



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

**2:00 p.m., Monday, May 15, 2023**  
**Charlotte County Administration Center**  
**Room #119**  
**18500 Murdock Circle**  
**Port Charlotte, FL 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**

Janette Knowlton, County Attorney

- 1. Call to Order & Roll Call**
- 2. Invocation – Pastor Jim Chandler – Englewood Christian Church**
- 3. Pledge of Allegiance**
- 4. Addition and/or Deletion to the Agenda**
- 5. Public Comments on Agenda Items**
- 6. PUBLIC MEETING: [Final Draft FY 2024 – FY 2028 Transportation Improvement Program \(TIP\)](#)**
  - 6.A PUBLIC MEETING: [FY 2022/2023 – FY 2026/2027 Transportation Improvement Program \(TIP\) Amendment](#)**
- 7. [Chairs’ Reports:](#)**
  - A. [MPO Board Chair’s Report](#)**
  - B. [Citizen Advisory Committee \(CAC\) Chair’s Report](#)**
  - C. [Technical Advisory Committee \(TAC\) Chair’s Report](#)**

8. Local Government Reports
  - A. Charlotte County Airport Authority
  - B. City of Punta Gorda
  - C. Charlotte County
9. Florida Department of Transportation (FDOT) Report
10. Consent Agenda:
  - A. Approval of Minutes: March 20, 2023 Meeting
  - B. MPO Board Resolution Authorizing FY 2021/2022 Transportation Disadvantaged (TD) Planning Grant Agreement
  - C. Citizens Advisory Committee (CAC) Appointment
  - D. Bicycle Pedestrian Advisory Committee (BPAC) Appointment
11. Final Draft 2023 Project Priorities
12. Public Comments
13. Staff Comments
14. Member Comments
15. Adjournment

**CHARLOTTE COUNTY – PUNTA GORDA MPO**  
**MAY 15, 2023 AGENDA (continued)**

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

Monday, July 17, 2023 – 2:00 p.m.  
MPO Regular Board Meeting  
Charlotte County Administration Center  
18500 Murdock Circle  
Room #119, Port Charlotte, Florida

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**



**AGENDA ITEM #6**  
**PUBLIC MEETING: FINAL DRAFT FY 2024 – FY 2028 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)**

**Purpose:** To hold a Public Meeting to receive public comments on the MPO's Transportation Improvement Program (TIP) for Fiscal Year FY 2023/2024 – FY 2027/2028; and adoption of the FY 2023/2024 – FY 2027/2028. Upon Board approval, MPO Chair is authorized to sign the corresponding Resolution

**Presented by:** MPO Staff

**Discussion:**

The Draft FY 2023/2024 - FY 2027/2028 Transportation Improvement Program (TIP) that is presented today satisfies the Federal and State legislative requirements 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 Charlotte County-Punta Gorda MPO Board 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 TIP contains summary pages for each programmed project and the project summaries may be found on pages 74 through 106. Projects are categorized into Highways, Aviation, Transit, Miscellaneous, Maintenance and MPO planning funds. These categories are color coded in this iteration of the TIP for easy reference.

The following summary provides major highlights of the FY 2023/2024 - FY 2027/2028 Draft TIP.

- The FDOT Draft Tentative Work Program (FY 2024 to FY 2028), lists a total of 67 projects, grant programs and ongoing maintenance activities programmed for funding totaling \$231,211,891. Breakdown by funding source is as follows:
  - \$85.8 million State (37%)
  - \$109.4 million Federal (47%)
  - \$35.8 million Local (16%)
- Performance-Based Planning: FDOT provided updates on performance-based planning and performance measures found on pages 23 through 68. The four core measures include: Safety, Pavement and Bridge Condition, System Performance, and Transit Asset Management/Transit Safety

- Public Review Period: The review period is from April 14, 2023, to May 14, 2023. MPO Board is scheduled to adopt the TIP at the May 15, 2023, MPO Board Meeting.

**Budget Action:** No action needed.

**Recommendation:** Hold a Public Meeting followed by consideration of a motion to adopt the Transportation Improvement Program (TIP) for FY 2023/2024 – FY 2027/2028 and authorize the MPO Chair to sign the Authorizing Resolution and transmit the document to FDOT. The motion should allow the staff to make minor changes and adjustments based on comments and input received. **A roll call vote is required.**

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



# FY 2024 - FY 2028

## Transportation Improvement Program



ADOPTED MAY 15, 2023



**CHARLOTTE COUNTY**  
**PUNTA GORDA MPO**  
Murdock Administration Building  
Building B, Suite # 200  
Port Charlotte FL 33948



**CONTACT US**  
**1-941-883-3535**



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# SECTION – I



**RESOLUTION  
NUMBER 2023-06**

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

**RECITALS**

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

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

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

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

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

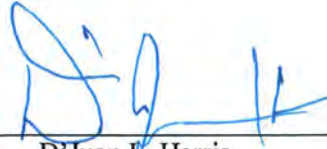
PASSED AND DULY ADOPTED this 15<sup>th</sup> day of May 2023.



CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION

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

ATTEST:

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY:

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

By:   
Janette S. Knowlton, County Attorney  
LR23-0253 

# SECTION – II

## **EXECUTIVE SUMMARY**

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

Section 1 – Resolution endorsing the plan by the MPO Board

Section II - Executive Summary.

Section III - Project location map;

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

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

Section VI- Transit and Transportation disadvantaged section;

Section VII - Aviation section; and

Section VIII - Maintenance and Transportation planning projects section;

Section IX - Federal Obligations

and a section for adopted amendments to the TIP.

## **Purpose**

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

## **Financial Plan**

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



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

### **Project Selection**

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

### **Consistency with Other Plans**

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

### **Project Priorities**

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

TABLE 1

2022 HIGHWAY PROJECTS

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

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

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

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

TABLE 2 - 2022 TRANSPORTATION SYSTEM MANAGEMENT / CONGESTION MITIGATION PROJECTS

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

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

TABLE 3 - 2022 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS

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

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



**TABLE 4 - 2022 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT PRIORITY LIST****Adopted – May 2022****2022 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)****PROJECT PRIORITY LIST****CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO**

Priority Rank	Project	Jurisdiction	TRIP Funds Requested
1	Moccasin Wallow from US 301 to 115 <sup>th</sup> Ave E (Segment 1)	Manatee County	\$3,600,000
2	Honore Ave from Fruitville Rd to 17 <sup>th</sup> 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 <sup>th</sup> 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	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Prgrammed	Year Funded	2022 Joint Priority
Lee County	Burnt Store Rd	Van Buren Pkwy	Charlotte Co/L	2L to 4L	PE	\$8,320,000	\$4,100,000			
Charlotte County	Harborview RD	Melbourne St	Date St	2L to 4L	CST	\$45,630,000	\$4,000,000	TBD	2025/2026	
Lee County	Corkscrew Road	E. Ben Hil Griffin Road	Bella Terra	2L to 4L	CST	\$24,525,000	\$6,975,000	\$2,651,966	2021/2022	
Charlotte County	Edgewater Dr/ Flamingo Blvd Ext.	Midway Blvd	Collingswood Blvd	2L to 4L	PE, CST	\$38,080,000	\$2,200,000			
Lee County	Ortiz Avenue	Colonial Blvd	SR 82	2L to 4L	CST	\$16,520,000	\$4,000,000			
Charlotte County	Jones loop Rd	US 41	Piper Rd	4L to 6L	PE, CST	\$45,020,000	TBD			
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$16,068,000	\$4,000,000			
Lee County	Three Oaks Pkwy Ext.	Fiddlesticks Canal	Pony Drive	New 4L	CST	\$60,774,000	\$8,000,000			
Lee County	Three Oaks Pkwy	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$28,475,000	\$5,000,000			
Lee County	Alico Extension	Alico Road	SR 82	New 4L	CST	\$106,540,000	\$8,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$28,418,000	\$5,000,000			

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

## Major Projects Implemented/Progress

Major Projects Implemented				
Number	Jurisdiction	Phase	Project	FPN
1	County	CST	I-75 at CR 776 (Harbor View Road) - Landscaping	4411221
2	County	CST	I-75 at Tucker's Grade Interchange - Landscaping	4419291
3	County	CST	US 41 Sidewalk from Midway Blvd. to Enterprise Dr.	4353901
4	County	CST	Lighting US 41 from Rio Villa Dr. to Airport Rd.	4349881
5	County	ENV	SR 776 From Pinedale Drive to Myakka River	4415171
6	FDOT	Study	SR 776 Corridor Study from Sarasota County line to US 41	
7	FDOT	Study	SUN - Trail Feasibility Study from Myakka State Forest to US 41	4436021
8	County	PD&E	Harbor View Rd from Melbourne St to I-75	4349651
9	FDOT	PD&E	SR 31 from Bayshore Rd to Cook Brown Rd	428917-1
10	FDOT	Study	Jones Loop Rd from Burnt Store Rd to Piper Rd	436563 1
11	FDOT	Study	Veterans Blvd from US 41 to Kings Hwy/Peachland Blvd	
12	FDOT	PD&E	SR 31 @ Bermont Rd ( CR 74) Roundabout	441950-1
13	County	PD&E	Taylor Rd from N. Jones Loop Rd to Airport Rd	4351051
14	County	PD&E	Cape Haze Pioneer Trail from Myakka State Forest to US 41(SR 45)	4436021
Major Projects in Progress				
Number	Jurisdiction	Phase	Project	FPN
1	County	Design/Build	Harborwalk Phase II West Retta Esplanade from Maude St to Berry St -ADA	4381571
2	County	Design/Build	US 41 from Airport Rd to William St - Complete Streets	4402681
3	County	PE	Taylor Road Sidewalk from US 41 to Jones Loop Rd	4351051
3	County	PE	Taylor Road Sidewalk from Jones Loop Rd to Airport Road	4351051
4	County	PD&E	North Jones Loop Rd from Burnt Store Rd to Piper Rd - Add lanes	4365631
5	County	PE	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 Blvd	4353881
11	County	CST	SR 776 From Pinedale Drive to Myakka River-Resurfacing	4415171
12	County	CST	Landscaping I-75 (SR 93) AT US 17	4390051
13	County	CST	SR 35 (US17) from Washington loop road to Desoto County line - Resurfacing	4415631
14	County	CST	SR 45 (US 41) from S of Payne St To N of Rio Villa Dr - Resurfacing	4444851
12	FDOT	CST	SR 31 @ Bermont Rd ( CR 74) Roundabout	441950-1
16	County	Design	Edgewater Dr/ Flamingo Blvd from Midway Blvd to SR 776	
17	County	Design	SR 31 from N. of CR 74 to DeSoto County line	451103 1
18	County	Design	SR 35 (US 17) From SR 45 (US 41) to Bermont Rd (CR 74)	441552-1

19	FDOT	CST	I-75 at N. Jones Loop - Landscaping	4130427
20	FDOT	PE	SR 31 from Bayshore Rd to Cook Brown Rd	428917-1
21	FDOT	CST	SR 776 from Myakka Bridge to Willowbend Dr Resurfacing	445475 1
22	FDOT	Study	I -75 from N.Bayshore Rd (SR 78) in Lee County to S.River Road (SR 777)	448864 1
23	FDOT	Design	SR 35 (US 17) FROM PINEGROVE CIRCLE TO N OF WASHINGTON LOOP	451104 1
24	FDOT	Design	1-75 AT JONES LOOP TRUCK PARKING	
25	FDOT	Design	SR 45 (US 41) From S Of Aqui Esta Dr TO S Of Carmalita St	451101-1
26	County	Design	Harbor View Rd from Melbourne St to I-75	434965-2

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

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

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



## **Public Involvement**

Charlotte County-Punta Gorda MPO's Public Participation Plan (PPP) stipulates requirements for TIP adoption, amending and setting project priorities taking public comments into consideration and review. The Charlotte County-Punta Gorda MPO's TIP as well as the PPP can be found on the MPO's website at [www.ccmppo.com](http://www.ccmppo.com) under documents. Techniques used to reach citizens include: sending agendas/ announcements by mail and email to interested citizens from an MPO maintained contact database; advertising in local media and/or interviews with reporters; publishing an electronic newsletter; televising MPO Board meetings on the Charlotte County TV(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.

# **SECTION – III**

# PERFORMANCE MEASURES

## PURPOSE

This document provides language that Florida's metropolitan planning organizations (MPO) may incorporate in Transportation Improvement Programs (TIP) to meet the federal transportation performance management rules. MPOs will adapt this template language as needed as they update their TIPs. In most sections, there are two options for the text, to be used by MPOs supporting statewide targets or MPOs establishing their own targets.

The document is consistent with the Transportation Performance Measures (TPM) Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council (MPOAC). The Consensus Planning Document outlines the minimum roles of FDOT, the MPOs, and the public transportation providers in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the federal transportation performance management requirements.

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 Bridge and Pavement Condition measures (PM2);
- Section 5 covers System Performance and Freight Movement measures (PM3);
- Section 6 covers Transit Asset Management (TAM) measures; and
- Section 7 covers Transit Safety measures.

## BACKGROUND

Transportation Performance Management (TPM) is a strategic approach to connect transportation investment and policy decisions to help achieve performance goals. Performance measures are quantitative expressions used to evaluate progress toward goals. Performance targets are quantifiable levels of performance to be achieved within a time period. Federal transportation law requires state departments of transportation (DOT), MPOs, and public transportation providers to conduct performance-based planning by tracking performance and establishing data-driven targets to assess progress toward achieving goals. Performance-based planning supports the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals established by Congress:

- 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.

Federal law requires FDOT, the MPOs, and public transportation providers to coordinate when selecting performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which these agencies will cooperatively develop and share information related to transportation performance management and target setting.

## HIGHWAY SAFETY MEASURES (PM1)

The first of FHWA's performance management rules establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

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

### **3.1 Highway Safety Targets**

#### **3.1.1 Statewide Targets**

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2022, FDOT established statewide safety performance targets for calendar year 2023. Table 3.1 presents FDOT's statewide targets.

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

<b>Performance Measure</b>	<b>Calendar Year 2023 Statewide</b>
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

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

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

FDOT and Florida's traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by the FHWA, the death or serious injury of any person is

unacceptable. The Florida Transportation Plan (FTP), the state's long-range transportation plan, identifies eliminating transportation-related fatalities and serious injuries as the state's highest transportation priority. Therefore, FDOT established 0 as the only acceptable target for all five federal safety performance measures.

### **3.1.2 MPO Safety Targets**

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

The Charlotte County- Punta Gorda MPO, along with FDOT and other traffic safety partners, shares a high concern about the upward trending of traffic fatalities, both statewide and nationally. As such, on December 15, 2022, the Charlotte County- Punta Gorda MPO agreed to support FDOT's statewide safety performance targets for calendar year 2023, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

The Charlotte County-Punta Gorda MPO acknowledges FDOT statewide 2023 safety targets, which are set at "0" for each performance measure to reflect FDOT's goal of zero deaths. However, the MPO established safety performance targets specific to the MPO planning area. On December 15, 2022, the Charlotte County- Punta Gorda MPO established the calendar year 2023 safety targets listed in Table 3.2.

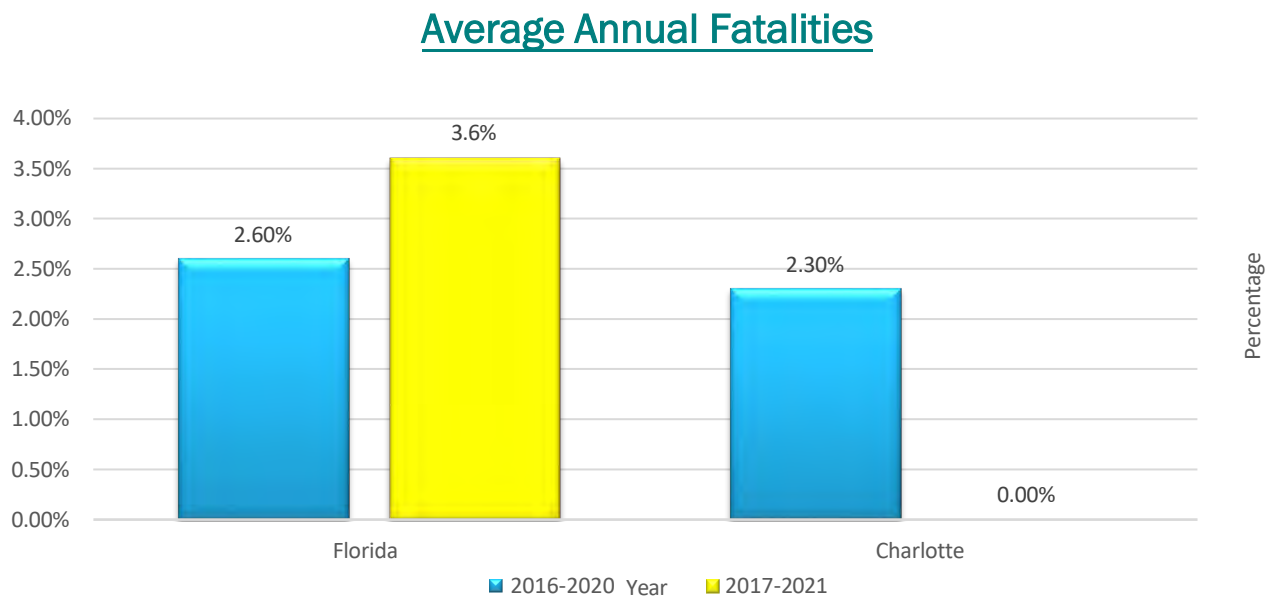


**Table 3.2. MPO Safety Performance Targets**

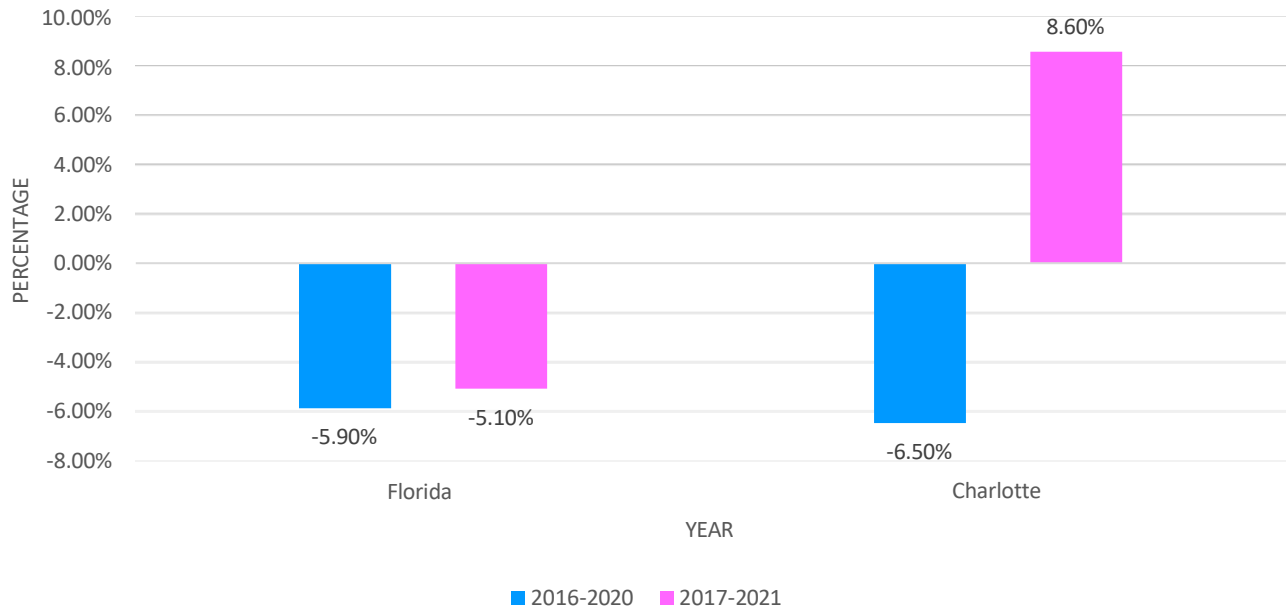
Performance Measure	Calendar Year 2023 MPO Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious Injuries	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

### 3.2 Safety Trends in the MPO Area

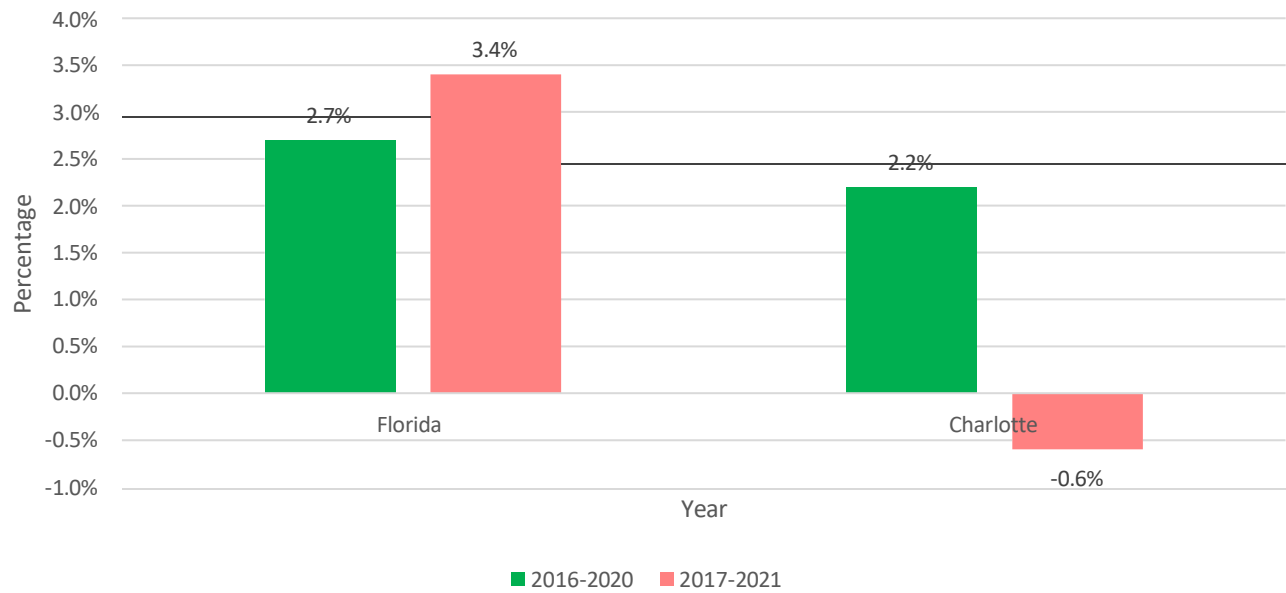
Charlotte County – Punta Gorda MPO adopted the 2022 FDOT Safety targets for the MPO area. Below are the trends for all five Vision Zero performance measures.



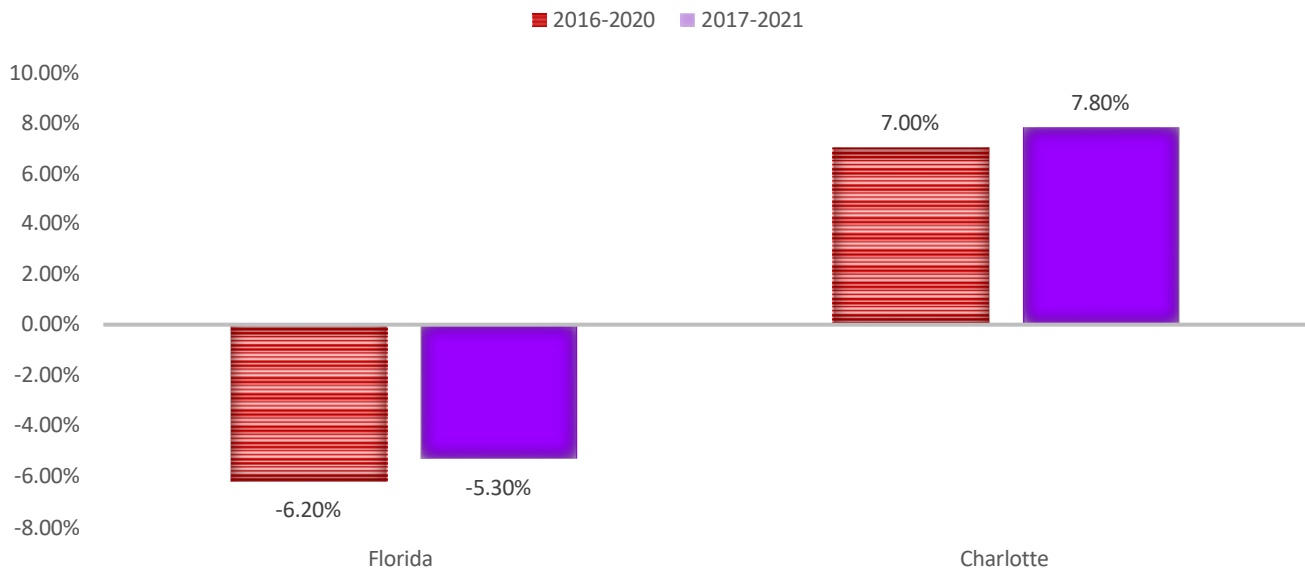
## AVERAGE SERIOUS INJURIES



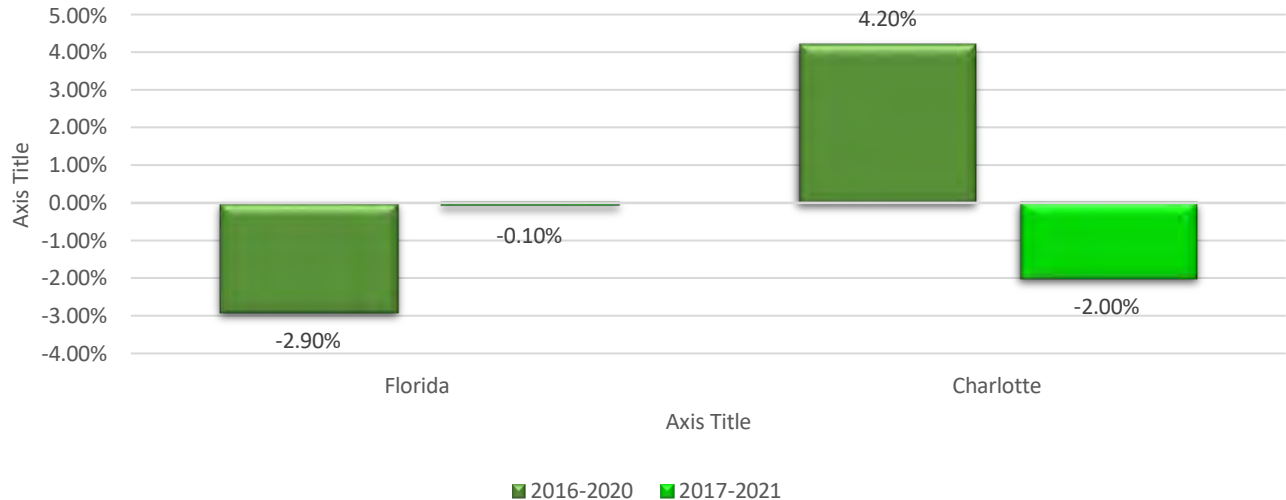
## Average Annual Fatality rates



## AVERAGE ANNUAL SERIOUS INJURY RATES



## Average Pedestrian and Bicycle Fatalities and Serious Injuries



### 3.3 FDOT Safety Planning and Programming

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

Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC, as well as other statewide traffic safety partners. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other

safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

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

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

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

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

As discussed above, in the 2022 HSIP Annual Report, FDOT reported 2023 statewide safety performance targets at "0" for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than baseline for at least four of the five measures. If this does not occur FDOT must submit an annual implementation plan with actions, it will take to meet targets in the future.

On April 21, 2022, FHWA reported the results of its 2020 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2020 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. This plan was submitted with the HSIP Annual Report to FHWA on August 31, 2022 *Note: FDOT will send updated text once FHWA sends the 2021 safety target assessment.*

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on implementation of the HSIP as a core federal-aid highway program and documents the continued enhancements planned for Florida's HSIP to better leverage the benefits of this program. However, recognizing that FDOT already allocates all HSIP funding to safety programs - and building on the integrated approach that underscores FDOT's safety programs - the HSIP Implementation Plan also documents how additional FDOT, and partner activities may contribute to progress toward zero. Building on the foundation of prior HSIP Implementation Plans, the 2022 HSIP Implementation Plan identifies the following key commitments:

- Improve partner coordination and align safety activities.
- Maximize HSIP infrastructure investments.
- Enhance safety data systems and analysis.
- Focus on safety marketing and education on target audiences.
- Capitalize on new and existing funding opportunities.

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

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

Florida received an allocation of approximately \$189 million in HSIP funds for use during the 2021 state fiscal year from July 1, 2021 through June 30, 2022, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas. This year's HSIP allocated \$159.7 million in infrastructure investments on state-maintained roadways and \$22.1 million in infrastructure investments on local roadways. The remaining \$7.2 million included supporting activities such as transportation safety planning, preliminary engineering, traffic engineering studies, transportation statistics, and public information or education. A list of HSIP projects can be found in the [HSIP 2021 Annual Report](#).

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

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

In addition to HSIP, safety is considered as a factor in FDOT planning and priority setting for projects in preservation and capacity programs. Data is analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The [Florida PD&E Manual](#) requires the consideration of safety when preparing a proposed project's purpose and need as part of the analysis of alternatives. Florida design

and construction standards include safety criteria and countermeasures, which are incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Officials (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

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

### **3.4 Safety Investments in the TIP**

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

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

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

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

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

- The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.
- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

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

Recent safety projects include SR 776 Corridor study and SR 31 at CR 74 Roundabout project. Extensive partnering with local agencies and the Community Traffic Safety Team (CTST) was conducted to identify needs and areas of concern for safety projects. The MPO continues to monitor and evaluate the leveraging of funding for safety projects, such as bike lanes, lighting, Traffic control devices and implementing turn lanes. The TIP will continue to monitor the progress of projects to address the goals of the MPO.

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



# PMI: Safety (All Public Roads)



Florida Department of Transportation Office of Policy Planning

## Performance Management

February 2023

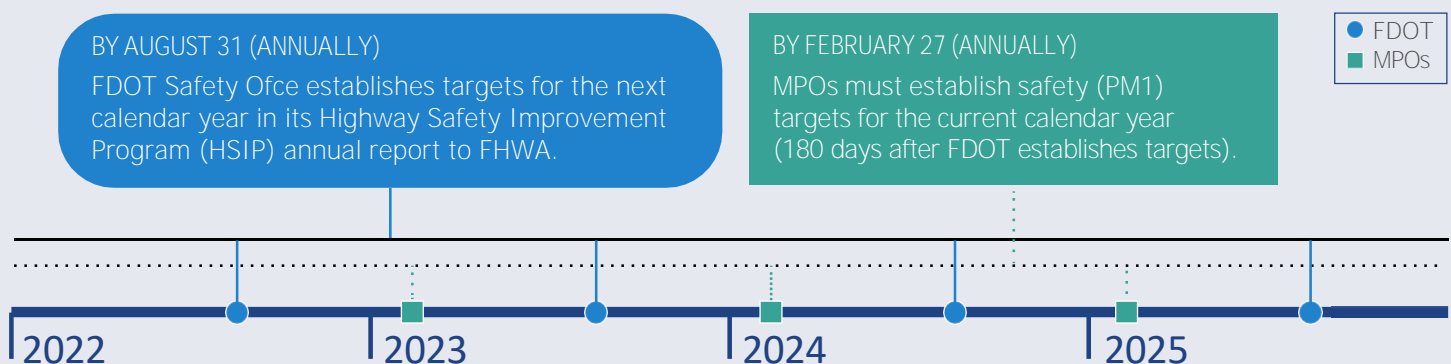
### OVERVIEW

**The first of Federal Highway Administration's (FHWA) performance management rules** establishes measures to assess safety on all public roads and the process for the Florida Department of Transportation (FDOT) and **Florida's** Metropolitan Planning Organizations (MPO) to establish and report their safety targets.\*

### PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

NUMBER OF FATALITIES	<i>The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.</i>	RATE OF SERIOUS INJURIES	<i>The total number of serious injuries per 100 million VMT in a calendar year.</i>
RATE OF FATALITIES	<i>The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.</i>	NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES	<i>The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.</i>
NUMBER OF SERIOUS INJURIES	<i>The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.</i>		

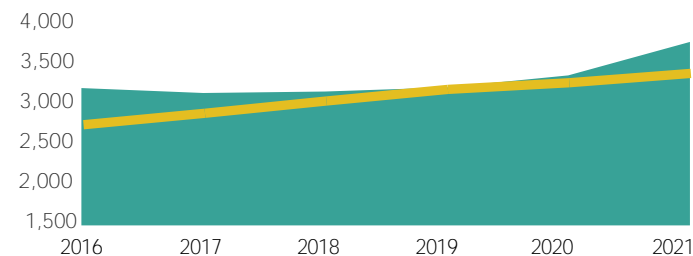
### TIMELINE



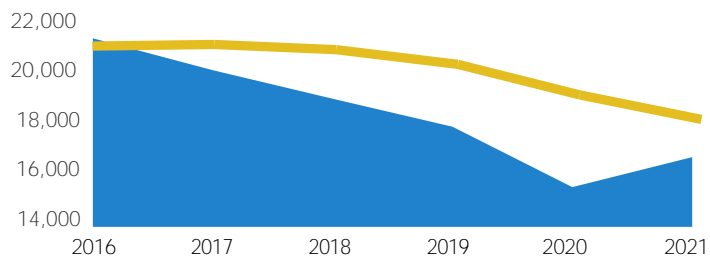
\* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

## EXISTING STATEWIDE CONDITIONS

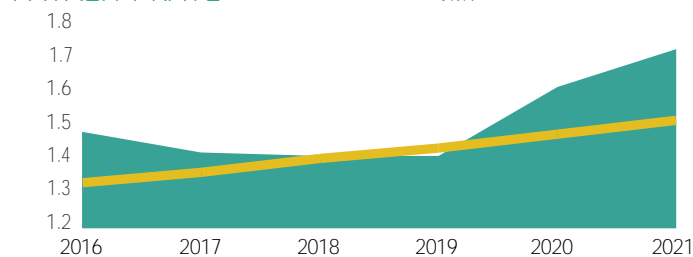
### ANNUAL FATALITIES



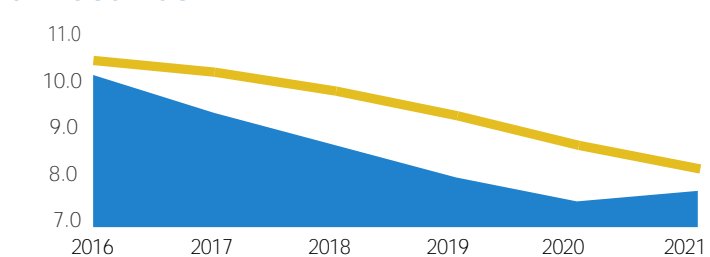
### ANNUAL SERIOUS INJURIES



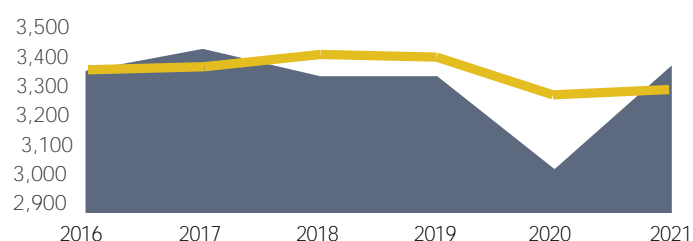
### FATALITY RATE



### SERIOUS INJURY RATE



### NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



Source: FLHSMV, 2022.

## STATEWIDE TARGETS

FDOT establishes statewide safety targets for the following calendar year as part of the [HSIP Annual Report](#), which must be submitted by August 31 each year.

**Given FDOT's firm belief that every life counts, the target set for all safety performance measures is ZERO.**

## MPO TARGETS

MPOs must set targets by February 27 of each year (within 180 days after FDOT sets targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

MPOs must include the most recent reported performance and targets with each TIP update. The TIP must describe how the investments contribute to achieving the performance targets. The LRTP must include a System Performance Report that discusses the performance of the transportation system and progress achieved in meeting the targets over time.

## ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four of the five safety targets are met or the actual outcome is better than baseline performance. 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 annually develops an [HSIP Implementation Plan](#) to highlight strategies it will undertake in support of these targets. MPOs are encouraged to review this Plan each year to identify strategies appropriate for their planning area.

FHWA will not assess MPO target achievement. However, FHWA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

## FOR MORE INFORMATION PLEASE CONTACT

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Florida Department of Transportation | [Mike.Neidhart@dot.state.fl.us](mailto:Mike.Neidhart@dot.state.fl.us) | (850) 414-4905

## **PAVEMENT & BRIDGE CONDITION MEASURES (PM2)**

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

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

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

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

### **4.1 Bridge & Pavement Condition Targets**

#### **4.1.1 *Statewide Targets***

Federal rules require state DOTs to establish two-year and four-year targets for the bridge and pavement condition measures. On December 16, 2022, FDOT established statewide bridge and pavement targets for the second performance period ending in 2025. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets. The two-year targets represent bridge and pavement condition at the end of calendar year 2023, while the four-year targets represent condition at the end of 2025. Table 4.1 presents the statewide targets.

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

<b>Performance Measure</b>	<b>2023 Statewide</b>	<b>2025 Statewide</b>
Percent of NHS bridges (by deck area) in good condition	50.0%	50.0%
Percent of NHS bridges (by deck area) in poor condition	10.0%	10.0%
Percent of Interstate pavements in good condition	60.0%	60.0%
Percent of Interstate pavements in poor condition	5.0%	5.0%
Percent of non-Interstate pavements in good condition	40.0%	40.0%
Percent of non-Interstate pavements in poor condition	5.0%	5.0%

For comparative purposes, the baseline (2021) conditions are as follows:

- 61.3 percent of NHS bridges (by deck area) is in good condition and 0.5 percent is in poor condition.
- 70.5 percent of the Interstate pavement is in good condition and 0.7 percent is in poor condition;
- 47.5 percent of the non-Interstate NHS pavement is in good condition and 1.1 percent is in poor condition; and

In determining its approach to establishing performance targets for the federal bridge and pavement condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state's bridges and pavement to specific state-defined 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 state statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, FDOT develops 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's targets for asset condition and performance of the NHS. FDOT's first TAMP was approved on June 28, 2019. The TAMP has since been updated in 2022 and is waiting final approval from FHWA.

Further, the federal pavement condition measures require a methodology that is different from the methods historically used by FDOT. For bridge condition, the performance is measured in deck area under the federal measure, while FDOT programs its bridge repair or replacement work on a bridge-by-bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT. For pavement condition, the methodology uses different ratings and pavement segment lengths, and FDOT only has one year of data available for non-Interstate NHS pavement using the federal methodology.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. The percentage of Florida's bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Reported bridge and pavement data through 2021 exceeded the established targets. Based on anticipated funding levels, FDOT believes the previous targets are still appropriate for 2023 and 2025.

In early 2021, FHWA determined that FDOT made significant progress toward the 2019 targets; FHWA's assessment of progress toward the 2021 targets is anticipated to be released in March 2023.

#### **4.1.2 MPO Targets**

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

On December 15, 2022 the Charlotte County – Punta Gorda MPO agreed to support FDOT's statewide bridge and pavement performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Charlotte County-Punta Gorda MPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report

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

<b>Performance Measure</b>	<b>2025 MPO Target</b>
Percent of NHS bridges (by deck area) in good condition	50.0%
Percent of NHS bridges (by deck area) in poor condition	10.0%
Percent of Interstate pavements in good condition	60.0%
Percent of Interstate pavements in poor condition	5.0%
Percent of non-Interstate pavements in good condition	40.0%
Percent of non-Interstate pavements in poor condition	5.0%

In establishing the MPO's targets for the pavement and bridge condition performance measures, Charlotte County – Punta Gorda MPO considered many factors. The Charlotte County-Punta Gorda MPO agreed to support FDOT's pavement and bridge condition performance targets on December 16, 2022. By adopting FDOT's targets, the Charlotte County-Punta Gorda MPO agrees to plan and program projects that help FDOT achieve these targets.

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

# PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

## Performance Management

February 2023

### OVERVIEW

The second Federal Highway Administration (FHWA) performance management rule establishes measures to assess the condition of bridges and pavement on the National Highway System (NHS) and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report targets.\*

### PAVEMENT PERFORMANCE MEASURES

- » Percentage of pavements on the Interstate System in **GOOD** condition.
- » Percentage of pavements on the Interstate System in **POOR** condition.
- » Percentage of pavements on the non-Interstate NHS in **GOOD** condition.
- » Percentage of pavements on the non-Interstate NHS in **POOR** condition.

#### GOOD CONDITION

Suggests no major investment is needed.

### BRIDGE PERFORMANCE MEASURES

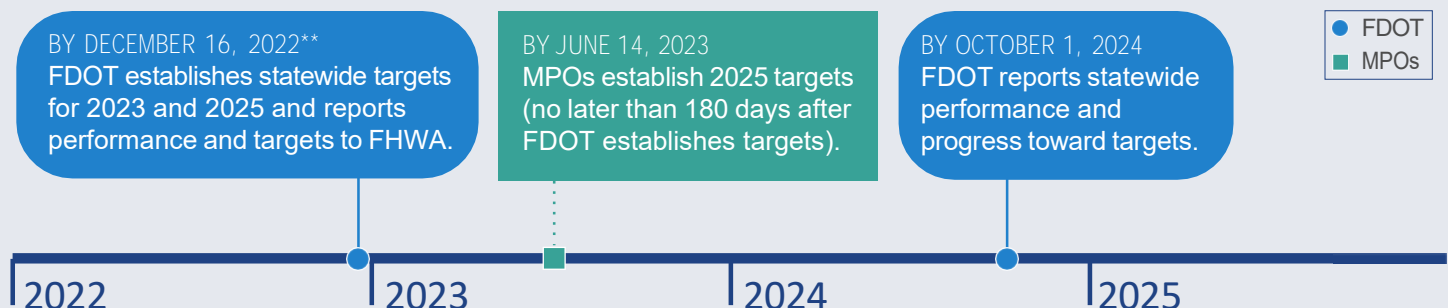
- » Percentage of NHS bridges (by deck area) in **GOOD** condition.
- » Percentage of NHS bridges (by deck area) in **POOR** condition.

#### POOR CONDITION

Suggests major investment is needed.

### TIMELINE

SECOND Performance Period (January 1, 2022 to December 31, 2025)



\* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

\*\* FHWA changed the due date from October 1, 2022 due to a technical issue with the reporting system.

## EXISTING STATEWIDE CONDITIONS

### NHS Bridges

Year	in Good Condition	in Poor Condition
2017	67.7%	1.2%
2018	66.6%	1.2%
2019	66.2%	1.2%
2020	65.5%	0.5%
2021 (Baseline)	61.3%	0.5%

### Interstate Pavements

Year	in Good Condition	in Poor Condition
2017	66.1%	0.0%
2018	54.2%	0.6%
2019	68.0%	0.5%
2020	68.8%	0.6%
2021 (Baseline)	70.5%	0.7%

### Non-Interstate NHS Pavements

Year	in Good Condition	in Poor Condition
2017	44.0%	0.4%
2018	39.9%	0.4%
2019	41.0%	0.3%
2020	41.0%	0.3%
2021 (Baseline)	47.5%	1.1%

Source: FDOT and FHWA.

## STATEWIDE TARGETS

FDOT established 2023 and 2025 targets for NHS bridge and pavement on December 16, 2022. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets.

Performance Measure	2023 Target	2025 Target
<i>Bridge</i>		
% of NHS bridges (by deck area) in <i>GOOD</i> condition	50.0%	50.0%
% of NHS bridges (by deck area) in <i>POOR</i> condition	10.0%	10.0%
<i>Pavement</i>		
% of Interstate pavements in <i>GOOD</i> condition	60.0%	60.0%
% of Interstate pavements in <i>POOR</i> condition	5.0%	5.0%
% of non-Interstate NHS pavements in <i>GOOD</i> condition	40.0%	40.0%
% of non-Interstate NHS pavements in <i>POOR</i> condition	5.0%	5.0%

## MPO TARGETS

MPOs must set 2025 targets by June 14, 2023 (within 180 days after FDOT set the statewide targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

The TIP must include the most recent reported performance and targets as well as a description of how the investments contribute to achieving the targets. The LRTP must include a System Performance Report that discusses performance and the progress achieved in meeting targets.

## ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will determine if FDOT has made significant progress toward the achievement of each 2-year or 4-year statewide target if either:

- » The actual condition/performance level is better than the baseline performance; or
- » The actual performance level is equal to or better than the established target.

FHWA's determination of significant progress toward the 2021 bridge and pavement targets is anticipated in March 2023.

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

## MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting federal minimum condition standards for NHS bridges and Interstate pavements. If it is not, FDOT must obligate a specified percentage of available funds for maintenance of these facilities.

### FDOT IS ON TRACK TO MEET MINIMUM CONDITION STANDARDS

- » Bridge: No more than 10 percent of total deck area of NHS bridges classified as Structurally Deficient (*Poor* condition) for three consecutive years. ✓
- » Pavement: No more than 5 percent of the Interstate System in *Poor* condition for most recent year. ✓

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## 4.2 Bridge & Pavement Investments in the TIP

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

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

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

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

- 1-75 Punta Gorda Weight Station – Resurfacing
- SR 35 (US 17) from SR 45 (US 41) to Bermont Rd (CR 74)
- SR 45 (US 41) from S OF Morningside Dr to N of ST Pierre Rd
- Tamiami Trail (SR 45/US 41) from Williams St to N Peace River Bridge

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

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

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge



projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

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

FHWA's System Performance/Freight/CMAQ Performance Measures Final 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 traveled on the Interstate system that are reliable
2. Percent of person-miles traveled on the non-Interstate NHS that are reliable;

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

3. Truck Travel Time Reliability index (TTTR);

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

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

Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida. A description of the first three measures is below.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non- Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time over of all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day.

The third performance measure assesses the reliability of truck travel on the Interstate system. The TTTR assesses how reliable the Interstate network is by comparing the worst travel times for trucks against the travel time they typically experience.

## **5.1 System Performance and Freight Targets**

### **5.1.1 Statewide Targets**

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On December 16, 2022, FDOT established statewide performance targets for the second performance period ending in 2025. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets. The two-year targets represent performance at the end of calendar year 2023, while the four-year targets represent performance at the end of 2025. Table 5.1 presents the statewide targets.

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

<b>Performance Measure</b>	<b>2023 Statewide</b>	<b>2025 Statewide</b>
Percent of person-miles traveled on the Interstate system that are reliable	75.0%	70.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	50.0%	50.0%
Truck travel time reliability (Interstate)	1.75	2.00

For comparative purposes, baseline (2021) statewide conditions are as follows:

- 87.5 percent of person-miles traveled on the Interstate are reliable;
- 92.9 percent of person-miles traveled on the non-Interstate are reliable; and
- 1.38 truck travel time reliability index.

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

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. Performance for all three measures improved from 2017 to 2021, with some disruption in the trend during the global pandemic in 2020. Actual performance in 2019 was better than the 2019 targets, and in early 2021 FHWA determined that FDOT made significant progress toward the 2019 targets. FHWA's assessment of progress toward the 2021 targets is anticipated to be released in March 2023.

The methodologies for the PM3 measures are still relatively new, and the travel time data source has changed since the measures were first introduced. As a result, FDOT only has three years (2017-2019) of pre-pandemic travel reliability trend data as a basis for future forecasts. Based on the current data, Florida's performance continues to exceed the previous targets. Given the uncertainty in future travel behavior, FDOT believes the previous targets are still appropriate for 2023 and 2025.

System performance and freight are addressed through several statewide initiatives:

- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and includes highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan was updated in early 2022 consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).

- In addition, FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision. In May 2020, 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.

### **5.1.2 MPO Targets**

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

On December 15, 2022 the Charlotte County- Punta Gorda MPO agreed to support FDOT's statewide system performance and freight targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Charlotte County-Punta Gorda MPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

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

<b>Performance Measure</b>	<b>2025 MPO Target</b>
Percent of person-miles traveled on the Interstate that reliable	70.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	50.0%
Truck travel time reliability index (Interstate)	2.00%

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

The Charlotte County – Punta Gorda MPOs TIP reflects investment priorities established in the 2045 LRTP. The focus of Charlotte County – Punta Gorda MPOs investments that address system performance

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

The MPO continually seeks improvements to the freight system through the project prioritization. The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.

The Charlotte County – Punta Gorda MPOs TIP devotes a significant amount of resources to programs and projects that will improve system performance and freight reliability on the Interstate and non-Interstate NHS. Investments include ATMS and enhancement projects to improve mobility across the network. The ongoing ATMS Study funded by FDOT for \$0.5 million identifies various improvements that improve the system reliability and safety. The study will be complete by the Spring of 2023.

The Charlotte County – Punta Gorda MPOs TIP reflects investment priorities established in the 2045 LRTP. The focus of the investments that address system performance and freight include:

- US 17(SIS) resurfacing from US 41 to Bermont Rd
- Deployment of Electronic Vehicle Infrastructure on I-75 @ N. Jones Loop
- US 17( SIS) resurfacing from Pine Grove Cir to N. Washington Loop Rd

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.

# PM3: System Performance



Florida Department of Transportation Office of Policy Planning

## Performance Management

February 2023

### OVERVIEW

The third Federal Highway Administration (FHWA) performance management rule establishes measures to assess the reliability of passenger and truck freight travel on the National Highway System (NHS) and the process for the Florida Department of Transportation (FDOT) and **Florida's** Metropolitan Planning Organizations (MPO) to establish and report their targets.\*

### PERFORMANCE MEASURES

PERFORMANCE MEASURE	REFERRED TO AS	WHAT IT MEASURES
Percent of person-miles traveled on the Interstate that are reliable	Interstate reliability	Compares longer travel times (80 <sup>th</sup> percentile) to a normal travel time (50 <sup>th</sup> percentile). Vehicle occupancy is factored in to determine the person-miles traveled on segments considered reliable, and this is converted to a percent of total miles.
Percent of person-miles traveled on the non-Interstate NHS that are reliable	Non-Interstate NHS reliability	
Truck travel time reliability index (Interstate)	Truck reliability	Compares longer travel times (95 <sup>th</sup> percentile) to the normal travel time for trucks. This is expressed as a ratio called the Truck Travel Time Reliability Index, or TTTR.

*The PM3 rule also defines measures for assessing the CMAQ Program that apply only to states and MPOs that are in a designated air quality non attainment areas or maintenance areas. Florida does not have any applicable areas, therefore the CMAQ measures are not addressed in this fact sheet.*

### TIMELINE



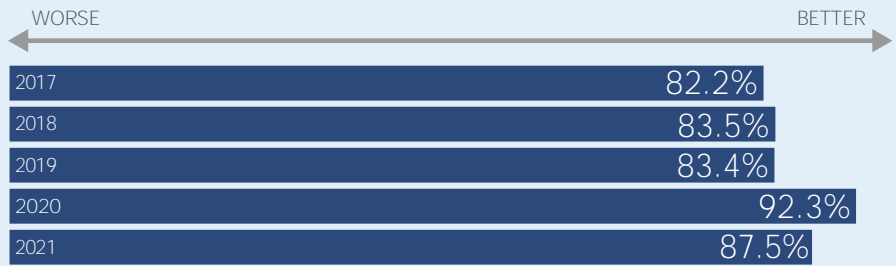
\* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

\*\* FHWA changed the due date from October 1, 2022 due to a technical issue with the reporting system.

## EXISTING STATEWIDE CONDITIONS

### INTERSTATE RELIABILITY

**Percent of person-miles traveled on the Interstate that are reliable**



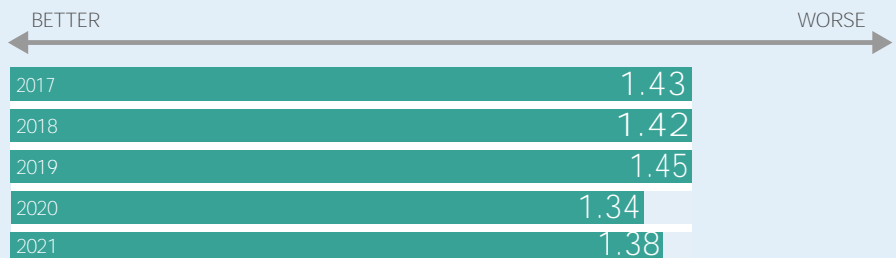
### NON-INTERSTATE NHS RELIABILITY

**Percent of person-miles traveled on the non-Interstate NHS that are reliable**



### TRUCK RELIABILITY

**Truck travel time reliability index (Interstate)**



Source: PM3 Report on Regional Integrated Transportation Information System (RITIS) platform using National Performance Management Data Research Data Set (NPMRDS).

## STATEWIDE TARGETS

FDOT established the following 2023 and 2025 targets on December 16, 2022. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets.

PERFORMANCE MEASURE	2023 TARGET	2025 TARGET
INTERSTATE RELIABILITY	75.0%	70.0%
NON-INTERSTATE NHS RELIABILITY	50.0%	50.0%
TRUCK RELIABILITY	1.75	2.00

## MPO TARGETS

MPOs must set 2025 targets by June 14, 2023 (within 180 days after FDOT set the statewide targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

The TIP must include the most recent reported performance and targets as well as a description of how the investments contribute to achieving the targets. The LRTP must include a System Performance Report that discusses performance and the progress achieved in meeting targets.

## ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year statewide target if either:

- » The actual performance level is better than the baseline performance; or
- » The actual performance level is equal to or better than the established target.

FHWA's determination of significant progress toward the 2021 interstate reliability and truck reliability targets is anticipated in March 2023. If FDOT does not make significant progress toward achieving a reliability target, it must document the actions it will take to achieve the target. For the truck reliability measure, it must provide additional freight congestion analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

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# TRANSIT ASSET MANAGEMENT MEASURES

## Transit Asset Performance Measures

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

**Table 6.1. FTA TAM Performance Measures**

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

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

Public transportation providers are required to establish and report TAM targets annually for the following fiscal year. Each public transportation provider or its sponsors must share its targets with each MPO in which the public transportation provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets). When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area. To the maximum extent practicable, public transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

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



to participate in a Group Plan with other Tier II providers whereby targets are established for the entire group in coordination with a group plan sponsor, typically a state DOT.

## 6.2 Transit Asset Management Targets

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

### 6.2.1 Transit Provider Targets

Charlotte County Transit established TAM targets for each of the applicable asset categories. On October 29, 2018, the Charlotte County-Punta Gorda MPO supported these targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider's targets. Table IV-7 presents the targets.

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

**Table 6.3. Transit Asset Management Targets for Charlotte County Transit**

Asset Category - Performance Measure	Asset Class	FY 2017 Asset Condition	FY 2022 Target
<b>Rolling Stock</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Articulated Bus	X	11%
	Bus	X	0%
	Mini-Bus	X	4%
	Van	X	50%
	Etc.	X	%
<b>Equipment</b>			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue/ Service Automobile	X	50%
	Trucks and other Rubber Tire Vehicles	X	0%
	Maintenance Equipment	X	%

Asset Category - Performance Measure	Asset Class	FY 2017 Asset Condition X	FY 2022 Target %
	Etc.		
<b>Facilities</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	X	22%
	Maintenance	X	6%
	Parking Structures	X	%
	Passenger Facilities	X	%
	Shelter	X	%
	Storage	X	%
	Etc.	X	%

**Table 6.4. Transit Asset Management Targets for Charlotte County**

<b>Asset Category - Performance Measure</b>	<b>Asset Class</b>	<b>FY 2021 Asset Conditions</b>	<b>FY 2022 Performanc e Target</b>
<b>Revenue Vehicles</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus	11.0%	4%
	Mini-Van	0.0%	0%
	Van	40%	0%
<b>Equipment</b>			
Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue Automobile	50%	65%
	Trucks and other Rubber Tire Vehicles	0%	0%
<b>Facilities</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/ Parking Facilities	22%	30%
	Administration/ Maintenance Facilities	6%	9%

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

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

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

## Charlotte County Transit - Transit Asset management Plan

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

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

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

## Capital Asset Inventory

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

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

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

## Condition Assessment

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

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

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
<b>Revenue Vehicles</b>	<b>41</b>	<b>5.3</b>	<b>94,687</b>	<b>N/A</b>	<b>\$94,057.4</b>	<b>29%</b>
<i>AB - Articulated Bus</i>	0	-	-	N/A	-	-
<i>AO - Automobile</i>	1	5.0	18,869	N/A	\$25,980.00	0%
<i>BR - Over-the-road Bus</i>	0	-	-	N/A	-	-
<i>BU - Bus</i>	0	-	-	N/A	-	-
<i>CU - Cutaway Bus</i>	15	8.1	162,761	N/A	\$143,531.80	47%
<i>DB - Double Decked Bus</i>	0	-	-	N/A	-	-
<i>FB - Ferryboat</i>	0	-	-	N/A	-	-
<i>MB - Mini-bus</i>	20	2.5	47,568	N/A	\$71,988.90	0%
<i>MV - Mini-van</i>	2	9.0	78,315	N/A	\$66,222.00	100%
<i>RT - Rubber-tire Vintage Trolley</i>	0	-	-	N/A	-	-
<i>SB - School Bus</i>	0	-	-	N/A	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	N/A	-	-
<i>TB - Trolleybus</i>	0	-	-	N/A	-	-
<i>VN - Van</i>	3	8.0	104,634	N/A	\$35,058.00	100%
<i>Custom 1</i>	0	-	-	N/A	-	-
<i>Custom 2</i>	0	-	-	N/A	-	-
<i>Custom 3</i>	0	-	-	N/A	-	-
<b>Equipment</b>	<b>3</b>	<b>6.3</b>	<b>0</b>	<b>N/A</b>	<b>\$116,776.3</b>	<b>100%</b>
<i>Non Revenue/Service Automobile</i>	0	-	-	N/A	-	-
<i>Steel Wheel Vehicles</i>	0	-	-	N/A	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	0	-	-	N/A	-	-
<i>Bus Lift</i>	1	9.0	0	N/A	\$23,831.00	0%
<i>Data Equipment</i>	2	5.0	N/A	N/A	\$163,249.00	50%
<i>Custom 3</i>	0	-	-	N/A	-	-
<b>Facilities</b>	<b>1</b>	<b>5.5</b>	<b>N/A</b>	<b>4.5</b>	<b>\$387,850.00</b>	<b>N/A</b>
<i>Administration</i>	0	-	N/A	-	-	N/A
<i>Maintenance</i>	0	-	N/A	-	-	N/A
<i>Parking Structures</i>	0	-	N/A	-	-	N/A
<i>Passenger Facilities</i>	0	-	N/A	-	-	N/A
<i>Parking Lot</i>	1	9.0	N/A	4.0	\$18,878.00	N/A
<i>Bush Wash</i>	0	-	N/A	-	-	N/A

### Decision Support Investment Prioritization

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

### Decision Support Tools

The following tools are used in making investment decisions:

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

### Investment Prioritization

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



## Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Revenue Vehicles	CU - Cutaway Bus	32415	IHC	Champion/Defender	1	1HVBTAAL3AH245032	31	2010	194,579	\$225,148.00
Revenue Vehicles	CU - Cutaway Bus	32416	IHC	Champion/Defender	1	1HVBTAAL5AH245033	31	2010	172,517	\$225,148.00
Revenue Vehicles	CU - Cutaway Bus	32417	IHC	Champion/Defender	1	1HVBTAAL7AH245034	31	2010	194,681	\$225,148.00
Revenue Vehicles	CU - Cutaway Bus	32418	IHC	Champion/Defender	1	1HVBTAAL4AH250644	31	2010	161,593	\$225,148.00
Revenue Vehicles	CU - Cutaway Bus	32419	IHC	Champion/Defender	1	1HVBTAAL9AH245035	31	2010	160,141	\$225,148.00
Revenue Vehicles	CU - Cutaway Bus	32664	IHC	Champion/Defender	1	1HVBTAAN3BH339009	31	2011	226,226	\$216,610.00
Revenue Vehicles	CU - Cutaway Bus	33474	Chevy C4500	Champion/Defender	1	1GB6G5BG7B1162979	26	2011	179,300	\$80,384.00
Revenue Vehicles	CU - Cutaway Bus	33475	Chevy C4500	Champion/Defender	1	1GB6G5BG1B1162721	26	2011	229,681	\$80,384.00
Revenue Vehicles	MV - Mini-van	33531	Dodge	Chrysler	1	2C4RDGDG6CR172457	17	2012	76,410	\$87,782.00
Revenue Vehicles	MV - Mini-van	33735	Dodge	Chrysler	1	2C4RDGDG2CR399547	17	2012	79,152	\$44,662.00
Revenue Vehicles	CU - Cutaway Bus	33756	Ford F-450	Goshen/Thor	1	1FDGF4GT6CEB62416	28	2012	204,061	\$86,197.00
Revenue Vehicles	CU - Cutaway Bus	33757	Ford F-450	Goshen/Thor	1	1FDGF4GT8CEB62417	28	2012	168,465	\$86,197.00
Revenue Vehicles	VN - Van	33776	Ford	E-250	1	1FTNE2EL7DDA72091	18	2013	125,810	\$35,058.00
Revenue Vehicles	VN - Van	33777	Ford	E-250	1	1FTNE2EL9DDA72092	18	2013	85,944	\$35,058.00
Revenue Vehicles	VN - Van	34059	Ford	E-250	1	1FTNE2EL2DDA72094	18	2013	101,155	\$35,058.00
Revenue Vehicles	CU - Cutaway Bus	34082	Ford F-450	Glaval/Sport	1	1FDGF4GT1DEB37361	26	2013	242,603	\$88,344.00
Revenue Vehicles	CU - Cutaway Bus	34083	Ford F-450	Glaval/Sport	1	1FDGF4GTXD37360	26	2013	226,764	\$88,344.00
Revenue Vehicles	AO - Automobile	35632	Ford	Taurus	1	1FAHP2H86GG138332	17	2016	18,321	\$25,980.00
Revenue Vehicles	MB - Mini-bus	36242	Ford	Transit Connect	1	1FDZX2CM0JKA36706	20	2018	77,422	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36243	Ford	Transit Connect	1	1FDZX2CM2JKA36707	20	2018	69,201	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36249	Ford	Transit Connect	1	1FDZX2CM2JKA36710	20	2018	76,369	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36250	Ford	Transit Connect	1	1FDZX2CM4JKA36708	20	2018	78,148	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36328	Ford	Transit Connect	1	1FDZX2CMXJKA36714	20	2018	84,521	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36332	Ford	Transit Connect	1	1FDZX2CM4JKA36711	20	2018	66,797	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36336	Ford	Transit Connect	1	1FDZX2CM8JKA36713	20	2018	63,217	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36347	Ford	Transit Connect	1	1FDZX2CM6JKA36709	20	2018	62,405	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36348	Ford	Transit Connect	1	1FDZX2CM6JKA36712	20	2018	63,130	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36506	Ford	Transit Connect	1	1FDVU4XV0JKB11846	22	2018	38,452	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36806	Ford	Transit Connect	1	1FDVU4XV0KKA11652	22	2019	23,032	\$65,720.00
Revenue Vehicles	MB - Mini-bus	37342	Ford	Transit Connect	1	1FDVU4XV6KKB31553	22	2019	5,773	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37343	Ford	Transit Connect	1	1FDVU4XV8KKB31554	22	2019	3,261	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37345	Ford	Transit Connect	1	1FDVU4XV8KKB31555	22	2019	1,586	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37437	Ford	Transit Connect	1	1FDVU4XV8KKB31556	22	2019	1,187	\$79,651.00
Revenue Vehicles	CU - Cutaway Bus	37438	Ford	Odyssey	1	1FDFE4FS3KDC43871	23	2020	5,797	\$100,259.00
Revenue Vehicles	MB - Mini-bus	37440	Ford	Transit Connect	1	1FDVU4XV8KKB31558	22	2019	5,517	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37442	Ford	Transit Connect	1	1FDVU4XV8KKB31557	22	2019	1,698	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37443	Ford	Transit Connect	1	1FDVU4XV8KKB31559	22	2019	1,815	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37447	Ford	Transit Connect	1	1FDVU4XV8KKB31560	22	2019	2,287	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37450	Ford	Transit Connect	1	1FDVU4XV8KKB31561	22	2019	1,037	\$79,651.00
Revenue Vehicles	CU - Cutaway Bus	37475	Ford	Odyssey	1	1FDFE4FS5KDC43872	23	2020	7,889	\$100,259.00
Revenue Vehicles	CU - Cutaway Bus	37481	Ford	Odyssey	1	1FDFE4FS5KDC45346	23	2020	8,682	\$100,259.00
Facilities	Parking Lot	Airport Road 18000 Paulson			1			2012		\$18,878.00
Facilities	Bush Wash							2019		\$756,822.00
Equipment	Bus Lift	Port Charlotte			1			2010		\$23,831.00
Equipment	Data Equipment	Route Match	Trip Software		1			2011		\$268,558.00
Equipment	Data Equipment	Route Match	Notification Module		1			2016		\$57,940.00

## Appendix B: Asset Condition Data

### B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Revenue Vehicle	AO - Automobile	35632	1	1FAHP2H86GG138332	5	18,869	\$25,980.00	8	No
Revenue Vehicle	CU - Cutaway Bus	32415	1	1HVBTAAL3AH245032	11	195,912	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32416	1	1HVBTAAL5AH245033	11	172,517	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32417	1	1HVBTAAL7AH245034	11	195,522	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32418	1	1HVBTAAL4AH250644	11	162,467	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32419	1	1HVBTAAL9AH245035	11	160,141	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32664	1	1HVBTAAN3BH339009	10	227,492	\$216,610.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	33474	1	1GB6G5BG7B1162979	10	179,383	\$80,384.00	10	No
Revenue Vehicle	CU - Cutaway Bus	33475	1	1GB6G5BG1B1162721	10	229,952	\$80,384.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	33756	1	1FDGF4GT6CEB62416	9	205,325	\$86,197.00	10	No
Revenue Vehicle	CU - Cutaway Bus	33757	1	1FDGF4GT8CEB62417	9	168,465	\$86,197.00	10	No
Revenue Vehicle	CU - Cutaway Bus	34082	1	1FDGF4GT1DEB37361	8	253,098	\$88,344.00	10	No
Revenue Vehicle	CU - Cutaway Bus	34083	1	1FDGF4GTXDDB37360	8	228,752	\$88,344.00	10	No
Revenue Vehicle	CU - Cutaway Bus	37438	1	1FDFE4FS3KDC43871	1	15,177	\$100,259.00	10	No
Revenue Vehicle	CU - Cutaway Bus	37475	1	1FDFE4FS5KDC43872	1	12,996	\$100,259.00	10	No
Revenue Vehicle	CU - Cutaway Bus	37481	1	1FDFE4FS5KDC45346	1	34,220	\$100,259.00	10	No
Revenue Vehicle	MB - Mini-bus	36242	1	1FDZX2CM0JKA36706	3	82,069	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36243	1	1FDZX2CM2JKA36707	3	84,178	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36249	1	1FDZX2CM2JKA36710	3	79,555	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36250	1	1FDZX2CM4JKA36708	3	82,423	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36328	1	1FDZX2CMXJKA36714	3	85,765	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36332	1	1FDZX2CM4JKA36711	3	78,730	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36336	1	1FDZX2CM8JKA36713	3	80,211	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36347	1	1FDZX2CM6JKA36709	3	68,425	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36348	1	1FDZX2CM6JKA36712	3	65,621	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36506	1	1FDVU4XV0KJB11846	3	47,886	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36806	1	1FDVU4XV0KKA11652	2	42,967	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	37342	1	1FDVU4XV6KKB31553	2	22,966	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37343	1	1FDVU4XV8KKB31554	2	15,353	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37345	1	1FDVU4XV8KKB31555	2	15,691	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37437	1	1FDVU4XV8KKB31556	2	11,527	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37440	1	1FDVU4XV8KKB31558	2	19,138	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37442	1	1FDVU4XV8KKB31557	2	14,313	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37443	1	1FDVU4XV8KKB31559	2	15,268	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37447	1	1FDVU4XV8KKB31560	2	27,795	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37450	1	1FDVU4XV8KKB31561	2	11,478	\$79,651.00	10	No
Revenue Vehicle	MV - Mini-van	33531	1	2C4RDGDG6CR172457	9	76,912	\$87,782.00	8	Yes
Revenue Vehicle	MV - Mini-van	33735	1	2C4RDGDG2CR399547	9	79,718	\$44,662.00	8	Yes
Revenue Vehicle	VN - Van	33776	1	1FTNE2EL7DDA72091	8	124,162	\$35,058.00	8	Yes
Revenue Vehicle	VN - Van	33777	1	1FTNE2EL9DDA72092	8	89,699	\$35,058.00	8	Yes
Revenue Vehicle	VN - Van	34059	1	1FTNE2EL2DDA72094	8	100,042	\$35,058.00	8	Yes

Revenue Vehicle	CU - Cutaway Bus	32415	1	1HVBTAAL3AH245032	11	195,912	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32416	1	1HVBTAAL5AH245033	11	172,517	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32417	1	1HVBTAAL7AH245034	11	195,522	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32418	1	1HVBTAAL4AH250644	11	162,467	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32419	1	1HVBTAAL9AH245035	11	160,141	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32664	1	1HVBTAAN3BH339009	10	227,492	\$216,610.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	33474	1	1GB6G5BG7B1162979	10	179,383	\$80,384.00	10	No
Revenue Vehicle	CU - Cutaway Bus	33475	1	1GB6G5BG1B1162721	10	229,952	\$80,384.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	33756	1	1FDGF4GT6CEB62416	9	205,325	\$86,197.00	10	No
Revenue Vehicle	CU - Cutaway Bus	33757	1	1FDGF4GT8CEB62417	9	168,465	\$86,197.00	10	No
Revenue Vehicle	CU - Cutaway Bus	34082	1	1FDGF4GT1DEB37361	8	253,098	\$88,344.00	10	No
Revenue Vehicle	CU - Cutaway Bus	34083	1	1FDGF4GTXDEB37360	8	228,752	\$88,344.00	10	No
Revenue Vehicle	CU - Cutaway Bus	37438	1	1FDFE4FS3KDC43871	1	15,177	\$100,259.00	10	No
Revenue Vehicle	CU - Cutaway Bus	37475	1	1FDFE4FS5KDC43872	1	12,996	\$100,259.00	10	No
Revenue Vehicle	CU - Cutaway Bus	37481	1	1FDFE4FS5KDC45346	1	34,220	\$100,259.00	10	No
Revenue Vehicle	MB - Mini-bus	36242	1	1FDZX2CM0JKA36706	3	82,069	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36243	1	1FDZX2CM2JKA36707	3	84,178	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36249	1	1FDZX2CM2JKA36710	3	79,555	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36250	1	1FDZX2CM4JKA36708	3	82,423	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36328	1	1FDZX2CMXJKA36714	3	85,765	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36332	1	1FDZX2CM4JKA36711	3	78,730	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36336	1	1FDZX2CM8JKA36713	3	80,211	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36347	1	1FDZX2CM6JKA36709	3	68,425	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36348	1	1FDZX2CM6JKA36712	3	65,621	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36506	1	1FDVU4XV0JKB11846	3	47,886	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36806	1	1FDVU4XV0KKA11652	2	42,967	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	37342	1	1FDVU4XV6KKB31553	2	22,966	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37343	1	1FDVU4XV8KKB31554	2	15,353	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37345	1	1FDVU4XV8KKB31555	2	15,691	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37437	1	1FDVU4XV8KKB31556	2	11,527	\$79,651.00	10	No

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

## Appendix B: Asset Condition Data

### B2: Equipment Assets

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

## Appendix B: Asset Condition Data

### B3: Facilities Assets

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

# ASSET MANAGEMENT

## Public Transit



Florida Department of Transportation Office of Policy Planning

## Performance Management

February 2023

### OVERVIEW

The Federal Transit Administration (FTA) Transit Asset Management rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule defines State of Good Repair (SGR) performance measures and establishes requirements for Transit Asset Management (TAM) Plans and performance targets. This fact sheet describes these requirements and the role of the Metropolitan Planning Organizations (MPO) under this rule.\*

### STATE OF GOOD REPAIR PERFORMANCE MEASURES

#### *Transit Asset Categories and TAM Performance Measures*

FTA ASSET CATEGORIES	PERFORMANCE MEASURES
EQUIPMENT Non-revenue support-service and maintenance vehicles	Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark (ULB)
ROLLING STOCK Revenue vehicles	Percentage of revenue vehicles that have met or exceeded their ULB
INFRASTRUCTURE Rail fixed-guideway track	Percentage of track segments (by mode) with performance restrictions
FACILITIES Buildings and structures	Percentage of facilities rated below condition 3 on the Transit Economic Requirement Model (TERM) scale

**“State of good repair”** is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function.
2. Does not pose a known unacceptable safety risk.
3. Lifecycle investment needs have been met or recovered.

Public transportation providers are required to report transit asset performance measures and targets annually to the National Transit Database (NTD).

### TIMEFRAME

#### PUBLIC TRANSPORTATION PROVIDERS

- Update TAM Plan/Group TAM Plan every 4 years
- Update TAM targets annually

#### MPOs

- Update MPO TAM targets with every LRTP update
- Reflect MPO targets and public transportation provider(s) current TAM targets in each updated TIP

\* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

# TAM PLAN

## Tier I versus Tier II Agencies

The rule makes a distinction between Tier I and Tier II public transportation providers and establishes different requirements for them.

### TIER I

Operates rail  
OR  
≥ 101 vehicles across all fixed route modes  
OR  
≥ 101 vehicles in one non-fixed route mode

### TIER II

Subrecipient of 5311 funds  
OR  
American Indian Tribe  
OR  
≤ 100 vehicles across all fixed route modes  
OR  
≤ 100 vehicles in one non-fixed route mode

## Required Elements of Provider TAM Plans

1. Inventory of Capital Assets
2. Condition Assessment
3. Decision Support Tools
4. Investment Prioritization

TIER I  
AND II

5. TAM and SGR Policy
6. Implementation Strategy
7. List of Key Annual Activities
8. Identification of Resources
9. Evaluation Plan

TIER I  
ONLY

A **TIER I** public transportation provider must develop its own TAM Plan. The Tier I public transportation provider must make the TAM plan, annual targets, and supporting materials available to the state DOTs and MPOs that provide funding to the provider.

A **TIER II** public transportation provider may develop its own plan or participate in a group TAM plan, which is compiled by a group TAM plan sponsor. Group plan sponsors must make the group plan, targets, and supporting materials available to the state DOTs and MPOs that program projects for any participants of the group plan.

The Florida Department of Transportation (FDOT) developed a group plan for all subrecipients in 2022 that includes collective TAM targets for the participating providers. Participants in FDOT's Group TAM Plan primarily operate in areas of the state that are not served by an MPO.

## MPO AND PUBLIC TRANSPORTATION PROVIDER COORDINATION

- » Each public transportation provider or its sponsor must share its targets with each MPO in which the public transportation provider operates services.
- » MPOs are not required to establish transit asset management targets each time the public transportation provider(s) establishes annual targets. Instead, MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current public transportation provider(s) TAM targets in the updated TIP.
- » When establishing transit asset management targets, the MPO can either agree to program projects that will support the public transportation provider(s) targets, or establish its own separate regional targets for the MPO planning area. MPO targets may differ from the public transportation provider(s) targets, especially if there are multiple public transportation providers in the MPO planning area.
- » MPOs are required to coordinate with the public transportation provider(s) and group plan sponsors when selecting targets.
- » FTA will not assess MPO progress toward achieving transit targets. However, Federal Highway Administration (FHWA) and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

## FOR MORE INFORMATION PLEASE CONTACT

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## 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:

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

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

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

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

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

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

Key considerations for MPOs and transit agencies:

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

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

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

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

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



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

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

**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.

# SAFETY

## Public Transit



## Performance Management

February 2023

### OVERVIEW

The Federal Transit Administration (FTA) Public Transportation Agency Safety Plan (PTASP) rule established transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance. This fact sheet describes these requirements and the role of Metropolitan Planning Organizations (MPO) under this rule.\*

### PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

#### **Federal Rule Applicability**

Recipients and Sub-recipients of  
FTA 5307 funds

The rule applies to recipients and sub-recipients of FTA 5307 funds that operate a public transportation system and to operators of rail transit systems subject to **FTA's** State Safety Oversight Program.

The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the U.S. Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

Small public transportation providers without rail and with fewer than 101 revenue vehicles in operation during peak service may complete their own plan or have their plan drafted or certified by their state DOT.

### PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

#### FATALITIES

*Total number of reportable fatalities and rate per total vehicle revenue miles by mode.*

#### INJURIES

*Total number of reportable injuries and rate per total vehicle revenue miles by mode.*

#### SAFETY EVENTS

*Total number of reportable events and rate per total vehicle revenue miles by mode.*

#### SYSTEM RELIABILITY

*Mean distance between major mechanical failures by mode.*

### TIMEFRAME

#### PUBLIC TRANSPORTATION PROVIDERS

- Update safety targets annually

#### MPOs

- Update MPO safety targets with every LRTP update
- Reflect MPO targets and public transportation provider(s) current safety targets in each updated TIP

\* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

## RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

Florida requires each Section 5307 and/or 5311 public transportation provider to have an adopted System Safety Program Plan (SSPP) (Chapter 14-90, Florida Administrative Code). Because Section 5307 public transportation providers in Florida must already have a SSPP, FDOT recommends that public transportation providers revise their existing SSPPs to be compliant with the FTA PTASP requirements.

FDOT has issued guidance to public transportation providers to assist them with revising existing SSPPs to be compliant with the FTA PTASP requirements.

While the PTASP rule requires public transportation providers to establish safety performance targets, the SSPP does not.

## REQUIREMENTS

### TRANSIT SAFETY TARGET COORDINATION BETWEEN FDOT, MPOS, AND PUBLIC TRANSPORTATION PROVIDERS

- » Public transportation providers that annually draft and certify a PTASP and transit safety targets must make the PTASP and underlying safety performance data available to FDOT and the MPOs to aid in the planning process.
- » MPOs are not required to establish transit safety targets annually each time the public transportation provider(s) establishes targets. Instead, MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current public transportation provider(s) PTASP targets in the updated TIP.
- » Public transportation providers will coordinate with FDOT and affected MPOs in the selection of transit safety performance targets.
- » Public transportation providers will give written notice to the MPO(s) and FDOT when the public transportation provider establishes transit safety targets.
- » When establishing transit safety targets, the MPO can either agree to program projects that will support the public transportation provider targets, or establish its own separate targets for the MPO planning area.
- » MPOs that establish their own transit safety targets will coordinate with the public transportation provider(s) and FDOT in the selection of transit safety performance targets, and will give written notice to the public transportation provider(s) and FDOT when the MPO establishes its own transit safety targets.
- » MPOs that agree to support the public transportation provider(s) safety targets will provide FDOT and the public transportation providers documentation that the MPO agrees to do so.
- » If two or more public transportation providers operate in an MPO planning area and establish different safety targets for a measure, the MPO may establish a single target for the MPO planning area or establish a set of targets that reflect the differing public transportation provider targets.

## FOR MORE INFORMATION PLEASE CONTACT

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# **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 FY 2023/2024- FY 2027/2028 Transportation Improvement Program as of March 9, 2023.

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 2023/2024 through 2027/2028. In this table, funding levels are categorized into federal funding categories. In subsequent tables, projects are listed according to funding category along with the funding code and the appropriate fiscal year.

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

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

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

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

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

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

### **Non-SIS projects**

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

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

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

# Charlotte County - Punta Gorda MPO - Project Detail and Summary Report

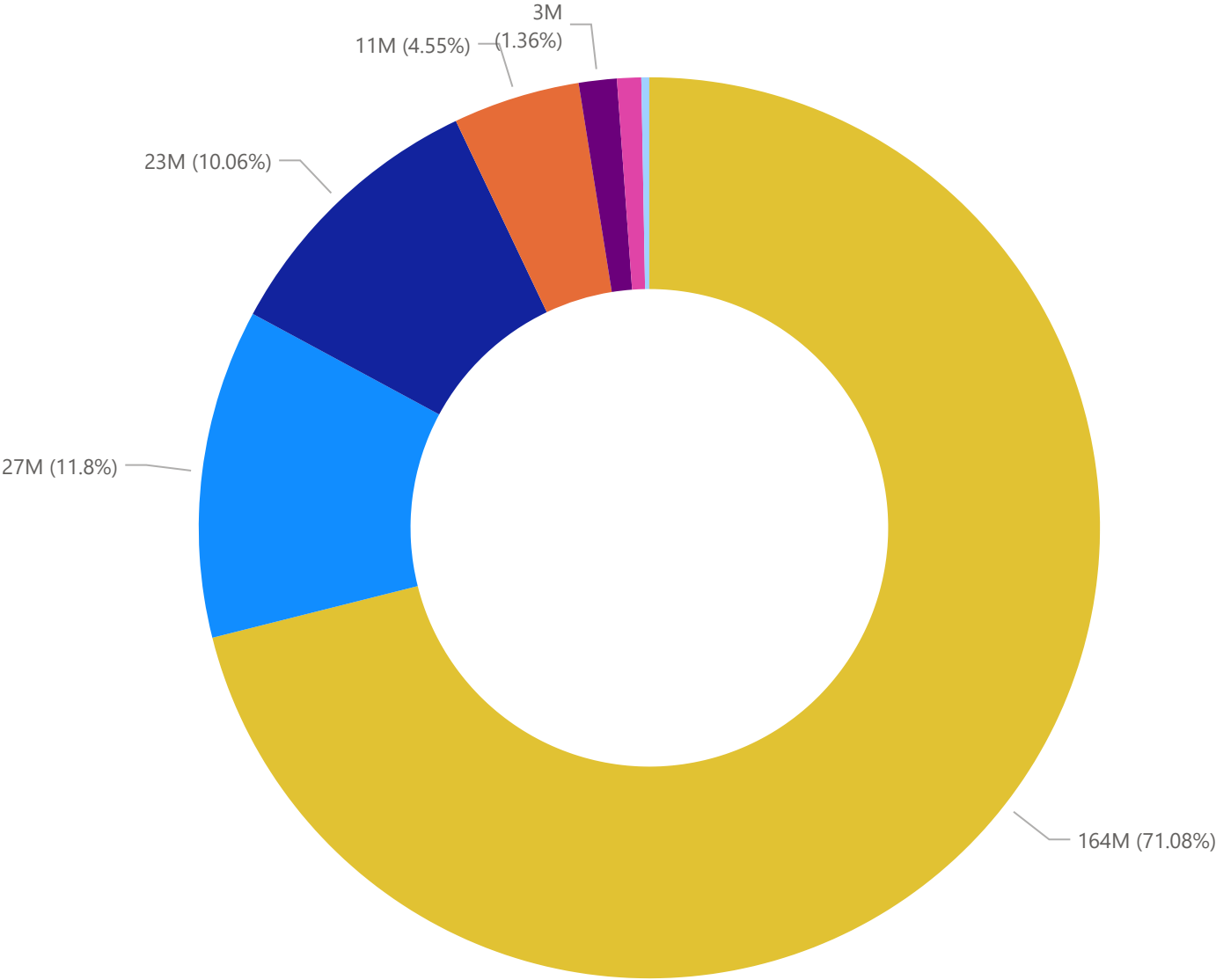
## FY 2023/2024- 2027/2028 Transportation Improvement Program as of March 9, 2023

Fund	Fund Name	<2024	2024	2025	2026	2027	2028	>2028	All Years
	TOTAL OUTSIDE YEARS	4,576,135							4,576,135
	TOTAL OUTSIDE YEARS	119,449,406							119,449,406
ACFP	AC FREIGHT PROG (NFP)		1,750,000				17,829,291		19,579,291
ACNP	ADVANCE CONSTRUCTION NHPP		995,260						995,260
ACNR	AC NAT HWY PERFORM RESURFACING			5,509,996					5,509,996
ACSA	ADVANCE CONSTRUCTION (SA)	1,299,703							1,299,703
ACSL	ADVANCE CONSTRUCTION (SL)	39,257							39,257
ACSN	ADVANCE CONSTRUCTION (SN)	912,486							912,486
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	254,891		480,000		3,727,825			4,462,716
CARL	CARB FOR URB. LESS THAN 200K	728,929	50,121	1,460,000	390,602	390,602	452,708		3,472,962
CARM	CARB FOR SM. URB. 5K - 49,999		191,866				79,859		271,725
CM	CONGESTION MITIGATION - AQ	73,036	1,518,452		577,424				2,168,912
D	UNRESTRICTED STATE PRIMARY	29,384,871	2,835,807	2,236,231	2,236,231	2,236,231	980,668		39,910,039
DDR	DISTRICT DEDICATED REVENUE	11,685,557	12,140,590	1,524,638	3,546,010	810,621	563,331		30,270,747
DI	ST. - S/W INTER/INTRASTATE HWY		9,744,225	50,000					9,794,225
DIH	STATE IN-HOUSE PRODUCT SUPPORT	712,658	40,196	10,348	21,800	1,123	1,000		787,125
DIS	STRATEGIC INTERMODAL SYSTEM	401,000							401,000
DITS	STATEWIDE ITS - STATE 100%.	804,096	321,616		300,000	366,688			1,792,400
DPTO	STATE - PTO	3,073,738	490,000	467,200	102,500				4,133,438
DS	STATE PRIMARY HIGHWAYS & PTO	685,012	13,850,117		12,268,026				26,803,155
DU	STATE PRIMARY/FEDERAL REIMB	1,073,780	82,000	50,000	82,800	82,800	82,000		1,453,380
DWS	WEIGH STATIONS - STATE 100%		4,548,996	11,966,196			567,252		17,082,444
FAA	FEDERAL AVIATION ADMIN	810,000	8,820,000	6,669,000	1,845,000				18,144,000
FTA	FEDERAL TRANSIT ADMINISTRATION	27,774,433	2,682,702	2,335,633	2,511,136	2,458,497	4,596,110		42,358,511
GFEV	GEN. FUND EVEHICLE CHARG. PGM	1,800,000	3,400,000						5,200,000
GFSL	GF STPBG <200K<5K (SMALL URB)	2,385,986							2,385,986
GFSN	GF STPBG <5K (RURAL)	218,016							218,016
LF	LOCAL FUNDS	21,074,627	6,416,094	2,028,948	22,572,647	1,705,819	3,165,210		56,963,345
PL	METRO PLAN (85% FA; 15% OTHER)	641,623	600,719	605,812	611,008	611,008	611,008		3,681,178
SA	STP, ANY AREA	150,690	6,285,029		5,090,717		136,010		11,662,446
SIWR	2015 SB2514A-STRATEGIC INT SYS		1,000,000						1,000,000
SL	STP, AREAS <= 200K	1,897,882	28,792	1,650,530	4,015,226	1,125,523	4,056,406		12,774,359
SM	STBG AREA POP. W/ 5K TO 49,999	1,140,242	506,558		3,182,704		1,279,389		6,108,893
SN	STP, MANDATORY NON-URBAN <= 5K	981,984					830,461		1,812,445
TALL	TRANSPORTATION ALTS- <200K	237,911	44,879	290,000		260,573			833,363
TALM	TAP AREA POP. 5K TO 50,000		458,134						458,134
TALN	TRANSPORTATION ALTS- < 5K	93,012							93,012
TALT	TRANSPORTATION ALTS- ANY AREA	325,582	136,000		2,160,151	3,760,192			6,381,925
TLWR	2015 SB2514A-TRAIL NETWORK	109,618	657,019						766,637
Grand Total:		234,796,161	79,595,172	37,334,532	61,513,982	17,537,502	35,230,703		466,008,052

Fund Type	<2024	2024	2025	2026	2027	2028	>2028	All Years
Federal	47,415,578	27,550,512	19,050,971	20,466,768	12,417,020	29,953,242		156,854,091
Local	21,074,627	6,416,094	2,028,948	22,572,647	1,705,819	3,165,210		56,963,345
State 100%	166,305,956	45,628,566	16,254,613	18,474,567	3,414,663	2,112,251		252,190,616
Grand Total:	234,796,161	79,595,172	37,334,532	61,513,982	17,537,502	35,230,703		466,008,052

FY 2023/2024 - FY 2027/2028 Work Program - Funding by Type

- Component Type**
- Highways
  - Transit
  - Aviation
  - Maintenance
  - Planning
  - Intermodal
  - Miscellaneous





## FY 2024 - FY 2028 Highway Projects

Project: CAPE HAZE PIONEER TR FROM MYAKKA STATE FOREST

Project Type: Bike Path / Trail

FM Number: 4436201

Lead Agency:

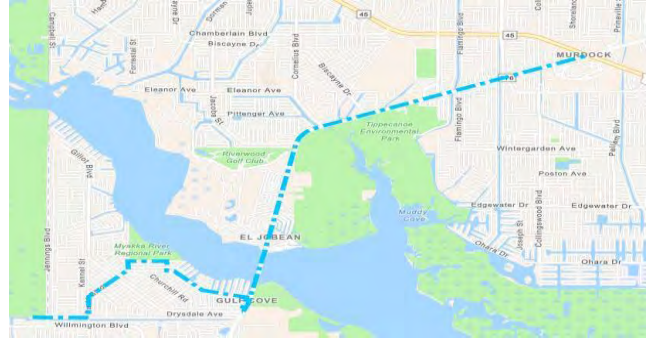


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L RTP Reference Page #: 2045 LRTP Full report . Page 8-15

SIS Project No

Description: SUN Trail Feasibility Study on SR 776 from Myakka State Forest to US 41



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PD&E	DIH	State	\$0	\$1000	\$0	\$0	\$0		\$1,000
Total:			\$0	\$1000	\$0	\$0	\$0		\$1,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County TSMCA

Project Type: Traffic Control Devices/System

FM Number: 412665-1

Lead Agency:

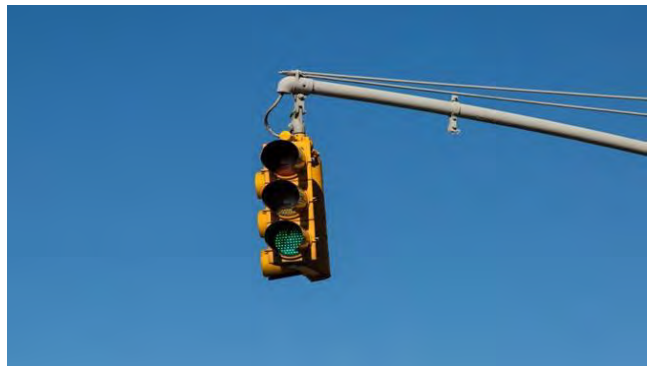


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L RTP Reference Page #: 2045 LRTP Congestion Management Plan . Page 6-15

SIS Project No

Description: Traffic Control Devices



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
OPS	DDR	State	\$0	\$321616	\$335651	\$350613	\$264783		\$1,272,663
OPS	DITS			\$321616		\$300000	\$366688		
Total:			\$0	\$645256	\$335651	\$652639	\$633498		\$1,272,663

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: I-75 (SR 93) at N. Jones Loop Road Interchange

Project Type: Landscaping

FM Number: 412665-1

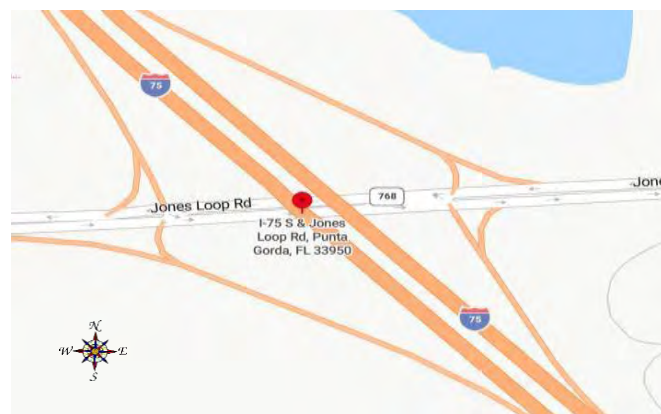
Lead Agency: 

Length: N/A

LRTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project Yes

Description: Traffic Controls devices



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
CST	DDR	State	\$0	\$1,151,360					\$1,151,360
CST	DIH			\$1,028					\$1,028
Total:			\$0	\$1,154,412	\$0	\$0	\$0		\$1,152,388

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County TSMCA

Project Type: Traffic Control Devices/System

FM Number: 413625-1

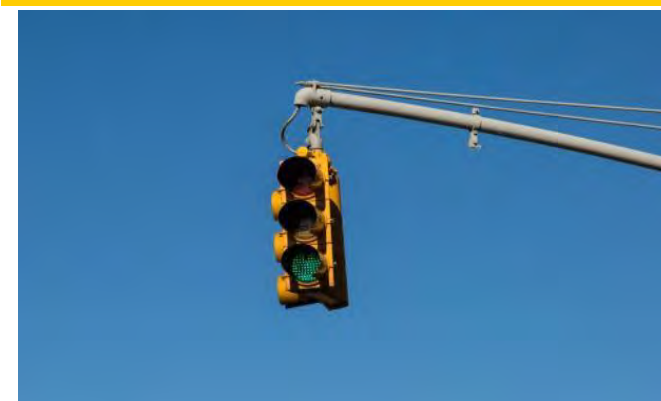
Lead Agency: 

Length: N/A

LRTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

Description:  
Traffic Controls devices



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
OPS	DDR	State	\$0	\$97381	\$101035	\$104919	\$109066	\$113455	\$412,401
Total:			\$0	\$97381	\$101035	\$106945	\$111093	\$113455	\$412,401

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Harborview RD from Melbourne St to Date St

Project Type: Add lanes and reconstruct

FM Number: 434965-2

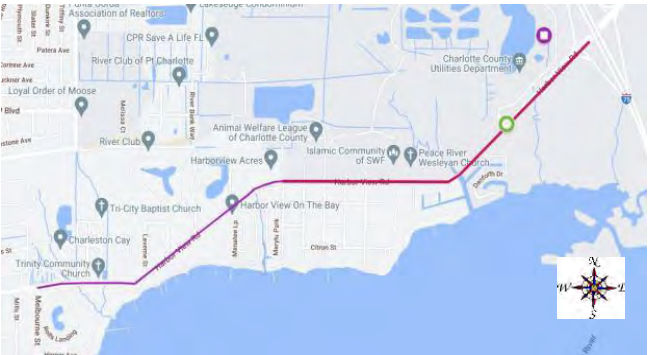
Lead Agency: 

Length: N/A

L RTP Reference Page #: 2045 L RTP Cost Feasible Plan , Page 8-8

SIS Project No

Description: Widen the road from existing 2 lane to 4 lane with sidewalk and bike lanes



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
ENV	TALT	State	\$0	\$10000					\$10,000
Total:			\$0	\$10000	\$0	\$0	\$0	\$0	\$10,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Harborview RD from Melbourne St to Date St

Project Type: Add lanes and reconstruct

FM Number: 434965-3

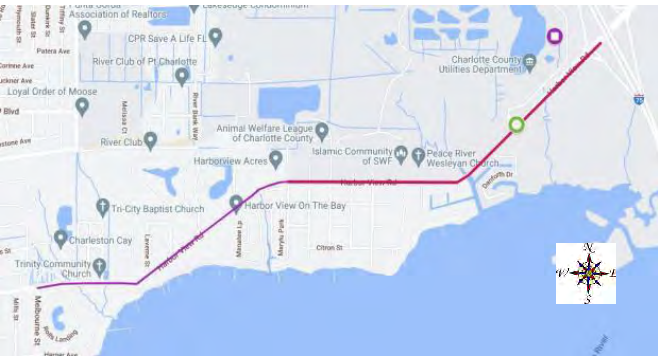
Lead Agency: 

Length: N/A

L RTP Reference Page #: 2045 L RTP Cost Feasible Plan , Page 8-8

SIS Project No

Description: Widen the road from existing 2 lane to 4 lane with sidewalk and bike lanes



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
RRD & Utility	Utilities	Local				\$10,800,000.00			\$10,800,000.00
CST	CARL	Federal				\$390,602.00			\$390,602.00
CST	CM	Federal				\$577,424.00			\$577,424.00
CST	LF	Local				\$9,959,934.00			\$9,959,934.00
CST	SA	Federal				\$5,090,717.00			\$5,090,717.00
CST	SL	Federal				\$4,015,226.00			\$4,015,226.00
CST	SM	Federal				\$3,182,704.00			\$3,182,704.00
Total:			\$0.00	\$0.00	\$0.00	\$34,016,607.00	\$0.00	\$0.00	\$34,016,607.00

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Harborview RD from Melbourne St to Date St

Project Type: Add lanes and reconstruct

FM Number: 434965-5

Lead Agency:

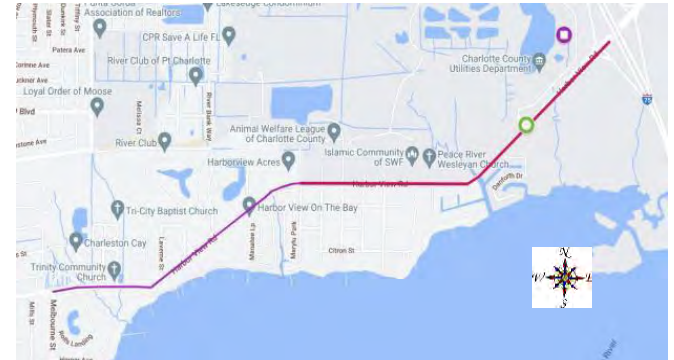


Length: N/A

L RTP Reference Page #: 2045 LRTP Cost Feasible Plan , Page 8-8

SIS Project No

Description: Widen the road from existing 2 lane to 4 lane with sidewalk and bike lanes



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
ROW	CM	Local		\$1,518,452.00					\$1,518,452.00
ROW	SA	Federal		\$5,688,363.00					\$5,688,363.00
ROW	SM	Federal		\$403,758.00					\$403,758.00
Total:			\$0.00	\$7,610,573.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,610,573.00
FY 2023/2024 to 2027/2028 Transportation Improvement Program									

Project: CR 756A ( Taylor Rd ) from N. Jones loop Rd to Airport Rd Phase - I

Project Type: Bike Path / Trail

FM Number: 435105-2

Lead Agency:

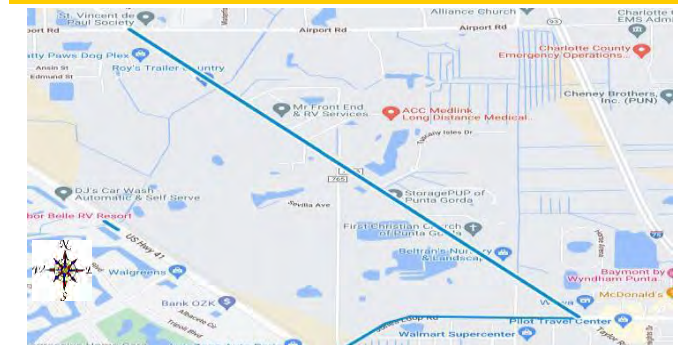


Length: 2.06 mile

L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-15

SIS Project No

Description: Transportation Alternative Project, with MURT on east side of Taylor Rd



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	CARM	Federal	\$0	\$191866	\$0	\$0	\$0		\$191,866
	TALT	Federal		\$1000					\$1,000
	TALM	Federal		\$458134					\$458,134
Total:			\$0	\$651000	\$0	\$0	\$0		\$651,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Weigh in Motion (WIM) Screening

Project Type: MCCO Weigh Station Static /WIM

FM Number: 437001-2

Lead Agency:



Length: None

L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-15

SIS Project No

Description: MCCO WEIGH STATION STATIC/WIM



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
CST	DWS	Federal	\$0	\$4548996	\$0	\$0	\$0		\$4,548,996
Total:			\$0	\$4548996	\$0	\$0	\$0		\$4,548,996

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: CHARLOTTE TMC OPS FUND COUNTY WIDE

Project Type: ITS Architecture

FM Number: 437105-1

Lead Agency:



Length: None

L RTP Reference Page #: 2045 LRTP Full Report . Page 6-15

SIS Project No

Description: Intelligent Transportation system projects



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
OPS	DDR	State	\$0	\$90000	\$90000	\$90000	\$0		\$270,000
Total:			\$0	\$90000	\$90000	\$90000	\$0		\$270,000

FY 2023/2024 to 2027 /2028 Transportation Improvement Program



Project: CHARLOTTE TMC OPS FUND COUNTY WIDE

Project Type: ITS Architecture  
FM Number: 437105-1

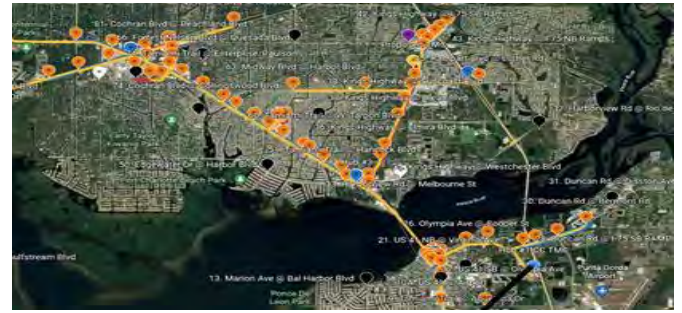
Lead Agency: 

Length: None

L RTP Reference Page #: 2045 LRTP Full report . Page 9-2

SIS Project No

Description: Intelligent Transportation system projects



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
OPS	DDR	State	\$0	\$90000	\$90000	\$90000	\$0		\$270,000
Total:			\$0	\$90000	\$90000	\$90000	\$0		\$270,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: SR 45 ( US 41) Tamiami Trail from Conway Blvd to Midway Blvd

Project Type: Sidewalk  
FM Number: 438262-1

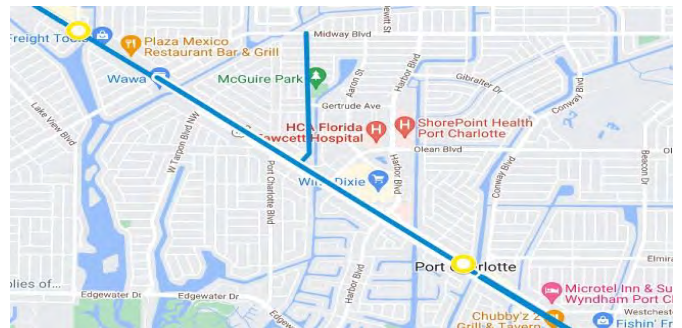
Lead Agency: 

Length: None

L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

Description: US 41 Tamiami Tr from Conway Blvd to Midway Blvd Multi Use Recreational Trail (MURT ) on east side with 8 feet side walk.



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
CST	CARL	Federal	\$0	\$0	\$0	\$0	\$390,602		\$390,602
	DIH	State					\$1,123		\$1,123
	SL	Federal					\$1,125,523		\$1,125,523
	TALL	Federal					\$260,573		\$260,573
	TALT	Federal					\$3,760,192		\$3,760,192
Total:			\$0	\$0	\$0	\$0	\$5,538,013		\$5,538,013

FY 2023/2024 to 2027/2028 Transportation Improvement Program

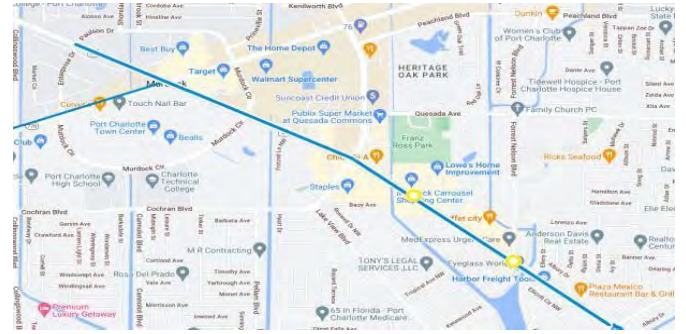
Project: SR 45 ( US 41) Tamiami Trail from Midway Blvd to Paulson Dr

Project Type: Sidewalk  
FM Number: 438262-1

Lead Agency: 

Length: None  
LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No



Description: US 41 - Tamiami Trail from Midway Blvd to Paulson Dr Multi Use Recreational Trail (MURT ) on east side with 8 feet side walk.

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
ENV	TALT	Federal	\$0	\$75,000	\$0	\$0			\$75,000
Total:			\$0	\$75,000	\$0	\$0	\$0		\$75,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

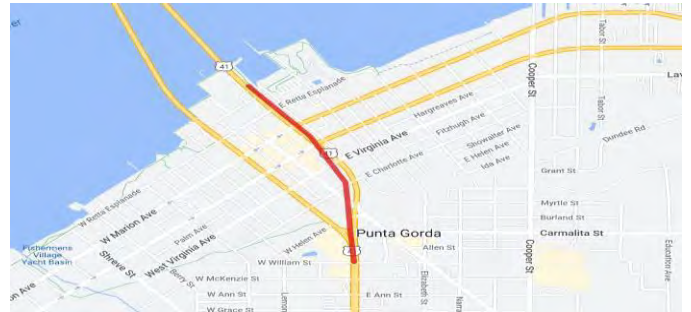
Project: SR 45 ( US 41) Tamiami Trail from Williams St to Peace River Bridge

Project Type: Resurfacing  
FM Number: 438262-1

Lead Agency: 

Length: None  
LRTP Reference Page #: 2045 LRTP Full report . Goal 1: Page 2-2

SIS Project No



Description: Enhance safety for all users of the roadway (including motorists, pedestrians, and bicyclists) on this northbound, three-lane, one-way section of Tamiami Trail (US 41)

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
CST	DDR	State	\$0	\$4,412,323	\$0	\$0			\$4,412,323
	DIH	State		\$1,028					\$1,028
	DS	State		\$818,577					\$818,577
	LF	Local		\$682,852					\$682,852
	SA	Federal		\$596,666					\$596,666
	SM	Federal		\$102,800					\$102,800
	TALT	Federal		\$50,000					\$50,000
Total:			\$0	\$6,664,246	\$0	\$0	\$0		\$6,664,246

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Resurfacing

FM Number: 441552-1

Lead Agency:

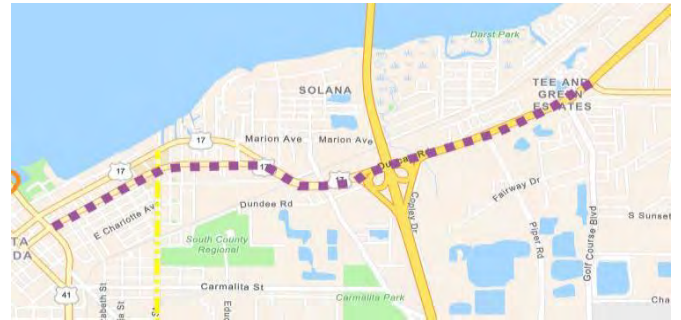


Length: None

L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

Description: Resurfacing Project



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
CST	DDR	State	\$0	\$3,666,291	\$0	\$0			\$3,666,291
	DIH	State		\$5,140					\$5,140
	DS	State		\$11,591,218					\$11,591,218
	LF	Local		\$240,290					\$240,290
Total:			\$0	\$15,502,939	\$0	\$0	\$0		\$15,502,939

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: SR 31 from CR 74 to CR 74

Project Type: Roundabout

FM Number: 441950-1

Lead Agency:

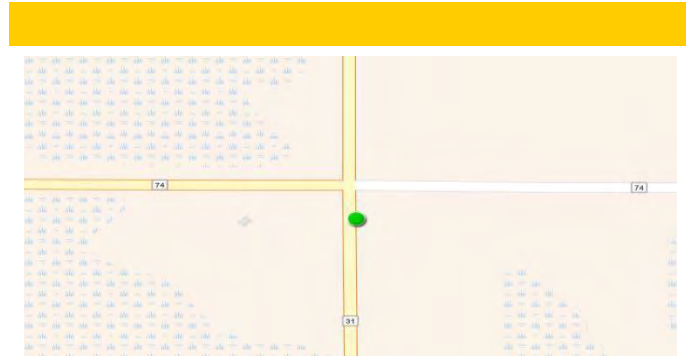


Length: None

L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

Description: SR 31 and CR 74 Intersection Improvements. Proposed Roundabout



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Railroad \$ Utilities	DI	State	\$0	\$500,000	\$0	\$0			\$500,000
CST	DI	State		\$9,244,225	\$50,000				\$9,294,225
	DIH	State			\$1,058				\$1,058
Total:			\$0	\$9,744,225	\$51,058	\$0	\$0		\$9,795,283

FY 2023/2024 to 2027/2028 Transportation Improvement Program



Project: I-75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE

Project Type: Dynamic Message Sign  
FM Number: 442098-1

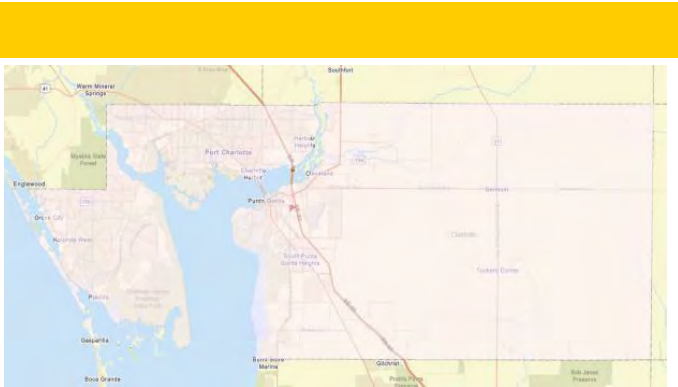
Lead Agency: 

Length: None

LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-8

SIS Project No

Description: Dynamic message signs on I-75 from Lee County line to Sarasota County line



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	DDR	State	\$0	\$0	\$0	\$300,000			\$300,000
Total:			\$0	\$0	\$0	\$300,000	\$0		\$300,000
FY 2023/2024 to 2027/2028 Transportation Improvement Program									

Project: SR 776 ( El Jobean Rd ) from Myakka River to Murdock Cir

Project Type: Landscaping  
FM Number: 444907-1

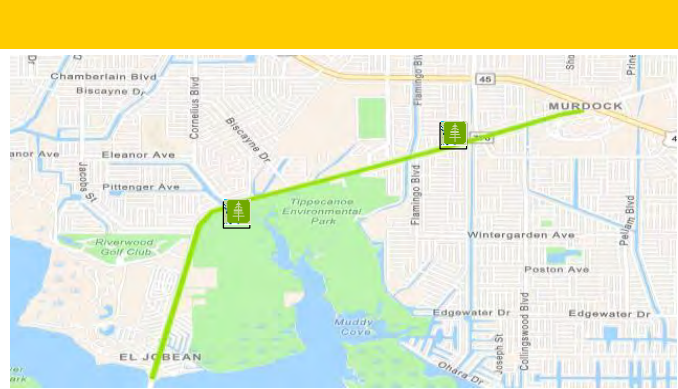
Lead Agency: 

Length: None

LRTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

Description: Landscaping project



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	DDR	State	\$0	\$0	\$0	\$852,000			\$852,000
Total:			\$0	\$0	\$0	\$852,000	\$0		\$852,000
FY 2023/2024 to 2027/2028 Transportation Improvement Program									

Project: I-75 Punta Gorda Weigh Station - Resurfacing

Project Type: Resurfacing

FM Number: 446281-1

Lead Agency:

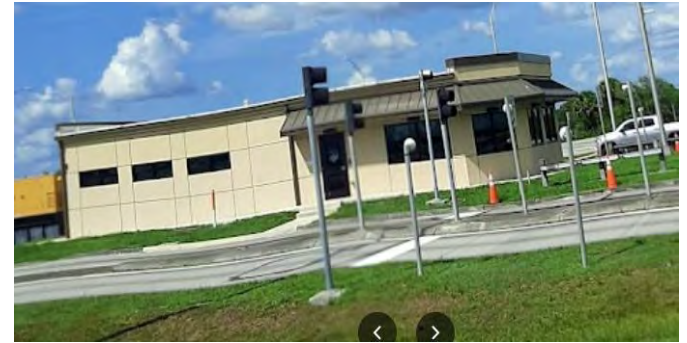


Length: None

L RTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

Description: Resurfacing of MCCO WEIGH STATION STATIC/WIM



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
CST	DWS	State	\$0	\$0	\$11,966,196				\$11,966,196
Total:			\$0	\$0	\$11,966,196	\$0	\$0		\$11,966,196

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: US 41 ( SR 45) at S Fork Alligator Creek

Project Type: Overpass

FM Number: 446339-1

Lead Agency:

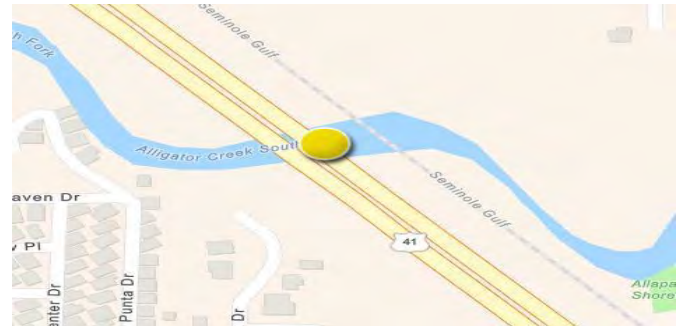


Length: None

L RTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

Description: Pedestrian/ Wildlife overpass over US 41 on East Side



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	TALL	Federal	\$0	\$0	\$290,000				\$290,000
Total:			\$0	\$0	\$290,000	\$0	\$0		\$290,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: SR 776 ( El Jobean Rd ) at Flamingo Blvd

Project Type: Intersection Improvement

FM Number: 446340-1

Lead Agency:

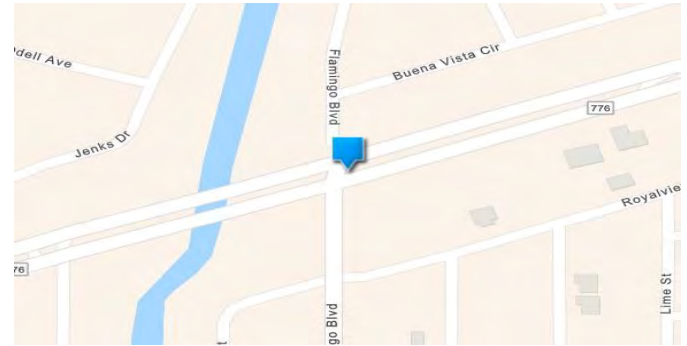


Length: None

LRTP Reference Page #: 2045 LRTP Full Report Page 6-17

SIS Project No

Description: Intersection improvements at SR 776 and Flamingo Blvd.



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
CST	CARL	Federal	\$0	\$0	\$1,460,000				\$1,460,000
Total:			\$0	\$0	\$1,460,000	\$0	\$0		\$1,460,000

FY 2023/2024 to FY 2027/ 2028 Transportation Improvement Program

Project: US 41 ( SR 45) from Kings Hwy to Peace River Bridge

Project Type: Planning

FM Number: 446391-1

Lead Agency:

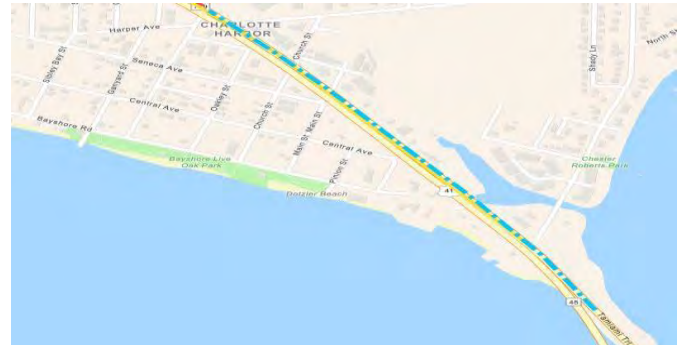


Length: None

LRTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

Description: Feasibility Study - to asses multimodal solutions along US 41 Corridor.



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PLN	SL	Federal	\$0	\$0	\$150,000				\$150,000
Total:			\$0	\$0	\$150,000	\$0	\$0		\$150,000

FY 2023/2024 to FY 2027/ 2028 Transportation Improvement Program

Project: SR 776 at Charlotte Sports park

Project Type: Design  
FM Number: 446393-1

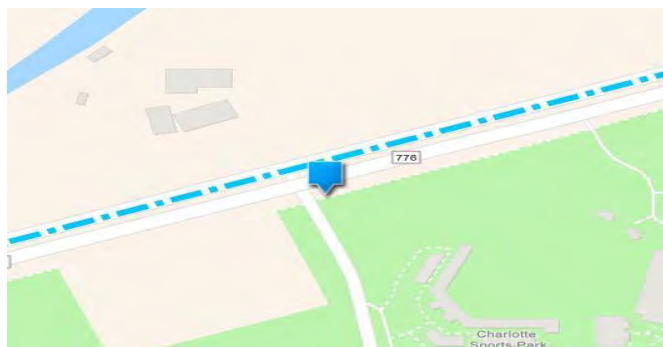
Lead Agency: 

Length: None

L RTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

Description: Charlotte Sports Park Intersection Improvements/ add turn lanes on 776



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	SL	Federal	\$0	\$0	\$150,000				\$150,000
Total:			\$0	\$0	\$150,000	\$0	\$0		\$150,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: SR 45 ( US 41) Tamiami Trail from Midway Blvd to Paulson Dr

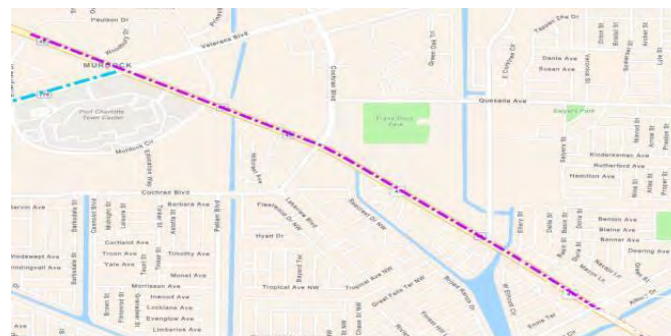
Project Type: Sidewalk  
FM Number: 438262-1

Lead Agency: 

Length: None

L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No



Description: US 41 - Tamiami Trail from Midway Blvd to Paulson Dr Multi Use Recreational Trail (MURT ) on east side with 8 feet side walk.

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	TALT	Federal	\$0		\$0	\$1,501,000			\$1,501,000
CST	CARL	Federal						\$452,708	\$452,708
	CARM	Federal						\$79,859	\$79,859
	SL	Federal						\$991,416	\$991,416
	SM	Federal						\$1,279,389	\$1,279,389
	SN	Federal						\$830,461	\$830,461
Total:			\$0	\$0	\$0	\$1,501,000	\$0	\$3,633,833	\$5,134,833

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: I-75 Punta Gorda Weigh Station - Inspection Barn Upgrades

Project Type: MCCO Weigh Station Static /WIM

FM Number: 447869-1

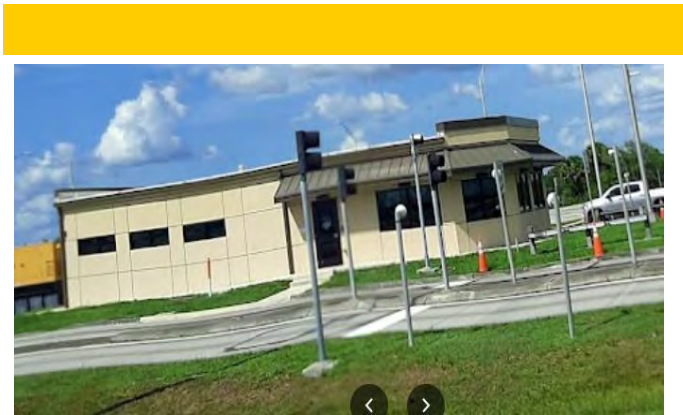
Lead Agency: 

Length: None

LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-15

SIS Project No

Description: MCCO WEIGH STATION STATIC/WIM



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
CST	DWS	Federal	\$0		\$0	\$0	\$0	\$567252	\$0
Total:			\$0	\$0	\$0	\$0	\$0	\$567252	\$567,252

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: SR 45 ( US 41) Tamiami Trail from Morning side Dr to N of St Pierre Rd

Project Type: Construction

FM Number: 448931-1

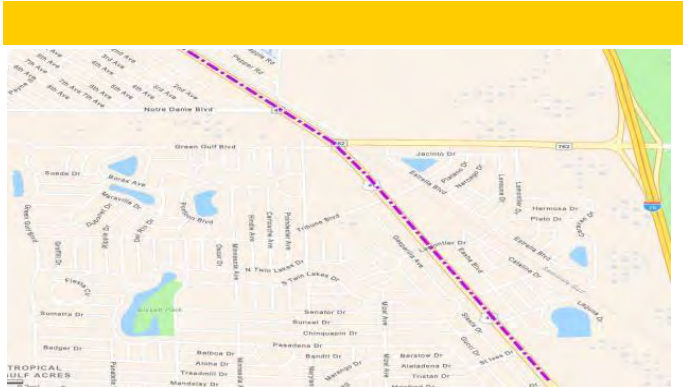
Lead Agency: 

Length: None

LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

Description: Resurfacing project



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
CST	ACNR	State	\$0		\$5,509,996	\$0			\$5,509,996
	DDR	State			\$682,952				\$682,952
	DIH	State			\$5,290				\$5,290
	SL	Local			\$1,319,530				\$1,319,530
Total:			\$0	\$0	\$7,517,768	\$0	\$0		\$7,517,768

FY 2023/2024 to 2027/2028 Transportation Improvement Program



Project: SR 776 from Merchants Crossing to Sarasota County line

Project Type: Design and Construction

FM Number: 449652-1

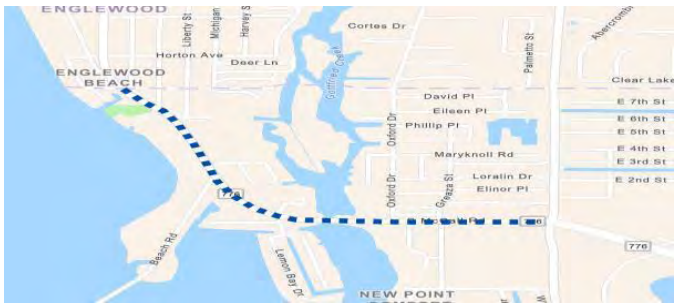
Lead Agency: 

Length: None

L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-15

SIS Project No

Description: Safety project with proposed median improvements



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	ACSS	Federal	\$0		\$479000	\$0	\$0		\$479,000
CST	ACSS	Federal					\$1925932		\$1,925,932
Total:			\$0	\$0	\$479000	\$0	\$1925932	\$0	\$2,404,932

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: SR 45 ( US 41) Tamiami Trail from Aqui Esta Dr to S of Carmalita St

Project Type: Construction

FM Number: 451101-1

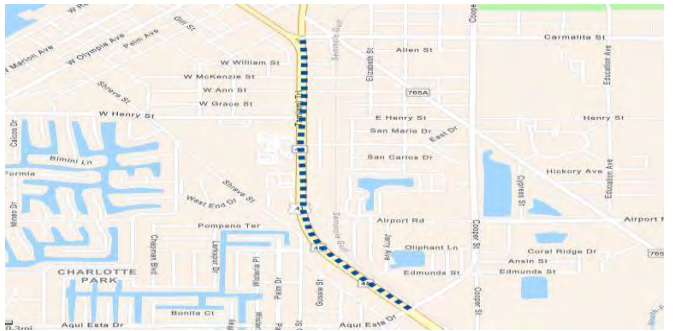
Lead Agency: 

Length: None

L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

Description: Resurfacing project



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	DIH	State	\$0	\$4,000		\$0			\$4,000
CST	DS	State		\$1,144,890					\$1,144,890
	DDR	State				\$383,657			\$383,657
	DIH	State				\$5,450			\$5,450
	DS					\$2,821,390			\$2,821,390
Total:			\$0	\$1,148,890	\$0	\$3,210,497	\$0		\$4,359,387

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: SR 45 ( US 41) Tamiami Trail from Bridge # 010050 to Charlotte Ave

Project Type: Construction

FM Number: 451102-1

Lead Agency: 

Length: None

LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

Description: Resurfacing project



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	DIH	State	\$0		\$4,000	\$0			\$4,000
CST	DIH	State				\$5,450			\$5,450
	DS	State				\$1,031,999			\$1,031,999
Total:			\$0	\$0	\$4,000	\$1,037,449	\$0		\$1,041,449

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: SR 31 from N of CR 74 to DeSoto County Line

Project Type: Design & Construction

FM Number: 451102-1

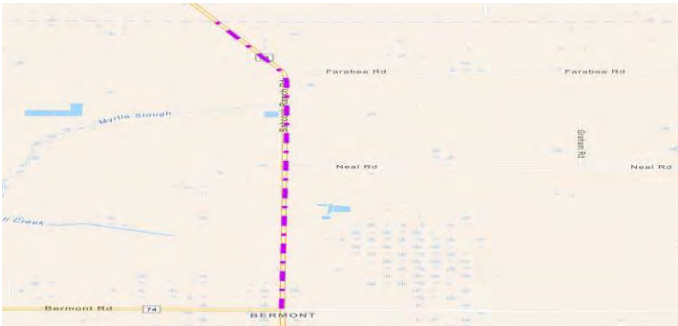
Lead Agency: 

Length: None

LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

Description: Resurfacing project



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	DIH	State	\$0	\$4,000		\$0			\$4,000
	DS	State		\$295,432					
CST	DIH	State				\$5,450			\$5,450
	DDR	State				\$641,838			\$641,838
	DS	State				\$5,196,623			\$5,196,623
Total:			\$0	\$299,432	\$0	\$5,843,911	\$0		\$6,143,343

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: SR 35 from Pine Grove Cir to N Washington Loop Rd.

Project Type: Design & Construction

FM Number: 451102-1

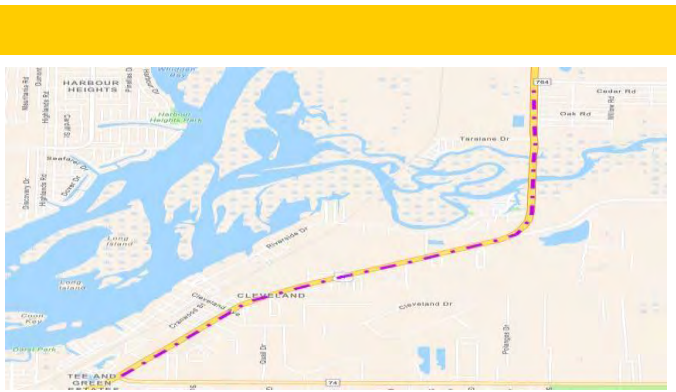
Lead Agency: 

Length: None

L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

Description: Resurfacing project



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	ACNO	State	\$0	\$995,260		\$0			\$995,260
		DIH		\$20,000					\$20,000
CST	DIH	State				\$5,450			\$5,450
		DDR				\$398,932			\$398,932
		DS				\$3,218,014			\$3,218,014
Total:			\$0	\$1,015,260	\$0	\$3,622,396	\$0		\$4,637,656

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: US 41 at Midway Blvd

Project Type: Construction

FM Number: 451358-1

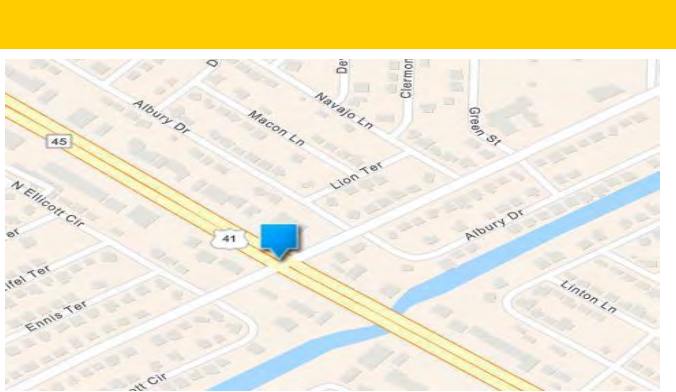
Lead Agency: 

Length: None

L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

Description: US 41 @ Midway Blvd intersection improvements including turn lanes



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
CST	ACSS	State					\$1,292,633		\$1,292,633
Total:			\$0	\$0	\$0	\$0	\$1,292,633		\$1,292,633

FY 2023/2024 to 2027/2028 Transportation Improvement Program



Project: SR 776 at Ocean spray Blvd

Project Type: Design & Construction

FM Number: 451360-1

Lead Agency:

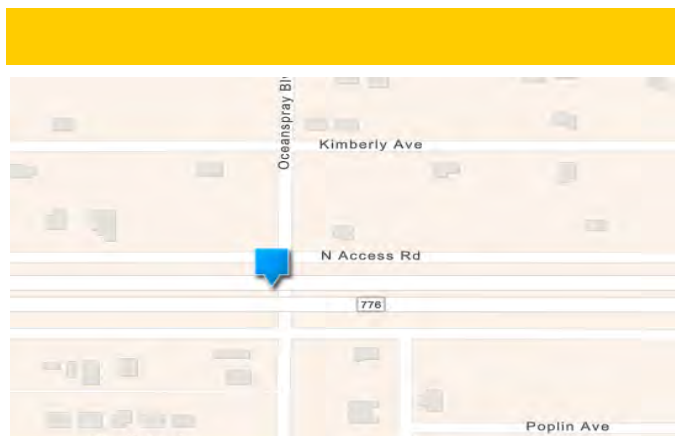


Length: None

LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

Description: Median modifications at the intersection to avoid accidents



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	ACSS				1000				1000
CST	ACSS	State					\$509,260		\$509,260
Total:			\$0	\$0	\$1,000	\$0	\$509,260		\$510,260

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: I-75 at Jones Loop Truck parking

Project Type: Design & Construction

FM Number: 425154-1

Lead Agency:

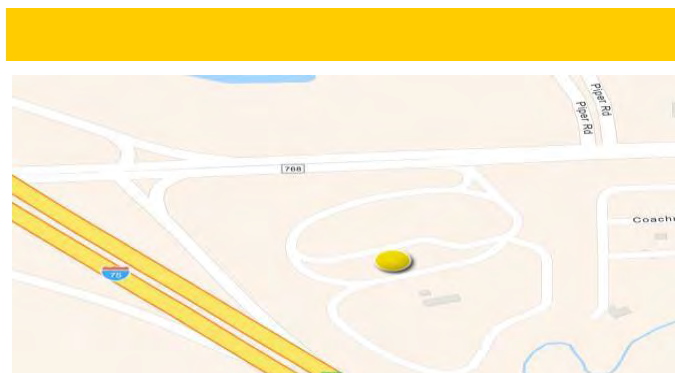


Length: None

LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

Description: Truck Parking facilities at Jones loop rest area



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	ACFP			1,750,000					1,750,000
CST	ACFP	State						17,829,291	17,829,291
Total:			0	1,750,000	0	0	0	17,829,291	19,579,291

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Electronic Vehicle Infrastructure Deployment Plan Phase I I-75 (SR 93)

Project Type: Operations

FM Number: 452200-4

Lead Agency: 

Length: None

LRTP Reference Page #:2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

Description: Electric Vehicle charging stations



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
OPS	GFEV			1,700,000					1,700,000
Total:			0	1,700,000	0	0	0	0	1,700,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Electronic Vehicle Infrastructure Deployment Plan Phase I I-75 (SR 93)

Project Type: Operations

FM Number: 452200-5

Lead Agency: 

Length: None

LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

Description: Electric Vehicle charging stations



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
OPS	GFEV			1,700,000					1,700,000
Total:			0	1,700,000	0	0	0	0	1,700,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Cooper St from Airport Rd to Marion Ave

Project Type: Design and Construction

FM Number: 452221-1

Lead Agency:



Length: None

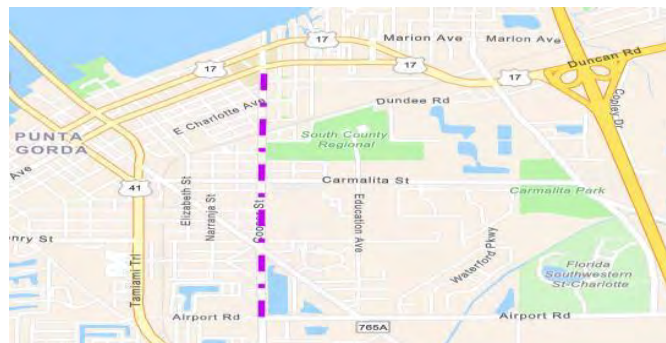
LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

Description: Cooper St from Airport Rd to Marion Ave Multi Use Recreational Trail (MURT)

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	TALT	Federal	\$0	\$0	\$0	\$308,000			\$308,000
CST	SA	Federal						\$136,010	\$136,010
	SL	Federal						\$2,774,990	\$2,774,990
Total:			\$0	\$0	\$0	\$308,000	\$0	\$2,911,000	\$3,219,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program



Project: SR 45 ( US41) ADA Ramp from Harborwalk to Retta Esplanade

Project Type: Design and Construction

FM Number: 452236-1

Lead Agency:



Length: None

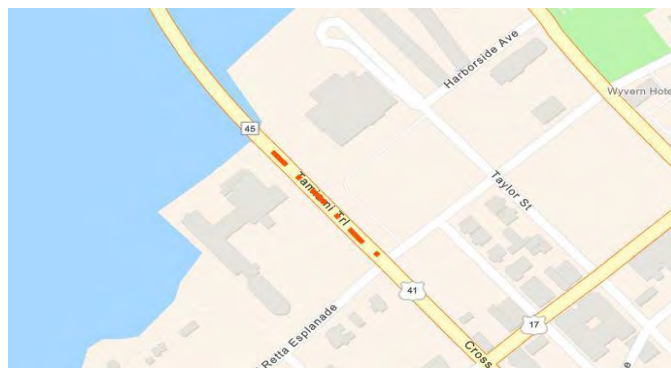
LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

Description: Pedestrian Safety Improvement project at US 41 SB bridge in Punta Gorda

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	CARL	Federal	\$0	\$50,121	\$0				\$50,121
	DIH	Federal		\$4,000					
	TALL	Federal		\$44,879					
CST	TALT	Federal				\$351,151			\$351,151
Total:			\$0	\$99,000	\$0	\$351,151	\$0	\$0	\$401,272

FY 2023/2024 to 2027/2028 Transportation Improvement Program



## FY 2024 - FY 2028 Aviation Projects

Project: Punta Gorda Airport Holding Bay

Project Type: Capital

FM Number: 446356-1

Lead Agency:



Length:

L RTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No



Description: Aviation preservation project. Freight Logistics And Passenger Operations Program: Aviation

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Capital	DPTO	State	\$0	\$0	\$55,500	\$0	\$0		\$55,500
	FAA	Federal			\$999,000				\$999,000
	LF	Local			\$55,500				\$55,500
Total:			\$0	\$0	\$1,110,000	\$0	\$0		\$1,110,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Program Project: Punta Gorda Airport Holding Bay

Project Type: Capital

FM Number: 451203-1

Lead Agency:



Length:

L RTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No



Description: Aviation capacity project. Freight Logistics And Passenger Operations Program: Aviation

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Capital	DPTO	State	\$0	\$0	\$0	\$65,000	\$0		\$65,000
	FAA	Federal			\$0	\$1,170,000			\$1,170,000
	LF	Local			\$0	\$65,000			\$65,000
Total:			\$0	\$0	\$0	\$0	\$0		\$1,300,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Realign Taxiway F

Project Type: Capital

FM Number: 451214-1

Lead Agency:



Length:

L RTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No

Description: Aviation capacity project. Freight Logistics And Passenger Operations Program: Aviation



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Capital	DDR	State	\$0	\$0	\$107500		\$0		\$107,500
	FAA	Federal			\$1935000				\$1,935,000
	LF	Local			\$107500				\$107,500
Total:			\$0	\$0	\$2150000	\$0	\$0		\$2,150,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Holding Bay

Project Type: Capital

FM Number: 451215-1

Lead Agency:



Length:

L RTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No

Description: Aviation capacity project. Freight Logistics And Passenger Operations Program: Aviation



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Capital	DDR	State	\$0	\$0	\$207500	\$0	\$0		\$207,500
	FAA	Federal			\$3735000				\$3,735,000
	LF	Local			\$207500				\$207,500
Total:			\$0	\$0	\$4150000	\$0	\$0		\$4,150,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Maintenance & Operations Center

Project Type: Capital

FM Number: 451216-1

Lead Agency:



Length:

L RTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No

Description: Aviation Revenue/ Operational. Freight Logistics And Passenger Operations Program



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Capital	DDR	State	\$0	\$2,000,000		\$0	\$0		\$2,000,000
	LF	Local		\$2,000,000					\$2,000,000
Total:			\$0	\$4,000,000	\$0	\$0	\$0		\$4,000,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Runway 4-22 Extension

Project Type: Capital

FM Number: 451489-1

Lead Agency:



Length:

L RTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No

Description: Aviation Preservation project. Freight Logistics And Passenger Operations Program



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Capital	DPTO	State	\$0			\$37,500	\$0		\$37,500
	FAA	Federal				\$675,000			\$675,000
	LF	Local				\$37,500			\$37,500
Total:			\$0	\$0	\$0	\$750000	\$0		\$750,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program



Project: Punta Gorda Airport Rehabilitate Taxiway A&C

Project Type: Capital  
FM Number: 451993-1

Lead Agency:



Length:  
LRTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No  
Description: Aviation Preservation project. Freight Logistics And Passenger Operations Program: Aviation



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Capital	DPTO	State	\$0	\$490,000			\$0		\$490,000
	FAA	Federal		\$8,820,000					\$8,820,000
	LF	Local		\$490,000					\$490,000
Total:			\$0	\$9,800,000	\$0	\$0	\$0		\$9,800,000
FY 2023/2024 to 2027/2028 Transportation Improvement Program									

Project: Punta Gorda Airport Roadway Network improvements

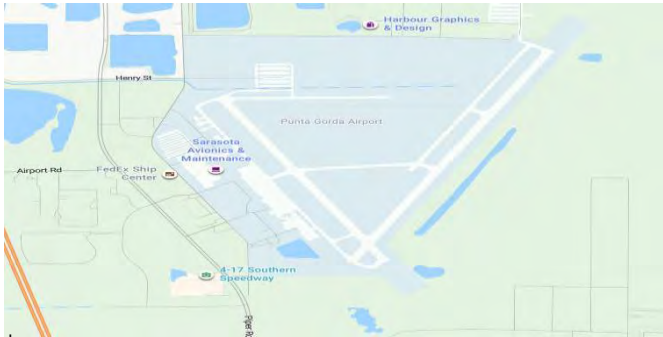
Project Type: Capital  
FM Number: 449864-1

Lead Agency:



Length:  
LRTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No  
Description: Aviation capacity project Freight Logistics And Passenger Operations Program: Intermodal



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Capital	SIWR	State	\$0	\$1,000,000			\$0		\$1,000,000
	LF	Local		\$1,000,000					\$1,000,000
Total:			\$0	\$2,000,000	\$0	\$0	\$0		\$2,000,000
FY 2023/2024 to 2027/2028 Transportation Improvement Program									

## FY 2024 - FY 2028 Transit Projects

Project: Charlotte County Transit FTA Section 5311 Operating Assistance

Project Type: Operations

FM Number: 410119-1

Lead Agency:



Length:

L RTP Reference Page #: 2045 LRTP Full Report Page 7-12

SIS Project No

Description: Operating/Administration Assistance



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Operations	DU	State	\$0	\$82,000	\$50,000	\$82,800	\$82,800	\$82,000	\$379,600
	LF	Local		\$82,000	\$50,000	\$82,800	\$82,800	\$82,000	\$379,600
Total:			\$0	\$164,000	\$100,000	\$165,600	\$165,600	\$164,000	\$595,200

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County State Transit Block Grant Operating Assistance

Project Type: Operations

FM Number: 410138-1

Lead Agency:



Length:

L RTP Reference Page #: 2045 LRTP Full Report Page 7-12

SIS Project No

Description: Operating/Administration Assistance



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Operations	DDR	State	\$0	\$401,619	\$0	\$424,051	\$436,772	\$449,876	\$1,712,318
	DPTO	State			\$411,770				\$411,770
	LF	Local		\$401,619	\$411,770	\$424,051	\$436,772	\$449,876	\$2,124,088
Total:			\$0	\$803,238	\$823,540	\$848,102	\$873,544	\$899,752	\$3,348,424

FY 2023/2024 to 2027/2028 Transportation Improvement Program



Project: Charlotte County State Transit Block Grant Operating Assistance

Project Type: Capital  
FM Number: 410145-1

Lead Agency: 

Length:  
LRTP Reference Page #: 2045 LRTP Full Report Page 7-12

SIS Project No

Description: Capital for fixed route



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Operations	DDR	State	\$0	\$401,619	\$0	\$424,051	\$436,772	\$449,876	\$1,712,318
	DPTO	State			\$411,770				\$411,770
	LF	Local		\$401,619	\$411,770	\$424,051	\$436,772	\$449,876	\$2,124,088
Total:			\$0	\$803,238	\$823,540	\$848,102	\$873,544	\$899,752	\$3,348,424

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County FTA Section 5307 Capital Assistance small urban

Project Type: Capital  
FM Number: 410145-1

Lead Agency: 

Length:  
LRTP Reference Page #: 2045 LRTP Full Report Page 7-12

SIS Project No

Description: Capital for fixed route



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Capital	FTA	Federal	\$0	\$1,131,543	\$1,123,603	\$1,235,963	\$1,227,473	\$1,979,075	\$6,697,657
	LF	Local		\$282,886	\$280,901	\$308,991	\$306,868	\$494,769	\$1,674,415
Total:			\$0	\$1,414,429	\$1,404,504	\$1,544,954	\$1,534,341	\$2,473,844	\$5,898,228

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County FTA Section 5307 Operating small urban

Project Type: Operations

FM Number: 441979-1

Lead Agency: 

Length:

L RTP Reference Page #: 2045 LRTP Full Report Page 7-12

SIS Project No

Description: Capital for fixed route



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Operations	FTA	Federal	\$0	\$1,131,543	\$750,452	\$767,437	\$762,164	\$1,979,075	\$5,390,671
	LF	Local		\$1,131,543	\$750,452	\$767,437	\$762,164	\$1,979,075	\$5,390,671
Total:			\$0	\$2,263,086	\$1,500,904	\$1,534,874	\$1,524,328	\$3,958,150	\$6,823,192

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County FTA Section 5339 small urban

Project Type: Operations

FM Number: 441979-1

Lead Agency: 

Length:

L RTP Reference Page #: 2045 LRTP Full Report Page 7-12

SIS Project No

Description: Capital for fixed route



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Operations	FTA	Federal	\$0	\$1,131,543	\$750,452	\$767,437	\$762,164	\$1,979,075	\$5,390,671
	LF	Local		\$1,131,543	\$750,452	\$767,437	\$762,164	\$1,979,075	\$5,390,671
Total:			\$0	\$2,263,086	\$1,500,904	\$1,534,874	\$1,524,328	\$3,958,150	\$6,823,192

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County Transit FTA Section 5339 small urban SS

Project Type: Capital  
FM Number: 441980-1

Lead Agency: 

Length:  
LRTP Reference Page #: 2045 LRTP Full Report Page 7-12

SIS Project No  
Description: Capital for fixed route



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Operations	FTA	Federal	\$0	\$419,616	\$461,578	\$507,736	\$468,860	\$637,960	\$2,495,750
	LF	Local		\$104,904	\$115,395	\$126,934	\$117,215	\$159,490	\$623,938
Total:			\$0	\$524,520	\$576,973	\$634,670	\$586,075	\$797,450	\$2,322,238

FY 2023/2024 to 2027/2028 Transportation Improvement Program

# FY 2024 - FY 2028 Maintenance Projects

Project: Charlotte County Roadway and Bridge Maintenance Primary system

Project Type: Maintenance

FM Number: 408252-1

Lead Agency:



Length:

LRTP Reference Page #: 2045 LRTP Full Report Page 8-7

SIS Project No

Description: Routine maintenance of bridges



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Bridge/Roadway /Maint	D	Federal	\$0	\$65,000					\$65,000
Total:			\$0	\$65,000	\$0	\$0	\$0	\$0	\$65,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County Roadway and Bridge Maintenance Interstate system

Project Type: Maintenance

FM Number: 408253-1

Lead Agency:



Length:

LRTP Reference Page #: 2045 LRTP Full Report Page 8-7

SIS Project No

Description: Routine maintenance of bridges



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Bridge/Roadway /Maint	D	Federal	\$0	\$12,000					\$12,000
Total:			\$0	\$12,000	\$0	\$0	\$0	\$0	\$12,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program



Project: Charlotte County Highway Lighting

Project Type: Maintenance

FM Number: 412573-1

Lead Agency:



Length:

LRTP Reference Page #: 2045 LRTP Full Report Page 8-7

SIS Project No

Description: Routine maintenance of Highway Lighting



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Bridge/Roadway /Maint	D	Federal	\$0	\$252,335					\$252,335
Total:			\$0	\$252,335	\$0	\$0	\$0	\$0	\$252,335

**FY 2023/2024 to 2027/2028 Transportation Improvement Program**

Project: Punta Gorda Highway Lighting

Project Type: Maintenance

FM Number: 413536-1

Lead Agency:



Length:

LRTP Reference Page #: 2045 LRTP Full Report Page 8-7

SIS Project No

Description: Routine maintenance of Highway Lighting



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Bridge/Roadway /Maint	D	Federal	\$0	\$173,241					\$173,241
Total:			\$0	\$173,241	\$0	\$0	\$0	\$0	\$173,241

**FY 2023/2024 to 2027/2028 Transportation Improvement Program**

Project: ITS Devices Electric

Project Type: Maintenance

FM Number: 427781-1

Lead Agency:



Length:

LRTP Reference Page #: 2045 LRTP Full Report Page 8-7

SIS Project No

Description: Intelligent Transportation system Maintenance



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Bridge/Roadway /Maint	D	Federal	\$0	\$27,000					\$27,000
Total:			\$0	\$27,000	\$0	\$0	\$0	\$0	\$27,000

**FY 2023/2024 to 2027/2028 Transportation Improvement Program**

Project: Charlotte County Asset Maintenance

Project Type: Maintenance

FM Number: 432899-1

Lead Agency: 

Length:

L RTP Reference Page #: 2045 LRTP Full Report Page 8-7

SIS Project No

Description: Routine Maintenance



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Bridge/Roadway /Maint	D	Federal	\$0	\$70,000					\$70,000
Total:			\$0	\$70,000	\$0	\$0	\$0	\$0	\$70,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County Asset Maintenance

Project Type: Maintenance

FM Number: 432899-2

Lead Agency: 

Length:

L RTP Reference Page #: 2045 LRTP Full Report Page 8-7

SIS Project No

Description: Routine Maintenance



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
Bridge/Roadway /Maint	D	Federal	\$0	\$2,236,231	\$2,236,231	\$2,236,231	\$2,236,231	\$980,668	\$9,925,592
Total:			\$0	\$2,236,231	\$2,236,231	\$2,236,231	\$2,236,231	\$980,668	\$8,944,924

FY 2023 to 2027 Transportation Improvement Program

## FY 2024 - FY 2028 Miscellaneous Projects

Project: Cape Haze Pioneer Trail from Myakka State Forest to US 41 ( SR 45) Tamiami Trail

Project Type: Feasibility Study

FM Number: 443602-1

Lead Agency:

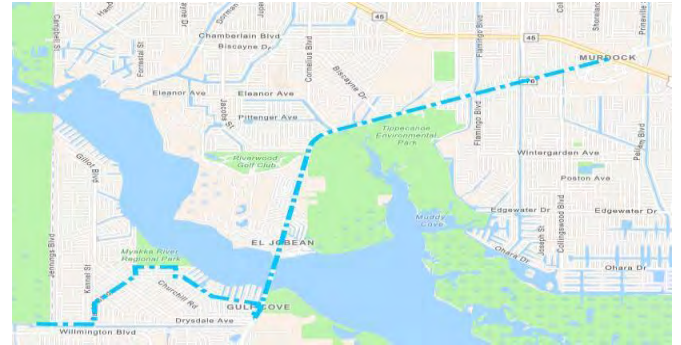


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L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-15

SIS Project No

Description: Residual funding from completed Feasibility Study



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PD&E	DIH	State	\$0	\$1,000					\$1,000
Total:			\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000

FY 2023/2024 - FY 2027/2028 Transportation Improvement Program

Project: Cape Haze Pioneer Trail from Gillot Blvd to US 41 ( SR 45) Tamiami Trail

Project Type: Design

FM Number: 443602-1

Lead Agency:

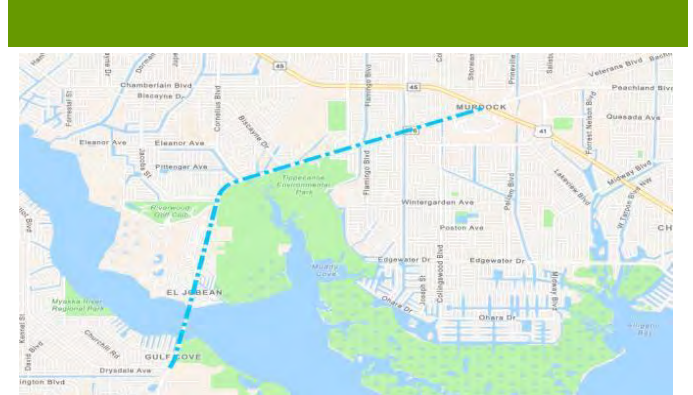


Length:

L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-15

SIS Project No

Description: SUN Trail Network Shared Use Path



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	TWLR	State	\$0	\$468,000					\$468,000
Total:			\$0	\$468,000	\$0	\$0	\$0	\$0	\$468,000

FY 2023/2024 - FY 2027/2028 Transportation Improvement Program

Project: Cape Haze Pioneer Trail from Myakka State Forest to Gillot Blvd

Project Type: Design

FM Number: 443602-3

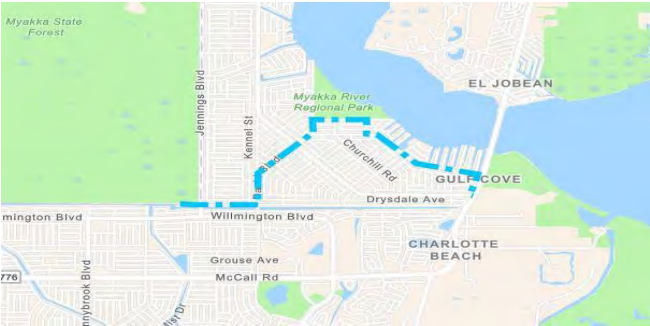
Lead Agency: 

Length:

L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-15

SIS Project No

Description: Bike Path/ Share Used Non motorized network trails



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	TWLR	State	\$0	\$189,018					\$189,018
Total:			\$0	\$189,018	\$0	\$0	\$0	\$0	\$189,018

FY 2023/2024 - FY 2027/2028 Transportation Improvement Program



## FY 2024 - FY 2028 Transportation Planning

Project: Charlotte County - Punta Gorda FY 2022/2023-2023/2024 UPWP

Project Type: Planning

FM Number: 439316-4

Lead Agency:



Length:

LRTP Reference Page #:

SIS Project No

Description: MPOs Transportation Planning funds



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PLN	PL		\$0	\$600,719					\$600,719
SL	SL			\$14,396					\$14,396
Total:			\$0	\$615,115	\$0	\$0	\$0	\$0	\$615,115

FY 2023/2024 - FY 2027/2028 Transportation Improvement Program

Project: Charlotte County - Punta Gorda FY 2024/2025-2025/2026 UPWP

Project Type: Planning

FM Number: 439316-5

Lead Agency:



Length:

LRTP Reference Page #:

SIS Project No

Description: MPOs Transportation Planning funds



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PLN	PL		\$0		\$605,812	\$611,008			\$1,216,820
SL	SL			\$14,396	\$80,000				\$14,396
Total:			\$0	\$14,396	\$605,812	\$611,008	\$0	\$0	\$1,231,216

FY 2023/2024 - FY 2027/2028 Transportation Improvement Program

Project: Charlotte County - Punta Gorda FY 2026/2027-2027/2028 UPWP

Project Type: Planning

FM Number: 439316-5



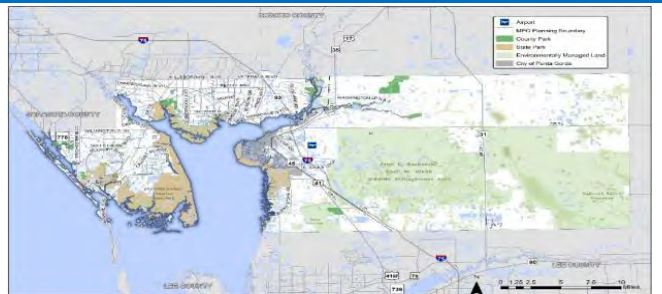
Lead Agency:

Length:

LRTP Reference Page #:

SIS Project No

Description: MPOs Transportation Planning funds



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PLN	PL		\$0				\$611,008	\$611,008	\$1,222,016
Total:			\$0	\$0	\$0	\$0	\$611,008	\$611,008	\$611,008

FY 2023 to 2027 Transportation Improvement Program

# SECTION – V



## CHARLOTTE COUNTY CAPITAL IMPROVEMENTS PROGRAM

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

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

2023 Adopted CIP  
(in thousands 000)

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

# **SECTION – VI**



## CITY OF PUNTA GORDA CAPITAL IMPROVEMENTS PROGRAM

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

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

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

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

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

Schedule covers through December 31, 2026



# **SECTION – VII**



## 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.

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

DATE RUN: 10/03/2022  
TIME RUN: 10.38.52  
MBROBLTP

HIGHWAYS  
=====

ITEM NUMBER:413042 4  
DISTRICT:01  
ROADWAY ID:01075000

PROJECT DESCRIPTION:I-75 FROM S OF N JONES LOOP TO N OF US 17  
COUNTY:CHARLOTTE  
PROJECT LENGTH: 4.232MI

\*SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 6/ 4/ 2

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	85
<b>TOTAL 413042 4</b>	<b>85</b>
<b>TOTAL 413042 4</b>	<b>85</b>

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	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	1,000
<b>TOTAL 431219 1</b>	<b>1,000</b>
<b>TOTAL 431219 1</b>	<b>1,000</b>

ITEM NUMBER:434965 1  
DISTRICT:01  
ROADWAY ID:01560000

PROJECT DESCRIPTION:HARBORVIEW ROAD FROM MELBOURNE ST TO I-75  
COUNTY:CHARLOTTE  
PROJECT LENGTH: .135MI

\*NON-SIS\*  
TYPE OF WORK:PD&E/EMO STUDY  
LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
CM	28
<b>TOTAL 434965 1</b>	<b>28</b>
<b>TOTAL 434965 1</b>	<b>28</b>

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

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

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

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	986,876
<b>TOTAL 434965 2</b>	<b>986,876</b>
<b>TOTAL 434965 2</b>	<b>986,876</b>

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

DATE RUN: 10/03/2022  
TIME RUN: 10.38.52  
MBROBLTP

HIGHWAYS  
=====

ITEM NUMBER:435390 1	PROJECT DESCRIPTION:US 41 FROM MIDWAY BLVD TO ENTERPRISE DR	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01010000	PROJECT LENGTH: 2.772MI	
FUND CODE	2022	
-----		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	38,430	
TOTAL 435390 1	38,430	
TOTAL 435390 1	38,430	

ITEM NUMBER:436563 1	PROJECT DESCRIPTION:NORTH JONES LOOP RD FROM BURNT STORE ROAD TO PIPER ROAD	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01511000	PROJECT LENGTH: 1.805MI	
FUND CODE	2022	
-----		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	648,019	
TOTAL 436563 1	648,019	
TOTAL 436563 1	648,019	

ITEM NUMBER:436597 1	PROJECT DESCRIPTION:SR 776 FROM NORTH OF PLACIDA RD/PINE ST/CR 775 TO SPINNAKER BLVD	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01050000	PROJECT LENGTH: 3.178MI	
FUND CODE	2022	
-----		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-56,075	
SL	-2,112	
TOTAL 436597 1	-58,187	
TOTAL 436597 1	-58,187	

ITEM NUMBER:438378 1	PROJECT DESCRIPTION:SR 776 FROM FLAMINGO BLVD TO SAM'S CLUB ENTRANCE	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01050000	PROJECT LENGTH: 1.185MI	
FUND CODE	2022	
-----		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-8,463	
TOTAL 438378 1	-8,463	
TOTAL 438378 1	-8,463	

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

**HIGHWAYS**

=====

DATE RUN: 10/03/2022  
TIME RUN: 10.38.52  
MBROBLTP

ITEM NUMBER:440268 1	PROJECT DESCRIPTION:SR 45 (US 41) FROM AIRPORT RD TO W. WILLIAM STREET	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01010000	PROJECT LENGTH: .800MI	TYPE OF WORK:BIKE LANE/SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2022	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF PUNTA GORDA		
SL	-150,000	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	-955	
<b>TOTAL 440268 1</b>	<b>-150,955</b>	
<b>TOTAL 440268 1</b>	<b>-150,955</b>	

ITEM NUMBER:440670 1	PROJECT DESCRIPTION:US 41 (SR 45) FROM CARMALITA STREET TO MARION AVENUE	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01010000	PROJECT LENGTH: .490MI	TYPE OF WORK:TRAFFIC SIGNALS
		LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0
FUND CODE	2022	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-5,042	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	41,272	
<b>TOTAL 440670 1</b>	<b>36,230</b>	
<b>TOTAL 440670 1</b>	<b>36,230</b>	

ITEM NUMBER:441517 1	PROJECT DESCRIPTION:SR 776 FROM PINEDALE DRIVE TO MYAKKA RIVER	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01050000	PROJECT LENGTH: 1.923MI	TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2022	
<hr/>		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	2,634,561	
<b>TOTAL 441517 1</b>	<b>2,634,561</b>	
<b>TOTAL 441517 1</b>	<b>2,634,561</b>	

ITEM NUMBER:441950 1	PROJECT DESCRIPTION:SR 31 FROM CR 74 TO CR 74	*SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01030000	PROJECT LENGTH: .641MI	TYPE OF WORK:ROUNDBOUT
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2022	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	18,263	
<b>TOTAL 441950 1</b>	<b>18,263</b>	
<b>TOTAL 441950 1</b>	<b>18,263</b>	
<b>TOTAL DIST: 01</b>	<b>4,145,887</b>	
<b>TOTAL HIGHWAYS</b>	<b>4,145,887</b>	

PLANNING  
=====

ITEM NUMBER:439316 3	PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2020/2021-2021/2022 UPWP	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:TRANSPORTATION PLANNING
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE		
PL	452,991	
TOTAL 439316 3	452,991	
TOTAL 439316 3	452,991	

ITEM NUMBER:439316 4	PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2022/2023-2023/2024 UPWP	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:TRANSPORTATION PLANNING
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE		
PL	225,274	
TOTAL 439316 4	225,274	
TOTAL 439316 4	225,274	
TOTAL DIST: 01	678,265	
TOTAL PLANNING	678,265	

ITEM NUMBER:438261 1

DISTRICT:01

ROADWAY ID:

PROJECT DESCRIPTION:CHARLOTTE COUNTY ATMS/ITS COUNTY WIDE

COUNTY:CHARLOTTE

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:ITS COMMUNICATION SYSTEM

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	500,000
TOTAL 438261 1	500,000
TOTAL 438261 1	500,000
TOTAL DIST: 01	500,000
TOTAL MISCELLANEOUS	500,000
GRAND TOTAL	5,324,152

# **SECTION – VIII**

## **TIP AMENDMENTS**



# **APPENDIX- A**

# ACRONYMS

<b>AADT</b>	Average Annual Daily Traffic	<b>FDOT</b>	Florida Department of Transportation
<b>AASHTO</b>	American Association of State Highway and Transportation Officials	<b>FGTS</b>	Florida Greenways and Trails System
<b>ADA</b>	Americans with Disabilities Act	<b>FHWA</b>	Federal Highway Administration
<b>ATMS</b>	Advanced Traffic Management System	<b>FIHS</b>	Florida Intrastate Highway System
<b>BOCC</b>	Board of County Commissioners	<b>FS</b>	Florida Statutes
<b>BPAC</b>	Bicycle/Pedestrian Advisory Committee	<b>FSUTMS</b>	Florida Standard Urban Transportation Model Structure
<b>CAC</b>	Citizens Advisory Committee	<b>FTA</b>	Federal Transit Administration
<b>CARL</b>	Carbon Reduction for Urban population less than 200k	<b>FTC</b>	Florida Transportation Commission
<b>CARM</b>	Carbon Reduction for Urban population more than 200k	<b>FTP</b>	Florida Transportation Plan
<b>CCAA</b>	Charlotte County Airport Authority	<b>FY</b>	Fiscal Year
<b>CDMS</b>	Crash Data Management System	<b>GA</b>	General Aviation
<b>CFR</b>	Code of Federal Regulations	<b>GFEV</b>	General Fund Electric Vehicle Charging
<b>CHHT</b>	Charlotte Harbor Heritage Trails Master Plan	<b>GIS</b>	Geographic Information Systems
<b>CIGP</b>	County Incentive Grant Program	<b>IT</b>	Information Technology
<b>CIP</b>	Capital Improvements Program	<b>ITS</b>	Intelligent Transportation System
<b>CM/TSM</b>	Congestion Mitigation/Transportation System Management.	<b>IMS</b>	Incident Management System
<b>CMP</b>	Congestion Management Process	<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act of 1991
<b>CMS</b>	Congestion Management System	<b>JARC</b>	Job Access and Reverse Commute
<b>COOP</b>	Continuity of Operation Plan	<b>JPA</b>	Joint Participation Agreement
<b>CRA</b>	Community Redevelopment Agency	<b>LAP</b>	Local Area Program
<b>CST</b>	Construction	<b>LCB</b>	Local Coordinating Board
<b>CTC</b>	Community Transportation Coordinator	<b>LOS</b>	Level of Service
<b>CTD</b>	Florida Commission for the Transportation Disadvantaged	<b>LRTP</b>	Long Range Transportation Plan
<b>CTST</b>	Community Traffic Safety Team	<b>MOA</b>	Memorandum of Agreement
<b>CUTS</b>	Coordinated Urban Transportation System	<b>M&amp;O</b>	Maintenance and Operations
<b>DPTO</b>	Department of Public Transportation Organization	<b>MPA</b>	Metropolitan Planning Area
<b>EST</b>	Environmental Screening Tool	<b>MPO</b>	Metropolitan Planning Organization
<b>ETAT</b>	Environmental Technical Advisory Team	<b>MPOAC</b>	Metropolitan Planning Organization Advisory Council
<b>ETDM</b>	Efficient Transportation Decision Making	<b>NEPA</b>	National Environmental Policy
<b>FAC</b>	Florida Administrative Code	<b>NHS</b>	National Highway System
<b>FAP</b>	Federal Aid Program	<b>TSM</b>	Transportation System Management
<b>FAA</b>	Federal Aviation Administration	<b>UPWP</b>	Unified Planning Work Program
<b>NS/EW</b>	North South/East West	<b>USC</b>	United States Code
<b>PD&amp;E</b>	Project Development and Environmental Study	<b>USDOT</b>	United States Department of Transportation
<b>PE</b>	Preliminary Engineering (Design)	<b>UZA</b>	Urbanized Area
<b>PEA</b>	Planning Emphasis Area	<b>VMT</b>	Vehicle Miles Traveled
<b>PL</b>	Planning	<b>VPD</b>	Vehicles Per Day
<b>PMS</b>	Pavement Management System	<b>YOE</b>	Year of Expenditure

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

# **APPENDIX- B**

## Public Comments

MAY 15, 2023  
MPO BOARD MEETING

**AGENDA ITEM # 6-A**

**PUBLIC MEETING: FY 2022/23 – FY 2026/27 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) AMENDMENT.**

**Purpose:** Approve the FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP) amendment

**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 May 15, 2023, MPO Board Meeting.

An amendment is required when a new project is added to the TIP document. 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. **A 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

May 5, 2023

Mr. D'Juan Harris  
Executive Director  
Charlotte MPO  
18500 Murdock Circle, Building B, Room 200  
Port Charlotte, FL 33948

**RE: Request for TIP Amendment to the Charlotte Metropolitan Planning Organization's FY2022/23 – FY 2026/27 Transportation Improvement Program (TIP).**

Dear Mr. Harris:

The letter is a formal request for the Charlotte Metropolitan Planning Organization (MPO) to approve the following TIP Amendment to the FY2022/23 – FY2026/27 Transportation Improvement Plan (TIP). This new project is for a statewide initiative funded using safety dollars to add lane departure treatments on existing state roads.

**452242-1 Project Description: SWRS-STATEWIDE RUMBLE STRIPS (ON-SYSTEM SOUTH)**

This is a new project to be included in your MPO's TIP and will include funding for the Design phase in FY23. It was programmed as a "District Wide" project for the Southern Counties and was not specifically reflected in individual MPO areas and must now be amended into your MPO's TIP for consistency and transparency purposes. To receive federal funds for this project, these changes are required to be amended into the Charlotte MPO's FY2022/2023 through FY2026/2027 TIP.

Attached is the table reflecting the details of the project to be amended into your TIP.

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

Sincerely,

DocuSigned by:  
  
BBDEB55AB69A48A...

05/05/2023 | 3:44 PM EDT

Victoria G Peters  
Planning Specialist IV/Liaison

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

HIGHWAYS								
<div><div><div>Project Description: SWRS - STATEWIDE</div><div>Item Number: 452242 1</div><div>District: 01</div></div><div><div>RUMBLE STRIPS (ON-SYSTEM SOUTH)</div><div>County: DIST/ST-WIDE</div></div><div><div>*SIS*</div><div>Type of Work: SIGNING/PAVEMENT MARKINGS</div><div>Project Length: 58.081MI</div></div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	>2026	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)		5,000					5,000
Item: 452242 1 Totals			5,000					5,000
Project Totals			5,000					5,000
Grand Total			5,000					5,000

MAY 15, 2023  
MPO BOARD MEETING

**AGENDA ITEM #7**  
**CHAIRS' REPORTS**



MAY 15, 2023  
MPO BOARD MEETING

**AGENDA ITEM # 7-A**  
**MPO BOARD CHAIR'S REPORT**

MAY 15, 2023  
MPO BOARD MEETING

**AGENDA ITEM # 7-B**  
**CITIZENS' ADVISORY COMMITTEE (CAC) CHAIR'S REPORT**



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

**MINUTES OF THE APRIL 26, 2023  
CITIZENS' ADVISORY COMMITTEE (CAC) MEETING**

**MEMBERS PARTICIPATING (IN PERSON)**

Steven E. Hurt, Mid County Representative  
Richard Kirchhoff, West County Representative  
Mary Ellen Kiss, South County Representative  
Pauline Klein, At-Large Representative  
James Kunard, South County Representative  
Robert Logan, Mid County Representative  
Steve Schoff, West County Representative

**MEMBERS PARTICIPATING (VIRTUALLY)**

Della Booth, South County Representative

**MEMBERS ABSENT**

Dianne Quilty, Mid County Representative, CAC Chair – excused

**VACANT POSITIONS**

One West County Representative  
One At-Large Representative

**OTHERS PARTICIPATING IN PERSON**

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  
Victoria Peters, FDOT  
DeWayne Nodine, City of Punta Gorda Urban Design  
Robert Conant, Charlotte County Sheriff’s Office  
Richard Russell  
Debbie Coudret  
Gary Skillicorn

**OTHERS PARTICIPATING IN MICROSOFT TEAMS**

Ravi Kamarajugadda, Charlotte County Public Works  
Pam Barr, incoming FDOT liaison

April 26, 2023

At 1:30 pm, the roll call was taken. A quorum was present. MPO Director D’Juan Harris opened the meeting by relating that former CAC Chair Charles Council had resigned and moved out-of-state. CAC Vice Chair Dianne Quilty was not able to attend the meeting. However, she would now fill the CAC Chair position for the balance of the term. Therefore, Mr. Harris recommended taking up Agenda Item #4 first, so that the newly elected CAC Vice Chair could chair the CAC Meeting.

#### **4. Election of CAC Vice-Chair**

The current Citizens’ Advisory Committee Chair, Mr. Charles Council relocated out of Charlotte County and as of March 17, 2023 has resigned from his position as a member of the CAC. Per the CAC By-laws:

*In the event of a vacancy in the office of Chair, the Vice-Chair shall automatically assume the office of Chair for the remainder of the expired term. In the event the Vice-Chair is unable to serve out his/her term, a new Vice-Chair shall be elected by simple majority at the next meeting of the CAC to serve the remainder of the unexpired term.*

The current Vice-Chair, Dianne Quilty has agreed to assume the Chair duties for the remainder of 2023, thus the committee will be required to elect a new Vice-Chair.

*Pauline Klein nominated Steven Hurt to serve as CAC Vice-Chair. Richard Kirchoff seconded the nomination, and Steven Hurt was elected unanimously.*

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

CAC Vice-Chair Steven Hurt called the CAC Meeting to order at the Charlotte Community Foundation. An in-person quorum was present.

#### **2. Pledge of Allegiance**

All attendees recited the Pledge of Allegiance.

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

There were no public comments received.

#### **5. Reports**

##### **A. Chair’s Report**

CAC Vice-Chair Steven Hurt had nothing to report.

##### **B. City of Punta Gorda Report**

DeWayne Nodine represented the City of Punta Gorda Urban Design staff in place of Mitchell Austin. Mr. Nodine had been employed with the City of Punta Gorda for approximately 6 weeks and noted that he was still learning about City projects. He stated that unfortunately, the City Council Meeting had been canceled the prior week, and so they would not be meeting again until the following day at the Charlotte Harbor Event Center. He discussed the five City projects of MPO interest.

### **C. Charlotte County Report**

Ravi Kamarajugadda had nothing to report and offered to answer any questions.

### **D. Sheriff's Report**

Charlotte County Sheriff's Office representative Robert Conant stated that he was replacing Sgt. Paille who was in training. The following topics were discussed with the CAC Members:

- Click It or Ticket Campaign
- The locations of recent complaints regarding School Bus violations
- Month of May: Youth Safety, Bicycle and Motorcycle Safety Awareness
- County reduction of Bermont Road speed limits (*due to CAC Meeting technical difficulties, it was requested that Ravi Kamarajugadda provide an email to D'Juan Harris on action taken at the prior day's Board of County Commissioners (BCC) meeting and a timeline for implementation of the new ordinance in the Ranchettes area*)

It was noted that traffic infractions must be witnessed by a member of law enforcement to fairly validate an action. Speed counter trailers had been utilized to collect data on Bermont Road at the request of Commissioner Deutsch, and the information was discussed at the BCC Meeting.

## **6. Consent Agenda:**

### **A. Approval of Minutes: March 2, 2023, Meeting**

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

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

Victoria Peters discussed upcoming FDOT Speed Management Workshops:

- May 1 – FDOT Manatee Operations Center
- May 18 – FDOT District One Bartow Office

D'Juan Harris noted that he had information on the sessions. It was requested that large Homeowner Associations limit their attendance to 5 people from each group. The workshops would be an all-day commitment and are only offered in-person only.

April 26, 2023

Victoria Peters noted that FDOT would have an accelerated Draft Tentative Work Program cycle this year given the timing of the State Legislative Session. Project Priorities would be handled over the summer. The new Draft Tentative Work Program would be done in October instead of December.

Victoria Peters was happy to announce the May 1, 2023 arrival of Pamela Barr as the new FDOT liaison for both the Charlotte County-Punta Gorda MPO and the Sarasota/Manatee MPO. Her introduction will occur at the May 15, 2023 MPO Board Meeting.

Bob Logan asked about the replacement of informational signage on US 41 that had been damaged by Hurricane Ian. Victoria Peters offered to contact FDOT Operations staff to relay the request.

#### **8. Final - Draft FY 2023/2024 – FY 2027/2028 Transportation Improvement Program (TIP) - Laks Gurram**

Laks Gurram provided members with the Draft FY 2023/2024 - FY 2027/2028 Transportation Improvement Program (TIP). It satisfies the Federal and State legislative requirements to adopt a 5-year 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 Charlotte County-Punta Gorda MPO Board 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 was found in Attachment 1. The TIP contains summary pages for each programmed project, and the project summaries may be found on pages 74 through 107. Projects are categorized into Highways, Aviation, Transit, Miscellaneous, Maintenance and MPO planning funds. These categories are color coded in this iteration of the TIP for easy reference.

The following summary provides major highlights of the FY 2023/2024 - FY 2027/2028 Draft TIP:

- The FDOT Draft Tentative Work Program (FY 2024 to FY 2028), lists a total of 67 projects, grant programs and ongoing maintenance activities programmed for funding totaling \$231,211,891. Breakdown by funding source is as follows:
  - \$85.8 million State (37%)
  - \$109.4 million Federal (47%)
  - \$35.8 million Local (16%)
- Performance-Based Planning: FDOT provided updates on performance-based planning and performance measures found on pages 23 through 67. The four core measures include: Safety, Pavement and Bridge Condition, System Performance, and Transit Asset Management/Transit Safety

- Public Review Period: The review period is from April 14, 2023 to May 14, 2023. The MPO Board is scheduled to adopt the TIP at the May 15, 2023 MPO Board Meeting.

D’Juan Harris discussed recent efforts by Charlotte County to obtain a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant to aid in completing work on Harbor View Road as a single project.

Bob Logan wondered about new transportation funding sources given the current dependence on gasoline tax funding for transportation projects and the increase in the usage of electric vehicles. D’Juan Harris stated that a conference was commencing on the next day called the Mileage Based User Fee Alliance, since when electric cars become more prevalent, gas tax revenues will decline.

D’Juan Harris commended Laks Gurram for the outstanding work done on improving and presenting the Transportation Improvement Program. CAC Members concurred that it was very clear, visually appealing, organized and much easier to read.

*Mary Ellen Kiss made a motion to recommend MPO Board adoption of the Charlotte County-Punta Gorda MPO’s Final - Draft FY 2023/2024-FY 2027/2028 Transportation Improvement Program (TIP). James Kunard seconded the motion, and it was passed unanimously.*

## **9. Final - Draft 2023 Project Priorities - Laks Gurram**

Laks Gurram described how the MPO is required annually to develop a List of Project Priorities (LOPP) as part of the Transportation Improvement Program (TIP) process and to submit the list to FDOT for consideration of funding. FDOT requested the initial priorities be submitted by March 31, 2023, to initiate their review process. A preliminary list of project priorities was submitted to FDOT District One on March 31, 2023. However, the final List of Project Priorities must be approved by the MPO Board and submitted to FDOT by July 1, 2023.

The MPO received preliminary candidate projects from Charlotte County. The City of Punta Gorda’s candidate projects are contingent upon City Council determinations to be made at their future City Council Meeting.

These candidate projects are seeking state and federal funding from these three categories:

1. Transportation Alternatives Program (TAP)
2. Congestion Mitigation/Transportation System Management (CM/TSM)
3. Transportation Regional Incentive Program (TRIP)

The Final - Draft 2023 Project Priorities reflects the changes that were proposed since the March 2, 2023, TAC/CAC Meetings and the March 20, 2023 MPO Board Meeting. The final draft includes the project recommendations from the recently completed corridor planning studies of State Road 776 and Veterans Boulevard. Here is the Final Draft LOPP received from member entities:

- Harbor View Road from Date Street to I-75
- Veterans Blvd @ Loveland Blvd
- Veterans Blvd @ Norman St
- Veterans Blvd @ Torrington St
- Veterans Blvd @ Orlando Blvd
- SR 776 @ Charlotte Sports Park
- SR 776 @ Cornelius Blvd.
- Veterans Blvd @ Cochran Blvd
- Veterans Blvd @ Atwater St
- Veterans Blvd @ Yorkshire St
- Veterans Blvd @ Harbor Blvd
- Jones Loop Rd @ Piper Rd. Roundabout
- SR 776 @ Biscayne Drive
- SR 776 @ Jacobs Street

Some discussion followed regarding the Harbor View Road project, as well as Flamingo Blvd traffic concerns. Also discussed were the planned roundabout at SR 31 and CR 74, as well as a new truck parking station at the location of the old Jones Loop Road rest area.

The SR 776 Corridor Study was another topic of conversation, and Steve Schoff requested that MPO staff forward him the final report. Bob Logan asked MPO Staff for an update on the proposed new interchange on I-75 in North Port/Sarasota County in the area of Yorkshire Street and Raintree Blvd. D’Juan Harris described the efforts that must occur before an Interchange Justification Report (IJR) can be developed.

Laks Gurram discussed Transportation Regional Incentive Program (TRIP) projects contained on the lists developed with neighboring MPOs. Mary Ellen Kiss addressed concerns at the County Line with the Burnt Store Road project near the Burnt Store Marina area. D’Juan Harris stated that the two County Public Works Departments and the project Consultant need to discuss ownership of Vincent Road.

Bob Logan inquired about plans for Flamingo Blvd where it crosses SR 776 toward US 41. It was noted that County staff was working with the developers to cut it through and widen it to US 41.

D’Juan Harris noted that Betty-Ann Sherer had created an excellent online mapping tool which was used to familiarize CAC Members with the projects. It utilizes a Google Map application and will be shared with CAC/TAC Committee members once the map is refined and finalized.

***Bob Logan made a motion to recommend MPO Board adoption of the identified 2023 Transportation Improvement Program (Highway, TAP, CM/TSM and TRIP) Project Priorities for the upcoming FDOT Draft Tentative Work Program Cycle (FY 2025 through FY 2029). Richard Kirchoff seconded the motion, and it was passed unanimously.***

## **10. Public Comments**

Debbie Coudret spoke to CAC Members regarding her concern for the entrance and exit to Fisherman’s Village in Punta Gorda. She gave ideas that might be more favorable than the installation of a roundabout in that area. She wanted to preserve the flow of Retta Esplanade and utilize a bridge leading to Fisherman’s Village that could access West Marion Avenue through Retta Esplanade. She also described potential bicycle path improvements at that location. CAC Members and MPO Staff noted that these were City roadways, and Mitchell Austin on the City Urban Design Staff should be the one contacted regarding her suggestions. Pauline Klein stated that years ago, one could drive down Retta Esplanade all the way into



Fisherman's Village, but sometime after the passage of Hurricane Charley that roadway was closed.

### **11. Staff Comments**

D’Juan Harris stated that MPO staff is taking nominations through June 30, 2023 for the Peggy Walters Award. Last year, the award was given posthumously to former CAC Chair Jim Brown. Pauline Klein stated that former BPAC Representative Court Nederveld would be a good choice for the award, and Mr. Harris encouraged her to submit a nomination.

Bekie Leslie welcomed new CAC Representative James Kunard and noted that Richard Russell had applied for one of the CAC vacancies. D’Juan Harris wished Bekie Leslie a Happy Administrative Professionals’ Day and thanked her for all her efforts.

D’Juan Harris stated that the MPO Staff was considering in-person only attendance for upcoming CAC meetings. If the meeting was offered remotely, members could listen to the discussion, but not participate.

Mr. Harris asked all CAC Members to suggest transportation-related topics pertaining to their interests for upcoming CAC meeting agendas. Richard Kirchhoff inquired about how CAC members could suggest that an item be added to the Project Priority List and used the example of CR 771 and Gasparilla Road. Laks Gurram stated that since that location would be a local agency program project, it would need to be added to the list by Charlotte County staff.

D’Juan Harris thanked Steven Hurt for accepting the CAC Vice-Chair position and praised Pauline Klein for nominating him.

### **12. Member Comments**

Mary Ellen Kiss expressed gratitude to D’Juan Harris and Lee County MPO Director Don Scott for attending the recent Town Hall meeting for Burnt Store communities. She noted that Charlotte Commissioner Constance and Lee Commissioner Ruane had also attended the two-hour meeting with 200 residents in attendance. She stated that the comments had been on target with no conflicts but problem solving as the goal. D’Juan Harris noted that the topic will be on the May 15, 2023 MPO Board agenda (as well as the June 28, 2023 TAC/CAC Meeting agendas).

Steve Schoff described a traffic situation at Sunnybrook Blvd. where it was almost impossible to make a left turn onto SR 776. He suggested that a left turn arrow be placed there. He also noted an issue at Winchester Blvd., recommending that signage be placed stating “stay left if through traffic” which would clear a lot of traffic captured in the right turn lane. Steve Schoff praised the use of the new mapping tool, characterizing it as “terrific” both for the meeting presentation and going forward once available as a useful tool for CAC Members.

### **13. Adjournment (Next CAC Meeting – June 28, 2023)**

There being no further business, the meeting was adjourned at 3:05 p.m. The next regularly scheduled CAC meeting will be held on Wednesday, June 28, 2023, in-person at the Charlotte County Community Foundation, 227 Sullivan Street, Punta Gorda, Florida 33950 at 1:30 p.m.

MAY 15, 2023  
MPO BOARD MEETING

**AGENDA ITEM # 7C**  
**TECHNICAL ADVISORY COMMITTEE (TAC) CHAIR'S REPORT**

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**CHARLOTTE COUNTY - PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION  
MINUTES OF THE April 26, 2023  
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

Minutes of the meeting held in a hybrid format on April 26, 2023, utilizing Microsoft Teams® for virtual participation and in person at the Charlotte County Community Foundation, 227 Sullivan Street, Punta Gorda, Florida 33950

**MEMBERS PARTICIPATING**

Mitchell Austin, City of Punta Gorda, TAC Chair  
Ravi Kamarajugadda, Vice Chair, Charlotte County Public Works (Virtual)  
Ron Ridenour, Charlotte County Airport Authority  
Ron Gogoi, Lee County MPO  
Noah Fossick, City of North Port (Virtual)  
Joshua Hudson, Charlotte County Economic Development (Virtual)

**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)  
DeWayne Nodine, City of Punta Gorda  
Robert Fakhri, Charlotte County Public Works (Virtual)  
April Santos, Charlotte County Public Works (Virtual)  
Victoria Peters, FDOT District One  
William Roll, Kimley- Horn (Virtual)  
Steven Ludwinski, The Corridino Group  
Todd Engala, FDOT District 1  
Brett White, Charlotte County Airport Authority

**MEMBERS ABSENT**

Patrick Fuller, Charlotte County Emergency Management  
Rick Kolar, Charlotte County, Transit Division  
Heidi Maddox, Charlotte County Transit Division  
Tony Conte, Charlotte County Public Schools (Virtual)  
Joan Fisher, DeSoto County  
Shaun Cullinan, Charlotte County Community Development

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

TAC Chair Mitchell Austin called the meeting to order at 9:32 A.M. The roll call was taken; a quorum was present.

**2. Public Comments on Agenda Items**

There were no public comments

**3. Consent Agenda:**

**A. Approval of Minutes: March 2, 2023, Meeting**

*Ron Gogoi made a motion to approve the Consent Agenda. Ravi Kon Ridenour seconded the motion, and it was passed unanimously.*

**4. Chairs Report**

Chair Austin noted the previously cancelled City Council meeting has been rescheduled for April 27, 2023 and will be held 9:00A.M. at the Charlotte Harbor Event Center. All items on the April 19, 2023 agenda have been moved to the April 27, 2023 agenda except for public hearings due to noticing timeframe restrictions.

D’Juan Harris noted he will be unable to attend, Laks Gurram will be in attendance representing the MPO.

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

Victoria Peters informed members of two upcoming Speed Management workshops

1. May 1, 2023- 9:00A.M. at the FDOT Manatee Operations Center
2. May 18, 2023 at the DOT Bartow District Headquarters

She was excited to announce on May 1, 2023 FDOT will be appointing Pamela Barr as the new FDOT liaison for the Charlotte County- Punta Gorda and Sarasota/Manatee MPOs. She and Ms. Peters will be attending the May 15th MPO Board Meeting as Ms. Barr transitions to her new position.

She stated Dasha Kosheleva, FDOT Community Liaison, who is currently out of the office on maternity leave Victoria requested MPO Staff to send any correspondence to Shannon Hancock and Dasha Kosheleva.

Wendy Scott noted the MPO had a great experience working with Ms. Barr when she worked with Charlotte County Transit and look forward to working with her again.

FDOT announced the upcoming work program cycle will be on an accelerated schedule.

**6. Final Draft FY 2024 – FY 2028 Transportation Improvement Program (TIP) - Laks Gurram**

Laks Gurram presented the final draft of the Transportation Improvement Program he noted the document presented today satisfies the Federal and State legislative requirements 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 Charlotte County-Punta Gorda MPO Board 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 TIP contains summary pages for each programmed project and the project summaries may be found on pages 74 through 107. Projects are categorized into Highways, Aviation, Transit, Miscellaneous, Maintenance and MPO planning funds. These categories are color coded in this iteration of the TIP for easy reference.

He noted the public review period is from April 14, 2023 to May 14, 2023. MPO Board is scheduled to adopt the TIP at the May 15, 2023, MPO Board Meeting.

Ron Ridenour stated he will continue to review the Transportation Improvement Program (TIP) Airport Authority projects to assure planning consistency with the Airport Capital Improvement Program, Airport Master Plan and the MPO STIP, TIP and LRTP.

Laks Gurram also congratulated Mr. Ridenour on his upcoming retirement. Director Harris commended Laks Gurram for the outstanding work done on improving and presenting the Transportation Improvement Program, the information is clear, visually appealing, well presented, organized, color coded and much easier to read.

***Ron Gogoi made a motion to recommend the MPO Board adopt the Final - Draft FY 2023/2024 - FY 2027/2028 Transportation Improvement Program (TIP). Ron Ridenour seconded the motion, and it was passed unanimously.***

## **7. Final - Draft 2023 Project Priorities - Laks Gurram**

Laks Gurram reviewed the MPOs annual List of Project Priorities (LOPP) as part of the Transportation Improvement Program (TIP) process and to submit the list to FDOT for consideration of funding. FDOT requested the initial priorities be submitted by March 31, 2023, to initiate their review process. A preliminary list of project priorities was submitted to FDOT District One on March 31, 2023. However, the final List of Project Priorities must be approved by the MPO Board and submitted to FDOT by July 1, 2023.

The MPO received preliminary candidate projects from Charlotte County. The City of Punta Gorda's candidate projects are contingent upon City Council determinations to be made at their future City Council Meeting.

These candidate projects are seeking state and federal funding from these three categories:

1. Transportation Alternatives Program (TAP)

#### 04 26 2023 Draft TAC Minutes

2. Congestion Mitigation/Transportation System Management (CM/TSM)
3. Transportation Regional Incentive Program (TRIP)

The Draft 2023 Project Priorities presented today reflects the changes that were proposed since the March 2, 2023, TAC/CAC and March 20, 2023, MPO Board Meeting. The final draft provided today includes the project recommendations from the recently completed corridor planning studies of State Road 776 and Veterans Boulevard. The Final Draft LOPP received from member entities is listed below:

- Harbor View Road from Date Street to I-75
- Veterans Blvd @ Loveland Blvd
- Veterans Blvd @ Norman St
- Veterans Blvd @ Torrington St
- Veterans Blvd @ Orlando Blvd
- SR 776 @ Charlotte Sports Park
- SR 776 @ Cornelius Blvd.
- Veterans Blvd @ Cochran Blvd
- Veterans Blvd @ Atwater St
- Veterans Blvd @ Yorkshire St
- Veterans Blvd @ Harbor Blvd
- Jones Loop Rd @ Piper Rd. Roundabout
- SR 776 @ Biscayne Drive
- SR 776 @ Jacobs Street

Director Harris asked Victoria Peters if FDOT was going to clarify the project limits for Burnt Store Road to reflect this project is not up to the Charlotte County line but extends 1,000 feet past the County line. Ms. Peters indicated that she will look into this.

Director Harris noted MPO Staff developed an online mapping tool which was used to present these projects to the TAC for ease of visualization and conveyance of project details. Once the map is refined and finalized, the link will be distributed to the committee.

**Ron Ridenour** made a motion to recommend the MPO Board adopt the identified 2023 Transportation Improvement Program (Highway, TAP, CM/TSM and TRIP) Project Priorities for the upcoming FDOT Draft Tentative Work Program Cycle (FY 2025 through FY 2029) **Ron Gogoi** seconded the motion, and it was passed unanimously.

#### 8. Public Comments

There were no public comments

#### 9. Staff Comments

Director Harris asked all Committee members to suggest transportation related topics pertaining to their interests for any upcoming meetings. All members were encouraged to contact MPO Staff with suggestions.

He also noted although online meeting participation began with the advent of COVID, at this time he would like to encourage all members to participate in-person meetings He indicated that in-person quorum has been difficult to achieve and is important to conduct MPO business.

#### 10. Member Comments

There were no member comments

**11. Adjournment (Next TAC Meeting – June 28, 2023)**

There being no further business, the meeting was adjourned at 10:19 A.M. The next regularly scheduled TAC meeting will be held on Wednesday, June 28, 2023, both virtually and in-person at the Charlotte County Community Foundation, 227 Sullivan Street, Punta Gorda, Florida 33950 at 9:30 a.m.

DRAFT

MAY 15, 2023  
MPO BOARD MEETING

**AGENDA ITEM #8**  
**LOCAL GOVERNMENT REPORTS**



MAY 15, 2023  
MPO BOARD MEETING

**AGENDA ITEM # 8-A**  
**CHARLOTTE COUNTY AIRPORT AUTHORITY REPORT**

MAY 15, 2023  
MPO BOARD MEETING

**AGENDA ITEM # 8-B**  
**CITY OF PUNTA GORDA REPORT**

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

Gilchrist Park/Harborwalk Phase II: Construction is complete except for a few punch list items.

We are receiving complaints of from residents about the closure of the crossover median at U.S. 41 and Rio Villa Dr. There has been a substantial increase in traffic coming off of Baynard onto Aqui Esta, in order to exit at the traffic light on Aqui Esta to go northbound on U.S. 41, as predicted.

The City sent a letter to FDOT requesting they consider doing U.S. 41 repairs and resurfacing during evening hours, due to enormous amount of traffic backups happening with their lane closures during business hours.

The City is 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 currently in the old City Council Chamber and outside the building in two remote trailers until new office space becomes available. Waiting on FEMA approval to begin restorations.

Canal debris cleanup with the state of Florida contractor is mostly done. Crews are going back through to pick up items reported from residents. 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 still need to be replaced due to uprooted trees that damaged them.

We approved three contracts for the City seawall system for the 7.25 miles of seawall that needs to be replaced. Contractors will have 20 days to get staged and begin the restorations. We are working closely with FEMA to ensure appropriate reimbursements will be forthcoming.

The City Hall renovation project is still in design and engineering, and we reviewed 60% plans at the meeting in April. Updated 90% plans are forthcoming in early June and construction is expected to begin early fall 2023. The Urban Design Department will be relocating in the near future to facilitate the construction project.

Repairs to the City Hall Annex building are going out to bid shortly.

The Laishley Park Playground installation is on hold until the contractor provides proper paperwork, or it will need to be rebid.

Public works and utilities continue to receive 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.

MAY 15, 2023  
MPO BOARD MEETING

**AGENDA ITEM # 8-C**  
**CHARLOTTE COUNTY REPORT**

## Roadway Updates- for MPO May 2023 Meeting

### Various Intersection Improvements

#### Latest Updates:

- County staff have reviewed and provided comments on 60% design plans for Veterans Blvd at Yorkshire intersection.
- Veterans Blvd at Cochran Blvd intersection 90% plans are due for review.
- 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 13<sup>th</sup>, 2023**

### Flamingo/Edgewater Widening

#### Latest Updates:

- 90% of field survey work has been completed.
- Protected species and wetlands evaluation in process.
- 90% of geotechnical field work has been completed.
- Design considerations have been presented to the BOCC, and with their direction, the 30% plans have been reviewed.
- 60% roadway plans are being designed.
- 30% bridge plans are in process.
- 30% utility plans are in process.

**Design Development Forecast Completion Date: September 1<sup>st</sup>, 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.

### Latest Updates:

30% design plans have been reviewed by County staff and comments are being sent back to consultant.

**Design Development Forecast Completion Date: January 8<sup>th</sup>, 2024**



## Kings Highway Widening

### Project Description:

This project is to widen Kings Highway from Sandhill Boulevard to the Desoto County line. This design and construction is to replace the existing roadway with a new 4 lane divided roadway with protected turn lanes. The design also includes utility infrastructure, street lighting and pedestrian sidewalks.

#

### Latest Updates:

This project is currently in the beginning of the design phase. The survey contractor has started gathering all the site data to start the design layout.

**Design Development Forecast Completion Date: May 13<sup>th</sup>, 2024**

**AGENDA ITEM # 9**  
**FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) REPORT**

**FDOT Led Discussion**

- A. [US 41 at Olean Boulevard](#) (Victoria Peters/Wayne Gaither-FDOT/Robert Fakhri-Charlotte County) [Map link](#)
- B. [SR 776 at Flamingo Boulevard](#) (Victoria Peters/Wayne Gaither -FDOT/ Robert Fakhri - Charlotte County) [Map link](#)
- C. [SR 776 at the Charlotte Sports Park](#) – Intersection Improvements (Victoria Peters/Wayne Gaither -FDOT/ Robert Fakhri -Charlotte County) [Map link](#)
- D. [I-75 Possible New Interchange North of Kings Hwy Interchange](#) (Victoria Peters/Wayne Gaither-FDOT) [Map link](#)
- E. [Harbor View Road and U.S. 41 – Lane modification Updates](#) (Victoria Peters/Wayne Gaither-FDOT) [Map link](#)

**Joint Local and FDOT Discussion**

- A. [Harbor View Road Combined Funding Strategies](#) (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)
- B. [US 41 \(SR 45\) from Kings Hwy to Peace River Bridge](#) Planning/Operational Improvements Study (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County) [Map link](#)
- C. [Bermont Road \(CR 74\) Safety Discussion](#) – (FDOT/John Elias/Robert Fakhri-Charlotte County) [Map Link](#)
- D. [Burnt Store Road and Vincent Avenue- Intersection alternatives](#) (FDOT/John Elias/Robert Fakhri-Charlotte County) [Map link](#)

MAY 15, 2023  
MPO BOARD MEETING

**CONSENT AGENDA ITEM #10**



MAY 15, 2023  
MPO BOARD MEETING

**AGENDA ITEM # 10-A**

**APPROVAL OF MINUTES: MARCH 20, 2023 MPO BOARD MEETING**

- Purpose:** To review and approve the Minutes of the previous MPO Board Meeting March 20, 2023.
- Presented by:** MPO Staff
- Discussion:** To Be Determined
- Recommendation:** Motion to approve the Minutes of the MPO Board Meeting of March 20, 2023.
- Attachment:** Draft Minutes of the MPO Board Meeting held on March 20, 2023.



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

MINUTES OF THE MPO BOARD MEETING  
MONDAY, MARCH 20, 2023  
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**

**John Kubler**, FDOT District One Interim 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  
Councilmember Bill Dryburgh, Punta Gorda City Council  
Pastor Ben Shurtliff, Port Charlotte Seventh-Day Adventist Church  
Wayne Gaither, FDOT  
Victoria Peters, FDOT  
Joshua Jester, FDOT  
Nicole Harris, FDOT/Stantec  
William Roll, Kimley Horn & Associates  
Mitchell Austin, City of Punta Gorda Urban Design

Charles Counsil, CAC Chair  
Rick Kirchhoff, CAC  
Mary Ellen Kiss, CAC  
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  
DeWayne Nodine, City of Punta Gorda Urban Design

**OTHERS IN ATTENDANCE VIRTUALLY**

Anne Tien, Fiscal  
Deepika Fields, FDOT/Stantec

**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 Ben Shurtliff**

Pastor Ben Shurtliff delivered the invocation.

**3. Pledge of Allegiance**

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 noted that Agenda Item #20 contained correspondence from the February 17, 2023 Joint MPO Board meeting between the Charlotte County-Punta Gorda MPO and the Lee County MPO, as well as a copy of the RAISE Grant letter of support.

Commissioner Deutsch and Commissioner Constance requested that John Kubler introduce himself. Mr. Kubler stated that he was the permanent FDOT District One Director of Transportation Development, but he was currently serving at the Interim FDOT District One Secretary during Secretary L.K. Nandam’s temporary assignment to Tallahassee.

**5. Public Comments on Agenda Items**

No one from the public appeared to speak.

*(Chair Constance read Richard Russell’s comments later under Agenda Item 8-A.)*

## **6. PUBLIC MEETING: 2045 Long Range Transportation Plan (LRTP) Amendment**

Laks Gurram gave a brief presentation to the MPO Board.

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 contained 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, the 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. It is required to solicit public input before the MPO Board adopts 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.

Commissioner Tiseo expressed concern regarding any additional costs associated with the Carbon Reduction Program (CRP). Laks Gurram and D'Juan Harris assured him that these projects would carry the same costs and process as any federal project, such as extensive National Environmental Policy Act (NEPA) requirements, etc. The CRP is a change in funding category contained in the new Bipartisan Infrastructure legislation. FDOT will develop a strategic funding plan in November 2023. Any existing and future projects that reduce carbon emissions will be placed in the new category for funding consideration. Commissioner Tiseo asked about any repercussions for projects not achieving carbon reduction. D'Juan Harris stated that he had not seen any carbon reduction performance measures. Commissioner Constance noted that it was important to analyze any possible federal requirements. Commissioner Deutsch

noted that Charlotte County 2020 population figures developed by the federal Census Bureau would be utilized which did not reflect the area's most recent growth.

*Commissioner Constance opened the public meeting. No one wished to speak.*

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

*Commissioner Tiseo made a motion to approve the proposed 2045 LRTP Amendments by adding the projects from SR 776 corridor study, Veterans Blvd Study and CRP projects to the 2045 LRTP Cost Feasible Plan. Commissioner Deutsch seconded the motion. A roll call vote was taken, and the motion carried unanimously.*

#### **7. PUBLIC MEETING: FY 2022/2023 – FY 2026/2027 Transportation Improvement Plan (TIP) Amendments**

Laks Gurram indicated that FDOT Staff requested the Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) Board's approval of 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 resulting in a cost increase greater than 20 percent or \$2 million dollars.

The four proposed TIP amendment projects were shown in Attachment 1:

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

451358-1 US 41 AT MIDWAY BLVD

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

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

*Commissioner Constance opened the public meeting. No one wished to speak.*

*Commissioner Tiseo made a motion to close the Public Meeting. Commissioner Deutsch 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 to add four projects shown in Attachment 1. Commissioner Deutsch seconded the motion. A roll call vote was taken, and the motion carried unanimously.*

## **8. 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. He read Richard Russell's email remarks (*related to Agenda Item #5 Public Comments on Agenda Items*) regarding: (1) a potential flyover interchange for northbound Flamingo Blvd. traffic onto westbound SR 776 and (2) a potential solution for southbound US 41 traffic turning left at Melbourne Street by creating a signalized T-intersection incorporating a sliver of the Chevron gas station property.

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

CAC Chair Charles Council reported on the March 2, 2023 CAC Meeting, where a quorum had been present. He discussed an FDOT-sponsored Public Meeting regarding the Northbound US 41 Complete Streets Improvements from William Street to the Peace River Bridge. The meeting was held on January 26, 2023 at the Charlotte Harbor Event and Conference Center in Punta Gorda and had a fairly low turnout.

Charles Council also described the February 17, 2023 Joint Meeting of the Charlotte County-Punta Gorda and the Lee County MPO which was well attended due to a great deal of public comment received from Burnt Store Marina area residents who stated their entry and egress traffic concerns. He described the area's tremendous amount of commercial traffic which cannot be accommodated and impacts Charlotte County residents as well as Lee County citizens. He noted that the timing is right to intervene with solutions, since the project is in the early stages. He also commented about the Joint MPO Board Members interest in meeting more frequently than annually if warranted.

CAC Members were very pleased to have Charlotte County Sheriff Sgt. Dustin Paille attend the March 2, 2023 CAC Meeting to respond to their questions and concerns. Charles Council appreciated interaction by D'Juan Harris with Charlotte County Sheriff Bill Prummel in order to foster the Sheriff Department's participation with the CAC.

Charles Council noted that he is resigning from his CAC Chairmanship and position after making the difficult choice to move to West Virginia to live near his family. He had resided in Charlotte County for the past 18 years. He stated that he was impressed with D'Juan Harris and all the MPO Staff regarding how they handle a great volume of information. He also applauded the MPO Staff and MPO Board's commitment to the citizen's needs and concerns. He also noted the ongoing cooperation of FDOT in respecting the needs of Charlotte County.

Commissioner Constance thanked Charles Council for his comments and appreciated his service. Commissioner Deutsch stated that Mr. Council's contribution as a citizen was very appreciated and reflected his love of Charlotte County. Commissioner Tiseo also appreciated Mr. Council's efforts as he reflected on his own CAC membership days. He was glad that Mr. Council took time to volunteer and noted his engagement in Punta Gorda issues. *Applause followed.*

Commissioner Constance stated that he would be missed on the CRA. D’Juan Harris also praised Charles Council for his service, noting their work together over the years. Mayor Matthews thanked Mr. Council for his work with the City of Punta Gorda. She called him a hardworking citizen who would be missed.

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

TAC Chair Mitchell Austin reported on the March 2, 2023 TAC Meeting. He stated that there was difficulty in maintaining a quorum throughout the meeting. He referred MPO Board Members to the TAC Meeting Minutes and gladly offered to address any questions.

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

BPAC Chair Pauline Klein reported on the March 2, 2023 BPAC Meeting, where a quorum was not present. She noted that BPAC Members who were participating gave verbal approval by consensus to recommend items on the MPO Board agenda. She noted that it was her pleasure working with Charles Council on both the CAC and BPAC. She seconded his remarks regarding the MPO Staff.

## **9. 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 *Charlotte County Airport Authority-MPO Committee Report, March 20, 2023*. Commissioner Herston noted that the report had grown to 38 pages due to the number of projects being added. He referenced page 12, a project summary page with arrows added on premiere projects including the commercial terminal expansion, a new hanger, Challenger Blvd roadwork and a new Taxiway G. Commissioner Herston also described recent Florida MPO Advisory Council (MPOAC) discussions regarding alternative transportation revenue sources. He stated that he would transmit information on this matter through Bekie Leslie.

Commissioner Constance touted the January 2023 record breaking airport passenger numbers shown on page 8. The number of passengers in one month used to be one year’s worth not too long ago and could soon top 2 million passengers annually.

### **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 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.

- Continued complaints of speeding and passing vehicles in a no passing zone from residents on Tripoli Boulevard. between Madrid Boulevard. and Monaco Drive which comes from FDOT closing off the median at Madrid Boulevard. 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.
- Since Hurricane Ian, 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 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. 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.
- There are 792 locations identified in the 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 only an anticipated 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.
- Improvements to the intersection of Turtle Dove Blvd and Whippoorwill Blvd were completed. Turtle Dove Boulevard at the intersection of Whippoorwill Boulevard now has a directional island for traffic definition at that intersection for safety purposes

Mayor Matthews noted that since providing the above report, the City has been pouring seawall panels by the hundreds, since 600 are required. Extra staff has been hired, and all that is needed is FEMA approval. Canal cleanup has begun with tons of debris discovered (the same as elsewhere in Charlotte County with both governments using the same contractor). Five porta potties were wedged in the mangroves. Mayor Matthews thanked members of the Boater's Alliance which had assisted with identifying submerged items.

### 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

Commissioner Herston commented on the last item. He noted that the plumbing business at Parmely had recently sold, so it might be good to approach the new owner regarding a property purchase. Commissioner Tiseo stated that the purpose of the improvements was to do a realignment and might need eminent domain action if the property owner was unwilling. Currently, the County was working within the government-owned right of way (ROW). He noted that the storm water project in the Kentucky Fried Chicken area is in the County ROW. Commissioner Deutsch stated the church down the street from the location is near the road, and there is narrowing there.

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

Victoria Peters provided updates on the various projects:

##### **FDOT Led Discussion**

##### **A. US 41 at Olean Boulevard (Victoria Peters/Wayne Gaither-FDOT/Robert Fakhri-Charlotte County)**

FDOT was coordinating with the County and FDOT on this intersection project. There would be dual right turns with permissive “right turn on red” on the outside right lane only.

##### **B. SR 776 at Flamingo Boulevard (Victoria Peters/Wayne Gaither -FDOT/ Robert Fakhri -Charlotte County)**

\$1.4 Million was programmed by FDOT for 2025. Charlotte County will receive the funding, and the developer will do the traffic study. Commissioner Constance noted that a flyover at this intersection would be costly.

##### **C. SR 776 at the Charlotte Sports Park – Intersection Improvements (Victoria Peters/Wayne Gaither -FDOT/ Robert Fakhri -Charlotte County)**

Design was programmed for \$150,000.00 with right turn lanes both eastbound and westbound considered. Commissioner Tiseo discussed the need for more stacking in the left turn lanes. Commissioner Constance commented on the Sports Park location where there were left turn westbound and right turn eastbound concerns (addressing turning south in both directions into the facility was a needed improvement). Robert Fakhri stated that County Staff could review the matter during the Design phase as far as extending the turn lanes. Commissioner Tiseo noted that the left turn lane improvements have been talked about, and there is a large median to use. John Elias noted that the project will include eastbound access as Commissioner Constance described. D’Juan Harris reiterated that the County will have the lead and work out details during the Design scope. Commissioner Deutsch observed that there was a need to lengthen the

turn lane with the Tampa Bay Rays returning for Spring Training 2024. Ideally, this effort should be accomplished within the next 10 months.

**D. I-75 Possible New Interchange North of Kings Hwy Interchange (Victoria Peters/Wayne Gaither-FDOT)**

FDOT has had ongoing coordination between the Counties, the MPOs and the City of North Port. A presentation would be given later in the meeting.

Commissioner Constance inquired if projects in the new Sunseeker Resort area should be added back to the discussion list. Mayor Matthews stated that she had asked Wayne Gaither to coordinate with the Sunseeker developer on the permit process to secure a signal prior to the October opening of the facility. The Sunseeker developer would need to provide FDOT District One with the specifications and will be responsible for the signal at the main entrance (which is separate from Main Street). Commissioner Constance noted that it was key to place a signal at the main entrance with the goal to move traffic safely.

Commissioner Tiseo spoke regarding the right turn lane on Harbor View at US 41. Robert Fakhri noted that there was ongoing discussion with FDOT regarding this intersection as well as the Olean Boulevard. project. Perhaps a through lane and two right turn lanes would be required but this would stop access to the Century 21 office on the corner. Commissioner Constance wished to add the Harbor View Road right turn project back on the list in order to get informational updates. Commissioner Herston discussed the Harbor View Road right turn lane issue, stating that a measurement of existing pavement should be accomplished. He noted that some of the lanes are too wide. Robert Fakhri noted that lanes were not being added, but rather would be accomplished using existing pavement.

**Joint Local and FDOT Discussion**

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

There was a Local Agency Program (LAP) agreement for this project. Charlotte County had submitted a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant application. FDOT is providing staff to assist with the grant.

**B. US 41 (SR 45) from Kings Hwy to Peace River Bridge Planning/Operational Improvements Study (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)**

The study is funded for FY 2025. A thorough planning analysis will be conducted. D’Juan Harris clarified (as he had done in one-on-one meetings with MPO Board Members) that the Melbourne Street access issue will be included in this study.

Commissioner Tiseo inquired regarding the Sunseeker entrance signalization if there would be a full median cut. John Elias responded that there will be a full signal with a full opening. The timing must be addressed. Commissioner Tiseo wondered if completion would happen by October 2023. John Elias could not speak to the timing. Standard stacking should be addressed. Commissioner Deutsch stated that stacking will be limited, but that should not be a problem if designed properly. He remarked that he would be amazed if it would be completed in the current calendar year due to supply chain issues.

**C. Bermont Road (CR 74) Safety Discussion – (FDOT/John Elias/Robert Fakhri-Charlotte County)**

John Elias stated that the Charlotte County Board of County Commissioners will be reviewing this roadway, but there will not be an expensive four lane project extending to the County line. Some turn lanes and passing zones may be utilized.

Commissioner Constance added the Burnt Store Road discussion regarding the Vincent Avenue intersection to the list. He noted that it was not workable to turn trailers and boats under the current setting, and a light or roundabout might work. Given the need to retrofit the project, he wanted to understand what improvements were feasible in the area. John Elias noted that County Staff members have been in discussion with residents. There were problems with the paving on Vincent Avenue. Robert Fakhri noted that the decision to close the median and force traffic to travel south and then, make a U-turn to go north will be reevaluated at the time of PD&E.

Mayor Matthews noted that she had received lots of communication regarding Burnt Store Road. She thanked Interim Secretary Kubler for his prompt responses on the matter which were greatly appreciated. She mentioned 2 FDOT issues:

- Disrupted light sequencing in Downtown Punta Gorda since Hurricane Ian
- Left turn arrow at Aqui Esta/US 41 – possibility of a permissive turn arrow.

John Elias stated that vehicle detection equipment is coming back online. The County is also adjusting it at Cochran Blvd. The County is working with FDOT to adjust the timing while handling a lot of traffic as well. John Elias noted that without detection equipment, the signals all run on timing.

Victoria Peters described the MPO Joint Certification which she characterized as similar to a report card. The MPO has rated tremendously well with a low risk assessment, perfect invoicing, excellent UPWP and other core documents, plus a wonderful display of resilience following Hurricane Ian. She said she would bestow an A++ mark and congratulated MPO Staff.

D’Juan Harris confirmed to the MPO Board that two new items would be added to the discussion list: (1) Burnt Store Road intersection control alternatives and (2) the right turn lanes on Harbor View Road at US 41. He stated that the Sunseeker issues were already being addressed under *Agenda Item 10 Joint Local and FDOT Discussion B*.

**11. Consent Agenda:**

- A. [Approval of Minutes: December 15, 2022, Regular MPO Board Meeting](#)
- B. [Approval of Minutes: Joint Regional Charlotte County-Punta Gorda and Sarasota/Manatee MPO Board Meeting – January 23, 2023](#)
- C. [Approval of Minutes: Joint Regional Charlotte County-Punta Gorda and Lee County MPO Board Meeting – February 17, 2023](#)
- D. [Charlotte County Transportation Disadvantaged Local Coordinating Board \(LCB\) Resignation and Appointment](#)
- E. [Bicycle/Pedestrian Advisory Committee \(BPAC\) Reappointment](#)
- F. [Citizens Advisory Committee \(CAC\) Appointment](#)

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

Commissioner Tiseo thanked volunteers for coming forward to help out as citizen servants through their committee participation.

### **12. 2022 Florida Department of Transportation (FDOT)/Charlotte County-Punta Gorda MPO Joint Certification**

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.

D’Juan Harris stated that he appreciated both FDOT’s and Charles Council’s kind remarks regarding MPO Staff accomplishments. He noted that MPO Staff strives to achieve excellence. If mistakes are made, they are corrected and are not considered mistakes but lessons learned to continue to strive towards perfection.

*Commissioner Tiseo made a Motion to approve the 2022 FDOT/MPO Joint Certification, authorizing the MPO Board Chair to sign the FDOT/MPO Joint Certification Statement. Commissioner Herston seconded the motion, and it carried unanimously.*

### **13. 2050 Long Range Transportation Plan (LRTP) Consultant Selection**

Laks Gurram explained the selection process. The Charlotte County - Punta Gorda MPO and the three selected consultants executed contracts on January 13, 2022, to provide General Planning Consulting (GPC) 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 this criteria: (1) Qualifications of the Staff/Project Manager (20 Points), (2) Understanding Project Scope (30 Points), (3) Equity/Resiliency (10 Points), (4) Emerging/Innovative Technologies (20 Points), (5) Current/Planned Workload (10 Points), (6) DBE/MBE Requirements (5 Points) and (7) Response to Questions (5 Points).

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 showed 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 LRTPs 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.

The 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.

***Commissioner Tiseo made a Motion to approve the recommendation of the consultant (Kimley Horn and Associates), authorize the MPO Staff to develop a Work Assignment Order and Scope of Services, and authorize the MPO Chair to sign the Work Assignment Order. Mayor Lynne Matthews seconded the motion, and it carried unanimously.***

#### **14. DRAFT 2023 Transportation Improvement Program (TIP)**

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 was provided 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 timeframes to produce those projects. The agreement calls for each MPO to identify regional priorities and include those projects in the respective MPO's TIP. Those priorities that were adopted last year are included, in accordance with the interlocal agreement in the TIP.

MPO Board Members were invited to review and comment on the Draft FY 2023/2024-FY 2027/2028 Transportation Improvement Program (TIP).

Commissioner Constance asked about paving on US 17 from US 41 to Bermont Road. D’Juan Harris noted that July 1, 2024 was scheduled for Design. Mayor Matthews had conversed with Wayne Gaither to verify that the lane diet proposal was pulled from the study of US 17. Wayne Gaither concurred with the Mayor’s statement. He stated that the earlier snapshot for FY 2028 will be removed from the Tentative Work Program document going forward. He noted that he would verify the end limits and dates for the various phases. He agreed to send this information in a confirmation email. Commissioner Constance noted that US 41 median closures in the City of Punta Gorda would be discussed at the joint City/County meeting to be held the next day in the same BCC Meeting Chambers. He invited FDOT staff to attend if schedules permitted.

#### **15. Draft 2023 Project Priorities – Discussion**

Laks Gurram 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.

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

MPO Board Members were asked to 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.

## **16. I-75 Master Plan Central Corridor Study Update & Presentation**

Joshua Jester reviewed both the central and north corridor studies. 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: [Home | Southwest Connect \(swflinterstates.com\)](https://www.swflinterstates.com)

FDOT staff provided the following presentation to the MPO Board: [16 Attachment I-75 Combined North\\_Central Corridor.pdf \(ccmpo.com\)](#)

Commissioner Tiseo observed that Slide 14's figures were very revealing. They demonstrate the importance of the proposed new interchange in better moving traffic in Charlotte County and the City of North Port.

Joshua Jester discussed managed lanes for the Northern and Southern Corridors. Purple sections revealed managed lanes (with a tolling feasibility study underway). These lanes would be separated from other lanes. He discussed how to enter and egress these lanes using weave sections. Drivers would only use the through lanes if travelling a further distance. Joshua Jester reviewed the timelines for the projects.

Commissioner Deutsch noted that the imaging looked like an aerial of the Jersey Turnpike. Commissioner Constance stated that the study looks great, and capacity is needed now.

Commissioner Herston commented on:

- Major growth to the east in DeSoto County which poses a problem for Kings Hwy.
- Hybrid connection between Yorkshire Street and Raintree Blvd. which also might extend to Kings Hwy.
- Question of whether or not DeSoto County qualifies for additional federal transportation funding

## **17. Public Comments**

There were not public comments.

## **18. Staff Comments**

D'Juan Harris provided MPO Board Members with a list of recent MPO Activities: [18 Staff Director Report 03\\_20\\_2023.pdf \(ccmpo.com\)](#)

He gave kudos to Laks Gurram for achieving a 15-year service milestone with the MPO. He praised his many skills and impressive resume. He gave him a framed recognition certificate.



D’Juan Harris discussed the Letter of Support for the County’s RAISE grant application. He mentioned how an accident on I-75 two days prior to the passage of Hurricane Ian had caused havoc during storm preparations by forcing all southbound traffic onto Harbor View Road.

He also noted that MPO Staff was taking nominations for the Peggy Walters Award until the end of June 2023.

## **19. Member Comments**

Commissioner Deutsch commented on the following topics:

- Poor placement of overly wide arrows on Gasparilla Road near the Myakka bridge. D’Juan Harris stated that Design Project Management may narrow them.
- Importance of placing the future Myakka and Peace River bridges projects in both the LRTP and TIP documents to make them part of future plans. He noted that a bypass or a second crossing of the Peace River between US 41 and 75 must be analyzed. Likewise, a solution for a second crossing of the Myakka River was needed.
- Drafting of a letter to the Sarasota/Manatee MPO regarding advancement in the completion of the rest of River Road at least to Winchester Blvd, thanking them for their support and recognizing its importance.
- Update from FDOT on a needed improvement on SR 776 east of the Myakka River bridge (area is in the fire station/historic post office/little restaurant portion) where a U-turn at the bridge is not sensible. Previously, he had met with Secretary Nandam on this issue.

Mayor Matthews wondered why the US 41 Peace River Bridges only have two lanes. Commissioner Deutsch doubted additional lanes would help given the traffic buildup downtown. Mayor Matthews thanked FDOT for conducting the I-75 Master Plan Study, noting the tremendous backup she encountered on a recent trip to Tallahassee.

Commissioner Tiseo noted that he had been traveling the backroads of Florida to stay off the interstates. He thanked FDOT for recent collaboration on the Harbor View Road project (as an important connector between I-75 and US 41). He mentioned Bermont Road, which like Harbor View Road, is also a County Road. It assists with cross state travel and is a tremendous asset. He would appreciate FDOT’s assistance on improvements to this roadway.

Commissioner Constance stated that MPO Board Members were in agreement on sending thank you letters to both the Sarasota/Manatee MPO and the Lee County MPO. He requested that D’Juan Harris draft these letters.

## **20. Correspondence**

D’Juan Harris provided MPO Board Members with the Letter of Support for Charlotte County, FL Harborview Road Project from Melbourne Street to I-75 – 2023 RAISE Grant Application which he had written USDOT Secretary Pete Buttigieg.



Additionally, citizen correspondence from the Joint Meeting with the Lee County MPO on February 17, 2023 was provided. Most concerns focused on traffic issues along Burnt Store Road in the Burnt Store Marina area.

## **21. Adjournment**

There being no further business, the meeting was adjourned at 4:06 p.m. The next regularly scheduled meeting of the MPO Board will be held on Monday, May 15, 2023 at 2:00 p.m. at the Charlotte County Administration Center, 18500 Murdock Circle, Room #119, Port Charlotte, Florida, 33948.

MAY 15, 2023  
MPO BOARD MEETING

**AGENDA ITEM # 10-B**  
**MPO BOARD RESOLUTION #2023-01 AUTHORIZING**  
**FY 2023/2024 TRANSPORTATION DISADVANTAGED (TD) PLANNING**  
**GRANT AGREEMENT**

**Purpose:** To review and approve the execution of the FY 2023/2024 Transportation Disadvantaged Planning Grant Agreement by approving MPO Board Resolution #2023-01

**Agenda Item Presented by:** MPO Staff

**Discussion:**

Annually, the Charlotte County-Punta Gorda MPO is eligible to receive Transportation Disadvantaged Planning Grant Funds to assist in its responsibilities under Chapter 427, *Florida Statutes* as the Official Transportation Disadvantaged Planning Agency for Charlotte County. The money comes from the Transportation Disadvantaged Trust Fund (TDTF) which was established to provide a dedicated funding source for the operational and planning expenses of the Florida Commission for the Transportation Disadvantaged (CTD) in carrying out its legislative responsibilities.

The amount received for FY 2023/2024 will be \$25,124. A resolution authorizing the execution of a Transportation Disadvantaged Trust Fund Grant Agreement with the Florida Commission for the Transportation Disadvantaged has been reviewed by the MPO Board Legal Counsel and is attached.

**Recommendation:** Motion to approve the Resolution 2023-01 for signature by the MPO Chair and to authorize the MPO Director to execute the FY 2023/2024 Transportation Disadvantaged Planning Grant Agreement (including minor adjustments as required).

**Attachment:** MPO Board Resolution 2023-01



**RESOLUTION  
NUMBER 2023-01**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA  
GORDA METROPOLITAN PLANNING ORGANIZATION  
AUTHORIZING THE EXECUTION OF THE FY 2023/2024  
TRANSPORTATION DISADVANTAGED TRUST FUND GRANT  
AGREEMENT WITH THE FLORIDA COMMISSION FOR THE  
TRANSPORTATION DISADVANTAGED.**

**RECITALS**

**WHEREAS**, the Charlotte County-Punta Gorda Metropolitan Planning Organization is eligible to receive a Transportation Disadvantaged Trust Fund Planning Grant and to undertake a transportation disadvantaged service project as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code.

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

1. The MPO has the authority to enter into this grant agreement.
2. The MPO authorizes the MPO Director to execute the grant agreement on behalf of the MPO Board with the Florida Commission for the Transportation Disadvantaged.
3. The MPO authorizes the MPO Director to sign any and all agreements or contracts which are required in connection with the grant agreement.
4. The MPO authorizes the MPO Director to sign any and all assurances, reimbursement invoices, warranties, certifications and any other documents which may be required in connection with the grant agreement.

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

CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION

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

ATTEST:

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY:

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

By: Janette S. Knowlton  
Janette S. Knowlton, County Attorney  
CR 23-0299

MAY 15, 2023  
MPO BOARD MEETING

**AGENDA ITEM # 10-C**  
**CITIZENS' ADVISORY COMMITTEE (CAC) APPOINTMENT**

**Purpose:** To consider appointing an At-Large Representative on the Charlotte County- Punta Gorda Metropolitan Planning Organization Citizens' Advisory Committee (CAC)

**Agenda Item Presented by:** MPO Staff

**Discussion:**

Applicant, Richard Russell, has expressed his interest in serving as the At-Large Representative on the CAC for a three (3) year term until May 15, 2026.

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

**Recommendation:** Motion to appoint Mr. Richard Russell as the At-Large Representative on the CAC for a three (3) year term.

**Attachment:** Application from Richard Russell dated April 10, 2023, seeking appointment as a At-Large 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) ☐

**How Did You Hear of This Committee/Board Vacancy?**

Commissioner Deutsch and County web page

**Name:** Richard C. Russell

**Address:** 129 Colonial St. SE

**City, State, Zip:** Port Charlotte, FL 33952

**Year-round Resident?** Yes ☒ No ☐

**Email address:** rrussell1023@bellsouth.net

**Home Phone:**

**Work Phone:**

**Cell Phone:** 770-733-2178

**Address:** 129 Colonial St. SE  
Port Charlotte, FL 33952

**Note:** While not required, you are encouraged to attach a resume to this Application and visit the MPO's Website [www.ccmppo.com](http://www.ccmppo.com) 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 APPLICATION**

<b>Occupation- (if retired please indicate)</b>
Retired
<b><u>Education - Diplomas-Certificates-Degrees</u></b>
Bachelor of Science from East Tennessee State University, June 1973 GRI designation - Graduate Real Estate Institute, Florida Real Estate 1987 CCIM - Certified Commercial Investment Member, 1998
<b><u>Experience-Work, Life, Hobbies etc.</u></b>
US Navy Submarine Service Pacific Fleet, 1966 to 1970 Corporate Real Estate Executive for W.T. Grant, J.C. Penney, Jack Eckerd Corporation, Scotty's, Marriott, Krystal, AFC, Hardees and Sonic during the period of 1973 to 2009. High School Football official (Referee) from 1980 to 1998 in Florida and Georgia Youth Baseball Coach and Soccer Coach in Pompano Beach from 1988 to 1992 Member of the CCSO Marine Volunteers from 2013 to 2018
<b><u>Community Involvement - List organizations/positions currently or previously held (i.e. Civic Boards and Committees, Home Owners Associations, Clubs, etc.)</u></b>
President of Garden Isles Civic Association (Pompano Beach, FL) 1988 to 1993 Pompano Beach Planning and Zoning member from 1991 to 1993 Current Neighborhood Watch Captain for Buena Vista Neighborhood since 2013 Member of the Punta Gorda Sailing Club from 2014 to 2017 (replaced sailboat with power boat)
<b>Applicant's Signature:</b> <u>Richard Russell</u> <b>Date:</b> <u>4/10/23</u>  <i>You may mail to (P.O.Box 494469, Port Charlotte, FL 33949), Phone (941)883-3535 or email (<a href="mailto:office@ccmpo.com">office@ccmpo.com</a>) your application to the MPO.</i>  <b>We Thank You for your interest in serving the community and the MPO.</b>



## **Richard C. Russell, CCIM, GRI**

129 Colonial St. SE

Port Charlotte, Florida 33952

Cell: 770-733-2178 email: [rrussell1023@icloud.com](mailto:rrussell1023@icloud.com)

### **Summary**

Real Estate development/management professional with over 40 years of experience (acquiring through purchase or lease) for the development of fast food and full service restaurants, free standing drug stores and general merchandise stores up to 180,000 square feet in Neighborhood, Community and Regional Malls in over 30 states, with a significant percentage throughout the state of Florida; directing the strategic planning, site selection, acquisition negotiations, site planning, permitting, constructing and delivering to company operations for Fortune 500 companies on time and under budget through effective management of company associates, outside consultants, contractors and brokerage networks. Additional responsibility included directing the oversight of existing facilities to ensure they were appropriately located to fulfill the organizations long term strategic plan and when deemed appropriate made recommendations to company leadership to relocate, reconstruct, remodel or close existing units that did not provide optimum return to company stakeholders. Demonstrated expertise in negotiations, customer service, leadership and organizational skills. History of increasing operational efficiencies as well as identifying and seizing market opportunities. Devoted to creative and profitable approaches to problem solving, conducting skillful negotiations, developing strong teams and establishing outstanding relationships with company associates, franchisees, brokers and developers. Lastly and most importantly, proud to have an Impeccable reputation, among my peers to faithfully discharge my duties, ever mindful to whom I owed my fiduciary.

### **Professional Experience**

After August 2009 when my last company stopped expanding, due to suffering the impact of the financial crisis, I was terminated in the downsize. I re-opened my brokerage business and did "Buyer Brokerage Representation" for several companies in Georgia and Florida while residing in Roswell, Georgia, until we moved to Port Charlotte on April 1, 2013. At which time, I continued part time helping friends with their real estate needs. Essentially, after 2015 retired, though still maintaining my Florida Real Estate Brokers license in keeping abreast of development activities in the Southeastern US on commercial and residential developments.

**Sonic Corporation,** Roswell, Georgia

Dec 2005 – July 2009

*Fast food drive in, restaurant chain with over 3,500 restaurants in 41 states and annual sales of \$4,000,000,000*

#### **Director, Real Estate**

Developed Company and Franchise stores in the southeastern states of Florida, Georgia, Alabama, Mississippi, Louisiana, Tennessee, and Southern Arkansas.

- Renegotiated land prices achieving a 35% savings from my predecessor's proposed transactions
- Obtained permits for Florida projects that had been stalled by local governments for two years that generated over \$5,000,000 in first year's sale

- Achieved development goals while keeping expenses more than 15% under budget
- Provided real estate development support for more than 50 Franchisees operating over 500 stores generating more than \$600,000,000 in annual revenue
- Trained new Florida Franchisees in site selection process including corporate and governmental development approval process through store opening with potential for 41 new stores

**Hardee's Food Systems, Inc., division of CKE, St. Louis, Missouri** Jan 2002 – Dec 2005  
*A fast-food drive thru, restaurant chain with over 2,000 stores in 33 states with sales of \$1,850,000,000*

**National Director of Real Estate**

Directed the Hardee's Real Estate Development Department after the company's acquisition in 1997 and its relocation from Rocky Mount, North Carolina was effectuated in 2001. Formulated and instituted new department policies and procedures on strategic planning, site selection and real estate approval processing for company and Franchised locations. Reorganized department, hiring and training new real estate managers and support personal. Selected and coordinated our real estate brokerage network, in sixteen major markets, guiding their focus on our criteria and needs for new and relocated stores. Conducted formal training classes for new franchisees in the site selection and company's approval process. Approved all new and relocated franchisee's sites. Directed the Company real estate committee meetings, scheduled and attended all site trips for field review with Senior Management for company locations.

- Implemented improved formal real estate committee structure effectively saving company officers' time and money, reducing their allocation of time to attend to average of three hours per month, a 50% increase in efficiency
- Led the review of 140 leased properties, providing the information leading the company to save more than \$3,000,000 in annual rent which contributed directly to profits (bottom line)
- Persuaded Senior management to adopt new method of evaluating underperforming stores, averting the closing and relocation of more than 30 stores saving the company over \$1,000,000 in development costs per location (total savings over \$30,000,000)
- Led real estate team member's site review of delinquent franchisee's portfolio in 7 Midwestern states in only 3 weeks with recommendations to Senior Management on action plan retaining over 40% of the units for Company operations
- Met the departments development goals by keeping our expenditures significantly under budget

**A-1 SITE, INC., Roswell, Georgia** May 2000 – Jan 2002

*A fee based, build to suit Commercial Brokerage and Development*

**President**

Site selection, land acquisition negotiations, tenant negotiations, project development and financing single tenant developments in Georgia

- Developed retail facilities on schedule and significantly under budget
- Negotiated land prices under market and obtained favorable building contracts saving Tenants thousands of dollars in annual rent

## **ADDITIONAL RELEVANT EXPERIENCE**

**Eckerd Drug, a division of the J.C. Penney Co., Newnan, Georgia**

**Senior Director of Real Estate, Mid-South Region**

Responsible for Development strategy, site selection, governmental approvals, lease negotiations, and project development for Eckerd's Mid-South Region



- Negotiated early lease cancellation of a long-term lease in Augusta, Georgia for an underperforming store in return for a \$500,000 cancellation fee from the Landlord for Eckerd
- Met new store development goals while keeping costs under budget, acquiring, and developing sites for new free standing drug stores

## **Eckerd Drug, wholly owned by Jack Eckerd Corporation**

### **Real Estate Director, Florida division**

- Directed Eckerd's Florida division's Real Estate department (over 500 stores) most profitable division
- Directed the JByrons department store division real estate department, growing it by nearly 75% before Eckerd sold the division
- Trained the real estate manager JEC hired for developing new Vision Works optical stores

## **J.C. Penney Company, Pittsburgh, Pennsylvania**

### **Real Estate Field Leasing Representative**

- New store development responsibility for western portion of the Eastern Region for the states of Ohio, Pennsylvania, West Virginia and Western Maryland, including responsibility for ongoing real estate existing stores (lease renewals, Landlord remodels, expansions)
- Responsible for all Thrift Drug (division of JCP) store's real estate development and operating properties' management (lease renewals, relocations and expansions)

## **EDUCATION**

*Bachelor of Science, East Tennessee State University, Johnson City, TN. - June '73*

1970 and 1971 member of ETSU Varsity Football team

Member of Sigma Chi Fraternity (Zeta Omega Chapter)

## **CERTIFICATES**

National Association of Realtors, CCIM Institute

Graduate, Real Estate Institute (GRI) Florida Board of Realtors

## **CIVIC ACTIVITIES**

Planning and Zoning Board Volunteer for Pompano Beach, Florida	1991 to 1993
Football Official (Referee) Broward County Officials Assn.	1980 thru 1992
Football Official (Referee) Atlanta Area Football Officials Assn.	1993 thru 1996
President Pompano Beach's Garden Isles Civic Assn.	1988 to 1993
Volunteer Youth Baseball and Soccer Coach, Pompano Beach, FL	1988 thru 1992
Marine (water) and Road Volunteer for CCSO Sheriff's office	2013 to 2018
Volunteer Board member of Buena Vista Water Way MSBU	2013 to Present
Volunteer Board member of Charlotte County Marine Advisory	2021 to Present

## **Military History**

US Navy, Submarine Service Pacific Fleet: Feb 1966 to Feb 1970

Honorably Discharged with rank of E-5, RM2(SS) as Radioman Second Class, Submarine Qualified

Qualified and served on USS Medregal (SS480) on its 1968 tour of Southern and Western Pacific and

re-qualified and served on USS Bugara (SS331) on its 1969 tour of the Western Pacific.

MAY 15, 2023  
MPO BOARD MEETING

**AGENDA ITEM # 10D**  
**BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) APPOINTMENT**

**Purpose:** To consider appointing a Mid-County Representative on the Charlotte County- Punta Gorda Metropolitan Planning Organization Bicycle Pedestrian Advisory Committee (BPAC)

**Agenda Item Presented by:** MPO Staff

**Discussion:**

Applicant, Laura Rossi, has expressed her interest in serving as the Mid-County Representative on the BPAC for a three (3) year term until May 15, 2026.

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

**Recommendation:** Motion to appoint Laura Rossi as the Mid-County Representative on the BPAC for a three (3) year term.

**Attachment:** Application from Laura Rossi dated March 10, 2023 seeking appointment as a Mid-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:

Citizens' Advisory Committee (CAC) \_\_\_\_\_

Bicycle/Pedestrian Advisory Committee (BPAC) \_\_\_\_\_

Transportation Disadvantaged Local Coordinating Board (LCB) \_\_\_\_\_

-----  
How Did You Hear of This Committee/Board Vacancy?

Name:

Address:

City, State, Zip:

Year-round Resident?      Yes \_\_\_\_      No \_\_\_\_

Email address:

Home Phone:

Work Phone:

Cell Phone:

Address:

**Note:** While not required, you are encouraged to attach a resume to this Application and visit the MPO's Website [www.ccmppo.com](http://www.ccmppo.com) 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 APPLICATION

<b>Occupation- (if retired please indicate)</b>
<b><u>Education</u> - Diplomas-Certificates-Degrees</b>
<b><u>Experience</u>-Work, Life, Hobbies etc.</b>
<b><u>Community Involvement</u> - List organizations/positions currently or previously held (i.e. Civic Boards and Committees, Home Owners Associations, Clubs, etc.)</b>
<b>Applicant's Signature: _____ Date: _____</b>
   <b><i>You may mail to (P.O.Box 494469, Port Charlotte, FL 33949), Phone (941)883-3535 or email (<a href="mailto:office@ccmpo.com">office@ccmpo.com</a>) your application to the MPO.</i></b>
   <b>We Thank You for your interest in serving the community and the MPO.</b>



**13 Years of Experience**  
5 years with Protean

**Education**

BS, Civil Engineering,  
University of Central Florida, 2012

**Registration**

Professional Engineer,  
No. 82403, Florida, 2017

**Certification**

Professional Traffic Operations Engineer  
(PTOE)  
Temporary Traffic Control – Advanced,  
No. 44380, Florida

## LAURA ROSSI, PE, PTOE

### PROJECT MANAGER, ROADWAY/DRAINAGE

Ms. Rossi brings a wealth of experience in roadway, stormwater, and stormsewer design. She is skilled in all aspects of geometric design, including vertical and horizontal alignments, rural and high-speed urban designs, TTCP, and signing and pavement markings.

#### PROJECT EXPERIENCE

**FDOT District 4, SR 5/US 1 from SE Contractors Way to North Jensen Beach Boulevard, Martin County, FL; Project Manager.** Protean Design Group is designing the plans for the milling and resurfacing of SR 5/US 1 in Martin County from SE Contractors Way (MP 18.04) to North Jensen Beach Boulevard (MP 23.06). The project includes incorporating additional safety, ADA, pedestrian connectivity, bicyclist, signalization, lighting, and other traffic operations improvements. Coordination with various stakeholders—including Treasure Coast Regional Planning Council (TCRPC), Martin Metropolitan Planning Organization (MPO), and the City of Stuart—is key in addressing their concerns along the corridor and the project elements that can be included within the RRR funding requirements.

**FDOT District 4, Loxahatchee Road from Arthur Marshall Loxahatchee Refuge to SR 7 (US 441), Broward County, FL; Deputy Project Manager.** Protean Design Group designed plans to widening, mill, and resurface 6.15 miles of Loxahatchee Road to accommodate 11-foot paved lanes (one in each direction), a raised median, bicycle lanes on each side of roadway, and sidewalks on the south side of the roadway. Protean also accommodated the full design of three single-lane roundabouts to address needs of the City of Parkland, a project stakeholder. This project was unique in the fact that there are several funding sources, which require great coordination, including the City of Parkland, Broward County, Broward County Metropolitan Planning Organization (MPO), and FDOT District 4.

**FDOT District 4, SR 76 (Kanner Highway) from SR 710 (Warfield Boulevard) (Mile Post 12.48) to Mile Post 14.40, Martin County, FL; Task Leader.** Under a Districtwide Minor Design contract, Protean Design Group is serving as the design lead for this 2.00-mile SR 76 (Kanner Highway) assignment. Protean is leading design efforts to mill and resurface the existing pavement, extend existing guardrail to provide canal protection, upgrade guardrail connections to existing bridges, regrade existing linear ditches in front of St. Lucie Mobile Home Park, upgrade existing signing and pavement markings, add audible and vibratory treatment along edge lines, and replace TMS loops. Protean is responsible for the pavement design, temporary traffic control plans (TTCP), drainage, utility coordination services, and oversight and management of ancillary services.

**FDOT District 4, SW 56th Avenue from Pembroke Road to Stirling Road, Broward County, FL; Project Engineer.** This complete-streets mobility project includes the widening, milling, and resurfacing of SW 56th Avenue to add 7-foot buffered bicycle lanes for the length of the project. ADA ramp improvements, signing and pavement markings, and replacement/installation of new signage, as necessary to conform to MUTCD and current Greenbook Design Standards, is included in the contract. The key issue of this project is coordination; we are coordinating with the City of Fort Lauderdale and Broward County for their preferences and standards, Broward County Metropolitan Planning Organization (MPO) since they are funding a portion of the project, and FDOT District 4 as the client and project facilitator.

**FDOT District 2, SR 5/US 1 from Ponce De Leon Boulevard to Cross Ridge Drive, St. Johns County, FL; Project Engineer.** Protean Design Group provided services for this project located in St. Johns County, which included the milling and resurfacing of SR 5 from just south of the North City Gates to just north of Cross Ridge Drive. The main intent of this project was to preserve the roadway integrity. Additional project elements included ADA upgrades, minor drainage modifications, driveway modifications to prevent erosion, preventative measures to prevent over tracking, signing and pavement markings, bicycle lane keyholes, and signal upgrades.

**FDOT District 1, SR 45 (US 41B) from 17th Street West to 26th Street West/Bayshore Road, Manatee County, FL; Roadway Engineer.** This project includes the modification of the intersection of SR 45 (US 41B) at 26th Street/Bayshore Road from a full opening to a directional and removal of the rectangular flashing beacon, keyholes at existing right turn lanes at 26th Street West and Bayshore Road, milling and resurfacing and a multi-lane roundabout at 23rd Street West. The roundabout was added at the request of the City of Palmetto to improve safety at one of Manatee County's most dangerous intersections. The roundabout is in a horizontal curve and will be designed to remove the superelevation and reduce the grade by over 4 feet to improve sight distance. The roundabout will have lighting, pedestrian features, rapid rectangular flashing beacons and a landscaped central island. The project also includes drainage improvements; signing and pavement markings; survey, right-of-way (ROW) mapping, environmental assessment, and utility coordination.

**FDOT District 1, SR 64 (6th Avenue) from 10th Street West to 10th Street East, Manatee County, FL; Roadway Engineer.** Protean is leading the milling and resurfacing of SR 64 from 10th Street West to 10th Street East and SR 64 from 43rd Street West to 15th Street West. The segment from 10th Street West to 10th Street East also includes the addition of bicycle lanes within the existing footprint of the dense urban corridor. Protean's design will upgrade existing ADA curb ramps as well as curb and gutter. Existing driveways will be evaluated for compliance with FDOT standards and design will address removal or width reduction. Traffic signal replacement is required at 26th Street West, 10th Street West, 1st Street, and 9th Street East, as well as addition of signal backplates at all existing signals. The Team will upgrade the existing pedestrian signals at 43rd Street West and 39th Street West. Other project elements include replacement of detection loops were impacted by resurfacing operations and upgrading lighting along both corridors from HPS to LED.

**FDOT District 1, SR 683 (US 301) from 25th Court East to 13th Avenue East, Manatee County, FL; Roadway Engineer.** Protean Design Group is designing plans for the preservation and extension of the pavement through milling and resurfacing from the pavement change north of University Parkway, which is south of 25th Court East to the pavement change south of 13th Avenue East. The project includes temporary traffic control plans (TTCP), signing and pavement markings, public involvement, community awareness plan (CAP) Level 1, utility coordination, design survey, and SUE. The corridor is classified as an urban principal arterial. Additionally, to enhance pedestrian safety, the design plans include widening at intersection turns and removing tapered acceleration lanes to reduce pedestrian exposure.

**FDOT District 5, SR 500 (US 441/US 17-92) from Vine Street (US 192) to Old Dixie Highway (CR 527), Osceola County, FL; Project Engineer.** Protean Design Group led this assignment to provide design plans for the milling and resurfacing of 0.37 miles along SR 500. The typical sections include 12-foot travel lanes, a 13-foot paved median with a two-way left turn lane, concrete sidewalks, and curb and gutter on each side. A community awareness plan (CAP) Level 2 was required, as well as coordination with Orange County and the Central Florida Regional Transportation Authority (LYNX).

**FDOT District 5, Metropolitan Planning Organization (MPO) Plans Review, Districtwide, FL; Project Engineer.** Protean Design Group, as a subconsultant, is supporting the District on review of plans submitted to the District from local MPOs. Protean will review plans submitted by the five MPOs in the District, including draft and final plans for Transportation Improvement Plans (TIPs), Long-Range Transportation Plans (LRTPs), and LRTP Needs Plans. Support provided under this TWO includes comparison of the current proposed plans to the previously adopted plans (including FDOT Work Program and MPO Cost Feasible Plans), reviewing supporting analysis of existing and future conditions, coordination with the District Model staff regarding the updated 2045 Central Florida Regional Planning Model (CFRPM) and comparison to the MPO supporting analysis, coordination with the District SIS unit regarding any planned and funded improvements to SIS corridors, reviewing MPO process for addressing future technology (e.g.: connected and automated vehicles [CAV]), reviewing the quality of the plans, and reviewing plans to ensure planning consistency.

**FDOT District 5, Log House Road (Pine Ridge Elementary) Sidewalk Improvements, Lake County, FL; Project Engineer.** This project includes the design of approximately 4,100 linear feet of 5-foot-wide concrete sidewalk on the north side of Log House Road from east of CR 561 to Lakeshore Drive. Additional design elements include driveway reconstruction, crosswalks, curb ramp, detectable warning surfaces, possible guardrail relocation, regrading of roadside swale and right-of-way (ROW) slopes, signage, and thermoplastic striping. The project also requires utility coordination, environmental permitting, holding one public meeting, Level 1 temporary traffic control plans (TTCP), signing and pavement markings, and geotechnical. All design will be in accordance with Lake County standards, the 2018 Florida Greenbook, and current FDOT Standard Plans.

**AGENDA ITEM # 11**  
**FINAL - DRAFT 2023 PROJECT PRIORITIES**

**Purpose:** To review and recommend the MPO Board adopt the 2023 Project Priorities for possible inclusion in the Transportation Improvement Program (TIP) for FY 2024/2025 – FY 2028/2029

**Agenda Item Presented by:** MPO Staff

**Discussion:**

The MPO is required annually to develop a List of Project Priorities (LOPP) as part of the Transportation Improvement Program (TIP) process and to submit the list to FDOT for consideration of funding. FDOT requested the initial priorities be submitted by March 31, 2023, to initiate their review process. A preliminary list of project priorities was submitted to FDOT District One on March 31, 2023. However, the final List of Project Priorities must be approved by the MPO Board and submitted to FDOT by July 1, 2023.

The MPO received preliminary candidate projects from Charlotte County. The City of Punta Gorda's candidate projects are contingent upon City Council determinations to be made at their future City Council Meeting.

These candidate projects are seeking state and federal funding from these three categories:

1. Transportation Alternatives Program (TAP)
2. Congestion Mitigation/Transportation System Management (CM/TSM)
3. Transportation Regional Incentive Program (TRIP)

The Draft 2023 Project Priorities presented today reflects the changes that were proposed since the March 20, 2023 MPO Board meeting and April 26, 2023 TAC/CAC Meeting. The final draft provided today includes the project recommendations from the recently completed corridor planning studies of State Road 776 and Veterans Boulevard. The Final Draft LOPP received from member entities are listed below:

- Harbor View Road from Date Street to I-75
- Veterans Blvd @ Loveland Blvd
- Veterans Blvd @ Norman St
- Veterans Blvd @ Torrington St
- Veterans Blvd @ Orlando Blvd
- SR 776 @ Charlotte Sports Park
- SR 776 @ Cornelius Blvd.
- Veterans Blvd @ Cochran Blvd
- Veterans Blvd @ Atwater St
- Veterans Blvd @ Yorkshire St
- Veterans Blvd @ Harbor Blvd
- Jones Loop Rd @ Piper Rd. Roundabout
- SR 776 @ Biscayne Drive
- SR 776 @ Jacobs Street

**Recommendation:**

Motion to adopt the identified 2023 Transportation Improvement Program (Highway, TAP, CM/TSM and TRIP) Project Priorities for the upcoming FDOT Draft Tentative Work Program Cycle (FY 2025 through FY 2029) including the Joint TRIP Project Priorities with Charlotte and Sarasota/Manatee MPO, and Lee County MPO for the upcoming FDOT Draft Tentative Work Program Cycle

**Attachments:**

1. 2023 Draft Project Priorities
2. Draft Joint TRIP Project Priorities



DRAFT - 2023 HIGHWAY PROJECT PRIORITIES															
RANK	FPN	PROJECT NAME	FROM	TO	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2024	2025	2026	2027	2028	COMMENTS
1	2050 Long Range Transportation Plan (LRTP) Update. Additional Planning dollars were allocating in the current 2024-2028 WP to supplement MPO to complete 2050 LRTP Task over the three fiscal years									\$0.017	\$0.08	\$0.00			Allocated \$14,000 in FY 2024 and \$80,000 in FY 2025 to supplement MPOs 2050 LRTP effort. Project will be deleted.
2	434965 2	Harbor View Rd <sup>1</sup>	Date St	I-75	Road widening from 2-lane to 4-lane	CST	\$16.3	\$8.00	\$24.30	\$7.6		TBD			ROW Funded for entire segment of Harborview Rd for \$7.6 million. CST for segment 2 is unfunded.
3		Edgewater Dr / Flamingo Blvd Ext <sup>1</sup>	Midway Blvd	SR 776	Road widening from 2-lane to 4-lane	ROW&CST	\$2.50		\$54.50						County is requested \$2.2 million towards PE
4	435563 1	N. Jones Loop Rd <sup>1</sup>	I-75	Piper Rd	Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor.	PE& CST	\$3.78		\$3.78						Segment 3 County is asking funds towards PE .
5		N. Jones Loop Rd <sup>1</sup>	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 for advice from FDOT Staff for propose amendments for the entire segment of Jones Loop at May 2023 Board meeting
<sup>1</sup> Regional projects						<sup>2</sup> TAP Project on SUN Trail network system						Notes : All project costs are in millions			
		PE - Design				ROW - Right - of Way			New Project			MPO Project			
		PD&E Project Development & Environment				CST- Construction			Charlotte County			City of Punta Gorda			

2023 TRANSPORTATION SYSTEM MANAGEMENT/ CONGESTION MITIGATION PROJECTS													
RANK	FPN#	PROJECT NAME	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST-PDC (in Mil)	2024	2025	2026	2027	2028	Comments
1	446393-1	Add turn lanes on SR 776 @ Charlotte Sports Park <sup>1</sup>	Intersection Improvements	CST	\$0.425		\$0.425		\$0.151				<b>Year 2025</b> : Signal warrant study/pedestrian signal/HAWK evaluation <b>Year 2035:</b> Add exclusive EB and WB right turn lanes . County is requesting CST funds.
2	446340-1	SR 776 @ Flamingo Blvd <sup>1</sup>	Intersection Improvements	CST	\$1.46				\$1.46				Funded in the current 2024-2028 work program.Project will be deleted
3		Add Signal @ SR 776 & Biscayne Dr	Intersection Improvements	PE & CST	\$0.995		\$0.995						<b>Year 2025:</b> Add exclusive WB right turn lane and signalization. Consider a roundabout. County is requesting PE & CST funds <b>Year 2045:</b>
4		Add turn lanes on SR 776 @ Cornelius Blvd <sup>1</sup>	Intersection Improvements	PE & CST	\$0.18		\$0.18						<b>Year 2025:</b> Signalization (or RCUT). <b>Year 2035:</b> Add exclusive WB right turn lane. County is requesting PE & CST funds
5		US 41 @ Easy St	Intersection Improvements	PE & CST									County is requesting PE & CST funds
6		Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
7		Add turn lanes on SR 776 @ Jacobs St <sup>1</sup>	Intersection Improvements	PE & CST	\$0.18		\$0.18						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	441950-1	SR 31 @ CR 74	Intersection Improvements					\$9.790					CST in the current 2024-2028 work program -March Feb 2023 snapshot. Project will be deleted
11		SR 776 @ Toledo Blade Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						<b>Year 2025</b> : Add exclusive EB and WB right turn lanes Remove permissive phases for EB and WB left turn lanes.\$Extend queue length for SB left turn lane. Please refer to SR 776 corridor Study
12		SR 776 @ Winchester Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						
13		SR 776@ US 41	Intersection Improvements	PE, ROW, CST	TBD		TBD						
14		SR 776 @Beach Rd	Intersection Improvements	PE, ROW, CST	TBD		TBD						
15		SR 776 @CR 771/ Gasprilla Rd/Sailors Way	Intersection Improvements	PE, ROW, CST	TBD		TBD						
16		SR 776 @Murdock Cir/Enterprise Dr	Intersection Improvements	PE, ROW, CST	TBD		TBD						
17		SR 776 @San Casa Dr	Intersection Improvements	PE, ROW, CST	TBD		TBD						

RANK	FPN#	PROJECT NAME	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST-PDC (in Mil)	2024	2025	2026	2027	2028	COMMENTS
18		SR 776 @ Sunnybrook Blvd	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
19		SR 776 @ Placida Rd/ Pine St	Intersection Improvements	PE, ROW, CST	TBD		TBD						
20		SR 776 @Wilmington Boulevard/Gulfstream Boulevard (West)	Intersection Improvements	PE, ROW, CST	TBD		TBD						
21		SR 776 @ Coliseum Boulevard/Pinedale Drive	Intersection Improvements	PE, ROW, CST	TBD		TBD						
22		SR 776 @ Oriole Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						
23		SR 776 @ Gillot Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						
24		SR 776 @ Jacobs St	Intersection Improvements	PE, ROW, CST	TBD		TBD						
25		SR 776 @ Points of Pines Rd	Intersection Improvements	PE, ROW, CST	TBD		TBD						
26		SR 776 @ Merchants Crossing	Intersection Improvements	PE, ROW, CST	TBD		TBD						
27		SR 776 @ Spinnaker Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						
28		SR 776 @ Riverwood Drive	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
29		SR 776 @ Bay Heights Road	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
		Veterans Blvd @ Cochran Blvd	Complete Intersection Improvements. Add/turns lanes Improvements at intersections	CST	\$3.10		\$3.10						Year 2025 : Add exclusive EB Right. Provide 2 NB Lefts, 2 NB Throughs, and exclusive NB Right. Provide exclusive SB Left, 1 SB Through, and 1 SB Through/Right. Year 2035 - Add additional WB Left
		Veterans Blvd @ Kings Hwy	Add/turns lanes Improvements at intersections	PE, ROW, CST	TBD		TBD						Refer to Veterans Blvd Corridor Study
		Veterans Blvd @ Peachland Blvd/J.C Center Court	Add/turns lanes Improvements at intersections	PE, ROW, CST	TBD		TBD						Refer to Veterans Blvd Corridor Study
		Veterans Blvd@ Murdock Cir/Paulson Drive	Add/turns lanes Improvements at intersections	PE, ROW, CST	TBD		Refer to Veterans Blvd Corridor Study						
		Veterans Blvd @ Atwater St	Add/turns lanes Improvements at intersections	PE, ROW, CST	\$0.35		\$0.35						Refer to Veterans Blvd Corridor Study
		Veterans Blvd @ Orlando Blvd	Add/turns lanes Improvements at intersections	CST	\$0.25		\$0.25						Year 2025: Signalization or Roundabout.Convert SB approach into SB Left & SB Through/Right. Convert NB approach into NB Left & NB Through/Right. Convert NB approach into NB Left & NB Through/Right
		Veterans Blvd @ Harbor Blvd	Add/turns lanes Improvements at intersections	CST	\$0.21		\$0.21						Year 2025: Signalization or Roundabout. Add exclusive EB Right
	Veterans Blvd @ Yorkshire St	Add/turns lanes Improvements at intersections	CST	\$0.30		\$0.30						Year 2025: Unsignalized RCUT (must provide U-turns east and west of this location) Add exclusive EB Right and WB Right. Year 2035: consider a full median opening or roundabout based on approval of I-75 Interchange	

RANK	FPN#	PROJECT NAME	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST-PDC (in Mil)	2024	2025	2026	2027	2028	Comments
		Veterans Blvd @ Norman St	Add/turns lanes Improvements at intersections	PE, ROW, CST	\$0.25		\$0.25						Year 2025 : Add exclusive EB Right Unsignalized RCUT (must provide U-turns east of this location)
		Veterans Blvd @ Loveland Blvd	Add/turns lanes Improvements at intersections	CST	\$0.23		\$0.23						Year 2025: Median U-turn (outside the curve) on Veterans Boulevard - east of Loveland Boulevard Year 2035: Roundabout (connecting Loveland Boulevard and N Orlando Boulevard) Add exclusive EB Right
		Veterans Blvd @ Torrington St	Add/turns lanes Improvements at intersections	CST	\$0.25		\$0.25						Year 2025: Unsignalized R-CUT Add exclusive WB Right and EB Right
10		Countywide ITS master plan implementation	County wide ITS improvements	PE, ROW, CST	TBD		TBD						The ITS master plan study is underway and scheduled to be completed in Spring 2023.
1 Regional projects2 TAP Project on SUN Trail network systemNotes: All projects costs are in millions													
		PE - Design	ROW - Right - of Way			New Project					MPO Project		
		PD&E Project Development & Environment	CST- Construction			Charlotte County					City of Punta Gorda		
		SR 776 Corridor Study Projects	Veterans Blvd Projects										

2023 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS															
RANK	FPN	PROJECT NAME	FROM	TO	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2024	2025	2026	2027	2028	COMMENTS
1	435105-2	Taylor Rd - Phase I	N.Jones Loop Rd	Airport Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	CST& CEI			\$6.56	\$0.65					Design advanced to current year in 2024-2028 DTWP.
2	435105-3	Taylor Rd - Phase II	Royal Rd	N. Jones Loop Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE&CST&CEI			\$7.29						FDOT Consultant recommends to change the project limits from US 41 NB to Royal Rd based on PPT March 6, 2022
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	446391-1	US 41	Peace River Bridge	Kings Hwy	Feasibility Study to accommodate multimodal aspects of Complete streets	PD&E, PE & CST	\$0.15				\$0.15				County Staff agreed to lead this Study - Jan 2023
3B	446830-1	US 41 Eastside <sup>1,2</sup>	Kings Hwy	Conway Blvd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			\$5.10			\$1.50		\$3.63	Project is funded through Constrcution and will be deleted.
3C	438262-1	US 41 Eastside <sup>1,2</sup>	Conway Blvd	Midway Blvd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	CST			\$5.53				\$5.53		Design is underway. CST funded in current DTWP - Project will be deleted
3D	440442-1	US 41 East side	Midway Blvd	Paulson Dr	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE&CST			TBD	\$0.075					Need costs estimates for PE & CST. PE & CST funds removed in the current DTWP
3E		US 41 Westside&East Side	Tuckers Grade	Taylor Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						Added East side to the project Need costs for PE & CST
3F		US 41 Westside	Morningside Dr	Tuckers Grade	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
3H		US 41 Westside	Taylor Rd	Burnt Store Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
4	452221-1	Cooper St	Airport Rd	E.Marion Ave	Complete Streets includes sidewalks, bike lanes, paved shoulders or roundabouts	PE & CST	\$3.21					\$0.30		\$2.90	The project is funded through construction in the current DTWP . Project will be DELETED
6		<del>E-Elkeam Blvd</del>	<del>US 41</del>	<del>Midway Blvd</del>	<del>Street Lights &amp; Pedestrian Bridge in Parkside CRA</del>	<del>PE &amp; CST</del>	<del>\$1.72</del>		<del>\$1.72</del>						Need costs for PE & CST- Confirm with County to remove the project
9		Harborwalk Phase IV <sup>1</sup> US 41 NB	W. Retta Esplanade	Peace River Bridge	Bridge Underpass & Lighting	PE & CST	\$0.12	\$0.02	\$0.14						Based on the e-mail received from FDOT Staff on April 5, 2023 further clarification in required to be considered part of the 441524-1 resurfacing Project.
10	<del>452236-1</del>	<del>Harborwalk Phase II</del>	<del>ADA ramps at US 41 SB</del>	<del>US 41 SB at the Albert Gilchrist Bridge connecting the City's Harborwalk to the existing US 41 SB sidewalk</del>		<del>PE, CST &amp; CEI</del>	<del>\$0.60</del>	<del>\$0.09</del>	<del>\$0.69</del>						FDOT Staff will be handling this project as an In- House project since it is too close to the bridge
11	446339-1	US 41 NB <sup>1</sup>	Multi Use Recreational Trail bridge over Alligator Creek - South branch	Bicycle/Ped Bridge	CST	\$1.74		\$1.74		\$0.29			In current 2024-2028 DTWP for design. City do not intend to apply for CST dollars since the City's CIP is not consistent		
12	443602-3	SR 776 - SUN Trail	Myakka State Forest	Gillot Blvd	SUN Trail project with paved trail corridors for bicyclists and pedestrians.	CST	\$0.189		\$1.44	\$0.189					Project is funded for Design in current DTWP 2024-2028. CST unfunded
13	443602-2	SR 776 - SUN Trail	Gillot Blvd	US 41	SUN Trail project with paved trail corridors for bicyclists and pedestrians.	CST	\$0.47		\$2.80	\$0.47					Project is funded for Design in current DTWP 2024-2028. CST unfunded
<sup>1</sup> Regional projects						<sup>2</sup> TAP Project on SUN Trail network system				Notes : All project costs are in millions					
	PE - Design				ROW - Right - of Way				New Project				MPO Project		
	PD&E Project Development & Environment				CST- Construction				Charlotte County				City of Punta Gorda		

## CARBON REDUCTION STRATEGIES PROJECTS

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

CARL - CARB FOR URB. LESS THAN 200K

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

**Adopted – May 2023**

**2023 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)**

**PROJECT PRIORITY LIST**

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

Priority Rank	Project	Jurisdiction	TRIP Funds Requested
1	<b>Moccasin Wallow Rd</b> from Buffalo Road to east of Carter Rd (Segment 3)	Manatee County	\$6,900,000
2	<b>Fruitville Rd.</b> from Sarasota Center Blvd to Lorraine Rd	Sarasota County	\$7,515,000
3	<b>Harborview Rd from Melbourne St to I-75</b>	Charlotte County	\$4,000,000
4	<b>Lorraine Rd</b> from Palmer Blvd to Fruitville Rd	Sarasota County	\$11,125,000
5	<b>Edgewater Dr/Flamingo Blvd Ext</b> from Midway Blvd to SR 776	Charlotte County	\$2,200,000
6	<b>Honore Ave</b> from Fruitville Rd to 17 <sup>th</sup> St	Sarasota County	\$5,010,000
7	<b>Lorraine Rd</b> from SR 72/Clark Rd to Knights Trail	Sarasota County	\$34,430,000
8	<b>Jones Loop Rd</b> from Burnt Store Rd to Piper Rd	Charlotte County	TBD

*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.

**2023 JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO**

Adoption by Lee MPO in May or June

Adoption by Charlotte County-Punta Gorda MPO in May 2023

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Programmed	Year Funded	2023 Joint Priority
Lee County	Burnt Store Rd	Van Buren Pkwy	~1000' North of Charlotte Co/L	2L to 4L	ROW	\$32,000,000	\$4,000,000			
Charlotte County	Harborview RD	Melbourne St	I-75	2L to 4L	CST	\$45,630,000	\$4,000,000	TBD	2025/2026	
Lee County	Corkscrew Road	E. Ben Hil Griffin Road	Bella Terra	2L to 4L	CST	\$24,525,000	\$6,975,000	\$2,651,966	2021/2022	
Charlotte County	Edgewater Dr/Flamingo Blvd Ext.	Midway Blvd	Collingswood Blvd	2L to 4L	PE, CST	\$38,080,000	\$2,200,000			
Lee County	Ortiz Avenue	Colonial Blvd	SR 82	2L to 4L	CST	\$34,566,000	\$4,000,000			
Charlotte County	Jones loop Rd	Burnt Store Rd	Piper Rd	4L to 6L	PE, CST	\$45,020,000	TBD			
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$35,600,000	\$4,000,000			
Charlotte County	Kings Hwy	Sandhill Blvd	DeSoto County Line	2L to 4L	CST		\$5,000,000			
Lee County	Three Oaks Pkwy Ext.	Fiddlesticks Canal	Pony Drive	New 4L	CST	\$60,774,000	\$8,000,000			
Lee County	Three Oaks Pkwy	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$43,635,000	\$5,000,000			
Lee County	Alico Extension - Phase I	Airport Haul Rd	East of Alico Road	2L to 4L/New 4L	CST	\$30,000,000	\$3,000,000			
Lee County	Alico Extension - Phase II & III	East of Alico Rd	SR 82	New 4L	CST	\$200,000,000	\$8,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$37,188,000	\$5,000,000			



## **CHARLOTTE COUNTY – PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION STAFF DIRECTOR REPORT**

*May 15, 2023 MPO Board Meeting*

**03/21/2023 – MPO Board Follow Up & Staff Meeting**

**03/22/2023 – Charlotte County Community Traffic Safety Team (CTST) Meeting**

**03/23/2023 – Safe Streets and Roads for All Comprehensive Action Plan Webinar**

**03/24/2023 – Charlotte County-Punta Gorda (CC-PG) MPO Quarterly Business Meeting with County Fiscal**

**03/28/2023 – Charlotte County-Punta Gorda (CC-PG) MPO 2050 Long Range Transportation Plan Discussion**

**03/28/2023 – Safe Streets and Roads for All Marketing Meeting**

**03/29/2023 – FHWA/FTA Webinar for the Updated Guidebook on Model Long-Range Transportation Plans**

**03/30/2023 – Safe Streets and Roads for All Meet and Greet with Federal Highway Administration Representatives**

**03/30/2023 – Office Space Discussion with Airport Representatives**

**04/03/2023 – MPOAC Microsoft Teams Call to Discuss PL Funds Distribution Formula**

**04/05/2023 - Charlotte County-Punta Gorda (CC-PG) MPO Transportation Improvement Program (TIP) Coordination**

**04/10/2023 – MPO Staff Meeting**

**04/10/2023 – S.R. 776 Discussion with Commissioner Truex**

**04/11/2023 – Coordinated Urban Transportation Studies Meeting**

**04/12/2023 - Collier-Lee-Charlotte Traffic Incident Management Meeting**

**04/13/2023 – MPO Staff Attended Florida Greenways and Trails Council Meeting (Tallahassee, FL)**

**04/15/2023 – MPO Staff Participated in Port Charlotte High School's Bike Safety Event**

**04/15/2023 – Burnt Store Road Homeowners Association Town Hall**

**04/17/2023 – Florida Metropolitan Planning Partnership Virtual Meeting**

**04/17/2023 – Equity in Roadway Safety Webinar**

**04/18/2023 – TIP Review and Discussion Meeting**

**04/25/2023 - Highway Plans Webinar Training Pt. 1 of 3**

**04/26/2023 – CC-PG MPO's Technical Advisory Committee / Citizens Advisory Committee Meetings**

**04/27/2023 – MPOAC Freight Meeting / MPOAC Staff Directors & Governing Board Meeting (Orlando, FL)**

**05/04/2023 - Charlotte County Transportation Disadvantaged Local Coordinating Board**

**05/04/2023 – Lee MPO Technical Advisory Committee Meeting**

**05/05/2023 – Work Program Coordination Meeting with FDOT District One Staff (SWAO Office)**

**05/09/2023 – Highway Plans Webinar Training Pt. 3 of 3**

**05/10/2023 – Pre-MPO Board Coordination Meeting with FDOT / Charlotte County Public Works / CC-PG MPO**

**05/15/2023 – Charlotte County – Punta Gorda MPO Board Meeting**