		\$299,432	\$0	\$5,843,911	\$0	\$0



#	FPN	FACILITY	Phase	Fund	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
27	451358-1	US 41 AT MIDWAY BLVD Desc: INTERSECTION IMPROVEMENT	CST	ACSS	\$0	\$0	\$0	\$1,292,633	\$0
					\$0	\$0	\$0	\$0	\$0
			Project Total:		\$0	\$0	\$0	\$1,292,633	\$0
28	451360-1	SR 776 AT OCEANSPRAY BLVD Desc: MEDIAN MODIFICATION	PE	ACSS	\$0	\$1,000	\$0	\$0	\$0
			CST	ACSS	\$0	\$0	\$0	\$509,260	\$0
			Project Total:		\$0	\$0	\$0	\$509,260	\$0
29	451104-1	SR 35 (US 17) FROM PINEGROVE CIRCLE TO N OF WASHINGTON LOOP RD Desc: RESURFACING Project Length :	PE	ACNP	\$995,260	\$0	\$0	\$0	\$0
			PE	DIH	\$20,000	\$0	\$0	\$0	\$0
			CST	DDR	\$0	\$0	\$398,932	\$0	\$0
			CST	DIH	\$0	\$0	\$5,450	\$0	\$0
			CST	DS	\$0	\$0	\$3,218,014	\$0	\$0
			Project Total:		\$1,015,260	\$0	\$3,622,396	\$0	\$0
30	452154-1	I-75 AT JONES LOOP TRUCK PARKING Desc: REST AREA	PE	ACFP	\$1,750,000	\$0	\$0	\$0	\$0
			CST	ACFP	\$0	\$0	\$0	\$0	\$17,829,291
			Project Total:		\$1,750,000	\$0	\$0	\$0	\$17,829,291
31	452200 4	ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PHASE I I-75(SR93) Desc: ELECTRIC VEHICLE CHARGING	OPN	GFEV	\$1,700,000	\$0	\$0	\$0	\$0
			Project Total:		\$1,700,000	\$0	\$0	\$0	\$0
32	452200 5	ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PHASE I I-75(SR93) Desc: ELECTRIC VEHICLE CHARGING	OPN	GFEV	\$1,700,000	\$0	\$0	\$0	\$0
			Project Total:		\$1,700,000	\$0	\$0	\$0	\$0
33	452221-1	COOPER STREET FROM AIRPORT RD TO E MARION AVE Desc: BIKE PATH/TRAIL	PE	TALT	\$0	\$0	\$308,000	\$0	\$0
			CST	SA			\$0		\$136,010
			CST	SL	\$0	\$0	\$0	\$0	\$2,774,990
			Project Total:		\$0	\$0	\$308,000	\$0	\$2,911,000
34	452236-1	SR 45 (US 41) ADA RAMP FROM HARBORWALK TO W RETTA ESPLANADE Desc: PEDESTRIAN SAFETY IMPROVEMENT	PE	CARL	\$50,121	\$0	\$0	\$0	\$0
			PE	DIH	\$4,000	\$0	\$0	\$0	\$0
			PE	TALL	\$44,879	\$0	\$0	\$0	\$0
			CST	TALT	\$0	\$0	\$351,151	\$0	\$0
			Project Total:		\$99,000	\$0	\$351,151	\$0	\$0

This Section requires a revision and will be updated and presented at the April 26th TAC/CAC meeting

## **SECTION – IV**



## **PROJECTS LISTING FOR FIVE FISCAL YEARS INCLUDING FUNDING SUMMARY**

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

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

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

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

### **How to get full project costs and other project details:**

#### **Projects on the Strategic Intermodal System (SIS)**

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

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

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

### **Non-SIS projects**

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

### **TIP fiscal constraint-Projected available revenue**

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

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

5 Year TIP - Fund Summary  
CHARLOTTE-PUNTA GORDA MPO

Fund	Fund Name	<2023	2023	2024	2025	2026	2027	>2027	All Years
	TOTAL OUTSIDE YEARS	122,096,478	0	0	0	0	0	0	122,096,478
ACSA	ADVANCE CONSTRUCTION (SA)	869,359	640,864	0	0	0	0	0	1,510,223
ACSL	ADVANCE CONSTRUCTION (SL)	1,002,538	0	0	0	0	0	0	1,002,538
ACSN	ADVANCE CONSTRUCTION (SN)	79,672	0	0	0	0	0	0	79,672
BRRP	STATE BRIDGE REPAIR & REHAB	0	0	0	0	0	0	0	0
CM	CONGESTION MITIGATION - AQ	73,036	0	320,053		310,150	2,803	0	706,042
D	UNRESTRICTED STATE PRIMARY	27,063,096	2,597,751	2,835,807	2,236,231	2,236,231	2,236,231	0	39,205,347
DDR	DISTRICT DEDICATED REVENUE	10,328,306	5,568,930	7,792,021	7,792,021	2,187,098	3,137,070	0	36,805,446
DI	STATE - S/W INTER/INTERSTATE HWY				7,033,379				7,033,379
DIH	STATE IN-HOUSE PRODUCT SUPPORT	143,570	606,512	8,392	6,516	0	1,154	0	766,144
DIS	STRATEGIC INTERMODAL SYSTEM	393,364	0	0	0	0	0	0	393,364
DITS	STATEWIDE ITS - STATE 100%.	408,896	\$2,023,399	0	0	0	101905	0	2,534,200
DPTO	STATE - PTO	3,378,738	0	0	516,846	0	0	0	3,895,584
DS	STATE PRIMARY HIGHWAYS & PTO	1,394,667	1,076,196	8,312,981	6,124,729	0	323,487	0	17,232,060
DU	STATE PRIMARY/FEDERAL REIMB	1,073,780	82,000	82,000	50,000	82,800	82,800	0	1,453,380
FAA	FEDERAL AVIATION ADMIN	4,726,224		0	0	999,000	0	0	5,725,224
FTA	FEDERAL TRANSIT ADMINISTRATION	25,489,354	2,077,504	2,165,890	2,335,633	2,511,136	2,458,497	0	37,038,014
GFSL	GF STPBG <200K<5K (SMALL URB)	2,385,986	0	0	0	0	0	0	2,385,986
GFSN	GF STPBG <5K (RURAL)	218,016	0	0	0	0	0	0	218,016
GMR	GROWTH MANAGEMENT FOR SIS	2,094,698	0	0	0	0	0	0	2,094,698
LF	LOCAL FUNDS	18,535,755	7,382,595	3,328,787	3,713,594	17,501,731	1,763,615	0	52,226,077
PL	METRO PLAN (85% FA; 15% OTHER)		628,867	587,963	593,056	598,252	598,252	0	3,006,390
SA	STP, ANY AREA	132,427	0	1196428		9420184		0	10,749,039
SL	STP, AREAS <= 200K	917,528	2,126,192	6,014,387	0	2,472,240	5,857	0	11,536,204
SN	STP, MANDATORY NON-URBAN <= 5K	981,984	0	0	0	0	0	0	981,984
TALL	TRANSPORTATION ALTS- <200K	178,872	212,996	491,844	290,000		14,941	0	1,188,653
TALN	TRANSPORTATION ALTS- < 5K	31,275	0	0	0	0	0	0	31,275
TALT	TRANSPORTATION ALTS- ANY AREA	273,916	51,666	249,677	0	0	1,484,932	0	2,060,191
TLWR	2015 SB2514A-TRAIL NETWORK	110,000	0	0	0	0	0	0	110,000
	<b>Grand Total</b>	<b>224,381,535</b>	<b>25,075,472</b>	<b>33,386,230</b>	<b>30,694,030</b>	<b>38,318,822</b>	<b>12,211,544</b>	<b>0</b>	<b>364,067,633</b>

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

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

## **PERFORMANCE MEASURES**

### **Purpose**

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

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

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

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

The document is organized as follows:

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

## **Background**

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

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

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

## Highway Safety Measures (PM1)

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

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

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

**Table IV-1 Highway Safety (PM1) Targets**

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

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

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

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

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

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

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

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

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

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

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

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

### **Trend and Baseline Conditions**

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



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

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

### **Coordination with Statewide Safety Plans and Processes**

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

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

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

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

### **Investment Priorities in the TIP**

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

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

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

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

## **Pavement and Bridge Condition Measures (PM2)**

### **Pavement and Bridge Condition Performance Measures and Targets Overview**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Pavement and Bridge Condition Baseline Performance and Established Targets

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

### **System Performance/Freight/CMAQ Performance Measures and Targets Overview**

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

#### **National Highway Performance Program (NHPP)**

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

#### **National Highway Freight Program (NHFP)**

3. Truck Travel Time Reliability index (TTTR);

#### **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO<sub>x</sub>, VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) for CMAQ funded projects.

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

#### **LOTTR Measures**

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

## **TTTR Measure**

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

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

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable<sup>1</sup>; and
- Two-year and four-year targets for truck travel time reliability.

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

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

## **PM3 Baseline Performance and Established Targets**

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

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

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

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

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

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

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

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

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

System performance and freight are addressed through several statewide initiatives:

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

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

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

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

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

## Transit Asset Management Measures

### Transit Asset Performance

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

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

***Table IV-5 FTA TAM Performance Measures***

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

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

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

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

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

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

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

**Table IV-6 Florida Group TAM Plan Participants<sup>1</sup>**

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

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

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

<sup>2</sup> Provider service area covers portions of Districts 2 and 3.

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

## Charlotte County Transit - Transit Asset management Plan

Last modified by on 12 Feb 21 at 07:08

### Introduction

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

**Table IV-9 Performance Targets & Measures**

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

## Capital Asset Inventory

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

**Table IV-10 Capital Asset Inventory Summary**

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

## Condition Assessment

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

**Table IV-11 Asset Condition Inventory Summary**

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

## **Decision Support**

### **Investment Prioritization**

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

#### **Decision Support Tools**

The following tools are used in making investment decisions:

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

### **Investment Prioritization**

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

## Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	CU - Cutaway Bus	32415	IHC	Champion/Defender	1	1HVBTAAL3AH245032	31	2010	194,579	\$225,148.00
RevenueVehicles	CU - Cutaway Bus	32416	IHC	Champion/Defender	1	1HVBTAAL5AH245033	31	2010	172,517	\$225,148.00
RevenueVehicles	CU - Cutaway Bus	32417	IHC	Champion/Defender	1	1HVBTAAL7AH245034	31	2010	194,681	\$225,148.00
RevenueVehicles	CU - Cutaway Bus	32418	IHC	Champion/Defender	1	1HVBTAAL4AH250644	31	2010	161,593	\$225,148.00
RevenueVehicles	CU - Cutaway Bus	32419	IHC	Champion/Defender	1	1HVBTAAL9AH245035	31	2010	160,141	\$225,148.00
RevenueVehicles	CU - Cutaway Bus	32664	IHC	Champion/Defender	1	1HVBTAAN3BH339009	31	2011	226,226	\$216,610.00
RevenueVehicles	CU - Cutaway Bus	33474	Chevy C4500	Champion/Defender	1	1GB6G5BG7B1162979	26	2011	179,300	\$80,384.00
RevenueVehicles	CU - Cutaway Bus	33475	Chevy C4500	Champion/Defender	1	1GB6G5BG1B1162721	26	2011	229,681	\$80,384.00
RevenueVehicles	MV - Mini-van	33531	Dodge	Chrysler	1	2C4RDGDG6CR172457	17	2012	76,410	\$87,782.00
RevenueVehicles	MV - Mini-van	33735	Dodge	Chrysler	1	2C4RDGDG2CR399547	17	2012	79,152	\$44,662.00
RevenueVehicles	CU - Cutaway Bus	33756	Ford F-450	Goshen/Thor	1	1FDGF4GT6CEB62416	28	2012	204,061	\$86,197.00
RevenueVehicles	CU - Cutaway Bus	33757	Ford F-450	Goshen/Thor	1	1FDGF4GT8CEB62417	28	2012	168,465	\$86,197.00
RevenueVehicles	VN - Van	33776	Ford	E-250	1	1FTNE2EL7DDA72091	18	2013	125,810	\$35,058.00
RevenueVehicles	VN - Van	33777	Ford	E-250	1	1FTNE2EL9DDA72092	18	2013	85,944	\$35,058.00
RevenueVehicles	VN - Van	34059	Ford	E-250	1	1FTNE2EL2DDA72094	18	2013	101,155	\$35,058.00
RevenueVehicles	CU - Cutaway Bus	34082	Ford F-450	Glaval/Sport	1	1FDGF4GT1DEB37361	26	2013	242,603	\$88,344.00
RevenueVehicles	CU - Cutaway Bus	34083	Ford F-450	Glaval/Sport	1	1FDGF4GTXDDB37360	26	2013	226,764	\$88,344.00
RevenueVehicles	AO - Automobile	35632	Ford	Taurus	1	1FAHP2H86GG138332	17	2016	18,321	\$25,980.00
RevenueVehicles	MB - Mini-bus	36242	Ford	Transit Connect	1	1FDZX2CM0JKA36706	20	2018	77,422	\$65,720.00
RevenueVehicles	MB - Mini-bus	36243	Ford	Transit Connect	1	1FDZX2CM2JKA36707	20	2018	69,201	\$65,720.00
RevenueVehicles	MB - Mini-bus	36249	Ford	Transit Connect	1	1FDZX2CM2JKA36710	20	2018	76,369	\$65,720.00
RevenueVehicles	MB - Mini-bus	36250	Ford	Transit Connect	1	1FDZX2CM4JKA36708	20	2018	78,148	\$65,720.00
RevenueVehicles	MB - Mini-bus	36328	Ford	Transit Connect	1	1FDZX2CMXJKA36714	20	2018	84,521	\$65,720.00
RevenueVehicles	MB - Mini-bus	36332	Ford	Transit Connect	1	1FDZX2CM4JKA36711	20	2018	66,797	\$65,720.00
RevenueVehicles	MB - Mini-bus	36336	Ford	Transit Connect	1	1FDZX2CM8JKA36713	20	2018	63,217	\$65,720.00
RevenueVehicles	MB - Mini-bus	36347	Ford	Transit Connect	1	1FDZX2CM6JKA36709	20	2018	62,405	\$65,720.00
RevenueVehicles	MB - Mini-bus	36348	Ford	Transit Connect	1	1FDZX2CM6JKA36712	20	2018	63,130	\$65,720.00
RevenueVehicles	MB - Mini-bus	36506	Ford	Transit Connect	1	1FDVU4XV0JKB11846	22	2018	38,452	\$65,720.00
RevenueVehicles	MB - Mini-bus	36806	Ford	Transit Connect	1	1FDVU4XV0KKA11652	22	2019	23,032	\$65,720.00
RevenueVehicles	MB - Mini-bus	37342	Ford	Transit Connect	1	1FDVU4XV6KKB31553	22	2019	5,773	\$79,651.00
RevenueVehicles	MB - Mini-bus	37343	Ford	Transit Connect	1	1FDVU4XV8KKB31554	22	2019	3,261	\$79,651.00
RevenueVehicles	MB - Mini-bus	37345	Ford	Transit Connect	1	1FDVU4XV8KKB31555	22	2019	1,586	\$79,651.00
RevenueVehicles	MB - Mini-bus	37437	Ford	Transit Connect	1	1FDVU4XV8KKB31556	22	2019	1,187	\$79,651.00
RevenueVehicles	CU - Cutaway Bus	37438	Ford	Odyssey	1	1FDFE4FS3KDC43871	23	2020	5,797	\$100,259.00
RevenueVehicles	MB - Mini-bus	37440	Ford	Transit Connect	1	1FDVU4XV8KKB31558	22	2019	5,517	\$79,651.00
RevenueVehicles	MB - Mini-bus	37442	Ford	Transit Connect	1	1FDVU4XV8KKB31557	22	2019	1,698	\$79,651.00
RevenueVehicles	MB - Mini-bus	37443	Ford	Transit Connect	1	1FDVU4XV8KKB31559	22	2019	1,815	\$79,651.00
RevenueVehicles	MB - Mini-bus	37447	Ford	Transit Connect	1	1FDVU4XV8KKB31560	22	2019	2,287	\$79,651.00
RevenueVehicles	MB - Mini-bus	37450	Ford	Transit Connect	1	1FDVU4XV8KKB31561	22	2019	1,037	\$79,651.00
RevenueVehicles	CU - Cutaway Bus	37475	Ford	Odyssey	1	1FDFE4FS5KDC43872	23	2020	7,889	\$100,259.00
RevenueVehicles	CU - Cutaway Bus	37481	Ford	Odyssey	1	1FDFE4FS5KDC45346	23	2020	8,682	\$100,259.00
Facilities	Parking Lot	Airport Road			1			2012		\$18,878.00
Facilities	Bush Wash	18000 Paulson						2019		\$756,822.00
Equipment	Bus Lift	Port Charlotte			1			2010		\$23,831.00
Equipment	Data Equipment	RouteM attach	Trip Software		1			2011		\$268,558.00
Equipment	Data Equipment	RouteM attach	Notification Module		1			2016		\$57,940.00

## Appendix B: Asset Condition Data

### B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicle	AO - Automobile	35632	1	1FAHP2H86GG138332	5	18,869	\$25,980.00	8	No
RevenueVehicle	CU - Cutaway Bus	32415	1	1HVBTAAL3AH245032	11	195,912	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32416	1	1HVBTAAL5AH245033	11	172,517	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32417	1	1HVBTAAL7AH245034	11	195,522	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32418	1	1HVBTAAL4AH250644	11	162,467	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32419	1	1HVBTAAL9AH245035	11	160,141	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32664	1	1HVBTAAN3BH339009	10	227,492	\$216,610.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	33474	1	1GB6G5BG7B1162979	10	179,383	\$80,384.00	10	No
RevenueVehicle	CU - Cutaway Bus	33475	1	1GB6G5BG1B1162721	10	229,952	\$80,384.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	33756	1	1FDGF4GT6CEB62416	9	205,325	\$86,197.00	10	No
RevenueVehicle	CU - Cutaway Bus	33757	1	1FDGF4GT8CEB62417	9	168,465	\$86,197.00	10	No
RevenueVehicle	CU - Cutaway Bus	34082	1	1FDGF4GT1DEB37361	8	253,098	\$88,344.00	10	No
RevenueVehicle	CU - Cutaway Bus	34083	1	1FDGF4GTXDDEB37360	8	228,752	\$88,344.00	10	No
RevenueVehicle	CU - Cutaway Bus	37438	1	1FDFE4FS3KDC43871	1	15,177	\$100,259.00	10	No
RevenueVehicle	CU - Cutaway Bus	37475	1	1FDFE4FS5KDC43872	1	12,996	\$100,259.00	10	No
RevenueVehicle	CU - Cutaway Bus	37481	1	1FDFE4FS5KDC45346	1	34,220	\$100,259.00	10	No
RevenueVehicle	MB - Mini-bus	36242	1	1FDZX2CM0JKA36706	3	82,069	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36243	1	1FDZX2CM2JKA36707	3	84,178	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36249	1	1FDZX2CM2JKA36710	3	79,555	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36250	1	1FDZX2CM4JKA36708	3	82,423	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36328	1	1FDZX2CMXJKA36714	3	85,765	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36332	1	1FDZX2CM4JKA36711	3	78,730	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36336	1	1FDZX2CM8JKA36713	3	80,211	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36347	1	1FDZX2CM6JKA36709	3	68,425	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36348	1	1FDZX2CM6JKA36712	3	65,621	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36506	1	1FDVU4XV0KJB11846	3	47,886	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36806	1	1FDVU4XV0KKA11652	2	42,967	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	37342	1	1FDVU4XV6KKB31553	2	22,966	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37343	1	1FDVU4XV8KKB31554	2	15,353	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37345	1	1FDVU4XV8KKB31555	2	15,691	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37437	1	1FDVU4XV8KKB31556	2	11,527	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37440	1	1FDVU4XV8KKB31558	2	19,138	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37442	1	1FDVU4XV8KKB31557	2	14,313	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37443	1	1FDVU4XV8KKB31559	2	15,268	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37447	1	1FDVU4XV8KKB31560	2	27,795	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37450	1	1FDVU4XV8KKB31561	2	11,478	\$79,651.00	10	No
RevenueVehicle	MV - Mini-van	33531	1	2C4RDGDG6CR172457	9	76,912	\$87,782.00	8	Yes
RevenueVehicle	MV - Mini-van	33735	1	2C4RDGDG2CR399547	9	79,718	\$44,662.00	8	Yes
RevenueVehicle	VN - Van	33776	1	1FTNE2EL7DDA72091	8	124,162	\$35,058.00	8	Yes
RevenueVehicle	VN - Van	33777	1	1FTNE2EL9DDA72092	8	89,699	\$35,058.00	8	Yes



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

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

## Appendix B: Asset Condition Data

### B2: Equipment Assets

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

## Appendix B: Asset Condition Data

### B3: Facilities Assets

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

## Transit Safety Performance

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

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

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

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

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

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

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

## Transit Safety Performance Measures

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

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

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

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

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

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

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

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

### **Transit Provider Coordination with States and MPOs**

Key considerations for MPOs and transit agencies:

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

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

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

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

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

**Table IV-12 Charlotte County Transit Safety Performance Targets**

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

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

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

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

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

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

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

July 1, 2022 through June 30, 2027

Florida Department of Transportation - District One

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

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

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

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

Type of Work: LANDSCAPING

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

**413625-1 - CITY OF PUNTA GORDA TSMCA**

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

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

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

Type of Work: ADD LANES &amp; RECONSTRUCT

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

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

Type of Work: ADD LANES &amp; RECONSTRUCT

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

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

Type of Work: SIDEWALK

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

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

Type of Work: MCCO WEIGH STATION STATIC/WIM

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

**437105-1 - CHARLOTTE TMC OPS FUND COUNTY WIDE**

Type of Work: OTHER ITS

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

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

Type of Work: SIDEWALK

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

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

Type of Work: LANDSCAPING

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



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

Type of Work: SIDEWALK

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

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

Type of Work: RESURFACING

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

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

Type of Work: RESURFACING

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

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

Type of Work: ROUNDABOUT

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

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

Type of Work: DYNAMIC MESSAGE SIGN

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

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

Type of Work: LANDSCAPING

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

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

Type of Work: RESURFACING

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

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

Type of Work: MCCO WEIGH STATION STATIC/WIM

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

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

Type of Work: PEDESTRIAN/WILDLIFE OVERPASS

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

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

Type of Work: RESURFACING

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

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

Type of Work: SAFETY PROJECT

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

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

Type of Work: ROUTINE MAINTENANCE

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

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

Type of Work: ROUTINE MAINTENANCE

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

**412573-1 - CHARLOTTE COUNTY HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

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

**413536-1 - PUNTA GORDA HIGHWAY LIGHTING**

Type of Work: ROUTINE MAINTENANCE

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

**427781-1 - ITS DEVICES ELECTRIC**

Type of Work: OTHER ITS

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

**432899-1 - CHARLOTTE COUNTY ASSET MAINTENANCE**

Type of Work: ROUTINE MAINTENANCE

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

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Florida Department of Transportation - District One

CHARLOTTE COUNTY

Maintenance

**432899-2 - CHARLOTTE COUNTY ASSET MAINTENANCE**

Type of Work: ROUTINE MAINTENANCE

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

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**CHARLOTTE COUNTY** **Miscellaneous**

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

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

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## Fund Codes

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

## **SECTION – V**

## **CHARLOTTE COUNTY CAPITAL IMPROVEMENTS PROGRAM**

The adopted FY 2023 through FY 2028 Charlotte County Capital Improvements Program was developed in accordance with Chapter 163, Florida Statutes, 1985), and the corresponding implementing rules (Rule 9J-5, Florida Administrative Code The Capital Budget/CIP serves as the implementing mechanism of the Capital Improvements Element (CIE) of the Comprehensive Plan by providing capital funding for CIE projects directly linked to maintaining adopted levels of service. In doing this, the County continues with its development of comprehensively utilizing "level of service" standards to define community needs, and compare public facility plans, funding levels, and expected results. The County Capital Improvements Program can be expected to be a central part of this system.



## Capital Improvements Program Operating Costs by Infrastructure Type and Department

2023 Adopted CIP  
(in thousands 000)

		FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
<b>Roadway and Sidewalk Infrastructure</b>		<b>443.3</b>	<b>545.7</b>	<b>642.6</b>	<b>660.8</b>	<b>760.2</b>	<b>825.7</b>
Public Works Engineering							
R-02	Road Improvements Right of Way Mapping	0.0	0.0	0.0	0.0	0.0	0.0
R-03	Street Lighting LED Conversion Program	0.0	0.0	0.0	0.0	0.0	0.0
R-04	Sidewalks 2009 Sales Tax Extension	75.0	77.3	79.6	82.0	84.4	86.1
R-05	Sidewalks - Close Gaps on Road & Bridge Roads	0.0	0.0	0.0	0.0	0.0	30.0
R-06	Sidewalks - Road and Bridge Roads	0.0	0.0	0.0	0.0	90.0	90.0
R-07	Multi Use Trails and on-road bicycle lanes	0.0	15.0	15.0	15.0	15.0	15.0
R-08	Regional Bicycle-Pedestrian Trails & Sidewalks	0.0	0.0	0.0	3.0	3.0	3.0
R-09	Sidewalk Hazard Mitigation (HB41)	0.0	50.0	50.0	50.0	50.0	50.0
R-10	Intersection Improvements at Various Locations	0.0	0.0	0.0	0.0	0.0	0.0
R-12	Charlotte Harbor CRA Parmely St Improvements	0.0	0.0	15.0	15.0	15.0	15.0
R-13	Edgewater Corridor Ph 1/SR 776 to Collingswood Blvd.	0.0	0.0	0.0	0.0	0.0	0.0
R-14	Edgewater Corridor Ph 2 - Harbor to Midway 4 Lane	28.0	28.8	29.7	30.6	31.5	0.0
R-15	Edgewater Widening Ph 3 - Midway to Collingswood	0.0	0.0	0.0	0.0	0.0	0.0
R-16	Edgewater/Flamingo Ph4 Corridor Connection	0.0	0.0	0.0	0.0	0.0	116.0
R-17	Edgewater/Flamingo Widening (Ph 5)	0.0	0.0	0.0	0.0	0.0	0.0
R-18	Harbor View Road Widening	0.0	0.0	0.0	0.0	0.0	0.0
R-19	Hillsborough Blvd/Cranberry Blvd Intersection Improvements	0.0	0.0	0.0	0.0	0.0	0.0
R-20	Kings Highway Widening - I75 to Desoto County Line	0.0	0.0	0.0	0.0	0.0	0.0
R-21	Olean Blvd US 41 to Easy	0.0	18.0	18.5	18.5	18.5	18.5
R-22	Parkside CRA Multi-use Trails & Greenway	15.0	15.0	15.0	15.0	15.0	15.0
R-23	Sandhill Blvd Widening - Kings Hwy to Capricorn	0.0	0.0	0.0	0.0	0.0	40.0
R-24	West Port Infrastructure	0.0	0.0	0.0	0.0	0.0	0.0
R-25	Burnt Store Road Ph2 Widening from Notre Dame to Zemel	0.0	40.0	40.0	40.0	40.0	40.0
R-26	Burnt Store Road Phase 3 / From 3200' N of Zemel Road to Lee County Line	20.0	20.6	21.2	21.9	22.5	0.0
R-27	Burnt Store Road Area Corridor	0.0	0.0	0.0	0.0	0.0	0.0
R-28	Piper Road North / Enterprise Charlotte Airport Park	0.0	0.0	30.0	30.9	31.8	0.0
R-29	CR 771 (Gasparilla Road) -SR 776 to Rotonda Blvd East	20.0	20.6	21.2	21.9	22.5	0.0
R-30	CR 775 (Placida Rd) Safety Impvts/Rotonda Blvd West to Boca Grande Cswy	15.0	15.5	15.9	16.4	16.9	0.0
R-31	Parkside-Harbor Boulevard - US 41 to Olean Blvd (including Gateway)	25.0	25.0	25.0	25.0	25.0	25.0
R-32	Midway Blvd - Sharpe St to Kings Hwy (including US 41 pipes)	0.0	20.0	20.6	21.2	21.9	21.9
R-33	Burnt Store Road Ph 1 Safety & Widening from US 41 to Notre Dame	20.6	21.2	21.9	22.5	23.2	23.2
S-02	Deep Creek Sidewalks	0.0	4.0	4.0	4.0	4.0	4.0
S-03	Englewood East Sidewalks	0.0	20.0	20.0	20.0	20.0	20.0
S-04	Placida Gasparilla Pines Sidewalk	0.0	0.0	10.0	10.0	10.0	10.0
S-05	Greater Port Charlotte Drainage Control Structure Replacement	0.0	0.0	0.0	0.0	0.0	0.0
S-06	Greater Port Charlotte Master Sidewalk Plan	100.0	10.0	12.0	15.0	17.0	20.0
S-07	Grove City Sidewalk - Ave Americas and San Casa Ave Americas to Worth	40.0	20.0	20.0	20.0	20.0	20.0
S-08	Gulf Cove Pathways	0.0	40.0	55.0	35.0	35.0	35.0
S-09	Lake 1 Excavation for Three Lakes Project	0.0	0.0	0.0	0.0	0.0	0.0
S-10	Manasota Key Community Plan	24.7	24.7	25.0	50.0	50.0	50.0
S-11	South Gulf Cove Multi-Use Pathway	60.0	60.0	60.0	60.0	60.0	60.0
S-12	Suncoast Blvd Sidewalks in Suncoast MSBU	0.0	0.0	3.0	3.0	3.0	3.0
R-11	Charlotte Harbor CRA Melbourne Street MUP	0.0	0.0	15.0	15.0	15.0	15.0
Public Works Engineering Total		443.3	545.7	642.6	660.8	760.2	825.7

## SECTION – VI

## **CITY OF PUNTA GORDA CAPITAL IMPROVEMENTS PROGRAM**

The adopted FY 2023 through FY 2027 City of Punta Gorda Capital Improvements Program was developed to provide guidance for obtaining the physical elements of the "Growth Management Plan" when they are needed and according to the City's ability to pay.

**UNFUNDED PROJECTS  
CAPITAL IMPROVEMENTS PROGRAM  
FY 2023 - FY 2027  
(All figures in thousands of dollars)**

<b>SOURCE OF FUNDING UNIDENTIFIED PROJECT IDENTIFICATION</b>	<b>Page#</b>	<b>TOTAL REQUESTED FUNDING (UNFUNDED)</b>	<b>APPLY FOR GRANT</b>
<b><i>Only unfunded portion for partially funded projects:</i></b>			
Complete Street - Airport Rd Improvements	368	689	
Ponce de Leon Park Improvements	369	2,500	
Harborwalk - ADA US 41 SB Bridge Ramp	370	367	Yes
Harborwalk - US 41 Bridge Approach Lighting	371	380	
Freeman House Preservation	372	500	Yes
Henry St Property Improvements	374	1,160	
Bayfront Activity Center	377	165	
Public Safety Building Expansion	378	1,168	
Historic District Infrastructure	379	1,320	Yes
Complete Street - Shreve Street	380	90	
Complete St - Cooper Street Improvements	381	3,977	Yes
Traffic Signal - Burnt Store Rd and Home Depot	383	1,100	
Complete Street - US 41 - Airport to Carmalita	384	519	
Channel and Basin Dredging at Boat Club Area	395	200	Yes
<b><i>Fully unfunded projects:</i></b>			
Living Shoreline Tiki Pt Harborwalk	402	1,389	Yes
Laishley Pier	403	1,000	
Sidewalk Connections W Marion: Bal Harbor to Shreve Street	404	1,500	
Sidewalk Improvement Phase I	405	432	
Unimproved Alleyway	406	750	
Baynard/Vasco Sidewalk Improvements	407	400	
Harborwalk East - Phase II	408	1,500	
Bicycle Capital Improvement Program	409	1,200	
Harborwalk - US 41 NB Bridge Underpass Improvements	410	200	
Virginia Ave Complete St Improvements - Harvey St. to US 41	411	800	
Maud Street Angled Parking	412	275	
Royal Poinciana Improvements Complete St	413	2,500	
Tropicana & Marion Sidewalk Enhancement	414	300	
Historic District Street Lights	415	550	
Gilchrist Park - Harborwalk Improvements (Seating and Shade)	416	350	
Historic District Interpretation Markers	417	500	
Harborwalk - Laishley Park Marriage Point	418	750	
Veteran's Park Shade Structure(s)	419	350	
Trabue Park Improvements	420	1,250	
South Punta Gorda Park (Firestation II)	421	1,000	
Harborwalk West - Area 3	422	1,800	
<b>PROJECT CATEGORY - UNFUNDED TOTAL</b>		<b>32,931</b>	

**1% SALES TAX FUND**  
**1% Sales Tax Infrastructure Projects**  
**FY 2023 - FY 2027**  
**(All figures in thousands of dollars)**

PROJECT IDENTIFICATION	Page #	Total Project Cost	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Planned/ Funded	Estimated Grant Application	Estimated Impacts or Other	Unfunded Tier 2	Unidentified Funding Source
<b>1% SALES TAX REVENUE</b>				<b>3,515</b>	<b>3,586</b>	<b>3,657</b>	<b>3,731</b>	<b>951</b>	<b>15,440</b>				
<b>EXPENDITURES:</b>													
Harborwalk West - Area 2 - Final Phase	364	3,178	3,178	0	0	0	0	0	3,178	0	0	0	0
Henry Street Sidewalk	365	156	156	0	0	0	0	0	156	0	0	0	0
Virginia Ave Complete St Improv.-US 41 to Nesbit	366	1,056	950	106	0	0	0	0	1,056	0	0	0	0
Historic City Hall Preservation and Rehabilitation	367	11,254	4,988	6,266	0	0	0	0	11,254	0	0	0	0
Complete Street - Airport Rd Improvements	368	2,289	1,350	0	0	0	0	0	1,350	0	250	0	689
Ponce de Leon Park Improvements	369	3,645	305	0	0	0	0	0	305	0	840	0	2,500
Harborwalk - ADA US 41 SB Bridge Ramp	370	580	90	123	0	0	0	0	213	367	0	0	0
Harborwalk - US 41 Bridge Approach Lighting	371	500	120	0	0	0	0	0	120	0	0	0	380
Freeman House Preservation (\$32,000 from ins.)	372	1,412	208	672	0	0	0	0	880	500	32	0	0
Drainage Improvements - Boca Grande Area	373	5,806	2,076	209	0	0	0	0	2,285	3,521	0	0	0
Henry St Property Improvements	374	3,227	844	973	0	0	0	0	1,817	0	250	1,000	160
Henry Street Crosswalk	375	539	0	539	0	0	0	0	539	0	0	0	0
ADA Improvements - Citywide	376	1,463	813	130	130	130	130	130	1,463	0	0	0	0
Bayfront Activity Center	377	508	0	30	313	0	0	0	343	0	0	0	165
Public Safety Building Expansion	378	6,950	0	0	550	2,000	1,882	0	4,432	0	1,350	159	1,009
Historic District Infrastructure	379	2,788	0	0	275	275	275	213	1,038	0	500	1,250	0
Shreve Street Complete Street Improvements	380	445	225	0	0	130	0	0	355	0	0	0	90
Complete Street - Cooper Street Improvements	381	4,067	90	0	0	0	0	0	90	0	0	991	2,986
Complete Street - US 17 Improvements	382	519	0	0	0	0	0	519	519	0	0	0	0
Traffic Signal - Burnt Store Rd and Home Depot	383	1,100	0	0	0	0	0	0	0	0	0	345	755
US 41 Complete Street - Airport to Carmalita	384	519	0	0	0	0	0	0	0	0	0	0	519
<b>1% SALES TAX FUNDING TOTAL</b>		<b>52,001</b>	<b>15,393</b>	<b>9,048</b>	<b>1,268</b>	<b>2,535</b>	<b>2,287</b>	<b>862</b>	<b>31,393</b>	<b>4,388</b>	<b>3,222</b>	<b>3,745</b>	<b>9,253</b>
<b>Estimated Projected Carryover - Beg</b>				<b>2,065</b>	<b>(3,468)</b>	<b>(1,150)</b>	<b>142</b>	<b>1,586</b>					
<b>Estimated Projected Carryover - End</b>				<b>(3,468)</b>	<b>(1,150)</b>	<b>(28)</b>	<b>1,586</b>	<b>1,675</b>					
Transfer from Fishermans Village Sale (Special Use Fund)				170	0	0	0	0					
Financing (cashflow purposes only)				3,298	(2,318)	(980)	0	0					
<b>Estimated Projected Carryover - End with Interfund Loan</b>				<b>0</b>	<b>0</b>	<b>142</b>	<b>1,586</b>	<b>1,675</b>					

Schedule covers through December 31, 2026

## **SECTION – VII**

## **TRANSIT AND PLANNING PROJECTS**

This section consists of the transit and transportation disadvantaged projects in the FDOT Tentative Work Program for fiscal years 2023/2024 through 2027/2028 as of November 17, 2022. These projects are consistent, to the extent feasible, with approved local government comprehensive plans. The Charlotte County - Punta Gorda MPO is the designated official planning agency for the transportation disadvantaged program while Charlotte County Transit is the Community Transportation Coordinator (CTC) for this program. As the CTC for Charlotte County, Charlotte County transit provides services under a memorandum of agreement with the Florida Commission for the Transportation Disadvantaged. Transportation disadvantaged program projects are provided for fiscal years 2023/2024 through 2027/2028.

**Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022**

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District One

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

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DU	\$82,000	\$50,000	\$82,800	\$82,800	\$82,000
	LF	\$82,000	\$50,000	\$82,800	\$82,800	\$82,000
<b>Total for Project 410119-1</b>		<b>\$164,000</b>	<b>\$100,000</b>	<b>\$165,600</b>	<b>\$165,600</b>	<b>\$164,000</b>

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

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DDR	\$401,619		\$424,051	\$436,772	\$449,876
	DPTO		\$411,700			
	LF	\$401,619	\$411,700	\$424,051	\$436,772	\$449,876
<b>Total for Project 410138-1</b>		<b>\$803,238</b>	<b>\$823,400</b>	<b>\$848,102</b>	<b>\$873,544</b>	<b>\$899,752</b>

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

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	FTA	\$1,131,543	\$1,123,603	\$1,235,963	\$1,227,473	\$1,979,075
	LF	\$282,886	\$280,901	\$308,991	\$306,868	\$494,769
<b>Total for Project 410145-1</b>		<b>\$1,414,429</b>	<b>\$1,404,504</b>	<b>\$1,544,954</b>	<b>\$1,534,341</b>	<b>\$2,473,844</b>

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

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	FTA	\$1,131,543	\$750,452	\$767,437	\$762,164	\$1,979,075
	LF	\$1,131,543	\$750,452	\$767,437	\$762,164	\$1,979,075
<b>Total for Project 441979-1</b>		<b>\$2,263,086</b>	<b>\$1,500,904</b>	<b>\$1,534,874</b>	<b>\$1,524,328</b>	<b>\$3,958,150</b>

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

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	FTA	\$419,616	\$461,578	\$507,736	\$468,860	\$637,960
	LF	\$104,904	\$115,395	\$126,934	\$117,215	\$159,490
<b>Total for Project 441980-1</b>		<b>\$524,520</b>	<b>\$576,973</b>	<b>\$634,670</b>	<b>\$586,075</b>	<b>\$797,450</b>



Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022

July 1, 2023 through June 30, 2028  
Florida Department of Transportation - District One

CHARLOTTE COUNTY Transportation Planning

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

Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028
Planning	PL	\$600,719				
	SL	\$14,396				
Total for Project 439316-4		\$615,115				

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

Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028
Planning	PL		\$605,812	\$611,008		
	SL	\$14,396	\$80,000			
Total for Project 439316-5		\$14,396	\$685,812	\$611,008		

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

Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028
Planning	PL				\$611,008	\$611,008
Total for Project 439316-6					\$611,008	\$611,008

# SECTION – VIII

## **AVIATION PROJECTS**

The table in this section consists of aviation capital improvement projects in the FDOT Tentative Work Program for FY 2023/2024 through 2027/2028 as of November 17, 2022. All these projects are consistent, to the extent feasible, with approved local government comprehensive plans.

**Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022**

July 1, 2023 through June 30, 2028

Florida Department of Transportation - District One

**CHARLOTTE COUNTY****Freight Logistics And Passenger Operations Program: Aviation****446356-1 - PUNTA GORDA ARPT HOLDING BAY**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DPTO		\$55,500			
	FAA		\$999,000			
	LF		\$55,500			
<b>Total for Project 446356-1</b>			<b>\$1,110,000</b>			

**451203-1 - PUNTA GORDA AIRPORT HOLDING BAY RWY 22 APPROACH**

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DPTO			\$65,000		
	FAA			\$1,170,000		
	LF			\$65,000		
<b>Total for Project 451203-1</b>				<b>\$1,300,000</b>		

**451214-1 - PUNTA GORDA AIRPORT REALIGN TAXIWAY F**

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DDR		\$107,500			
	FAA		\$1,935,000			
	LF		\$107,500			
<b>Total for Project 451214-1</b>			<b>\$2,150,000</b>			

**451215-1 - PUNTA GORDA AIRPORT EXPAND AIR CARRIER RAMP**

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DDR		\$207,500			
	FAA		\$3,735,000			
	LF		\$207,500			
<b>Total for Project 451215-1</b>			<b>\$4,150,000</b>			

**451216-1 - PUNTA GORDA AIRPORT MAINTENANCE & OPERATIONS CENTER**

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DDR	\$2,000,000				
	LF	\$2,000,000				
<b>Total for Project 451216-1</b>		<b>\$4,000,000</b>				

## SECTION – IX

## **2022 FEDERAL OBLIGATIONS**

Federal obligations for the Federal fiscal year 2022(10/01/2022– 09/30/2023). The list has work projects that are continuing in this year's TIP or were started in previous year's TIPs. Included are the project details (phases that have been funded, i.e. Preliminary Engineering, Right-of-way acquisition etc.), system summaries for each work program fund, and overall summary.

PAGE	1	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/01/2021
CHARLOTTE-PUNTA GORDA MPO		OFFICE OF WORK PROGRAM	TIME RUN: 07.35.46
		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:413042 4	PROJECT DESCRIPTION:I-75 FROM S OF N JONES LOOP TO N OF US 17		*SIS*
DISTRICT:01	COUNTY:CHARLOTTE		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:01075000	PROJECT LENGTH: 4.232MI		LANES EXIST/IMPROVED/ADDED: 6/ 4/ 2
FUND		2021	
CODE			
-----		-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
NHPP			14,625
TOTAL 413042 4			14,625
TOTAL 413042 4			14,625
ITEM NUMBER:419379 5	PROJECT DESCRIPTION:HURRICANE IRMA INTERSTATE (01) SIGN REPAIR/REPLACEMENT		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND		2021	
CODE			
-----		-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
ER17			8,588
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT			
ER17			11,656
TOTAL 419379 5			20,244
TOTAL 419379 5			20,244
ITEM NUMBER:431219 1	PROJECT DESCRIPTION:US 41 (SR 45) AT HANCOCK AVENUE		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		TYPE OF WORK:INTERSECTION IMPROVEMENT
ROADWAY ID:01010000	PROJECT LENGTH: .272MI		LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0
FUND		2021	
CODE			
-----		-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL			1,000
TOTAL 431219 1			1,000
TOTAL 431219 1			1,000
ITEM NUMBER:434965 1	PROJECT DESCRIPTION:HARBORVIEW ROAD FROM MELBOURNE ST TO I-75		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		TYPE OF WORK:PD&E/EMO STUDY
ROADWAY ID:01560000	PROJECT LENGTH: .135MI		LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2
FUND		2021	
CODE			
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
CM			-883,065
TOTAL 434965 1			-883,065
TOTAL 434965 1			-883,065

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

**HIGHWAYS**  
=====

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	529,865
<b>TOTAL 436597 1</b>	<b>529,865</b>
<b>TOTAL 436597 1</b>	<b>529,865</b>



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

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

PLANNING  
=====

ITEM NUMBER:439316 2  
DISTRICT:01  
ROADWAY ID:

PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2018/2019-2019/2020 UPWP  
COUNTY:CHARLOTTE  
PROJECT LENGTH: .000

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

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

ITEM NUMBER:439316 3  
DISTRICT:01  
ROADWAY ID:

PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2020/2021-2021/2022 UPWP  
COUNTY:CHARLOTTE  
PROJECT LENGTH: .000

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

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

MISCELLANEOUS  
=====

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

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

# SECTION – X

## **TIP AMENDMENTS**

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

# **APPENDIX A**

## ACRONYMS

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

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



# **APPENDIX – B**

## **Public Comments**

MARCH 2, 2023  
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING

**AGENDA ITEM # 13**  
**2023 PROJECT PRIORITIES DISCUSSION-DRAFT**

**Purpose:** Review and discussion of the Draft 2023 List of Project Priorities (LOPP)

**Agenda Item Presented by:** MPO Staff

**Discussion:**

The MPO is required to annually develop a List of Project Priorities (LOPP) as part of the Transportation Improvement Program (TIP) process. A preliminary list of project priorities along with project applications will be submitted to FDOT District One by March 31, 2023. The project priorities must be approved by the MPO Board and submitted to FDOT by July 1, 2023.

The MPO received candidate projects from the City of Punta Gorda and Charlotte County. These projects include Highway, Transportation Alternatives Program (TAP), Congestion Mitigation/Transportation System Management (CM/TSM), and Transportation Regional Incentive Program (TRIP) projects. Attachment 2 is the list of project priorities previously approved by the MPO Board at the May 2022 meeting.

The Draft 2023 Project Priorities (Attachment 1) presented today reflects the changes based on the Draft Tentative Work Program that was released in December 2022. Below is the Draft LOPP MPO Staff recommends local jurisdictions submit a project priority application for consideration of funding:

- Harbor View Road from Date Street to I-75 – Road Widening (CST)
- Edgewater Drive from Midway Blvd. to SR 776 – Road Widening (ROW & CST)
- SR 31 at CR 74 Intersection Improvements – Roundabout (Funded/Delete)
- N. Jones Loop @ Piper Road – Roundabout – (PE)
- SR 776 @ Flamingo Blvd. – Intersection Improvements (Funded/Delete)
- SR 776 @ Charlotte Sports Park - Design and Construction Turn Lanes (CST)
- SR 776 at Biscayne Drive – Design and Construction Turn lanes and Signal (PE&CST)
- SR 776 at Cornelius Blvd. - Design and Construction Turn Lanes (PE&CST)
- SR 776 at Jacobs Street - Design and Construction Turn Lanes (PE&CST)
- SUN Trail – from SR 776 at Gulf Cove to US 41 (CST)
- Cooper Street – Complete Street Improvements
- US 41 Bridge Approach Decorative Finish Street Lights
- US 41 MURT Bridge at S. Alligator Creek – (PE&CST)
- US 41 SB Harborwalk Phase II – ADA ramp improvements

**Recommendation:** Review and comment on the 2023 Project Priorities (Highway, TAP, CM/TSM and TRIP) for the upcoming FDOT Draft Tentative Work Program Cycle FY 2025 to FY 2029

**Attachment:**

1. [2023 Draft TRIP and Project Priority Lists](#)
2. [2022 Charlotte County-Punta Gorda Project Priority List](#)

DRAFT - 2023 HIGHWAY PROJECT PRIORITIES															
RANK	FPN	PROJECT NAME	FROM	TO	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2024	2025	2026	2027	2028	COMMENTS
1	2050 Long Range Transportation Plan (LRTP) Update. Additional Planning dollars were allocating in the current 2024- 2028 WP to supplement MPO to complete 2050 LRTP Task over the three fiscal years									\$0.014	\$0.08	\$0.00			Allocated \$14,000 in FY 2024 and \$80,000 in FY 2025 to supplement MPOs 2050 LRTP effort
2	434965 2	Harbor View Rd <sup>1</sup>	Date St	I-75	Road widening from 2-lane to 4-lane	CST		\$10.80	\$34.01	\$7.6		TBD			ROW Funded for entire segment of Harborview Rd for \$7.6 million. CST for segment 2 is unfunded.
3		Edgewater Dr / Flamingo Blvd Ext <sup>1</sup>	Midway Blvd	SR 776	Road widening from 2-lane to 4-lane	ROW&CST	\$2.50		\$54.50						County is requested \$2.2 million towards PE
4	435563 1	N. Jones Loop Rd <sup>1</sup>	I-75	Piper Rd	Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor.	PE& CST	\$1.00								At the MPO Board recommendation this project is divided into 3 segments. For Segment 1 County is asking funds towards PE . Final report provided in Aug 2022
5		N. Jones Loop Rd <sup>1</sup>	Burnt Store Rd	Indian springs cemetery	Road widening from 2-lane to 4-lane	ROW, PE & CST									Requesting funds for Segment One, pending 2045 LRTP amendment. MPO Staff is looking forward to propose amendments for the entire segment of Jones Loop at May 2023 Board meeting
6		N. Jones Loop Rd <sup>1</sup>	Indian springs cemetery	Knights Dr/ Mac Dr	Road widening from 2-lane to 4-lane	ROW, PE & CST									requesting funds for Segment One, pending 2045 LRTP amendment. MPO Staff is looking forward to propose amendments for the entire segment of Jones Loop at May 2023 Board meeting
<sup>1</sup> Regional projects						<sup>2</sup> TAP Project on SUN Trail network system			Notes : All project costs are in millions						
	PE - Design					ROW - Right - of Way			New Project			MPO Project			
	PD&E Project Development & Environment					CST- Construction			Charlotte County			City of Punta Gorda			

2023 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS															
RANK	FPN	PROJECT NAME	FROM	TO	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2024	2025	2026	2027	2028	COMMENTS
1	4351052	Taylor Rd - Phase I	N.Jones Loop Rd	Airport Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	CST& CEI			\$6.56	\$0.65					Design advanced to current year in 2024-2028 DTWP
2	4351051	Taylor Rd - Phase II	US 41 SB	N. Jones Loop Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE&CST&CEI			\$7.29						FDOT Consultant recommends to change the project limits based on PPT March 6, 2022
3	3A	US 41	Sidewalks -Morningside Drive	Sarasota County line	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST									Total Project, segments are below
3A		US 41	Melbourne St	Kings Hwy	Feasibility Study to accommodate multimodal aspects of complete streets	PD&E, PE & CST	\$0.15				\$0.15				County Staff agreed to lead this Study
3B	446830 1	US 41 Eastside <sup>1,2</sup>	Kings Hwy	Conway Blvd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			\$5.10			\$1.50		\$3.60	Cost revised based on current DTWP
3C	4382621	US 41 Eastside <sup>1,2</sup>	Conway Blvd	Midway Blvd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	CST			\$5.51	\$0.83			\$5.53		CST funded in current DTWP - Project will be deleted
3D	4404421	US 41 East side	Midway Blvd	Paulson Dr	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE&CST			TBD	\$0.075					Need costs estimates for PE & CST. PE & CST funds removed in the current DTWP
3E		US 41 Westside&East Side	Tuckers Grade	Taylor Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						Added East side to the project Need costs for PE & CST
3F		US 41 Westside	Morningside Dr	Tuckers Grade	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
3H		US 41 Westside	Taylor Rd	Burnt Store Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
4		Cooper St	Airport Rd	E.Marion Ave	Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts	PE & CST	\$3.21	\$0.09				\$0.30		\$2.90	The project is funded through construction in the current DTWP . Project will be DELETED
6		<del>E-Elkcam Blvd</del>	<del>US 41</del>	<del>Midway Blvd</del>	<del>Street Lights &amp; Pedestrian Bridge in Parkside CRA</del>	<del>PE &amp; CST</del>	<del>\$1.72</del>		<del>\$1.72</del>						Need costs for PE & CST- Confirm with County to remove the project
9		Harborwalk Phase IV <sup>1</sup>	Harborwalk @ US 41 NB		Bridge Underpass & Lighting	PE & CST	\$0.12	\$0.02	\$0.14						Need revised costs for PE & CST
10		<del>Harborwalk Phase II</del>	<del>ADA-ramps at US 41 SB</del>		<del>US 41 SB at the Albert Gilchrist Bridge connecting the City's Harborwalk to the existing US 41 SB sidewalk</del>	<del>PE, CST &amp; CEI</del>	<del>\$0.60</del>	<del>\$0.09</del>	<del>\$0.69</del>						FDOT Staff will be handling this project as an inhouse project since it is too close to the bridge  In current 2024-2028 WP for design. City do not intend to apply for CST dollars since the City's CIP is not consistent
11		US 41 NB <sup>1</sup>	Multi Use Recreational Trail bridge over Alligator Creek - South branch		Bicycle/Ped Bridge	CST	\$1.74		\$1.74		\$0.29				
12		SR 776 - SUN Trail	MyakkaState Forest	Gillot Blvd	Paved trail corridors for bicyclists and pedestrians.	CST	\$0.019		\$3.20	\$0.19					Project is funded for Design in current DTWP 2024-2028. CST unfunded
13		SR 776 - SUN Trail	Gillot Blvd	US 41	Paved trail corridors for bicyclists and pedestrians.	CST	\$0.47		\$2.80	\$0.47					Project is funded for Design in current DTWP 2024-2028. CST unfunded
<sup>1</sup> Regional projects					<sup>2</sup> TAP Project on SUN Trail network system					Notes : All project costs are in millions					
	PE - Design				ROW - Right - of Way				New Project			MPO Project			
	PD&E Project Development & Environment				CST- Construction				Charlotte County			City of Punta Gorda			

2023 TRANSPORTATION SYSTEM MANAGEMENT/ CONGESTION MITIGATION PROJECTS													
RANK	FPN#	PROJECT NAME	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST-PDC ( in Mil)	2024	2025	2026	2027	2028	Comments
1	4463931	Add turn lanes on SR 776 @ Charlotte Sports Park <sup>1</sup>	Intersection Improvements	CST	\$0.187		\$0.187		\$0.151				County is requesting CST funds
2		SR 776 @ Flamingo Blvd <sup>1</sup>	Intersection Improvements	CST	\$1.46				\$1.46				Funded in the current 2024-2028 work program.Project will be deleted
3		Add Signal @ SR 776 & Biscayne Dr	Intersection Improvements	PE & CST	\$0.80		\$0.80						County is requesting PE & CST funds
4		Add turn lanes on SR 776 @ Cornelius Blvd <sup>1</sup>	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
5		US 41 @ Easy St	Intersection Improvements	PE & CST									County is requesting PE & CST funds
6		Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
7		Add turn lanes on SR 776 @ Jacobs St <sup>1</sup>	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
8		Add turn lanes US 41 @ Carousel Plaza	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
9		SR 31 @ CR 74	Intersection Improvements					\$9.790					CST in the current 2024-2028 work program - updated Feb 2023 snapshot. Project will be deleted
10		Countywide ITS master plan implementation	County wide ITS improvements	PE, ROW, CST	TBD		TBD						The ITS master plan study is underway and scheduled to be completed in Spring 2023.
11		SR 776 Corridor Study	Intersection Improvements	Various intersections projects identified which includes the following . Flamingo Boulevard, Charlotte Sports Park Ent, Biscayne Drive,Willmington Boulevard/Gulfstream Boulevard (East),Toledo Blade Boulevard, Winchester Boulevard, US41,Beach Road, CR771/Gasparilla Road/Sailors Way, Murdock Circle/Enterprise Drive, Placida Road/Pine Street, San Casa Drive, Sunnybrook Boulevard, Cornelius Boulevard, Wilmington Boulevard/Gulfstream Boulevard (West) Coliseum Boulevard/Pinedale Drive, Oriole Boulevard, Spinnaker Boulevard,Gillot Boulevard, Jacobs Street, Point of								Study was completed and approved by MPO Board on October 2021 followed by BoCC approval in Jan . Awaiting County's input regarding funding specific inter	
		Veterans Blvd Study	Intersection Improvements	Cochran Blvd, Kings Highway, Peachland Blvd/J.C Center court, Murdock Cir/Paulson Dr, Atwater St, Orlando Blvd, Harbor Blvd, Yorkshire St, Norman St, Loveland Blvd and Torrington St								Study was completed and approved by MPO Board on October 2022	
<sup>1</sup> Regional projects <sup>2</sup> TAP Project on SUN Trail network systemNotes: All projects costs are in millions													
		PE - Design	ROW - Right - of Way			New Project				MPO Project			
		PD&E Project Development & Environment	CST- Construction			Charlotte County				City of Punta Gorda			

# CARBON REDUCTION STRATEGIES PROJECTS

PROJECT NAME					COMMENTS
1	434965-3 - HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST				Funded in Current 2024- 2028 WP , requires amendment for consistency with 2045 LRTP
	Phase	Fund Code	2026		
	CST	CARL	\$390,602		
2	446830-1 - SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD				
	Phase	Fund Code	2026		
	CST	CARL	\$452,708		
		CARM	\$79,859		
3	438262-1- SR 45 ( US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD				Funded in Current 2024- 2028 WP , requires amendment for consistency with 2045 LRTP
	Phase	Fund Code	2027		
	CST	CARL	\$390,602		
4	435105-2 - CR 765A (TAYLOR RD) FROM N JONES LOOP TO AIRPORT RD PHASE I				
	Phase	Fund Code	2024		
	PE	CARM	\$191,866		
5	452236-1 SR 45 (US 41) ADA RAMP FROM HARBORWALK TO W RETTA ESPLANADE				
	Phase	Fund Code	2024		
	PE	CARL	\$50,121		
6	446340-1 - SR 776 (EL JOBEAN RD) AT FLAMINGO BLVD				
	Phase	Fund Code	2025		
	CST	CARL	\$1,460,000		

CARL - CARB FOR URB. LESS THAN 200K

CARM - CARB FOR SM. URB. 5K - 49,999

**2023 JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO**

Adoption by Lee MPO in May or June

Adoption by Charlotte County-Punta Gorda MPO in May 2023

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Programmed	Year Funded	2023 Joint Priority
Lee County	Burnt Store Rd	Van Buren Pkwy	~1000' North of Charlotte Co/L	2L to 4L	ROW	\$32,000,000	\$4,000,000			
Charlotte County	Harborview RD	Melbourne St	I-75	2L to 4L	CST	\$45,630,000	\$4,000,000	TBD	2025/2026	
Lee County	Corkscrew Road	E. Ben Hil Griffin Road	Bella Terra	2L to 4L	CST	\$24,525,000	\$6,975,000	\$2,651,966	2021/2022	
Charlotte County	Edgewater Dr/Flamingo Blvd Ext.	Midway Blvd	Collingswood Blvd	2L to 4L	PE, CST	\$38,080,000	\$2,200,000			
Lee County	Ortiz Avenue	Colonial Blvd	SR 82	2L to 4L	CST	\$16,520,000	\$4,000,000			
Charlotte County	Jones loop Rd	Burnt Store Rd	Piper Rd	4L to 6L	PE, CST	\$45,020,000	TBD			
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$16,068,000	\$4,000,000			
Charlotte County	Kings Hwy	Sandhill Blvd	DeSoto County Line	2L to 4L	CST		\$5,000,000			
Lee County	Three Oaks Pkwy Ext.	Fiddlesticks Canal	Pony Drive	New 4L	CST	\$60,774,000	\$8,000,000			
Lee County	Three Oaks Pkwy	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$28,475,000	\$5,000,000			
Lee County	Alico Extension - Phase I	Airport Haul Rd	East of Alico Road	2L to 4L/New 4L	CST	\$10,759,000	\$3,000,000			
Lee County	Alico Extension - Phase II & III	East of Alico Rd	SR 82	New 4L	CST	\$95,781,000	\$8,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$28,418,000	\$5,000,000			



Adopted – \_

## 2023 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

### PROJECT PRIORITY LIST

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

Priority Rank	Project	Jurisdiction	TRIP Funds Requested
1	<b>Moccasin Wallow</b> from US 301 to 115 <sup>th</sup> Ave E (Segment 1)	Manatee County	\$3,600,000
2	<b>Fruitville Rd.</b> from Sarasota Center Blvd to Lorraine Rd	Sarasota County	\$7,515,000
3	<b>Harborview Rd</b> from <b>Melbourne St</b> to <b>I-75</b>	Charlotte County	\$4,000,000
4	<b>Moccasin Wallow</b> from 115 <sup>th</sup> Ave E to I-75 (Seg. 2 & 3)	Manatee County	\$14,400,000
5	<b>Lorraine Rd</b> from Palmer Blvd to Fruitville Rd	Sarasota County	\$11,125,000
6	<b>Edgewater Dr/Flamingo Blvd Ext</b> from Midway Blvd to SR 776	Charlotte County	\$2,200,000
7	<b>Honore Ave</b> from Fruitville Rd to 17 <sup>th</sup> St	Sarasota County	\$5,010,000
8	<b>Lorraine Rd</b> from SR 72/Clark Rd to Knights Trail	Sarasota County	\$34,430,000
9	<b>Jones Loop Rd</b> from Burnt Store Rd to Piper Rd	Charlotte County	TBD
10	<b>Kings Hwy</b> from Sandhill Blvd to DeSoto County	Charlotte County	\$5,000,000

*Requested TRIP Funds amounts reported by local jurisdictions in Project Priority applications.*

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

2022 HIGHWAY PROJECT PRIORITIES															
RANK	FPN	PROJECT NAME	FROM	TO	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2023	2024	2025	2026	2027	COMMENTS
1	2050 Long Range Transportation Plan (LRTP) Update, \$400,000.00 requested for FY 2023//2024 funds from SL funds STP, Areas <= 200K to augment PL Funds. (MPO anticipates the population of Charlotte County to exceed 200k triggering the federal requirements of a TMA that may necessitate additional planning funds to support the 2050 LRTP development needs).										\$0.12	\$0.20	\$0.08		Allocated by Year based on FDOT Liasion recommendation 11/03/2021
3	434965 2	Harbor View Rd <sup>1</sup>	Date St	I-75	Road widening from 2-lane to 4-lane	CST	\$14.0		TBD	\$13.1				TBD	ROW Funded for entire segment of Harborview Rd . CST for this segment is unfunded.
4		Edgewater Dr / Flamingo Blvd Ext <sup>1</sup>	Midway Blvd	SR 776	Road widening from 2-lane to 4-lane	ROW&CST	\$2.50		\$54.50						County is requested \$2.2 million towards PE
6	435563 1	N. Jones Loop Rd <sup>1</sup>	I-75	Piper Rd	Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor	PE& CST	\$1.00								At the MPO Board recommendation this project is divided into 2 segments. For Segment 1 County is asking funds towards PE . Final report available to Staff in Feb/Mar 2022
<sup>1</sup> Regional projects						<sup>2</sup> TAP Project on SUN Trail network system						Notes : All project costs are in millions			
		PE - Design			ROW - Right - of Way			New Project			MPO Project				
		PD&E Project Development & Environment			CST- Construction			Charlotte County			City of Punta Gorda				

2022 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS															
RANK	FPN	PROJECT NAME	FROM	TO	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2023	2024	2025	2026	2027	COMMENTS
1	4351052	Taylor Rd - Phase I	N.Jones Loop Rd	Airport Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	ROW&CST			\$4.94			\$0.66			Cost Estimate from WGI Consultant
2	4351051	Taylor Rd - Phase II	US 41 SB	N. Jones Loop Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE&ROW&CST			\$4.92						Cost Estimate from WGI Consultant
3		US 41	Sidewalks -Morningside Drive	Sarasota County line	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST									Total Project, segments are below
3A		US 41	Melbourne St	Harbor View Rd/Edgewater Dr	Feasibility Study to accomdate mutlimodal aspects of complete streets	PD&E, PE & CST	\$0.15								The project was in 2021-2026 WP . MPO is asking FDOT to fund this project with the new project limits.
3B		US 41 Eastside <sup>1,2</sup>	Kings Hwy	Conway Blvd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
3C	4382621	US 41 Eastside <sup>1,2</sup>	Conway Blvd	Midway Blvd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	CST			\$5.31	\$0.83				\$4.47	CST funded in current DTWP - Project will be deleted
3D	4404421	US 41 East side	Midway Blvd	Paulson Dr	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE&CST			TBD		\$0.075				Need costs estimates for PE & CST. PE & CST funds removed in the current DTWP
3E		US 41 Westside&East Side	Tuckers Grade	Taylor Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						Added East side to the project Need costs for PE & CST
3F		US 41 Westside	Morningside Dr	Tuckers Grade	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
3H		US 41 Westside	Taylor Rd	Burnt Store Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
4		Cooper St	Airport Rd	E.Marion Ave	Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts	PE & CST	\$3.21	\$0.09	\$3.30						Updated cost 2022
6		E. Elkcam Blvd	US 41	Midway Blvd	Street Lights & Pedestrian Bridge in Parkside CRA	PE & CST	\$1.72		\$1.72						Need costs for PE & CST- Confirm with County
9		Harborwalk Phase IV <sup>1</sup>	Harborwalk @ US 41 NB		Bridge Underpass & Lighting	PE & CST	\$0.12	\$0.02	\$0.14						Need revised costs for PE & CST
10		Harborwalk Phase II	ADA ramps at US 41 SB		US 41 SB at the Albert Gilchrist Bridge connecting the City's Harborwalk to the existing US 41 SB sidewalk	PE, CST &CEI	\$0.60	\$0.09	\$0.69						Reset meeting on Jan 3, 2022 . FDOT /Revised estimate
11		US 41 NB <sup>1</sup>	Multi Use Recreational Trail bridge over Alligator Creek - South branch		Bicycle/Ped Bridge	CST	\$1.74		\$1.74					\$0.29	In current 2022-2027 WP for design. City do not intend to apply for CST dollars since the City's CIP is not consistent
12		SR 776 - SUN Trail	MyakkaState Forest	Gillot Blvd	Paved trail corridors for bicyclists and pedestrians.	PE&CST	\$0.019		\$3.20						County is asking PE funds for Segment Two updated 3/7/2022
13		SR 776 - SUN Trail	Gillot Blvd	US 41	Paved trail corridors for bicyclists and pedestrians.	PE&CST	\$0.47		\$2.80						County is asking PE funds for Segment One
<sup>1</sup> Regional projects						<sup>2</sup> TAP Project on SUN Trail network system				Notes : All project costs are in millions					
	PE - Design				ROW - Right - of Way				New Project			MPO Project			
	PD&E Project Development & Environment				CST- Construction				Charlotte County			City of Punta Gorda			

2022 TRANSPORTATION SYSTEM MANAGEMENT/ CONGESTION MITIGATION PROJECTS													
RANK	FPN#	PROJECT NAME	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST-PDC ( in Mil)	2023	2024	2025	2026	2027	Comments
1	4463931	Add turn lanes on SR 776 @ Charlotte Sports Park <sup>1</sup>	Intersection Improvements	PE & CST	\$0.187		\$0.187						County is requesting CST funds
2		SR 776 @ Flamingo Blvd <sup>1</sup>	Intersection Improvements	CST	\$1.46								UN Funded in the current 2022-2027 work program.County is asking CST
3		Add Signal @ SR 776 & Biscayne Blvd	Intersection Improvements	PE & CST	\$0.80		\$0.80						County is requesting PE & CST funds
4		Add turn lanes on SR 776 @ Cornelius Blvd <sup>1</sup>	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
5		US 41 @ Easy St	Intersection Improvements	PE & CST									County is requesting PE & CST funds
6		Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
7		Add turn lanes on SR 776 @ Jacobs St <sup>1</sup>	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
8		Add turn lanes US 41 @ Carousel Plaza	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
9		SR 31 @ CR 74	Intersection Improvements					\$0.84		\$7.03			CST in the current 2022-2027 work program - updated Feb 2022 snapshot. Project will be deleted
10		Countywide ITS master plan implementation	County wide ITS improvements	PE, ROW, CST	TBD		TBD						The ITS master plan study was initiated to evaluate the County's information, communication and technology systems and to determine future needs.
<div><div><sup>1</sup> Regional projects</div><div><sup>2</sup> TAP Project on SUN Trail network system</div><div>Notes:All projects costs are in millions</div></div>													
		PE - Design	ROW - Right - of Way				New Project			MPO Project			
		PD&E Project Development & Environment	CST- Construction				Charlotte County			City of Punta Gorda			

**Adopted – May 2022**

**2022 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)**

**PROJECT PRIORITY LIST**

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

Priority Rank	Project	Jurisdiction	TRIP Funds Requested
1	<b>Moccasin Wallow</b> from US 301 to 115 <sup>th</sup> Ave E (Segment 1)	Manatee County	\$3,600,000
2	<b>Honore Ave</b> from Fruitville Rd to 17 <sup>th</sup> St	Sarasota County	\$5,010,000
3	<b>Harborview Rd</b> from <b>Melbourne St</b> to I-75	Charlotte County	\$4,000,000
4	<b>Moccasin Wallow</b> from 115 <sup>th</sup> Ave E to I-75 (Seg. 2 & 3)	Manatee County	\$14,400,000
5	<b>Lorraine Rd</b> from SR 72/Clark Rd to Knights Trail	Sarasota County	\$34,430,000
6	<b>Edgewater Dr/Flamingo Blvd Ext</b> from <b>Midway Blvd</b> to <b>SR 776</b>	Charlotte County	\$2,200,000
7	<b>Lorraine Rd</b> from <b>Palmer Blvd</b> to <b>Fruitville Rd</b>	Sarasota County	\$11,125,000
8	<b>Fruitville Rd.</b> from <b>Sarasota Center Blvd.</b> to <b>Lorraine Rd.</b>	Sarasota County	\$7,515,000
9	<b>Jones Loop Rd</b> from <b>Burnt Store Rd</b> to <b>Piper Rd</b>	Charlotte County	\$5,000,000
10	<b>Kings Hwy</b> from <b>Sandhill Blvd</b> to <b>DeSoto County Line</b>	Charlotte County	\$5,000,000

*Requested TRIP Funds amounts reported by local jurisdictions in Project Priority applications.*

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



Newly Added projects

# JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO

Adopted by Lee MPO in May or June 2022

Adopted by Charlotte County-Punta Gorda MPO in May 2022

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Prgrammed	Year Funded	2022 Joint Priority
Lee County	Burnt Store Rd	Van Buren Pkwy	1000 ft North of Lee Co	2L to 4L	PE	\$8,320,000	\$4,100,000			
Charlotte County	Harborview RD	Melbourne St	I-75	2L to 4L	CST	\$45,630,000	\$4,000,000	TBD	2025/2026	
Lee County	Corkscrew Road	E. Ben Hil Griffin Road	Bella Terra	2L to 4L	CST	\$24,525,000	\$6,975,000	\$2,651,966	2021/2022	
Charlotte County	Edgewater Dr/Flamingo Blvd Ext.	Midway Blvd	SR 776	2L to 4L	PE, CST	\$38,080,000	\$2,200,000			
Lee County	Ortiz Avenue	Colonial Blvd	SR 82	2L to 4L	CST	\$16,520,000	\$4,000,000			
Charlotte County	N. Jones loop Rd	Burnt Store Rd	Piper Rd	4L to 6L	PE, CST	\$45,020,000	5,000,000			
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$16,068,000	\$4,000,000			
Charlotte County	Kings Hwy ( CR 769)	Sandhill Blvd	DeSoto County line	2L to 4L	CST	\$9,000,000	\$5,000,000			
Lee County	Three Oaks Pkwy Ext.	Fiddlesticks Canal	Pony Drive	New 4L	CST	\$60,774,000	\$8,000,000			
Lee County	Three Oaks Pkwy	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$28,475,000	\$5,000,000			
Lee County	Alico Extension	Alico Road	SR 82	New 4L	CST	\$106,540,000	\$8,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$28,418,000	\$5,000,000			

MARCH 2, 2023  
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING

**AGENDA ITEM # 14**  
**FDOT SAFETY PERFORMANCE MEASURES**

**Purpose:** Review and discuss FDOT's all five FHWA Safety Performance Measures

**Agenda Item Presented by:**

**Discussion:**

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

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

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

The MPO Board adopted FDOT's "Vision Zero" target (goal of no fatalities or injuries) for all five of the Safety Performance Measures at the December 15, 2022 Board Meeting. The MPO was required to accept FDOT's adopted targets or develop its own targets on or before February 27, 2023 to remain in compliance with FHWA for use of federal funding.

**Recommendation:** Informational Item Only.

**Attachments:**

1. [Five Year Rolling Average Cumulative Data for State of Florida & Charlotte County 2017 to 2021](#)





# Charlotte County - Punta Gorda Metropolitan Planning Organization

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

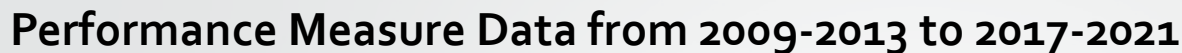




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5. Total Number of Non-Motorized Fatalities and Serious Injuries

[illegible]



# Charlotte County

Five Year Rolling Average for years 2017 - 2021 :

- Average Annual Fatalities – 0.0%
- Average Serious Injuries – ↑ 8.6%
- Average Annual Fatality rates – ↓ 0.6%
- Average Annual Serious Injury Rates – ↑ 7.8%
- Average Pedestrian and Bicycle Fatalities and Serious Injuries – ↓ 2.0%



# Statewide

Five Year Rolling Average for years 2017 - 2021:

- Average Annual Fatalities – ↑ 3.6%
- Average Serious Injuries – ↓ 5.1%
- Average Annual Fatality rates – ↑ 3.4%
- Average Annual Serious Injury Rates – ↓ 5.3%
- Average Pedestrian and Bicycle Fatalities and Serious Injuries – ↓ 0.1%

MARCH 2, 2023  
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING

**AGENDA ITEM # 15**  
**REVIEW OF 2020 CENSUS RESULTS AND IMPACTS TO MPO ACTIVITIES**

**Agenda Item Presented by:** MPO Staff

**Discussion:**

Every ten years the Census Bureau provides updated population counts and designates the urban areas. For the already designated MPO's in our region, the updated geographical areas include the following activities over the next eighteen months: the potential designation of Transportation Management Areas (over 200,000 population), the adjustment of Urban Area boundaries, the Apportionment Plans and working with FDOT on updated functional classification of roadways (**attached** is the schedule of activities). The new urban area boundaries and the population associated with those boundaries impacts the MPO's distribution of Planning funds and the allocation of Surface Transportation Block Grant funding.

The Census Bureau released its new urban area population numbers at the end of December and in the beginning of January the maps were released. **Attached** are the urban area map boundary maps for the Port Charlotte-North Port and Bradenton-Sarasota-Venice (southern portion) urban areas. The population and land area changes since the 2010 census are shown in the tables below (note that as the area changes the urban area name/order of the name has changed as well):

**Urban Area Census Data for 2020:**

<b>2020 Urban Area</b>	<b>2020 Population</b>	<b>Land area (square miles)</b>
Port Charlotte-North Port	199,998	134.7
Bradenton-Sarasota-Venice	779,075	404.3

**Urban Area Census Data for 2010:**

<b>2010 Urban Area</b>	<b>2010 Population</b>	<b>Land area (square miles)</b>
North Port-Port Charlotte	169,541	119.9
Sarasota-Bradenton	643,260	326.7

The Port Charlotte-North Port urban area population increased by 30,407 people and the land area increased by 14.8 square miles. One of the issues that the Charlotte-Punta Gorda MPO will be dealing with is that the population is two people short of the 200,00 person threshold to

become a Transportation Management Area (TMA). An early designation is possible through concurrence of the United States Department of Transportation Secretary and the Governor of the State of Florida. The Charlotte County-Punta Gorda MPO Board will further assess the benefits/disadvantages requesting an early designation prior to the March 20, 2023 MPO Board Meeting.

**Attachments:** 1. [Charlotte County-Punta Gorda Census Presentation](#)



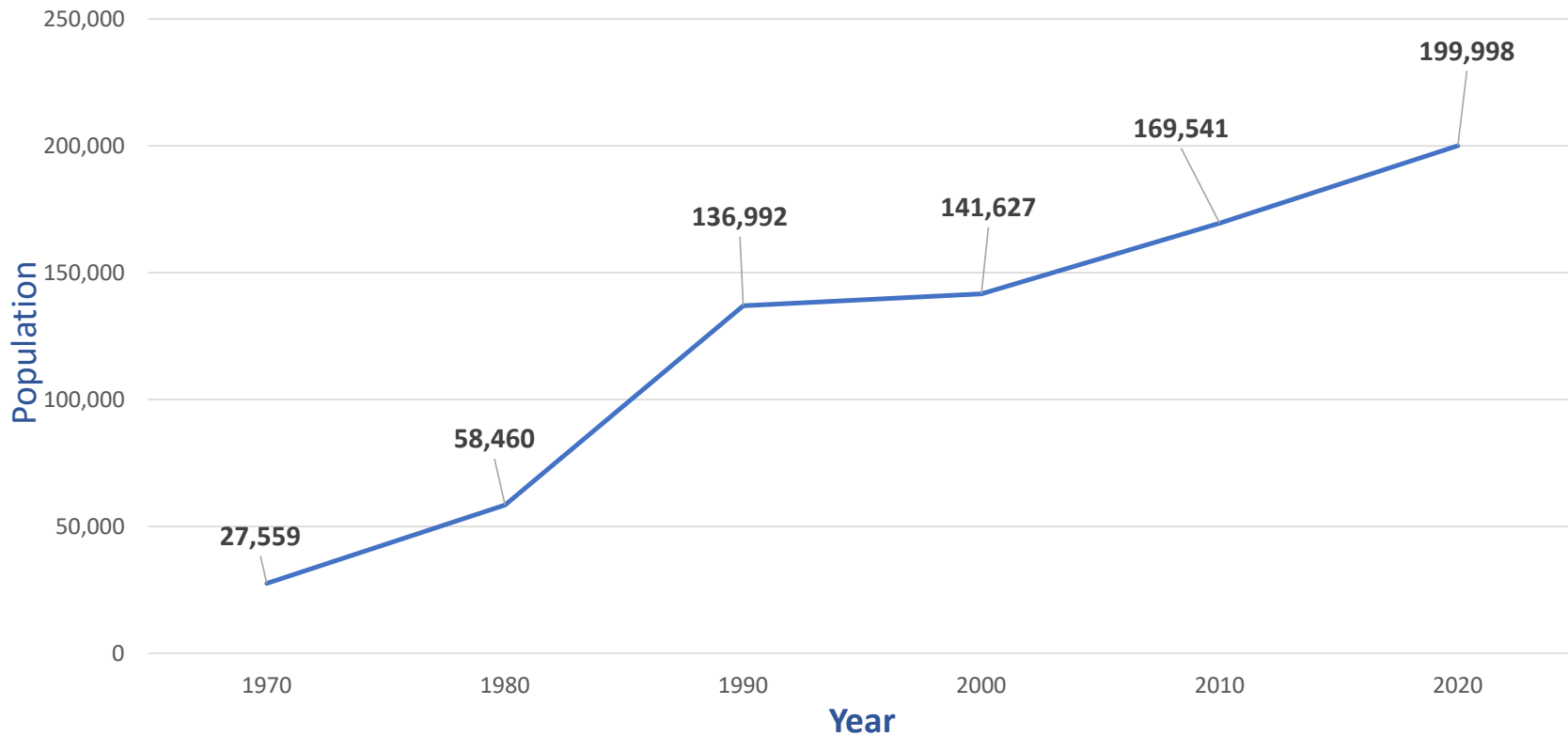


# **CHARLOTTE COUNTY – PUNTA GORDA Metropolitan Planning Organization**



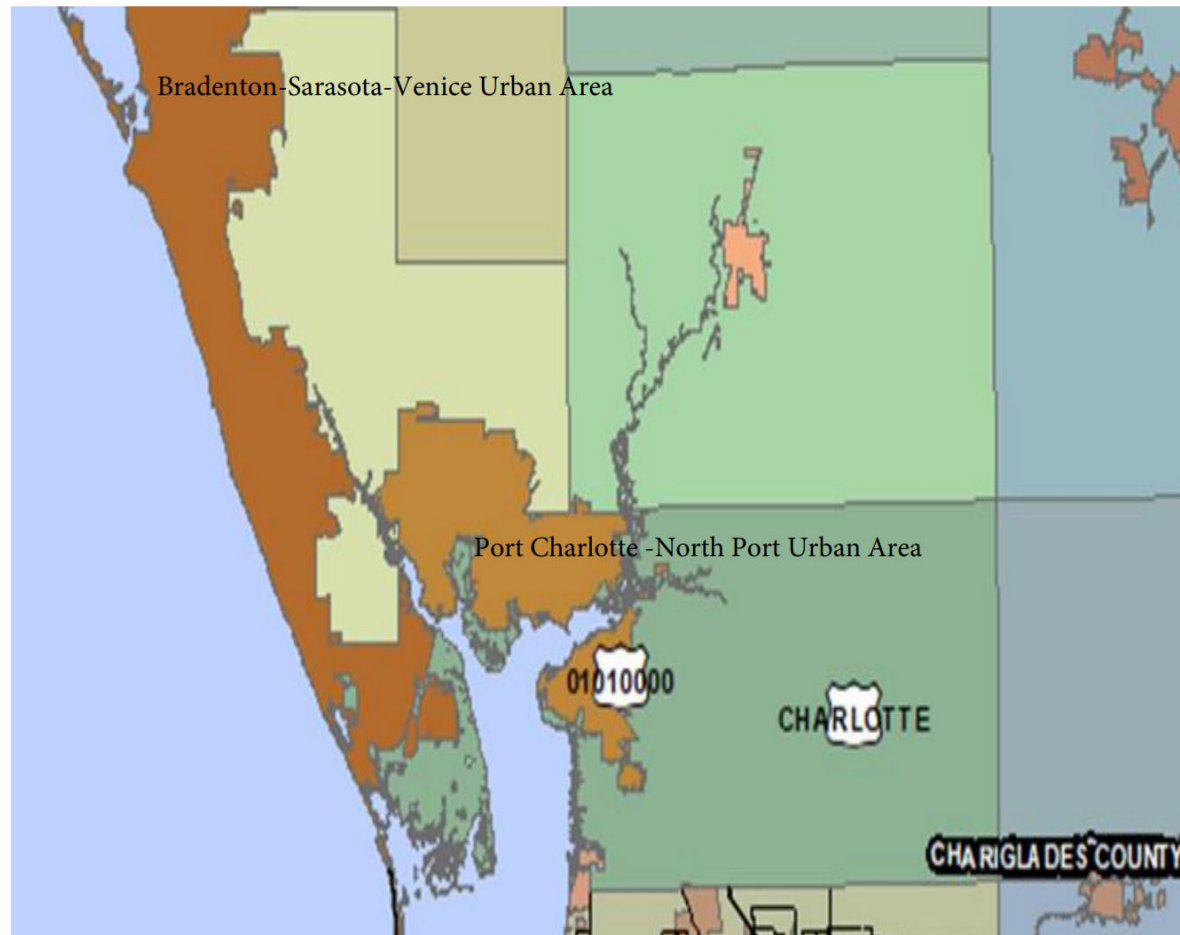
**CHARLOTTE COUNTY – PUNTA GORDA CENSUS DATA PRESENTATION**  
**D’Juan L. Harris, Director**

# Charlotte County – Punta Gorda Census Trends





# Port Charlotte-North Port Urban Area & Bradenton/Sarasota Venice Urban Area Map



# Charlotte County – MPO Implications

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- Population Threshold Greater Than or Equal to 200,00
  - MPO is designated a Transportation Management Area (TMA)
  - Significant funding changes
  - Population based allocation of federal funding
    - SU/TALU Funds
    - Transit funding is based on performance measure calculation

*Early TMA designation may occur through concurrence of United States Department of Transportation Secretary and Governor of State of Florida*

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# *Questions?*

