

<u>CHARLOTTE COUNTY – PUNTA GORDA</u> <u>METROPOLITAN PLANNING ORGANIZATION</u> <u>MEETING AGENDA</u>

2:00 p.m., Monday, March 20, 2023 Charlotte County Administration Center 18500 Murdock Circle Room #119, Port Charlotte, Florida 33948

MPO Board Members

Christopher G. Constance, MD, Chair/Commissioner/Charlotte County Joseph Tiseo, Vice Chair/Commissioner /Charlotte County Stephen R. Deutsch, Commissioner/Charlotte County James W. Herston, Commissioner/Airport Authority Lynne Matthews, Mayor/City of Punta Gorda MPO Director D'Juan L. Harris MPO Administrative Service Coordinator Bekie E. Leslie Legal Counsel to MPO Board Stacy Bjordahl, Esq.

1. Call to Order & Roll Call

- 2. Invocation Pastor Ben Shurtliff Port Charlotte Seventh-Day Adventist Church
- 3. Pledge of Allegiance
- 4. Additions and/or Deletion to the Agenda
- 5. Public Comments on Agenda Items
- 6. PUBLIC MEETING: 2045 Long Range Transportation Plan (LRTP) Amendment
- 7. <u>PUBLIC MEETING: FY 2022/2023 FY 2026/2027 Transportation Improvement Plan (TIP)</u> <u>Amendments</u>

8. Chairs' Reports:

- A. MPO Board Chair's Report
- B. Citizen Advisory Committee (CAC) Chair's Report
- C. Technical Advisory Committee (TAC) Chair's Report
- D. Bicycle/Pedestrian Advisory Committee (BPAC) Chair's Report

<u>CHARLOTTE COUNTY – PUNTA GORDA MPO</u> <u>MARCH 20, 2023, AGENDA (continued)</u>

- 9. Local Government Reports
 - A. Charlotte County Airport Authority
 - B. City of Punta Gorda
 - C. <u>Charlotte County</u>

10. Florida Department of Transportation (FDOT) Report

11. Consent Agenda:

- A. Approval of Minutes: December 15, 2022, Regular MPO Board Meeting
- **B.** <u>Approval of Minutes: Joint Regional Charlotte County-Punta Gorda and</u> Sarasota/Manatee MPO Board Meeting – January 23, 2023
- C. <u>Approval of Minutes: Joint Regional Charlotte County-Punta Gorda and</u> <u>Lee County MPO Board Meeting – February 17, 2023</u>
- **D.** <u>Charlotte County Transportation Disadvantaged Local Coordinating Board</u> (LCB) Resignation and Appointment
- E. Bicycle/Pedestrian Advisory Committee (BPAC) Reappointment
- F. Citizens Advisory Committee (CAC) Appointment
- 12. <u>2022 Florida Department of Transportation (FDOT)/Charlotte County-Punta Gorda MPO</u> <u>Joint Certification</u>
- 13. 2050 Long Range Transportation Plan (LRTP) Consultant Selection
- 14. DRAFT 2023 Transportation Improvement Program (TIP)
- 15. Draft 2023 Project Priorities Discussion
- 16. I-75 Master Plan Central Corridor Study Update & Presentation
- **17. Public Comments**
- 18. Staff Comments
- **19. Member Comments**
- 20. Correspondence
- 21. Adjournment

<u>CHARLOTTE COUNTY – PUNTA GORDA MPO</u> <u>MARCH 20, 2023 AGENDA (continued)</u>

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

Monday, May 15, 2023 – 2:00 p.m. MPO Regular Board Meeting Charlotte County Administration Center 18500 Murdock Circle Room #119, Port Charlotte, Florida

Monday, July 17, 2023 – 2:00 p.m. MPO Regular Board Meeting (Address same as above)

Monday, October 16, 2023 – 2:00 p.m. MPO Regular Board Meeting (Address same as above)

Monday, December 18, 2023 – 2:00 p.m. MPO Regular Board Meeting (Address same as above)

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

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

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes he or she has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Charlotte County-Punta Gorda MPO Title VI Coordinator Wendy W. Scott at (941) 883-3535 or by writing her at 18500 Murdock Circle, Building B, Suite 200, Port Charlotte, FL 33948.

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION 18500 Murdock Circle, Building B, Suite 200, Port Charlotte, FL 33948 Telephone: (941) 883-3535 Fax: (941) 883-3534

AGENDA ITEM # 6 <u>PUBLIC MEETING - 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)</u> <u>AMENDMENTS</u>

Purpose: 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's Project Management team recently completed corridor studies for State Road 776, Veterans Boulevard and Jones Loop Road. The project recommendations identified in these studies require an amendment to the MPO's 2045 LRTP in order to receive federal and state funding for planning consistency purposes. After review of the 2045 LRTP the MPO Staff identified several project recommendations from these corridor studies that were not listed in the MPO'S 2045 LRTP.

For reference purposes, the attachments below contain the comprehensive listing of projects and recommendations:

Attachment 1 - SR 776 Corridor Study Recommendations from Sarasota County line to US 41 Attachment 2 - Veterans Blvd Corridor Study Recommendations 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 CRP 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 CRP 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 Cost Feasible Plan (CFP) for planning consistency with the Work Program. This language will be utilized to make the recently programmed and future transportation 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 20, 2023, MPO Board Meeting. A revised 2045 LRTP will be distributed pending MPO Board approval of the amendments.

Recommendation: Approve the proposed 2045 LRTP Amendments by adding projects to the 2045 LRTP Cost Feasible Plan. A Roll call vote is required.

- Attachment: 1. Projects SR 776 Corridor Study
 - 2. <u>Projects Veterans Blvd Corridor Study</u>
 - 3. <u>Projects Carbon Reduction Program Projects</u>

INTERSECTION PRIORITY RANKINGS

As described in the previous sections, improvements at each study intersection are categorized by three time periods: short-, mid-, and longterms. 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 judgment

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

Calculate LOS Score

Signalized intersections: 1 point for LOS A, 2 for LOS B, up to 6 for LOS F and sum for all six analysis periods

top-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

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)
 20 points

Planned Improvements

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
Willmington 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
Willmington 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



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
	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	Cochran Blvd1Kings Highway2Peachland Blvd/J.C Center court3Murdock Cir/Paulson Dr4AtWater St5Orlando Blvd6Harbor Blvd6Yorkshire St8Norman St9Loveland Blvd10

Consistent with 2045 LRTP



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 nonmotorized 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 LRTP CFP for consistency with the Work Program and eligible for CRP projects

CARBON REDUCTION STRATEGIES PROJECTS

		PI	ROJECT NAME			COMMENTS
1	43496		EW ROAD FROM MELBO	URNE ST 1	O DATE ST	Funded in Current 2024- 2028 WP, requires
						amendment for consistency with 2045 LRTP
	Phase	Fund Code	20	26		
	CST	CARL	\$390	,602		
2	44683	0-1 - SR 45 (US 4	1) FROM KINGS HIGHW	AY TO COM	WAY BLVD	
	Phase F	Fund Code	202	6		
	CST	CARL	\$452,708			
		CARM	\$79,859			
3	43820	62-1- SR 45 (US /	41) TAMIAMI TRAIL FRO	M CONWA	Y BLVD TO	Funded in Current 2024- 2028 WP , requires
			MIDWAY BLVD			amendment for consistency with 2045 LRTP
	Phase	Fund Code	202	7		
	CST	CARL		-		
4	CST CARL \$390,602 435105-2 - CR 765A (TAYLOR RD) FROM N JONES LOOP TO AIRPORT					
	10010	02 011 00,1(1)	RD PHASE I	20 2001 1		
	Phase	Fund Code	2024			
	PE	CARM	\$191,86	6		
5	4522	236-1 SR 45 (US	41) ADA RAMP FROM H	ARBORW	ALK TO W	
			RETTA ESPLANADE			
	Phase	Fund Code	2024			
	PE	CARL	\$50,121			
6		446340-1 - SR 77	6 (EL JOBEAN RD) AT FI	AMINGO	BLVD	
	Phase	Fund Code		2025		
	CST	CARL	\$1,4	160,000		
					CA	RL - CARB FOR URB. LESS THAN 200K
					UA	The GARD FOR ORD. LEGG THAN 200K
					CA	RM - CARB FOR SM. URB. 5K - 49,999



AGENDA ITEM # 7

PUBLIC MEETING: FY 2022/2023 – FY 2026/2027 TRANSPORTATION IMPROVEMENT PLAN (TIP) AMENDMENTS

Purpose: Approve 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 projects are shown in Attachment 1.

Recommendation: Motion to approve the MPO Board approve the amendment to the Charlotte County-Punta Gorda MPO's TIP for FY 2022/23 – FY 2026/27. (Roll Call Vote is Required)

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 <u>STIP/TIP Amendments</u> 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 <u>STIP/TIP Amendments</u> 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.

			HIGH	VAYS						
Item Number: 4	434965 5	Project Descri	ption: HA	RBORVIEW F	ROAD FROM	M MELBO	OURNE ST	TO I-75		
District: 01 County: CHARLOTTE Type			Work: AD	D LANES & F	ECONSTR	UCT		Project Length: 3.246MI		
						Fiscal Y	ear			
Phase / Respor	nsible Agency		<2023	2023	2024	2025	2026	>2026	All Years	
RIGHT OF WAY	/ MANAGED BY CHARLOTT	E COUNTY BOC	Ċ							
Fund Code:	ACSA-ADVANCE CONSTRUCT	TION (SA)		477,185					477,185	
	CM-CONGESTION MITIGATIO	N - AQ			1,518,452				1,518,452	
Ī	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	D 49,999		1,140,242	403,758				1,544,000	
<u>_</u>	Phase: RIGH	FOF 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.

Improve Safety, Enhance Mobility, Inspire Innovation www.fdot.gov

			HIGHW	AY S					
Item Numb	er: 451358 1	Pi	roject Des	cription: U	IS 41 AT	MIDWAY B	BLVD		
District: 01 County: CHARLOTTE Type of W			Vork: INTERSECTION IMPROVEMENT Project Length: 0.148N						
						Fiscal Y	ear		
Phase / Responsible Agency			<2023	2023	2024	2025	2026	>2026	All Years
PRELIMINA	RY ENGINEERING / MANAGED	BY FDOT							
Fund Code:	ACSS-ADVANCE CONSTRUCT	ION (SS,HSP)		254,891					254,891
	DDR-DISTRICT DEDICATED RE	EVENUE	372						372
	Phase: PRELIMINARY ENGINE	ERING Totals	372	254,891					255,263
	Item: 45	i1358 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: TR	ANSIT					
Item Number: 452491 1 Project Des				n: 5310 OPI ARLOTTE (URBAN U	JZA-	
District: 01 County: CHARLOTTE Type of W			ork: OP	ERATING F	OR FIX	ED ROUT	E F	Project Ler	ngth: 0.000
						Fiscal Y	ear		
Phase / Responsible Agency			<2023	2023	2024	2025	2026	>2026	All Years
OPERATION	S / MANAGED BY STEPS	TO RECOVER	XY					I	
Fund Code:	DU-STATE PRIMARY/FEDE	RAL REIMB		100,000	1				100,000
ī	F-LOCAL FUNDS			100,000	1				100,000
	Phase: OPERA	FIONS Totals		200,000	l l				200,000
	Item: 452	2491 1 Totals		200,000	i i i i i i i i i i i i i i i i i i i				200,000
Project Totals			200,000	i i				200,000	
Grand Total			200,000	1				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:

Victoria OPETERS^{9A48A} 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 #8 CHAIRS' REPORTS

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

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



CHARLOTTE COUNTY - PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

MINUTES OF THE MARCH 2, 2023 CITIZENS' ADVISORY COMMITTEE (CAC) MEETING

MEMBERS PARTICIPATING IN PERSON

Charles Counsil, At-Large Representative, CAC Chair Della Booth, South County Representative Steven E. Hurt, Mid County Representative Richard Kirchhoff, West County Representative Mary Ellen Kiss, South County Representative Pauline Klein, At-Large Representative Steve Schoff, West County Representative

MEMBERS ABSENT

Robert Logan, Mid County Representative Dianne Quilty, Mid County Representative, CAC Vice Chair

VACANT POSITIONS

One South County Representative One West County Representative

OTHERS PARTICIPATING IN PERSON

D'Juan Harris, MPO Director Lakshmi N. Gurram, MPO Principal Planner Betty-Ann Sherer, MPO Planner Wendy Scott, MPO Planner Mitchell Austin, City of Punta Gorda Urban Design Sgt Dustin Paille, Charlotte County Sheriff's Office Tony Conte, Charlotte County Schools Joe Blais, citizen

OTHERS PARTICIPATING IN MICROSOFT TEAMS

Edith Perez, FDOT Katherine Chinault, FDOT Bekie Leslie, MPO Administrative Services Coordinator Ravi Kamarajugadda, Charlotte County Public Works Elaine Allen-Emrich, Englewood Sun

1. Call to Order & Roll Call

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

2. <u>Pledge of Allegiance</u>

All attendees recited the Pledge of Allegiance.

3. Public Comments on Agenda Items

There were no public comments received.

4. <u>Reports</u>

A. Chair's Report

Charles Counsil discussed an FDOT-sponsored Public Meeting regarding the Northbound US 41 Complete Streets Improvements from William Street to the Peace River Bridge. He attended on January 26, 2023, at the Charlotte Harbor Event and Conference Center in Punta Gorda.

Charles Counsil also described the February 17, 2023, Joint Meeting of the Charlotte County-Punta Gorda due to a great deal of public comment received from Burnt Store Marina area residents who stated their entry and egress traffic concerns. Dr. Mary Ellen Kiss elaborated about the shared major roadway in the Burnt Store Marina area and the tremendous amount of commercial traffic which cannot be accommodated and impacts Charlotte County residents as well as Lee County citizens. Charles Counsil noted that the timing is right to intervene with solutions, since the project is in the early stages.

Joe Blais asked to give public comment (belatedly under Agenda Item #3). He discussed (1) traffic gridlock on his journey to the meeting, (2) his appreciation of CAC participation by the Sheriff's Office representative, and (3) LRTP development and the need to review projects that had not yet been completed.

B. City of Punta Gorda Report

Mitchell Austin described the current major capital improvement project, Harborwalk Phase II, where the finishing touches were being completed on minor punch list items (Gilchrist Park between Berry Street and Gill Street). He also discussed the City of Punta Gorda's longstanding issue in completing an multi use path loop around the city (on Airport Road between US 41 and Cooper Street) due the railroad's lack of response regarding the establishment of a pathway to safely assist citizens in low-income housing with accessing the area's commercial shopping.

C. Charlotte County Report

Ravi Kamarajugadda stated that there were no major transportation projects in the County currently. Signals are still being improved by FDOT on US 41. He was receiving many streetlights repair requests primarily in the West County area. He noted that not all streetlights in the residential areas are maintained by the County. The County only maintains those in the Utility-controlled areas. He is forwarding residential requests to Florida Power and Light (FPL), and it takes approximately 30-40 days to complete repairs.

Steve Schoff asked about street signs repairs. Ravi Kamarajugadda stated that those signs maintained by the County are listed in a tally page on the County website with 80,000 repairs resulting from Hurricane Ian. He offered to check on the progress of the work.

Steve Hurt noted that debris pickup trucks have caused damage on side streets. He asked what action the County will take to repair these turn areas. Ravi Kamarajugadda stated that he would pass this concern on to the Public Works maintenance and operations staff to obtain additional information. He would then provide this information to Laks Gurram or D'Juan Harris.

D. <u>Sheriff's Report</u>

Charlotte County Sheriff's Office Sgt. Dustin Paille was welcomed to the CAC and thanked for his participation. He is involved with the traffic and marine patrol areas. He noted that Ravi Kamarajugadda was triaging signage issues. Chair Counsil inquired if there was a greater influx of non-resident traffic this year. Sgt. Dustin Paille stated that although no studies had been conducted, it was obvious that this was the case. He credited the situation to the fact that the area was swinging into tourist season just after Hurricane Ian. This resulted in the presence of out-of-town and out-of-state contractors doing repairs locally as the main contributing factor. He noted that this year due to Sports Park storm damage, there were no Spring Training traffic issues.

5. Consent Agenda:

A. Approval of Minutes: November 30, 2022 Meeting

Steve Schoff made a motion to approve the Consent Agenda. *Mary Ellen Kiss* seconded the motion, and it was passed unanimously.

6. Florida Department of Transportation (FDOT) Report

A. <u>Transportation Alternatives Application & Project Priority Planning Process (4P)</u> <u>Overview (Edith Perez & Katherine Chinault)</u>

Edith Perez and Katherine Chinault delivered a **PowerPoint presentation**:

Transportation Alterative (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

All applications must be submitted through the GAP Application (Grant Application Program) to be considered for funding. It was emphasized that applications should include clear narratives, a breakdown of cost estimates, a detailed scope, the phase of project for which the funds are being requested, maps, photos, and an engineer's estimate. The more detailed and complete an application is, the easier it is to move through the process. Online resource links were provided as guidance.

The following submission deadlines were noted: Traffic Alternatives (TA), Congestion Management (CM) and Transportation Regional Incentive Program (TRIP) applications are due by March 31, 2023 and County Incentive Grant Program (CIGP) applications are due June 30, 2023.

D'Juan Harris explained to CAC Members how City and County staff submit these applications with assistance from MPO staff as part of the State's grant application process.

7. 2022 Transportation Improvement Program (TIP) Amendments (Laks Gurram)

Laks Gurram described the TIP Amendment process.

FDOT Staff requested that the Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) 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.

He reviewed the criteria of when an amendment is required by FDOT

He briefed the committee members on projects noted below:

434965-5 Harbor View Road from Melbourne St to I75- the ROW phase has been added under the new segment

451358-1 US41 at Midway Blvd- new project – preliminary Engineering phase has been added

452491-1 5310 Operating – Small Urban UZA – New project – selected during the competitive application process for 5310 funding

452200-4, -5 Electronic Vehicle Infrastructure Deployment plan phase 1

These changes are required to be amended in the FY2022/23 through FY2026/27 TIP to receive federal funds and for planning consistency with State Transportation Improvement Program (STIP).

Steve Schoff noted that project descriptions would have been helpful. Laks Gurram stated that unfortunately, the information comes straight from FDOT's format.

CAC Meeting Minutes March 2, 2023 **Pauline Klein** made a motion to recommend MPO Board approval of the amendment to the Charlotte County-Punta Gorda MPO's TIP for FY 2022/2023-FY 2026/2027. **Richard Kirchoff** seconded the motion, and it was passed unanimously.

8. 2045 Long Range Transportation Plan (LRTP) Amendments – Laks Gurram

Laks Gurram discussed the recommended 2045 Long Range Transportation Plan (LRTP) Amendments. He presented the projects identified that 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.

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

He indicated that the MPO is required to amend the Long-Range Transportation Plan when:

- > MPO amends the Long-Range Transportation Plan because of changes in the TIP
- > Major change to a project included in a LRTP; including the addition or deletion of a project or a major change in project cost, project phase initiation dates.
- > Deleting a full project from the Cost Feasible Plan (CFP)
- > Adding a new project where no phases are currently listed in the CFP
- > Moving a project from Needs Plan to CFP

Laks Gurram reviewed the projects consistent with the LRTP, projects in the 2022 Project Priorities and projects that are not consistent with both the LRTP and Project Priorities.

Mary Ellen Kiss made a motion to recommend MPO Board approval of the Charlotte County-Punta Gorda MPO's 2045 Long Range Transportation Plan (LRTP) amendments. *Della Booth* seconded the motion, and it was passed unanimously.

9. 2050 LRTP Consultant Selection – Laks Gurram

Laks Gurram reviewed recent events in the selection of the LRTP consultant:

The 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 and the 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 identified

He noted that while initially there are three consultants being considered, VHB dropped out and presentations were given by Kimley-Horn and Benesch.

Upon tallying the scoring criteria, the subcommittee unanimously recommended Kimley-Horn as the consultant to perform the 2050 Socioeconomic Data development and 2050 LRTP update.

CAC Meeting Minutes March 2, 2023 He informed that the MPO Staff with the support of the LRTP Subcommittee will develop a detailed scope of services. A Work Assignment Order will be signed by the MPO Chair and executed between the MPO and the Consultant, a Notice to Proceed will be issued to begin work on the project.

He also noted the individual task deadlines and informed that the deadlines are hard deadlines.

MPO Staff was requesting TAC/CAC Committee members' input and support of the subcommittee's recommendation. The MPO Board would consider support of the recommendation at the meeting scheduled for March 20, 2023.

Pauline Klein inquired about the project budget, and Laks Gurram indicated that the estimate was \$400,000.

Della Booth made a motion to endorse the LRTP Subcommittee's recommendation of Kimley-Horn to develop the MPO's 2050 Socioeconomic Data and the 2050 LRTP Update; authorize the MPO Staff to develop a Work Assignment Order and Scope of Services with Kimley-Horn and request the MPO Chair sign the adopted Work Assignment Order. **Richard Kirchoff** seconded the motion, and it was passed unanimously.

10. <u>Review of FDOT Draft Tentative Work Program FY 2024 through FY 2028 (FDOT & D'Juan Harris)</u>

D'Juan Harris stated the MPO Board and Advisory Committees annually review FDOT's Draft Tentative Work Program (DTWP), which includes the new fifth year (FY 2028) of project programming based upon State and MPO priorities. At the previous committee meeting, the FDOT DTWP had not been released. It is now presented for CAC Members to review and provide comments.

The DTWP will form the basis for the MPO's next Transportation Improvement Program (TIP) to be adopted and submitted to FDOT by July 15, 2023.

He noted that MPO staff has not provided comments to FDOT, since the MPO's advisory committees had not had an opportunity to review the document. Comments received at the March 2, 2023 advisory committee meetings would be compiled in a letter and provided to FDOT for their consideration.

D'Juan Harris led the discussion on the importance of the LRTP's Cost Feasible Component feeding into FDOT's Draft Tentative Work Program. He described how the project pipeline of 15 years or longer moves through phases of planning, design, right-of-way (ROW) and construction. This effort results in spending the taxpayer dollars wisely. He described the \$17 million truck parking project at the site of the old rest area on Jones Loop Road just off I-75, noting that construction may be advanced. He also noted that all last year's deferrals are returned to FDOT's Draft Tentative Work Program.

Pauline Klein inquired about what improvements were needed at the location of the truck parking project. D'Juan Harris stated that a state-of-the-art facility was being discussed by FDOT. Southwest Florida has a deficiency of truck parking facilities This is significant since truckers have a mandatory daily time limit on driving hours.

Sgt. Dustin Paille noted that the roadway asphalt at the location is currently in poor condition, and a full revamp of the parking area is needed.

D'Juan Harris requested that CAC Member concerns be forwarded to him to send to FDOT. Steve Schoff spoke regarding SR 776, observing that he was discouraged to see no additional lanes planned, but rather only turn lanes added, which he believed would not alleviate the congestion. He compared it to when plumbing blockages occur.

D'Juan Harris noted that planning for congestion involves taking a multimodal approach. Steve Schoff also commented on how issues with bodies of water are present in Charlotte County with no way around it. He discussed River Road concerns and current plan insufficiencies.

Mary Ellen Kiss mentioned the issue of ROWs on major roadways. She wondered what is being done on a broader scale regarding ROWs.

Steve Hurt inquired about the Harborview Road project. D'Juan Harris gave an update on this project and noted that the MPO has partnered with the County by providing a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant letter of support. The importance of providing State elected officials with citizen letters of support also was discussed.

11. Draft FY 2023/2024 - FY 2027/2028 Transportation Improvement Program (TIP) --Laks Gurram

Laks Gurram noted that Federal and State legislation requires MPOs to adopt a 5-year Transportation Improvement Program (TIP). The TIP outlines federal and state capital improvements for transportation and is a staged, multi-year, intermodal program of transportation projects that is consistent with the MPO's 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. He informed the members the TIP and will be brought back to the committees on April 26, 2023.

12. Draft 2023 Project Priorities – Discussion Laks Gurram

The MPO is required to annually develop a List of Project Priorities (LOPP) as part of the 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 CAC Meeting Minutes March 2, 2023 approved by the MPO Board at the May 2022 meeting. <u>2022 Project Priorities 05312022-</u> <u>Final.xlsx (ccmpo.com)</u>

He mentioned that the Draft 2023 Project Priorities document (Attachment 1) presented 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)
- · 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

Attachment 1: <u>12 Attachment 1 2023 Project Priorities Draft.pdf (ccmpo.com)</u>

Mary Ellen Kiss inquired about the status of one thousand feet of roadwork needed in Charlotte County on Burnt Store Road at the Lee County Line. Laks Gurram stated that the project is found in the 2045 LRTP. D'Juan Harris noted that the project is funded, and work commences on or after July 1 of the current year on the Lee County portion.

Laks Gurram referenced the list of projects including funding for the 2050 LRTP, Harborview Road and the Sun Trail project. Pauline Klein asked about the Jones Loop Road project, and Laks Gurram described the three segments of the project. He stressed that due to its multi-jurisdictional nature, a great deal of state and local coordination was required.

Steve Schoff noted confusion over deletions at Flamingo Blvd. Staff explained that once funded through construction, projects get deleted from the Priority List to make room for other projects in the pipeline or add new projects.

13. <u>Safety Performance Measures Targets Discussion (Betty-Ann Sherer)</u>

D'Juan Harris stated that although CAC Members had already reviewed the safety performance measures targets in the past, FHWA had now provided the baseline (flattened) performance data. The November 2022 data was raw, but this new data has been flattened for comparison.

Betty-Ann Sherer gave a presentation on safety performance measure targets. MPOs are required annually to adopt these targets for tracking progress towards the Statewide/MPO

CAC Meeting Minutes March 2, 2023 targets for each of the transportation performance measures and meeting Federal Highway Administration (FHWA) requirements.

The five Safety Performance Measures are:

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

The MPO Board adopted FDOT's "Vision Zero" target 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 requirements for use of federal funding.

Betty-Ann Sherer reviewed the updated local and statewide data for the 2017-2021 timeframe.

Steve Hurt wondered if the data was suspect, noting that the problem is the way roadways are designed to accommodate bicyclists. He believed that there was a need to separate bicyclists from other vehicular traffic.

D'Juan Harris noted that many hard-core bicyclists represented on the MPO's Bicycle Pedestrian Advisory Committee (BPAC) would disagree with that assessment.

Mary Ellen Kiss and Pauline Klein discussed the dangers of bicycling on Rampart Blvd. in the Deep Creek area. D'Juan Harris agreed that he prefers measures to obtain separation between bicyclists and other types of vehicles, whenever possible.

Pauline Klein observed that the data for 2020 and 2021 probably was impacted by the Covid-19 pandemic. The Canadian seasonal residential population in Charlotte County has now returned post-pandemic.

14. Census Data Discussion (D'Juan Harris)

D'Juan Harris noted that every ten years the Census Bureau provides updated population counts and designates the urban areas. For the already designated MPOs 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 development of Apportionment Plans and the creation of an updated functional classification of roadways in cooperation with FDOT. 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 2022 with the maps released the following month. CAC Members were provided 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):

CAC Meeting Minutes March 2, 2023 He mentioned that 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 County-Punta Gorda MPO will be dealing with is that the population is two people short of the 200,000-population threshold to become a Transportation Management Area (TMA).

He also indicated that 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 of requesting an early TMA designation with discussion scheduled to occur at the March 20, 2023, MPO Board Meeting.

15. Public Comments

Joe Blais referenced the recent lead *Charlotte Sun* article by Nancy Semon regarding the biggest issues facing Charlotte County, noting that planning cannot be done in a vacuum. While there was no shortage of planning, it was a matter of execution.

16. Staff Comments

D'Juan Harris stated that MPO staff is accepting nominations through June 30, 2023, for the Peggy Walters Award. Last year, the award was given posthumously to Jim Brown. He also reported that it does not seem like the MPO offices at the East Port Environmental Campus will be restored.

D'Juan Harris thanked those groups that had provided strong letters of support for the Safe Streets for All Grant. He also noted that the MPO Board packet will contain information on the MPO's noteworthy practices that recently were provided at the MPO's annual certification conducted with FDOT staff. The MPO was deemed a low-risk organization based upon the assessment. He referred CAC Members to the MPO website's new Transportation Planning 101 collection of animated videos spearheaded by Betty-Ann Sherer.

17. Member Comments

There were no member comments.

18. <u>Adjournment</u> (Next CAC Meeting – April 26, 2023)

There being no further business, the meeting was adjourned at 3:18 p.m. The next regularly scheduled CAC meeting will be held on Wednesday, April 26, 2023, both virtually and inperson at the Charlotte County Community Foundation, 227 Sullivan Street, Punta Gorda, Florida 33950 at 1:30 p.m.

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

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CHARLOTTE COUNTY - PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION MINUTES OF THE MARCH 2, 2023 TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

Minutes of the meeting held in a hybrid format on March 2, 2023, utilizing Microsoft Teams[®] for virtual participation and in person at the Charlotte County Transit Facility, 545 Theresa Street Port Charlotte, Florida 33954

MEMBERS PARTICIPATING

Mitchell Austin, City of Punta Gorda, TAC Chair Ravi Kamarajugadda, Vice Chair, Charlotte County Public Works (Virtual) Tony Conte, Charlotte County Public Schools (Virtual) Corey Elijah, Charlotte County Airport Authority (Virtual) Shaun Cullinan, Charlotte County Community Development (Virtual until 9:55) Noah Fossick, City of North Port (Virtual) Heidi Maddox, Charlotte County Transit Division

OTHERS PARTICIPATING

D'Juan Harris, MPO Director Lakshmi N. Gurram, MPO Principal Planner Betty-Ann Sherer, MPO Planner Wendy Scott, MPO Planner (Virtual) Bekie Leslie, MPO Administrative Services Coordinator (Virtual) Wally Blain, VHB (Virtual) Robert Fakhri, Charlotte County Public Works (Virtual) Edith Perez, FDOT District One (Virtual) Katherine Chinault, FDOT District One (Virtual)Corey Petrock, Airport Authority

MEMBERS ABSENT

Don Scott, Lee County MPO Joshua Hudson, Charlotte County Economic Development Patrick Fuller, Charlotte County Emergency Management Rick Kolar, Charlotte County, Transit Division Joan Fisher, DeSoto County Linda Sposito, City of Punta Gorda

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1. Call to Order & Roll Call

Chair Austin called the TAC Meeting to order at 9:39 A.M.; Quorum was present until 9.55 a.m.

2. Public Comments on Agenda Items

There were no public comments received.

3. Consent Agenda:

A. <u>Approval of Minutes: November 30, 2022, Meeting</u> Due to the lack of a quorum, no vote was taken, Members present unanimously agreed to move this item to the MPO Board for approval

4. Chairs Report

None.

5. Florida Department of Transportation (FDOT) Report

<u>Transportation Alternatives Application & Project Priority Planning Process (4P) Overview</u> (Edith Perez & Katherine Chinault)

Edith Perez, FDOT Community Liaison delivered a PowerPoint presentation on applications that get uploaded into the GAP portal and highlighted the following details and deadlines:

All applications must be submitted through the GAP Application (Grant Application Program) to be considered for funding.

Application categories:

TA (Transportation Alternatives) projects 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.

CM (Congestion Management) projects improve traffic operations and safety through the use of either strategies that reduce travel demand or the implementation of operational improvements.

TRIP (Transportation Regional Incentive Program) This program was created to improve regionally significant transportation facilities and incentivize regional planning efforts.

CIGP (County Incentive Grant Program) The Program allows the Department of Transportation to provide grants to counties for the improvements of transportation facilities on the State Highway System.

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It was emphasized that applications should include clear narratives, a breakdown of cost estimates, a detailed scope, the phase of project for which the funds are being requested, maps and photos, and an engineer's estimate. Online resource links were provided as guidance. <u>Power Point Presentation</u>

The following submission deadlines were noted: TA, CM and TRIP are due by March 31, 2023 and CIGP June 30, 2023

Katherine Chinault concurred; completeness of applications is key.

D'Juan Harris asked if 4P process is considered for LAP projects once they get programmed? Katherine informed that 4P is done before they get programmed, so when an application comes in a 2-page narrative is done and an LRE based on the scope of the work and that's what is used to assist in the programming and LAP agreement.

Mr. Harris followed up with a question and inquired if the ETDM (Efficient Transportation Decision Making) program would be reinstated. FDOT Staff stated that they were unsure, but would look into this.

A Quorum was achieved at 9:35 A.M

6. <u>2022 Transportation Improvement Program (TIP) Amendments (Laks Gurram)</u>

Laks Gurram informed the committee members that 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

He informed the criteria when an amendment is required by FDOT

He briefed the committee members on projects noted below:

434965-5 Harbor View Road from Melbourne Street to I-75 the ROW phase has been added under the new segment

451358-1 US41 at Midway Blvd- new project – Preliminary Engineering phase has been added

452491-1 5310 Operating – Small Urban UZA – New project – selected during the competitive application process for 5310 funding

452200-4, -5 Electronic Vehicle Infrastructure Deployment plan phase 1

These changes are required to be amended in the FY2022/23 through FY2026/27 TIP in order to receive federal funds and for planning consistency with State Transportation Improvement Program (STIP).

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Attachment : <u>FDOT Letter for FY 2022/23 – FY 2026/27 Charlotte County-Punta Gorda</u> <u>Metropolitan Planning Organization (MPO) Amendment</u>

Motion made by Ravi Kamarajugadda to recommend the MPO Board approve <u>2022</u> <u>Transportation Improvement Program (TIP) Amendments</u> seconded by Tony Conte.

Quorum was lost at 9:55 a.m.

7. 2045 Long Range Transportation Plan (LRTP) Amendments (Laks Gurram)

Laks Gurram presented the projects identified that 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.

- 1. <u>Projects SR 776 Corridor Study</u>
- 2. Projects Veterans Blvd Corridor Study
- 3. Projects Carbon Reduction Program Projects

He indicated that the MPO is required to amend the Long-Range Transportation Plan when:

- > MPO amends the Long-Range Transportation Plan because of changes in the TIP
- Major change to a project included in a LRTP; including the addition or deletion of a project or a major change in project cost, project phase initiation dates.
- > Deleting a full project from the Cost Feasible Plan (CFP)
- > Adding a new project where no phases are currently listed in the CFP
- > Moving a project from Needs Plan to CFP

Laks Gurram reviewed the projects consistent with the LRTP, projects in the 2022 Project Priorities and projects that are not consistent with both the LRTP and Project Priorities.

Chair Austin noted one item of interest mentioned in the Carbon Reduction Program projects is street lighting and traffic control devices with energy efficient alternatives. He informed that this may be a great opportunity for County and City streetlighting to receive a much-needed upgrade.

Tony Conte asked if the County would consider fixed route transit on US-41 both north and south as part of public transportation initiative similar to Lee transit or SCAT but with electric buses

Ravi Kamarajugadda asked if MPO must use the 2010 Urban Boundary Classification maps with CARL and CARM funds D'Juan Harris noted the 2020 Urban Boundaries will be used.

The TAC members present unanimously concurred with the LRTP amendments.

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8. 2050 LRTP Consultant Selection (Laks Gurram)

Laks Gurram mentioned that on January 13, 2022 the MPO and the three GPCs executed a contract to provide General Planning Consulting services for the next three years.

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 on how they would develop the MPO's 2050 Socioeconomic Data and the 2050 LRTP Update.

February 27, 2023 the subcommittee met with the consultants and their staff, 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)

He informed that while initially there are three consultants being considered, VHB dropped out and presentations were given by Kimley-Horn and Benesch.

Upon tallying the scoring criteria, the subcommittee unanimously recommended Kimley-Horn as the consultant to perform the 2050 Socioeconomic Data development and 2050 LRTP update.

He informed that the MPO Staff with the support of the LRTP Subcommittee to develop a detailed scope of services. A Work Assignment Order will be signed by the MPO Chair and executed between the MPO and the Consultant, a Notice to Proceed will be issued to begin work on the project.

He also noted the individual task deadlines and informed that the deadlines are hard deadlines

No quorum was present, no vote was taken, but there was unanimous consent by those members present to recommend the MPO Board approve the LRTP sub committee recommendation of Kimley Horn as the planning consultants for the 2050 Socioeconomic Data development and 2050 LRTP update.

9. <u>Review of FDOT Draft Tentative Work Program FY 2024 through FY 2028 (FDOT & MPO Staff)</u>

D'Juan Harris indicated that the MPO Board and Advisory Committees annually review FDOT's Draft Tentative Work Program (DTWP), which includes the new fifth year (FY 2028) of project programming based upon State and MPO priorities. At the previous committee meeting, the FDOT DTWP had not been released. It is now presented for TAC Members to review and provide comments.

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The DTWP 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 DTWP FY 2024 through – FY 2028, for Charlotte County can be found as Attachment 1. <u>FDOT District One Draft Tentative Work Program FY 2024 through FY 2028</u>

MPO staff has not provided comments to FDOT since the MPO's advisory committees have not had an opportunity to review. Comments received by the Advisory Committees would be compiled in a letter and provided to FDOT for their consideration.

No action is required at this time, documents provided are FOR review and comments.

10. Draft FY 2023/2024 - FY 2027/2028 Transportation Improvement Program (TIP) (Laks Gurram)

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

Laks Gurram stated that the document that is presented today is in Draft form and will be bought back to the committees on April 26, 2023, for final review. He indicated the Table of Contents page and stated that some of the sections requires an update.

He also informed that the TIP will be adopted at the May 15, 2023, MPO Board Meeting.

11. Draft 2023 Project Priorities – Discussion (Laks Gurram)

Laks Gurram reviewed the Draft list of 2023 Project priorities and informed that 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.

He went through some of the key highlights of the Draft presented, reflects the changes based on the Draft Tentative Work Program that was released in December 2022. Below are the key highlights of the LOPP MPO Staff recommendations for funding:

- Received SL monies in FY 2024 & 2025 to cover the short fall for 2050 LRTP.
- Harbor view Rd from Melbourne St to I-75 ROW is funded in FY 2023/2024 for \$12.9 million
- US 41 from Peace River Bridge to Kings Hwy funded for Planning Study FY 2025 for \$150,000
- Taylor Rd Phase 1 from Jones Loop to Airport Rd Design advanced to FY 2024
- US 41 Bridge on S. Alligator Creek funded for in FY 2025 \$290,000
- Cooper St Complete St projects funded for CST in FY 2028.
- SUN Trail projects funded for Design approx. \$650,000
 - Myakka State Forest to Gillot Blvd
 - \circ $\,$ Gillot Blvd to US 41 $\,$

He also stated that the Project Priorities Development timeline and stressed the importance of having a complete Project Priority application covered under FDOT report:

- January 18, 2023-FDOT issued request for projects
- March 31, 2023 Preliminary list of priority projects (*but should be submitted to MPO staff prior to this date*)
- June 30, 2023-Final approved list of priority projects

D'Juan Harris noted regarding the SUN Trails projects Design funding was granted for the alignment of this project but an update on the construction estimates is needed.

Tony Conte asked if part of the N. Jones Loop project still calls for a roundabout at the Piper Road intersection. D'Juan Harris noted this will be part of ongoing discussion and coordination with FDOT. The roundabout was initially proposed as a goes with component of the truck parking facility project, to allow for better truck navigation on and off Interstate-75

12. Safety Performance Measures Targets Discussion (Betty-Ann Sherer)

Betty Ann-Sherer gave a presentation on Safety Performance Measures. MPOs are required annually to adopt these targets for tracking progress towards the Statewide/MPO targets for each of the transportation performance measures and meeting Federal Highway Administration (FHWA) requirements. <u>Five Year Rolling Average Cumulative Data for State of Florida & Charlotte County 2017 to 2021</u>

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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 serious injuries..."one fatality is one too many") 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. The flattened rolling average data for years 2017-2021 was presented for both Charlotte County and Statewide.

Comments: It was noted the Charlotte County 5 year rolling average for pedestrian and bicycle fatalities and serious injuries is down 2% which is hopefully a reflection of the safety improvements in the county.

D'Juan Harris added the information he presented at the previous TAC meeting in November was the raw crash data from Signal 4 Analytics. The information provided today is the flattened data, they present two different stories and we as a county still have a lot of work ahead of us. One item to note is that the MPO received the Safe Streets For All Roads (SS4A) grant funding to develop a comprehensive Safety Action Plan. This will allow us to take a deeper dive into our safety improvement needs.

13. Review of 2020 Census Data Discussion (D'Juan Harris)

D'Juan Harris noted that every ten years the Census Bureau provides updated population counts and designates the urban areas. For the MPO's that are already designated in our region, includes 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 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. TAC Members were provided 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):

11 30 2022 Draft TAC Minutes

Urban Area Census Data for 2020:

2020 Urban Area	2020 Population	Land area (square miles)
Port Charlotte-North Port	199,998	134.7
Bradenton-Sarasota-Venice	779,075	404.3

Urban Area Census Data for 2010:

2010 Urban Area	2010 Population	Land area (square miles)
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 key element is that the data shown, reflects the population in Charlotte in Charlotte County is 199,998, two people short of the 200,000-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 advantages/disadvantages requesting an early designation prior to the March 20, 2023 MPO Board Meeting. <u>Charlotte County-Punta</u> <u>Gorda Census Presentation</u>

14. Public Comments

none

15. Staff Comments

D'Juan Harris stated the MPO had their Joint Certification review last week and once again we have been deemed a low-risk area.

The MPO was awarded a SS4A Safety Action Plan Grant.

He also informed that the MPO is accepting nominations for the Peggy Walters Award through June 30, 2023. Awarded posthumously to Jim Brown last year. He directed members to visit THE MPO website for additional information.

16. Member Comments

none

17. Adjournment (Next TAC Meeting - April 26, 2023)

There being no further business, the meeting was adjourned at 10:54 a.m. The next regularly scheduled TAC meeting will be held on Wednesday, April 26, 2023, both virtually and in-person at the Charlotte County Community Foundation, 227 Sullivan Street, Punta Gorda, Florida 33950 at 9:30 a.m.

AGENDA ITEM # 8-D BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) CHAIR'S REPORT



CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MARCH 2, 2023 DRAFT Minutes

Minutes of the meeting held in a hybrid format on March 2, 2023, 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 James Wernicke, (Vice Chair) West County Representative Wendy Zurstadt, South County Representative

<u>ABSENT</u>

David Allen, Mid County Representative (excused) Robert Logan, Mid-County Representative (excused) Betty Staugler, Historical/Cultural/Environmental Representative (excused) Ben Turner, West 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 Tony Conte, Joshua Hudson, Charlotte County Economic Development (Virtual) Ravi Kamarajugadda, Charlotte County Public Works (Virtual) Tanya Merkle, FDOT Bicycle Pedestrian Coordinator, District One (Virtual)

1. Call to Order & Roll Call

Chair Pauline Klein called the hybrid meeting to order at 3:39 p.m.; a quorum was not present.

2. Public Comments on Agenda Items

There were no public comments received.

3. Chairs Report

BPAC Chair had nothing to report.

4. Consent Agenda

a. Approval of Minutes: November 17, 2022

Due to the lack of a quorum, no vote was taken, Members present unanimously agreed to move this item to the MPO Board for approval

5. <u>Sheriffs' Office Report - Public Safety</u>

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

James Wernicke noted he recently was riding his bike, and slowly rolled through a stop sign and was cited for not coming to a complete stop. He noted his concern with the Idaho Stop not being adopted in Florida.

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

There is a Senate Bill 106 waiting for approval for potentially increasing the SUN Trail funds. If signed it would be effective July 2023.

SUN Trail applications- although there may be projects that have been funded for different phases, a new application should be submitted to make sure funding for the next phase is in place and that project numbers are updated

The following discussion came up during the meeting:

- Myakka Bridge- cycling groups are still having trouble with the Bridge overpass because of the debris in the bike lanes, cyclists are forced to ride in the car lane, there has been recent trouble with debris falling off a truck and creating hazardous conditions.
- Peace River Bridge -US 41 NB do not have proper signs to direct pedestrians and cyclist. This causes confusion as visitors may not be aware which lane to use.
- Barricades are obstructing the bike lane near Sunseeker US 41 SB bike lane because of ongoing construction.
- Debris was noted in the bike lanes along the Peace River and El Jobean bridges.

7. <u>2022 Transportation Improvement Program (TIP) Amendments - Laks Gurram</u>

Laks Gurram informed the committee members that 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

He informed the criteria when an amendment is required by FDOT, and he briefed the committee members on projects that were identified in the attachment

These changes are required to be amended in the FY2022/23 through FY2026/27 TIP in order to receive federal funds and for planning consistency with the State Transportation Improvement Program (STIP).

Attachment : <u>FDOT Letter for FY 2022/23 – FY 2026/27 Charlotte County-Punta Gorda</u> <u>Metropolitan Planning Organization (MPO) Amendment</u>

Due to the lack of a quorum, no vote was taken, Members present unanimously agreed to move this item to the MPO Board for approval

8. <u>2045 Long Range Transportation Plan (LRTP) Amendments – Laks Gurram</u>

Laks Gurram presented the projects that require an amendment and informed an amendment is required 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.

He reviewed the criteria that triggers an amendment. He further presented the projects that are consistent with the LRTP, projects in the 2022 Project Priorities and projects that are not consistent with both the LRTP and Project Priorities.

Due to the lack of a quorum, no vote was taken, Members present unanimously agreed to move this item to the MPO Board for approval

James Wernicke inquired whether River Road widening in Charlotte County is in the 2045 long range plan. Laks Gurram responded that the project is not 2045 LRTP but it can be added to the wish list for the 2050 LRTP.

9. <u>2050 LRTP Consultant Selection – Laks Gurram</u>

Laks Gurram reviewed process of selecting a consultant for 2050 LRTP.

He briefed the committee about the timelines of the process and the deadlines for completing both the 2050 Socioeconomic data development and LRTP update task. He also noted the individual task deadlines and informed that the deadlines are hard deadlines.

He indicated that the LRTP subcommittee met on February 27, 2023 to select a firm to perform the tasks indicated. He also mentioned that the consultant was selected based on selection criteria identified during the presentations.

He informed that while initially there are three consultants being considered, VHB dropped out and presentations were given by Kimley-Horn & Associates and Benesch & Associates.

Upon tallying the scoring criteria, the subcommittee unanimously recommended Kimley-Horn as the consultant to perform the 2050 Socioeconomic Data development and 2050 LRTP update.

He informed that the MPO Staff with the support of the LRTP Subcommittee will develop a detailed scope of services. A Work Assignment Order will be signed by the MPO Chair and executed between the MPO and the Consultant, a Notice to Proceed will be issued to begin work on the project.

Due to the lack of a quorum, no vote was taken, Members present unanimously agreed to move this item to the MPO Board for approval

10. <u>Review of FDOT Draft Tentative Work Program FY 2024 through FY 2028 (FDOT & D'Juan Harris)</u>

The MPO Board and Advisory Committees annually review FDOT's Draft Tentative Work Program (DTWP), which includes the new fifth year (FY 2028) of project programming based upon State and MPO priorities. At the previous committee meeting, the FDOT DTWP had not been released. It now presented for TAC Members to review and provide comments.

The DTWP 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.

D'Juan Harris mentioned that MPO staff has not provided comments to FDOT since the MPO's advisory committees have not had an opportunity to review. Comments received by the Advisory Committees would be compiled in a letter and provided to FDOT for their consideration.

Members were encouraged to review the DTWP and the addition and deletion sheets and send comments to D'Juan Harris by March 20, 2023

11. Draft FY 2023/2024 - FY 2027/2028 Transportation Improvement Program (TIP) -Laks

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

Laks Gurram stated that the document that is presented today is in Draft form and will be bought back to the committees on April 26, 2023, for final review. He pointed out to the Table of Contents page and stated that some of the sections requires an update.

The Charlotte County-Punta Gorda MPO is scheduled to review and adopt the TIP at the May 15, 2023, MPO Board Meeting.

James Warincke pointed out to a map in Section III and questioned that the path of the SUN Trail doesn't reflect the actual path. Laks Gurram responded that the map included in this TIP is in draft form and will be updated for the next round of meetings.

James Warincke inquired on how he could attain more information on projects in earlier stage so the committee could provide insight on any safety concerns that bicyclists may encounter.

D'Juan Harris and Laks Gurram indicated that all projects go through rigorous public participation process before advancing to the construction phase. The public will have an opportunity to provide input during the early planning and design phases of a project.

Wendy Zurstadt informed the committee about a resurfacing project on US 17 that was recently completed. Rumble strips were added in the bike lane which creates a hazard for cyclists, forcing them to ride the main travel lane.

Tanya Merkle noted safety for all road users is always considered, and the Florida Design Manual is followed for FDOT roads. She also indicated that if there were design constraints it would limit the type of improvements. Local roads use the Florida Greenbrook for their projects for all users of our roadways.

Members were encouraged to contact the MPO staff with any questions regarding transportation projects in our area. The following link was provided for details on FDOT projects in our area: <u>SWFL Roads</u>

12. Draft 2023 Project Priorities – Discussion Laks Gurram

Laks Gurram reviewed the <u>Draft list of 2023 Project priorities</u> and informed that 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.

He went through some of the key highlights of the Draft presented, reflects the changes based on the Draft Tentative Work Program that was released in December 2022. Below are the key highlights of the LOPP MPO Staff recommendations for funding:

- Received SL monies in FY 2024 & 2025 to cover the short fall for 2050 LRTP.
- Harbor view Rd from Melbourne St to I-75 ROW is funded in FY 2023/2024 for \$12.9 million
- US 41 from Peace River Bridge to Kings Hwy funded for Planning Study FY 2025 for \$150,000
- Taylor Rd Phase 1 from Jones Loop to Airport Rd Design advanced to FY 2024
- US 41 Bridge on S. Alligator Creek funded for in FY 2025 \$290,000
- Cooper St Complete St projects funded for CST in FY 2028.

 SUN Trail projects funded for Design – approx. \$650,000 Myakka State Forest to Gillot Blvd Gillot Blvd to US 41

He also pointed the Project Priorities Development timeline and stressed the importance of having a complete Project Priority application covered under FDOT report:

- January 18, 2023-FDOT issued request for projects
- March 31, 2023 Preliminary list of priority projects (*but should be submitted to MPO staff prior to this date*)
- June 30, 2023-Final approved list of priority projects

13. <u>Safety Performance Measures Targets Discussion (Betty-Ann Sherer)</u>

Betty Ann-Sherer gave a presentation on Safety Performance Measures. MPOs are required annually to adopt these targets for tracking progress towards the Statewide/MPO targets for each of the transportation performance measures and meeting Federal Highway Administration (FHWA) requirements

She mentioned that the Safety Performance Measures apply to all public roads and informed the five Safety Performance Measures

She informed that the MPO Board adopted FDOT's "Vision Zero" target (goal of zero fatalities or serious injuries) for all five of the Safety Performance Measures at the December 15, 2022, Board Meeting. She indicated that today's presentation is to give the committee members an opportunity to review the data provided which was not available earlier.

Comments: It was noted the Charlotte County 5 year rolling average for pedestrian and bicycle fatalities and serious injuries seems down 2% which is hopefully a reflection of the safety improvements in the county.

D'Juan Harris added at the last meeting he presented the raw data and the information provided today is the flattened data, sadly they present two different stories and we as a county still have a lot of work ahead of us.

He informed that committee members that the MPO received the Safe Streets and Roads for All Safety Action Plan grant funding. This will allow us to take a deeper dive into our safety improvement needs.

D'Juan Harris added when we do the Safety Action Plan, we will be able to dive deeper into the cause of the accidents, hot spots and how and what countermeasures can be implemented.

14. <u>Census Data Discussion (D'Juan Harris)</u>

D'Juan Harris noted that every ten years the Census Bureau provides updated population counts and designates the urban areas. For the MPO's that are already designated in our region, includes 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 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.

He mentioned that the Port Charlotte-North Port urban area population increased by 30,407 people and the land area increased by 14.8 square miles. One key element is that the data shown, reflects the population in Charlotte in Charlotte County is 199,998, two people short of the 200,000-person threshold to become a Transportation Management Area (TMA).

D'Juan Harris further indicated that 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 advantages/disadvantages requesting an early designation prior to the March 20, 2023, MPO Board Meeting. <u>Charlotte County-Punta Gorda Census Presentation</u>

15. City of Punta Gorda Report

Michell Austin reported that the city has been working on the Harbor walk along Charlotte Harbor and is near completion with streetlights being installed. The Airport Rd. Complete Streets project is in Design, and he indicated that the city is coordinating with the railroad to complete the project. He also indicated that the city is installing bike route signage and recommended using Pedal and Play to highlight the city bike route.

He noted there was bike route signage installed but was damaged during Hurricane Ian. Stop signs, and other signal replacements have taken priority at this time. Pedal and Play is an event organized by other entities.

He thanked Peace River Riders for agreeing to sponsor the signage.

16. Charlotte County Report

No report

17. Public Comments

There was no public to comment.

18. Staff Comments

D'Juan Harris noted that the MPO is accepting nominations for the Peggy Walters Award through June 30, 2023. It was awarded posthumously to Jim Brown last year. He also advised the committee to visit the <u>MPO website</u> for additional information.

The MPO completed their Annual Joint Certification meeting with FDOT Staff and indicated that the MPO review deemed the MPO low-risk.

He also informed that MPO was awarded a Safety Action Plan Grant (SS4A), and he thanked the Peace River Riders for their Letter of Support.

19. Member Comments

There were no member comments

20. Adjournment

There being no further business, the meeting was adjourned at 5:15 p.m. The next regularly scheduled meeting of the BPAC is June 15, 2023, both virtually and in-person at the Charlotte County Administration Center, Room B106, 18500 Murdock Circle Port Charlotte

MARCH 20, 2023 MPO BOARD MEETING

AGENDA ITEM #9 LOCAL GOVERNMENT REPORTS

MARCH 20, 2023 MPO BOARD MEETING

AGENDA ITEM # 9-A CHARLOTTE COUNTY AIRPORT AUTHORITY REPORT

AIRPORT AUTHORITY PROVIDED AT THE MPO BOARD MEETING



Contraction of the

CHARLOTTE COUNTY AIRPORT AUTHORITY MPO COMMITTEE REPORT

March 20th, 2023

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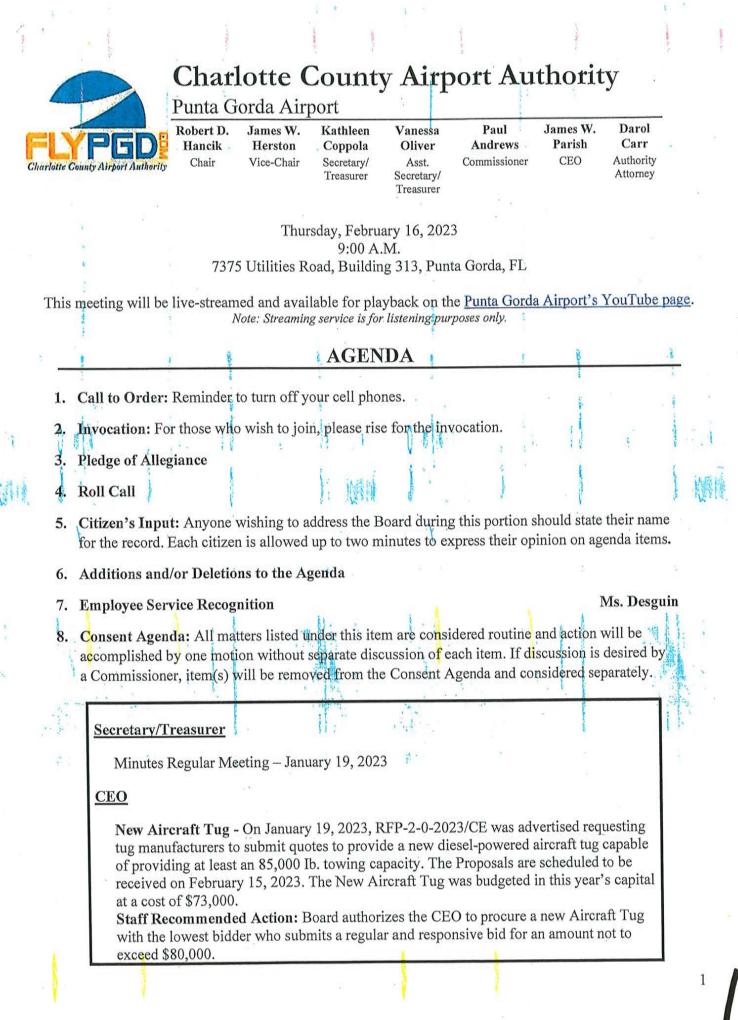


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Harborside Aviation, INC Land Lease Agreement - Harborside Aviation, Inc. currently operates a flight school at the Punta Gorda Airport (PGD) and leases office space at the Air Center to conduct their operation. Harborside Aviation, Inc. seeks to lease a parcel of approximately 1.37 acres from the Charlotte County Airport Authority on the North side of the airport to construct one (1) 100' x 120' aircraft hangar with associated office space to facilitate the operation of a Part 61 and/or Part 141 flight school, a Part 135 charter operation, aircraft maintenance activities, and aircraft management and storage on the leased premises, which uses shall be beneficial to the Charlotte County Airport Authority and the general public. The term of the proposed lease will commence March 1, 2023, for a term of thirty (30) years from the "Rent Commencement Date" (set to occur no later than November 27, 2023) by which the term would expire November 26, 2053. The annual rent is initially \$30,000 per year plus applicable tax and will increase every 5 years based on CPI-U adjustments. Staff Recommended Action: Board approval on a ground lease of a parcel at the Punta Gorda Airport, to Harborside Aviation, Inc., for the construction of a hangar and operation of a flight school, Part 135 charter operation, aircraft maintenance, aircraft management and storage, and aircraft brokerage services.

Florida Health Sciences Center, Inc., DBA Tampa General Hospital, Building Lease Agreement - Florida Health Sciences, Inc, DBA Tampa General Hospital has leased Hangar 101 from the Charlotte County Airport Authority (CCAA) since May 20, 2020. The facility was severely damaged in Hurricane Ian, requiring CCAA to terminate the lease. As such, Tampa General Hospital seeks to enter into a Building lease with CCAA for Building 99, a 60x60 hangar, where Tampa General will base their life flight helicopter and crew. The term of the proposed lease will commence February 17, 2023, for an initial term of thirty (5) years from the "Rent Commencement Date" (set to occur on February 17, 2023) by which the term would expire February 28, 2028. The annual rent is \$4,500 per year plus applicable tax. The Lease may be extended by two (2) five (5) year options and each option will be applicable to an increase based on CPI-U adjustments.

Staff Recommended Action: Board approval on building lease with Florida Health Sciences Center, Inc., DBA Tampa General Hospital, at the Punta Gorda Airport for the use of basing their life flight helicopter and flight crew.

Removal of Assets:

Self-Serve Lavatory, Asset #20023

Electronic Sign Board, Asset Number 30033

The self-serve lavatory and electronic sign board are considered total losses after Hurricane Ian. As such, staff is requesting Board approval to remove these assets from the asset list.

Staff Recommend Action: Board approves request as presented.

Projects Department Vehicle – You will recall that in this year's approved capital procurement budget there was a \$60,000 line item included for the purchase of a truck for the projects department. Airport staff were able to locate an available truck using the Florida Sheriff's Cooperative Purchasing contract in the amount of \$49,517. **Staff Recommendation Action:** Authorize staff to purchase the vehicle for an amount not to exceed \$52,000.

Design Build Contract – Air Center Self-Serve Site Work. To prepare the Air Center Self-Serve Fuel site, a concrete pad must be installed. One of our approved design build firms for projects under \$250,000 is Halfacre Construction who has given staff a price quote of \$54,120 to conduct the site work and concrete installation in preparation of the self-serve tank installation.

Staff Recommend Action: Authorize staff to contract with Halfacre construction for a not to exceed amount of \$60,000.

Mrs. Coppola Secretary/Treasurer's Report 9. Mr. Parish a. Accounts Receivables Mr. Parish **b.** Income Statement Mr. Parish c. Balance Sheet 10. Liaison Reports Chair Hancik a. Punta Gorda City Council Mr. Andrews b. Board of County Commissioners Mr. Herston c. Metropolitan Planning Organization/Economic Development Mrs. Coppola d. Community Mrs. Oliver e. State Legislation Attorney Carr 11. Attorney's Report Mr. Parish 12. CEO's Report Mr. Parish a. Development Update Mrs. Miller b. Marketing Update Mr. Duncan c. Aviation Report 13. Old Business Mr. Parish a. Design Build Service Selection 14. New Business Mr. Parish a. RFP for Non-Exclusive Rental Car Concession Agreement Mr. Parish b. Forklift Equipment 15. Public Comments - Punta Gorda Airport - Anyone wishing to address the Board during this portion should state their name for the record. Each citizen is allowed up to two minutes to express their opinion.

16. Commissioner's Comments

17. Adjournment

3

Charlotte County Airport Authority STATEMENTS OF REVENUE, EXPENSES AND CHANGES IN NET POSITION (Income Statement) For the Three Months Ending Saturday, December 31, 2022

1

arlotte County Airport Authority						
		December			YTD	
k a	Actual	Budget	Variance	Actual	Budget	Variance
PERATING REVENUES					AL 100 FO.1	-\$20,256
uel and Oil Sales	\$450,011	\$499,347	-\$49,336	\$1,449,248	\$1,469,504	-\$20,250
dustrial and Commercial Park Leases	137,962	126,414	11,548	404,550	379,243	8,598
Hangar Rentals and Tiedowns	84,104	79,733	4,371	247,798	239,200 6,926	-48
concessions, Vending and Fees	2,293	2,313	-20	6,878	0,020	
irline Related Revenues:	7 200	6,500	700	23,343	19,500	3,843
Advertising	7,200	453,476	-16,236	1,115,421	1,181,153	-65,732
Auto Parking	437,240 460,728	559,389	-98,661	1,100,985	1,445,516	-344,531
Car Rentals, Security & Fuel Fees	460,728	20	-1	49	60	-11
Concessions	86,867	88,484	-1,617	188,531	205,436	-16,905
Food & Beverage	22,083	18,520	3,563	50,069	53,073	-3,004
Ground Handling Fuel	18,503	16,064	2,439	40,534	47,083	-6,549
Ground Transportation	21,693	15,900	5,793	65 147	47,700	17,447
Terminal Use Fees	10,426	8,269	2,157	23,543	27,765	-4,222
LEO Award	280	2,600	-2,320	3,440	7,800	-4,360
<u>Sida Badging</u> Total Airline Related Revenues	1,065,039	1,169,222	-104,183	2,611,062	3,035,086	-424,024
Other Revenues	15,326	Ó	15,326	34,920	0	34,920
TOTAL OPERATING REVENUES	\$1,754,735	\$1,877,029	-\$122,294	\$4,754,456	\$5,129,959	-\$375,503
OPERATING EXPENSES	1. 18 6. 18 2	111		1	1	
Salaries & Wages	\$369,051	\$381,884	-\$12,833	\$1,133,747	\$1,075,458	\$58,289
Payroll Taxes & Retirement	83,853	93,618	-9,765	262,132	280,853	-18,721
Personnel Expenses	109,216	129,317	-20,101	353,883	392,591	-38,708
Cost of Fuel & Oil Sales	275,056	320,422	-45,366	861,010	896,294	-35,284
	470	142	328	902	425	477
Advertising	7,849	9,540	-1,691	26,851	26,693	158
Bank Charges	6,375	5,667	708	16,867	17,000	-133
Dues & Subscriptions	134,914	46,667	88,247	421,926	140,000	281,926
Legal & Professional	69,150	40,067	29,083	134,014	83,200	50,814
Licenses & Permits	806	450	356	1,606	1,350	256
Marketing & Promotional	22,167	16,000	6,167	71,685	67,000	4,685
Mowing	1,117	1,917	-800	2,106	5,750	-3,644 -289
Postage	194	250	-56	461	750	-57,724
Repairs & Maintenance	61,866	81,300	-19,434	210,477	268,201	-12,390
Computer Maintenance & Expense	52,465	50, <mark>0</mark> 54	2,411	147,771	160,161	26,149
Supplies	30,884	24,970	5,914	108,759	82,610	-18,553
Communications	3,378	9,704	-6,326	10,559	29,112	-17,28
Travel & Auto Allowance	1,420	6,729	-5,309	4,406	21,688 147,297	-8,78
Utilities	49,824	49,701	123	138,513	8,125	4,08
Security Expense	4,684	2,708	1,976	12,209 447,089	500,916	-53,82
Airline Related Expense	170,018	172,984	-2,966	\$4,366,973	\$4,205,474	\$161,49
TOTAL OPERATING EXPENSES	\$1,454,757	\$1,444,091	\$10,666	\$387.483	\$924,485	-\$537,00
OPERATING GAIN (LOSS)	\$299,978	\$432,938	-\$132,960	\$387,403	\$324,400	-0001100
NON-OPERATING REVENUE & EXPENSES	and the second	and assessment	+000 0FT	C4 400 450	\$1,622,165	-\$496,00
Miscellaneous Revenues / (Expenses)	\$415,383	\$652,340	-\$236,957	\$1,126,158	259,445	512,40
Other Financial Assistance-Cares Act	0	88,646	-88,646	771,854 -1,306	-1,612	30
OPEB Post Retirement Benefit Accrual	-435	-537	102	CUC021.51227751.4	34,500	76,43
Interest on Investments	38,585	11,500	27,085	110,930 -5,502	-24,645	19,14
Cost to Finance	-1,834	-8,215	6,381 663	-5,502	-2,100	1,95
Bank Fees	-37 \$451,662	-700 \$743,034	-\$291,372	\$2,001,990	\$1,887,753	\$114,23
NET NON-OPERATING REVENUE & EXPENSE GAIN OR (LOSS) BEFORE		the first strategies and second		\$2,389,473	\$2,812,238	-\$422,76
CAPITAL CONTRIBUTIONS & DEPRECIATION	\$751,640	\$1,175,972	-\$424,332	\$£,303,413	\$210121200	
CAPITAL CONTRIBUTIONS	0 070 700	0	2,273,788	3,264,565	980,000	2,284,50
Capital Grants & Contributions	2,273,788		the second se	The second s	\$980,000	\$2,284,5
TOTAL CAPITAL CONTRIBUTIONS	\$2,273,788	φ 0	44,41,01,00	, - , - , - , , - , - , - , - , - , - ,		
INCREASE OR (DECREASE) IN	\$3,025,428	\$1,175,972	\$1,849,456	\$5,654,038	\$3,792,238	\$1,861,8
NET POSITION w/CONTRIBUTIONS	\$3,020,420					
DEPRECIATION	-407,387	-400,000	-7,387	-1,222,809		-22,8
Depreciation .	-\$407,387	and the second se	and the second se	The second se		-\$22,8
TOTAL DEPRECIATION						\$1,838,9
INCREASE OR (DECREASE) IN			\$1,842,069	\$4,431,229	\$2,592,238	



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Charlotte County Airport Authority STATEMENT OF NET POSITION (Balance Sheet) 12/31/2022

ASSETS	5 3
CURRENT ASSETS	
Cash and Cash Equivalents	\$48,269,089
Net Receivables	5,687,871
Inventories	107,336
Prepaid Expenses	1,045,676
TOTAL CURRENT ASSETS	55,109,972
CAPITAL ASSETS	
Land	6,731,896
Buildings	53,778,301
CCAA Master Plan	1,727,490
Capital Improvements.	59,339,365
Furniture, Fixtures and Equipment	7,756,226
Donated Surplus	47,300
Less: Accumulated Depreciation	(61,156,794)
Construction in Progress	39,533,887
TOTAL CAPITAL ASSETS, NET	107,757,671
DEFERRED OUTFLOWS OF RESOURCES-	, or , i or , or
	769,464
PENSIONS	\$163,637,107
TOTAL ASSETS	\$103,007,107
LIABILITIES	- 10 C
CURRENT LIABILITES	AL 070 000
Accounts and Contracts Payable	\$1,978,326
Accrued Expenses	467,298
Deferred Revenue	204,571
Client Deposits	326,928
TOTAL CURRENT LIABILITIES	2,977,123
LONG-TERM LIABILITIES	
Estimated Liability for Compensated Absences	199,410
State Infrastructure Bank Loan	850,186
Net OPEB Obligation	29,270
Net Pension Liability	1,452,471
TOTAL LONG-TERM LIABILITIES	2,531,337
TOTAL LIABILITIES	5,508,460
DEFERRED INFLOWS OF RESOURCES-PENSIONS	1,798,819
NET POSITION	
RESERVES	S. Same and
Non Catastrophic Exp Reserve	39,112
Contaminated/Pollutant Reserve	107,500
Insurance Escrow Reserve	333,683
Building Reserve	3,484,816
Parking Lot Reserve	2,817,382
Air Traffic/Navigation/Safety Reserve	208,038
Rental Car Improvement Reserve	46,522
T-Hangar Reserve	472,656
TOTAL RESERVES	\$7,509,709
Retained Earnings	144,388,886
NET PROFIT / LOSS	4,431,234
TOTAL NET POSITION	156,329,829
TOTAL LIABILITIES AND NET POSITION	\$163,637,108
TOTAL LIADILITIES AND NET FOOTION	



Accounts Receivable Over 90 Days

Customer Name	0-30 Days	31 - 60 Days	61 - 90 Days	91 and Over	Total Balance at Oct 2022	EXPLANATION as of Feb 2 2023	5 21 1000
Allegiant Air	\$84,355.06	\$33,785.40	\$20,926.00	\$1,468.70	\$140,535.16	resend invoices to Ap	_
Gulf Contours	\$4,242.34	\$4,242.35	\$4,242.35	\$4,242.35	\$16,969.39	Customer moved	
	v 1,2 1210 1			\$96.30		Called Customer and sent statement	
Grande Aviation	\$1,399.39			\$60.00	-	Called Customer- "payment is Processed"	
Swissport Hertz	\$15,391.98	\$9,552.75		\$5,190.74	\$30,135.47	Paid \$14,743.49	-
SUB-TOTALS	\$105,388.77	\$47,580.50		\$11,058.09			_
All Other Current Customer Bala	125,542.35	(\$44,379,34)	\$19,703.25	\$0.00	\$149,526.81	0 - 900 C	
TOTALS	230,931.12	\$3,201.16	\$44,871.60	\$11,058.09	\$290,061.97	Credits	

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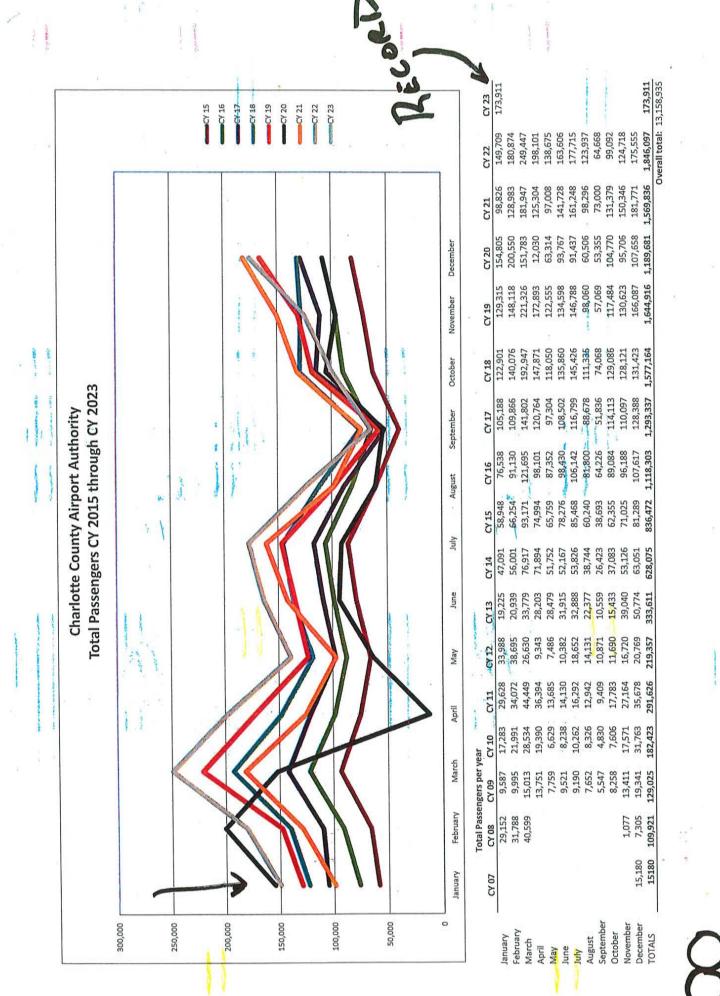
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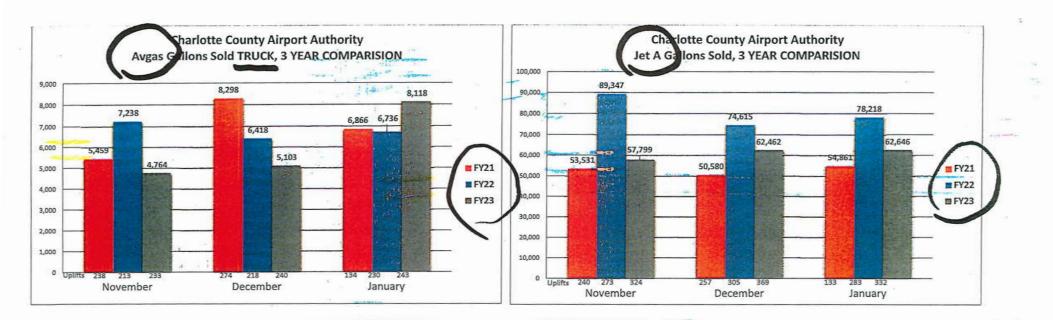
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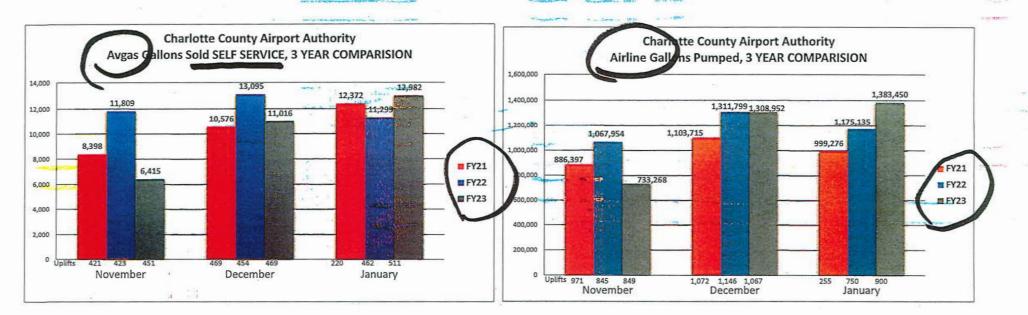
	PFC 1					PFC 1 AI	MENDME	NT			PFC 2	2				PFC 3		
CHARL	LOTTE COUNTY AIRPO	RT AUTHORITY			c	HARLOTTE COUN	TY AIRPORT AUT				CHARLOTTE COUNTY AIRF					CHARLOTTE COUNTY AIRPOR	RT AUTHORITY	
8/1/20 REVISED 11/1/18		2,475,793.00 73,024.00		RE	EQUEST FOR FAA DR PFC 1	AWDOWN	,	PPROVED FOR USE	89/19	PFC 2 Amenmt#19	8/1/2020 -02+-C-01-PGD		6,804,381.00 1,533,000.00 EXP	RES 6/1/2023	PFC 3	BEGIN COLLECTION O	5,195,000.00 N 6/1/23 AND COMPLETE BY	1/1/26
TOTAL APPROVED		2,548,817.00	PFC 1		<u></u>	8	8/1/2017	\$ 2,750,000.00		TOTAL	APPROVED		8,337,381.00		TOT	AL APPROVED	5,195,000.00	
\$4.50/ PASSENG	PFC 1 \$2.00/PASSENGER	FEE					PFC 1 TE WETLANDS			A	PFC 2 \$4.50/PASSENG	ER FEE				PFC 3 \$4.50/PASSENGER	FEE	
IANT'S Receit <u>CK</u> # <u>DAT</u> 307 900 046 929 876 663 288 5595 557 424 586 506 506 254 189 472 288 288 288 288 288 288 288 2		ADUNT 57,588.30 43,035.30 97,095.97 100,636.83 115,620.02 129,433.53 182,165.76 250,517.61 176,554.35 166,170.20 117,457.79 120,808.80 136,592.67 134,619.03 111,464.95 376,954.91 1,359.53	PAX <u>Month</u> 31-Aug-17 30-Sep-17 31-Oct-17 31-Dec-17 31-Jan-18 30-Apr-18 30-Apr-18 30-Jun-18 31-May-18 30-Jun-18 31-Jul-18 31-Jul-18 31-Jul-18 31-Jul-18 30-Nov-18 31-Jul-18 31-Dec-18 31-Dec-19		ALLEGIANT'S <u>CHECK #</u> 12223 12594 12966 133342 13716 14084 14463 14845 15220		Received <u>DATE</u> 4/1/2019 4/29/2019 7/1/2019 7/31/2019 9/5/2019 9/30/2019 9/30/2019 11/1/2019 12/4/2019	AMOUNT 379,864.68 345,792.27 284,612.48 312,774.33 272,526.81 252,591.82 285,170.01 329,074.86	PAX <u>Month</u> 31-Mar-19 30-Apr-19 31-May-19 30-Jun-19 31-Jul-19 30-Sep-19 31-Oct-19	ALLEGIANT'S <u>CHECK #</u> 15220 15599 15372 16354 16732 17747 18085 18439 18800 19184 19528 19891 20257 20621 20987 21357 21733 22109 22482 4518 4996 5376 17828 19271 5707 6144 2109 6524 22518 6905 24145 7270 25775 7670	4/6/2	2020 2021 2020 2020 2020 2020 2020 2020 2020 2020 2020 2020 2021 2021 2021 2021 2021 2021 2021 2021 2021 2021 2021 2021 2021 2021 2021 2021 2021 2021 2022 2022 2022 2022	AMOUNT 2,172.59 306,681.01 399,753.57 522,085.14 421,299.52 31,224.45 252,757.80 264,053.27 178,009.61 164,735.87 304,588.61 349,827.93 304,588.61 349,827.93 304,588.61 349,827.93 304,588.61 349,827.93 304,575.33 298,416.00 317,945.75 319,562.17 279,335.70 246,77.25 12,577.25 12,577.25 12,577.35 7,348.86 390,051.50 403,361.98 7,713.23 306,435.17 6,536.11 484,805.26 8,556.11 482,702.45 5,882.66 412,115.94	PAX <u>Month</u> 31-Dect-19 30-Nov-19 31-Jan-20 29-Feb-20 30-Jun-20 30-Jun-20 30-Jun-20 30-Sep-20 30-Sep-20 30-Sep-20 31-Jan-21 30-Nov-20 31-Jan-21 30-Apr-21 30-Jun-21 30-Jun-21 30-Sep-21 31-Jul-21 31-Jul-21 31-Jul-21 31-Dec-	CHECK # 7670 27370 8050 28998 8437 30844 8814 33265 9204 35002 9935 36285 10025 38625 12456 41695 11068 11311	Received DATE 5/4/2022 6/22/2022 6/22/2022 6/22/2022 8/11/2022 8/11/2022 8/11/2022 10/10/2022 10/10/2022 11/2/2022 11/2/2022 11/2/2022 12/23/2022 12/23/2022	AMOUNT 5,289,65 3,678,82 317,489,19 689,23 377,504,88 557,53 327,581,80 1,154,57 298,998,51 952,63 305,623,02 1,400,41 240,694,92 1,299,44 184,248,30 6,738,65 385,481,51 320,145,14	PAX <u>Month</u> 31 31 31 30 30 33 31 31 30 30 31 31 31 30 30 31 31 31 31 31 30 31 31 31 31 31 31 31 31 31 31
BALANCE	1	2,548,632.60		{		BALANCI		2,740,676.19	Alimina and		BALANCE	~	8,321,125.98			BALANCE	2,779,528.20	
				-					-									
INTEREST	Problem	184.40			INTER	COT		9,323.81			INTEREST		16.255.02			INTEREST Total Revenue Rec'd	5,420.97 2,784,949.17	
RANT	Neu u	2,548,817.00		5	INTER Total Reve	nue Rec'd		2,750,000.00			Total Revenue Rec'd		8,337,381.00		TOTAL GRANT REMAINING	i	5,195,000.00 2,410,050.83	
ling		0.00			TOTAL GRANT REMAINING			2,750,000.00		TOTAL GRANT REMAINING			8,337,381.00		AL TOTAL COLLECTIONS	LPFC1&2&3	18,831,198.00	
		DONE			PFC 1 TOTAL COLLECTI	ONS APPROVED	0.0	5,298,817.00		ALL PFC 1 & 2 TOTAL COLLECTIONS APPF	OVED		13,636,198.00		TOTAL COLLECTIONS	TOTAL COLLECTED	16,389,962.97 31,184.20	
						TOTAL C	OLLECTED	5,289,308.79			TOTAL COLLECTED TOTAL INTEREST		13,610,434.77 25,763.23		ALL PFC 1,2&3	TOTAL RECEIVED	16,421,147.17	
					PFC 1	TOTAL IN		9,508.21 5,298,817.00		ALL PFC 1 & 2	TOTAL RECEIVED		13,636,198.00		REMAINING		2,410,050.83	
						REMAINI	NG			REMAINING			•			PFC 1 (COLLECT&USE)	2,548,817.00 DO	
								DONE			PFC 1 (COLLECT&USE)		2,548,817.00 DOM	E		PFC 1 (COLLECT&USE)	2,750,000.00 DO 5,298,817.00	
											PFC 1 (COLLECT&USE) PFC 2 (COLLECT &USE)		2,750,000.00 DON 5,298,817.00 8,337,381.00 DON			PFC 2 (COLLECT &USE) PFC 3 (COLLECT &USE)	8,337,381.00 DO 5,195,000.00 18,831,198.00	ANC.
											TOTAL ALL COLLECTE		13,636,198.00 13,636,198.00			TOTAL ALL COLLECTED	16,421,147.17	
											REMAINING COLLECTIO					REMAINING COLLECTIONS	2,410,050.83	

PAYMENT (PFC 3)

005-FFC1







- 14

5



Operations Reported By Tower

November

691

95

4793

133

5712

1

1

Air Carrier AirTaxi GA Military Total

119

98

Hangars 600 Series

200 Series

Cities Served

Rig

1 Akron-Canton, OH* 2 Albany, NY 3 Allentown (Lehigh Valley), PA 4 Appleton/Green Bay, WI 5 Asheville, NC 6 Baltimore, MD/Washington D.C.* 7 Bentonville, AR* 8 Cedar Rapids, IA 9 Chicago (Midway), IL* 10 Cincinnati, OH 11 Columbus (Rickenbacker), OH 12 Concord/Charlotte, NC 13 Dayton, OH * 14 Des Moines, IA 15 Elmira, NY * 16 Flint, MI 17 Fort Wayne, IN 18 Grand Rapids, MI 19 Harrisburg, PA 20 Huntington, WV 21 Indianapolis, IN 22 Kansas City, MO 23 Knoxville, TN 24 Lexington, KY 💪 25 Louisville, KY

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26 Minneapolis-St. Paul, MN 27 Moline (Quad Cities), IL * 28 Nashville, TN 29 Niagara Falls/Buffalo, NY 30 Norfolk, VA* 31 Omaha, NB * 32 Peoria, IL 33 Pittsburg, PA 34 Plattsburg, NY* 35 Portsmouth, NH 36 Providence, RI 37 Raleigh/Durham, NC 38 Rapid City, SD * 39 Richmond, VA * 40 Rochester, NY * 41 Rockford, IL 42 Saint Cloud, MN * 43 Sioux Falls, SD * 44 Southbend, IN 45 Springfield, IL 46 Springfield/Branson, MO 47 Stewart/Newburgh, NY 48 Syracuse, NY *

January

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50 Traverse City, MI *

49 Toledo, OH

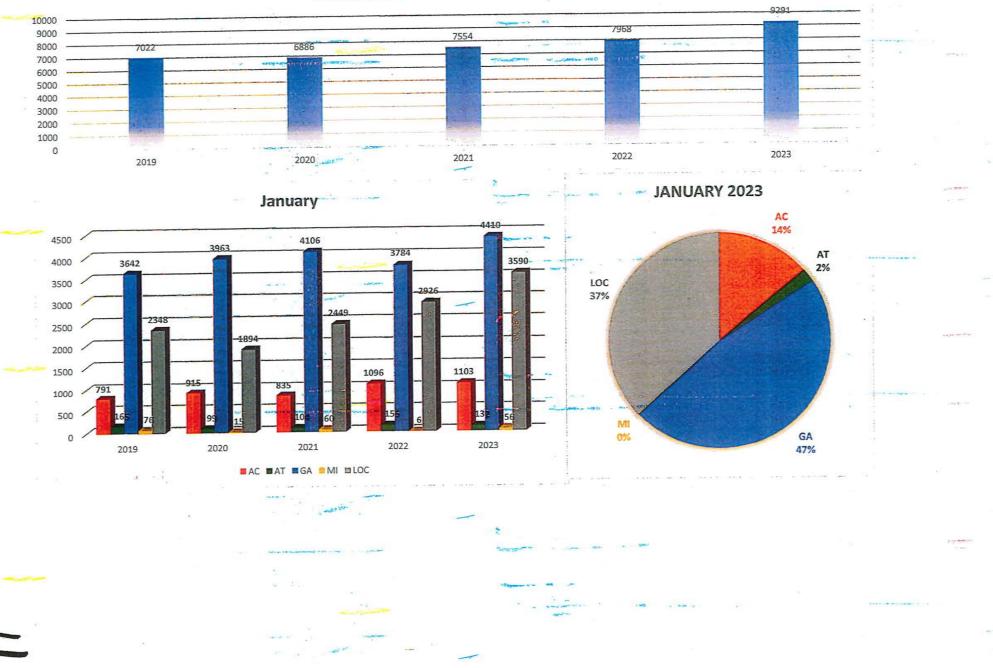
Allegiant Service

* Seasonal City

Sun Country Service

W/c

TOTAL AIRPORT OPS - JANUARY



PGD

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SUMMARY

In Develop		
CIP No.	Project Title P	age No
0127	Commercial Terminal Expansion	2
N/A	Passenger Facility Charge Application and Amendment	2
TBD	Northside Infrastructure Development	3
100		
Solicitatio		
CIT INOT	Project Title	2
0107	Airfield Lighting Control Monitoring System	Z
Planning/	Studies/Reports	
	Hoject Title	
N/A	Westside Site Plan	4
Design		· · · ·
CIRMON	Project Title	1
0112	New FBO Hangar 🍧	5
0113	In-Line Baggage System	6
0114	Self-Serve Fuel Facility at Air Center Ramp	7
0119	Golf Course Blvd. / Challenger Blvd./Perimeter Road P	8
0120	Maintenance and Operations & New Industrial Facility	9
0122	Terminal Seating Replacement deman	10
0121	New Taxiway G	11
0125	CTC Aviation Tech Facility	12
0126	Perimeter Road, Phase 2A (Between South Ramp and East Side of Airport)	13
TBD	Construct Replacement Hangar for Building 207	14
ТВО	Self-Serve Fuel Facility at 200 Series T-Hangars	15
Construc		
CID No	Troject Title	
0092	Wetland Mitigation Phase 2 of 2	16
0095	Roadway Network Improvements	17
0101	New Building 615 (10) 60x60 Box Hangars	18
0101	New General Aviation Center P2 – New GA Terminal (Terminal, Parking and Access Road)	19
0104	New Building 606 (24) T-Hangars	20
	New Building 607 (9) 50x50 Box Hangars	21
0106	Runway 4-22 Rehabilitation / Reconstruction	22
0107	Pursuau (122 Robabilitation / Reconstruction	

12

In Development

PROJECT TITLE

Commercial Terminal Expansion

PROJECT DESCRIPTION

Expand and renovate the existing commercial terminal building.

STATUS OF PROJECT

Airport staff continues developing the RFQ for the selection of a Design-Builder and plan to advertise in February 2023. This project is included in the PFC 4 application. The estimate cost for the first phases of construction is approximately \$40M. Funding approach is FAA BIL Terminal \$15M, FDOT \$10M and PCF \$15M.

In Development

PROJECT TITLE & DESCRIPTION

Passenger Facility Charge (PFC) Application and Amendment

STATUS OF PROJECT

The airline consultation meeting was held on January 26, 2023. A draft of the PFC application is scheduled to be submitted to FAA in February to obtain preliminary comments. Then in March the formal PFC application is scheduled to be submitted. The FAA approval is expected to occur by June 2023.

In Solicitation

PROJECT TITLE

Airfield Lighting Control Monitoring System (AFLCMS)

PROJECT DESCRIPTION

This project includes the installation of a new AFLCMS to replace the existing system. The new system includes new fiber optic connections between the air traffic control tower and the electrical vault , along with computer, software and programming.

STATUS OF PROJECT

The Request for Proposals (RFP) was advertised on January 13, 2023, and proposals are due on February 24, 2023. After review of the proposals, the results will be presented to the CCAA at a future Board meeting for approval.



In Development

PROJECT TITLE

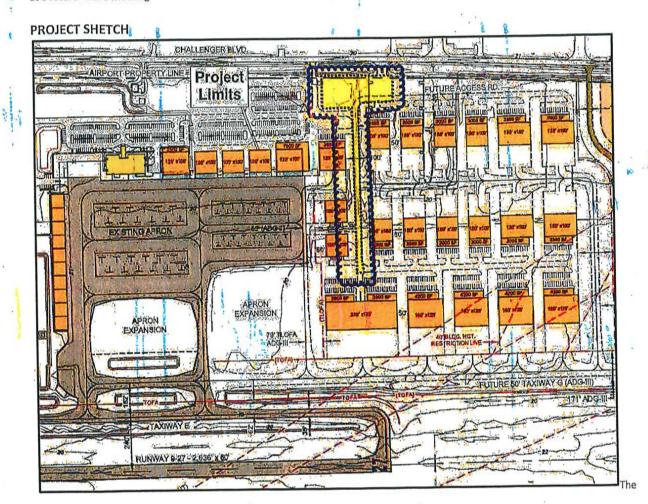
Northside Infrastructure Development

PROJECT DESCRIPTION

This project will design, permit and construct a new roadway to open access to aviation development. The project includes electric service, water and sewer facilities.

STATUS OF PROJECT

A scope of work, fee and schedule is begin developed by Michael Baker. Upon completion, a contact will be presented to CCAA for approval at a future Board meeting.





Planning/Studies/Reports

PROJECT TITLE

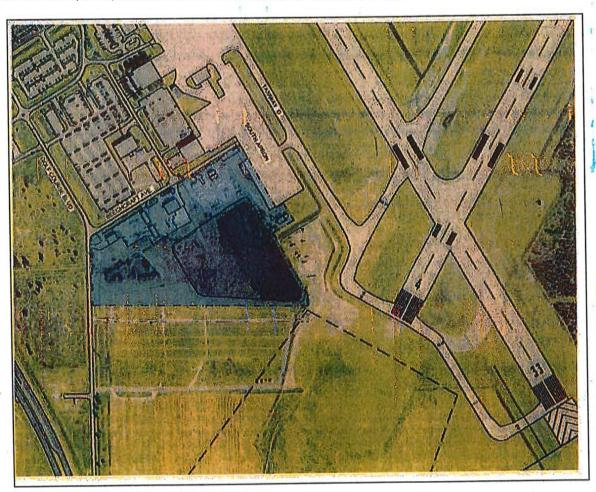
Westside Site Plan

PROJECT DESCRIPTION

AECOM is developing a site plan showing conceptual layouts for the build-out of the area south of Beechcraft Ave and east of Golf Course Blvd./Piper Road. The layout includes a 2,400 square foot Ground Support Equipment (GSE) building and 30,000 to 40,000 square foot building for Allegiant's facilities.

STATUS OF PROJECT

The first set of conceptual layouts were received on February 7, 2023 and are under review.







Design

PROJECT TITLE

New FBO Hangar - CIP No. 0112

PROJECT DESCRIPTION

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

STATUS OF PROJECT

No Change from Previous Report - This project is on hold due to estimated construction costs being over budget.

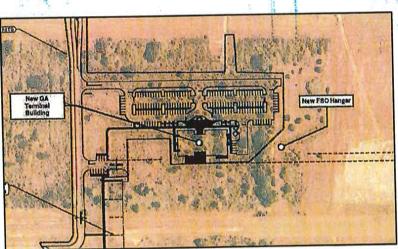
PROJECT FUNDING

PROJECT FONDING	1 A A A A A A A A A A A A A A A A A A A		- to - to -	and the second	0000
Description	Estimated Cost	FAA	FDOT	PFC	CCAA
	\$1.8 to \$2.0M		1		100%
Design and Construction	\$1.0 to \$2.0141				

PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Develop RFQ	Mar-21	1
Advertise RFQ	04/05/21	~
RFQ Received and Opened	05/06/21	~
CCAA Select Design-Builder	05/20/21	~
Phase 1 of 3 Conceptual Scope of Work Development	6/30/21	 ✓ .
Phase 1 of 3 Conceptual Report	8/31/21	~
CCAA Board – Phase 2 Scope-Fee- Schedule for Design, Permitting, Bidding	09/16/21	1
Phase 2 - Design/Permitting/Bidding	06/22	~
GMP Review Meeting	07/20/22	1
Phase 3 – CCAA Board – Approve GMP	TBD	
Phase 3 – Construction	TBD	

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





Decign

PROJECT TITLE

In-Line Baggage System - CIP No. 01

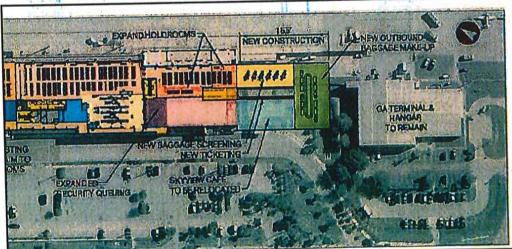
PROJECT DESCRIPTION

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

STATUS OF PROJECT

The final bidding documents are in development and will be submitted to TSA for approval to bid in March 2023.

PROJECT FUNDING	2	8				1 1	
Description	Est	mated Cost	TSA	PFC	FDOT		
Design		\$825,303	95%	5%			
Construction	\$2	25,000,000	95% of Allocable	50%	50%		1
PROJECT SCHEDULE	11		1	CONTRA	CTS 1	r	1
Milestone Description	Completion Date	Completed		Firm Name Services Pr	ovided		Fee
TA Accept Scope of Work	Mar-21	~	1 1	AECOM - D	esign	*	\$825,303
TSA Review	Jun/Jul-21	1					
TSA Grant Offer	07/29/21	1					
CCAA Accept Grant and Approve Consultant Agreement	08/19/21	~					
Issue Notice to Proceed	09/03/21	~					
Pre-Design Phase	12/21	~					
Schematic Design Phase	02/22	~				-	
Detailed Design Phase (Includes 30%, 70%, 100% submittals)	12/22	~	1		1		1
Begin Bidding Phase	03/23			1	2		
Construction	TBD						





CAPITAL IMPROVEMENT PROGRAM REPORT - FEBRUARY 2023

PROJECT REPORT

Design

PROJECT TITLE

Self-Serve Fuel Facility at Air Center Ramp - CIP No. 0114

3

PROJECT DESCRIPTION

This project will relocate the existing south ramp self-serve fueling facility to the new General Aviation Air Center Ramp. The project includes concrete pad, fuel tank, fire extinguishers, eye wash station, signage, lighting, and air machine.

STATUS OF PROJECT

No Change from Previous Report + The Halfacre construction costs were submitted on January 3, 2023 and are under review. There are questions on the electrical costs, as a result, alternative options are being evaluated. Meetings are being scheduled with the design team, contractor and FPL to review the alternative options. Once resolved, a contract with Halfacre for construction will be submitted to the CCAA Board for approval.

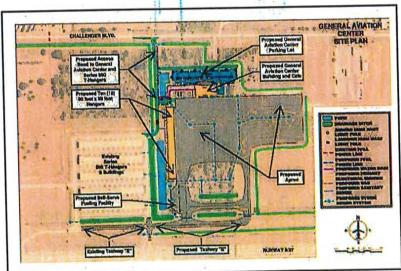
PROJECT FUNDING

Description		Estimated Cost	PGD/PFC/CFC
Design	1.	\$6,900	TBD
Construction	111	TBD	TBD

PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Develop RFB Package	9/24/21	~
Advertise for Bids	9/24/21	~
Opened One Bid – Rejected	11/9/21	~
Scope of Work Development	Apr-22	~
Meeting – Revised Scope to Move Existing Tank from South Apron	09/06/22	~
Complete Design	Dec-22	~
Evaluate Electrical Options	Mar-23	1. 1.
CCAA Award Construction Contract	TBD	
Begin Construction	TBD	
End Construction	TBD	A. A.

CONTRACTS Firm Name	Fee
Services Provided Michael Baker – Design	\$6,900
Halfacre – Design-Builder	TBD
ł	





Design

PROJECT TITLE

Golf Course Blvd. / Challenger Blvd. / Perimeter Road - CIP No. 0119

PROJECT DESCRIPTION

This project includes the removal of Golf Course Blvd. between Mooney Ave and Challenger Blvd. to avoid encroachment in Runway Protection Zones and Airspace Surfaces. In addition, this project includes the extension of Challenger Blvd. from Golf Course Blvd. to Piper Road and the construction of a Perimeter Road from Taxiway D to Henry Street gate.

STATUS OF PROJECT

The design continues and the preliminary design is scheduled to be submitted by the end of February 2023.

PROJECT FUNDING!

Description	Estimated Cost	FAA	FDOT	PFC
Design	\$349,100	90% (Perimeter Road)	0%	10% (Perimeter Road) 100% Remaining Design Costs
Construction	\$2,300,000	90% (Perimeter Road) 0% (Golf Course/Challenger)	50% (Golf Course / Challenger)	10% (Perimeter Road) 50% (Golf Course / Challenger)

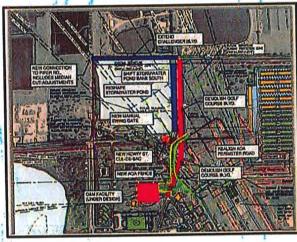
PROJECT SCHEDULE

Milestone Description	Completion Date Revised	Completed	
CGAA Board – Approve Scope and Fee	10/20/22	~	
Formal Notice to Proceed	11/09/22	~	
Conceptual Design – Traffic Study	Jan-23	~	
Data Collection	Jan-23	~	
Preliminary Design – 30%	Feb-23		
Engineering Design - 75%	Apr-23	1	
Permitting	Jun-23		
Final Design – 100%	Jul-23		
Advertise for Construction Bids	Aug-23		
Open Bids	Sep-23		
Award Construction Contract	Oct-23		
Construction Start – Mobilization	Nov-23		
Construction Start – Field	Dec-23		

CONTRACTS

Firm Name Services Provided	Fee
Michael Baker Design Consultant	\$349,100
TBD	TBD
Construction	

PROJECT SKETCH





Design

PROJECT TITLE

Maintenance and Operations Facility - CIP No. 0120 New Industrial Facility -- CIP No. TBD (Project On-Hol

PROJECT DESCRIPTION

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

STATUS OF PROJECT

SWFWMD permitting and Charlotte County site plan review process are underway. The advertisement for construction bids is schedule for March 2023. An FDOT grant is expected to be issued April 2023.

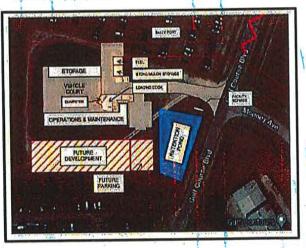
PROJECT FUNDING

Description	Estimated Cost	FDOT 1	CCAA
Design – M&O Facility Design – New Industrial Facility (on hold)	\$575,200 \$377,500		100% 100%
Construction – M&O Facility Construction – New Industrial Facility	Not to Exceed \$5M TBD	50%	50%

PROJECT SCHEDULE

ROJECTOCILEOLE		
Milestone Description	Completion Date	Completed
CCAA Board – Approve Scope and Fee	05/26/22	
Initial Meeting	06/03/22	X
Formal Notice to Proceed	06/14/22	1
Conceptual Design – 15%	07/13/22	~
Schematic Design – 30%	08/18/22	~
Survey and Geotechnical	Nov-22	~
Preliminary Design – 75%	11/18/22	· · ·
Final Design – 90%	12/16/22	~
Begin SWFWMD Permitting & County Site Plan Review	Jan-23	
End SWFWMD Permitting & County Site Plan Review	Mar/Apr-23	
Advertise for Construction Bids	Mar-23	
Accept FDOT Grant	Apr-23	
Open Bids and Award Contract	Apr-23	1 1
Contractor Secure Building Permit	Jul-23	
Construction Start – Field	Jul-23	

PROJECT SKETCH



CONTRACTS

Firm Name Services Provided	Fee
Michael Baker Design Consultant	\$952,700
TBD - Construction	TBD



Design

PROJECT TITLE

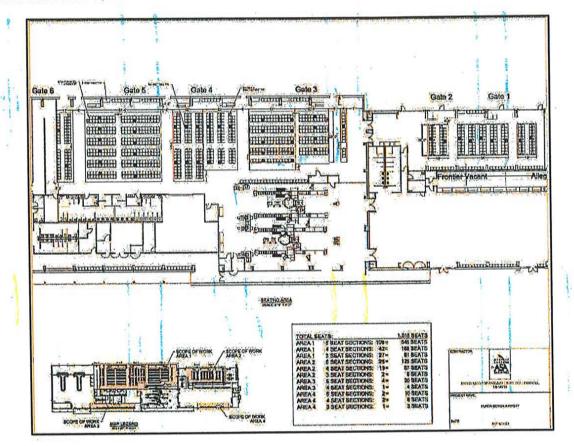
Terminal Seating Replacement - CIP No. 0122

PROJECT DESCRIPTION

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

STATUS OF PROJECT

The fabrication process has been completed and installation has begun and planned to be completed mid-February 2023. This project will be removed from future reports.





CAPITAL IMPROVEMENT PROGRAM REPORT - FEBRUARY 2023

PROJECT REPORT

Design

PROJECT TITLE New Taxiway "G" – CIP No. 0121

PROJECT DESCRIPTION

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

STATUS OF PROJECT

No Change from Previous Report - The design is scheduled to be completed in February 2023 and advertisement for construction bids in late February 2023 or early March 2023. FDOT is planning to fund 5% of construction, a grant is expected to be offered by June 2023.

PROJECT FUNDING

ROJECTTORDATO			1	DEC.	CCAA
Description	Estimated Cost	FAA I	FDOT 🖡	¢ PFC	LCAA
	\$620,485	90%		10%	
Design		the second se	50/	5%	
Construction	\$7,200,000	90%	5%	570	

PROJECT SCHEDULE

Milestone Description	Completion Date	Completed	
Advertise RFQ	05/05/22	¥.	
RFQ Submittal Due Date	06/06/22	1	
Selection Committee Review	06/13/22	e V	
CCAA Board – Select Consultant	06/23/22	~	
Scope Development / Independent Fee Estimate	08/09/22	~	
CCAA Board Meeting – Approve Scope of Work-Fee-Schedule	08/18/22	~	
Submit Grant Pre-Application	Nov-22	~	
Design	Feb-23		
Advertise/Open Construction Bids	Mar-23		
Submit Grant Application – Bid Based	Apr-23		
CCAA Board Meeting – Allow CEO to execute contact and grant offer.	Apr-23	2	

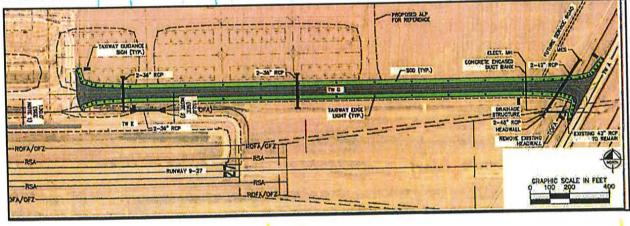
Receive/Execute Grant Offer and Construction Contract	Jul-23	1
Construction – Mobilization Phase	e Aug-23	4
Construction Substantial	Nov-23	1
Closeout	Jan-24	

ľ

CONTRACTS

Firm Name Services Provided	Fee
Kimley-Horn Design Consultant – Approval Pending	\$620,485
TBD Construction	\$7.2M estimated

PROJECT SKETCH



ZZ



Design

PROJECT TITLE

CIP No. 0125 **TC Aviation Tech Facility**

PROJECT DESCRIPTION

This project will construct a new educational facility to accommodate the relocation and expansion of the existing Charlotte County Public Schools, Charlotte Technical College, FAA-certified Aviation Maintenance Technician School. The general program components include multiple classrooms, work/conference room, breakroom, administrative offices, aircraft maintenance and repair hangar and landside parking.

STATUS OF PROJECT

The design consultant (C&S) submitted a revised scope of work and fee following Airport and CTC review comments on the original submittal. Airport and CTC will complete the review of the revised scope of work and fee and work to finalize a contact for presentation to CCAA at the next Board meeting.

PROJECT FUNDING

Description	Estimated Cost	CCAA	DEO
Design	TBD	\$1,500,000	\$3,000,000
Construction	TBD		
I I	4 4 4	1	(

PROJECT SCHEDULE

PROJECT SKETCH

Milestone Description	Completion Date	Completed
CCAA-DEO Grant Agreement	09/09/22	~
Advertise RFQ	10/10/22	~
RFQ Submittal Due	12/01/22	~
CCAA Select Design Firm	12/15/22	1
Develop Scope, Fee and Schedule	Jan/Feb-23	
CCAA Approve Design Contract	Mar-23	
Begin Design and Permitting	Mar-23	
End Design and Permitting	TBD	
Bidding Phase	а. 1	
Award Phase		
Construction Phase		,

CHALLENGER BLVD ARPORT PROPERTY LINE Proposed CTC Existing PG Air Center Facility **Aviation Tech Facility** ummonthinm minon minimu mmm mmmm Gummunn OHHHHOHHHHIC MINIMUM B CHINHINGHINHING TTTTT LL EXISTING APRON TTT





24

Design

PROJECT TITLE

Perimeter Road, Phase 2A setween South Ramp and East Side of Airport)

PROJECT DESCRIPTION

The project will construct a new 15-foot-wide gravel surface roadway approximately 7,000 feet in length between the south ramp and the east side of the airport, near the glide slope facility. This roadway will provide a safe route outside of the movement and safety area limits to access various airport features for safety and security patrols, inspections, and maintenance activities in order to travel without the need to contact the ATCT. In addition, to provide a safe route for ARFF access to incidents in this area.

STATUS OF PROJECT

The project is under design and preliminary plans submittal is due in late February or early March 2023.

Description	Estimated Cost	FAA	PFC
Design _	\$353,026	90%	10%
Construction	\$2,800,000		

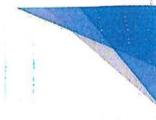
ROJECT SCHEDULE Milestone Description	Completion Date	Completed
CCAA Board – Award Design	12/15/22	1
Data Collection – Survey and Geo-Tech	Jan-23	×
Preliminary Design	Feb/Mar-23	
Submit SWFWMD Permit Application	Mar/Apr-23	A A
Final Design	Apr-23	
Advertise for Construction Bids	Apr/May-23	
Open Bids	May/Jun-23	
CCAA Authorize CEO to Execute Construction Contact and Grant Offer	Jun-Jul-23	
FAA -Submit Grant Application	Jun-23	
FAA – Receive Grant Offer	Aug-23	
Begin Construction	Sep-23	1 1
End Construction	Mar-24	
Closeout	Apr-24	t . A.

PROJECT SKETCH





CAPITAL IMPROVEMENT PROGRAM REPORT – FEBRUARY 2023 PROJECT REPORT



Design PROJECT TITLE

Construct Replacement Hangar for Building 207

PROJECT DESCRIPTION

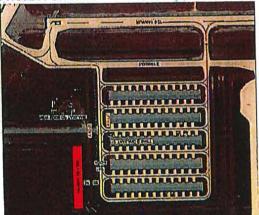
This project will construct new replacement hangars for tenants located in Building 207. The hangars in Building 207 will need to be demolished for future construction of terminal access road improvements and/or expansion of rental car facilities.

STATUS OF PROJECT

The design Notice to Proceed was issued on December 19, 2022. Design survey and geotechnical work are being scheduled. The project is planned to be advertised for construction bids in July 2023.

Description	Estimated Cost	PGD	CFC	
Design	\$144,725	TBD	TBD	
Construction	TBD			
5 A	1			ъ,
ROJECT SCHEDULE	11	i = 1	4	1 11
Milestone Description			Completion Date	Completed
CCAA Board – Award Design			12/15/22	
Data Collection Survey and Geo-Tech			Mar-23	111
Preliminary Design			May-23	-
Submit SWFWMD Permit Application			Jun-23	
Final Design	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -		Jul-23	1
Advertise for Construction Bids			Jul-23	
Open Bids			Aug-23	
CCAA Award Construction Contract			Aug-23	
Delegated Design/ EOR Review-Approva	als		Oct-23	
Submit Building Permit Application	1		Oct-23	1
Begin Initial Fabrication	5	1	Oct-23	1
Secure Building Permit			Dec-23	
Begin Construction - Civil	1	i. 4	Jan-24	1
Complete Fabrication			Feb-24	
Begin Construction -Building	() () () () () () () () () () () () () (Feb-24	
End Construction			Jul-24	
Closeout			Aug-24	

PROJECT SKETCH





CAPITAL IMPROVEMENT PROGRAM REPORT - FEBRUARY 2023 PROJECT REPORT



Design

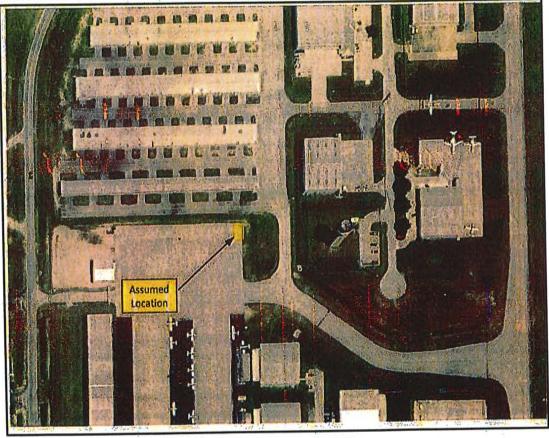
PROJECT TITLE & DESCRIPTION

Self-Serve Fuel Facility at 200 Series T-Hangars

STATUS OF PROJECT

Michael Baker has prepared preliminary drawing and specifications and they are under review by the Airport and Halfacre. A review meeting will be scheduled for Michael Baker to finalize the drawings and specification. These items will be submitted to Halfacre to generate construction costs and construction schedule that will be submitted to the CCAA for approval at a future Board meeting.

PROJECT SKETCH





PROJECT REPORT

Construction

PROJECT TITLE Wetland Mitigation Phase 2 of 2 - CIP No. 0092

PROJECT DESCRIPTION

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

STATUS OF PROJECT

The filling of the southern wetlands (WL-B1, WL-B2 and WL-B3) has been completed. The filling northern wetlands (WL-I, WL-I1, WL-I2, WL-13 and WL-14) will be completed in February 2023. This project will be removed from future reports.

ROJECT FUNDING	Estimated Cost	FAA	FDOT		PFC	CCAA
Design	\$141,327				100%	1
Construction	\$2.0M			:	100%	
Wetland Mitigation	\$1,252,000		1	1	100%	

PROJECT SKETCH

PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Select Consultant	01/18/18	1
Develop Scope, Fee, Schedule	Mar-21	~
CCAA Approve Scope of Work	03/18/21	~
Advertise for Construction Bids	~	
Issue Notice to Proceed	09/01/21	~
Phase 2 -South Wetlands Filling	08/22	~
Permitting Phase 2 – North	11/11/22	1
Begin Construction - Phase 2 North	Nov-22	1
End Construction - Phase 2 North	Feb-24	1
Closeout	Mar-24	
CONTRACTS Firm Name		Fee
Services Provided EG Solutions, Inc. – Design, Permittin Construction, Closeout	\$141,327	
Wetland Mitigation Bank Wetland Mitigation Fees	1	\$1,352,000
Wright Construction Group, Inc. Construction		\$1,941,033





PROJECT REPORT

Construction

PROJECT TITLE Roadway Network Improvements – CIP No. 0095

PROJECT DESCRIPTION

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

STATUS OF PROJECT

No Change from Previous Report - Construction activities associated with the additional east bound lane on Viking Avenue are 90% complete. The City of Punta Gorda utility force main adjustment issue has been resolved, the City will fund the utility work. The construction is scheduled to be completed in March 2023 or April 2023.

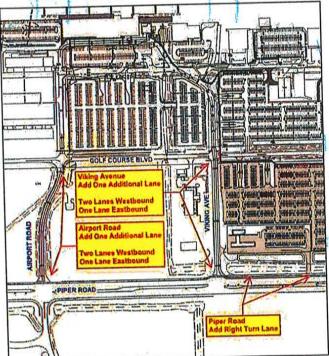
ROJECT FUNDING Description	Estimated Cost	FAA	FDOT	PFC	CCAA
Design, Permitting, Bidding, Construction Services, Closeout	\$89,990				100%
Construction	\$1,431,165		50%	50%	

Milestone Description	Completion Date	Completed	
Select Consultant	05/17/18	1	
Develop Scope, Fee, Schedule	05/17/18	~	
CCAA Approve Scope of Work	05/17/18	1	
Issue Notice to Proceed	05/29/18	~	
Submit FDOT Grant Application	7/8/19	~	
Design and Permitting (100%)	10/23/19	~	
FDOT SIS Funding Not Available	08/20/20	~	
Utility Design Relocation	Feb-22	~	
City Force Main – Interlocal Agr.	TBD		
Receipt of FDOT Grant/CCAA Acceptance	02/26/22	-	
Finalize Bid Documents and Advertise for Construction Bids	04/07/22	~	
Bid Opening	05/10/22	✓ •	
CCAA Approve Construction Contract	05/26/22	1	
Begin Construction	Jul-22	1	
End Construction	Mar/Apr-23		
Closeout	Apr/May-23		

CONTRACTS

Firm Name Services Provided	Fee
Southwest Engineering and Design Engineering Design, Permitting, Bidding, Construction Services, Closeout	\$89,990
Pavement Maintenance Inc. Construction	\$1,431,165







PROJECT REPORT

Construction

PROJECT TITLE

New Building 615 (10) 60x60 Box Hangars - CIP No. 0101

PROJECT DESCRIPTION

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

STATUS OF PROJECT

The building concrete foundation has been poured. Structural steel for the building is currently being delivered. Construction is scheduled to be completed in June 2023.

PROJECT FUNDING

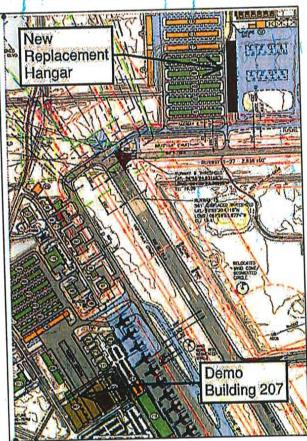
Construction

FROJECTTONDING		Fatimented Cost	FAA	FDOT	CFG	CCAA
Description	-	Estimated Cost	1744		100%	
Building 207 Replacement Ha Design and Construction	ngar	\$3.0M			100%	
D COBRANCE CON	Total	\$3.0M	1	14 I ¹	* * - I	

PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Select Consultant	08/02/18	1
Develop Scope, Fee, Schedule	09/27/18	N Y
CCAA Approve Consultant Fee	10/23/18	~
Issue Notice to Proceed	10/23/18	×
Design and Permitting	05/01/19	~
Design Updates to Bid with T- Hangars	Feb 20	~
Advertise for Construction Bids	03/01/21	
Open Bids	04/12/21	1 · · /
CCAA Approve Bid/Execute	05/20/21	
Notice to Proceed "Pause" Ends	11/03/21	Y
Issued Notice to Proceed	01/03/22	1
Mobilization / Design	05/27/22	
Building Permit Issued	10/20/22	
Construction	Jun-23	
Closeout	TBD	
CONTRACTS		
Firm Name Services Provided	Fee	
AECOM Engineering Design, Bidding, Const Closeout	truction Services,	
Stellar Development,-Inc.		\$2,836,041

PROJECT SKETCH







PROJECT REPORT

Construction

PROJECT TITLE

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

PROJECT DESCRIPTION

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

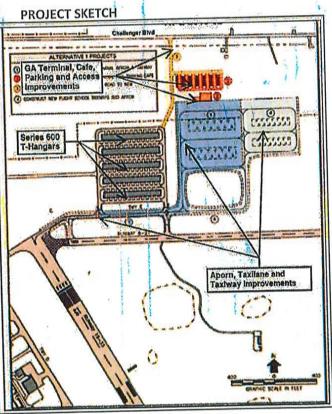
STATUS OF PROJECT

No Change from Previous Report - The substantial completion site walk-through was conducted on July 22, 2022. The temporary certificate of occupancy was issued on 7/29/22. The ribbon cutting ceremony was conducted on August 18, 2022. The certificate of occupancy was issued on August 24, 2022. Currently, the contractor continues work on punch list items from the substantial completion site walk-through.

PROJECT FUNDING

67.004	500/	FOOL
\$7.0M	50%	50%
	\$7.0M	Printeria

Vilestone Description	Completion Date	Completed
Select Consultant	08/16/18	Y
Develop Scope, Fee, Schedule	10/17/18	Y
CCAA Accept FDOT Funding &	10/23/18	~ ~ ~
Approve Consultant Fee	i to the second se	
Secure FDOT Funding	10/30/18	~
Submit FAA Grant Pre-Application	11/02/18	~
Issue Notice to Proceed	11/05/18	1
Stakeholder Presentation	12/13/18	1
Design	05/01/19	~
Advertise for Construction Bids	05/07/19	1
Canceled – No FAA Funding	05/17/19	1
Submit FDOT SIB Loan Application	06/19/19	1
Submit FDOT SIS Grant Application	12/30/19	× 1
Secure FDOT SIB Loan	Jul-20	V
Results of SIS Funding	Aug-20	No Funding
Advertise for Construction Bids	08/17/20	V V
Open Construction Bids	9/30/20	
CCAA Approve Construction	10/15/20	1
Mobilization and Submittals	Jan-21	¥ .
Begin Construction – Field	03/29/21	~
End Construction	Jul-22	~
Punchlist and Closeout	TBD	
CONTRACTS		
Firm Name		Fee
Services Provided		
Avcon		\$1,300
Independent Fee Estimate		
Michael Baker International, Inc.		\$588,541
Engineering Design, Permitting, Bio	lding,	
Construction Services, Closeout		40.007.000
Johnson – Laux		\$6,367,229





CAPITAL IMPROVEMENT PROGRAM REPORT – FEBRUARY 2023 PROJECT REPORT

Construction

PROJECT TITLE

New Building 606 (24) T-Hangars - CIP No. 0106

PROJECT DESCRIPTION

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

STATUS OF PROJECT

No Change from Previous Report - The building department permit was issued on October 28, 2022. Construction has started with site preparation for the concrete building pad. Construction is scheduled to be completed in July 2023.

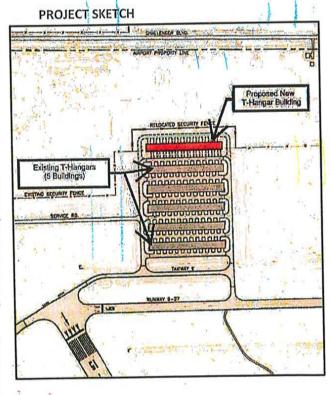
PROJECT FUNDING

Description	Estimated Cost	FAA	FDOT	PFC	CCAA
T-Hangars	\$3.4M		1	-	100%
Design and Construction		11			1
	otal \$3.4M	A second s			

PROJECT SCHEDULE

Milestone Description	Completion Date	Completed	
CCAA Request Project	05/16/19	~	
Develop Scope, Fee, Schedule	06/13/19	~	
CCAA Approve Scope of Work	06/20/19	~	
Issue Notice to Proceed	06/20/19	1	
50% / 60% Design	10/31/19	~	
Secure FDOT SIB Loan	Jul-20	1	
Design Updates to Bid with 207	Feb 20	~	
Advertise for Construction Bids	03/01/21	~	
Open Bids	04/12/21	1	
CCAA Approve Bid/Execute	05/20/21	~	
Notice to Proceed "Pause" Ends	11/03/21	~	
Issued Notice to Proceed	01/03/22	· · ·	
Mobilization / Design	Jul-22	1	
Permitting	10/28/22	1	
Construction	Jul-23		
Closeout	TBD		

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





CAPITAL IMPROVEMENT PROGRAM REPORT - FEBRUARY 2023 **PROJECT REPORT**



Construction

PROJECT TITLE

New Building 607 (9) 50' x 50' Box Hangars - CIP No. 0101

PROJECT DESCRIPTION

This project includes engineering design, permitting and construction services required to construct nine (9) new 50' x 50' aircraft box hangars located north of the 600 series T-hangars. Five units were originally designed, four units were added in May 2022.

STATUS OF PROJECT

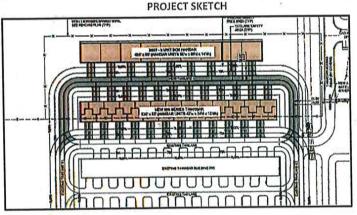
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No Change from Previous Report - The Building department permit application was submitted on December 5, 2022 and expected to be issued in March 2023. The construction is expected to be completed in October 2023.

Description	Estimated Cost	7	CCAA
Design (5) Units	\$75,130		100%
Design (4) Units	\$41,850	1	100%
Construction (5) Units (Building and Civil)	\$1,793,343	1	100%
Construction (4) Units (Building)	\$1,154,260.00	1	100%
Construction (4) Units (Civil)	\$240,347	4	100%
Total	\$3,304,930	+	,

Milestone Description	Completion Date	Completed
Develop Scope, Fee, Schedule - 5 Units	02/03/21	~
CCAA Approve Scope of Work – 5 Units	02/18/21	· 🗸
Complete Design - 5 Units	01/28/22	~
CCAA Approve Change Order (5 units) Building and Civil	04/07/22	1
CCAA Approve Change Order (4 units) Building Only	05/26/22	~
Complete Design - 4 Units	08/04/22	~
CCAA Approve Change Order (4 units) Civil Only	Dec-22	1
Secure Building Permit	Mar-23	
Construction	Oct-23	
Closeout	Dec-23	

1	Firm Name Services Provided	Fee
	AECOM Engineering Design	\$116,980
	Stellar Construction	\$2,947,603.97



PROJECT SKETCH





Construction

PROJECT TITLE

.

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

PROJECT DESCRIPTION

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

STATUS OF PROJECT

The ribbon cutting ceremony was conducted on January 10, 2023. The runway was opened on January 14, 2023.

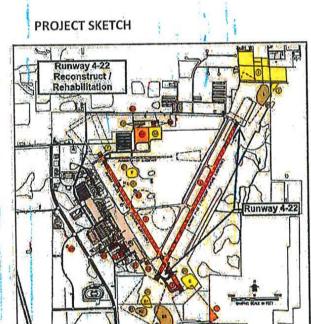
PROJECT FUNDING

Description	Estimated Cost	FAA	FDOT	PFC	CCAA
Design Only	\$424,175	100%			<u>i</u>
Construction, Engineering, Inspection	\$14.9M	100%			
f Total	\$15.3M	1			

Milestone Description	Completion Date	Completed
Select Consultant	08/02/18	✓
Submit FAA & FDOT Pre 🖕 💖 Application (Design)	11/01/19	~
Develop Scope, Fee, Schedule Complete IFE Process	Dec-19	~
Submit FAA & FDOT Application (Design)	Jan-20	~
Secure FAA Funding (Design)	08/12/20	~
Begin Design	07/31/20	~
Secure FAA RSA Grading Approval	05//19/21	~
End Design / Advertise for Construction Bids	07/02/21	~
Submit FAA & FDOT Application (Construction)	08/03/21	~
Secure FAA Funding (Construction)	09/01/21	~
CEO Accept FAA Grant / Issue Notice of Award	09/01/21	~
Mobilization	Dec-21	1
Begin Construction	Jan-22	~
End Construction	Jan-23	

CONTRACTS

Firm Name		Fee
Services Provided	7	-
Kimley-Horn - Design and Construction		\$617,663
Inspection – In House		\$185,000
Wright Construction Group - Construction		\$14.5M





CAPITAL IMPROVEMENT PROGRAM REPORT -- FEBRUARY 2023 PROJECT REPORT

Construction

PROJECT TITLE

Taxiway D Reconstruction - CIP No. 0116

PROJECT DESCRIPTION

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

STATUS OF PROJECT

Construction began on January 16, 2023, with Phase 1 (south most section of Taxiway D). The next phase (phase 2) will begin mid to the end of February 2023. Coordination of the construction schedule continues with Airport Operations, Air Traffic Control Tower and Air Carriers. Construction is scheduled to be completed in July 2023.

PROJECT FUNDING

Description	Estimated Cost	FAA	FDOT	PFC	CCAA
Design	\$700,395	90%		10%	
Construction	\$9,641,841	90%	5%	5%	
Project Inspection	\$118,750	90%	1 A 1	10%	
DBE Plan Update	\$25,000	90%	3	10%	

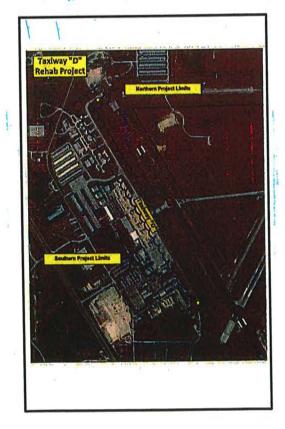
PROJECT SCHEDULE

Milestone Description	Completion Date	Completed
Advertise RFQ	08/06/21	1
RFQ Submittal Due Date	09/07/21	1
Selection Committee Review	09/09/21	~
CCAA Board – Select Consultant	09/16/21	~
Scope Development / Independent Fee Estimate	10/08/21	~
Submit Grant Pre-Application	10/15/21	1 1
CCAA Board Meeting – Approve Scope of Work-Fee-Schedule	10/21/21	-
Design	May -22	1
Advertise/Open Construction Bids	06/03/22	**
Submit Grant Application - Bid Based	06/10/22	~
CCAA Board Meeting – Allow CEO to execute contact and grant offer.	06/23/22	1
Receive/Execute Grant Offer and Construction Contract	09/22/22	~
Construction – Mobilization Phase	Dec-22	1
Construction Start (After Open RW 4-22)	Jan-23	
Construction Substantial Completion	Jul-23	
Closeout	Aug-23	

CONTRACTS

Firm Name Services Provided	Fee
Kimley-Horn Design Consultant	\$700,395
Ajax Construction	\$9,641,841

PROJECT SKETCH





MARKETING & COMMUNICATIONS REPORT | FEBRUARY 2023 MEETING

MARKETING 8	COMMUNICATIONS REPORT JANUARY 2023
PGD BUZZ & E-News	 BUZZ e-news, blog page & news releases: CC-TV Interview with James Parish – 1/31/23 Warbirds Take Flight on Runway 4-22 – 1/26/23 Get \$\$ Back for Parking, Flight Corridor Maps, Pet Tips & More – 1/23/23 Runway 4-22 Reopens – 1/15/23 Vote for Your Favorite PGD Mascot – 1/3/23 Tenant Touchdown BUZZ editions included: TENANT ADVISORY – Upcoming Inspections & Survey – 1/26/23 2023 ATC Tower Survey + We want YOUR Feedback – 1/19/23 Employees & Tenants – Vote for Favorite Mascot – 1/8/23
News & Media Coverage	<text><list-item><list-item><list-item></list-item></list-item></list-item></text>



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MARKETING & COMMUNICATIONS REPORT | FEBRUARY 2023 MEETING

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	 FlyPGD.com – Increased to 150K web page views in January
	 PGDAirCenter.com – Increased to 1,089 web page views in January
	PGDAviEx.com – Increased to 186 web page views in January
Google Business/ Search Engine	 "Punta Gorda Airport" received 38K requests for directions and 14K website clicks in January "PGD Air Center – FBO" received 229 requests for directions and 73 website clicks in January; need to get more reviews on Google PGD Air Center – FBO 27450 Ch Bringer BVd. Punta Gorda (FI
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Facebook	• Facebook Likes increased by 93 with total followers reaching 9,616; post engagement reached
	 47K Facebook posts with the most reactions/engagement were about Runway 4-22 Reopening, flight schools, warbird flight, employee service recognition and NBAA Conference
	Top Performer
	PGD reopened Runway 4-22 on Saturday after a year-long reconstruction and rehabilitation project. Runway 4-22 is the preferred runway for
	Published by Kaley Ricchi Miller @ • January 16 at 10:15 AM • 😚
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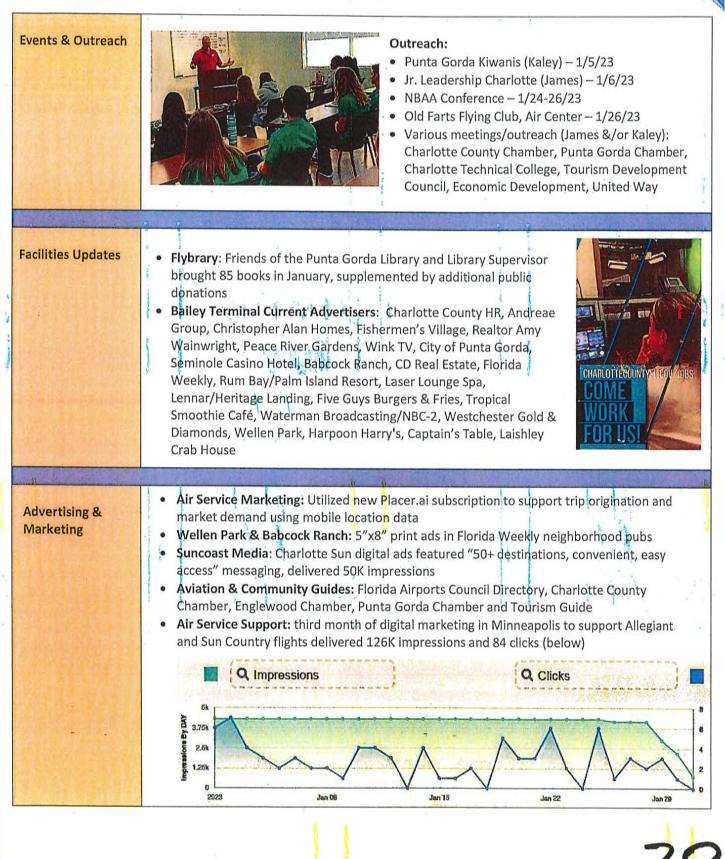


MARKETING & COMMUNICATIONS REPORT | FEBRUARY 2023 MEETING





MARKETING & COMMUNICATIONS REPORT | FEBRUARY 2023 MEETING



AGENDA ITEM # 9-B CITY OF PUNTA GORDA REPORT

CITY OF PUNTA GORDA REPORT TO THE MPO BOARD

MARCH 2023

City Council and all boards and committees are currently meeting in the Gulf Theater at the Military Heritage Museum for the foreseeable future while renovations are in process.

Gilchrist Park/Harborwalk Phase II: Construction is nearly complete, including new on-street diagonal parking as well as new park sidewalks, stormwater management treatment infrastructure, landscaping and lighting. Also part of the project are intersection treatments including ADA crosswalks at the intersections of Retta Esplanade from Gilchrist to Berry. Work should be complete within the next month.

We continue to receive complaints of speeding and passing vehicles in a no passing zone from residents on Tripoli Blvd. between Madrid and Monaco which comes from FDOT closing off the median at Madrid and U.S. 41. There are numerous vehicles speeding and cutting across Tripoli to go out at the light at Monaco and U.S. 41 and not observing the 25 mph speed zone. This is further evidence that a traffic light is desperately needed on Burnt Store Rd. at the Home Depot exit driveway to divert some of the traffic and improve safety for these residents.

The City has been in restoration mode since the hurricane. Many City offices have been relocated due to damage. The City Manager's staff are in the Laishley Park Community Room. The Urban Design, Code, Zoning and Planning staff are in the old City Council Chamber and outside the building in two remote trailers until the City Hall Annex offices are restored. Waiting on FEMA approval to begin restorations.

Efforts are now underway to clear canal debris with the state of Florida contractor. Yard and C&D debris collection is complete. Wayfinding signs that were damaged from the storm are in the process of being replaced. Many sidewalks need to be replaced due to uprooted trees that damaged them.

We also have 792 locations identified in our City seawall system that will have to be replaced, totaling approximately 7.25 miles of seawalls. We are working closely with FEMA to get that project approved so we can begin seawall replacements.

The City Hall renovation project is still in design and engineering, and we anticipate only a 2 to 3 month delay from original forecasting for the redesigned building project to get started.

Public works and utilities continue to review and provide comments on the 90% plans for the Boca Grande drainage project. The project area is bound by Taylor Road to the north, Cooper St. to the east, Palmera Drive to the south and the Seminole Gulf Railway ditch to the west. The area encompasses about 105 acres of which approximately 25 acres are commercial with the remaining 80 acres consisting of low density residential. This is a master drainage plan for water quality and drainage improvements to include installation of stormwater piping and inlets installation, swale improvements and construction of a stormwater management area. Construction is planned to begin in 2023.

The City completed improvements to the intersection of Turtle Dove Boulevard and Whippoorwill Boulevard. Turtle Dove Boulevard at the intersection of Whippoorwill Boulevard now has a directional island for traffic definition at that intersection for safety purposes.

AGENDA ITEM # 9-C CHARLOTTE COUNTY REPORT

Roadway Updates- for MPO March 2023 Meeting

Various Intersection Improvements

Current Work:

- County staff have reviewed and provided comments on 60% design plans for Cochran Blvd at Veterans Blvd intersection. 90% plans are due for review on April 19, 2023
- Cochran Boulevard @ Quesada Avenue Northbound right turn on Quesada Avenue (completed)
- Murdock Circle @ US Highway 41 Eastbound right turn lane on Murdock Circle (completed)

Design Development Forecast Completion Date: December 13th, 2023

Flamingo/Edgewater Widening

Current Work:

- 90% of field survey work has been completed.
- Preliminary environmental field work has been completed.
- 60% of geotechnical field work has been completed.
- Several design considerations will be presented to the BOCC for review and discussion as the 30% plans will be finalized.

Design Development Forecast Completion Date: March 1st, 2024

Charlotte Harbor CRA – Parmely Street Road Widening and Sidewalk

Project Description:

This project includes the design and construction of Parmely Street from U.S. 41 to Bayshore Road.

Current Work:

Johnson Engineering has completed the 30 percent design phase. 30% design plans have been reviewed by County staff and comments are being sent back to Johnson Engineering.

Design Development Forecast Completion Date: January 8th, 2024





AGENDA ITEM # 10 <u>FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)</u> <u>REPORT</u>

FDOT Led Discussion

- A. <u>US 41 at Olean Boulevard</u> (Victoria Peters/Wayne Gaither-FDOT/Robert Fakhri-Charlotte County)
- B. <u>SR 776 at Flamingo Boulevard</u> (Victoria Peters/Wayne Gaither -FDOT/ Robert Fakhri -Charlotte County)
- C. <u>SR 776 at the Charlotte Sports Park</u> Intersection Improvements (Victoria Peters/Wayne Gaither -FDOT/ Robert Fakhri -Charlotte County)
- D. <u>I-75 Possible New Interchange North of Kings Hwy Interchange</u> (Victoria Peters/Wayne Gaither-FDOT)

Joint Local and FDOT Discussion

- A. <u>Harbor View Road Combined Funding Strategies</u> (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)
- B. <u>US 41 (SR 45) from Kings Hwy to Peace River Bridge</u> Planning/Operational Improvements Study (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County
- C. <u>Bermont Road (CR 74) Safety Discussion</u> (FDOT/John Elias/Robert Fakhri-Charlotte County)

CONSENT AGENDA ITEM #11

AGENDA ITEM # 11-A APPROVAL OF MINUTES: DECEMBER 15, 2022 MPO BOARD MEETING

<u>Purpose:</u>	To review and approve the Minutes of the previous MPO Board Meeting December 15, 2022
Presented by:	MPO Staff
Discussion:	To Be Determined
<u>Recommendation:</u>	Motion to approve the Minutes of the MPO Board Meeting of December 15, 2022
Attachment:	Draft Minutes of the MPO Board Meeting held on December 15, 2022



CHARLOTTE COUNTY – PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

MINUTES OF THE MPO BOARD MEETING MONDAY, DECEMBER 15, 2022 CHARLOTTE COUNTY ADMINISTRATION CENTER 18500 MURDOCK CIRCLE, ROOM #119 PORT CHARLOTTE FL 33948

MEMBERS PRESENT

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

ADVISORY

L.K. Nandam, FDOT District One Secretary

STAFF PRESENT

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

OTHERS PRESENT

Commissioner Ken Doherty, BCC Pastor John Boutchia, Calvary Baptist Church Wayne Gaither, FDOT Victoria Peters, FDOT Keith Robbins, FDOT Vitor Suguri, FDOT Steven Andrews, FDOT Edie Rosenthal, FDOT Babuji Ambikapathy, VHB DRAFT MPO Board Meeting Minutes December 15, 2022

Jay Winter, SCALAR Kristin Caruso, SCALAR for FDOT Dianne Ouilty, CAC Vice-Chair Pauline Klein, BPAC Chair Ravi Kamarajugadda, Charlotte County Public Works, TAC Vice-Chair John Elias, Charlotte County Public Works Robert Fakhri, Charlotte County Public Works Don Scott, Lee County MPO Zinnia Vargas, Charlotte County Fiscal Heidi Maddox, Charlotte County Transit Jerry Livingston, Charlotte County Fiscal Delmis Castillo, Charlotte County Utilities Betty Rosario, Charlotte County Utilities Janina Stamoulis, Charlotte County Robert Hancik, President Burnt Store Lakes Property Association Jerry Newmin, Burnt Store Marina Punta Gorda Isles, Section 22 Master Homeowners Association Fathy Abdalla, Kisinger Campo Associates Chantae Gillett, Citizen Ayisha Ferrera, Citizen Elaine Allen-Emrich, Sun Newspapers

OTHERS IN ATTENDANCE VIRTUALLY

Tony Conte, Charlotte County School Board Mary Ellen Kiss, CAC Member Elizabeth Sporillo, Charlotte County Thomas Lloyd, Charlotte County

1. Call to Order & Roll Call

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

2. Invocation – Pastor John Boutchia

Pastor John Boutchia delivered the invocation.

3. <u>Pledge of Allegiance</u>

The Pledge of Allegiance was recited.

4. Addition and/or Deletion to the Agenda

There were no additions or deletions to the agenda. D'Juan Harris described minor corrections on Agenda Item #15-A correcting "Collier" to "Charlotte.", and modifications to FDOT report This item was corrected on the MPO website.

5. Public Comments on Agenda Items

Robert Hancik, President Burnt Store Lakes Property Association, referenced agenda item #19 and spoke regarding the connection of Vincent Avenue to Burnt Store Road at the Lee County Line FPIN #436928-1-22-01. Vincent Avenue is the southern border of Charlotte County running West to East with the North half of the road in Charlotte County and the South half in Lee County. He expressed concern over disjointed traffic flow in the area including marina and truck traffic. Most importantly, he stated that besides the increase in traffic, the type of traffic and loads induced by the divided design onto the area's residential streets, property owners are financially responsible for the maintenance and repaving of the roadways through their Municipal Benefit Service Unit (MSBU). He requested that Burnt Store Lakes POA members be consulted as the design progresses and wanted the MPO Board to consider the group's input. <u>Documents submitted at meeting</u>

Jerry Newmin, Burnt Store Marina Punta Gorda Isles, Section 22 Master Homeowners Association referenced agenda item #19 and spoke regarding the Burnt Store Road Lee County Expansion. He echoed Robert Hancik's views. <u>Documents submitted at meeting</u>

6. 20 Year Service Recognition – Bekie Leslie, Administrative Services Coordinator

D'Juan Harris recognized Bekie Leslie for her twenty years of dedicated service to the MPO. He stressed her importance to the organization, especially as it relates to the Unified Planning Work Program (UPWP) development. He thanked her for her assistance over the past year and 2 months since he had been working as head of the MPO team. Commissioner Constance echoed the remarks of Mr. Harris, stating that Bekie Leslie possessed great institutional knowledge. Commissioner Deutsch stated that Ms. Leslie had to sit next to him for the last twelve years during MPO Board Meetings, and she had provided great service to the community.

7. 2023 Election of Officers

Commissioner Constance turned over chairing the meeting to Stacy Bjordahl (MPO Legal Services) to receive nominations for 2023 MPO Officers.

Mayor Matthews nominated Commissioner Constance to serve as the MPO Board Chair. Commissioner Tiseo seconded the nomination. Commissioner Herston nominated Commissioner Deutsch, but there was no second. Commissioner Constance was declared MPO Board Chair by a unanimous vote.

Commissioner Constance nominated **Commissioner Tiseo** to serve as MPO Board Vice-Chair. **Mayor Matthews** seconded the nomination. **Commissioner Herston** nominated **Commissioner Deutsch** for MPO Board Vice Chair, but there was no second. **Commissioner Tiseo** was declared MPO Board Vice-Chair by a unanimous vote.

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

Commissioner Constance resumed chairing the meeting.

8. <u>PUBLIC MEETING: FY 2022/2023– FY 2026/2027 Transportation Improvement</u> <u>Program (TIP) Roll-Forward Amendment</u>

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. The amendment was required to account for these projects (Attachment 1) in the FY 2023 through FY 2027 TIP.

Commissioner Tiseo made a motion to close the Public Meeting. *Commissioner Herston* seconded the motion, and it carried unanimously.

Commissioner Tiseo made a motion to amend the Charlotte County-Punta Gorda MPO's TIP for FY 2022/2023 – FY 2026/2027 adding: Roll-forward projects from FY 2022/2023 which could not be obligated during the State's Fiscal Year ending June 30, 2022. **Commissioner Herston** seconded the motion. A roll call vote was taken, and the motion carried unanimously.

9. PUBLIC MEETING: Public Participation Plan Revision (PPP)

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

The PPP is a federal requirement as set forth in FHWA's 23 CFR (Code of Federal Regulations) 450.316. MPOs 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, distributed to the local libraries, and posted on the MPO's website to meet the 45-day public review and comment period.

This Plan was reviewed by the BPAC at their November 17, 2022 meeting as well as the TAC and CAC Committees at their November 30, 2022 Meetings and they recommended Plan adoption by the MPO Board.

Commissioner Tiseo made a motion to close the Public Meeting. *Commissioner Herston seconded* the motion, and it carried unanimously.

Commissioner Tiseo made a motion to adopt the revisions to the Charlotte County-Punta Gorda MPO's Public Participation Plan. **Commissioner Herston** seconded the motion. A roll call vote was taken. The motion passed unanimously.

10. Chairs' Reports

A. MPO Board Chair's Report

Chair Constance stated that he would be saving his comments until the FDOT portion of the agenda.

B. <u>Citizens' Advisory Committee (CAC) Chair's Report</u>

CAC Vice-Chair Dianne Quilty reported on the November 30, 2022 CAC Meeting, where a quorum had been present. She was substituting for CAC Chair Charles Counsil. She noted that both Mr. Counsil (as Chair) and Ms. Quilty (as Vice-Chair) had been reappointed to serve as CAC officers. She noted that the CAC currently had two vacancies. West County CAC Member Steve Schoff had inquired at the CAC Meeting regarding the activation of the new light at the intersection of SR 776 and Wilmington Blvd in front of the Englewood Home Depot.

C. <u>Technical Advisory Committee (TAC) Chair's Report</u>

TAC Vice-Chair Ravi Kamarajugadda substituted for TAC Chair Mitchell Austin and reported on the November 30, 2022 TAC Meeting, where a quorum had been present. Both Mitchell Austin (as Chair) and Mr. Kamarajugadda (as Vice-Chair) have been reappointed to serve as TAC Officers. He reviewed TAC recommendations as found in the meeting agenda.

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

BPAC Chair Pauline Klein reported on the November 17, 2022 BPAC Meeting, where a quorum had been present. She referenced BPAC Minutes found in the meeting packet. She noted that the BPAC members appreciate Bekie Leslie's assistance to the committee. Pauline Klein was enthusiastic about the PPP revisions done by Betty-Ann Sherer. She noted that the BPAC had reviewed other items including crash data, commenting that BPAC Members were concerned about increased fatalities. She thanked County employees regarding replacing signage following Hurricane Ian, especially those located in school zones.

11. Local Government Reports

A. Charlotte County Airport Authority

Commissioner Herston, Charlotte County Airport Authority Vice Chairman, provided MPO Board Members with a detailed packet of information on Airport activities entitled <u>Charlotte</u> <u>County Airport Authority – MPO Committee Report, December 15, 2022.</u>

He reviewed key items, including discussion at the day's Airport Authority Meeting. He noted that passenger figures were in record territory projected at 1.8 million despite closures due to Hurricane Ian. He noted that gas sales were down. He described how a roadway was been done away with in the Challenger Blvd. area. Mayor Matthews inquired about repair of a cracked runway. Commissioner Herston stated that there had been an insurance claim submitted through the contractors for a stress crack which had been repaired immediately.

Mayor Matthews inquired about the future Airport restaurant reopening. Commissioner Herston stated that it had been leased with a restauranteur. Commissioner Tiseo asked if the Airport's traffic pattern would change when the new runway opens. Commissioner Herston confirmed that residents will see a change.

B. City of Punta Gorda

Mayor Matthews had provided the City of Punta Gorda report for the MPO Board agenda packet. Projects listed in the report were:

- The city will be utilizing the Gulf Theater at the Military Museum for City Council and all Board and Committee meetings for the foreseeable future while City Hall renovations are in progress.
- Gilchrist Park/Harborwalk Phase II project update was given. It was nearing completion. Hurricane-damaged landscaping must be replaced. The YMCA building was over 50% destroyed and would be discussed at the next Council meeting.
- Continued complaints of speeding and passing vehicles in a no passing zone from residents on Tripoli Blvd. between Madrid Blvd. and Monaco Drive which comes from FDOT closing off the median at Madrid Blvd. and US 41. There are numerous vehicles speeding and cutting across Tripoli Blvd. to exit at the light at Monaco Drive and US 41 with drivers who are not observing the 25-mph speed zone. This is further evidence that a traffic light is desperately needed on Burnt Store Road at the Home Depot exit driveway to divert traffic and improve safety for these residents. Mayor Matthews described a big push to fix the issue.
- Since Hurricane Ian, the city has been in restoration mode. Many City offices have been temporarily relocated due to damage. The City Manager's staff are in the Laishley Park Community Room. The Urban Design, Code Enforcement, Zoning and Planning staff are in the old City Council Chamber and outside the building in two remote trailers until the City Hall Annex offices are restored.
- A post-storm debris, traffic light, signage, wayfinding, sidewalk, seawall update was given.
- City Hall renovation update was provided.

- Boca Grande drainage project update was given.
- Improvements to the intersection of Turtle Dove Blvd and Whippoorwill Blvd were described.

Regarding Hurricane Ian recovery, Mayor Matthews thanked the County and FDOT for replacement of signage and lights, etc. She stated that law enforcement from other communities had helped with traffic control for some weeks. She described the City's timeframe for seawall

repairs, describing a meeting with the Federal Emergency Management Agency (FEMA) for 12 miles of reimbursement. This would be a two-year process. All City debris on land had been collected. The City of Punta Gorda was working next on canal cleanup.

Commissioner Tiseo inquired if some of the seawall was new since the passage of Hurricane Irma. This led to discussion regarding FEMA's position in favor of the use of riprap after Irma vs. the Florida Fish and Wildlife Conservation Commission's (FWC) position against it to protect the sawfish population.

Commissioner Constance asked Mayor Matthews about the City's presence in both the County Emergency Operations Center (EOC) and the City's separate Safety Center EOC during storm events. He believed that the two functions needed to be embedded in the County EOC Building given the flood risk at the City's Safety Center. He noted that Commissioner Doherty was also present at the MPO Board Meeting (so that four County Commissioners were present) and the County should ask about enlarging the County EOC building, which he believed could house firefighters here for training in EOC when not needed for an emergency event. Mayor Matthews noted that typically all parties meet, and the 1% sales tax enhancements won't cover all planned expansions. She agreed that the County and the City need to work together cooperatively on many issues. Commissioner Tiseo observed that housing costs could be charged to firefighter trainees to finance a dormitory at the County EOC.

C. Charlotte County

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

- Various Intersection Improvements
- Flamingo Blvd/Edgewater Drive Widening
- Charlotte Harbor CRA Parmely Street Road Widening and Sidewalk

In light of his Charlotte Harbor CRA experience, Commissioner Herston was surprised to see the item on Parmely Street listed, since Johnson Engineering was paid previously for this effort. John Elias noted that Commissioner Herston was correct about the design already existing. However, he noted that two locations had changed conditions since that study's completion. John Elias also stated that the signal at SR 776 and Gulfstream Blvd. had been activated a few days prior.

FDOT Secretary Nandam reported that Flamingo Blvd. funding which had been moved out of the Work Program had been restored and could be given to the County to complete the project.

12. Consent Agenda:

- A. Approval of Minutes: July 18, 2022 MPO Board Meeting
- B. MPO Meeting Schedule for Calendar Year 2023 DRAFT
- C. Citizens' Advisory Committee (CAC) Appointment/Reappointment
- D. Bicycle/Pedestrian Advisory Committee (BPAC) Reappointments

Commissioner Tiseo made a Motion to approve Consent Agenda Items 12 A, 12 B and 12 D. *Commissioner Herston* seconded the motion, and it carried unanimously.

Regarding Agenda Item 12 C, a vote of MPO Board Members was required to fill three CAC vacancies.

At-Large: Charles Counsil or Steven Leskovich Mid-County: Dianne Quilty/Robert Logan/Richard Russell

Chair Constance asked members to complete their ballots and return them to Bekie Leslie for tallying.

At this point in the meeting, Chair Constance moved to address Agenda Item 13, and then, upon its completion, returned to Agenda Item 12-C to announce voting results as follows:

- Charles Council received the majority of votes for the CAC At-Large position.
- Dianne Quilty and Robert Logan received the majority of votes for the two CAC Mid-County positions.

D'Juan Harris stated that in the future, such committee appointment votes would be a separate action item on the agenda, rather than part of the consent agenda.

Mayor Matthews made a Motion to appoint *Charles Council* to the CAC At-Large position and *Dianne Quilty* and *Robert Logan* to the CAC Mid-County positions. *Commissioner Tiseo* seconded the motion, and it carried unanimously.

13. MPO Director's Annual Evaluation

Pursuant to the terms of Paragraph 1, of the First Amendment to the Interlocal Agreement for Administrative Services between Charlotte County and the Charlotte County-Punta Gorda MPO, the MPO Director is subject to an annual performance evaluation conducted by the MPO governing board. This is the first performance evaluation of Mr. Harris as the MPO Director.

Stacy Bjordahl related actions taken by Attorney Janette Knowlton to finalize the evaluation of Mr. Harris. She noted that the Cost-of-Living Adjustment (COLA) was retroactive to August 3, 2022 and the 4% pay for performance was retroactive to October 12, 2022. The second action was intended to be accomplished at the October MPO Board Meeting which had been cancelled due to Hurricane Ian's impact in the area.

Commissioner Constance noted that D'Juan Harris was doing an extremely proficient job. Commissioner Tiseo stated that in his evaluation of Mr. Harris, he had established a baseline score on this first evaluation so that he could now measure his accomplishments going forward. Mayor Matthews praised the work of Mr. Harris as exemplary and responsive, noting that he followed up on all requests. She was very pleased with this level of communication and was glad that the MPO Board had selected him for the MPO Director position. Commissioner Constance concurred that Mr. Harris always provided good pre-agenda information.

Commissioner Herston described the Director's recent actions at MPOAC Meetings, observing that he is a superstar amongst MPO Staff Directors, and the MPO was fortunate to have hired him.

Commissioner Tiseo made a motion (1) to approve the \$1.92 Cost of Living Adjustment (COLA) for the MPO Director which was implemented across the board by the County for all exempt and non-exempt employees (retroactive to August 3, 2022) and (2) to approve the pay for performance 4% increase set forth by the MPO Board for the MPO Director and make it retroactive to October 12, 2022). **Commissioner Herston** seconded the motion, and it was approved unanimously.

14. Draft 2023 MPO Legislative Position Statement

At Florida's 2023 Legislative Session, legislators will meet under their normal operating schedule next year with Monday, March 7, 2023 scheduled as the opening day of session. The intent of this agenda item is to inform and educate all pertinent parties of the MPO's position on substantive legislative issues that impact transportation planning policy in Charlotte County.

The MPO does not actively participate in any lobbying initiatives, and this position statement will be provided to the Charlotte County Legislative Delegation as a guide to understand the MPO's position on a wide range of transportation issues.

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

- Supports an increase in transportation investment through dedicated and sustainable funding, including innovative financing options; encourages partnerships between public and private entities; and facilitates the expedited delivery of projects.
- Regulates distracted driving by prohibiting the handheld use of electronic wireless communication devices and other similar distracting devices while operating a motor vehicle on any roadway.

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

D'Juan Harris discussed language carried over from the prior year's Legislative Position Statement which if enacted, could allow groups such as the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) and the Florida Metropolitan Planning Organization Advisory Council to allow members who were participating virtually to count as part of their meeting quorums.

Mayor Matthews made a motion to approve the 2023 MPO Legislative Position Statement, authorizing MPO staff to include any recommended changes for the final draft that will be submitted to the area's Legislative Delegation for reference purposes. **Commissioner** *Herston* seconded the motion, and it was approved unanimously.

15. Florida Department of Transportation (FDOT) Report

Secretary Nandam noted that FDOT District One had taken a direct hit from Hurricane Ian. Speaking on behalf of FDOT, he thanked local staff for their efforts in the restoration of signage and signals, as well as roadway repairs. He praised the success of access restoration projects for Pine Island (bridge in 3 days) and Sanibel (barges in 5 days) with connections reestablished at a record pace. He noted that it was a heartfelt and proud moment for FDOT to make it happen.

Secretary Nandam also thanked local staff for enduring the challenges of the past few years regarding the Work Program, expressing how glad he was to see the new Work Program project restorations. Commissioner Constance appreciated the efforts made by FDOT within the region. He asked about the damage to the Seminole Gulf Railroad. Secretary Nandam noted that there were no emergency funds available for this private enterprise and stated that FDOT was assisting the organization with low interest loans. Commissioner Constance stated that it was very important to get the railroad back up and running as soon as possible.

FDOT Led Discussion

A. FY 2024-FY 2028 FDOT Draft Tentative Work Program

The MPO Board and committees annually review FDOT's Draft Tentative Work Program (DTWP). The DTWP (Attachment 1) covers available allocated funding for transportation projects consistent with FDOT plans and MPO priorities. The report included in the packet is based upon the November 17, 2022 snapshot of programmed transportation projects within Charlotte County from Fiscal Year 2024 through Fiscal Year 2028.

On May 16, 2022, the MPO Board adopted its 2022 project priorities for this year (Attachment 2) and submitted them to FDOT for inclusion in the FDOT Draft Tentative Work Program for consideration of funding to the greatest extent possible. The FY 2024 through FY 2028 Draft Tentative Work Program includes funded projects that will be included in the MPO's next Transportation Improvement Program (TIP) to be adopted and submitted to FDOT by July 15,

2023. For federal funding compliance, the MPO's TIP, Long Range Transportation Plan and FDOT's Work Program must be consistent for transparency and planning purposes.

Victoria Peters presented a YouTube video, *FDOT Five Year Work Program*. She stressed the importance of communication between FDOT and its local partners in the development of the

MPO Board Meeting Minutes December 15, 2022 FY 2024 through FY 2028 Work Program. Victoria Peters reviewed the Summary of Changes for Charlotte County projects in the Work Program.

Mayor Matthews stated that the City of Punta Gorda was adamantly opposed to the reduction of lanes on US 17 (Olympia Avenue) from US 41 to Cooper Street from three lanes to two vehicle lanes and a bicycle lane and referred to the FPIN # 446596-1. She noted that this roadway was a key emergency evacuation route, and the city definitely did not want this change to occur. Commissioner Constance was in total agreement with the mayor's sentiment regarding the removal of a lane of automobile travel.

He recommended that bicycle traffic be shifted to Virginia Avenue as a much safer alternative. Victoria Peters assured Mayor Matthews that FDOT would review this issue.

Commissioner Constance appreciated FDOT advancing the roundabout at SR 31 and CR 74, noting that there was a need to enlarge the roundabout to prepare for the inevitable need for four lanes of roadway there. He said "no passing" zones and widening in certain stretches for passing lanes were warranted. Secretary Nandam stated that expanding roundabouts promotes speed reductions, reduces T-bone accidents at intersections. Commissioner Constance observed that it makes economic sense to plan for growth in the area.

B. <u>US 41 at Olean Blvd</u> (Victoria Peters/Wayne Gaither-FDOT/Robert Fakhri-Charlotte County)

It was noted that Hurricane Ian recovery had delayed work on this project. Supply chain problems meant a 6-month delay following plan approval. Commissioner Constance noted that there was a double red arrow, and FDOT was considering an option of right turn on red for the right turn lane only. Commissioner Constance stated that the County's sign shop could assist with the project. Secretary Nandam stated that FDOT was already coordinating with the County.

C. <u>SR 776 at Flamingo Blvd</u> (Victoria Peters/Wayne Gaither-FDOT/ Robert Fakhri -Charlotte County)

Commissioner Constance thanked FDOT for re-instating the project which was deferred the prior year. He noted the realigning of the intersection.

D. <u>SR 776 at the Charlotte Sports Park</u> – Intersection Improvements (Victoria Peters/Wayne Gaither -FDOT/ Robert Fakhri -Charlotte County)

Commissioner Constance thanked FDOT for re-instating this project in FY 2025. There was discussion of the addition of right turn lanes. Biscayne Drive also was being worked on with staff.

E. <u>I-75 Possible New Interchange North of Kings Hwy Interchange</u> (Victoria Peters/Wayne Gaither-FDOT)

FDOT was working with MPO and County staff as well as local staff in the adjoining region to the north. On January 9, 2023, a Joint TAC meeting for the two MPO Committees was scheduled. The possible new I-75 interchange would also be on the agenda at the January 23, 2023 Joint MPO Board Meeting.

Joint Local and FDOT Discussion

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

FDOT added more Right-of-Way (ROW) funding to the project. Additionally, a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant was being applied for to leverage funding for the entire segment. Secretary Nandam stressed that the point was to get this effort to a "shovel ready" project status. FDOT was working with County staff to submit for grant funding.

John Elias had met with the Finance team to finalize details with agencies including Real Estate Services and the MPO. He noted that staff had to be conscious of how ROW is obtained.

Secretary concurred that the federal process must be followed. Commissioner Tiseo remarked that the strategy wisely addressed the entire roadway portion. Commissioner Constance noted that he never wanted to deal with only a portion at a time and emphasized that FDOT understood this and wanted the connection Commissioner Tiseo stated that in this case, the State had moved the project forward. Commissioner Constance observed that even when the answer from FDOT was a negative response, they still work toward an ultimate solution.

B. <u>US 41 SB @ Melbourne Street – Access Management</u> (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County

The MPO had requested a planning corridor study from FDOT for the portion of US 41 in Charlotte Harbor from the north end of the US 41 Peace River Bridges to Kings Hwy. D'Juan Harris recommended that the item either be renamed or removed from the list. Commissioner Constance requested that the item remain on the list. He noted that Southbound traffic at the Melbourne cut through is a major issue waiting to happen, especially since school buses are proceeding across the northbound US 41 lanes of traffic. Secretary Nandam stated that the item could be left on the list, but he liked the Staff Director's suggestion to rename the item. It would encompass changes into the planning study, and then, implementation could be considered. D'Juan Harris noted that the study would encompass the entire corridor and address issues such as gaps in sidewalks, etc. This renaming approach was deemed acceptable to the MPO Board and Mr. Harris agreed to make the name change.

C. <u>Bermont Road (CR 74) Safety Discussion</u> (FDOT/John Elias/Robert Fakhri-Charlotte County)

John Elias gave an update on recent discussions at the Charlotte County BCC Meetings regarding Bermont Road based upon data provided by Robert Fakhri and an expensive project funding request stretching out to FY 2035. Commissioner Constance inquired about the possibility of utilizing Economic Development funding, as well as monies for safety for small zones. He noted that Bermont Road is a County Road that will become part of the State's Strategic Intermodal System (SIS). Secretary Nandam noted that finding funding would be difficult. He stated that FDOT will look at partnership opportunities, such as establishing

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passing zones. Commissioner Tiseo inquired if the Charlotte County BCC had made the roadway a priority for funding at the state level. Commissioner Constance stated that he didn't believe it had been done, since it comes through the Work Program. Commissioner Tiseo stated that the BCC could make the case to make it a legislative request. Secretary Nandam did not advocate that approach, although the member projects where line-item funding is allocated. Those projects funded outside of the Work Program mean there is an impact elsewhere. Overall funding is not increased. However, he explained how some earmarked projects have been accomplished through General Revenue funding rather than transportation funding. Commissioner Tiseo noted that the Bermont Road project might be a candidate for a special member bill. Secretary Nandam explained that transportation improvements follow a process, while Member projects tend to be for the next fiscal year. He recommended that BCC Members could ask their staff which projects were "shovel ready." Commissioner Tiseo noted that sometimes extensions were allowed.

Commissioner Constance requested a brief update on River Road in Sarasota County from Secretary Nandam, who reported that the construction phase would be starting on the roadway in a few months. Commissioner Constance requested an update on River Road at the Joint MPO Board Meeting with the Sarasota/Manatee MPO in Venice, Florida on January 23, 2023.

Secretary Nandam noted that two meetings, postponed by the hurricane would be held in the FDOT District One Headquarters Building Auditorium in Bartow, Florida on Wednesday, January 18, 2023. The morning session (9-11:30 am) would be led by the head of Policy and Planning, while the afternoon session (1-3 pm) would focus on a SIS Update.

Commissioner Herston asked for information on the status of the Harbor View Rd/US 41 right turn on red issue. Although a complicated issue, Robert Fakhri and FDOT staff were working on this matter which likely would be done in a similar manner as the project on Olean Blvd at US 41.

Victoria Peters wished all present happy holidays. Secretary Nandam thanked Commissioner Deutsch for his truck parking area suggestion at location of the old I-75 rest stop on Jones Loop Road.

16. FDOT District One Safety Office Presentation

The Florida Department of Transportation (FDOT) is committed to emphasizing safety as the number one priority for consideration in all transportation projects and initiatives. The goal of the State and District Safety Offices is to continually improve the safety of the traveling public.

FDOT's District One Safety Administrator, Keith Robbins, gave a presentation summarizing the department's current efforts to reduce the incidence and severity of traffic crashes in District One. FDOT's ultimate goal is to reduce traffic fatalities and serious injuries down to zero. Mr. Robbins presentation detailed FDOT's Target Zero initiatives as well as the Federal Highway Administration's Safe System principles.

Commissioner Deutsch remarked on the need for signage instructing drivers to keep right except to pass, as well as efforts to get drivers to use automobile signals. He praised recent success with

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getting the extension of turn lanes on US 41 at Murdock Circle. Also, he stated that truck drivers needed to be educated on not driving in the left lane, which forces auto drivers to pass on the right. He observed that there needs to be basic traffic respect, as well as education on how to drive on roundabouts. He stated that the roundabouts are working on Edgewater Drive, but there is a need to educate the public regarding them. Bicyclists and motorcyclists are targets on these roundabouts, so there needs to be education across the board.

Keith Robbins stated that education of drivers and driver behavior are important. He noted that this involves working with law enforcement, and only so much can be done with engineering. Driver certification and education are under a separate department. The Charlotte County Sheriff

applies for FDOT grant programs to pay officer's overtime. Commissioner Deutsch stated that there should be a focus on getting information placed on media. Keith Robbins noted that four public safety announcements had been done recently. Secretary Nandam noted that although crashes will happen, prevention of fatalities was key.

17. 2023 Safety Performance Measures Target Discussion

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.

Commissioner Deutsch commented that Hurricane Ian obviously created traffic signage and signal issues. People were courteous initially but then became rude after about a week. Given the goal of zero, it might be possible to trend lower, and data could be analyzed for the last five years. He believed that the Edgewater Drive roundabouts would reflect reductions in serious accidents. D'Juan Harris stated that the Safe Streets and Roads for All (SS4A) Action Plan

Grant currently being pursued would also result in improvements and provide baseline traffic safety data for all of Charlotte County's federal aid eligible roadways.

Mayor Matthews made a Motion to approve the FDOT 2023 Safety Performance Measures. *Commissioner Herston* seconded the motion, and it carried unanimously.

Commissioner Tiseo had to leave at this point in the meeting.

18. <u>Veteran's Boulevard Corridor Planning Study Final Report</u>

Vitor Suguri and Babuji Ambikapathy delivered the presentation.

The Florida Department of Transportation (FDOT), District One, is conducting a Corridor Planning Study for Veterans Boulevard between US 41 and Kings Highway in Charlotte County, Florida. The subject corridor is a 6.9-mile, 4-lane divided roadway. The overall objective of this

study is to improve mobility, safety, reliability, and connectivity for people who drive, walk, bike, and use transit within the study corridor.

The planning study documented and assessed the following:

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

The planning study team presented findings and recommendations to the MPO Board, Advisory Committees, and the Charlotte County Board of County Commissioners. All comments are incorporated in the final planning report. Next steps are for Charlotte County to develop engineering cost estimates for recommended project priorities listed in the report and coordinate with the MPO on order ranking of priorities during the annual development of the MPO's Listing of Project Priorities (LOPP).

Commissioner Constance inquired about a paving program and was told that it would be accomplished all at once. Improvements not included in the Long-Range Transportation Plan (LRTP) would be added later.

Mayor Matthews made a motion to endorse the Veterans Boulevard Corridor Planning Study Report and approve integration of the report's recommended priorities into the annual List of Project Priorities (LOPP). The new priorities will be amended into the MPO's 2045 Long Range Transportation Plan (LRTP) at a future MPO Board Meeting. **Commissioner**

Herston seconded the motion, and it was approved unanimously.

19. <u>Burnt Store Road Project Development and Environmental (PD&E) Study</u> <u>Presentation</u>

FDOT is currently conducting a Project Development & Environmental (PD&E) Study for Burnt Store Road from Van Buren Parkway to just North of the Charlotte County line (approximately 1000 feet). The study is evaluating alternatives for improvements to Burnt Store Road that include widening from the current two-lane undivided roadway to a four-lane divided roadway. The study also includes an evaluation of bridge options over the Gator Slough Canal. The current estimated completion date of the PD&E Study is late summer 2023.

FDOT's presentation was included in the meeting packet. The link below provides additional information on the project:

436928-1 Burnt Store Road Project Development and Environment (PD&E) (swflroads.com)

Steven Andrews and Kristin Caruso gave the project presentation. Staff was leaning toward recommending Alternative Two.

Commissioner Constance asked that Operations and Maintenance (O&M) costs be considered for the project. Commissioner Herston inquired about flowthrough of water in the area. Commissioner Constance asked if any South Florida Water Management District (SFWMD) funding would be utilized for stormwater treatment. Kristin Caruso noted that SFWMD was not concerned about treatment of the water, since there is no "dirty water" generated. Their chief concern was water flow being restricted. Commissioner Herston inquired about how much pipe capacity was assumed for flowthrough pipe. Jay Winter said the concern was not to impede flow. Design would be considered as appropriate for the area. The Charlotte portion tended to be drier than the Lee County area.

20. <u>Charlotte County Advanced Traffic Management System (ATMS)/Intelligent</u> <u>Transportation System (ITS) Master Plan Presentation</u>

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

Goals of the Master Plan include:

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

MPO Board Meeting Minutes December 15, 2022 The Master Plan study is so

The Master Plan study is scheduled to be completed in Spring 2023. Based on the results provided from the study, the County will move forward with developing cost estimates and an implementation plan for ATMS/ITS recommendations.

Commissioner Deutsch asked about ineffective traffic signals at US 41 and Harbor Blvd. where opposing traffic is vying to make left turns and one driver beats another to the intersection, thereby forcing the late arriver to wait through an entire traffic cycle before turning left. He wondered if modifications could be made to allow both sides to make left turns before flow returned to the US 41 major artery.

Commissioner Herston asked if real time data was being given consideration. Fathy Abdalla responded that cameras were being utilized to accomplish this effort. Blue tooth usage vs. privacy issues were discussed. Information sharing between agencies was also considered.

Commissioner Constance inquired about which entity owned the fiber. Fathy Abdalla stated that Charlotte County owns it on County roads but not State roads. Commissioner Constance stated that EOC should connect with the Traffic Management Center in some fashion.

Commissioner Herston requested that the Airport Authority be added to the stakeholder's list for this project.

21. Public Comments

There were not public comments.

22. Staff Comments

D'Juan Harris provided the following comments regarding the MPO's Hurricane Ian response:

Our MPO staff had to quickly mobilize and move our essentials from the Eastport Campus to a conference room at Murdock to get our office back up and running after Ian. The Executive Director of the Lee MPO, Don Scott, took a day out of his busy schedule and assisted us with the move. I also want to thank Hector Flores for coordinating with us and finding a suitable location to accommodate the MPO staff so quickly.

Our MPO partners statewide also reached out shortly after the storm to see what they could do to assist. Beth Alden of the Hillsborough TPO loaned us a hotspot so that staff that did not have internet could proceed with essential duties. Ryan Brown of the Sarasota/Manatee MPO, hand delivered the hotspot to us the same day Beth offered it up to us. I also want to thank Dave Hutchinson for reaching out and offering to allow us to utilize his office space and equipment if we did not have a suitable space to use.

Also want to thank and acknowledge FDOT staff that went above and beyond to assist us after Ian. Abra Horne provided constant updates on roadway conditions and other pertinent transportation related issues after the storm, despite dealing with her own personal adversity. I want to thank Wayne Gaither and all the liaison staff for keeping the coordination going for development of the work program. Shout out to Victoria Peters, Edith Perez and Lori CarltonDRAFT MPO Board Meeting Minutes December 15, 2022 Greene for their resilient efforts to keep coordination rolling to ensure Charlotte County would have a productive and progressive work program cycle.

23. <u>Member Comments</u>

Commissioner Constance observed that D'Juan Harris was the hardest working MPO Director in the state.

Commissioner Herston noted that he was now participating on the MPOAC's Freight and Rail Committee. He commented on the Charlotte County Airport's economic impact. He observed

that the Charlotte County BCC should consider air use taxes. He wished everyone a Merry Christmas

Mayor Matthews thanked FDOT and Charlotte County staff for the remarkable hurricane-related response which was highly commendable. She wished all a wonderful holiday season.

Commissioner Deutsch wished all a Merry Christmas and stated that next year will be better following the COVID-19 pandemic and Hurricane Ian.

Commissioner Constance wished all a happy holiday season. He recommended that everyone drive safely and enjoy their family.

24. Adjournment

There being no further business, the meeting was adjourned at 5:26 p.m. The next regularly scheduled meeting of the MPO Board will be held on Monday, January 23, 2023 at 11:00 a.m. in a Joint Meeting with the Sarasota/Manatee MPO at the Venice Community Center, 326 Nokomis Avenue South, Venice, Florida.

MARCH 20, 2023 MPO BOARD MEETING

AGENDA ITEM # 11-B <u>APPROVAL OF MINUTES: JANUARY 23, 2023 CHARLOTTE COUNTY-</u> <u>PUNTA GORDA/SARASOTA/MANATEE MPO REGIONAL MEETING</u>

<u>Purpose:</u>	To review and approve the Minutes of the previous Regional MPO Board Meeting with Sarasota/Manatee MPO
Presented by:	MPO Staff
Discussion:	To Be Determined
<u>Recommendation:</u>	Motion to approve the Minutes of the Regional MPO Board Meeting with Sarasota/Manatee MPO of January 23, 2023
<u>Attachment:</u>	Draft Minutes of the Charlotte County-Punta Gorda and Sarasota/Manatee Metropolitan Planning Organizations Meeting held on January 23, 2023.



Joint Meeting Minutes Sarasota/Manatee & Charlotte County-Punta Gorda Metropolitan Planning Organizations

DATE:	Monday, January 23, 2023	TIME: 11:00 a.m.
LOCATION:	Venice Community Center 326 South Nokomis Avenue Venice, Florida 34285	Wireless Access Available OPEN WiFi No Password Required

JOINT MEETING MINUTES OF JANUARY 23, 2023

1. Call to Order and Confirmation of a Quorum: Joint Chairs

Commissioner Ron Cutsinger, Sarasota/Manatee MPO and Commissioner Christopher G. Constance, MD, Charlotte County-Punta Gorda MPO called the meeting to order at 11:00 a.m. Commissioner Constance led those present in the Pledge of Allegiance. Ms. Nanette Eubanks, Clerk to the Board, confirmed a quorum was present.

MEMBERS PRESENT

Charlotte County-Punta Gorda MPO Board

Chair, Commissioner Christopher Constance, MD Vice Chair, Commissioner Stephen R. Deutsch Commissioner Joseph Tiseo Commissioner James Herston Mayor Lynne Matthews

Sarasota/Manatee MPO Board

Chair. Commissioner Ron Cutsinger **Commissioner Joe Neunder Commissioner Mark Smith** Commissioner Kevin Van Ostenbridge **Commissioner Mike Rahn Commissioner Vanessa Baugh** Vice Mayor Liz Alpert **Commissioner Jen Ahern-Koch** Vice Chair, Mayor Gene Brown **Councilmember Jayne Kocker Commissioner Pete Emrich** Mavor Barbara Langdon Mayor Shirley Groover Bryant Commissioner Mike Haycock **Councilmember Mitzie Fiedler** Mayor Judy Titsworth **Commissioner Carlos Beruff**

FDOT District One Non-Voting Advisor

Secretary L.K. Nandam

Charlotte County Charlotte County Charlotte County Charlotte County Airport Authority City of Punta Gorda

Sarasota County Sarasota County Sarasota County Manatee County Manatee County Manatee County City of Sarasota City of Sarasota City of Bradenton City of Bradenton City of North Port City of North Port **City of Palmetto** Town of Longboat Key **City of Venice** ITPO Sarasota Manatee Airport Authority



Joint Meeting Minutes Sarasota/Manatee & Charlotte County-Punta Gorda Metropolitan Planning Organizations

Sarasota/Manatee MPO Staff

David Hutchinson Executive Director Ryan Brown, Planning Manager Nanette Eubanks, Clerk to the Board David Machado, Fiscal Coordinator Prakrati Shrivastava, Multimodal Planner Rachel McClain, Fiscal Technician Grace Scigousky, Public Involvement Coordinator Wenonah "Nina" Venter, Senior Planner

Charlotte County-Punta Gorda MPO Staff

D'Juan Harris, MPO Director Lakshmi N. Gurram, Principal Planner Bekie Leslie, Administrative Services Coordinator Betty-Ann Sherer, Planner Wendy Scott, Planner Stacy Bjordahl, Assistant County Attorney/MPO Legal

Others

Charlotte County Commissioner Ken Doherty Former Sarasota County Commissioner Charles Hines, Trust for Public Land Wayne Gaither, FDOT Victoria Peters, FDOT Joshua Jester, FDOT Robin Birdsong, FDOT Katie Sherrard, FDOT Don Naylor, FDOT Tanya Merkle, FDOT Joshua Jester, FDOT Deepika Fields, Stantec (FDOT) Mitchell Austin, City of Punta Gorda Paula R. Wiggins, Sarasota County Megan Lui, Sarasota County Transit Debbie McDowell, City of North Port Anthony Friedman, City of North Port Corinne Arriaga, City of Sarasota Alvimarie Corales, City of Sarasota Nikesh Patel, City of Sarasota Clarke Davis, Manatee County Public Works Dave Gammon, Charlotte County Economic Development Office Joshua Hudson, Charlotte County Economic Development Office Tony Conte, Charlotte County Public Schools Michael Miller, City of Sanibel (MPO) Doug Hattaway, Trust for Public Land Katie White, Office of Greenways and Trails/Florida Department of Environmental Protection Jerald Bailey, Department of Health Carmen Monrov, Stantec Donnie Holcomb, HDR Colleen McGue, Kimley Horn Nick Kuhn, Kimley Horn Ned Baier, Volkert, Inc. Dianne Quilty, Charlotte County-Punta Gorda MPO CAC Alice Haber, Venice CAN Danny Williams, Public Rich Garrett, Citizen/Bike Advocate John Robinson, Citizen/Bike Advocate Elaine Allen, Sun Newspaper



2. Public Comment

Charles Hines discussed the Florida Gulf Coast Trail Forum that would follow the Joint Meeting, inviting all to participate.

3. Opening Comments

Chair Constance appreciated the opportunity to hold the joint MPO Meeting.

D'Juan Harris, Charlotte County-Punta Gorda MPO (CC-PG MPO) Director, noted that per the language listed in both MPO's Interlocal Agreements, the assembly of both MPO Boards at the meeting was referred to as the Southwest Florida Transportation Planning Alliance. As an added layer of regional planning coordination, both MPOs also had held a Joint Technical Advisory Committee Meeting on January 9, 2023, in Sarasota. A variety of regional transportation planning topics were discussed including:

- Proposed new I-75 interchange
- I-75 North and Central Corridor Master Plan Updates
- Regional Transportation Projects & SUN Trail Updates
- Electric Vehicle Infrastructure discussion

David Hutchinson, Sarasota/Manatee MPO (S/M MPO) Executive Director, referred to the 2020 Census new Urbanized Map handout. He described areas of residential overlap in both the Port Charlotte/North Port area and the Bradenton/Sarasota/Venice area. The entire area included approximately 1 million people now, and it was experiencing very high rates of growth. He noted that regional cooperation enables all to obtain better transportation options in the future.

Self-introductions were made by MPO Board Members and staff members.

4. FDOT Update

Victoria Peters from FDOT discussed upcoming public meetings to be held regarding:

- <u>441942-1 State Road (SR) 31 from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road) Project</u> <u>Development and Environment (PD&E) Study (swflroads.com)</u>
- I-75 Southwest Connect[™] I-75 North Corridor Master Plan from south of State Route (SR) 777 (River Rd.) in Sarasota County to north of Moccasin Wallow Rd. in Manatee County (link to live Q&A session, February 21, 2023, 6 pm-7pm, EST <u>Registration (gotowebinar.com)</u>

She also noted that FDOT had held trainings in Bartow on January 18, 2023 with the morning session focused on grants and the afternoon session dealing with a Strategic Intermodal System (SIS) update.

FDOT District One Secretary L.K. Nandam commented on his new role as statewide FDOT Interim Assistant Secretary for Strategic Development. He anticipated filling this role for the next three months. John Kubler would be substituting for him as Interim FDOT District One Secretary. Commissioner Constance congratulated L.K. Nandam on his new role, while also expressing the desire that he return to his role as head of District One Secretary long term.

5. Regional Discussion Items (May Require Action)

a. Long Range Transportation (LRTP) Projects (Charlotte-Punta Gorda MPO, Sarasota/Manatee MPO)

1. Proposed New I-75 Interchange at Yorkshire/Raintree and Prerequisite Projects



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Ryan Brown described recent regional meetings and updates to area maps. He noted that prior to the development of an Interstate Justification Report (IJR), an assessment of local roadways and economic development in the area needed to be completed. He referenced a Joint Resolution between the City of North Port and Charlotte County regarding the proposed interchange. Laks Gurram stated that the proposal had been noted in the last three Long Range Transportation Plan (LRTP) updates. Staff was making certain that the needed connecting roadways were in place for FDOT review.

David Hutchinson stated that when the Strategic Intermodal System (SIS) Plan Update is finalized, the Cost Feasible Plan should contain these new proposed interchanges at the appropriate phases. Also, the new I-75 studies should include the recommendation to further study new interchanges. Chair Constance believed this was a "common sense" approach. Secretary Nandam noted that the determining factor is the year of need/failures of adjacent interchanges data. That factor would drive when the project is programmed in the pipeline. He stated that FDOT makes every effort to include such items and always considers local input. The ongoing coordination effort on this project is an example of this.

Chair Cutsinger pointed to the population growth of 26,000 annually as evidence that I-75 efforts were already behind. He described the desperate need to address gridlock due to growth in the I-75 corridor. He inquired if there was action needed by the joint MPOs to raise the alarm based upon this dramatic increase. David Hutchinson indicated that the Boards would be hearing more on that during the meeting presentations. Auxiliary lanes were planned for I-75 in Sarasota during prolonged periods of traffic congestion. Mayor Barbara Langdon noted that alternative forms of transportation are needed. Vice Mayor Alpert inquired about any efforts on high-speed rail. Ryan Brown responded that high speed rail was being discussed at statewide meetings.

David Hutchinson commended Secretary Nandam for FDOT's focus on land use recommendations as tied to transportation planning, especially how to direct self-contained future development. Commissioner Jen Ahern-Koch inquired about the distance between the proposed interchanges. Ryan Brown stated that it was approximately 2.5 miles, and directional options were being studied to provide various alternative traffic flows. It was anticipated that some traffic would be drawn away from the Kings Highway interchange in Charlotte County.

Commissioner Ahern-Koch made a motion for Joint MPO Board Meeting Member consensus regarding the ongoing evaluation of the process and continued support of the proposed new I-75 interchange at Yorkshire/Raintree and prerequisite projects. **Commissioner Herston** seconded the motion, and it was approved unanimously.

2. <u>River Road</u>

Staff provided an update on River Road improvements. The portion of roadway from I-75 to US 41 is currently under construction and will be a much need improvement to the roadway network in South Sarasota County. With the northern segment nearing completion, attention has turned to the southern segment of River Rd from US 41 to Winchester due to an ever-growing population and the need to provide better connectivity to Charlotte County.

This segment is identified as an FDOT Partnership Project in the Sarasota/Manatee MPO 2045 Long Range Transportation Plan (LRTP). The program utilizes FDOT Other Roadway (OR) funds and requires a local match in order to access the funds.

In Charlotte County the S. Winchester Blvd project from Placida Rd to SR 776 was completed in 2015 as a four-lane divided roadway. N. Winchester Blvd from SR 776 to S. River Rd was complete in 2003 as a two-lane roadway funded from the 1998 Sales Tax Extension. The N. Winchester Blvd project was contracted and managed by Sarasota County but funded by Charlotte County from sales tax extension tax revenues. The completion of these two segments provides



a vital link between West County and I-75 for traffic circulation and emergency evacuation. In the current 2045 MPO's 2045 LRTP, intersection improvements were proposed at SR 776 & Winchester Blvd.

This project likely would still need supplemental funds from local, state, and federal sources in order to be programmed in the earlier time band than identified in the 2045 LRTP. Ongoing cooperation amongst all jurisdictions, the private sector, MPOs, and FDOT will be necessary in order to allocate the funds required for this effort.

Chair Constance stated that in the late 1990s, \$12.5 million in funding from Charlotte County was used to fund the roadway connection in Sarasota County. Commissioner Deutsch provided MPO Board Members with an editorial published in the *Charlotte Sun Herald* on Friday, January 20, 2023 (page 4B) entitled *"How to fund critical South River Road."* He noted an error where Indiana Avenue instead should have been Placida Road. He emphasized the importance of completing River Road in its entirety as a lifesaving evacuation route and described recent problems with the roadway including drainage issues during the passage of Hurricane Ian.

Chair Cutsinger noted that this roadway, which is located in his district, has been a concern from the start. He praised Congressman Steube's action to obtain earmarked funding for the project. There was currently a proposal from a firm to collaborate with a developer. Efforts were underway to bring forth a proposal that would create a design/build package which included \$6 million for the design portion. Fortunately, almost all Right-of-Way (ROW) had been acquired.

b. Joint Transportation Regional Incentive Program (TRIP) Project Priority List

Ryan Brown and Laks Gurram briefly updated Members on the status of the TRIP Project Priority List, which would return to the individual MPO Board Meetings later this year. The strategy was to segment large package projects to obtain funding with the three County areas taking turns with project priority placement on the list. Laks Gurram noted that based upon population, whenever the Charlotte County-Punta Gorda MPO becomes a Transportation Management Area (TMA), additional funding would become available.

Ryan Brown and Laks Gurram indicated that at the January 2021 Joint MPO Board meeting, both MPO Directors recommended the TRIP Priority List ranking based on the current amount of TRIP funds that are distributed throughout District One. They also indicated that neither MPO has received any additional TRIP monies towards the current TRIP Priority List since the recommendation was made. Based on the direction received from the Joint MPO Board, the ranking of the TRIP projects remains as proposed.

Secretary Nandam made the key point that after approval of MPO priority projects, local staff should be directed to apply for the funding.

c. <u>I-75 Master Plan Central Corridor Study Update & Presentation – Southwest Connect (FDOT)</u>

Joshua Jester provided an update on the FDOT Southwest Connect I-75 Master Plan Central Corridor Study. The planning and feasibility study (FPID No.: 448864-1) is from north of Bayshore Rd. (SR 78) in Lee County to south of River Rd. (SR 777) in Sarasota County. The study is evaluating strategies for the mainline and interchanges, including managed lanes, that will improve accessibility, mobility, and safety. Completion of the master plan is scheduled in Summer 2023.

Joshua Jester identified future levels of service (LOS). Funding strategy options were reviewed, as were needed minor signalization improvements slated for the Sumter Blvd. and the Toledo Blade Blvd. interchange areas.



Regarding the proposed new I-75 interchange (Yorkshire/Raintree), it was reported that staff level local/regional meetings and coordination were ongoing with three options being scrutinized with connections to Veterans Blvd. FDOT had plugged traffic information into the traffic model to see the potential impact on the interstate as a whole (as displayed in a graphic with blue areas showing traffic increases and purple areas indicating traffic decreases). Traffic reduction in volumes at the adjacent interchanges resulted.

Commissioner Herston inquired about how airports were considered. Joshua Jester stated that special analysis was made for airports, universities, and beaches. Additionally, signalization at Veterans Blvd. and Kings Highway was discussed.

Mayor Matthews raised issues of concern in the Punta Gorda area given the enormous amount of construction occurring in South Charlotte County. She commented on the following concerns: (1) traffic issues on the two Peace River Bridge crossings at I-75 and US 41 (demonstrating the need for an additional bridge), (2) growth along Burnt Store Road westward including Burnt Store Marina (with 15,000 homes planned for that corridor), (3) development in the Tuckers Grade area, and (4) growth along both sides of US 17 east of I-75. She urged FDOT to reassess the intersections in South Charlotte County. She described four major accidents in South County last week including a rollover accident in the City of Punta Gorda. Mayor Matthews also noted that US 17 and Jones Loop Road were emerging as major evacuation routes locally and for the City of Cape Coral, and these locations needed to be placed at the forefront.

David Hutchinson stated that FDOT would be presenting an update on the Southwest Connect I-75 Master Plan Northern Corridor Study for the segment from River Road/SR 777 to Moccasin Wallow Road at a future Sarasota/Manatee MPO Board Meeting. Additionally, a public meeting would be held on this project, as well as an additional meeting on the tentative Work Program. Chair Cutsinger agreed with this deferral recommendation. Chair Constance invited Joshua Jester to make a presentation at the next Charlotte County-Punta Gorda MPO Board Meeting.

Secretary Nandam gave a realistic assessment of the costs to accomplish all needed projects, reckoning an \$8 billion price. He noted that there would be interim improvements like signalization projects. He commented that gas tax revenues would not fully cover needed improvements. Therefore, the region must work together to establish priorities. Commissioner Deutsch noted that major road projects do not happen rapidly. He asked when consideration would be given to additional bridge crossings of the Myakka and the Peace Rivers, given gridlock and exponential population growth. Secretary Nandam suggested that when developing the next Long Range Transportation Plan Update (LRTP), MPO staff should evaluate the need for new river crossings as the first step in the process.

d. <u>Sarasota/Manatee & Charlotte County-Punta Gorda MPOs 2021 Joint Meeting Minutes (For reference purposes only no action required)</u>

The minutes of the most recent previous meeting of the two MPOs were provided as an informational item.

6. Board Member Comments

- > City of Sarasota Vice Mayor Alpert noted the importance of considering more growth in the region.
- Commissioner Constance thanked the Florida Gulf Coast Trail organizers for providing lunch to participants at the follow-on Florida Gulf Coast Trail Forum and recognized several elected officials present.

7. Adjournment of Joint Regional Meeting

Commissioner Constance appreciated the meeting's hot topic discussions. Regarding items deferred at the meeting, Chair Constance stated that the Sarasota/Manatee Board Meeting actions could be monitored by the Charlotte County-Punta Gorda MPO. Commissioner Constance adjourned the meeting.

MARCH 20, 2023 MPO BOARD MEETING

AGENDA ITEM # 11-C <u>APPROVAL OF MINUTES: FEBRUARY 17, 2023 JOINT REGIONAL</u> <u>CHARLOTTE COUNTY-PUNTA GORDA AND LEE COUNTY BOARD</u> <u>MEETING</u>

Purpose:	To review and approve the Minutes of the Joint Regional Charlotte County-Punta Gorda and Lee County MPO Board Meeting February 17, 2022.
Presented by:	MPO Staff
Discussion:	To Be Determined
Recommendation:	Motion to approve the Minutes of the Joint Regional Charlotte County-Punta Gorda and Lee County MPO Board Meeting February 17, 2023.
Attachment:	<u>Draft Minutes of the Joint Regional Charlotte County – Punta</u> <u>Gorda and Lee County MPO Board Meeting held on</u> <u>February 17, 2023.</u>





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

Burnt Store Road Presbyterian Church, Stewart Hall, 11330 Burnt Store Road, Punta Gorda, Florida Friday, February 17, 2023 at 9:30 a.m.

MEETING MINUTES

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

The meeting was called to order at 9:30 a.m. by Charlotte County Commissioner Christopher Constance.

The Lee County MPO Board roll was called by Lee County MPO staff. A quorum was present. Lee County MPO Board Members in attendance included Lee County Commissioners Cecil Pendergrass, Kevin Ruane, Raymond Sandelli, and Brian Hamman; City of Fort Myers Councilmembers Johnny Streets Jr. and Teresa Watkins Brown; Town of Fort Myers Beach Councilmember John R. King; City of Sanibel Councilmember Michael Miller; Village of Estero Mayor Katy Errington (9:42 a.m.); and City of Bonita Springs Councilmember Fred Forbes.

The Charlotte County – Punta Gorda MPO Board roll was called by Charlotte County – Punta Gorda MPO staff. A quorum was present. Charlotte County – Punta Gorda MPO Board members in attendance included Charlotte County Commissioners Christopher G. Constance, Stephen R. Deutsch, and Joseph Tiseo; Charlotte County Port Authority Commissioner James Herston; and City of Punta Gorda Mayor Lynne Matthews.

Others in attendance included the following – John Kubler and Victoria Peters with FDOT; Charlotte County – Punta Gorda MPO staff D'Juan Harris, Lakshmi Gurram, Wendy Scott, Bekie Leslie, and Betty-Ann Sherer; Lee County MPO staff Don Scott, Ron Gogoi, and Calandra Barraco; Derek Rooney with Gray Robinson; members of the public Jerry Newmin, Silvio Estes, Dawn Caniff, John Fleming. Neil Jay Dodrill, Bob Hancik, Suzanne Fleming, Ed Morris, Linda Dosse, Eileen Dameanos, Debra Beyer, Dave Roeser, Bill and Elaine Kimber, Mary Ann Jurek, Douglas Burton, Mary Bergman, Rick Kirckhoff, John and Diane Ardolino, Chuck and Terry Mattioni, Dick Welter, Pat O'Neill, Mike Stroheck, Rob Bar, Anne Tier, Jeff Young, Christine Pfeffule, Walter Schroeder, Robert Eppich, Joseph Milano, Derek Felder, Dave Evans, Joyce Evans, Robert Fehr, Dennis McCarthy, Sam Miller, Drew Myers, Ron Mills, Patrick and Cathy Hurd, Miles Moorehake, Bob Turk, Joe Blais, William Wall, Linda and Tony Lombardi, Bob Reichert, Jay Day, Stephen Miller, Marv Kelso, Jim Jablonski, Steve Riddle, Bud Herzberg, Rick Marhis, Liz Kelly, John Gruca, Craig Williams, Manuel Soares, Sharon Mundhenke, Clarke Phyendlenke, Maggie Jones, Barbara Whelan, Jinnifer Calinda, Steven Pletz, Jay and Donna Ableidinges, Kathleen and Kevin Tyndall, Maria Metge, Stefan Pilip, David and Elizabeth Merkowitz and Barry Freedman; Charles Counsil with the Charlotte County – Punta Gorda MPO Citizens' Advisory Committee; Jana Curry with the Southwest Florida Regional Planning Council; Andy Getch with McCormick Taylor; Mitchell Austin with the City of Punta Gorda; Persides Zambrano with the City of Cape Coral; Kristin Caruso with Scalar; Charlotte County Economic Development Director Dave Gammon; Carmen Monroy with Stantec; and Rob Cursey with Benesch.

Pastor Syl, of the First Presbyterian Church in Port Charlotte, gave the invocation. (add to attendee list also)

Agenda Item #2 - Pledge of Allegiance

The Pledge of Allegiance was recited.

Agenda Item #3 - Chairs' Comments

Chair Constance and Chair Pendergrass provided comments.

Agenda Item #4 - Public Comments on Agenda Items

Chair Constance noted the public speaking time limit was limited to three minutes per speaker. Mr. Don Scott introduced Mr. John Kubler, the acting FDOT District One Secretary. The following members of the public provided public comments on agenda items: John Fleming, Jerry Newmin, Robert Hancik, Ed Morris, Dave Roeser, Mary Ann Jurek, Joe Blais, John Gruca, Barbara Whelan, Jinnifer Calinda, Kevin Tyndall, Joyce Evans, Craig Williams, and Manuel Soares. Mr. Harris noted that additional public comments were emailed to staff prior to the meeting and will be attached to the end of the minutes.

Agenda Item #5 - Approval of Agenda

Commissioner Joseph Tiseo made the motion to approve the agenda as presented. Commissioner Stephen Deutsch seconded the motion. There were no objections, and the motion passed unanimously.

Agenda Item #6 - Review and Comment on the Joint Transportation Regional Incentive Program (TRIP) Project Priority List

Mr. Scott and Mr. D'Juan Harris provided a Power Point presentation on the Joint Transportation Regional Incentive Program (TRIP) Project Priority List. The presentation can be accessed at the following link (pages 2-3): <u>TRIP Project Priorities</u> Chair Constance commented on the sales tax advance for right-of-way purchase, appreciation for FDOT support and the Raise Grant. He asked if there were any comments. There were none.

Agenda Item #7 - Charlotte County Economic Development Overview

Mr. Harris introduced Mr. Dave Gammon, Charlotte County Economic Development Director, who then provided a Power Point presentation as on overview of Charlotte County Economic Development. The presentation can be accessed at the following link (pages 4-26): <u>Charlotte County Economic Development</u> Chair Constance asked if there were any questions. There were none. Chair Constance thanked Mr. Gammon for the presentation. Commissioner Herston commented on the Airport Authority.

Agenda Item #8 - Burnt Store Road Corridor Improvements - Status Update

Mr. Scott and Mr. Harris provided a Power Point presentation as a status update on the Burnt Store Road Corridor Improvements. The presentation can be found at the following link (pages 27-29): <u>Burnt Store</u> <u>Corridor</u> Commissioner Deutsch commented on the coordination between Lee and Charlotte Counties with regard to the completion of the Burnt Store Road project. Mayor Matthews mentioned speed issues along the Burnt Store corridor and the need for traffic calming. Commissioner Hamman commented on Burnt Store as an evacuation route, addition of traffic light, and public comments. Chair Constance mentioned public comments, traffic light, and zero fatalities. Commissioner Tiseo commented on narrow medians on Veterans, growth, example of Marathon signal, and possible signal for safety on Burnt Store. Chair Constance asked if

there were additional comments. There were none. He asked the MPO Executive Directors to bring the item back to their respective MPO Boards for additional discussion. Mr. Scott and Mr. Harris agreed.

Agenda Item #9 - Green Gulf Boulevard Extension

Mr. Harris provided a Power Point presentation on the Green Gulf Boulevard Extension. The presentation can be accessed at the following link (pages 30-31): <u>Green Gulf Boulevard Extension</u> Mr. Harris noted questions could be directed to Charlotte County Public Works. Chair Constance asked if there were any questions. There were none. He thanked Mr. Harris for the presentation.

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

Mr. Scott and Mr. Harris provided a Power Point presentation on the status of the SR 31 projects. The presentation can be found at the following link (pages 32-41): <u>SR 31 Projects</u> Chair Constance asked about the dedicated right for each direction related to volume, right-of-way to construct, and providing additional information at March meeting. Mr. Harris said he would. Mr. Scott continued the presentation. He asked if there were any questions. Commissioner Deutsch commented on the lack of shoulders, reduction of speed limit, increased traffic due to development, crashes during daylight hours, head-on collisions, and the need to address the lack of shoulders. Mr. Scott asked if there were any additional comments. There were none.

Agenda Item #11 – Update on the I-75 Connect Studies and the Recent Transportation Budget Proposal Announcements

Mr. Scott provided a Power Point presentation as an update on the I-75 Connect Studies for the North, Central, And South Corridors and Recent Transportation Budget Proposal Announcements. The presentation can be viewed at the following link (pages 42-64): <u>I-75 Connect Studies</u> Mr. Scott noted I-75 project staff will present additional information in the future, noise wall comments, FDOT offering virtual meeting for detailed and discussion of comments, SIS Plan updates, and Moving Florida Forward. Chair Constance asked if there were any questions. There were none.

Agenda Item #12 - Information on the MPO Activities and Schedule Related to the 2020 Census

Mr. Scott and Mr. Harris provided a Power Point presentation on the MPO Activities and Schedule Related to the 2020 Census. The presentation can be found at the following link (pages 65-71): <u>MPO Activities and 2020</u> <u>Census</u> Commissioner Deutsch commented on the current Charlotte County population of over 200,000, benefits of being over and under 200,000, and census updates. Chair Constance commented on regulatory, reporting, and additional funding issues. He asked if there were additional comments. There were none.

Agenda Item #13 - Next Meeting Date

Chair Constance noted the joint meetings were held yearly and asked if the next meeting needed to be sooner. Ms. Bekie Leslie noted the 2024 date would be February 16. Commissioner Ruane suggested another meeting before the end of the calendar year. Chair Constance advised staff to re-evaluate in September or October if a meeting was needed sooner than February 16, 2024.

Agenda Item #14 - Staff Comments

Mr. Harris thanked the staff at Burnt Store Presbyterian Church for their assistance. He also thanked the residents of the Burnt Store area for their input. Mr. Scott thanked Charlotte County – Punta Gorda MPO and Burnt Store Presbyterian Church for hosting the meeting.

Agenda Item #15 - Member Comments

Councilmember Forbes commented on the Purple Heart Highway and monument being placed at the rest area in Lee County. Commissioner Deutsch added he would be at the Purple Heart meeting the following day. Mayor Matthews commented on the buildout of Punta Gorda Isles, possible future expansion of Punta Gorda city limits, and extension of left bound turn lane at Aqui Esta. Chair Constance commented on a resurfacing project that didn't include the lane extension, example of Murdock project safety issue, and need for better response from FDOT. Commissioner Pendergrass asked if there were any closing comments from Lee County MPO Board members. There were none. Commissioner Pendergrass asked that staff follow up with additional information on a potential joint meeting at the end of the year. Commissioner Deutsch commented on progress made, slow movement of government, and appreciation for public input. Chair Constance expressed his appreciation for members of the public attending.

Agenda Item #16 - Public Comments

The following members of the public provided public comments on non-agenda items: Barry Freedman, Derek Felder, and Tom Mills. Additional public comments were emailed to staff prior to the meeting and are attached to the end of these minutes. Chair Constance asked if there were additional public comments. There were none. He then provided a brief overview of MPO process and structure, FDOT involvement, funding constraints, and safety. He thanked everyone for attending.

Agenda Item #17 - Adjournment

The meeting was adjourned at 11:06 a.m.

An audio recording of the meeting can be accessed at the following link: Joint Lee Charlotte MPO 02/17/2023

All interested parties are invited to appear and be heard on each of the above items. Written comments filed with the MPO will be considered. Copies of all of the above proposed documents are available by calling the Lee MPO Office at 239-244-2220 or the Charlotte County-Punta Gorda MPO Office at 941-883-3535.

THIS NOTICE is published pursuant to the requirements of the Federal Laws, Florida Statutes and MPO Policy. NO STENOGRAPHIC RECORD BY A CERTIFIED COURT REPORTER IS MADE OF THIS MEETING. ACCORDINGLY, ANY PERSON WHO MAY SEEK TO APPEAL ANY DECISIONS INVOLVING THE MATTER NOTICED HEREIN WILL BE RESPONSIBLE FOR MAKING A VERBATIM RECORD OF THE TESTIMONY AND EVIDENCE AT THIS MEETING UPON WHICH ANY APPEAR IS TO BE BASED.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Lee MPO at 239-244-2220 or the Charlotte County-Punta Gorda MPO at 941-883-3535 at least seven (7) days prior to the meeting.

THE MPO'S PLANNING PROCESS IS CONDUCTED IN ACCORDANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AND RELATED STATUTES. ANY PERSON OR BENEFICIARY WHO BELIEVES HE/SHE HAS BEEN DISCRIMINATED AGAINST BECAUSE OF RACE, COLOR, RELIGION, SEX, AGE, NATIONAL ORIGIN, DISABILITY OR FAMILY STATUS MAY FILE A COMPLAINT WITH THE LEE MPO TITLE VI COORDINATOR CALANDRA BARRACO AT (239) 244-2220 OR BY WRITING HER AT P. O. Box 150045, CAPE CORAL, FLORIDA 33915 OR THE CHARLOTTE COUNTY-PUNTA GORDA MPO TITLE VI COORDINATOR WENDY W. SCOTT AT (941) 883-3535 OR BY WRITING HER AT 18500 MURDOCK CIRCLE, BUILDING B, SUITE 200, PORT CHARLOTTE, FL 33948.

MARCH 20, 2023 MPO BOARD MEETING

AGENDA ITEM # 11-D LOCAL COORDINATING BOARD (LCB) APPOINTMENT

<u>Purpose:</u> To consider the resignation as a Local Representative for Children at Risk/Goodwill and appointment as Local Representative for the Economically Disadvantaged on the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB)

Agenda Item Presented by: MPO Staff

Discussion:

An applicant, Angela Hemstreet, has resigned her position as Local Representative for Children at Risk/Goodwill and has expressed her interest to serve as the Local Representative for the Economically Disadvantaged on the LCB for a three (3) year term until March 20, 2026.

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

Recommendation:	Motion to appoint Angela Hemstreet as the Local Representative
	for the Economically Disadvantaged on the LCB for a three (3)
	year term.

Attachment: LCB Application from Angela Hemstreet

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION (MPO) ADVISORY COMMITTEE/BOARD APPLICATION PLEASE TYPE OR PRINT IN INK
Advisory Committee/Board you are applying for:
Citizens' Advisory Committee (CAC) Bicycle/Pedestrian Advisory Committee (BPAC) Transportation Disadvantaged Local Coordinating Board (LCB) 🖌
<u>How Did You Hear of This Committee/Board Vacancy?</u> In an MPO meeting.
Angela Hemstreet <u>Name</u> :
Address: 33671 Serene Drive
Punta Gorda, FL 33982 <u>City, State, Zip</u> :
Year-round Resident? Yes No
Email address: angelahemstreet@goodwillswfl.org hemstreetfl@gmail.com
Home Phone: N/A Work Phone: 239-271-7293 Cell Phone: 239-322-2984
Address: same as above
Note: While not required, you are encouraged to attach a resume to this Application
and visit the MPO's Website <u>www.ccmpo.com</u> to familiarize yourself with the role
the MPO provides in the community and your role and responsibilities as a
potential Committee/Board member.

CHARLOTTE COUNTY PUNTA GORDA MPO ADVISORY COMMITTEE/BOARD APLICATION

Occupation- (if retired please indicate)
Employment and Training Services administrator, Non-profit
Education - Diplomas-Certificates-Degrees
BS: Elementary Education MA: Global Sustainability (concentration in food security)
Experience-Work, Life, Hobbies etc.
Youth Transition Programs Employability Skills Training - faciltation, curriculum Digital Skills Training/Digital Navigator Career Navigator Gardening Socially valued role development for persons with disabilities
<u>Community Involvement</u> - List organizations/positions currently or previously held (i.e. Civic Boards and Committees, Home Owners Associations, Clubs, etc.)
Keep Charlotte Beautiful Youth Leadership Forum Volunteer Florida - grant peer review Charlotte Interagency Council - Transition (Exceptional Student Education) Community Foundation SWFL - scholarship review
Applicant's Signature: <u>AMARAMA</u> Date: <u>2/1/23</u>
You may mail to (P.O.Box 494469, Port Charlotte, FL 33949), Phone (941)883-3535 or email (office@ccmpo.com) your application to the MPO.
We Thank You for your interest in serving the community and the MPO.

ANGELA HEMSTREET

PROFESSIONAL SUMMARY

Over five years of program supervision, management and expansion in supported employment, pre-placement training, and related social enterprise services. Eight years of development and coordination of an award-winning high school program providing facilitation and evaluation of career exploration, post-secondary training investigation, and leadership skill development for youth with disabilities. Over ten years of non-profit grant management.

EXPERIENCE

June 2021 – P	resent	Goodwill Industries of Southwest Florida Director of Employment Services	a, Inc.
2019 – 2021 2017 – 2019 2009 – 2017		Program Manager of Employment Services Program Manager of Pathways to Work Program Coordinator	
EDUCATION			
	Dec 1995	Central Michigan University	Mt. Pleasant, MI
		Bachelor of Science in Elementary Education	
	1997-2004	Grand Valley State University	Allendale, MI
		Graduate Work in Educational Leadership	27 hours 4.0 GPA
	May 2019	University of South Florida	Tampa, FL
		Master of Arts Global Sustainability	4.0 GPA
CERTIFICATI	ONS and PRO	FICIENCIES	

- 2015 Griffin-Hammis Associates National Certificate of Achievement, Association of Community Rehabilitation Educators (ACRE) Endorsed Training
- 2016 Agency for Persons with Disabilities Best Practices in Supported Employment
- 2020 Commission on Accreditation of Rehabilitation Facilities Program Certification Renewal, Standards Policy Lead
- Microsoft Office; Therap; REBA, PERM, ENGUARD/Cloud File Management
- 2022-2023 GII Opportunity Accelerator Fellow Cohort 3

COMMUNITY

Charlotte Interagency Council \diamond Lee Transition Council \diamond Transportation Disadvantaged Local Coordinating Board \diamond Disability Mentoring Day Community Liaison \diamond Volunteer Florida AmeriCorps Peer Review \diamond Scholarship Reviewer, SWFL Collaboratory

MARCH 20, 2023 MPO BOARD MEETING

AGENDA ITEM # 11-E BICYCLE/PEDESTRIAN ADVISORY COMMITTEE REAPPOINTMENT

<u>**Purpose:</u>** To consider reappointing a West County Representative to the Bicycle/Pedestrian Advisory Committee (BPAC)</u>

Agenda Item Presented by: MPO Staff

Discussion:

The current West County Representative to the BPAC, James C. Wernicke expressed his interest in serving another three (3) year term on the BPAC. Mr. Wernicke has a 94% meeting attendance record in his previous BPAC three-year term.

The term of membership for these positions would continue until March 20, 2026. As required, this volunteer position opening was advertised in the *Charlotte Sun*, posted on the County's website and MPO website.

Recommendation: Motion to reappoint James Wernicke as a West County for another three (3) year term

Attachment:

1. <u>Email application from James Wernicke dated February 16, 2023 seeking</u> reappointment as a West County Representative on the BPAC

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

PLEASE TYPE OR PRINT IN INK

Advisory Committee/Board you are applying for:

Bicycle/Pe Transportation Di	sadvantaged Local (Committee (BPAC) / Coordinating Board (LCB)
	10 stores constances.	per la parte de la contra c
How Did You Hear of This Com Presently a member of the Board	<u>imittee/Board Vacancy's</u>	<u>}</u>
James C Wernicke <u>Name</u> :		a bin hija. Di oʻyon katalori viloriyatini Di oʻzborga matalori shiki oʻyon katalori ala
Address: 5485 David E	Blvd	
, Port Charlotte <u>City, State, Zip</u> :	, FL 33981	
Year-round Resident? Yes	- No	an a
Email address: wernickejc@y	ahoo.com	· · · · · · · · · · · · · · · · · · ·
Home Phone: 941-315-5987	Work Phone:	Cell Phone: 505-688-0781
Address: see above	L	
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and visit the MPO's Websi	ite www.ccmpo.com	to attach a resume to this Application to familiarize yourself with the role
the MPO provides in the co potential Committee/Board	ommunity and your	role and responsibilities as a

CHARLOTTE COUNTY PUNTA GORDA MPO ADVISORY COMMITTEE/BOARD APLICATION

Occupation- (if retired please indicate)	Press and a strand thread of the second s
Retired	ARCENTLY MALE
というになった。 たちとう ほうしん ひろう しつう おおし (名)	
Education - Diplomas-Certificates-Degrees	1.19
BSME - Rensselaer Polytechnic Institute	9 June - 18 Juli
The system of president	
Experience-Work, Life, Hobbies etc.	Transportation Disauva
Bicycle rider since 1957, member of Coastal Cruisers Bicy miles per year	
	Land Brits and Astronomy 1976 Co. 12 July
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Community Involvement - List organizations/positions currant and Committees, Home Owners Associations, Clubs, etc.) Member Gulf Cove Streets and Drainage MSBU, Gulf Cove Applicant's Signature:	ently or previously held (i.e. Civic Boards we Waterways MSBU te: $2 16 2023$

MARCH 20, 2023 MPO BOARD MEETING

AGENDA ITEM # 11-F CITIZENS' ADVISORY COMMITTEE (CAC) APPOINTMENT

Purpose: To consider appointing a South County Representative on the Charlotte County- Punta Gorda Metropolitan Planning Organization Citizens' Advisory Committee (CAC)

Agenda Item Presented by: MPO Staff

Discussion:

Applicant, James Kunard, has expressed her interest in serving as the South County Representative on the CAC for a three (3) year term until March 21, 2026.

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

<u>Recommendation:</u>	Motion to appoint James Kunard as the South County Representative on the CAC for a three (3) year term.
<u>Attachment:</u>	Email application from James Kunard dated February 11, 2023 seeking appointment as a South County Representative on the CAC.

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

PLEASE TYPE OR PRINT IN INK

Advisory Committee/Board you are applying for:

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

		ar and dan gan and and and and and and and and and a	aligna mai inga kan inga mai ugu ugu ugu ugu mai	
How Did You Hear of T	This Committee/Board Vacancy?	On-line search		
<u>Name</u> :	James J. Kunard, P.E.			
Address:	461 Via Esplanade			
City, State, Zip:	Punta Gorda, FL 33950			
Year-round Resident?	Yes No			
Email address:	Pattijimk@comcast.net			
Home Phone:N/A	Work Phone: N/A	Cell Phone:	561-329-3367	
Address:	See Above			
<u>Note</u> : While not required, you are encouraged to attach a resume to this Application and visit the MPO's Website <u>www.ccmpo.com</u> to familiarize yourself with the role the MPO provides in the community and your role and responsibilities as a potential Committee/Board member.				

CHARLOTTE COUNTY PUNTA GORDA MPO ADVISORY COMMITTEE/BOARD APLICATION

Occupation- (if retired please indicate)
Semi-Retired Civil Engineer and government project manager, currently CEO of a new consulting firm.
Education - Diplomas-Certificates-Degrees
BSCE - Villanova University
Experience-Work, Life, Hobbies etc.
44 years in Civil / Structural Engineering, 33 years of which were in Florida Public Works positions. I enjoy bicycling and boating.
Community Involvement - List organizations/positions currently or previously held (i.e. Civic Boards and Committees, Home Owners Associations, Clubs, etc.)
I was the school district facilitator for the Palm Beach County School District Citizens Oversight and Review Committee for over 10 years, as General Manager of Facilities Construction.
Applicant's Signature: James J Ruman Date: 2/11/23
You may mail to (P.O.Box 494469, Port Charlotte, FL 33949), Phone (941)883-3535 or email (office@ccmpo.com) your application to the MPO.
We Thank You for your interest in serving the community and the MPO.

James J. Kunard, P.E.

461 Via Esplanade Punta Gorda, Florida, 33950 jimkunard@gmail.com

EDUCATION:

Bachelor of Civil Engineering Degree; Villanova University; Villanova, PA, 1979

LICENSURE:

- Professional Engineer (state license applicability: Florida, North Carolina and Rhode Island)
- Leadership in Energy and Environmental Design (LEED), Accredited Professional Building Design and Construction Retired

ACHIEVEMENTS:

- Created the School District's first Facility Master Plan in 2010
- Facilitated the Palm Beach School Board's Citizens' Construction Oversight and Review Committee
- Resolved Waterless Urinal Pipe Degradation at no cost to the School District
- Developed an Electrical Preventive Maintenance Program in Maintenance & Plant Operations
- Managed a Fire Sprinkler Latent Defect Issue with 100% recovery for the School District
- Developed and implemented the Minor Project Prioritization Protocol
- Managed the planning, design and construction (initial phase to completion) of approximately \$11,000,000 per year in *minor* SDPBC projects from 2004 to 2008
- Managed or supervised the planning, design and construction (initial phase to completion) of approximately \$110,000,000 in major SDPBC projects from 2004 to 2017
- Past President of the Palm Beach County School District Staff Association
- Third Party Consultant Fee and Construction Change Order cost analysis

PUBLICATIONS:

• Engineering Journal (K-12 committee work for the Florida Engineering Society)

PROFESSIONAL ACTIVITIES:

- All sequential posts of the Palm Beach Chapter of the Florida Engineering Society (FES) (Secretary-Treasurer-Vice President, President-Past President)
- Chairperson of Chapter K-12 Committee of the FES (2008-2021); past Chairperson of the State K-12 Committee
- Treasurer of the Florida Professional Engineers In Government (FPEG) Practice Section

SUMMARY OF QUALIFICATIONS AND SKILLS:

• Over 43 years of experience in engineering, facility and project management in both public and private sectors, which includes 33 years as a government engineer and project manager.

- Expertise in the development and operation of construction contracts for design and construction of state and local government facilities.
- Experience in the development, peer review and adoption of governing board policies related to design and construction of government facilities.
- Experience implementing school projects (including the generation of Educational Specifications) as well as other local government projects, from concept to occupancy as well as warranty periods. Construction and design procurement, estimating, payments, claims, schedules and budgets.
- Supervisory experience overseeing compliance with public school and local government laws, as well as Florida Department Of Education Rules relative to project procurement and construction.
- Experience in site development, land use and zoning requirements.
- Experience in repurposing school facilities and maximizing facility use.
- Experience identifying needs for new and existing school facilities and coordinating capital improvement projects to accommodate present and future student enrollment.
- Experience with project management for various governments, including County and Water Management District bodies, for a wide variety of large and small public works projects, including the \$20M Judicial Center Parking Garage, \$700M Everglades Construction Project and a \$25 million Alternative Education campus.
- Experience in planning, road and bridge construction, plan development review, and property acquisition (including Eminent Domain).
- Broad background in budgeting, estimating, and project report writing.
- Experience in consultant selection and the creation and implementation of qualifications-based processes, management/fee negotiation, and construction bids/addenda.
- Knowledge of public works planning, codes and inspections, building envelope, real estate issues, and environmental impacts.
- Experience in public utilities, construction claim management, permits, demolition, and remediation; indoor air quality and life cycle analyses.
- Knowledge and experience in court litigation, testimony and mediation related to both construction and Eminent Domain proceedings.
- Demonstrated experience in providing leadership, supervision and oversight for professional development and training for management-level, skilled trades and support staff.
- Collaboration with board members, area superintendents, principals, other school-based personnel, department heads and school district staff in the delivery of support services to school centers, including health/life safety, ADA & code compliance, and installation and maintenance of technology and security-related apparatus.
- Experience in the preparation and support of agenda items for elected boards.
- Demonstrated ability to effectively communicate with a broad constituent base including board members, school administrators, district staff, outside agencies, community groups and the public at-large.
- Adept in facilitating and presenting detailed and complex information to a wide-ranging audience.
- Demonstrated organizational leadership, strong conceptual and analytical thinking skills.
- Experience managing a diverse workforce from different socio-economic and educational backgrounds.
- Knowledge of current computer technology and software applications, and other constructionrelated software.

PROFESSIONAL EXPERIENCE:

(03/2022 to Present). Chief Executive Officer of Kunard Wilson, LLC; 31 Wesa Court, Brevard, NC 28712. KWL is a newly organized consulting firm intended to provide support for the development and execution of local government capital improvement programs.

My duties with KWL include review of the scope, cost, and management of the \$68M School referendum for the Transylvania County North Carolina Board of County Commissioners. The firm provided opinions on fees, processes and policies for design and as well as the fee, contract and the bid process for Construction Management at Risk Pre-Construction services. We reviewed the scope of renovation and new construction for prioritization and purpose.

(02/2004 to 03/2022). School District of Palm Beach County; 3661 Interstate Park Road North, Riviera Beach, FL 33404. Positions held: <u>Assistant Director of Program Management</u>, <u>Director of Facilities</u> <u>Services</u>, <u>Director of Program Management</u>, <u>General Manager</u> of Facilities Construction.

My experience and duties intertwined and grew over the years and included:

- Direct supervision for the District's design and construction department for oversight of minor and major-minor projects.
- Managed a hugely successful effort completing over 200 minor projects per year (up to \$200,000 in value), and larger projects (up to \$25 million in value), as well as portable classroom projects
- Projects used Hard Bid, Construction Management at Risk, Design-Build, Cost-Plus and Term Contracts
- Prepared and monitored department budget, prioritized projects, estimated, scheduled project tasks
- Oversaw the selection of outside consultants and management, fee and scope negotiation, design, permitting, procurement, contract management, Error/Omission management, invoicing, and primary adjudicator for claim and change management
- Interfaced with third-party estimator and scheduler, and staff in support of the citizen's Construction Oversight Review Committee. Later, I performed the duties of third-party estimator.
- Responsible for the selection process, staff evaluation, and performance and discipline
- Projects included clinic construction and renovation, drainage, Building Envelope Maintenance Program (BEMP), Flooring, electric closet, switchgear, HVAC, masonry repair, playgrounds, roofing, security and storage
- Collaborated with Maintenance teams
- Project Manager for a 750 student school project and a 300 student special needs school, as well as a \$7M Capital Management window replacement project
- Coordinated projects with both internal and external constituent groups including Project Controls, Planning, Real Estate, Legal, Inter-governmental Issues, utility companies, local agencies, building and environmental permitting, zoning, land use, academic staff, Small and Minority Business Program, educational programming and career academies
- Maintained project progress reports, and attended public meetings and responded to numerous public board agenda items
- I was the Design Criteria Professional on four (4) large Design-Build style solicitations (sign/seal); two (2) elementary schools, a K-12 SED, Transitional Student campus, and an aluminum canopy annual contract

- Managed the design and construction of classroom wings, major interior remodeling and renovation, and four new 880 seat auditoriums
- Managed the interface between the School District and the Department of Education for the approval
 of demolition and new construction of facilities.
- Performed and managed condition assessments, reports and recommendations for the disposition of old facilities.
- Engineer of Record (EOR). Performed Civil Engineering designs and managed continuing service design contracts with architects and engineers. Supervised project managers in this pursuit.
- Claim specialist for Major Projects for contract disputes
- Construction Policy development and implementation including the School Board's Change Order Policy, Contingency Use Policy and Errors and Omissions Policy
- Administrative responsibilities include budgeting, scheduling, estimating, selection of consultants, fee
 and scope negotiations, government construction procurement, life cycle cost analyses, Small Business
 Enterprise Board policy implementation, contract development and management (including
 commodities), invoice approval, enforcement of Liquidated Damages (LD) clauses, claim and change
 order management
- Member of the School District's Diversity Committee for SBE goal setting
- Responsible for payroll and a variety of personnel issues including, but not limited to, promotions, staff development and performance evaluations, discipline, Worker's Compensation and leaves of absence
- Interface routinely with Construction Purchasing, Legal, Risk & Benefits Management, Environmental Control Services, Building Department and Academics, Real Estate, Planning & Intergovernmental Relations, School Food Services and Transportation
- Coordinate with Planning and interface with the Dept. of Education for facility development and Reporting
- Facilitate the quarterly Tri-County Facility meetings on rotation (Palm Beach-Broward-Miami-Dade)
- Coordinate with district staff regarding sustainable construction and design
- Assist with the annual capital budget and construction needs assessment
- Prepare comprehensive reports and present information to district staff, school board and the public at-large
- Establish metrics, set goals and objectives for the department
- Data management for the Council of Great City Schools annually
- Managed and provided leadership to approximately 400 union and non-union employees including professionals, skilled trades and clerical support staff
- Administrative responsibilities included, but was not limited to, budgeting, scheduling, estimating, selection of consultants, fee and scope negotiations, government construction procurement, life cycle cost analyses, M/WBE and SBE and Board policy implementation, contract development and management (including commodities), invoice approval, enforcement of LD clauses, claim and change order management
- Responsible for the maintenance of all district-owned property, alternative education and ancillary facilities
- Responsible for payroll and a variety of personnel issues including, but not limited to, labor and contract negotiations, grievances, promotions, staff development and performance evaluations, discipline, Worker's Compensation and leaves of absence
- Reviewed and revised job descriptions, and create new job descriptions as appropriate to staffing needs

- Conducted meetings with various district staff and made recommendations for the implementation of Computer Aided Facility Management (CAFM) work order statistics and trending.
- Supervised Centralized Services (Custodial, Logistics, Fleet, HVAC, Fire Alarm and Intercom)

(08/00 to 01/04) <u>Senior Supervising Engineer/Construction Manager</u> and <u>Sr. Supervising Engineer/Design</u> <u>Manager</u> - South Florida Water Management District; 3301 Gun Club Rd., West Palm Beach, FL 33406

- Managed construction and renovation contracts for maintenance and operations (up to \$3 million in value) for a high quality, durable water management infrastructure
- Represented the Owner from bid through completion of construction and closeout
- Duties included stakeholder management, bid and bidder evaluations, pay applications, contract and claim management, bond and insurance, liquidated damages, plan and specification interpretation, testing and inspections, permit compliance, utility coordination, progress meetings, scheduling, and schedule of values
- Projects included mechanical/electrical retrofits, new construction, mechanical equipment replacement, renovation of earthwork projects, building envelop projects, environmental restoration, culvert replacements, road and bridge construction
- Member of the South Florida Water Management District Construction Contract Upgrade Committee.
- Assisted in the trial preparation and testimony on a construction claim
- Managed the design of the Everglades Construction Project (ECP) with a first-phase budget of over \$700 million. The project was comprised of the construction of storm water pump stations, control buildings, water control structures, manmade filter marshes, roads, bridges and canals with a range in value from \$3 million to \$45 million
- Prepared individual contraction contracts for projects ranging in cost from \$20 million to \$45 million and saw them through design, permitting, bid and award
- Duties included meeting program goals, deadlines and budgets
- Selected design consultants, negotiated contract scope and fees, and involved in all phases of planning
- Supervised staff of professional engineers, project managers and clerical support staff
- Developed budget and monitored project development, design supervision, bid and award processes
- Conducted and coordinated plan and specification reviews, interfaced with agency departments, support of permit acquisition and resolved utility issues
- Responsible for the selection process, staff evaluation, and performance and discipline
- Facilitated public meetings, including the Stormwater Treatment Area Design Group (state and federal staff, regulatory agencies, Native Americans, environmental societies and the public)
- Collaborated with maintenance and operations to ensure the construction of durable, user-friendly infrastructure
- Interfaced with District Departments, including Purchasing, Legal, Real Estate, Minority Business Enterprise, and Risk & Benefits Management
- Provided instruction for District staff on construction contract documents
- Participated in public hearings for District rulemaking activities, and provided expert testimony at Order of Taking hearings (Eminent Domain)

(07/95 to 01/97) <u>Senior Engineer / Acting Design Manager</u> - Palm Beach County Government; 100 Australian Ave. West Palm Beach, FL 33406

- Managed the Facilities Development and Operation Department, Capital Improvements Division
- · Responsibilities included timely completion of public works projects of a wide variety and complexity
- Scope of work included major public works projects and staff oversight, including architects, engineers and consultants
- Managed an average annual budget of \$100 million
- Responsible for employee evaluations, hiring, and discipline
- Ensured compliance with Zoning, Comprehensive Plans, Development Review and Building Codes
- Managed the \$11.8 million Judicial Center Parking Garage (design & construction) project, and the \$2 million Peanut Island Park project, as well as several parking lots, park improvements, roller rinks, small utility projects, and other site development activities
- Work included facility planning, consultant management (including CCNA processes, scope and fee development, plan, specification and bid document review and development), interpretation and application of same, permitting (building and environmental), coordination with public utilities, budgeting, scheduling and use of management software and construction management
- Interfaced with all County departments, Maintenance, Legal, Purchasing, Minority Business Enterprise, and Intergovernmental Cooperative Support
- Projects included, but not limited to, fire stations, libraries, correctional facilities, parks, marinas, office and light industrial buildings, and the build out of shell space

(02/88 to 06/95) <u>Project Manager</u> - Lee County Government; Department of Transportation; 2115 2nd Street, Fort Myers, FL 33901

- Managed major road and bridge projects from inception to completion, through design, permitting, bid, construction management and closeout
- Scope of work included, project planning and assistance in right-of-way and other land acquisition
- Coordinated with all jurisdictional authorities, in addition to maintenance personnel on design issues
- Ensured compliance with County comprehensive plans and zoning issues and construction codes
- · Participated in development review process for DRIs and smaller developments
- Served as interdepartmental liaison
- Developed scope for design, acquired consultants, negotiated fees, managed design contracts, amendments, status-reporting duties, and processed payments
- Testified at Orders of Taking and Valuation hearings, as Expert and Fact witness, in addition to technical support and testimony in successful lawsuit defense related to land acquisition
- · Participated in the acquisition of federal, state and local permits and interlocal agreements
- Negotiated environmental mitigation, planned and implemented mitigation projects for site/rightof-way development
- Managed a 10-home, federally funded, neighborhood development project including Davis-Bacon regulations, and acquired the Wage Determination
- Coordinated and designed utility relocations (power, telephone, cable, water, and sewer) in crowded areas
- Managed public meetings, prepared brochures, and spoke at public events

• Managed the bid process, pre-bid and pre-construction conferences, bid evaluation, award and construction (including payments, retainage, schedules, change orders, claims, manage materials testing and inspection personnel)

(10/87 to 01/88) <u>Structural Design Engineer</u> - Robinson Green & Beretta (RGB) Architectural & Engineering Firm; 50 Holden St., Providence, Rhode Island, 02908

- Participated in the planning and design of various complex structures including church and factory renovations, and high rise condominium buildings
- Performed structural computations by hand and via computer
- Conducted code compliance evaluations

(09/84 to 08/87) Technical Services Manager - Corner & Lada, Inc., Cranston, Rhode Island

- Managed a highly productive design staff of 6 engineers in support of power and water/waste-water management industries
- Responsibilities included, but not limited to, stress analyses of all of the company's industrial pipe system projects
- Managed the technical services division, including payroll, employee selection process, employee evaluations, department productivity/profitability, and engineering design services
- Responsible for project schedules, scope control and meeting budgets, and report writing
- Performed structural computations on simple and complex pipe support structures for numerous industrial and commercial structures, and provided expert technical analysis of complex piping systems
- Performed code compliance evaluations for structures and piping systems
- Inspected piping and supports at existing treatment and power plants to ensure compliance with contract documents
- Interfaced with Architectural and Engineering Firms, utility company personnel, suppliers and U.S. Naval personnel
- Developed manufacturing specifications, handled shop ordering, and invoicing
- Performed other contract management duties as needed

(07/79 to 08/84) Engineer III - United Engineers & Constructors, Inc.; 17th St., Philadelphia, PA

- Served as a design, field engineer and inspector in nuclear and fossil power plants for pipe supports and high energy piping
- Interfaced with plant personnel, including engineers, operations, management and union construction trades people for plant retrofit and modification studies
- Coordinated construction timing, space impacts and conflict resolution.

AFFILIATIONS / ACTIVITIES / VOLUNTEERISM:

- Member of the Palm Beach County STEM Education Council on behalf of the Florida Engineering Society. This public/private council is for the advancement of STEM skills in County students
- As K-12 Chairperson in the FES I strove to place professional engineers in District classrooms to promote Science, Technology, Engineering and Mathematics (STEM) / create hands-on classroom engineering kits

- Involved in the donation of about 500 person-hours of engineer volunteers to the School District annually
- Support Career Days, SECME activities, Gateway To Technology and Project Lead The Way
- Twice President of a Homeowners Association

AWARDS:

- Outstanding Service to the Profession, Palm Beach Chapter (2012)
- Presidents Award (2004 & 2011) Florida Engineering Society, Palm Beach Chapter
- SECME Outstanding Angel Award (2010), SDPBC
- Government Engineer of the Year (2004) Florida Engineering Society, Palm Beach Chapter

REFERENCES:

Name Email

Business

David Porter, Registered Architect, Chairman of SDPBC IROC and Construction Oversight Committees

dporter@porterarchitects.com

David Dolan, Chief of Facilities Management, SDPBC

David.dolan@palmbeachschools.org

Craig Wilson, Chief Operating Officer, Kunard Wilson, LLC

cwiloka@gmail.com

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Nicholas Manuel Kretis	mkretis@bellsouth.net	Yes (Ret)
James Michael Wilkinson	jwilk8482@gmail.com	Yes (Ret)

MARCH 20, 2023 MPO BOARD MEETING

AGENDA ITEM # 12 2022 FDOT/MPO JOINT CERTIFICATION STATEMENT

Purpose: To consider approving the MPO's 2022 FDOT/MPO Joint Certification Statement

Agenda Item Presented by: MPO Staff

Discussion:

Each year the FDOT and the MPO must jointly certify the metropolitan transportation planning process as described in 23 U.S.C. 134(k) (15) and 23 C.F.R. 450.334 (a). The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions. The Charlotte County-Punta Gorda MPO Joint Certification Package have been reviewed and accurately reflect the results of the joint certification review meeting held on February 21, 2022. Based on the review and evaluation, the Florida Department of Transportation had no recommendations and/or corrective actions.

<u>Recommendation:</u>	Approve the 2022 FDOT/MPO Joint Certification, authorizing the MPO Board Chair to sign the FDOT/MPO Joint Certification Statement	
<u>Attachments:</u>	 <u>2022 FDOT/MPO Joint Certification/Noteworthy Achievements</u> <u>2022 FDOT/MPO Joint Certification Statement</u> 	



Charlotte County-Punta Gorda MPO

Joint Certification 2022

2/21/2023

Part 2 – FDOT District

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Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) must jointly certify the metropolitan transportation planning process as described in <u>23 C.F.R. §450.336</u>. The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions.

The Certification Package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1.



Certification Process

Please read and answer each question within this document.

Since all of Florida's MPOs adopt a new Transportation Improvement Program (TIP) annually, many of the questions related to the TIP adoption process have been removed from this certification, as these questions have been addressed during review of the draft TIP and after adoption of the final TIP.

As with the TIP, many of the questions related to the Unified Planning Work Program (UPWP) and Long-Range Transportation Plan (LRTP) have been removed from this certification document, as these questions are included in the process of reviewing and adopting the UPWP and LRTP.

Note: This certification has been designed as an entirely electronic document and includes interactive form fields. Part 2 Section 10: Attachments allows you to embed any attachments to the certification, including the <u>MPO Joint Certification Statement</u> document that must accompany the completed certification report. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and attach it to the completed certification in Part 2 Section 10: Attachments.

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board.

The final Certification Package should include Part 1, Part 2, and any required attachments and be transmitted to Central Office no later than June 1 of each year.



Risk Assessment Process

Part 2 Section 1: Risk Assessment evaluates the requirements described in <u>2 CFR §200.332 (b)-(e)</u>, also expressed below. It is important to note that FDOT is the recipient and the MPOs are the subrecipient, meaning that FDOT, as the recipient of Federal-aid funds for the State, is responsible for ensuring that Federal-aid funds are expended in accordance with applicable laws and regulations.

(b) Evaluate each subrecipient's risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the subaward for purposes of determining the appropriate subrecipient monitoring described in paragraphs (d) and (e) of this section, which may include consideration of such factors as:

(1) The subrecipient's prior experience with the same or similar subawards;

(2) The results of previous audits including whether the subrecipient receives a Single Audit in accordance with Subpart F—Audit Requirements of this part, and the extent to which the same or similar subaward has been audited as a major program;

(3) Whether the subrecipient has new personnel or new or substantially changed systems; and

(4) The extent and results of Federal awarding agency monitoring (e.g., if the subrecipient also receives Federal awards directly from a Federal awarding agency).

(c) Consider imposing specific subaward conditions upon a subrecipient if appropriate as described in §200.208.

(d) Monitor the activities of the subrecipient as necessary to ensure that the subaward is used for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the subaward; and that subaward performance goals are achieved. Pass-through entity monitoring of the subrecipient must include:

(1) Reviewing financial and performance reports required by the passthrough entity.



(2) Following-up and ensuring that the subrecipient takes timely and appropriate action on all deficiencies pertaining to the Federal award provided to the subrecipient from the pass-through entity detected through audits, on-site reviews, and written confirmation from the subrecipient, highlighting the status of actions planned or taken to address Single Audit findings related to the particular subaward.

(3) Issuing a management decision for audit findings pertaining to the Federal award provided to the subrecipient from the pass-through entity as required by §200.521.

(4) The pass-through entity is responsible for resolving audit findings specifically related to the subaward and not responsible for resolving crosscutting findings. If a subrecipient has a current Single Audit report posted in the Federal Audit Clearinghouse and has not otherwise been excluded from receipt of Federal funding (e.g., has been debarred or suspended), the pass-through entity may rely on the subrecipient's cognizant audit agency or cognizant oversight agency to perform audit follow-up and make management decisions related to cross-cutting findings in accordance with section §200.513(a)(3)(vii). Such reliance does not eliminate the responsibility of the pass-through entity to issue subawards that conform to agency and award-specific requirements, to manage risk through ongoing subaward monitoring, and to monitor the status of the findings that are specifically related to the subaward.

(e) Depending upon the pass-through entity's assessment of risk posed by the subrecipient (as described in paragraph (b) of this section), the following monitoring tools may be useful for the pass-through entity to ensure proper accountability and compliance with program requirements and achievement of performance goals:

(1) Providing subrecipients with training and technical assistance on program-related matters; and

(2) Performing on-site reviews of the subrecipient's program operations;

(3) Arranging for agreed-upon-procedures engagements as described in §200.425.



FDOT Joint Certification Part 2 – FDOT District

If an MPO receives a Management Decision as a result of the Single Audit, the MPO may be assigned the high-risk level.

After coordination with the Office of Policy Planning, any of the considerations in 2 CFR §200.331 (b) may result in an MPO being assigned the high-risk level.

The questions in Part 2 Section 1: Risk Assessment are quantified and scored to assign a level of risk for each MPO, which will be updated annually during the joint certification process. The results of the Risk Assessment determine the minimum frequency by which the MPO's supporting documentation for their invoices is reviewed by FDOT MPO Liaisons for the upcoming year. The Risk Assessment Scoring Sheet is available <u>here</u> on the MPO Partner Library. The frequency of review is based on the level of risk in **Table 1**.

Table 1. Risk Assessment Scoring

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

The Risk Assessment that is part of this joint certification has two main components – the Certification phase and the Monitoring phase – and involves regular reviewing, checking, and surveillance.

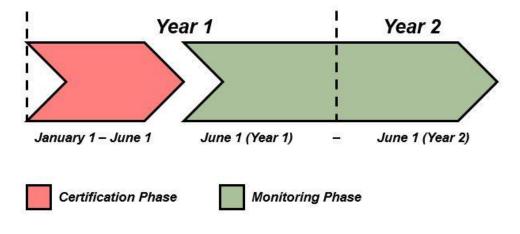
- 1. Certification phase: the first step is to complete this Risk Assessment during the joint certification review, which runs from January 1 to June 1 (*The red arrow in Figure 1*). During this 6-month period, a Risk Assessment is performed assessing the previous calendar year.
- Monitoring phase: After the joint certification review has been completed, the Risk Assessment enters the Monitoring phase, where the MPO is monitored for a 12-month period starting on June 1 (*The green arrow, Year 1 in Figure 1*) and ending on June 1 of the following year (*The green arrow, Year 2 in Figure 1*).

This process takes 18 months in total. On January 1 of each year, the new Certification phase will begin, which will overlap with the previous year's Monitoring phase. **Figure 1** shows the timeline of Risk Assessment phases.



FDOT Joint Certification Part 2 – FDOT District







Part 2

Part 2 of the Joint Certification is to be completed by the District MPO Liaison.



Part 2 Section 1: Risk Assessment

MPO Invoice Submittal

List all invoices and the dates that the invoices were submitted for reimbursement during the certification period in **Table 2** below.

Table 2. MPO Invoice Submittal Summary

Invoice #	Invoice Period	Date the Invoice was Forwarded to FDOT for Payment	Was the Invoice Submitted More than 90 days After the End of the Invoice Period? (Yes or No)
G1M83-7	01/01/2022 – 03/31/2022	04/26/2022	No
G1M83-8	04/01/2022 – 06/30/2022	08/04/2022	No
G2813-1	07/01/2022 – 09/30/2022	11/02/2022	No
G2813-2	10/01/2022 – 12/31/2022	2/20/2022	No
MPO Invoice	Submittal Total		
Total Number of Invoices that were Submitted on Time			4
	Total	Number of Invoices Submitted	4

MPO Invoice Review Checklist

List all MPO Invoice Review Checklists that were completed in the certification period in **Table 3** and attach the checklists to this risk assessment. Identify the total number of materially significant finding questions that were correct on each MPO Invoice Review Checklist (i.e. checked yes). The MPO Invoice Review Checklist identifies questions that are considered materially significant with a red asterisk. Examples of materially significant findings include:



FDOT Joint Certification Part 2 – FDOT District

- Submitting unallowable, unreasonable or unnecessary expenses or corrections that affect the total amounts for paying out.
- Exceeding allocation or task budget.
- Submitting an invoice that is not reflected in the UPWP.
- Submitting an invoice that is out of the project scope.
- Submitting an invoice that is outside of the agreement period.
- Documenting budget status incorrectly.

Corrections or findings that are not considered materially significant do not warrant elevation of MPO risk. Examples of corrections or findings that are not considered materially significant include:

- Typos.
- Incorrect UPWP revision number.
- Incorrect invoice number.

Table 3. MPO Invoice Review Checklist Summary

MPO Invoice Review Checklist	Number of Correct Materially Significant Finding Questions
G1M83-7 Date of Review 04/26/2022	7
G1M83-8 Date of Review 08/04/2022	7
G2813-1 Date of Review 11/02/2022	7
G2813-2 Date of Review 02/17/2022	7
MPO Invoice Review Checklist Total	
Total Number of Materially Significant Finding Questions that were Correct	28

*Note: There are 7 materially significant questions per MPO Invoice Review Checklist.



FDOT Joint Certification Part 2 – FDOT District

MPO Supporting Documentation Review Checklist

List all MPO Supporting Documentation Review Checklists that were completed in the certification period in **Table 4** and attach the checklists and supporting documentation to this risk assessment. Identify the total number of materially significant finding questions that were correct on each MPO Supporting Documentation Review Checklist (i.e. checked yes). The MPO Supporting Documentation Review Checklist identifies questions that are considered materially significant with a red asterisk. Examples of materially significant findings include:

- Submitting an invoice with charges that are not on the Itemized Expenditure Detail Report.
- Submitting an invoice with an expense that is not allowable.
- Failing to submit supporting documentation, such as documentation that shows the invoice was paid.
- Submitting travel charges that do not comply with the MPO's travel policy.

Table 4. MPO Supporting Documentation Review Checklist Summary

MPO Supporting Documentation Review Checklist	Number of Correct Materially Significant Finding Questions
Invoice: G1M83 # 8; Invoice Period: 04/01/22 – 06/30/22.	
Date of Review: 12/13/2022	21
MPO Supporting Documentation Review Checklist Total	
Total Number of Materially Significant Finding Questions that were Correct	21
* <u>Please Note:</u> The number of "Materially Significant Findings" in the below Total box has been changed to 21 from the pre-populated 25 – which is the total number of possible Material Significant Findings for this Doc Review. Several sections above received "N/A" due to not being applicable in this Review (Consultant Services were not provided during this invoice period).	

*Note: There are 25 materially significant questions per MPO Supporting Documentation Review Checklist.



Technical Memorandum 19-04: Incurred Cost and Invoicing Practices

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

Please Check:	Yes 🖂	No 🗌	N/A 🗌
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Risk Assessment Score

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

Table 5. Risk Assessment Scoring

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

Risk Assessment Percentage: 100%

Level of Risk: Low



Part 2 Section 2: Long-Range Transportation Plan (LRTP)

Did the MPO adopt a new LRTP in the year that this certification is addressing?

Please Check: Yes \Box No \boxtimes

If yes, please ensure any correspondence or comments related to the draft and final LRTP and the LRTP checklist used by Central Office and the District are in the <u>MPO Document</u> <u>Portal</u> or attach it to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

N/A



Part 2 Section 3: Transportation Improvement Program (TIP)

Did the MPO update their TIP in the year that this certification is addressing?

Please Check: Yes \boxtimes No \square

If yes, please ensure any correspondence or comments related to the draft and final TIP and the TIP checklist used by Central Office and the District are in the <u>MPO Document</u> <u>Portal</u> or attach it to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

Uploaded to the Portal 6/2/2022 <u>TIP Review Checklist 2022.docx</u>



Part 2 Section 4: Unified Planning Work Program (UPWP)

Did the MPO adopt a new UPWP in the year that this certification is addressing? **Please Check: Yes** \boxtimes **No** \square

If yes, please ensure any correspondence or comments related to the draft and final UPWP and the UPWP checklist used by Central Office and the District are in the <u>MPO Document</u> <u>Portal</u> or attach it to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

Uploaded to the Portal 2/14/2022 UPWP Revision Form 7-19-21 signed fhwa 2.11.22.pdf



Part 2 Section 5: Clean Air Act

The requirements of <u>Sections 174</u> and <u>176 (c) and (d)</u> of the Clean Air Act.

The Clean Air Act requirements affecting transportation only applies to areas designated nonattainment and maintenance for the National Ambient Air Quality Standards (NAAQS). Florida currently is attaining all NAAQS. No certification questions are required at this time. In the event the Environmental Protection Agency issues revised NAAQS, this section may require revision.

Title(s) of Attachment(s)

N/A



Part 2 Section 6: Technical Memorandum 19-03REV: Documentation of FHWA PL and Non-PL Funding

Did the MPO identify all FHWA Planning Funds (PL and non-PL) in the TIP?

Please Check: Yes \boxtimes No \square N/A \square



Part 2 Section 7: MPO Procurement and Contract Review

To evaluate existing DBE reporting requirements, choose one professional services procurement package and contract between the MPO and a third party to answer the following questions. If the answer to any of the questions is no, there is no penalty to the MPO. FDOT is using this information to determine technical support and training for the MPOs. Any new procurements after July 1, 2022 must be complaint with the existing DBE reporting requirements.

1. Are the procurement package (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contract free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled?

Please Check: Yes 🖂 No 🗌 N/A 🗌

 Are the procurement package (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contract free of points or award preferences for using DBEs, MBEs, WBEs, SBEs, VBEs or any other business program not approved for use by FHWA or FDOT?

Please Check: Yes 🖂 No 🗌 N/A 🗌

3. Does the contract only permit the use of the approved FDOT race-neutral program?

Please Check: Yes 🛛 No 🗌 N/A 🗌

4. Does the contract specify the race neutral or 'aspirational' goal of 10.65%?

Please Check:	: Yes 🖂	No 🗌] N/A 🗌
---------------	---------	------	---------

5. Is the contract free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

Please Check: Yes 🛛 No 🗌 N/A 🗌



- 6. Does the contract contain required civil rights clauses, including:
 - a. Nondiscrimination in contracting statement (49 CFR 26.13)
 - b. Title VI nondiscrimination clauses Appendices A and E (DBE Nondiscrimination Assurance & 49 CFR 21)
 - c. FDOT DBE specifications

Please Check: Yes 🖂 No 🗌 N/A 🗌



Part 2 Section 8: District Questions

The District may ask up to five questions at their own discretion based on experience interacting with the MPO that were not included in the sections above. Please fill in the question(s), and the response in the blanks below. This section is optional and may cover any topic area of which the District would like more information.

1. Question

2. Question

3. Question

4. Question

5. Question



Part 2 Section 9: Recommendations and Corrective Actions

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

Status of Recommendations and/or Corrective Actions from Prior Certifications

According to the 2022 Joint Certification, Charlotte County – Punta Gorda MPO did not have any recommendations or corrective actions. Charlotte MPO staff demonstrated an outstanding collaboration and submitted all required documents in a timely manner throughout the year. The MPO proved its resiliency and ability to recover from the natural disaster adjusting to the changing circumstances and serving the community.

Recommendations

Corrective Actions



Part 2 Section 10: Attachments

Please attach any documents required from the sections above or other certification related documents here or through the <u>MPO Document Portal</u>. Please also sign and attached the <u>MPO Joint Certification Statement</u>.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

TIP Review Checklist uploaded to the Portal on 6/2/2022; UPWP Review Checklist uploaded to the Portal on 2/14/2022.



Florida Department of Transportation Metropolitan Planning Program Annual Joint Certification Risk Assessment Calculation Sheet



The Risk Assessment evaluates the requirements described in 2 CFR §200.331 (b)-(e). As the recipient of Federal-aid funds for the State, FDOT is responsible for ensuring that Federal-aid funds are expended in accordance with applicable laws and regulations. This worksheet accompanies the Risk Assessment and calculates the MPO's risk score. The risk score determines the minimum frequency by which the MPO's supporting documentation for their invoices is reviewed by the District MPO Liaisons for the upcoming year. Use the directions below to complete this worksheet and calculate the MPO's risk score. Enter information into GREEN cells only. Print and attach this worksheet to the Risk Assessment.

Table 1. Risk Assessment Score							
Question Category	Question	Example Response	Directions	Number Correct	Subtotal	Weight Percentage	Total Score
MPO Invoice Submittal	Was invoice submitted within 90 days from the end of the invoice period?	All invoices were submitted within 90 days from the end of the invoice period.	Number Correct Column: Enter the number of invoices that were submitted on time. Subtotal Column: Enter the total number of invoices that were submitted.	4	4	30%	30%
MPO Invoice Review Checklist	How many materially significant findings questions are correct?	materially significant findings, 18 of the materially significant finding questions were answered correctly	Number Correct Column: Enter the number of correct materially significant questions. Subtotal Column: Enter the total number of materially significant questions.	28	28	30%	30%
MPO Supporting Documentation Review Checklist	How many materially significant findings questions are correct?	of the materially significant findings, 72 finding questions were answered	Number Correct Column: Enter the number of correct materially significant questions. Subtotal Column: Enter the total number of materially significant questions.	21	21	35%	35%
Technical Memorandum 19- 04: Incurred Cost and Invoicing Practices	Were incurred costs billed appropriately at the end of the contract period?	The MPO billed incurred costs appropriately at the end of the invoice period.	Number Correct Column: Enter a 1 if incurred costs were billed appropriately at the end of the contract period, or if this question is not applicable. Enter a 0 if incurred costs were not billed appropriately at the end of the contract period.	1	1	5%	5%
	1	1	1		Risk Assessmer	nt Score	100%



MPO FHWA Funds Invoice Supporting Documentation Review Checklist

The Invoice Review Checklist should be completed for every MPO Invoice. The MPO's Supporting Documentation Review Checklist is to be completed at the frequency required by the MPO's **Risk Assessment** that is a part of the Annual MPO Joint Certification Process. The checklist should be completed and saved with invoice documentation, uploaded to the SharePoint Site for tracking by Central Office, and forwarded to MPO for their records.

Please note: Below you will be required to identify any comments, recommendations, or findings. Comments and recommendations are at the discretion of the District, but findings must be supported by documentation, and identify corrections that must be made for the MPO to be reimbursed. Materially significant findings factor into the MPOs level of risk, determined by the **Risk Assessment** in the Annual MPO Joint Certification.

* Indicates a Materially Significant Finding

MPO: Charlotte County-Punta Gorda MPO

Contract:	G1M83	Date of 12/13/2022 Review:	Review #: 1
Invoice No.:	8	Invoice Period: 4/1/2022-6/30/2022	Reviewed By: Dasha Kosheleva

Personnel Service (MPO staff salary & fringe)

Review the payroll register and compare to expenses being reimbursed. Select one staff member and confirm details below.

Were personnel service expenses incurred within the Invoice Period?	Yes 🖂	No 🗆
Employee's time sheet selected for D'Juan L. Harris, MPO Director		
Does the payroll register fall within the dates match Invoice Period ?	Yes 🖂	No 🗆
*Do the hours shown on the payroll register match hours requested?	Yes 🛛	No 🗆
*Does the employee's timesheet match the expenses being requested for reimbursement?	Yes 🛛	No 🗆
*Are amounts shown on payroll register and task charges accurately recorded on Itemized Expenditure Detail Report?	Yes 🛛	No 🗆
Are fringe charges equitably distributed to all grants?	Yes 🗵	No 🗆
Is the timesheet signed by an authorized MPO official?	Yes 🗵	No 🗆
Technical Memorandum 19-05Rev: Director's Timesheets and Expenses		
Were the Director's timesheets and expenses reviewed at least quarterly by the MPO Board, Executive Committee, Board Chair, or Board Treasurer?	Yes 🛛	No 🗆
Comments and Recommendations on Personnel Services Expenses		
Click to enter details		

Findings on Personnel Services Expenses

Click to enter details

Consultant Services

Select one consultant invoice and confirm details below.

Were consultant service expenses incurred within the Invoice Period?	Yes 🗆	No 🖂
Consultant invoice selected for review?		
*Are charges shown on invoice accurately recorded on Itemized Expenditure Detail Report ? <i>N/A</i>	Yes 🗆	No 🗆
Are the consultant services invoice dates of service within the Invoice Period ? N/A	Yes 🗆	No 🗆
*Are the task services documented in the progress report? N/A	Yes 🗆	No 🗆
*Is there documentation to show that invoice was paid? N/A	Yes 🗆	No 🗆

Comments and Recommendations on Consultant Services Expenses

Click to enter details

Findings on Consultant Services Expenses

Click to enter details

Travel Reimbursement

If travel reimbursement was requested on this invoice, select one travel reimbursement. Refer to the MPO's travel policies and regulations to answer questions below.

Were travel expenses incurred within the Invoice Period?	Yes 🖂	No 🗆
Employee's travel reimbursement selected for review? D'Juan L. Harris. 4.27 – 4.29.2022. MPOAC, Orl	lando	
*Are charges shown on the travel form accurately recorded on the task's Itemized Expenditure Detail Report ?	Yes 🛛	No 🗆
Has the MPO established its own travel policy?	Yes 🗆	No 🛛
Does the travel reimbursement comply with MPO or State travel policies and regulations?	Yes 🛛	No 🗆
Are charges recorded on FDOT Contractor Travel Form (300-000-06)?	Yes 🛛	No 🗆
Is travel request signed by an MPO authorized official?	Yes 🗵	No 🗆
*Are travel charges supported by documentation as required by travel policy?	Yes 🗵	No 🗆
Technical Memorandum 19-02: Car Allowance or Mileage Reimbursements		
Was car allowance or mileage recorded appropriately based on the number of business-related miles an employee drives and the cost associated with operating a personal vehicle?	Yes 🛛	No 🗆
Comments and Recommendations on Travel Reimbursement Expenses		
Click to enter details		

Findings on Travel Reimbursement Expenses

Click to enter details

Direct Expenses

Select and review five direct expense line items.		
Were direct expenses incurred within the Invoice Period?	Yes 🗵	No 🗆
#1 Direct expense selected for review JM Todd, INC Invoice # 811656		
Was the cost incurred within the Invoice Period?	Yes 🖂	No 🗆
Is the expense for purchase of equipment under \$5,000? (If over \$5,000, indicate prior approval in findings/recommendation below)	Yes 🛛	No 🗆
*Is the expense allowable?	Yes 🖂	No 🗆
*Is there documentation to show that invoice was paid?	Yes 🖂	No 🗆
*Are charges shown on the invoice accurately recorded on the Itemized Expenditure Detail Report ?	Yes 🖂	No 🗆
#2 Direct expense selected for review Sun Newspapers Invoice 04/04/2022		
Was the cost incurred within the Invoice Period?	Yes 🖂	No 🗆
Is the expense for purchase of equipment under \$5,000? (If over \$5,000, indicate prior proper approval in findings/recommendation below)	Yes 🖂	No 🗆
*Is the expense allowable?	Yes 🖂	No 🗆
*Is there documentation to show that invoice was paid?	Yes 🛛	No 🗆
*Are charges shown on the invoice accurately recorded on the Itemized Expenditure Detail Report ?	Yes 🛛	No 🗆
#3 Direct expense selected for review <i>Pitney Bowes Lease invoice</i> # 3105550235		
Was the cost incurred within the Invoice Period?	Yes 🖂	No 🗆
Is the expense for purchase of equipment under \$5,000? (If over \$5,000, indicate prior approval in findings/recommendation below)	Yes 🛛	No 🗆
*Is the expense allowable?	Yes 🖂	No 🗆
*Is there documentation to show that invoice was paid?	Yes 🖂	No 🗆
*Are charges shown on the invoice accurately recorded on the Itemized Expenditure Detail Report ?	Yes 🖂	No 🗆
#4 Direct expense selected for review Envato Market Invoice # RCD35084867		
Was the cost incurred within the Invoice Period?	Yes 🖂	No 🗆
Is the expense for purchase of equipment under \$5,000? (If over \$5,000, indicate prior approval in findings/recommendation below)	Yes 🛛	No 🗆
*Is the expense allowable?	Yes 🖂	No 🗆
*Is there documentation to show that invoice was paid?	Yes 🖂	No 🗆
*Are charges shown on the invoice accurately recorded on the Itemized Expenditure Detail Report ?	Yes 🗵	No 🗆
#5 Direct expense selected for review ClikWiz Invoice # R18491		
Was the cost incurred within the Invoice Period?	Yes 🛛	No 🗆

Is the expense for purchase of equipment under \$5,000? (If over \$5,000, indicate prior approval in findings/recommendation below)	Yes 🛛	No 🗆
*Is the expense allowable?	Yes 🖂	No 🗆
*Is there documentation to show that invoice was paid?	Yes 🖂	No 🗆
*Are charges shown on the invoice accurately recorded on the Itemized Expenditure Detail Report?	Yes 🖂	No 🗆
Does the MPO direct bill for indirect costs?	Yes 🗆	No 🗵
* If yes, does the MPO provide documentation that supports the indirect costs charged? N/A	Yes 🗆	No 🗆
Comments and Recommendations on Direct Expenses		
Click to enter details		
Findings on Direct Expenses		
Click to enter details		
Indirect Rate If applicable, review MPO's APPROVED Indirect Rate.		
Does the MPO have an FDOT APPROVED indirect rate?	Yes 🖂	No 🗆
*If yes, does the indirect rate that is charged on the invoice agree with the approved indirect cost allocation plan documented in the MPO's UPWP?	Yes 🛛	No 🗆
Comments and Recommendations on Indirect Rate Charges		
Click to enter details		
Findings on Indirect Rate Charges		
Click to enter details		
General Comments, Recommendations, and Findings		
Was the invoice's supporting documentation found to be in good order?	Yes 🛛	No 🗆
Was there evidence that a quality control process or procedure is in place?	Yes 🛛	No 🗆
General Comments and Recommendations		
Click to enter details		
General Findings		
Click to enter details		

Please provide the total number of *materially significant findings that were correct in **Table 1**. **Table 1** will be used in the **Risk Assessment** that is part of the annual Joint Certification to evaluate the MPO's risk level.

Table 1. Invoice Supporting Documentation Review Checklist Summary

Please Note: The number of "Materially Significant Findings" in the below Total box has been changed to 21 from the pre-populated 25 – which is the total number of possible Material Significant Findings for *this* Doc Review. Several sections above received "N/A" due to not being applicable in this Review (Consultant Services were not provided during this invoice period).

Description	Yes	Total
*Materially Significant Findings	21	21

2022 CHARLOTTE COUNTY-PUNTA GORDA MPO NOTEWORTHY ACHIEVEMENTS

An appropriate overarching theme as it pertains to Noteworthy Accomplishments of the Charlotte County-Punta Gorda MPO in 2022, one word comes to mind: resilience. Just as anxieties were calming over the COVID-19 Pandemic, Hurricane Ian rolled through the Southwest Florida region on September 28, 2022 and devastated the area as one of the most destructive and deadliest storms to hit State of Florida since the 1935 Labor Day Hurricane. Ian took an eerily similar path as Hurricane Charley did back on August 14, 2004. Consequently, even though Charlotte County-Punta Gorda MPO's Offices were in two different locations during landfall of both these storms, the MPO's office spaces were deemed unusable because of the aftermath and destructive impact of both storms. Currently, the MPO is doing business out of a temporary office location in a conference room at the Murdock Administration Annex. MPO Staff has quickly adjusted to this temporary make-shift office space. We have successfully prepared for

subsequent meetings after Ian and we only canceled one round of MPO Board, Technical and Citizens' Advisory Committee Meetings as a direct consequence of Ian's impact. MPO Staff has demonstrated the epitome of resilience, as two current staff members have endured the necessity to quickly pack personal and office belongings twice due to hurricane damage to MPO office facilities. This is a testament to the determination and intestinal fortitude all our MPO staff possess as we deal with adversity and continue to demonstrate the ability to bounce back in the face of adversity and continue with business as usual.



PROGRAM MANAGEMENT/ADMINISTRATION

 As noted previously, MPO staff had to quickly mobilize to pack and move essential items from our hurricane damaged office suites to a temporary office location to get MPO Business Operations back up and running after Hurricane Ian. MPO staff also had to scramble to identify suitable meeting locations for all 2023 upcoming committee meetings within a short period of time. MPO staff successfully identified and reserved three new meeting locations:

- Charlotte Community Foundation
- Charlotte County Transit Center
- Murdock Administration Annex Conference Room B106
- 2. MPO Staff designed and implemented a new "one-stop shop" educational resource webpage entitled Transportation Planning 101. This section of the MPO's website includes several animated Computer Based Trainings providing brief educational videos that summarize Transportation Planning topics such as Complete Streets and the core functions of a Metropolitan Planning Organization. There is also an animated CBT that was a collaborative effort of all members of the current Local Coordinating Board (LCB) that summarizes the role of the LCB.



What is an MPO?



What are Complete Streets?

3. CC-PG MPO observed an overwhelming public interest in membership to our Citizens Advisory Committee. So much so, we held an unprecedented MPO Board election at our December 15, 2022 for two committee positions that were expiring.

PUBLIC PARTICIPATION

- MPO Staff revised the Public Participation Plan (PPP) from a bulky, verbose document to a more streamlined, graphic intensive, and user-friendly public planning guidebook to meet the MPO's public engagement objectives. The revised document received numerous compliments and kudos from FHWA, FDOT, MPO Committee and Board Members. The MPO Board adopted the PPP revisions on December 15, 2022. This revision gives the MPO an early jumpstart to begin completion of necessary tasks to begin updates and development of the Charlotte County-Punta Gorda 2050 Long Range Transportation Plan.
- 2. MPO Staff attended and participated in several FDOT Public Workshops to stay abreast of project status of department projects currently in the production pipeline. The workshops attended are listed below:
 - River Road (SR 777) from US 41 to I-75
 - > SR 776 and Myakka River to East of Willow Bend Drive
 - State Road 31 and County Road 74 (Bermont) Design Public Workshop
 - Burnt Store Road PD&E Public Workshop

Pine Island Road Alternatives Study (Lee County)

SPECIAL PROJECT PLANNING

- The Charlotte County Punta Gorda MPO applied for a Safe Streets and Roads for All Grant in September 2022. Establishing a Comprehensive Safety Action Plan for Charlotte County is the critical first step to employ strategic planning solutions to overcome existing challenges in the Charlotte County community impeding the goal of achieving zero serious injuries and fatalities by 2045. Obstacles unique to the Charlotte County Community include:
 - Aging roadway users
 - Seasonal influx of roadway users unfamiliar with Charlotte County Roadways
 - Community not familiar with innovative transportation solutions

On February 1, 2023 the Charlotte County Punta Gorda Metropolitan Planning Organization was notified that we were awarded \$249,500 Safe Streets and Roads for All grant funding. This funding will be utilized by the MPO to lead the effort to address existing community transportation safety challenges. Over the next year the MPO will initiate development of a Comprehensive Action Plan for Charlotte County.

 The Charlotte County Punta Gorda MPO received Statewide peer recognition from the Metropolitan Planning Advisory Council in July 27, 2022. The Noteworthy Practices Award was given for the MPO's innovative utilization of drone technology for data collection during development of the Charlotte County Bicycle Pedestrian Master Plan.



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

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

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on February 21, 2023.

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

Name: Secretary LK Nandam Title: District Secretary (or designee) Date

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



MARCH 20, 2023 MPO BOARD MEETING

AGENDA ITEM # 13 2050 LONG RANGE TRANSPORTATION PLAN (LRTP) CONSULTANT SELECTION

Purpose:Approve the selection of the 2050 LRTP, General Planning Consultant
(GPC) to undertake the MPO's 2050 Socioeconomic Data Development and
2050 Long Range Transportation Plan (LRTP) update. Authorize MPO 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.

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 committees. 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 LRTP subcommittee unanimously recommended **Kimley Horn & Associates** as the consultant to perform the 2050 Socioeconomic Data development and 2050 LRTP update. Attachment 1 is the Final scoring sheet.

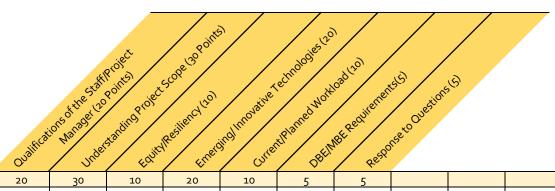
Once approved by the MPO Board, Staff will negotiate a Scope of Services for both tasks, with the assistance of the subcommittee, as soon as possible. The Scope of Services must address all requirements relative to LRTP's and be accomplished at a reasonable cost, consistent with the MPO's funding allocation. The cost to develop each task update shall be determined once a detailed scope is developed.

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.

The recommendations of the selected consultant were presented at the TAC/CAC and BPAC meetings on March 2, 2023. Due to lack of quorum TAC and BPAC members unanimously accepted the recommendation.

- **<u>Recommendation:</u>** Motion to approve the recommendation of the consultant; authorize the MPO Staff develop a Work Assignment Order and Scope of Services with the selected consultant; and authorize the MPO Chair sign the Work Assignment Order.
- Attachments: 1. 2050 LRTP subcommittee ranking of consultants
 - 2. Sample Work Assignment Order Number 23-01
 - 3. Draft 2050 Socioeconomic Data development
 - 4. Draft 2050 LRTP Scope of Services
 - 5. Draft Timeline for 2050 SE Data Development and LRTP

2050 LRTP Final Score



			/	/ .	/ .	/	/ ·	/ .				
Kimley Horn	Dianne Q.	20	30	10	20	10	5	5				100
Benesch		20	25	10	10	10	3	4				82
Kimley Horn	Sean C.	20	28	9	18	9	4	5				93
Benesch		20	29	9	16	9	5	5				93
Kimley Horn	Ravi K.	18	26	6	16	8	5	5				84
Benesch		17	28	6	18	9	5	5				88
Kimley Horn	Mitchell A	. 18	28	10	18	10	5	5				94
Benesch		18	20	10	17	10	5	4				84
Kimley Horn	Laks G.	20	29	9	19	10	5	5				97
Benesch		18	28	10	17	9	4	5				91
									Kimley Ho	rn Total Sco	ore:	468

Benesch Total Score:

438

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 <u>Charlotte</u> <u>County – Punta Gorda MPO</u>, 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 ASSISGNMENT 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): <u>2050 Socio – Economic Data and 2050 Long Range Transportation Plan</u> <u>"Develop and produce the 2050 Socio – Economic Data Development and 2050 LRTP Update</u> <u>in FY 2023/2024, FY 2024/2025 and FY 2025/2026 and leading to plan adoption by October</u> 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 _______. 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 14th January 2025

Attachment 2

SIGNATURE PAGE FOLLOWS

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	BY:	Authorized Signature		
Authorized Signature	ŀ	Authorized Signature		
(Print/Type)	(Print/Type)		
Title:	Title:	MPO Chair		
ATTEST:	ATTEST:			
Authorized Signature		Authorized Signature		
(Print/Type)		Print/Type)		
Title:	Title:	MPO Director		

Exhibit - 1 2050 Socio – Economic Data Development Scope Charlotte County - Punta Gorda MPO

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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

ANNT

- 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.



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

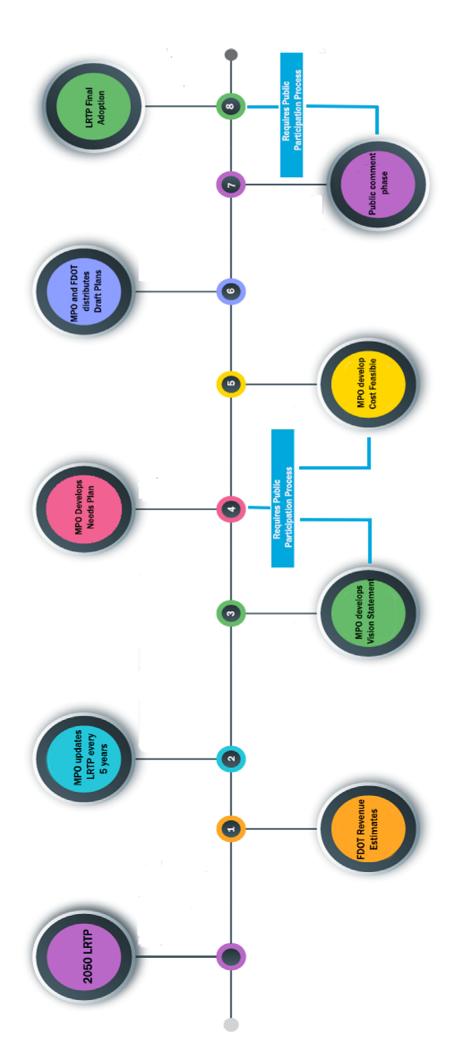
To satisfy federal requirements, the Charlotte County-Punta Gorda MPO is required to create and update a 25-year Long Range Transportation Plan (LRTP). The last update to the LRTP was conducted in 2020 with a horizon year of 2045. This update will bring the LRTP to the horizon year of 2050. The intent 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.

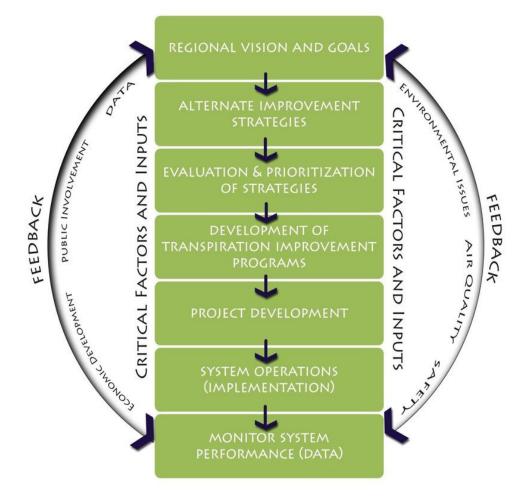
FDOT's MPO Program Management Handbook provides guidance to Metropolitan Planning Organizations (MPO) and MPO Liaison staff of the Florida Department of Transportation (FDOT) to assist in developing, implementing, and managing the MPO's Long-Range Transportation Plan) required by Federal and State laws 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 <u>23</u> <u>U.S.C. 101(a)</u>, and associated transit improvements, as described in <u>49 U.S.C. 5302(a)</u>, 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. <u>450.324(g)(10)]</u>
- 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 <u>State Planning Emphasis Areas</u> and <u>FHWA/FTA Planning Emphasis</u> <u>Areas</u> 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 shortrange 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

<u>Scenario Planning</u> 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.

450.104]

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



2050 SOCIO ECONOMIC DATA DEVELOPMENT

2023

PROJECT/EVENT NAME: 2050 SE DATA DEVELOPMENT

ORGANIZER'S NAME: CHARLOTTE COUNTY – PUNTA GORDA MPO

Socio-economic 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 final data needs to be provided to the MPO by the consultant in ArcGIS shapefile format or the format consistent to D1RPM model. Below is the DRAFT timeline for the completion of the task and subject to change

PROJECT PHASE	START DATE	END DATE
Issue Task Assignment	02.09.2023	02.10.2023
Oral Presentations	02.27.2023	02.27.2023
Subcommittee Rankings	03.01.2023	03.01.2023
TAC/CAC Recommendations	03.02.2023	03.02.2023
MPO Board Approval of a Consultant	03.20.2023	03.20.2023
Notice to Proceed/Data Needs Discussion	03.28.2023	03.312023
Subcommittee of review 2019 validated data	05.10.2023	05.10.2023
Subcommittee of review 2050 validated data	08.16.2023	08.16.2023
TAC/CAC Draft Review of updated 2050 Data	09.27.2023	09.27.2023
MPO Board Review of Draft 2050 Data	10.16.2023	10.16.2023
Final Data Needs Report - TAC/CAC	11.08.2023	11.08.2023
Final Data Needs Report – MPO Board Adoption	12.18.2023	12.18.2023

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TAC/CAC

MPO Board

DRAFT -- 2050 Long Range Transportation Plan Timeline

2021	2022	2023	2024	2025
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GPC Request for Proposals	Reduest for 2050 LRTP Task Approach , SubCommittee Selection & 1AC/CAC & MPO Approval /Kick Off meeting	2050 SE Data TAC/CAC Recommend 2050 SE Data Adoption - MPO Board	2050 LRTP Kick Off 2050 Goals ADOPTION	2050 Needs Plan Adoption Draft Cost Feasible / Exec Summary 2050 LRTP Adoption - FINAL
GPC Selection/ Contracts Execution				
	Selection for 2050 LRTP/Data Needs			
			2050 LRT	P Development / Adoption
		MPO 2050 Data Development		
	\$50,000 Availibility \$50,000 Availibility Notice of Selection of GPC for LRTP	\$150,000 Availability		

MARCH 20, 2023 MPO BOARD MEETING

AGENDA ITEM # 14 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 provided initial review the development of the TIP at their March 2, 2023 meetings.

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 included as 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 15, 2023

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

www.ccmpo.com

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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 15th day of May 2023.

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

By:_

Christopher G. Constance, MD, Chairman

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

By: _

ATTEST:

By: _

Janette S. Knowlton, County Attorney

D'Juan L. Harris Designated Clerk of the MPO Board



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.ccmpo.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.ccmpo.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.

	2022 HIGHWAY PROJECT PRIORITIES														
RANK	FPN	PROJECT NAME	FROM	то	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2023	2024	2025	2026	2027	COMMENTS
1	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).														
3	434965 2	Harbor View Rd ¹	Date St	I-75	Road widening from 2-lane to 4-lane	CST	\$14.0		TBD	\$1	3.1			TBD	ROW Funded for entire segment of Harborview Rd . CST for this segment is unfunded.
4		Edgewater Dr / Flamingo Blvd Ext ^l	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 ¹	I-75	Piper Rd	Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor	PE& CST	\$1.00								At the MPO Board recommendation this project is divided into 2 segments. For Segment 1 County is asking funds towards PE . Final report available to Staff in Feb/Mar 2022
		¹ Regional projects				² TAP	Project on SUN Trail	network system						Note	s : All project costs are in millions
		PE -	Design			ROW - Right - of Way New Project		w Project	Project		MPO	Project			
PD&E Project Development & Environment CST- Construction Charlotte County									City of Pu	inta 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, desigated 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) 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 ¹	Intersection Improvements	PE & CST	\$0.187		\$0.187						County is requesting CST funds
2		SR 776 @ Flamingo Blvd ¹	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 ¹	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
5		US 41 @ Easy St	Intersection Improvements	PE & CST									County is requesting PE & CST funds
6		Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
7		Add turn lanes on SR 776 @ Jacobs St ¹	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
8		Add turn lanes US 41 @ Carousel Plaza	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
9		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.
		¹ Regional projects	² TAP Project on SU	JN Trail network s	ystem				-				Notes:All projects costs are in millions
		PE - Design	ROW - Right - of Way	ROW - Right - of Way		New Project			MPO Project		ect		
		PD&E Project Development & Environment	CST- Construction			Cha	rlotte 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 TRANSPORTA	FION ALTERNATI	VES LOCAL/REGI	ONAL PROJECTS							
RANK	FPN	PROJECT NAME	FROM	то	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS T (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 ^{1,2}	Kings Hwy	Conway Blvd	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
3C	4382621	US 41 Eastside ^{1,2}	Conway Blvd	Midway Blvd	Multi Use Recreational Trail (MURT) with 8 feet side walk	CST			\$5.31	\$0.83				\$4.47	CST funded in current DTWP - Project will be deleted
3D	4404421	US 41 East side	Midway Blvd	Paulson Dr	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE&CST			TBD		\$0.075				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
3Н		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 ¹	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 existin US 41 SB sidewalk	^g PE, CST &CEI	\$0.60	\$0.09	\$0.69						Reset meeting on Jan 3, 2022 . FDOT /Revised estimate
11		US 41 NB ⁻¹ Multi Use Recreational Trail bridge over Alligator Creek - South branch			or Bicycle/Ped Bridge	CST	\$1.74		\$1.74					\$0.29	In current 2022-2027 WP for design. City do not intend to apply for CST dollars since the City's CIP is not consistent
12		SR 776 - SUN Trail	MyakkaState Forest	Gillot Blvd	Paved trail corridors for bicyclists and pedestrians.	PE&CST	\$0.019		\$3.20						County is asking PE funds for Segment Two updated 3/7/2022
13		SR 776 - SUN Trail	Gillot Blvd	US 41	Paved trail corridors for bicyclists and pedestrians.	PE&CST	\$0.47		\$2.80						County is asking PE funds for Segment One
		¹ Regional pr	rojects			2	TAP Project on SUN	Trail network system							Notes : All project costs are in millions
			PE - Design		ROW - Right - of Way			Ne	ew Project						MPO Project

¹ Regional projects	2 -		
PE - Design	ROW - Right - of Way	New Project	
PD&E Project Development & Environment	CST- Construction	Charlotte County	

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.

City of Punta Gorda

2022 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT PRIORITY LIST

	2022 TRANSPORTATION REGIONAL INCENTIVE PROG Adopted – May 202												
	2022 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)												
	PROJECT PRIORITY LIST												
CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO													
Priority Rank	Project	Jurisdiction	TRIP Funds Requested										
1	Moccasin Wallow from US 301 to 115 th Ave E (Segment 1)	Manatee County	\$3,600,000										
2	Honore Ave from Fruitville Rd to 17th St	Sarasota County	\$5,010,000										
3	Harborview Rd from Melbourne St to I-75	Charlotte County	\$4,000,000										
4	Moccasin Wallow from 115 th Ave E to I-75 (Seg. 2 & 3)	Manatee County	\$14,400,000										
5	Lorraine Rd from SR 72/Clark Rd to Knights Trail	Sarasota County	\$34,430,000										
6	Edgewater Dr/Flamingo Blvd Ext from Midway Blvd to SR 776	Charlotte County	\$2,200,000										
7	Lorraine Rd from Palmer Blvd to Fruitville Rd	Sarasota County	\$11,125,000										
8	Fruitville Rd. from Sarasota Center Blvd. to Lorraine Rd.	Sarasota County	\$7,515,000										
9	Jones Loop Rd from Burnt Store Rd to Piper Rd	Charlotte County	\$5,000,000										
10	Kings Hwy 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	То	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	narlotte County Harborview RD Melbourne St Date 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	1 County Design/Build Harborwalk Phase II West Retta Esplanade from Maude St to Berry St -ADA		Harborwalk Phase II West Retta Esplanade from Maude St to Berry St -ADA	4381571				
2	2 County Design/Build US 41 from Airport Rd to William St - Complete Streets		4402681					
3			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				

FLORIDA DEPARTMENT OF TRANSPORTATION DRAFT TENTATIVE WORK PROGRAM CHARLOTTE COUNTY- PUNTA GORDA MPO FY2024 THROUGH FY2028 SUMMARY OF CHANGES

	FY2024 THROUGH FY2028 SUMMARY OF CHANGES											
Project				Work		Old Fiscal	Old	New Fiscal	New			
Number	Phase Type	Category	County	MIx	Project Description	Year	Estimate	Year	Estimate	Notes		
434965-5	ROW	Additions	CHARLOTTE	0213	HARBORVIEW ROAD FROM MELBOURNE ST TO I-75		\$0	2024	\$7,610,573	Adding lanes		
446830-1	Design	Additions	CHARLOTTE	0205	SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD		\$0 2026) 8-ft sidewalk		
446830-1	Construction	Additions	CHARLOTTE	0205	SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD		\$0	2028	\$3,262,943	CEI funds ha		
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 impro		
449652-1	CEI	Additions	CHARLOTTE	9917	LINE		\$0	2027	\$277,474	have been fu		
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			
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	Resurfacing		
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	have been fu		
451102-1	Design	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE		\$0	2025	\$4,000	Docurfacing		
451102-1	Construction	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE		\$0	2026	\$906,361	Resurfacing have been fi		
451102-1	CEI	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE		\$0	2026	\$131,088	nave been n		
451103-1	Design	Additions	CHARLOTTE	0012	SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE		\$0	2024	\$299,432	Docurfacing		
451103-1	Construction	Additions	CHARLOTTE	0012	SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE		\$0	2026	\$5,196,623	Resurfacing have been fu		
451103-1	CEI	Additions	CHARLOTTE	0012	SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE		\$0	2026	\$647,288	nave been n		
451104-1	Design	Additions	CHARLOTTE	0012	SR 35 (US 17) FROM PINEGROVE CIRCLE TO N OF WASHINGTON		\$0	2024	\$995,280	Resurfacing		
451104-1	Construction	Additions	CHARLOTTE	0012	LOOP RD		\$0	2026	\$3,218,014	have been fi		
451104-1	CEI	Additions	CHARLOTTE	0012			\$0	2026	\$404,382	nave been n		
451203-1	Capital Grant	Additions	CHARLOTTE	8207	PUNTA GORDA AIRPORT HOLDING BAY RWY 22 APPROACH		\$0	2026	\$65,000	Aviation Cap		
451214-1	Capital Grant	Additions	CHARLOTTE	8207	PUNTA GORDA AIRPORT REALIGN TAXIWAY F		\$0	2025	\$107,500	Aviation Cap		
451215-1	Capital Grant	Additions	CHARLOTTE	8207	PUNTA GORDA AIRPORT EXPAND AIR CARRIER RAMP		\$0	2025	\$207,500	Aviation Cap		
451216-1	Capital Grant	Additions	CHARLOTTE	8211	PUNTA GORDA AIRPORT MAINTENANCE & OPERATIONS CENTER		\$0	2024	\$2,000,000	Aviation pro		
451358-1	Construction	Additions	CHARLOTTE	0233	US 41 AT MIDWAY BLVD		\$0	2027	\$1,110,418	Intersection		
451358-1	CEI	Additions	CHARLOTTE	0233	US 41 AT MIDWAY BLVD		\$0	2027	\$182,215	and CEI phas		
451360-1	Design	Additions	CHARLOTTE	0554	SR 776 AT OCEANSPRAY BLVD		\$0	2025	\$1,000	Madian Mar		
451360-1	Construction	Additions	CHARLOTTE	0554	SR 776 AT OCEANSPRAY BLVD		\$0	2027	\$454,014	Median Moo		
451360-1	CEI	Additions	CHARLOTTE	0554	SR 776 AT OCEANSPRAY BLVD		\$0	2027	\$55,246	phases have		
451489-1	Capital Grant	Additions	CHARLOTTE	8205	PUNTA GORDA AIRPORT RUNWAY 4-22 EXTENSION		\$0	2026		Aviation Pre		
451993-1	Capital Grant	Additions	CHARLOTTE	8205	PUNTA GORDA AIRPORT REHABILITATE TAXIWAY A & C		\$0	2024	\$490,000	Aviation Pre		
452154-1	Design	Additions	CHARLOTTE	0109	1-75 AT JONES LOOP TRUCK PARKING		\$0	2024	\$1,750,000	National Hig		
452154-1	Construction	Additions	CHARLOTTE	0109	1-75 AT JONES LOOP TRUCK PARKING		\$0	2028	\$15,039,729	Design, Cons		
452154-1	CEI	Additions	CHARLOTTE	0109	1-75 AT JONES LOOP TRUCK PARKING		\$0	2028	\$2,789,562	Design, com		
	Operations				ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN					Electric Vehi		
452200-4		Additions	CHARLOTTE	0207	PHASE I I-75(SR93)		\$0	2024	\$1,700,000			
	Operations				ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN					Electric Vehi		
452200-5		Additions			PHASE I 1-75(SR93)			2024	\$1,700,000			
452221-1	-	Additions		0106	COOPER STREET FROM AIRPORT RD TO E MARION AVE			2026	\$308,000	ILAP. Comple		
	Construction	Additions			COOPER STREET FROM AIRPORT RD TO E MARION AVE			2028	\$2,810,000	Design, Cons		
452221-1	CEI	Additions	CHARLOTTE	0106	COOPER STREET FROM AIRPORT RD TO E MARION AVE		\$0	2028	\$110,000	<i>,</i>		

es. ROW funds added

alk along E side of US41. Design, Construction and nave been funded

rovements project. Construction and CEI funds funded

g project. Design, Construction and CEI phases funded

apacity project

apacity project

apacity project

roject

on Improvements and signal upgrades. Construction lases have been funded

odification Project. Design, Construction and CEI ve been funded

reservation Project

reservation Project

ighway Freight Program (NHFP) project. Rest Area. nstruction and CEI phases have been funded

hicle Charging Project

hicle Charging Project

blete Streets Project. Priority #4 on the MPO list. Instruction and CEI phases have been funded

FLORIDA DEPARTMENT OF TRANSPORTATION **DRAFT TENTATIVE WORK PROGRAM** CHARLOTTE COUNTY- PUNTA GORDA MPO FY2024 THROUGH FY2028 SUMMARY OF CHANGES Project Work **Old Fiscal** Old New Fiscal New Estimate Number Phase Type Category County MIx **Project Description** Year Year Estimate Notes 452236-1 Design Additions CHARLOTTE 9956 \$0 2024 \$99,000 SR 45 (US 41) ADA RAMP FROM HARBORWALK TO W RETTA 452236-1 Construction Additions CHARLOTTE 9956 \$0 2026 \$246,511 \$104,640 been funded ESPLANADE 452236-1 CEI Additions CHARLOTTE 9956 \$0 2026 CHARLOTTE \$5,556,448 2024 \$8,116,094 441950-1 Construction Advances 0235 SR 31 FROM CR 74 TO CR 74 2025 441950-1 Utilities Advances CHARLOTTE SR 31 FROM CR 74 TO CR 74 2025 \$500,000 2024 0235 \$500,000 441950-1 CEI 2025 \$926,931 2024 CHARLOTTE 0235 \$1,128,131 Advances SR 31 FROM CR 74 TO CR 74 SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY 449652-1 Design Advances CHARLOTTE 9917 LINE 2026 \$5,000 2025 \$479,000 FY25 434965-2 Deletions CHARLOTTE 0213 HARBORVIEW ROAD FROM MELBOURNE ST TO I-75 2024 \$959,376 \$0 434965-2 ROW HARBORVIEW ROAD FROM MELBOURNE ST TO I-75 Deletions CHARLOTTE 0213 2024 \$249,757 \$0 Deletions HARBORVIEW ROAD FROM MELBOURNE ST TO I-75 \$0 434965-2 CHARLOTTE 0213 2024 \$5,594,187 446340-1 Construction Moved in CHARLOTTE 0233 SR 776 (EL JOBEAN RD) AT FLAMINGO BLVD 2099 \$0 2025 Feasibility 446391-1 Study (LAP) Moved in CHARLOTTE 0040 US 41 (SR 45) FROM KINGS HWY TO PEACE RIVER BRIDGE 2099 \$0 2025 2099 446393-1 Design Moved in CHARLOTTE 0550 SR 776 AT CHARLOTTE SPORTS PARK \$0 2025 \$101,000 Program (FY25) PD&E (Other \$290,000 Work Program (FY28) 446596-1 Agency) US 17 FROM US 41 (SR 35) NB TO COOPER ST (SR 35) Moved in CHARLOTTE 2099 \$0 2028 0040 441866-1 Capital Grant Moved Out CHARLOTTE 8211 PUNTA GORDA ARPT T-HANGARS 2025 \$1,000,000 2029

Managed by FDOT. Design, Construction and CEI phases have been funded

Roundabout project. Construction, Utilities and CEI phases have been advanced from FY25 to FY24

Safety Project. Design phase has been advanced from FY26 to

ROW funds have been moved to the project 434965-5 (please refer to the "Additions" section)

Intersection improvement project (LAP). Constraction phase \$1,460,000 moved in to the 5Y Work Program (FY25)

Feasibility Study: Perform a lane diet - 6 to 4 lanes (LAP). \$150,000 Moved back in to the 5Y Work Program (FY25)

> Add turn lane. Design phase moved in to the 5Y Work Program (FY25)

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)

The project funding was deferred to FY 2029 at the request of \$0 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 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.



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

10/01/2015

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
-	4400021	Desc: BIKE PATH/TRAIL	TDL	DIT	\$ <u>1,000</u>	ΨΟ	ŶŬ	ΨU	Ψ0
		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	4254050		DE	CADM	¢101.000	¢0	¢0	¢0	¢0
4	4351052	CR 765A (TAYLOR RD) FROM N JONES LOOP TO AIRPORT RD PHASE I	PE	CARM TALM	\$191,866 \$458,134	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
		Desc: Bike Path / Trail	PE	TALT	\$1,000	\$0	\$0	\$0	\$0
		Project Length : 2.920 Begin Mile Post : 0.675 End Mile Post: 3.595	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	\$O	\$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	iotai:	\$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	PE	DDR	\$0	\$0	\$300,000	\$0	\$0
_	4420001	Desc: DYNAMIC MESSAGE SIGN	1 6	DDIX	\$0 \$0	\$0 \$0	\$000,000	\$0 \$0	\$0
		Project Length : 28.996 Begin Mile Post : 0.000 End Mile Post: 22.008	Project	Total:	\$0	\$0	\$300,000	\$0	\$0
					<u> </u>		•		
9	4419501	SR 31 FROM CR 74 TO CR 74	RRU	DI	\$500,000	\$0	\$0	\$0	\$0
		Desc: ROUNDABOUT	CST	DI	\$9,244,225	\$50,000	\$0	\$0	\$0
		Project Length : 0.239 Begin Mile Post : 12.008 End Mile Post: 12.247	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	ENV	TALT	\$75,000	\$0	\$0	\$0	\$0
		Project Length : 2.652 Begin Mile Post : 19.668 End Mile Post: 22.320		T	\$0	\$0	\$0	\$0	\$0
			Project	Total:	\$75,000	\$0		\$0	\$0
11	4200604		CST	CARL	\$0	\$0	\$0	\$390,602	\$0
11	4302021	SR 45 (US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD Desc: SIDEWALK	CST	DIH	\$0 \$0	\$0 \$0	\$0 \$0	\$390,602	\$0 \$0
		Project Length : 2.136 Begin Mile Post : 17.532 End Mile Post: 19.668	CST	SL	\$0	\$0 \$0	\$0 \$0	\$1.125.523	\$0 \$0
			CST	TALL	\$0	\$0 \$0	\$0 \$0	\$260.573	\$0 \$0
			CST	TALT	\$0	\$0 \$0	\$0	\$3,760,192	\$0 \$0
			Project		\$0	\$0 \$0	\$0	\$5,538,013	\$0
10	4444851	SR 45 (US 41) FROM S OF MORNINGSIDE DR TO N OF PIERRE RD	PE	DIH	\$544,000	\$0	\$0	\$0	\$0
		Desc: RESURFACING	CST	DDR		\$0	\$757,532	\$0	\$0
		Project Length : 2.562 Begin Mile Post : 5.562 End Mile Post: 7.670	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	1110071	SR 776 (EL JOBEAN RD) FROM MYAKKA RIVER TO MURDOCK CIRCLE	CST	DDR	\$0	\$0	\$852,000	\$0	\$0
	4449071	Desc: LANDSCAPING	Project		\$0	\$0 \$0	\$852,000	\$0 \$0	\$0
		Project Length : 5.681 Begin Mile Post : 11.403 End Mile Post: 17.084	110,000	Total.	ΨŬ	ψU	<i>4032,000</i>	Ψ0	40
12	4463401	SR 776 (EL JOBEAN RD) AT FLAMINGO BLVD	CST	ACSS	\$0	\$1,460,000	\$0	\$0	\$0
		Desc: INTERSECTION IMPROVEMENT			\$0	\$0	\$0	\$0	\$0
		Project Length :	Project	Total:	\$0	\$1,460,000	\$0	\$0	\$0
13	4463931 1	. US 41 (SR 45) FROM KINGS HWY TO PEACE RIVER BRIDGE	PLN	SL	\$0	\$150,000	\$0	\$0	\$0
		Desc: TRANSPORTATION PLANNING			\$0	\$0	\$0	\$0	\$0
		Project Length : 0.004 Begin Mile Post : 15.079 End Mile Post: 15.083	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	PE	LF	\$0	\$50,000	\$0	\$0	\$0
		Desc: ADD RIGHT TURN LANE(S)		SL	\$0	\$101,000	\$0	\$0	\$0
		Project Length :	Project	Total:	\$0	\$151,000	\$0	\$0	\$0
15	4415521	SR 35 (US 17) FROM SR 45 (US 41) TO BERMONT ROAD (CR 74)	CST	DDR	\$3,666,291	\$0	\$0	\$0	\$0
		Desc: RESURFACING	CST	DIH	\$5,140	\$0	\$0	\$0	\$0
		Project Length : 0.910 Begin Mile Post : 13.250 End Mile Post: 14.160	CST	DS	\$11,591,218	\$0	\$0	\$0	\$0
			CST Project	LF Total:	\$240,290 \$15,502,939	\$0 \$0	\$0 \$0	\$0 \$0	<mark>\$0</mark> \$0
16	4415241	TAMIAMI TRAIL (SR 45) FROM WILLIAM ST TO PEACE RIVER BRIDGE	CST	DDR	\$4,412,323	\$0	\$0	\$0	\$0
10	4410241	Desc: RESURFACING	CST	DIH	\$1.028	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
		Project Length : 0.910 Begin Mile Post : 13.250 End Mile Post: 14.160	CST	DS	\$818,577	\$0 \$0	\$0 \$0	\$0	\$0
			CST	I F	\$682.852	\$0	\$0	\$0	\$0
			CST	SA	\$596,666	\$0	\$0	\$0	\$0
			CST	SL	\$102,800	\$0 \$0	\$0	\$0	\$0
			ENV	TALT	\$50,000	\$0 \$0	\$0	\$0	\$0
			Project		\$6,664,246	\$0	\$0 \$0	\$0	\$0
			110,000	10001.	\$0,004,240	ΨU	ΨŪ	ψU	φU
17	4465961	US 17 FROM US 41 (SR 35) NB TO COOPER ST (SR 35)	PDE	DIH	\$0	\$0	\$0	\$0	\$1,000
		Desc: TRANSPORTATION PLANNING	PDE	SL	\$0	\$0	\$0	\$0	\$290,000
		Project Length : 0.776 Begin Mile Post : 0.708 End Mile Post: 1.484	Project	Total:	\$0	\$0	\$0	\$0	\$291,000
18	4463391	US 41 (SR 45) AT S FORK ALLIGATOR CREEK	PE	TALL	\$0	\$290,000	\$0	\$0	\$0
		Desc: PEDESTRIAN/WILDLIFE OVERPASS	Project		\$0	\$290,000	\$0	\$0	\$0
		Project Length : 0.022 Begin Mile Post : 9.841 End Mile Post: 9.863				. ,			
19	446830 1	SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD	PE	TALT	\$0	\$0	\$0	\$0	\$0
		Desc: SIDEWALK	CST	CARL	\$0	\$0	\$0	\$0	\$452,708
		Project Length :	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	CST	DWS	\$0	\$0	\$0	\$0	\$567,252
		Desc: MCCO WEIGH STATION STATIC/WIM	Project	Total:	\$0	\$0	\$0	\$0	\$567,252
		Project Length :							

#	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	CST	ACNR	\$0	\$5,509,996	\$0	\$0	\$0
		Desc: RESURFACING	CST	DDR	\$0	\$682,952	\$0	\$0	\$0
		Project Length :	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	PE	ACSS	\$0	\$479,000	\$0	\$0	\$0
		Desc: SAFETY PROJECT	CST	ACSS	\$0	\$0	\$0	\$1,925,932	\$0
		Project Length :						,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
			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	PE	DIH	\$4,000	\$0	\$0	\$0	\$0
		Desc: RESURFACING	CST	DS	\$1,144,890	\$0	\$0	\$0	\$0
		Project Length :	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	PE	DIH	\$0	\$4,000	\$0	\$0	\$0
		Desc: SAFETY PROJECT	CST	DIH	\$0	\$0	\$5,450	\$0	\$0
		Project Length :			\$0	\$0	\$1,031,999	\$0	\$0
			Drainat	Tatalı	\$0	\$0	\$0	\$0	\$0 \$0
			Project	10(a):	\$0	\$4,000	\$1,037,449	\$0	\$0
25	451104-1	SR 35 (US 17) FROM PINEGROVE CIRCLE TO N OF WASHINGTON LOOP RD	PE	ACNP	\$995,260	\$0	\$0	\$0	\$0
		Desc: RESURFACING	PE	DIH	\$20,000	\$0	\$0	\$0	\$0
		Project Length :	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	PE	DIH	\$4,000	\$0	\$0	\$0	\$0
		Desc: RESURFACING	PE	DS	\$295,432	\$0	\$0	\$0	\$0
		Project Length :	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 \$0
			Project	Total:	\$299,432	\$0	\$5,843,911	\$0	\$0

Project Total: \$1,750,000 \$0 \$0 \$17,825 31 452200 4 ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PHASE I 1-75(SR93) Desc: ELECTRIC VEHICLE CHARGING OPN GFEV \$1,700,000 \$0 \$0 \$0 32 452200 5 ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PHASE I 1-75(SR93) Desc: ELECTRIC VEHICLE CHARGING OPN GFEV \$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 \$0 \$130 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 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 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 90 SO \$0 \$0	#	FPN	FACILITY	Phase	Fund	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Des:: INTERSECTION IMPROVEMENT S0 S1 S1 S0 S0 S0 S0 S0 S0 S0 S0 S0 S0 <ths0< th=""> S1 S0</ths0<>	27	451358-1	US 41 AT MIDWAY BLVD	CST	ACSS	0\$	\$0	\$0	\$1 292 633	\$0
Project Total: SO	_	4010001		001	71000					\$0
Desc: MEDIAN MODIFICATION CST ACSS \$0 \$0 \$509,260 Project Total \$0 \$				Project	Total:		1.1		+ -	\$0
Desc: MEDIAN MODIFICATION CST ACSS \$0 \$0 \$509,260 Project Total \$0 \$	- 00	454000.4		DE	1000	* 0	¢4,000	* 0	\$ 0	\$0
Project Total: SO SO SSO9_260 29 451104-1 SR 35 (US 17) FROM PINEGROVE CIRCLE TO N OF WASHINGTON LOOP RD Desc: RESURFACING Project Length : PE ACNP \$995,260 \$SO <	20	401300-1					. ,	1.1		\$0 \$0
29 4511041 SR 35 (US 17) FROM PINEGROVE CIRCLE TO N OF WASHINGTON LOOP RD PE ACNP \$995,260 \$0 \$0 \$0 Dess:: RESURFACING Project Length : CST DDR \$0 <td< td=""><td></td><td></td><td>Desc. MEDIAN MODIFICATION</td><td></td><td></td><td></td><td></td><td></td><td></td><td>\$0 \$0</td></td<>			Desc. MEDIAN MODIFICATION							\$0 \$0
Desc: RESURFACING Project Length : PE DIH \$20,000 \$0 \$0 \$0 2GT DDR \$0 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>,</td> <td></td>									,	
Project Length : CST DDR \$0 \$0 \$398,932 \$0 CST DDR \$0 \$0 \$5,450 \$0 CST DH \$0 \$0 \$3,24,800 \$0 CST DDR \$0 \$0 \$3,24,800 \$0 30 452154-1 175 AT JONES LOOP TRUCK PARKING PE ACFP \$1,015,260 \$0 \$3,22,336 \$0 Desc: REST AREA CST ACFP \$1,015,260 \$0 \$0 \$0 \$0 \$1,7825 31 452200 4 ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PHASE I I-75(SR93) OPN GFEV \$1,700,000 \$0 <td>29</td> <td>451104-1</td> <td></td> <td></td> <td>ACNP</td> <td>\$995,260</td> <td></td> <td></td> <td></td> <td>\$0</td>	29	451104-1			ACNP	\$995,260				\$0
CST DIH \$0 \$0 \$5,450 \$0 30 452154:1 F75 AT JONES LOOP TRUCK PARKING Project Total: \$1,015,260 \$0 \$3,622,396 \$0 30 452154:1 F75 AT JONES LOOP TRUCK PARKING PE ACFP \$1,750,000 \$0 \$0 \$0 \$1,7825 30 452154:1 F75 AT JONES LOOP TRUCK PARKING PE ACFP \$1,750,000 \$0 \$0 \$0 \$1,7825 31 452200 4 ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PHASE I F75(SR93) OPN GFEV \$1,700,000 \$0 \$0 \$0 \$0 Desc: ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PHASE I F75(SR93) OPN GFEV \$1,700,000 \$0 \$0 \$0 Desc: ELECTRIC VEHICLE CHARGING Project Total: \$1,700,000 \$0 \$0 \$0 \$0 32 4522201 5 ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PHASE I F75(SR93) OPN GFEV \$1,700,000 \$0 \$0 Desc: ELECTRIC VEHICLE E CHARGING OPN GFEV \$1,700,000 <td></td> <td></td> <td></td> <td>PE</td> <td>DIH</td> <td>\$20,000</td> <td>1.1</td> <td>+ -</td> <td></td> <td>\$0</td>				PE	DIH	\$20,000	1.1	+ -		\$0
CST DS \$0 \$3,218,014 \$0 30 452154-1 1-75 AT JONES LOOP TRUCK PARKING PE ACFP \$1,015,260 \$0 \$3,622,396 \$0 30 452154-1 1-75 AT JONES LOOP TRUCK PARKING PE ACFP \$1,750,000 \$0 \$0 \$0 Desc: REST AREA CST ACFP \$0 \$0 \$0 \$0 \$17,825 31 452200 4 ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PHASE I I-75(SR93) OPN GFEV \$1,700,000 \$0 \$0 \$0 Desc: ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PHASE I I-75(SR93) OPN GFEV \$1,700,000 \$0 \$0 \$0 Desc: ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PHASE I I-75(SR93) OPN GFEV \$1,700,000 \$0 \$0 \$0 Desc: ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PHASE I I-75(SR93) OPN GFEV \$1,700,000 \$0 \$0 \$0 Desc: ELECTRIC VEHICLE CHARGING Project Totat: \$1,700,000 \$0 <			Project Length :					. ,		\$0
Project Total: \$1,015,260 \$0 \$3,622,396 \$0 30 452154-1 1-75 AT JONES LOOP TRUCK PARKING Desc: REST AREA PE ACFP \$1,750,000 \$0 \$0 \$0 \$0 31 452200 4 ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PHASE I1-75(SR93) Desc: ELECTRIC VEHICLE CHARGING OPN GFEV \$1,700,000 \$0 \$0 \$0 32 452200 5 ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PHASE I1-75(SR93) Desc: ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PHASE I1-75(SR93) Desc: ELECTRIC VEHICLE CHARGING OPN GFEV \$1,700,000 \$0 \$0 \$0 32 452201 5 ELECTRONIC VEHICLE CHARGING OPN GFEV \$1,700,000 \$0 \$0 \$0 33 452221 1 COOPER STREET FROM AIRPORT RD TO E MARION AVE Desc: BLIKE PATH/TRAIL PE TALT \$0 \$30 \$130 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 452236-1 SR 45 (US 41) ADA RAMP FROM HARBORWALK TO W RETTA ESPLANADE Desc: PEDESTRIAN SAFETY							1 C C C C C C C C C C C C C C C C C C C			\$0
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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.ccmpo.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 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.ccmpo.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.

Effective Date: 02/16/2022 Florida Department of Transportation

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

Run: 02/16/2022

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

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

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 Or call 850-414-4448

PERFORMANCE MEASURES

Purpose

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

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

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

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

The document is organized as follows:

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

Background

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

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

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

Highway Safety Measures (PM1)

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

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

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

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

Table IV-1 Highway Safety (PM1) Targets

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.

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

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

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 nonmotorized 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 on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

	CHARLOTTE COUNTY	Y/PUNTA GORDA (N	MPO) - NHS STRUC	TURES 0	7:26 Thursday,	April 1,	2021	12
	# 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.

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

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

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 twoyear 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 (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

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

LOTTR Measures

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

TTTR Measure

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or metropolitan planning area to determine the TTTR index. Federal rules require state DOTs and MPOs to coordinate when setting LOTTR and TTTR performance targets and monitor progress towards achieving the targets. States must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable¹; and
- Two-year and four-year targets for truck travel time reliability.

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

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

PM3 Baseline Performance and Established Targets

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

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

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

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

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

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.

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

 Table IV-5 FTA TAM Performance Measures

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.*

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

Table IV-6 Florida Group TAM Plan Participants¹

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

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

² Provider service area covers portions of Districts 2 and 3.

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

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

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

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

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

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

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

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

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

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

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

Table IV-7 Charlotte	County-Punta Gorda M	PO Transit Asset Management Ta	rgets
	<i>country</i> 1 <i>unita con aa m</i>		

			1	
Asset Category - Performance Measure	Asset Class	FY 2017 Asset Condition	FY2021 Target	FY2025 Target
Revenue Vehicles				
Age - % of revenue	Bus	X	11%%	4%
vehicles within a particular asset class that have met or	Mini-Bus	X	0%	0%
exceeded their ULB	Van	X	40%	0%
Equipment			·	
Age - % of non-revenue	Bus Lift	X	50%	65%
vehicles within a particular asset class that have met or exceeded their ULB	Data Equipment	X	0%	60%
Facilities				
Condition - % of facilities with a condition rating	Parking Lot	n/a	22%%	30%
below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Bus Wash	n/a	6%	9%

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

						Charlotte County Tra	sit - Performance Ta	rgets		
ROLLING STOCK Asset Class	ASSET COUNT	A	VG VALUE	AVG AGE	USEFUL LIFE BENCHMARK	AVG CONDITION	TARGET TARGET MEACTIME (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%		Immediate Action Required 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	A	VG 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
KouteMatch Software	1	\$	57,940.00	2	5	0	40%		No Immediate Action Required	No Immediate Action Required
Notification 4					. <u> </u>		PERFORMANCE TARGET MEASURE		ASSET PERFORMANCE OBJECTIVE	ASSET PERFORMANCE OBJECTIVE
FACILITIES Asset Class	ASSET COUNT	A	VG VALUE	AVG AGE	USEFUL LIFE BENCHMARK	AVG CONDITION	(Percentage of Facilities Rated Below 3 on the Transit Economic Requirements Model)		(Based on Average Asset Age)	(Based on Average Asset Condition)
		1					4000			No. Antion Dominand
Facility Improvement	1.0	\$	18,878.00	6	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.

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

Table IV-9 Performance Targets & Measures

Capital Asset Inventory

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

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

Table IV-10 Capital Asset Inventory Summary

Condition Assessment

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

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

Table IV-11 Asset Condition Inventory Summary

Decision Support

Investment Prioritization

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

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Fleet Vehicles Service Report	Automated spreadsheet to calculate required fleet
Excel	purchase for each year for
Spreadsheet	five years.
Transit Fleet Vehicles Service	Multiple spreadsheets with transit inventory
Report Excel	conditions, performance, and safety
Spreadsheet	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	Acqui sition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	CU - Cutaway Bus	32415	IHC	Champion/Defender		1 1HVBTAAL3AH245032	2 31	2010	194,579	\$225,148.00
RevenueVehicles	CU - Cutaway Bus	32416	IHC	Champion/Defender		1 1HVBTAAL5AH245033	3 31	2010	172,517	\$225,148.0
RevenueVehicles	CU - Cutaway Bus	32417	ІНС	Champion/Defender		1 1HVBTAAL7AH245034	i 31	2010	194,681	\$225,148.0
RevenueVehicles	CU - Cutaway	32418	IHC	Champion/Defender		1 1HVBTAAL4AH250644	31	2010	161,593	\$225,148.0
RevenueVehicles	Bus CU - Cutaway	32419	IHC	Champion/Defender		1 1HVBTAAL9AH245035	5 31	2010	160,141	\$225,148.0
RevenueVehicles	Bus CU - Cutaway	32664	IHC	Champion/Defender		1 1HVBTAAN3BH339009	31	2011	226,226	\$216,610.0
RevenueVehicles	Bus CU - Cutaway	33474	Chevy C4500	Champion/Defender		1 1GB6G5BG7B1162979	26	2011	179,300	\$80,384.0
RevenueVehicles	Bus CU - Cutaway	33475	Chevy C4500	Champion/Defender		1 1GB6G5BG1B1162721	26	2011	229,681	\$80,384.0
RevenueVehicles	Bus MV - Mini-van	33531	Dodge	Chrysler		1 2C4RDGDG6CR17245	17	2012		
RevenueVehicles	MV - Mini-van	33735	Dodge	Chrysler		7 1 2C4RDGDG2CR39954	17	2012	79,152	\$44,662.0
RevenueVehicles	CU - Cutaway		Ford F-450	Goshen/Thor		7 1 1FDGF4GT6CEB62410				
RevenueVehicles	Bus CU - Cutaway		Ford F-450	Goshen/Thor		1 1FDGF4GT8CEB6241				
	Bus									
RevenueVehicles RevenueVehicles	VN - Van VN - Van	33776 33777		E-250 E-250		1 1FTNE2EL7DDA72091				
RevenueVehicles	VN - Van VN - Van	34059		E-250 E-250		1 1FTNE2EL9DDA72092				
			Ford F-450			1 1FDGF4GT1DEB3736				
RevenueVehicles	CU - Cutaway Bus			Glaval/Sport						
RevenueVehicles	CU - Cutaway Bus		Ford F-450	Glaval/Sport		1 1FDGF4GTXDEB3736				
RevenueVehicles	AO - Automobile	35632		Taurus		1 1FAHP2H86GG138332				
RevenueVehicles	MB - Mini-bus	36242		Transit Connect		1 1FDZX2CM0JKA36706				
RevenueVehicles	MB - Mini-bus	36243		Transit Connect		1 1FDZX2CM2JKA36707				
RevenueVehicles	MB - Mini-bus	36249	Ford	Transit Connect		1 1FDZX2CM2JKA36710) 20			
RevenueVehicles	MB - Mini-bus	36250	Ford	Transit Connect		1 1FDZX2CM4JKA36708				\$65,720.00
RevenueVehicles	MB - Mini-bus	36328	Ford	Transit Connect		1 1FDZX2CMXJKA36714	4 20			\$65,720.00
RevenueVehicles	MB - Mini-bus	36332		Transit Connect		1 1FDZX2CM4JKA36711				
RevenueVehicles	MB - Mini-bus	36336		Transit Connect		1 1FDZX2CM8JKA36713				
RevenueVehicles	MB - Mini-bus	36347		Transit Connect		1 1FDZX2CM6JKA36709				
RevenueVehicles	MB - Mini-bus	36348	Ford	Transit Connect		1 1FDZX2CM6JKA36712				\$65,720.00
RevenueVehicles	MB - Mini-bus	36506		Transit Connect		1 1FDVU4XV0JKB11846				\$65,720.00
RevenueVehicles	MB - Mini-bus	36806	Ford	Transit Connect		1 1FDVU4XV0KKA11652	2 22	2019	23,032	\$65,720.0
RevenueVehicles	MB - Mini-bus	37342	Ford	Transit Connect		1 1FDVU4XV6KKB31553	3 22			
RevenueVehicles	MB - Mini-bus	37343	Ford	Transit Connect		1 1FDVU4XV8KKB31554	4 22	2019	3,261	\$79,651.00
RevenueVehicles	MB - Mini-bus	37345	Ford	Transit Connect		1 1FDVU4XV8KKB31555		2019	1,586	\$79,651.0
RevenueVehicles	MB - Mini-bus	37437		Transit Connect		1 1FDVU4XV8KKB31556	6 22	2019	1,187	
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	3 22	2019	5,517	\$79,651.00
RevenueVehicles	MB - Mini-bus	37442	Ford	Transit Connect		1 1FDVU4XV8KKB31557	7 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	1 22	2019	1,037	\$79,651.0
RevenueVehicles	CU - Cutaway Bus	37475	Ford	Odyssey		1 1FDFE4FS5KDC43872	2 23	2020	7,889	\$100,259.0
RevenueVehicles	CU - Cutaway Bus	37481	Ford	Odyssey		1 1FDFE4FS5KDC45346	6 23	2020	8,682	\$100,259.00
Facilities	Parking Lot	Airport				1		2012	2	\$18,878.00
Facilities	Bush Wash	Road 18000						2019		\$756,822.00
Equipment	Bus Lift	Paulson Port Charlott				1		2010		\$23,831.00
Equipment	Data Equipment		Trip Software			1		2011		\$268,558.00
Equipment	Data Equipment	atch RouteM	Notification			1		2016	5	\$57,940.00
	- and Equipmont	atch	Module					2010		

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		32416	1	1HVBTAAL5AH245033	11	172,517	\$225,148.00	10	Yes
RevenueVehicle		32417	1	1HVBTAAL7AH245034	11	195,522	\$225,148.00	10	Yes
RevenueVehicle		32418	1	1HVBTAAL4AH250644	11	162,467	\$225,148.00	10	Yes
RevenueVehicle		32419	1	1HVBTAAL9AH245035	11	160,141	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32664	1	10 227,492 \$216,610.00 10		10	Yes		
RevenueVehicle		33474	1	1GB6G5BG7B1162979	10	179,383	\$80,384.00	10	No
RevenueVehicle		33475	1	1GB6G5BG1B1162721	10	229,952	\$80,384.00	10	Yes
RevenueVehicle		33756	1	1FDGF4GT6CEB62416	9	205,325	\$86,197.00	10	No
RevenueVehicle		33757	1	1FDGF4GT8CEB62417	9	168,465	\$86,197.00	10	No
RevenueVehicle		34082	1	1FDGF4GT1DEB37361	8	253,098	\$88,344.00	10	No
RevenueVehicle		34083	1	1FDGF4GTXDEB37360	8	228,752	\$88,344.00	10	No
RevenueVehicle		37438	1	1FDFE4FS3KDC43871	1	15,177	\$100,259.00	10	No
RevenueVehicle		37475	1	1FDFE4FS5KDC43872	1	12,996	\$100,259.00	10	No
RevenueVehicle		37481	1	1FDFE4FS5KDC45346	1	34,220	\$100,259.00	10	No
RevenueVehicle		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		36348	1		3	65,621	\$65,720.00	10	No
RevenueVehicle		36506	1		3	47,886	\$65,720.00	10	No
RevenueVehicle		36806	. 1		2	42,967	\$65,720.00	10	No
RevenueVehicle		37342	. 1		2	22,966	\$79,651.00	10	No
RevenueVehicle		37343	1		2	15,353	\$79,651.00	10	No
		37345	1		2	,	\$79,651.00		
RevenueVehicle						15,691	• • • • • • •	-	No
RevenueVehicle		37437	1		2	11,527	\$79,651.00		No
RevenueVehicle		37440	1		2	19,138	\$79,651.00		No
RevenueVehicle		37442			2	14,313	\$79,651.00		No
RevenueVehicle		37443			2	15,268	\$79,651.00		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		24050			0	100.042	\$25 059 00	0	Vaa
RevenueVehicle		34059		1 1FTNE2EL2DDA72094 1 1HVBTAAL3AH245032	8	100,042	\$35,058.00 \$225,148.00	8	Yes
RevenueVehicle	Bus	32416		1 1HVBTAAL5AH245033	11	172,517	\$225,148.00	10	Yes
	Bus								
RevenueVehicle	Bus	32417		1 1HVBTAAL7AH245034	11	195,522	\$225,148.00	10	Yes
RevenueVehicle	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	Asse t Clas s	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Life Benchm	Past Useful Life Bench mark
Equipment	Bus Lift	Port charlotte	1		9		\$23,831.00	20	
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	Replaceme nt Cost/Value
Facilities	Bush Wash	18000 Paulson			2	5	\$756,822.00
Facilities	Parking Lot	Airport Road	1		9	4	\$18,878.00

Transit Safety Performance

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

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

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

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

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

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

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

Transit Safety Performance Measures

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

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

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

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

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

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

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

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.

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

Table IV-12 Charlotte County Transit Safety Performance Targets

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.

CHARLOTTE COUNTY						Highways
412665-1 - CHARLOTTE COUN	TY TSMCA					
Type of Work: TRAFFIC CONTR	OL DEVICES/SYSTEM					
Phase	Fund Code	2023	2024	2025	2026	2027
Operations	DDR		\$312,686	\$322,067	\$338,170	
	DITS	\$268,766				\$101,905
Total for Project 412665-1		\$268,766	\$312,686	\$322,067	\$338,170	\$101,905
413042-7 - I-75 (SR 93) AT N JC	ONES LOOP ROAD INTERCHA	NGE				
Type of Work: LANDSCAPING						
	Fund Code	2023	2024	2025	2026	2027
Phase		2023 \$5,000	2024	2025	2026	2027
Phase Preliminary Engineering	Fund Code		2024 \$1,182,720	2025	2026	2027
Phase Preliminary Engineering Construction	Fund Code DIH			2025	2026	2027
Type of Work: LANDSCAPING Phase Preliminary Engineering Construction Total for Project 413042-7	Fund Code DIH DDR		\$1,182,720	2025	2026	2027
Phase Preliminary Engineering Construction Total for Project 413042-7 413625-1 - CITY OF PUNTA GO	Fund Code DIH DDR DIH DIH	\$5,000	\$1,182,720 \$1,056	2025	2026	2027
Phase Preliminary Engineering Construction Total for Project 413042-7 413625-1 - CITY OF PUNTA GO Type of Work: TRAFFIC CONTR	Fund Code DIH DDR DIH DIH	\$5,000	\$1,182,720 \$1,056	2025	2026	2027
Phase Preliminary Engineering Construction Total for Project 413042-7 413625-1 - CITY OF PUNTA GO Type of Work: TRAFFIC CONTR Phase	Fund Code DIH DDR DIH DIH	\$5,000 \$5,000	\$1,182,720 \$1,056 \$1,183,776			
Phase Preliminary Engineering Construction	Fund Code DIH DDR DIH DIH PRDA TSMCA ROL DEVICES/SYSTEM Fund Code	\$5,000 \$5,000	\$1,182,720 \$1,056 \$1,183,776 2024	2025	2026	

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

Type of Work: ADD LANES & RECONSTRUCT

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

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

Type of Work: ADD LANES & RECONSTRUCT

Fund Code	2023	2024	2025	2026	2027
LF				\$5,805,000	
СМ				\$310,150	
LF				\$9,935,382	
SA				\$9,420,184	
SL				\$2,472,240	
				\$27,942,956	
	CM LF SA	CM LF SA	CM LF SA	CM LF SA	CM \$310,150 LF \$9,935,382 SA \$9,420,184 SL \$2,472,240



CHARLOTTE COUNTY						
435105-2 - CR 765A (TAYLOR R Type of Work: SIDEWALK	D) FROM N JONES LOOP TO	AIRPORT RD PHASE I				
Phase	Fund Code	2023	2024	2025	2026	202
Preliminary Engineering	TALL		\$491,844			
	TALT		\$164,677			
Total for Project 435105-2			\$656,521			
437001-2 - PUNTA GORDA WEI Type of Work: MCCO WEIGH ST/	. ,	NING				
Phase	Fund Code	2023	2024	2025	2026	202
Construction	DWS		\$3,803,002			
Total for Project 437001-2			\$3,803,002			
Type of Work: OTHER ITS		2023	2024	2025	2026	202
Type of Work: OTHER ITS Phase Deperations	PS FUND COUNTY WIDE Fund Code DDR	2023 \$90,000 \$90,000	2024 \$90,000 \$90,000	2025 \$90,000 \$90,000	2026 \$90,000 \$90,000	202
Type of Work: OTHER ITS Phase Dperations Total for Project 437105-1 438262-1 - SR 45 (US 41) TAMIA Type of Work: SIDEWALK	Fund Code DDR MI TRAIL FROM CONWAY BI	\$90,000 \$90,000	\$90,000 \$90,000	\$90,000 \$90,000	\$90,000 \$90,000	
Type of Work: OTHER ITS Phase Dperations Total for Project 437105-1 U38262-1 - SR 45 (US 41) TAMIA Type of Work: SIDEWALK Phase	Fund Code DDR MI TRAIL FROM CONWAY BI Fund Code	\$90,000 \$90,000 .VD TO MIDWAY BLVD 2023	\$90,000	\$90,000	\$90,000	
Type of Work: OTHER ITS Phase Dperations Total for Project 437105-1 U38262-1 - SR 45 (US 41) TAMIA Type of Work: SIDEWALK Phase	Fund Code DDR MI TRAIL FROM CONWAY BI Fund Code DS	\$90,000 \$90,000 .VD TO MIDWAY BLVD 2023 \$257,305	\$90,000 \$90,000	\$90,000 \$90,000	\$90,000 \$90,000	
Type of Work: OTHER ITS Phase Dperations Total for Project 437105-1 U38262-1 - SR 45 (US 41) TAMIA Type of Work: SIDEWALK Phase	Fund Code DDR MI TRAIL FROM CONWAY BI Fund Code DS SL	\$90,000 \$90,000 .VD TO MIDWAY BLVD 2023 \$257,305 \$328,033	\$90,000 \$90,000	\$90,000 \$90,000	\$90,000 \$90,000	
ype of Work: OTHER ITS Phase Deperations Total for Project 437105-1 38262-1 - SR 45 (US 41) TAMIA Type of Work: SIDEWALK Phase	Fund Code DDR MI TRAIL FROM CONWAY BI Fund Code DS SL TALL	\$90,000 \$90,000 .VD TO MIDWAY BLVD 2023 \$257,305 \$328,033 \$212,996	\$90,000 \$90,000	\$90,000 \$90,000	\$90,000 \$90,000	
Type of Work: OTHER ITS Phase Operations Total for Project 437105-1 U38262-1 - SR 45 (US 41) TAMIA Type of Work: SIDEWALK Phase Preliminary Engineering	Fund Code DDR MI TRAIL FROM CONWAY BI Fund Code DS SL TALL TALL TALT	\$90,000 \$90,000 .VD TO MIDWAY BLVD 2023 \$257,305 \$328,033	\$90,000 \$90,000	\$90,000 \$90,000	\$90,000 \$90,000	202
Type of Work: OTHER ITS Phase Deperations Total for Project 437105-1 U38262-1 - SR 45 (US 41) TAMIA Type of Work: SIDEWALK Phase Preliminary Engineering	Fund Code DDR MI TRAIL FROM CONWAY BI Fund Code DS SL TALL TALT CM	\$90,000 \$90,000 .VD TO MIDWAY BLVD 2023 \$257,305 \$328,033 \$212,996	\$90,000 \$90,000	\$90,000 \$90,000	\$90,000 \$90,000	202
Type of Work: OTHER ITS Phase Deperations Total for Project 437105-1 U38262-1 - SR 45 (US 41) TAMIA Type of Work: SIDEWALK Phase Preliminary Engineering	Fund Code DDR MI TRAIL FROM CONWAY BI Fund Code DS SL TALL TALT CM DDR	\$90,000 \$90,000 .VD TO MIDWAY BLVD 2023 \$257,305 \$328,033 \$212,996	\$90,000 \$90,000	\$90,000 \$90,000	\$90,000 \$90,000	202 \$2,80 \$2,642,50
Type of Work: OTHER ITS Phase Deperations Total for Project 437105-1 U38262-1 - SR 45 (US 41) TAMIA Type of Work: SIDEWALK Phase Preliminary Engineering	Fund Code DDR MI TRAIL FROM CONWAY BI Fund Code DS SL TALL TALT CM DDR DIH	\$90,000 \$90,000 .VD TO MIDWAY BLVD 2023 \$257,305 \$328,033 \$212,996	\$90,000 \$90,000	\$90,000 \$90,000	\$90,000 \$90,000	202 \$2,80 \$2,642,50 \$1,15
Type of Work: OTHER ITS Phase Dperations Total for Project 437105-1 138262-1 - SR 45 (US 41) TAMIA Type of Work: SIDEWALK Phase Preliminary Engineering	Fund Code DDR MI TRAIL FROM CONWAY BI Fund Code DS SL TALL TALT CM DDR DIH DIH DS	\$90,000 \$90,000 .VD TO MIDWAY BLVD 2023 \$257,305 \$328,033 \$212,996	\$90,000 \$90,000	\$90,000 \$90,000	\$90,000 \$90,000	202 \$2,80 \$2,642,50 \$1,15 \$323,48
Type of Work: OTHER ITS Phase Dperations Total for Project 437105-1 438262-1 - SR 45 (US 41) TAMIA Type of Work: SIDEWALK Phase Preliminary Engineering	Fund Code DDR MI TRAIL FROM CONWAY BI Fund Code DS SL TALL TALT CM DDR DIH DS SL SL	\$90,000 \$90,000 .VD TO MIDWAY BLVD 2023 \$257,305 \$328,033 \$212,996	\$90,000 \$90,000	\$90,000 \$90,000	\$90,000 \$90,000	202 \$2,80 \$2,642,50 \$1,15 \$323,48 \$5,85
437105-1 - CHARLOTTE TMC OI Type of Work: OTHER ITS Phase Operations Total for Project 437105-1 438262-1 - SR 45 (US 41) TAMIA Type of Work: SIDEWALK Phase Preliminary Engineering Construction	Fund Code DDR MI TRAIL FROM CONWAY BI Fund Code DS SL TALL TALT CM DDR DIH DIH DS	\$90,000 \$90,000 .VD TO MIDWAY BLVD 2023 \$257,305 \$328,033 \$212,996	\$90,000 \$90,000	\$90,000 \$90,000	\$90,000 \$90,000	202 202 202 \$2,642,50 \$1,15 \$323,48 \$5,85 \$14,94 \$1,484,93

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

Type of Work: LANDSCAPING

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



CHARLOTTE COUNTY						
440442-1 - SR 45 (US 41) FF Type of Work: SIDEWALK	ROM MIDWAY BLVD TO PAULSON D	R				
Phase	Fund Code	2023	2024	2025	2026	2027
Environmental	TALT		\$75,000			

\$75,000

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

Type of Work: RESURFACING

Total for Project 440442-1

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

441552-1 - SR 35 (US 17) FROM SR 45 (US 41) TO BERMONT ROAD (CR 74) Type of Work: RESURFACING

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

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

Type of Work: ROUNDABOUT

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

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

Type of Work: DYNAMIC MESSAGE SIGN

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



CHARLOTTE COUNTY						Highway
444907-1 - SR 776 (EL JOBEAN Type of Work: LANDSCAPING	I RD) FROM MYAKKA RIVER	TO MURDOCK CIRCLE				
Phase	Fund Code	2023	2024	2025	2026	202
Construction	DDR	2023	2024	2025	\$852,000	202
Total for Project 444907-1	BBR				\$852,000	
445475-1 - SR 776 FROM MYAK Type of Work: RESURFACING	KA RIVER TO WILLOWBENI) DR				
Type of Work: RESURFACING	KKA RIVER TO WILLOWBENI	D DR 2023	2024	2025	2026	202
Type of Work: RESURFACING Phase			2024	2025	2026	202
Type of Work: RESURFACING Phase	Fund Code	2023	2024	2025	2026	202
Type of Work: RESURFACING Phase	Fund Code DDR	2023 \$1,749,428	2024	2025	2026	202
	Fund Code DDR DIH	2023 \$1,749,428 \$1,027	2024	2025	2026	202

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

Type of Work: MCCO WEIGH STATION STATIC/WIM

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

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

Type of Work: PEDESTRIAN/WILDLIFE OVERPASS

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

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

Type of Work: RESURFACING

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

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

Type of Work: SAFETY PROJECT

		2027
	\$479,000	
	\$479,000	



Total for Project 432899-1

408252-1 - CHARLOTTE CO ROADWA	Y & BRIDGE MAINT PR	MARY SYSTEM				
Type of Work: ROUTINE MAINTENANC	E					
Phase	Fund Code	2023	2024	2025	2026	202
Bridge/Roadway/Contract Maintenance	D	\$65.000	\$65,000	2023	2020	202
Total for Project 408252-1	<u> </u>	\$65,000	\$65,000			
•						
408253-1 - CHARLOTTE CO ROADWA	Y & BRIDGE MAINT INT	ERSTATE SYSTEM				
Type of Work: ROUTINE MAINTENANC	Ξ					
Phase	Fund Code	2023	2024	2025	2026	202
Bridge/Roadway/Contract Maintenance	D	\$12,000	\$12,000			
Total for Project 408253-1		\$12,000	\$12,000			
412573-1 - CHARLOTTE COUNTY HIGI	HWAY LIGHTING					
Type of Work: ROUTINE MAINTENANC	Ξ					
Phase	Fund Code	2023	2024	2025	2026	202
Bridge/Roadway/Contract Maintenance	D		\$252,335			
Total for Project 412573-1			\$252,335			
413536-1 - PUNTA GORDA HIGHWAY						
Type of Work: ROUTINE MAINTENANC	Ξ					
Phase	Fund Code	2023	2024	2025	2026	202
Bridge/Roadway/Contract Maintenance	D	\$187,520	\$173,241			
Total for Project 413536-1		\$187,520	\$173,241			
			. ,			
427781-1 - ITS DEVICES ELECTRIC						
Type of Work: OTHER ITS						
Phase	Fund Code	2023	2024	2025	2026	202
Bridge/Roadway/Contract Maintenance	D	\$27,000	\$27,000			
Total for Project 427781-1		\$27,000	\$27,000			
432899-1 - CHARLOTTE COUNTY ASS Type of Work: ROUTINE MAINTENANC						
Phase	Fund Code	2023	2024	2025	2026	202
Bridge/Roadway/Contract Maintenance	D	\$70.000	\$70.000			
DINUC/RUDUWAV/CUIMACI MAINENANCE						

SUBJECT TO CHANGE

\$70,000

\$70,000

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



CHARLOTTE COUNTY M									
443602-1 - CAPE HAZE PIONEER	R TR FROM MYAKKA STATE F	OREST TO US41(SR45)	TAMIAMI TR						
Type of Work: BIKE PATH/TRAIL									
Phase	Fund Code	2023	2024	2025	2026	2027			
Phase PD & E	Fund Code DIH	2023	2024 \$1,000	2025	2026	2027			



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</td>

 TALL
 - TRANSPORTATION ALTS- <200K</td>
 TALT - TRANSPORTATION ALTS- ANY AREA
 SL
 - STP, AREAS <= 200K</td>

Local LF - LOCAL FUNDS

State D - UNRESTRICTED STATE PRIMARY DITS - STATEWIDE ITS - STATE 100%. DWS - WEIGH STATIONS - STATE 100% DDR - DISTRICT DEDICATED REVENUE DPTO - STATE - PTO DIH - STATE IN-HOUSE PRODUCT SUPPORT DS - STATE PRIMARY HIGHWAYS & PTO





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
Roadwaya	and Sidewalk Infrastructure	443.3	545.7	642.6	660.8	760.2	825.7
Public W	'orks 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 - 175 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 W	orks Engineering Total	443.3	545.7	642.6	660.8	760.2	825.7



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)

SOURCE OF FUNDING UNIDENTIFIED PROJECT IDENTIFICATION	Page#	TOTAL REQUESTED FUNDING (UNFUNDED)	APPLY FOR GRANT
Only unfunded portion for partially funded projects:			
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
Fully unfunded projects:			
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	
PROJECT CATEGORY - UNFUNDED TOTAL		32,931	

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

	Page	Total Project	Prior	FY	FY	FY	FY	FY	Total Planned/	Estimated Grant	Estimated Impacts	Unfunded	Unidentified Funding
PROJECT IDENTIFICATION	#	Cost	Years	2023	2024	2025	2026	2027	Funded	Application	or Other	Tier 2	Source
1% SALES TAX REVENUE				3,515	3,586	3,657	3,731	951	15,440				
EXPENDITURES:													
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 ImprovUS 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		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
1% SALES TAX FUNDING TOTAL		52,001	15,393	9,048	1,268	2,535	2,287	862	31,393	4,388	3,222	3,745	9,253
Estimated Projected Carryover - Beg				2,065	(3,468)	(1,150)	142	1,586					
Estimated Projected Carryover - End				(3,468)	(1,150)	(28)	1,586	1,675					
Transfer from Fishermans Village Sale (Special Use Financing (cashflow purposes only)	Fund)			170 3,298	0 (2,318)	0 (980)	0 0	0 0					
Estimated Projected Carryover - End with Int	erfund	Loan		0	0	142	1,586	1,675					

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 Disadvantaged. Transportation disadvantaged Transportation program projects are provided for fiscal years 2023/2024 through 2027/2028.

CHARLOTTE COUNTY

Freight Logistics And Passenger Operations Program: Transit

2028 \$82,000 \$82,000

\$164,000

410119-1 - CHARLOTTE COUNTY TRANSIT FTA SECTION 5311 OPERATING ASSISTANCE Type of Work: OPERATING/ADMIN. ASSISTANCE

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

410138-1 - CHARLOTTE COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE Type of Work: OPERATING FOR FIXED ROUTE

Phase	Fund Code	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
Total for Project 410138-1		\$803,238	\$823,400	\$848,102	\$873,544	\$899,752

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
Total for Project 410145-1		\$1,414,429	\$1,404,504	\$1,544,954	\$1,534,341	\$2,473,844

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
Total for Project 441979-1		\$2,263,086	\$1,500,904	\$1,534,874	\$1,524,328	\$3,958,150

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
Total for Project 441980-1		\$524,520	\$576,973	\$634,670	\$586,075	\$797,450



	Transportat	ion Planning				
439316-4 - CHARLOTTE CTY/PI	UNTA GORDA FY 2022/2023-2	023/2024 UPWP				
Type of Work: TRANSPORTATIC	ON PLANNING					
Phase	Fund Code	2024	2025	2026	2027	2028
Planning	PL	\$600,719				
	SL	\$14,396				
Total fam Dualact 420240 4		\$615,115				
439316-5 - CHARLOTTE CTY/PU						
439316-5 - CHARLOTTE CTY/PL Type of Work: TRANSPORTATIC			2025	2026	2027	2028
439316-5 - CHARLOTTE CTY/PU Type of Work: TRANSPORTATIC Phase	ON PLANNING	025/2026 UPWP	2025 \$605,812	2026 \$611,008	2027	2028
439316-5 - CHARLOTTE CTY/PU Type of Work: TRANSPORTATIC Phase	DN PLANNING Fund Code	025/2026 UPWP			2027	2028
439316-5 - CHARLOTTE CTY/PI Type of Work: TRANSPORTATIC Phase Planning	DN PLANNING Fund Code PL	025/2026 UPWP 2024	\$605,812		2027	2028
Total for Project 439316-4 439316-5 - CHARLOTTE CTY/PU Type of Work: TRANSPORTATIC Phase Planning Total for Project 439316-5	DN PLANNING Fund Code PL	025/2026 UPWP 2024 \$14,396	\$605,812 \$80,000	\$611,008	2027	202
439316-5 - CHARLOTTE CTY/PI Type of Work: TRANSPORTATIC Phase Planning	DN PLANNING Fund Code PL	025/2026 UPWP 2024 \$14,396	\$605,812 \$80,000	\$611,008	2027	

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.

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			
Total for Project 446356-1			\$1,110,000			

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		
Total for Project 451203-1				\$1,300,000		

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			
Total for Project 451214-1			\$2,150,000			

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			
Total for Project 451215-1			\$4,150,000			

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				
Total for Project 451216-1		\$4,000,000				



Needs updated report from FDOT

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 CHARLOTTE-PUNTA GORDA MPO	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT ====================================		DATE RUN: 10/01/202 TIME RUN: 07.35.4 MBROBLT
ITEM NUMBER:413042 4 DISTRICT:01 ROADWAY ID:01075000	PROJECT DESCRIPTION:I-75 FROM S OF N JONES LOOP TO COUNTY:CHARLOTTE PROJECT LENGTH:		*SIS* TYPE OF WORK:ADD LANES & RECONSTRUCT LANES EXIST/IMPROVED/ADDED: 6/ 4/ 2
FUND CODE 	THE AGENCY, NAMAGED BY FROM	2021	
PHASE: CONSTRUCTION / RESPONS NHPP TOTAL 413042 4 TOTAL 413042 4	IBLE AGENCI, MANAGED BI FDOI	14,625 14,625 14,625	
ITEM NUMBER:419379 5 DISTRICT:01 ROADWAY ID:	PROJECT DESCRIPTION:HURRICANE IRMA INTERSTATE (01) COUNTY:CHARLOTTE PROJECT LENGTH:	SIGN REPAIR/REPLACEMENT	*NON-SIS* TYPE OF WORK:EMERGENCY OPERATIONS LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE		2021	
PHASE: CONSTRUCTION / RESPONS ER17 PHASE: GRANTS AND MISCELLANEO	IBLE AGENCY: MANAGED BY FDOT US / RESPONSIBLE AGENCY: MANAGED BY FDOT	8,588	
ER17 TOTAL 419379 5 TOTAL 419379 5		11,656 20,244 20,244	
ITEM NUMBER:431219 1 DISTRICT:01 ROADWAY ID:01010000	PROJECT DESCRIPTION:US 41 (SR 45) AT HANCOCK AVENUE COUNTY:CHARLOTTE PROJECT LENGTH:	.272MI	*NON-SIS* TYPE OF WORK:INTERSECTION IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0
FUND CODE		2021	
PHASE: CONSTRUCTION / RESPONS SL TOTAL 431219 1 TOTAL 431219 1	IBLE AGENCY: MANAGED BY FDOT	1,000 1,000 1,000	
ITEM NUMBER:434965 1 DISTRICT:01 ROADWAY ID:01560000	PROJECT DESCRIPTION:HARBORVIEW ROAD FROM MELBOURNE COUNTY:CHARLOTTE PROJECT LENGTH:	ST TO I-75 .135MI	*NON-SIS* TYPE OF WORK:PD&E/EMO STUDY LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2
FUND CODE		2021	
PHASE: PRELIMINARY ENGINEERIN CM	G / RESPONSIBLE AGENCY: MANAGED BY FDOT	-883,065	
TOTAL 434965 1 TOTAL 434965 1		-883,065	

Needs updated report from FDOT

021 .46 LTP

PAGE 2 CHARLOTTE-PUNTA GORDA MPO	FLORIDA DEPARTMENT OF TRANSPO OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS RE ============== 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 COUNTY:CHARLOTTE PROJECT LENGTH: 2.44			*NON-SIS* TYPE OF WORK:ADD LANES & RECONSTRUCT LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE		2021		
PHASE: PRELIMINARY ENGINEERIN SL TOTAL 434965 2 TOTAL 434965 2	NG / RESPONSIBLE AGENCY: MANAGED BY FDOT		874,639 874,639 874,639	
ITEM NUMBER:434988 1 DISTRICT:01 ROADWAY ID:01010000	PROJECT DESCRIPTION:US 41 FROM SOUTH OF RIO VILLA DR TO . COUNTY:CHARLOTTE PROJECT LENGTH: .93			*NON-SIS* TYPE OF WORK:LIGHTING LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE 		2021		
PHASE: CONSTRUCTION / RESPONS SL TOTAL 434988 1 TOTAL 434988 1	SIBLE AGENCI. MANAGED BY FDOI		-4,017 -4,017 -4,017	
ITEM NUMBER:435390 1 DISTRICT:01 ROADWAY ID:01010000	PROJECT DESCRIPTION:US 41 FROM MIDWAY BLVD TO ENTERPRISE COUNTY:CHARLOTTE PROJECT LENGTH: 2.77			*NON-SIS* TYPE OF WORK:SIDEWALK LANES EXIST/IMPROVED/ADDED: 6/ 2/ 0
FUND CODE		2021		
PHASE: PRELIMINARY ENGINEERIN SA	NG / RESPONSIBLE AGENCY: MANAGED BY FDOT		-5,984	
PHASE: CONSTRUCTION / RESPONS SL	SIBLE AGENCY: MANAGED BY FDOT		831,451	
PHASE: GRANTS AND MISCELLANEG SL TOTAL 435390 1 TOTAL 435390 1	DUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		-76,537 748,930 748,930	
ITEM NUMBER:436597 1 DISTRICT:01 ROADWAY ID:01050000	PROJECT DESCRIPTION:SR 776 FROM NORTH OF PLACIDA RD/PINE COUNTY:CHARLOTTE PROJECT LENGTH: 3.17		TO SPINNAKER BLV	D *NON-SIS* TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE		2021		
PHASE: CONSTRUCTION / RESPONS SA	SIBLE AGENCY: MANAGED BY FDOT		529,865	
TOTAL 436597 1 TOTAL 436597 1			529,865 529,865	

PAGE 3 CHARLOTTE-PUNTA GORDA MPO	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT ====================================	DATE RUN: 10/01/2021 TIME RUN: 07.35.46 MBROBLTP
ITEM NUMBER:440442 1 DISTRICT:01 ROADWAY ID:01010000 FUND CODE	PROJECT DESCRIPTION:SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR COUNTY:CHARLOTTE PROJECT LENGTH: 2.652MI 2021	*NON-SIS* TYPE OF WORK:SIDEWALK LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0
PHASE: PRELIMINARY ENGINEERING SA TOTAL 440442 1 TOTAL 440442 1	<pre>/ RESPONSIBLE AGENCY: MANAGED BY FDOT</pre>	
ITEM NUMBER:440670 1 DISTRICT:01 ROADWAY ID:01010000	PROJECT DESCRIPTION:US 41 (SR 45) FROM CARMALITA STREET TO MARION AVENUE COUNTY:CHARLOTTE PROJECT LENGTH: .490MI	*NON-SIS* TYPE OF WORK:TRAFFIC SIGNALS LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0
FUND CODE ——— PHASE: PRELIMINARY ENGINEERING SA	<pre>2021 / RESPONSIBLE AGENCY: MANAGED BY FDOT 5,412</pre>	
PHASE: CONSTRUCTION / RESPONSIN HSP SL TOTAL 440670 1 TOTAL 440670 1 TOTAL DIST: 01 TOTAL HIGHWAYS	BLE AGENCY: MANAGED BY FDOT -26,337 -42,032 -42,032 1,392,616 1,392,616	

PAGE 4 CHARLOTTE-PUNTA GORDA MPO	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT ====================================	DATE RUN: 10/01/2021 TIME RUN: 07.35.46 MBROBLTP
ITEM NUMBER:439316 2 DISTRICT:01 ROADWAY ID: FUND CODE	PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2018/2019-2019/2020 UPWP COUNTY:CHARLOTTE PROJECT LENGTH: .000 2021	*NON-SIS* TYPE OF WORK:TRANSPORTATION PLANNING LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
PHASE: PRELIMINARY ENGINEERI PL TOTAL 439316 2 TOTAL 439316 2	ING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE -112,924 -112,924 -112,924	
ITEM NUMBER:439316 3 DISTRICT:01 ROADWAY ID: FUND	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
CODE ——— PHASE: PRELIMINARY ENGINEERI PL SL TOTAL 439316 3 TOTAL 439316 3 TOTAL JIST: 01 TOTAL PLANNING	2021 ING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE 467,149 24,157 491,306 491,306 378,382 378,382	

PAGE 5 CHARLOTTE-PUNTA GORDA MPO	FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF WORK PROGRAM ANNUAL OBLIGATIONS REPORT ====================================	DATE RUN: 10/01/2021 TIME RUN: 07.35.46 MBROBLTP
ITEM NUMBER:419724 1 DISTRICT:01 ROADWAY ID:	PROJECT DESCRIPTION:HURRICANE IRMA COUNTYWIDE (01) DISASTER RECOVERY COUNTY:CHARLOTTE PROJECT LENGTH: .000	*NON-SIS* TYPE OF WORK:EMERGENCY OPERATIONS LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
ER17	DNSIBLE AGENCY: MANAGED BY FDOT LEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT 494,946 523,421 523,421	
ITEM NUMBER:438261 1 DISTRICT:01 ROADWAY ID: FUND CODE PHASE: PRELIMINARY ENGINEER SA TOTAL 438261 1 TOTAL 438261 1 TOTAL DIST:01 TOTAL DIST:01	PROJECT DESCRIPTION:CHARLOTTE COUNTY ATMS/ITS COUNTY WIDE COUNTY:CHARLOTTE PROJECT LENGTH: .000 2021 RING / RESPONSIBLE AGENCY: MANAGED BY FDOT 1,000 1,000 524,421 524,421	*NON-SIS* TYPE OF WORK:ITS COMMUNICATION SYSTEM LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
GRAND TOTAL	2,295,419	



This section will be updated for the next meeting cycle

TIP AMENDMENTS

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



ACRONYMS

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

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

APPENDIX – B Public Comments

MARCH 20, 2023 MPO BOARD MEETING

AGENDA ITEM # 15 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)
- N. Jones Loop @ Piper Road Roundabout (PE)
- SR 776 @ Charlotte Sports Park 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)
- US 41 Bridge Approach Decorative Finish Street Lights
- US 41 MURT Bridge at S. Alligator Creek (CST)
- US 41 SB Harborwalk Phase II ADA ramp improvements

<u>Recommendation:</u> 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. <u>2023 Draft TRIP and Project Priority List</u>
 - 2. <u>2022 Charlotte County-Punta Gorda Project Priority List</u>

						DRAFT - 202	3 HIGHWAY PROJE	CT PRIORITIES							
RANK	FPN	PROJECT NAME	FROM	то	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2024	2025	2026	2027	2028	COMMENTS
1	2050 Lon	g Range Transportation	n Plan (LRTP) Ur	odate. Addition	nal Planning dollars were allocating in the curren LRTP Task over the three fiscal years	t 2024- 2028 W	/P to supplement N	IPO to complete 20)50	\$0.017	\$0.08	\$0.00			Allocated \$14,000 in FY 2024 and \$80,000 in FY 2025 to supplement MPOs 2050 LRTP effort
2	2 434965 2 Harbor View Rd ¹ Date St I-75		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	3 Edgewater Dr / Flamingo Blvd Ext ¹ Midway Blvd SR 776		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 ¹	I-75	Piper Rd	Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor.	PE& CST	\$1.00								At the MPO Board recommendation this project is divided into 3 segments. For Segment 1 County is asking funds towards PE . Final report provided in Aug 2022
5		N. Jones Loop Rd ¹	Burnt Store Rd	Knights Dr	Road widening from 4-lane to 6-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
		¹ Regional proje	cts			² TAP Proj	ect on SUN Trail ne	twork system						Notes : /	All project costs are in millions
	PE - Design				ROW - R	ight - of Way		Nev	w Project			MPO Project			
	PD&E Project Development & Environment					CST- C	onstruction		Charle	otte Count	y		City of Pu	nta Gorda	

2022 HIGHWAY PROJECT PRIORITIES

RANK	K 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 Cha exceed 200k triggering the federal requirements of a TMA that may necessitate additional planning funds to support the 2050 LRTP development needs).								f Charlotte County t	0	\$0.12	\$0.20	\$0.08		Allocated by Year based on FDOT Liasion recommendation 11/03/2021
3	434965 2	Harbor View Rd ¹	Jarbor View Rd ¹ Date StI-75Road widening from 2-lane to 4-laneCST\$14.0TBD\$13.1						TBD	ROW Funded for entire segment of Harborview Rd . CST for this segment is unfunded.					
4		Edgewater Dr / Flamingo Blvd Ext ¹	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			Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor	PE& CST	\$1.00								At the MPO Board recommendation this project is divided into 2 segments. For Segment 1 County is asking funds towards PE . Final report available to Staff in Feb/Mar 2022		
		¹ Regional projects				² TAP Project on SUN Trail network system								Notes	s : All project costs are in millions
	PE - Design					ROW - I	Right - of Way	New Project				MPO I	Project		

¹ Regional projects	² TAP Project on SUN Trail network system		
PE - Design	ROW - Right - of Way	New Project	МРО
PD&E Project Development & Environment	CST- Construction	Charlotte County	City of Pu

of Punta Gorda

5



					2022 TRANSPORTA	FION ALTERNATI	/ES LOCAL/REGI	ONAL PROJECTS							
RANK	FPN	PROJECT NAME	FROM	то	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 new project limits.
3В		US 41 Eastside ^{1,2}	Kings Hwy	Conway Blvd	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
3C	4382621	US 41 Eastside ^{1,2}	Conway Blvd	Midway Blvd	Multi Use Recreational Trail (MURT) with 8 feet side walk	CST			\$5.31	\$0.83				\$4.47	CST funded in current DTWP - Project will be deleted
3D	4404421	US 41 East side	Midway Blvd	Paulson Dr	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE&CST			TBD		\$0.075				Need costs estimates for PE & CST. PE & CST funds removed in the current DTV
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 ¹	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 existin US 41 SB sidewalk	^g PE, CST &CEI	\$0.60	\$0.09	\$0.69						Reset meeting on Jan 3, 2022 . FDOT /Revised estimate
1		US 41 NB ¹		Trail bridge over Alligate outh branch	or 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
3		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 Segmer		County is asking PE funds for Segment One

	¹ Regional projects		2 -	TAP Project on SUN 7	rail network system	
	PE - Design	ROW - Right - of Way			New Project	
	PD&E Project Development & Environment	CST- Construction			Charlotte County	

Notes : All project costs are in millions

MPO Project

City of Punta Gorda

2022 TRANSPORTATION SYSTEM MANAGEMENT/ CONGESTION MITIGATION PROJECTS

RANK	FPN#	PROJECT NAME	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST- PDC (in Mil)	2023	2024	2025	2026	2027	Comments
1	4463931	Add turn lanes on SR 776 @ Charlotte Sports Park ¹	Intersection Improvements	PE & CST	\$0.187		\$0.187						County is requesting CST funds
2		SR 776 @ Flamingo Blvd ¹	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 ¹	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
5		US 41 @ Easy St	Intersection Improvements	PE & CST									County is requesting PE & CST funds
6		Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
7		Add turn lanes on SR 776 @ Jacobs St 1	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
8		Add turn lanes US 41 @ Carousel Plaza	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
9		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.
		¹ Regional projects	² TAP Project on SU	N Trail network sy	stem								Notes:All projects costs are in millions
	PE - Design		ROW - Right - of Way			New Project			MPO Pro		ect		
	PD&E Project Development & Environment		CST- Construction			Charlotte County			City of Punta Gor		Gorda		

	Adopted – May 202	2										
	2022 TRANSPORTATION REGIONAL INCE	NTIVE PROGRAM (TRIP)									
	PROJECT PRIORITY L	IST										
CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO												
Priority Rank	Project	Jurisdiction	TRIP Funds Requested									
1	Moccasin Wallow from US 301 to 115 th Ave E (Segment 1)	Manatee County	\$3,600,000									
2	Honore Ave from Fruitville Rd to 17th St	Sarasota County	\$5,010,000									
3	Harborview Rd from Melbourne St to I-75	Charlotte County	\$4,000,000									
4	Moccasin Wallow from 115 th Ave E to I-75 (Seg. 2 & 3)	Manatee County	\$14,400,000									
5	Lorraine Rd from SR 72/Clark Rd to Knights Trail	Sarasota County	\$34,430,000									
6	Edgewater Dr/Flamingo Blvd Ext from Midway Blvd to SR 776	Charlotte County	\$2,200,000									
7	Lorraine Rd from Palmer Blvd to Fruitville Rd	Sarasota County	\$11,125,000									
8	Fruitville Rd. from Sarasota Center Blvd. to Lorraine Rd.	Sarasota County	\$7,515,000									
9	Jones Loop Rd from Burnt Store Rd to Piper Rd	Charlotte County	\$5,000,000									
10	Kings Hwy 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

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	То	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 20, 2023 MPO BOARD MEETING

AGENDA ITEM # 16 FDOT I-75 CONNECT MASTER PLAN STUDIES

Purpose: Update and discussion of FDOT's I-75 Connect Corridor Master Plan Studies for Central and North segments

Agenda Item Presented by: FDOT Staff

Discussion:

FDOT is currently conducting the I-75 Connect Master Plan studies and have recently provided the proposed improvements that are needed for each of the interchanges and segments. Public meetings are scheduled over the next few months and FDOT recently concluded a public meeting for the North Corridor segments of the Master Plan Studies in February 2023.

For more information on the Southwest Connect Interstate program, click on the following link: <u>Home | Southwest Connect (swflinterstates.com)</u>

 Recommendation:
 Informational item. No action required

 Attachments:
 1. I-75 Connect Master Plan presentations for Central and North Segments



Florida Department of Transportation – District One 801 N. Broadway Avenue, Bartow, FL 33830

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MARCH 2023

I-75 MASTER PLAN UPDATE





I-75 Master Plan Corridors





South Corridor

Limits: I-75 from south of Collier Blvd. (SR 951) to north of Bayshore Rd. (SR 78)

Central Corridor

Limits: I-75 from north of Bayshore Rd. (SR 78) to south of River Rd. (SR 777)

North Corridor

Limits: I-75 from south of River Rd. (SR 777) to north of Moccasin Wallow Rd.





PART 1

I-75 CENTRAL CORRIDOR

ON THE AGENDA

- O Study Area
- O Milestones
- O Existing Traffic Conditions
- **Future Traffic Conditions**
- **Recommendations**
- **New Interchange Feasibility**
- O Next Steps



FDOT I-75 CENTRAL CORRIDOR MASTER PLAN UPDATE

MASTER PLAN STUDY AREA

- Limits: I-75 from north of Bayshore Road (SR 78) in Lee County to south of N. River Road (SR 777) in Sarasota County
- Includes the following interchanges:
 - Sumter Boulevard
 - Toledo Blade Boulevard
 - Kings Highway (CR 769)
 - Harbor View Road (CR 776)
 - Duncan Road (US 17)
 - N. Jones Loop Road (CR 768)
 - Tuckers Grade (CR) 762





FDOT I-75 CENTRAL CORRIDOR MASTER PLAN UPDATE

EXISTING TRAFFIC CONDTIONS

I-75 MAINLINE CONDITIONS

- All Segments LOS A or LOS B
 - Northbound & Southbound, AM & PM Peak Periods
- Exceptions at LOS C
 - Northbound AM Toledo Blade to North of Sumter Blvd
 - Northbound PM –
 US 17 to Harbor View Rd
 - Southbound PM North of Sumter Blvd to Toledo Blade Blvd



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LEGEND

EXISTING INTERCHANGES

FEASIBILITY STUDY AREA SEGMENTS AT LOS A or B

SEGMENTS AT LOS (

VENICE

I-75 CENTRAL CORRIDOR MASTER PLAN UPDATE

EXISTING TRAFFIC CONDTIONS

- **Signalized** ramp terminals
 - LOS C or better (AM/PM)
- **Unsignalized** ramp terminals
 - LOS C or better (AM/PM); Except following exit ramp movements:
 - $\circ \quad \textbf{LOS E}$
 - NB Left at Tuckers Grade (PM)
 - SB Right at Sumter Blvd (PM)
 - o LOS F
 - SB Left at Harbor View Rd (AM)
 - NB Left at Toledo Blade Blvd (AM/PM); SB Right (PM)

Existing Peak Hour Intersection Level of Service (LOS)

	AM Peak Hour		PM Peak Hour	
Signalized Intersection	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
I-75 SB and North Jones Loop Road (CR 768)	18.7	В	21.1	С
I-75 NB and North Jones Loop Road (CR 768)	15.1	В	17.1	В
I-75 SB and US 17/ Duncan Road	32.9	С	27.0	С
I-75 NB and US 17/ Duncan Road	7.9	А	8.9	А
I-75 SB and Kings Highway (CR 769)	5.4	А	9.4	А
I-75 NB and Kings Highway (CR 769)	25.1	С	19.5	В
Unsignalized Intersection*	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
I-75 SB and Tuckers Grade (CR 762)	10.4	В	11.2	В
I-75 NB and Tuckers Grade (CR 762)	23.9	С	46.2	E
I-75 SB and Harbor View Road (CR 776)	105.3	F	29.0	D
I-75 NB and Harbor View Road (CR 776)	19.1	С	19.4	С
I-75 SB and Toledo Blade Boulevard/Choctaw Boulevard**	20.9	С	15.7	С
I-75 NB and Toledo Blade Boulevard/Choctaw Boulevard	>300	F	>300	F
I-75 SB and Sumter Boulevard**	20.9	С	20.3	С
I-75 NB and Sumter Boulevard	>300	F	59.3	F

NB = Northbound, SB = Southbound

 $*\ensuremath{\mathsf{Unsignalized}}$ intersection delay/LOS reported for exit ramp left turn

**Exit ramp right turn movements are operating at LOS E or F in the PM Peak Hour





FUTURE TRAFFIC CONDTIONS - 2045 NO BUILD

I-75 MAINLINE CONDITIONS

- All Segments LOS D or better
 - Northbound & Southbound, AM & PM Peak Periods
- Exceptions at LOS E
 - North of Sumter Blvd Northbound AM & Southbound PM







FUTURE TRAFFIC CONDTIONS – 2045 NO BUILD



- Signalized ramp terminals
 - Mostly LOS E or F (AM/PM)
- Unsignalized ramp terminals
 - Nearly all LOS F (AM/PM)

2045 No-Build Peak Hour Intersection Level of Service (LOS)

		AM Peak	AM Peak Hour		PM Peak Hour	
Signalized Intersection			LOS	Delay (sec/veh)	LOS	
I-75 SB and North Jones Loop Road (CR	768)	107.5	F	138.1	F	
I-75 NB and North Jones Loop Road (CR	768)	103.4	F	75.5	E	
I-75 SB and US 17/ Duncan Road		103.4	F	37.0	D	
I-75 NB and US 17/ Duncan Road		12.8	В	13.9	В	
I-75 SB and Kings Highway (CR 769)		27.5	С	16.6	В	
I-75 NB and Kings Highway (CR 769)		80.9	F	26.2	С	
Unsignalized Intersection*		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	
I-75 SB and Tuckers Grade (CR 762)		14.0	В	18.1	С	
I-75 NB and Tuckers Grade (CR 762)		>300	F	>300	F	
I-75 SB and Harbor View Road (CR 776)		>300	F	60.6	F	
I-75 NB and Harbor View Road (CR 776)		131.3	F	182.8	F	
I-75 SB and Toledo Blade Boulevard/	Left Turn	35.1	E	29.6	D	
Choctaw Boulevard**	Right Turn	220	F	>300	F	
I-75 NB and Toledo Blade Boulevard/ Choctaw Boulevard		>300	F	>300	F	
	Left Turn	>300	F	>300	F	
I-75 SB and Sumter Boulevard**	Right Turn	12.7	В	147.1	F	
I-75 NB and Sumter Boulevard		>300	F	>300	F	
Notes: NB = Northbound, SB = Southbound *Unsignalized intersection delay/LC **In the case where the worst-case	OS reported for exit ramp le		our, the righ	nt turn LOS is also	reported	



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RECOMMENDATIONS – FUTURE 2045 BUILD

I-75 MAINLINE AND RAMPS

Segment	Location	Year of Need	Recommended Improvement
I-75 Mainline	Sumter Blvd. to End Project Limit	2034	Add Auxiliary Lane
I-75 SB Off Ramp	to Sumter Boulevard	2036	Widen Exit Ramp to 2 Lanes

Detailed evaluations to be completed in future Phases



RECOMMENDATIONS – FUTURE 2045 BUILD

I-75 INTERCHANGES

Ramp Terminal Intersection	Year of Need	Recommended Improvement
I-75 & Tuckers Grade (CR 762) (NB Ramp) I-75 & Harbor View Road (CR 776) (SB Ramp) I-75 & Harbor View Road (CR 776) (NB Ramp)	2019 (Existing) ⁽¹⁾ 2019 (Existing) ⁽¹⁾ 2030	Future Traffic Control & Modifications through Intersection Control Evaluation (ICE) process
	2038	Add through lane West of I-75
I-75 & N. Jones Loop Road	2037	SB Exit signal control & lane modification
	2040 ⁽²⁾	NB Add Turn Lane, Widen Entry Ramp
I-75 & US 17	2032 ⁽²⁾	Add or Extend Turn Lane, Widen Entry Ramp
I-75 & Kings Highway (NB Ramp)	2038 ⁽²⁾	Add Turn Lane, Widen Entry Ramp
I-75 & Toledo Blade Boulevard I-75 & Sumter Boulevard	2019 (Existing) ⁽¹⁾⁽²⁾ Signal Warrants Met in 2018	Future Traffic Signal Add Turn Lane, Widen Entry Ramp

Notes:

1) Exit ramp turns operating at LOS E/F in the existing condition

2) Existing left turn volume>300 vph or existing queue storage insufficient

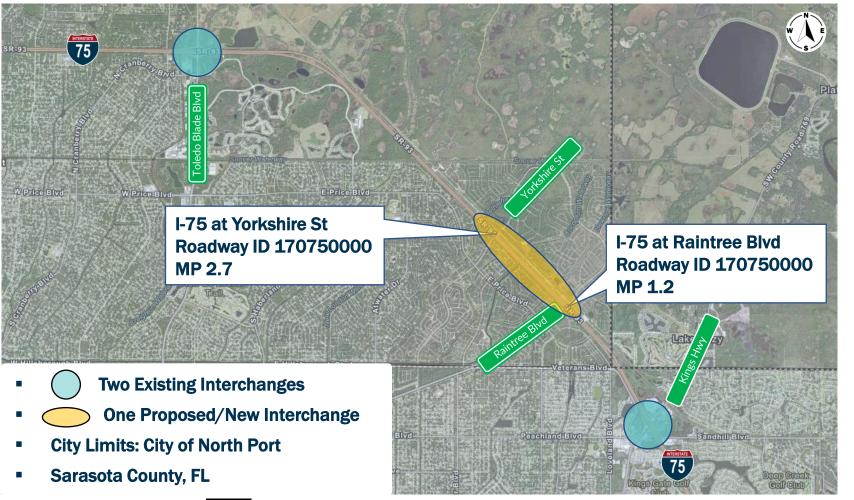
Detailed evaluations to be completed in future Phases



FDOT I-75 CENTRAL CORRIDOR MASTER PLAN UPDATE

NEW INTERCHANGE FEASIBILITY - I-75 at Yorkshire St./Raintree Blvd.

- Proposed new interchange
- Two potential locations identified
- Adjacent interchange to north is I-75 at Toledo Blade Boulevard in Sarasota County
- Adjacent interchange to south is I-75 at Kings Highway in Charlotte County







NEW INTERCHANGE FEASIBILITY - I-75 at Yorkshire St./Raintree Blvd.

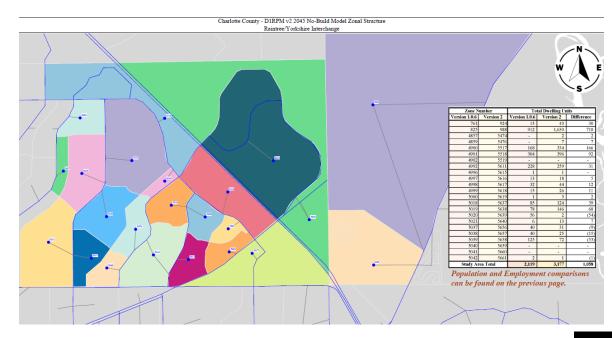
- Multiple-Agency Coordination (April August 2022/Ongoing)
 - Local agencies City of North Port, Charlotte County, Desoto County, and Sarasota County
 - MPOs Sarasota/Manatee MPO and Charlotte County-Punta Gorda MPO
 - FDOT IPO and Local agencies, MPOs
- Based on ongoing coordination, three alternatives were identified for evaluation
 - Raintree Boulevard Interchange Build Alternative
 - Yorkshire Street Interchange Build Alternative
 - Collector/Distributor (C/D) System Build Alternative



FDOT I-75 CENTRAL CORRIDOR MASTER PLAN UPDATE

NEW INTERCHANGE FEASIBILITY - I-75 at Yorkshire St./Raintree Blvd.

- High-level feasibility analysis completed as part of the I-75 Central Corridor Master Plan
 - I-75 Southwest Connect[™] District One Regional Planning Model (D1RPM) with future year 2040 was updated with D1RPM v2 (future year 2045) socio-economic data.



Annual Average Daily Traffic (AADT) from D1RPM shows annual growth rate of 2.5% to 3.0% with the new interchange Build alternatives compared to 1.7% under No-Build

Future 2045 No Build and Build Model Volumes

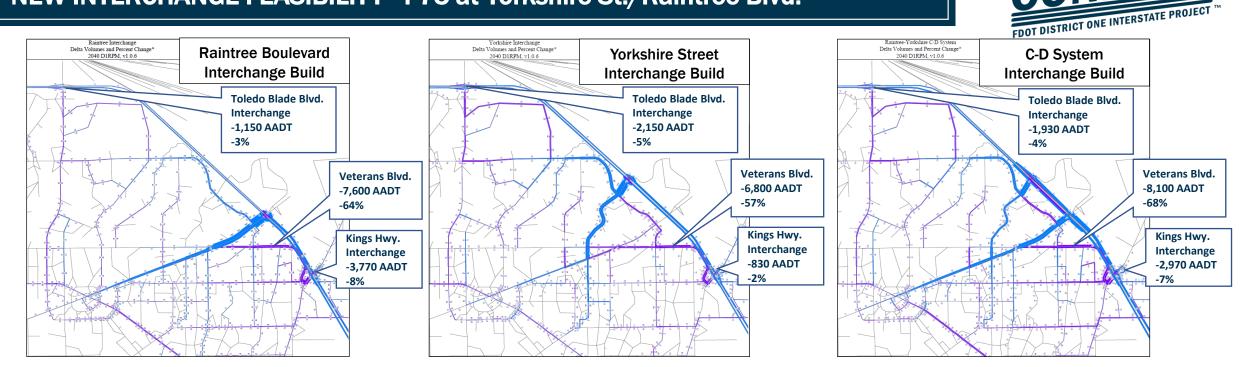
I-75 SW Connect	I-75 Mainline (North of Kings Highway)			
D1RPM Model Scenario	AADT (2-Way Total)	Model Growth Rate		
No Build	62,308	1.7%		
Raintree Interchange Build	75,494	2.8%		
Yorkshire Interchange Build	72,241	2.5%		
C/D System Build	77,661	3.0%		

Note: Model growth rate represents annual growth computed between 2015 model base year and 2040 model horizon year; model volumes extrapolated to 2045.





NEW INTERCHANGE FEASIBILITY - I-75 at Yorkshire St./Raintree Blvd.



INTERSTATE

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NFCT

Road Links with Decrease in Daily Volume Compared to No Build						
Roadway Link/Segment	Raintree Boulevard Interchange Build		Yorkshire Street Interchange Build		C-D System Interchange Build	
	Delta Volume	% Change	Delta Volume	% Change	Delta Volume	% Change
Kings Highway (West of I-75)	-11,000	-22%	-5,300	-11%	-10,400	-21%
Veterans Blvd. (North of Kings Hwy.)	-12,200	-41%	-7,600	-26%	-12,100	-41%
Veterans Blvd. (East of Price Blvd.)	-7,600	-64%	-6,800	-57%	-8,100	-68%



NEW INTERCHANGE - NEXT STEPS

- FDOT and MPOs Continued Coordination
 - Include Interchange and supporting infrastructure in planning documents
 - Establish Funding and Project Prioritization
 - Review and adjust Urban Boundaries and roadway functional classifications
- Interchange Access Request Interchange Justification Report (IJR)
 - Required for all new service interchanges providing access to limited
 access facility
 - Safety, Operational and Engineering (SO&E) Acceptability
- NEPA/Environmental Documentation (PD&E)
 - May be completed concurrently with IAR or following SO&E
 - Preferred alternative/concept is same in NEPA and SO&E



IMPORTANT: FDOT will determine when to begin project development once anticipated future improvements to local roadway network is known.

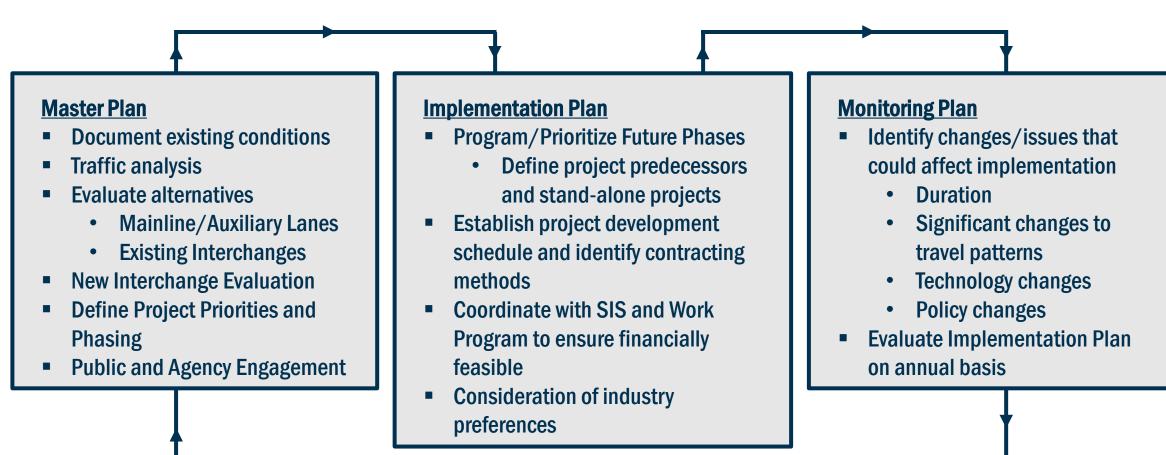
> Multiple agency coordination regarding local network improvements is ongoing.

I-75 CENTRAL CORRIDOR MASTER PLAN UPDATE



MASTER PLAN STUDY – NEXT STEPS

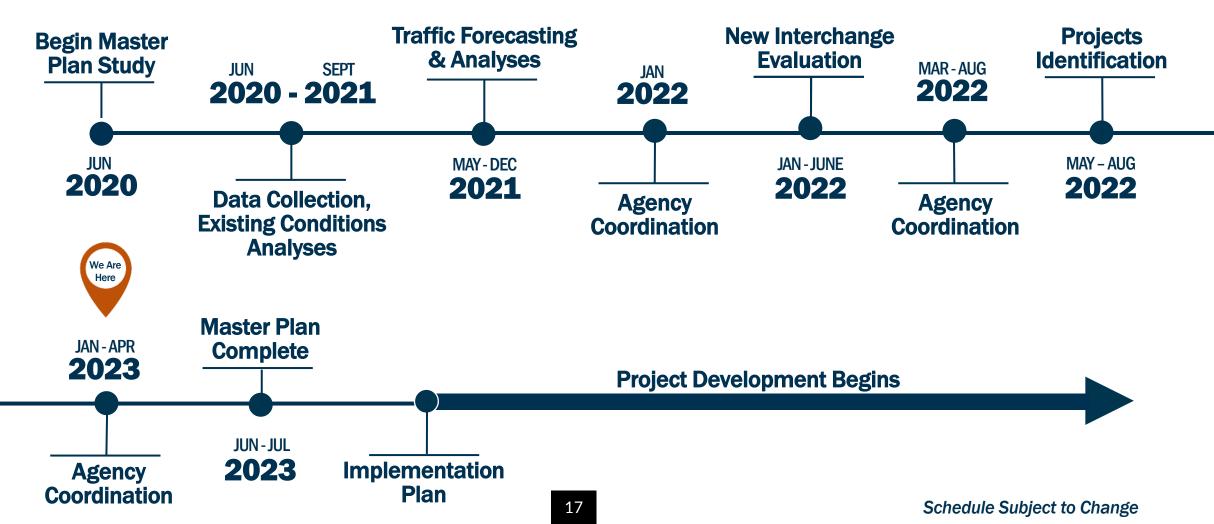
DELIVERABLES:





MASTER PLAN STUDY MILESTONES







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CENTRAL CORRIDOR QUESTIONS?







PART 2



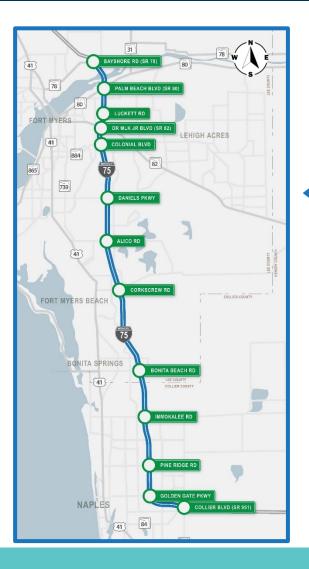
- I-75 SOUTH CORRIDOR
- I-75 NORTH CORRIDOR

ON THE AGENDA

- Introduction
- **Year of Need** (Interchanges/Mainline)
- **Proposed Projects**
- Proposed Typical Sections
- O Weave Section
- O Next Steps



INTRODUCTION





Project: I-75 South Corridor Master Plan **Counties:** Collier, Lee **FPID No.:** 442519-1



Project: I-75 North Corridor Master Plan Counties: Sarasota, Manatee FPID No.: 442518-1







INTRODUCTION

MASTER PLAN PURPOSE:

- Document the existing corridors
- Determine mainline segment and interchange years of need
- Identify locations where improvements can be deferred via minor improvements
- Evaluate alternatives
- Define corridor segmentation
- Public and agency engagement



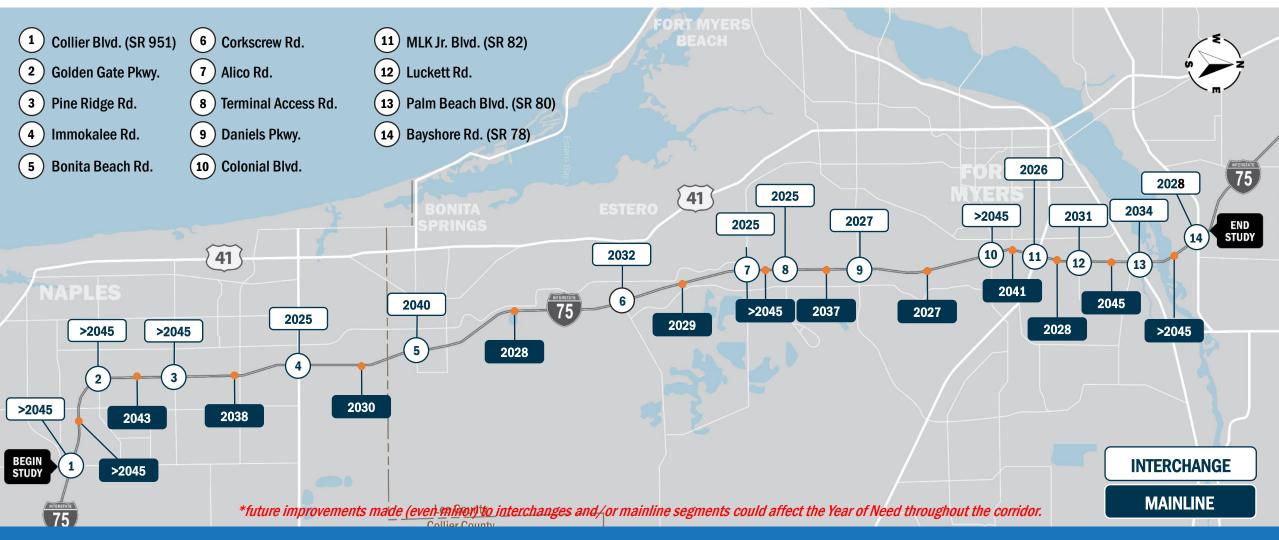


The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4), or to the state project development process.



2045 NO BUILD YEAR OF NEED (SOUTH CORRIDOR)

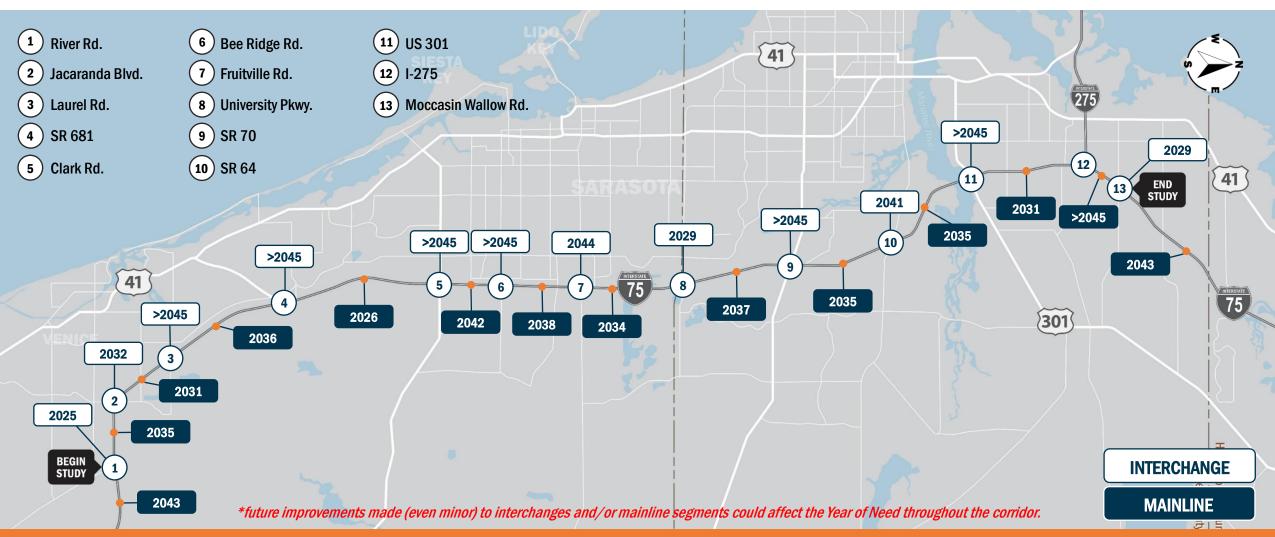






2045 NO BUILD YEAR OF NEED (NORTH CORRIDOR)







PRELIMINARY LIST OF PROPOSED PROJECTS



I-75 NORTH CORRIDOR

INTERCHANGE PROJECTS PROPOSED

Project Name	Length (miles)	Year of Need	Improvement Type
River Rd. Interchange	0.514	2025	Signalize Ramp Terminals
Jacaranda Blvd. Interchange	0.667	2032	Interchange configuration and improve adjacent intersections
SR 681 Interchange	5.118	>2045	Interchange configuration
University Pkwy. Interchange	0.682	2029	Interchange configuration and improve adjacent intersections
Moccasin Wallow Rd. Interchange	2.367	2029	Interchange configuration and improve adjacent intersections

MAINLINE PROJECTS PROPOSED

Project Name	Length (miles)	Year of Need
N. of Sumter Blvd. to S. of Clark Rd.	22.888	2026
S. of Clark Rd. to N. of Fruitville Rd.	5.355	2038
N. of Fruitville Rd. to N. of SR 70	7.168	2034
N. of SR 70 to N. of US 301	7.295	2035
N. of US 301 to S. of I-275	2.823	2031

I-75 SOUTH CORRIDOR

INTERCHANGE PROJECTS PROPOSED

Project Name	Length (miles)	Year of Need	Improvement Type
Immokalee Rd. Interchange	0.491	2025	Interchange Configuration
Bonita Beach Rd. Interchange	0.558	2040	Interchange Configuration
Corkscrew Rd. Interchange	0.585	2032	Improve Adjacent Intersections
Alico Rd. Interchange	2.760	2025	Improve Adjacent Intersections
Terminal Access Rd. Interchange	0.193	2025	Improve with Alico Rd. Interchange
MLK Jr. Blvd. Interchange	0.553	2026	Improve Adjacent Intersections
Luckett Rd. Interchange	0.496	2031	Interchange Configuration Signalize Ramp Terminals
Palm Beach Blvd. Interchange	0.517	2034	Improve Adjacent Intersections
Bayshore Rd. Interchange	0.501	2028	Interchange Configuration

MAINLINE PROJECTS PROPOSED

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Project Name	Length (miles)	Year of Need
I-75 from south of Golden Gate Pkwy. to south of Bonita Beach Rd.	11.072	2030
I-75 from south of Bonita Beach Rd. to north of Corkscrew Rd.	7.922	2028
I-75 from north of Corkscrew Rd. to north of Colonial Blvd.	12.611	2027
I-75 from north of Colonial Blvd. to south of Palm Beach Blvd.	4.452	2028



PROPOSED TYPICAL SECTIONS (SOUTH CORRIDOR)







PROPOSED TYPICAL SECTIONS (NORTH CORRIDOR)

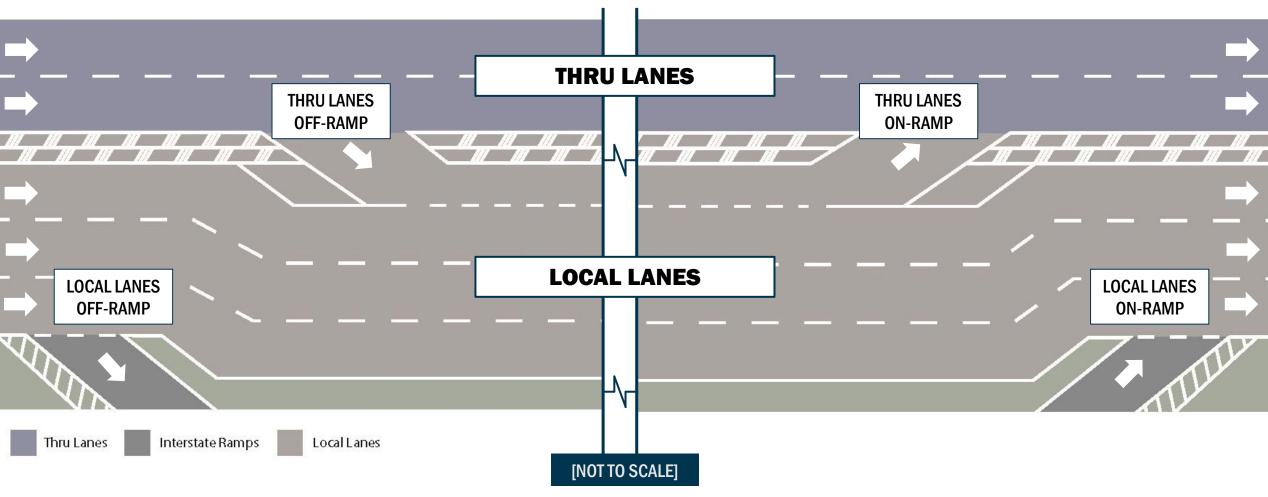






WEAVE SECTION







NEXT STEPS



Project Development Begins

75 SOUTHWEST

FDOT DISTRICT ONE INTERSTATE PROGRAM

4)





NORTH & SOUTH CORRIDOR QUESTIONS?



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MARCH 20, 2023 MPO BOARD MEETING

AGENDA ITEM # 18 STAFF COMMENTS

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CHARLOTTE COUNTY – PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION STAFF DIRECTOR REPORT March 20, 2023 MPO Board Meeting

Recognition of MPO Staff Member Lakshmi Gurram for 15 Years of Service to the Charlotte County Punta Gorda MPO.

- 01/05/2023 Lee County Technical Advisory Committee (TAC) Meeting
- 01/05/2023 Charlotte County-Punta Gorda Transportation Disadvantaged Local Coordinating Board Meeting
- 01/06/2023 Gulf Coast Trail Forum Planning Meeting
- 01/06/2023 FDOT District 1 FY 2024 to FY 2028 Draft Tentative MPO Staff Directors Meeting
- 01/09/2023 Charlotte County-Punta Gorda (CCPG) MPO & Sarasota/Manatee MPO TAC Meeting
- 01/10/2023 CCPG MPO Staff Meeting
- 01/11/2023 CCPG MPO and Charlotte County Public Works Project Coordination Meeting
- 01/12/2023 Charlotte County Harborview Road Discussion Meeting / RAISE Grant Letter of Support
- 01/18/2023 FDOT/FHWA Discretionary Grant Information Workshop Bartow, FL
- 01/18/2023 FDOT District Strategic Intermodal Systems (SIS) Workshop Bartow, FL
- 01/23/2023 CCPG & Sarasota/Manatee Joint MPO Board Meeting
- 01/25/2023 Charlotte County Community Traffic Safety Team Meeting
- 01/28/2023 Transportation Management Area (TMA) Discussion with Charlotte County Transit

01/28/2023 – FDOT Public Meeting - (US 41/ SR 45) Complete Streets Improvements from William Street to Peace River Bridge

- 01/30/2023 CCPG MPO & Kimley Horn Marketing Meeting
- 01/31/2023 MPOAC Freight Meeting / MPOAC Staff Directors & Governing Board Meeting
- 02/01/2023 Florida Metropolitan Planning Partnership (FMPP) Meeting
- 02/08/2023 CCPG MPO Staff Meeting
- 02/09/2023 American Metropolitan Planning Organization (AMPO) 2020 Census Implications to Transit
- 02/14/2023 CCPG MPO and VHB LRTP Discussion
- 02/16/2023 Airport Authority Meeting
- 02/17/2023 CCPG & Lee MPO Joint MPO Board Meeting
- 02/21/2023 FDOT & CCPG MPO Annual Joint Certification Meeting
- 02/22/2023 MPOAC Freight and Rail Priority Meeting
- 02/22/2023 CCPG MPO, Charlotte County and City of Punta Gorda Jones Loop Road Coordination Meeting
- 02/27/2023 2050 CCPG MPO LRTP Consultant Presentations
- 03/01/2023 FHWA Safe Streets and Roads for All Grant Awards Meeting

03/02/2023 – CCPG MPO Technical Advisory Committee/Citizens' Advisory Committee/Bicycle Pedestrian Advisory Committee Meetings

03/03/2023 – CCPG MPO & FDOT Project Coordination Meeting

03/08/2023 – CCPG MPO and VHB Consultant Marketing Meeting

03/09/2023 – MPOAC Policy and Technical Committee Meeting

03/09/2023 – CCPG MPO and Charlotte County MPO Board Meeting Briefing

03/09/2023 – FDOT Local Agency Programs (LAP) Projects Coordination Meeting

03/13/2023 – CCPG MPO Board Briefing

03/10/2023 – CCPG MPO and Charlotte County Fiscal Quarterly Business Meeting

03/14/2023 – FHWA Safe Streets and Roads for All Grant Agreement Webinar

03/15/2023 – American Public Works Association (APWA) Strategic Leadership - Strategy, Culture, Change, and Values Roundtable Meeting

03/16/2023 – CCPG MPO Board Briefings

03/20/2023 – CCPG MPO Board Meeting

MARCH 20, 2023 MPO BOARD MEETING

AGENDA ITEM # 20 CORRESPONDENCE

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Charlotte County-Punta Gorda METROPOLITAN PLANNING ORGANIZATION

Murdock Administration Center

18500 Murdock Circle, Building B, Suite 200, Port Charlotte, FL 33948 (941) 883-3535 (P) 883-3534 (F) E-Mail: office@ccmpo.com

Website: www.ccmpo.com

Commissioner Christopher Constance, MD Chairman

D'Juan L. Harris Director

February 15, 2023

The Honorable Secretary Pete Buttigieg United States Department of Transportation, 1200 New Jersey Avenue SE Washington DC, 20590

Letter of Support for Charlotte County, FL Subject: Harborview Road Project from Melbourne Street to I-75 – 2023 RAISE Grant Application

Dear Secretary Buttigieg:

On behalf of the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO), I am writing to communicate my strong support for Charlotte County's pursuit of a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the Harborview Road project. Charlotte County is seeking this grant to improve roadway safety and foster multi-modal connectivity to an established commercial corridor within the Charlotte Harbor Community Redevelopment Area (CRA).

The proposed widening improvements from a two-lane to four lane facility will include roadway reconstruction and two modern roundabouts. These roadway improvements will accommodate increased traffic demand, including truck traffic, generated by projected growth in Charlotte County. As illustrated in the map below, this corridor is the closest vital northern arterial situated between the Interstate 75 and US 41 Peace River Bridge crossings in Charlotte County, Florida. Thus, the Harborview Road corridor is also a default alternative detour route between two major commercial hubs when traffic incidents occur in the vicinity of the I-75 Harborview Road exit. One such incident occurred on September 26, 2022 when a rollover crash occurred near the 164 mile-marker on I-75 and forced southbound traffic to divert onto Harborview Road to US 41 through Port Charlotte and Punta Gorda. The temporary detour caused massive traffic bottlenecks and disrupted traffic flow for approximately three hours in the region just as crucial Hurricane Ian storm preparations were underway. Multi-jurisdictional impacts occurred as downtown Punta Gorda on US 41 was in gridlock during this crucial timeframe. MPO and Charlotte County staff captured the drone footage below illustrating the morning traffic jam caused by the diverted I-75 southbound traffic:

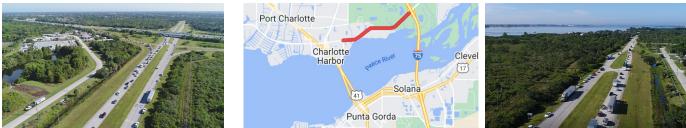


Photo Credits: Jake Henderson

Charlotte County-Punta Gorda MPO 2023 RAISE Grant Letter of Support February 15, 2023

Of note, the MPO's offices were located along Harborview Road adjacent to I-75 at the east end of this project before Hurricane Ian made landfall on September 28, 2022 and rendered our facilities unusable to this day.

The MPO offers its full support behind Charlotte County's application efforts to obtain RAISE Grant discretionary funding to expedite the implementation of this vital project. The project has clear and direct benefits for our community including safety, emergency evacuation, environmental sustainability, quality of life, economic competitiveness and opportunity, improved mobility with a multi-modal approach, and community connectivity and resilience. The Charlotte County-Punta Gorda MPO identifies this project as a top priority in the Cost Feasible component of the 2045 Long Range Transportation Plan (LRTP).

Thank you for considering the Harborview Road project submitted by Charlotte County for RAISE grant discretionary funding. This project will have a transformational impact on our community and will improve safety for all users of this regionally significant roadway connecting two "on-system" highways, moving our county and state one step closer towards an effective "Safe System" approach to eradicate serious injuries and fatalities on our public roadways.

Sincerely,

D'Juan L. Harris, Director Charlotte County-Punta Gorda MPO

DLH MPO/23-04

cc: Christopher Constance, M.D., MPO Board Chairman Lynne Matthews, Mayor, City of Punta Gorda James Herston, Airport Authority Commissioner Stephen R. Deutsch, Charlotte County Commissioner Joseph Tiseo, Charlotte County Commissioner Emily Lewis, Deputy County Administrator

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

COMMENTS ON AGENDA ITEM 8 – BURNT STORE ROAD CORRIDOR IMPROVEMENTS

Friday, February 17, 2023

Comments Made by Dr. Mary Ellen Kiss, Ph.D., Resident of Burnt Store Lakes

I am a nine year resident of Burnt Store Lakes and have been actively engaged in our community, as well as being involved in activities in Burnt Store Marina. I currently serve as a Community Advisory Committee representative of the Charlotte County-Punta Gorda MPO, and am one of the founding members of the Burnt Store Corridor Coalition.

Over the last seven months, I have participated in a number of forums sponsored by the Florida Department of Transportation (FDOT), Charlotte County, the MPO, and the City of Cape Coral on transportation and development issues related to Burnt Store Road. My comments today are limited to the currently proposed right hand turn only option from Vincent Avenue and Islamorada onto Burnt Store Road. Vincent Avenue is a bi-county roadway that is shared by Burnt Store Lakes and Burnt Store Marina. Islamorada serves as the main entry for Burnt Store Marina, which is considered the largest Marina serving Southwest Florida. The commercial entry for the Marina is off of Vincent Avenue, directly across the street from Burnt Store Lakes residences and connects commercial traffic directly to Burnt Store Road from Vincent Avenue.

While we understand the rationale behind recommendations by FDOT and its Project Development and Environmental Study consultants to limit turns from Vincent Avenue and Islamorada onto the newly expanded Burnt Store Road segment, we have significant concerns about unintended consequences regarding increased traffic usage through the Burnt Store Lakes Community. Currently, there is one major artery that connects Burnt Store Lakes with Burnt Store Road off of Cape Horn Boulevard. This artery has a secondary terminus at Vincent Avenue, directly across from the Burnt Store Marina County Club and Golf Course and a short distance from the Commercial Entry into the Marina.

We believe that in order to avoid the right hand turn and subsequent U turn to proceed north on Burnt Store Road, commercial vehicles and those with boat trailers, as well as the general Marina public will opt to make the left hand turn onto Cape Horn Blvd, thus increasing the amount of traffic that will impact wear and tear on this major artery and have implications for safety concerns. As a traffic calming strategy, two round-abouts are located on Cape Horn Blvd. Both of which also have direct access to left hand turn options onto Burnt Store Road from Peppercorn and Saragossa. These round-abouts unfortunately, were not designed to handle the level of commercial traffic currently experienced by the Burnt Store Lakes Community, which has experienced unprecedented residential construction growth over the last three years and does not see any signs of abatement. In summary our current main arteries cannot support the additional traffic, especially of oversized commercial vehicles on our residential streets.

We see as an only option a change in the design specifications to permit left had turns from both Islamorada and Vincent Avenue. We recognize that this may be a challenge with respect to land acquisition and current restrictions with respect to the tolerance for road widening to accommodate left hand turn access. It may also be prudent to consider signalization at Vincent Avenue in the future to mitigate traffic bottle necks.

Specifically, as a concerned resident, I am asking the FDOT-PD&E Team and MPO to meet with the leadership and other stakeholders from Burnt Store Lakes and the Marina to discuss alternatives that would mitigate the effects of increased traffic usage on major arteries within Burnt Store Lakes and divert commercial traffic from the Marina. We strongly support a left turn option.

Thank you for consideration of this request.

Please see the email below from citizen who request to speak at the Joint meeting.

Thanks

Bekie Leslie Administrative Services Coordinator

Charlotte County-Punta Gorda MPO 18500 Murdock Circle, Building B, Room 200 Port Charlotte, FL 33948 Ph: 941-883-3535 Fax: 941-883-3534 www.ccmpo.com

-----Original Message-----From: Cheri Sytsma <fl_cheri@fastmail.com> Sent: Monday, February 13, 2023 7:39 AM To: CCMPO Submission Form <Office@charlottecountyfl.gov> Subject: request to speak

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

Good day My name is Cheryl Sytsma and I am planning on attending your meeting on Feb.17,2023. I reside in Charlotte County and I have concerns that I'd like to speak on; they are as follows:

- 1.) Charlotte County Transit
 - a.) problems experienced
- 2.) Lack of sidewalk
 - a.) no sidewalk off state rd 776 into Walmart.
 - b.) no sidewalk off state road 776 into Starbucks coffee shop
- 3.) Cross signal issues
 - a.) can't see signal due to sun shine therefore requesting Audible
 - b.) signal too short can't make it across street in time allowed

Thank you for adding me to the comment time section for this opportunity to address this board.

Looking forward to meeting everyone too. Thanks, Cheryl Sytsma fl_cheri@fastmail.com 6347 Oriole Blvd Englewood, FL 34224 941/882-2432

Jerry Newmin Board of Directors PGI Section 22 Master Home Owners Association February 17, 2023

• Background:

- I have attended both Charlotte and Lee County MPO meetings.
- I have written dozens of letters to government agencies and officials at all levels.
- All refuse to tackle the safety issues regarding this roadway design.
- o I am frustrated.

• Here's the Problem:

- o 337,234 vehicles entered BSM during 2022. At least that many exited.
- The Burnt Store Road design narrows significantly in the BSM area.
- This narrowing does not allow sufficient right-of-way to allow for contiguous design and construction.
- The right-of-way restrictions are caused by the Babcock Ranch Yucca Pens Wildlife Preserve, which is immediately east of BSM and adjacent to the roadway.
- This restriction limits FDOT in their planning and creates a dangerous and unsafe design.

• Here's a scenario that paints a scary picture:

- Imagine that you are leaving BSM on either Islamorada or Vincent Avenue to travel north.
- Now image that you are towing a boat on a trailer or driving a tractor-trailer truck.
- First you must turn right into two lanes of traffic traveling at least 55 mph.
- You accelerate to 55+ mph to merge into the southbound traffic.
- Once you merge you must then attempt to move to the left lane to be ready to decelerate to make the U-turn.
- Now the northbound on-coming traffic is also moving at least 55 mph on two lanes.
- You wait until traffic clears to make your northbound turn.
- This takes time and space, especially if you are a tractor-trailer or are towing a boat on a trailer.
- This could back up southbound traffic also attempting to make a U-turn.
- Completing a U-turn could also force you to block and at least one lane and possibly both northbound lanes.
- Once northbound you need to accelerate and attempt to merge into the northbound traffic.
- This is a flawed design with potentially dangerous consequences, especially during an evacuation.

• The Solution:

- FDOT requires a small easement from the wildlife preserve to allow adequate space for a safe design.
- Anything you can do to facilitate this issue will be appreciated by all residents, visitors and vendors of the Burnt Store Lakes and Burnt Store Marina communities.
- Thank you for your efforts.









https://earth.google.com/web/@26.74377559,-82.00387777,5.66805751a,41847.24835446d,35y,0h,0t,0r

Good morning, my name is John Fleming and I am the president of the Burnt Store Corridor Coalition.

The formation of this coalition was a direct response to shared concerns over the pace of growth in our area and to work with elected officials and administrators to find solutions to problems that surface as a result of rapid growth.

A primary concern for us has been, and continues to be the reliability and safety of Burnt Store Rd. As you are all well aware it serves as the only evacuation route for northern Lee County and Charlotte County.

After a careful review of this proposal with our consultants we feel various aspects of the design will only serve to endanger, rather than benefit, certain communities and make the road less reliable for all communities in the area.

I want to start by pointing out that although this project has been defined as a Lee County project it does encroach approximately onehalf mile into Charlotte County and that encroachment has complications for residents of Charlotte County, namely Burnt Store Lakes.

I began raising these concerns with the project manager Steven Andrews back in August at a workshop for the project in Cape Coral and in later in emails. My intent was to begin exploring other options to the proposed design.

As a result of the workshop, we learned all traffic leaving Burnt Store Marina at Islamorada Blvd will only be allowed access southbound. Also, traffic leaving the Marina's commercial entrance on Vincent Ave (which is in Charlotte County) will also be denied access northbound.

Burnt Store Marina covers over 270 square miles and has approximately 2500 residents. It is the largest Marina on the west coast of Florida. It has two restaurants, gift shops, a gym and golf course. To design an evacuation road where you are cutting off northbound access to a community as large as the Marina is not only unacceptable, in our opinion, it's arrogant and is in direct contradiction to one of the primary goals of this study which is to address safety concerns to the communities and enhance emergency evacuation.

As this project is not even scheduled to begin for another five to six years, we must be mindful of what the future traffic flow will look like. In recent estimates by the City of Cape Coral they project 9,000 to 14,000 extra cars a day. By then a luxury RV park will be fully operational less than one mile from where U-Turns will be positioned for Marina residents to go northbound. There will also be another community situated opposite the RV park.

In my conversations with the project manager, Steven Andrews it did not appear he had much familiarity with the area or a basic understanding of the unique aspects of the Marina or Lakes communities to fully appreciate how such changes will affect those communities.

For example he was not aware of the level of pedestrian traffic in the Lakes or the fact that the Lakes only have a few sidewalks so residents use the streets to enjoy the unique environmental features of their community. By limiting all commercial traffic leaving the Vincent Avenue exit the proposed design now guarantees a larger volume of commercial traffic on the streets of the Lakes.

The best way I can illustrate that for you today is for you to examine the Q and A pamphlet the State received after the August workshop. A copy should be included with my testimony.

Under the section labeled "ACCESS MANAGEMENT QUESTIONS AND COMMENTS RELATED TO BURNT STORE MARINA." The question was asked "How will contractors, boats on trailers, and large commercial trucks be able to drive northbound when leaving the Marina"

Answer: Large commercial traffic will need to use an alternate route.

We translate that to means the Lakes will be that alternate route as there is only one option now and that is Vincent Ave. But today all commercial traffic has access northbound and southbound so there is no need to travel through the Lakes.

Finally, I'd like to point out that the lack of communication at the State level is troubling as the phase of the project we are in is designed for that one purpose.

If they have a true desire to communicate with the communities affected, they would have made time to attend meetings or workshops in the areas they are changing. As of today, we still don't know who is representing the interests of Charlotte County or if Lee County is looking to explore new options to alleviate this vulnerability.

My purpose here today is not to fight against widening the road as we all feel it is necessary. I am just asking for a promise by the MPO to address the effected communities and maintain a constant dialogue with those communities as problems arise while alternative designs are contemplated.

Thank you.

Summary of Comments and Questions Received from Alternatives Public Workshop- In-Person and Virtual

Burnt Store Road PD&E Study from Van Buren Parkway to Charlotte County Line

FPID 436928-1-22-01

General Project Questions and Comments

Question: Is there a way to replay the webinar?

Response: Yes, the webinar link was added to the project website. <u>https://attendee.gotowebinar.com/recording/4099655973489766408</u>

Question: This project is needed and should be expedited. When will it be done?

Response: This PD&E Study is anticipated to be completed in Fall 2023, pending programming of funds for a future project phase(s). Once funding is programmed, Lee County will be able to develop a schedule for final design, right-of-way acquisition, and construction. Currently, Lee County Metropolitan Planning Organization (MPO) documents depict the project as cost-feasible in 2031-2035, but these schedules are subject to change.

Comment: I would prefer improvements to the existing roadway such as turn lanes and paved shoulders, instead of widening.

Response: While this improvement does address safety, it does not fully meet the purpose and need of this PD&E Study. This includes enhanced capacity for hurricane evacuation and accommodating future traffic volumes along the corridor and addressing associated delay related to the existing 2-lane typical section. Currently, the 18-mile length of Burnt Store Road either has 4-lanes or is under construction to provide 4 lanes. Most of the corridor also has accommodation to widen to 6 lanes, meaning that 2 additional travel lanes can be added within the median without significant construction effort or right-of-way impacts. Therefore, leaving this middle segment of Burnt Store Road a 2-lane typical section creates constrained conditions and a traffic "bottleneck".

Comment: Please include acceleration lanes in the design.

Response: This comment will be discussed with Lee County. Various engineering factors need to be considered including additional right-of-way requirements.

Comment: The area needs more east-west roadway access - Caloosa Parkway and Sands Road are suggested as best options.

Response: Most of the project is within the limits of the City of Cape Coral. The City of Cape Coral Public Works Department, Transportation Division, oversees transportation planning and may be considering future projects for these city facilities. City

representatives are aware of this PD&E study. The project team will relay this comment to the appropriate city representatives.

Comment: Would like parking areas to be added for people to access the trail along Burnt Store Road.

Response: The project team will discuss this topic with Lee County.

Comment: Would like to see bold landscaping (and coordinate with Cape Coral zoning and landscape design plan) and/or a gateway feature like artwork.

Response: Landscaping and other aesthetic treatments will be addressed in later project phases by Lee County.

Comment: I am not in favor of bike lanes or walking paths along the road, they seem dangerous.

Response: The concept plans propose a shared-use path separated from the roadway by a paved roadway shoulder (approximately 7 feet), curb (approximately 2 feet) and a grassy strip (approximately 4 feet) on each side of the road. The offset from the outside travel lane will therefore be approximately 13 feet. Placement of the pathways at the right-of-way line was considered, but this location would block offsite water flows into the ditch or swale. Bicyclists may choose to ride within the paved roadway shoulder or on the path.

Comment: Proposed ponds are located within property and would prevent future development.

Response: Since the original roadway construction did not consider water treatment or storage, new stormwater pond sites are required for this project. The concept plans presented at the workshop showed pond alternatives. Within each basin, typically only 1 pond site is ultimately needed. The project team considered pond site alternatives within Lee County and City of Cape Coral properties, where feasible. However, even with the potential use of county or city properties for pond sites, right-of-way acquisition from private landowners may be required for stormwater management. When the project proceeds toward the design phase, a Pond Siting Analysis will be conducted in greater detail evaluating additional factors including the economic impacts of each pond.

Comment: There is no sidewalk shown in current plans. If sidewalks are proposed they should align with the Charlotte County sidewalks just north of the project.

Response: Lee County is not proposing sidewalks within their portion of the Burnt Store Road corridor, instead shared-use paths are depicted in the concept plans. These are 10foot wide, as compared to a sidewalk which is typically 5-feet wide. Lee County prefers the wider paths since they accommodate more users, and a path is in alignment with the overall vision of Burnt Store Road and other area roads providing a trail network for bicyclist and pedestrian use. The Florida Shared Use Network (SUN) Trail system has also identified Burnt Store Road as a SUN Trail corridor. The portion of Burnt Store Road in Charlotte County is similarly part of the SUN Trail network.

Question: Are there any plans to make any changes to the bridge over Gator Slough? If so, will there be an additional lane? Will the bike lane and walking path remain?

Response: Since, the northbound bridge was recently constructed, no changes are anticipated. The southbound bridge is in need of replacement as part of this project. The new southbound bridge will be of a higher elevation, like the northbound bridge. Also, it will be wide enough to ultimately carry 6 lanes. A shared-use path will also be constructed on the outside travel lane (furthest from the median).

Question: Has high speed been monitored along Burnt Store Road?

Response: Lee County does not monitor vehicle speeds. We have received a few comments regarding high speeds and suggest citizens contact law enforcement to report and request patrol of the area. The proposed design, with raised curb and median and 11-foot travel lanes, as well as posted speeds of 50 mph, is anticipated to reduce speeding.

Comment: The project should be coordinated with Charlotte County and their residents because half of Vincent Avenue and all of Cape Horn Boulevard is maintained by Charlotte County.

Response: Charlotte County, the Charlotte County-Punta Gorda MPO, and the City of Cape Coral are aware of this PD&E study. The project team will continue to coordinate with them.

Question: Does the project enter Charlotte County?

Response: Yes. While the name of the project is "to the Charlotte County Line", the limits do extend approximately 0.25-miles into Charlotte County to tie into the existing 4-lane typical section.

Comment: I would like to receive a full set of all associated documents and plans.

Response: All project materials available to date have been provided on the project website. As the study progresses toward a public hearing, additional project documents will be added to this website: https://www.swflroads.com/project/436928-1

Question: Is there general information on those that are anticipating a possible eminent domain petition and the timeline for the process?

Response: Lee County will be responsible for the right-of-way acquisition process. The schedule for subsequent project phases, including final design, right-of-way acquisition, and construction, are unknown at this time. However, in general, the process is as follows: You will get a notice explaining your rights and describing the property needed for the project; you will get an offer of not less than the estimate of your property's value; there is a negotiation phase (typically at least 30 days); if a price cannot be agreed upon, an eminent domain action would be filed and negotiation would then occur through litigation.

Question: What can I initiate for assessments on this project?

Response: Your name will be added to the project mailing list. Additional information on the project is also available at the project website: https://www.swflroads.com/project/436928-1

General Access Management Questions and Comments

Comment: I am not in favor of the proposed widening of Burnt Store Road unless design changes are made related to access management, specifically, open medians to make north bound left turns from side streets.

Response: We understand from the comments received that many residents have questions and concerns about being able to make northbound left turn lanes. Please see the following comments and responses that address this more specifically. This topic will also be considered in discussions with Lee County.

Comment: Why are there so few locations along the project with opportunities to turn north bound from side roads?

Response: Lee County developed an access management plan for the entirety of Burnt Store Road within Lee County. It was approved and signed by the Lee County Board of County Commissioners (Board), becoming the Access Management Resolution, on September 15, 2020. The resolution identifies Burnt Store Road as a controlled access facility to which permanent access points are restricted to locations established and set by design guidelines and plans adopted by resolution of the Board. The purpose of this restriction is to improve the safety of the traveling public by controlling roadway median openings and access points.

Within the project limits, the access management resolution does not currently call for any full median openings. The project team proposed one full median opening which was warranted at NW 40th Lane, at the Cape Coral Fire Department #7 Station. The reason for this is to provide full access for emergency response to access Burnt Store Road. It is expected that as emergency vehicles, they would be using lights/sound when making a northbound left turn. However, given the high number of public comments received from the alternatives workshop, the team is currently working with Lee County DOT to determine if additional access management changes are warranted.

Lastly, several comments were received about the possibility of adding traffic signals at some intersections. This topic will also be considered in discussions with Lee County.

Question: Will FDOT implement a dedicated area that motorist can utilize to perform the U-turn safely regardless of driver skill level?

Response: If this question is asking about wider pavement areas at the U-turns, called bulb-outs, the project team is evaluating the need and placement.

Access Management Questions and Comments Related to Burnt Store Marina Area

Comment: I would like to see a left turn option from Burnt Store Marina.

Response: We received many comments from citizens requesting an opportunity to turn northbound from Burnt Store Marina. Some comments specifically identified either the Vincent Avenue or Islamorada Boulevard intersection or wanting this opportunity at both locations. The above response explains the background of why northbound left turn opportunities were not shown in the concept plans presented at the public workshop. However, this topic is under consideration with Lee County at this time.

Comment: Could an underpass or overpass be constructed at Burnt Store Marina, to allow for U-turns, like what was recently constructed south of Embers Parkway?

Response: An underpass for a side street would require a significant elevation change, which would not be feasible in this location due to the high water table that is present along the corridor. The difference with the new underpass at SW 1st Terrace is that it is located just south of an excavated canal and Burnt Store Road was previously elevated to span over that canal at the existing bridge location. An overpass for a side street would require significant right-of-way acquisition for a bridge footprint. Construction costs would also be significantly higher to account for a new bridge.

Comment: Can the project team use the Tropicana Parkway intersection at Burnt Store Road as an example for designing the Burnt Store Marina main entrance (Islamorada Boulevard)?

Response: At Tropicana Parkway, south of this project, the roadway right-of-way is very wide, consisting of approximately 350 feet. As a result, this intersection design was an option in that location.

At Islamorda Boulevard, Burnt Store Marina is located on the west side, and state-owned conservation lands are on the east side. The existing right-of-way within this project segment is 200 feet, and this full width is needed for the typical section design (i.e., travel lanes, wide median for an ultimate 6-lane section, multi-use paths, drainage swales, and side slopes and tie downs from raising the road). Therefore, a similar intersection design for Islamorada Boulevard to mirror the intersection design at Tropicana Parkway would require significant right-of-way acquisition. Our project team is striving to minimize right-

of-way acquisition needs when possible, particularly in the case of impacts to private residences and state-owned conservation lands.

Question: Is the right turn only at Burnt Store Marina permanent or just during construction?

Response: It is designed to be permanent. Please see earlier responses regarding why a northbound left turn lane was not depicted in the concept plans.

Comment: We would like right turn lanes into Vincent Avenue and Islamorada Boulevard from Burnt Store Road.

Response: Southbound right turn lanes into these side streets will be discussed further with Lee County and additional right-of-way needs will be evaluated.

Question: Why is Burnt Store Marina the only development that has to make a Uturn to head north on Burnt Store Road?

Response: Please refer to the earlier responses about the U-turn lanes and the approved Lee County Access Management Resolution. Note that the access management plan Charlotte County implemented along Burnt Store Road within Charlotte County limits is different from what Lee County has implemented.

Question: How will drivers, contractors, boats on trailers, large commercial trucks be able to drive north when leaving Burnt Store Marina?

Response: Passenger vehicles, smaller trucks, and vehicles towing boat trailers would be able to make the U-turns at any of the directional median openings. Large commercial trucks would need to use an alternate route.

Question: How will residents of Burnt Store Marina evacuate during an emergency if the proposed roadway prohibits a left turn to head straight north? Are residents supposed to head south then make a u-turn?

Response: This topic will also be considered in discussions with Lee County for potential access modifications.

Question: Would not constructing a left turn option at Burnt Store Marina defeat the purpose of safety onto Burnt Store Road from Burnt Store Marina?

Response: This topic will also be considered in discussions with Lee County for potential access modifications.

Question: How far south will residents leaving Burnt Store Marina have travel before making a U-turn to head north?

Response: In the current concept plans, drivers would have to travel approximately 720 feet south before making a U-turn per the Lee County Access Management Resolution.

Question: Has there been a study to determine how many people go north and south out of Vincent Avenue and Islamorada Boulevard?

Response: Yes, turning movement counts were collected at intersections along the project limits. At Vincent Avenue, AM peak hours recorded 66 vehicles per hour (vph) turning north and 23 vph turning south. These numbers for the PM peak hours are 53 vph turning north and 29 vph turning south.

At Islamorada Boulevard, peak AM hours showed 51 vph turning north and 45 vph turning south. These numbers for the PM peak hours are 41 vph turning north and 71 vph turning south.

Question: Would it be possible to cross Vincent Avenue from Burnt Store Marina into Burnt Store Lakes to head north?

Response: Given current road configurations and conditions, yes.

Question: Is there precedent for restricting traffic for such a large community as Burnt Store Marina?

Response: The Lee County access management resolution approved by the Lee County Board of County Commissioners dictates the access and the intersection configurations for this study. This topic will also be considered in discussions with Lee County.

Question: Why not incorporate a design similar to the exit from Heritage Landing or Peppercorn Road in Charlotte County for Burnt Store Marina?

Response: The intersection at Heritage Landing is a full median opening. Please refer to earlier responses with more details. The Lee County access management resolution approved by the Lee County Board of County Commissioners dictates the access and the intersection configurations for this study.

Question: Why not have simple entry and exit at Islamorada Boulevard, Vincent Avenue, and Charlie Road, similar to the Peppercorn Road and Burnt Store Road intersection?

Response: This question appears to be asking why there cannot be full median openings at these 3 intersections. Please see earlier responses about the approved Lee County Access Management Resolution.

Question: Will the proposed design hinder traffic to Burnt Store Marina?

Response: Traffic will continue to be able to access both Vincent Avenue and Islamorada Boulevard from both the north and south. Left hand turn lanes will be provided in the median to allow for northbound travel to these streets. The design depicted in the concept plans is as per the approved Lee County Access Management Resolution and is intended to allow for functional and safe turning movements in and out of all side streets including Burnt Store Marina. As per the current concept plans, traffic leaving these side streets would be required to turn south. Northbound drivers would then need to access a U-turn lane option to then proceed north.

Question: Have the safety issues caused by the right turn from Burnt Store Marina then U-turn to head north on Burnt Store Road been considered? Are there any potential solutions?

Answer: Please refer to earlier responses. This design is safer than an open median since it reduces conflict points. However, the project team will further discuss access management with Lee County.

Question: Why is a traffic light, roundabout, or open median to include left turns not considered at Burnt Store Marina exit/entrance, at Islamorada Boulevard and/or Vincent Ave?

Response: Please refer to earlier responses. Regarding a roundabout, these were not considered because roundabouts are not acceptable for 6-lane roads. Since the road is anticipated to ultimately be widened to 6 lanes in the future, a roundabout construction would be "throw-away" in the ultimate condition.

Question: In the proposed design, is a right turn the only option for persons leaving Burnt Store Marina at Vincent Avenue and Islamorada Boulevard?

Response: Yes, as depicted in the concept plans. However, given the volume of public comments requesting an opportunity to make a northbound left turn from the marina, this topic will be discussed further with Lee County.

Question: Burnt Store Marina and Country Club would like to ask for a meeting with Lee County and FDOT staff to continue the discussion of the issues involved in the project that will affect the community.

Response: The design team will be happy to meet with your group after we apprise Lee County and the Lee MPO of the public workshop comments and next steps for the project.

Access Management Questions and Comments Related to Other Locations

Comment: I would like to see a full median opening at Durden Parkway. There is a motorcoach resort on the south side and pending development on the north side.

Response: The approved Access Management Resolution does not depict a full median opening at this location. The project team will discuss this comment with Lee County. There is a full median opening depicted in the concept plans at NW 40th Lane which appears can be accessed by motorcoaches from the Myriad development.

Comment: We need a right in at some point north of Durden Parkway off of Burnt Store Road.

Response: A southbound right turn lane into this side street will be discussed further with Lee County and additional right-of-way needs will be evaluated.

Comment: We will need access for the Hudson Creek development which is located to the east of Burnt Store Road.

Response: The project team is coordinating with Lee County to identify any access points that were approved. Approved access points will be included in the revised concept plans.

Comment: We need access into both parcels on the north and south side of Gator Slough Canal, where a development is pending.

Response: The concept plans depict an access to the north parcel across from the directional median opening at Kismet Parkway. Access to the south parcel from Burnt Store Road was not shown, but an access point is listed in the adopted Access Management Resolution for the corridor just north of NW 21st Street on the east side. This access will be added to the concept plans.

Comment: We need a median opening and access into the south and north portions of the parcel (minimally 1,200 linear feet in separation) located east of Charlee Road, where a development is pending.

Response: The concept plans depict an access to the north parcel across from the directional median opening at Charlee Road. Access to the south parcel from Burnt Store Road was not shown, but a driveway connection will be added to the concept plans since this connection was included in the Access Management Resolution.

Comment: Driveway/property access to Burnt Store Road is needed for properties including 4650 Burnt Store Road and 4970 Burnt Store Road that was not shown in the concept plans.

Response: These driveway connections will be shown in the revised concept plans.

Question: Will there be any turn lanes for left hand turns and will there be intersections at various streets, such as Delilah Drive?

Response: At this time the concept plans depict only one full median opening, which would allow for a north bound left turn lane, at NW 40th Lane. However, based on public feedback, the project team will further discuss access management concepts with Lee County.

Question: How will the southbound traffic gain entry to the parcel north of Gator Slough canal and east of Burnt Store Road?

Response: In the current concept plan, traffic would need to continue south past Gator Slough Canal, then use the existing U-turn lane to turn north.

Drainage and Environmental Comments and Questions

Comment: The proposed improvement should eliminate flooding and also runoff should be routed around Burnt Store Marina and not through it.

Response: The project team is aware of the existing roadway flooding issue. To address this issue, the elevation of the new road (vertical profile) will be raised approximately 3 feet from what it is today. The bridge culvert over Yucca Pen Creek and the multiple cross drains will be sized to ensure that the roadway design does not impede hydrological flows. Project documents will also reference the area-wide hydrological restoration goals of restoring more historic water flow patterns moving to the west, under Burnt Store Road. The proposed curb and gutter typical section will ensure water from the road will not travel through Burnt Store Marina but to the proper stormwater management pond.

Comment: Suggest increasing cross drain capacity, especially for Yucca Pen Creek, which has flashy hydrology.

Response: The design team is aware of the concern for cross drain capacity and the concern for roadway flooding. The cross drains will be sized to ensure the roadway will not impede hydraulic flows and to prevent future roadway overtopping. Increasing cross drain size typically is not accepted/permittable by the local governing agencies including the South Florida Water Management District due to the risk of creating a downstream flooding issue. Enlarging cross drains can only be proposed if it shown that no adverse effects occur downstream of the crossing. This topic will be described in the project documentation for more detailed review, analysis and consideration during subsequent project phases.

Comment: How will this project not impact wetlands and wildlife?

Response: As part of this study, an environmental document is being prepared that will address wetlands, species, and potential impacts. The document will be sent to various agencies such as the U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, South Florida Water Management District, and Florida Fish and Wildlife Conservation Commission for comment. While impacts to wetlands are anticipated, wetland mitigation will be determined and provided during final design and permitting. Potential impacts to protected wildlife and plants will be quantified and addressed with either species mitigation, construction commitments or implementation measures. The environmental document will be made available to the public after review by the agencies noted above and prior to the public hearing.

Comment: There is evidence of a bear within the state preserve and it would be beneficial to include a wildlife underpass.

Response: A true wildlife crossing, which is a structure purposely designed to provide a way for wildlife (typically large species) to cross under a road, is not warranted in this location. This is for several reasons including: no documented federal or state listed species (note that the Florida black bear, while a protected species, is not a <u>listed</u> species) that would benefit from the crossing; conservation lands are not present on both sides (they are skewed); and no agency request has been received based on their project review to consider a crossing. However, this does not preclude the consideration of a wildlife feature, which could be constructed at the Yucca Pen Creek bridge culvert. Currently that bridge culvert consists of 2 concrete boxes that are flooded during short periods of the year and contain moderate to low standing water during most of the year. They are 10 feet wide by 8 feet high. Since the bridge culvert will be replaced, it could be designed to provide passage opportunity for wildlife, specifically by providing a dry shelf. The height of the culvert may likely be sufficient for providing passage to not only small animals but also to larger species such as bears. This will be evaluated more fully during the final design phase of the project.

Comment: For the purposes of protecting wildlife, it would be preferred that no roadway lighting be added.

Response: Lee County is not planning on including roadway lighting for this project, and it is not depicted in the roadway concepts.

Question: Is there a plan for Lee County to build a higher wall barrier to help keep the traffic noise at bay, specifically at Burnt Store Marina?

Response: A noise study evaluation is being conducted for this project. If it is determined that noise abatement is determined to be feasible and reasonable, options will be considered to reduce noise levels. Modification to the wall could be an option considered.

Multi-part and Miscellaneous Questions and Comments

Comment: Lee DOT and FDOT should reconsider the intersection design at Burnt Store Road and Tropicana Parkway.

Response: Tropicana Parkway is outside of the project limits, but we will relay this comment to Lee County DOT. Citizens also may visit https://burntstorewidening.com for the Lee County website for the Burnt Store Road widening to the south. There is a "contact us" option for public questions and comments on that website.

Comment: Suggested to shift the alignment to the east and utilize the preserve opposite Burnt Store Marina for the widening of the roadway so that when it eventually goes to 6 lanes the proposed roadway would not abut the marina.

Response: Alternative 1 shows a right-of-way take on the east side, within the state conservation lands. Alternative 2 shows no right-of-way take to either side of Burnt Store Road. The comment seems to be asking if the roadway alignment can be shifted to the east such that more right-of-way would be taken from the eastern property, and the edge of the southbound travel lane would not be closer to the Burnt Store Marina development than current conditions. Creating a shift in the alignment anywhere along the project requires approximately 1,500 feet before and after the location of the shift to transition with reverse curves to meet roadway design criteria. Creating shifts is therefore a complex geometric change that affects other properties along the corridor. The alignments shown in the concept plans have been optimized through several iterations in an effort to avoid impacts to Burnt Store Marina as well as other properties in the area.

Note that when the 4-lane condition is built to a 6-lane condition, the 2 additional travel lanes would be constructed in the median. New travel lanes would not be constructed closer to the marina.

Comment: Expansion considerations – Charlotte County North Development: 10,000 homes under development north of Burnt Store marina; Lee County South Development: Cape Coral is one of the fastest growing cities in SW Florida, 4,000+ residential and commercial properties under development in NW Cape Coral, Burnt Store Road is primary evacuation rout for Cape Coral and pine Island; traffic loads have increase significantly in the last few years; speeding is a chronic problem; limited law enforcement; no stop light at dangerous entrances to Burnt Store Marina; one traffic fatality at entrance; road structure is inadequate for current traffic loads/ heavy trucks; intersection of Vincent Avenue and Burnt Store Road is extremely dangerous; rainwater runoff is through Burnt Store Marina.

Response: The project team is aware of the pending development. Traffic growth rates are factored into the traffic analysis completed for the project. A 4-lane roadway will sufficiently address traffic volumes at design year 2045 based on traffic data and at a future date, Lee County can determine when widening to 6-lanes is appropriate. We have relayed comments about speeding to Lee County DOT but as this is an enforcement issue, citizens are encouraged to contact law enforcement. With the proposed design, consisting of raised curbs and posted speeds of 50 mph, speeding is expected to decrease. Please refer to earlier responses regarding stop lights. The roadway will be completely reconstructed, meaning that the existing pavement will not be salvaged, the footprint of the travel lanes will be shifted from where they are today, and the roadway will be reconstructed to raise the elevation of the road by approximately 3 feet to address flooding concerns. The proposed curb and gutter typical section will ensure water from the road will not travel through Burnt Store Marina but to the proper stormwater management pond.

Comment: I hope that this last segment of Burnt Store Road will be designed more like the segments in Charlotte County and not elsewhere in Lee County. The Lee County segments to the south did not account for high traffic volumes; deceleration lanes are too short; U-turn placement is ineffective; line of sight is limited at the bridges; stop signs at entry merge lanes should be yield signs; parking lot lighting was used instead of highway lighting; and no sound barriers or landscaping was included.

Response: The project team for the PD&E study of Van Buren Parkway to Charlotte County Line will relay these comments to Lee County DOT. Citizens may visit https://burntstorewidening.com for the Lee County website for the Burnt Store Road widening to the south. There is a "contact us" option for public questions and comments on that website.

------ Forwarded message ------From: **Mary Ann Jurek** <<u>majurek.37@gmail.com</u>> Date: Thu, Feb 16, 2023 at 2:47 PM Subject: MPO Joint Meeting Feb. 17 at Burnt Store Presbyterian To: <<u>harris@ccmpo.com</u>>, <<u>beckie@ccmpo.com</u>>

Good afternoon,

As a resident of Burnt Store Lakes, I am very concerned about the reported proposal for a right turn only from Vincent Avenue onto Burnt Store Road and a right turn only from the main entry into Burnt Store Marina. Though I appreciate the opportunity to listen and speak at tomorrow's meeting, I feel strongly about this subject, hence this written email.

We are currently all aware of the building boom occurring and the major census increase happening in both Lee and Charlotte County, especially in the areas around Burnt Store Road which is already an emergency evacuation route. The progress made in widening this route is impressive and I look forward to the completion of the widening and better lighting. Though there is a current concern among my neighbors about the multitude of truck traffic on Burnt Store Road, I understand Hurricane Ian may have added to that volume. More police presence would be appreciated but that, of course, is not your purview. What is within your purview as planners is to consider the current and future population growth.

Making those two intersections noted above right turn only appears to be a bandaid. You have the commercial entrance into Burnt Store Marina on Vincent Avenue. Burnt Store Marina has several public restaurants, a golf course, a marina, and lots of residents, full time and seasonal. When those landscapers, construction workers, food delivery trucks, and so on, exit the Marina into Vincent Avenue and want to go north on Burnt Store Road, how will they do that? Just like water, they will take the path of least resistance, and drive through Burnt Store Lakes. The likely route would be down Cape Horn Blvd. so that they could either turn on Peppercorn or follow Cape Horn to the Burnt Store Lakes main entrance, thus being able to make a left hand turn onto Burnt Store Road. Burnt Store Lakes is a residential community. This community was not designed as a thoroughfare for commercial traffic. Our roads will be damaged and need repair sooner than allotted, adding more assessments to our property taxes. And the potential impact to safety could be astronomical when you consider that we have residents walking their dogs, riding their bikes, and children playing on this main road of our community.

Yes, one could put up signs saying "No Thru Traffic" but I highly doubt that would be effective. Many do not follow speed limit signs, stop signs, or yield signs now. Additionally, there are round-abouts on Cape Horn that may be damaged if we have a high volume of commercial traffic running though our community. There are already people who don't understand how a round-about works - add commercial traffic to that scenario and the negative impact on this residential community would be great.

I'm already dreading trying to drive to the grocery store in a few years with this population boom. I believe we need to look ahead and consider a red light at either Vincent Avenue and Burnt Store Road or at the entrance to Burnt Store Marina. With a light in either location, that would provide a break in traffic to allow exiting to the left at the other location. I understand that as an evacuation route you may want to limit any stopping of traffic but please keep in mind there are a great number of residents your planning may impact.

Thank you for considering my comments and thank you for your service to your community.

Mary Ann Jurek 17298 Acapulco Rd., Unit 511 Punta Gorda, FL 33955 239-851-2854 Joint Meeting Charlotte County and Lee County Metropolitan Planning Organizations – February 17,2023 Comments by Robert D Hancik, President of Burnt Store Lakes Property Association Agenda Item 8 – Burnt Store Road Corridor Improvements

Good morning, I am Robert Hancik, I have been a resident of Burnt Store Lakes since 2004 and President of and representing the Burnt Store Lakes Property Association comprised of some 2000 property owners. I was actively involved in the current configuration of Burnt Store Road. I have attended both of your MPOs and previously provided written comments of our position on the subject. You have been provided and I defer to the written comments by Dr. Kiss, the representative to our Charlotte County MSBUs which further details our issues.

Going East on Vincent Ave., connecting to Burnt Store Road without a left-hand turn element will generate a major increase in residential traffic from the Marina and of greater concern is their commercial traffic, including tractor trailers onto Cape Horn Bld., the spine roadway through the Lakes.

Cape Horn Blvd. was designed in the early 1970s is a substandard residential street maintained and repaying paid for by the property owners including the North half of Vincent Road. There are a dozen access connections to Vincent Road.

FDOT HAS NOT COMMUNICATED OR ENGAGED WITH THE BURNT STORE LAKES COMMUNITY. We understand this is early in the design process but our issues need to be addressed with empirical data and alternate design considerations including a new round-a-bout structure which can accommodate commercial vehicles at the Vincent connection.