



BICYCLE/PEDESTRIAN ADVISORY COMMITTEE MEETING
CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

AGENDA

2:00 p.m., Thursday, APRIL 25, 2024

Charlotte County Transit Facility 545 Theresa Boulevard Port Charlotte
Florida

1. Call to Order & Roll Call
2. Pledge of Allegiance
3. Public Comments on Agenda Items
4. Chair's Report
5. [Consent Agenda:](#)
 - A. [Approval of Minutes March 7, 2024](#)
6. [FDOT Bicycle/Pedestrian Coordinator Report](#)
7. [Sheriffs' Office Report-Public Safety](#)
8. [Final FY 2024/2025 – FY 2025/2026 Unified Planning Work Program \(UPWP\)](#)
9. [Final FY 2024/2025 – FY 2028/2029 Transportation Improvement Program \(TIP\)](#)
10. [2024 Draft Project Priorities](#)
11. [FY 2023/2024 – FY 2027/2028 Transportation Improvement Program \(TIP\) Amendment](#)
12. Charlotte County Report
13. City of Punta Gorda Report
14. Citizen Input
15. Staff Comments
16. Member Comments
17. Adjournment (The next scheduled meeting of the BPAC is 2:00 p.m., June 27, 2024 at the 1050 Loveland Blvd Port Charlotte, Florida)

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE MEETING

CHARLOTTE COUNTY – PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION
2:00 p.m., Thursday, April 25, 2024

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 1050 Loveland Blvd, Port Charlotte, Florida 33980

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

1050 Loveland Blvd, Port Charlotte, Florida 33980 Telephone: (941) 883-3535 Fax: (941) 883-3534

APRIL 25, 2024
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

CONSENT AGENDA # 5

APRIL 25, 2024
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 5A
APPROVAL OF MINUTES: MARCH 7, 2024, BPAC MEETING

- Purpose:** To review and approve the minutes of the March 7, 2024, BPAC meeting
- Presented by:** MPO Staff
- Discussion:** To Be Determined
- Recommendation:** Motion to approve the minutes of the March 7, 2024, BPAC meeting
- Attachment:** [Minutes of the March 7, 2024, BPAC meeting](#)



**CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
MARCH 7, 2024 DRAFT MINUTES**

Minutes of the March 7, 2024, Bicycle/Pedestrian Advisory Committee meeting at the Charlotte County Transit Facility 545 Theresa Boulevard Port Charlotte, Florida

MEMBERS ATTENDING EITHER IN PERSON OR VIRTUALLY

James Wernicke, Chair, West County Representative
Laura Rossi, Vice Chair, South County Representative
Pauline Klein, Bicycle Club Representative
Robert Logan, Mid-County Representative
Lorenzo Daetz, Historical/Cultural/Environmental Representative
Philipp Pfäeffli, Bicycle Business Representative
Ben Turner, West County Representative

ADVISORY AND OTHERS ATTENDING EITHER IN PERSON OR VIRTUALLY

D’Juan Harris, MPO Director
Bekie Leslie, MPO
Betty-Ann Sherer, MPO
Tanya Merkle, FDOT Bicycle Pedestrian Coordinator, District One
Tony Conte, Charlotte County Public Schools
Brittany Metzler, City of Punta Gorda

1. **Call to Order & Roll Call**
Chair Wernicke called the BPAC Meeting to order at 2:00 P.M.; the roll was called; a quorum was present.
2. **Pledge of Allegiance**
All recited the pledge of allegiance.
3. **Public Comments on Agenda Items**
There were no public comments received.
4. **Chair’s Report**
Nothing specific to report: comments will be discussed with agenda items.

5. **Consent Agenda:**

A. Approval of Minutes November 16, 2023

Pauline Klein made a motion to approve the minutes. Tony Conte seconded the motion, and it was passed unanimously.

6. **2025 - 2034 Transit Development Plan (TDP) Update**

In accordance with Florida Administrative Code 14-73.001, Charlotte County Transit is currently developing the Charlotte Rides 2025-2034 Transit Development Plan (TDP). The project consultant is Benesch (formerly Tindale Oliver). Charlotte County Transit Manager Heidi Maddox provided a brief update on current activities including a project timeline. The TDP is due September 1, 2024, there will be extensive public outreach throughout the county during this process.

Data gathered in production of Charlotte County Transit's TDP will assist the MPO and consultant Kimley-Horn in developing the Transit Element of the 2050 Long Range Transportation Plan (LRTP).

There was a brief discussion on previous surveys. Which have shown an overwhelming interest in the use of a Mobile application. Charlotte County Transit recently deployed a new scheduling system which features a mobile application. The application can be used for scheduling, cancelling, checking whereabouts of bus and many additional features. Committee members were interested to see if the future will bring a fixed route transit system to Charlotte County or if the growing trend of door-to-door service would prevail.

7. **FDOT Bicycle/Pedestrian Coordinator Report**

Tanya Merkle and Betty-Ann Sherer gave a brief presentation on Non-Motorized Counters. This information stems from the 2023 update to the Traffic Monitoring Handbook which now includes chapters on Non-Motorized Traffic Monitoring.

FDOT currently has 45 bike/ped counters deployed with another 25 coming online soon. There was a robust discussion on one FDOT proposed location and several MPO proposed locations. It was noted, acquiring non-motorized traffic counts provides data which could pinpoint critical safety issues, justify future need and possibly help guide funding decisions, as well as document performance of our existing facilities.

BPAC members were encouraged to submit additional locations for the MPO to research and possibly submit.

Members noted safety concerns crossing US 41 at Cochran Boulevard, there is no center median for pedestrians to safely navigate across the road, and the light changes too quickly for safe passage across the entire intersection. This intersection was submitted to FDOT as a proposed nonmotorized counter location, due to its status on the High Injury Network and this area is considered a gap in the SUN Trail Network.

8. [Sheriffs' Office Report-Public Safety](#)

The Committee reviewed the Sheriff's report; Deputy Miller was unable to attend.

9. [FY 2022/2023 – FY 2023/2024 Unified Planning Work Program \(UPWP\) – De-obligation/Amendment](#)

D'Juan Harris presented the de-obligations and amendments to the FY 2022/2023-2023/2024 UPWP. He explained, all MPO's in Florida are required to prepare a two-year Unified Planning Work Program (UPWP) which describes the transportation planning activities for the MPO in narrative form and establishes the MPO budget over a 2-year time period. This 2-year UPWP was approved by the MPO Board at their May 16, 2022 meeting. Federal and State regulations govern the types of activities that are eligible for federal and state funding.

The de-obligation of Federal Planning (PL) funds releases federal funds previously authorized but not expended by the MPO in FY 2023/2024 allowing these funds to be "carried forward" into the new FY 2024/2025 - FY 2025/2026 UPWP. These funds are then available for use by the MPO by October 2024.

Budget Action: Moving \$238,531 from FY 2022/2023 – FY 2023/2024 Task 4-Long Range Transportation Plan (LRTP) consultant line and adding it into the new draft FY 2024/2025 – FY 2025/2026 UPWP Task 4 – LRTP consultant line.

***Tony Conte** made a motion to recommend the MPO Board amend the current FY 2023/2024 Unified Planning Work Program (UPWP) by de-obligation of PL Funds totaling \$238,531. This will also require amending the Metropolitan Planning Organization Agreement and allow staff to make appropriate minor revisions as recommended by FDOT/FHWA. **Lorenzo Daetz** seconded the motion, and it was approved unanimously.*

10. [Draft FY 2024/2025 – FY 2025/2026 Unified Planning Work Program \(UPWP\)](#)

D'Juan Harris presented the Draft FY 2024/2025-2025/2026 UPWP. The Unified Planning Work Program (UPWP)/Metropolitan Planning Organization Agreement describes the transportation planning activities and establishes the MPO budget for the next two State Fiscal Years. The State Fiscal Year begins on July 1, 2024.

The UPWP includes a narrative of the work to be accomplished and the cost estimates anticipated for each task activity. Federal and state regulations govern the types of activities that are eligible for federal and state funding.

The MPO has agreed to participate in the Consolidated Planning Grant (CPG) program, starting with the State Fiscal Year FY 2024/2025 through FY 2025/2026 two-year UPWP cycle. The Federal Highway Administration (FHWA) will serve as the CPG lead grant

agency in accordance with the Federal Transit Administration (FTA) Circular 8100.D. Under the CPG, the FTA and FHWA annually provide lump sum appropriations to allocate to MPOs for approved planning activities or tasks.

The federal funds are leveraged by the MPO categorically, as FTA 5305(d) and FHWA planning (PL) funding. The MPO will utilize the CPG agreement to combine the MPO FTA 5305(d) and FHWA PL funding allocations into a single grant that is administered by FHWA.

Pauline Klein made a motion to Recommend the MPO Board approve the Draft FY 2024/2025– FY 2025/2026 UPWP/Metropolitan Planning Organization Agreement for MPO staff to forward to appropriate reviewing agencies. Per comments and recommendations, MPO staff is allowed to make appropriate revisions accordingly. **Ben Turner** seconded the motion, and it was approved unanimously.

11. [FY 2023/2024 – FY 2027/2028 Transportation Improvement Program \(TIP\) Amendments](#)

D’Juan Harris presented the amendments to the FY 2023/2024-2027/2028 TIP. FDOT Staff requested the Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) approve the following two STIP/TIP Amendments in the current FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP) at the March 21, 2024, MPO Board Meeting:

1. 434965-5 Harborview Road from Melbourne Street to I-75 – This amendment adjusts currently programmed project cost estimates for right-of-way phase.
2. 436928-3 Burnt Store from Lee/Charlotte County Line to Wallaby Lane – This amendment adds this as a new project for roadway improvements in Charlotte County.

A STIP/TIP amendment is required to the MPO’s TIP and the Statewide STIP when a major change occurs to a project. These changes include, addition or deletion of a project, a major change in project cost, project phase initiation dates, or a major change in design concept or design scope (i.e., changing project termini or the number of through traffic lanes). [23 C.F.R. 450.104].

An amendment requires public review and comment, demonstration of financial constraint, or a conformity determination, if applicable.

Pauline Klein made a motion to recommend the MPO Board approve the amendment to the Charlotte County-Punta Gorda MPO's TIP for FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP). Administrative modification requests are for informational purposes only. **Ben Turner** seconded the motion, and it was approved unanimously.

12. [Draft FY 2024/2025 – FY 2028/2029 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 formally review the development of the TIP.

The Charlotte County-Punta Gorda MPO is scheduled to review and adopt the TIP at the May 20, 2024, MPO Board Meeting. Attachment 1 is the Draft Charlotte County-Punta Gorda MPO TIP for FY 2024/2025 - FY 2028/2029.

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

Director Harris urged member to review and submit any comments on the TIP; this item will return on the April BPAC Agenda.

13. [2024 Draft List of Project Priorities \(LOPP\)](#)

Florida Statute 339.175(8) requires every MPO in the state to develop an annual List of Project Priorities (LOPP) consistent with the goals, objectives, and policies of the MPO's adopted 2045 Long Range Transportation Plan. The LOPP are used in developing the next draft FDOT Five-Year Work Program and Charlotte County-Punta Gorda Transportation Improvement Program (TIP).

A preliminary list of project priorities along with project applications will be submitted to FDOT District One by March 29, 2024. The project priorities must be approved by the MPO Board and submitted to FDOT by July 1, 2024.

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.

MPO Staff provided an overview of the Fiscal Year (FY) 2024 List of Project Priorities. The final list will be presented at the May 20, 2024 MPO Board meeting for adoption. The prioritized list is then transmitted to FDOT for consideration of funding during development of the FY 2026 through FY 2030 Draft Tentative Work Program.

Laura Rossi made a motion to recommend the MPO Board approve the amendment to the Charlotte County-Punta Gorda MPO's TIP for FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP). Administrative modification requests are for informational purposes only. **Pauline Klein** seconded the motion, and it was approved unanimously.

14. [2023 Florida Department of Transportation \(FDOT\)/Charlotte County-Punta Gorda MPO Joint Certification](#)

Director Harris explained 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 FY 2025 – FY 2026 Unified Planning Work Program (UPWP).

Based on the review and evaluation, the Florida Department of Transportation had no recommendations and/or corrective actions.

Pauline Klein made a motion to Recommend to the MPO Board approval of the 2023 FDOT/MPO Joint Certification, authorizing the MPO Board Chair to sign the FDOT/MPO Joint Certification Statement.

Tony Conte seconded the motion, and it was approved unanimously.

15. [2050 Long Range Transportation Plan Scope – Update](#)

On May 15, 2023, the Charlotte County-Punta Gorda MPO Board executed a contract with Kimley Horn & Associates to undertake tasks outlined in Task 1 - 2050 Socio - Economic Data Development and Task 2 update of the 2050 LRTP. The scope of work under Task 1 is to complete the 2050 Socio -Economic Data Development. At the December 18, 2023, MPO Board meeting, the Board unanimously approved the 2050 Socio -Economic Data Update.

The 2050 LRTP update will commence under Task 2 in Fiscal Year (FY) 2024. The proposed budget for update of the LRTP will be allocated over three fiscal years. (FY 2024, FY 2025, and FY 2026).

MPO Staff is currently coordinating with Kimley Horn to finalize a draft Scope of Services to develop the MPO's 2050 LRTP update. The total cost to develop the update of the 2050 LRTP is \$349,998.35. Once the attached Draft Scope of Services and Work Assignment Order is approved, a Notice to Proceed will be issued to begin work on the 2050 LRTP which must be adopted no later than October 5, 2025.

Bob Logan made a motion to recommend the MPO Board authorize Staff to negotiate a Work Assignment Order and Scope of Services with the selected consultant; and the MPO Chair may sign the adopted Work Assignment Order when finalized.

Pauline Klein seconded the motion, and it was approved unanimously.

16. Southwest Florida Passenger Rail Feasibility Study

Director Harris explained the goal of this program is to expand rail options across the State of Florida while creating a comprehensive, integrated, and coordinated multi-modal network. Potential rail projects in Florida identified through this program will be disseminated to FDOT for potential leveraging of funds available under the Florida Rail Enterprise, and federal discretionary rail grants available under the Bipartisan Infrastructure Law (BIL).

Staff from the four Southwest Florida MPOs including Collier, Lee, Charlotte, and Sarasota/Manatee have coordinated with each other and have agreed to submit a Joint Priority request under this program for a Southwest Florida Rail Study.

A Rail Study would investigate the feasibility of implementing an inter-city or high-speed rail service on I-75 potentially utilizing the median multi-modal transit envelope and connecting all four metropolitan areas with existing and planned passenger rail network currently in planning phases to Tampa.

Tony Conte made a motion to recommend the MPO Board adopt the Joint Resolution to support the MPOAC Passenger Rail Program Priority Application for a Southwest Florida Passenger Rail Feasibility Study

Laura Rossi seconded the motion, and it was approved unanimously.

17. Charlotte County Report

At this time there was no report, if there are any questions or comments Director Harris will forward them to the County Staff.

18. City of Punta Gorda Report

At this time there was no report, if there are any questions or comments Director Harris will forward them to the City Staff.

Chair Wernicke requested Brittney Metzler to provide an update on the route for USBR 15, as it is proposed in the city limits for the next meeting.

19. Citizen Input

There was no citizen's input.

20. Staff Comments

Betty-Ann Sherer encouraged Members to attend the March 23,2024 Team Punta Gorda Pedal and Play event. MPO staff will be there with their Comprehensive Safety Action Plan Team getting public input.

She also discussed recent website updates; the Annual Bike Rodeo set for April 12 at Port Charlotte High School. The MPO is also accepting nominations for the Annual Peggy Walters Citizens' Mobility Award, criteria will be posted on the MPO website.

Director Harris shared a quick update on the Safe Streets for All- Comprehensive Safety Action Plan and announced the MPO will be moving into new offices, on Loveland Boulevard near the end of March.

21. Member Comments

There were none

22. Adjournment

The meeting adjourned at 4:13PM. (The next scheduled meeting of the BPAC is 2:00 p.m., April 25, 2024 at the Charlotte County Transit Facility 545 Theresa Boulevard Port Charlotte, Florida)

APRIL 25, 2024
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 6
FDOT BICYCLE/PEDESTRIAN COORDINATOR REPORT

Purpose: To provide an opportunity for the FDOT Bicycle-Pedestrian Coordinator to report on FDOT projects and concerns that are pertinent to bicycle and pedestrian issues in Charlotte County

Agenda Item Presented by: FDOT District One Bicycle-Pedestrian Coordinator

Recommendation: None, for informational purposes only

Attachment: None

APRIL 25, 2024
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 7
SHERIFF'S OFFICE REPORT- PUBLIC SAFETY

Purpose: Opportunity to discuss on initiatives and efforts that are pertinent to Bicycle and Pedestrian safety issues in Charlotte County

Presented by: Charlotte County Sheriff's Office

Discussion: To be determined

Recommendation: None

AGENDA ITEM # 8

**FINAL DRAFT FY 2025 - FY 2026 UNIFIED PLANNING WORK PROGRAM
(UPWP)/FDOT METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

Purpose: To review and recommend the MPO Board approve the Final Draft FY 2025 to FY 2026 Unified Planning Work Program (UPWP)/FDOT and Metropolitan Planning Organization Agreement.

Agenda Item Presented by: MPO Staff

Discussion:

The Final Draft FY 2025 - FY 2026 Unified Planning Work Program (UPWP)/FDOT Metropolitan Planning Organization Agreement describes transportation planning activities and establishes the MPO budget for the fiscal years spanning from July 1, 2024 to June 30, 2026. Included in the UPWP is a description of work to be accomplished and the cost estimates to carry out each work task activity. Federal and State regulations govern the types of activities that are eligible for federal and state funding.

Following approval of the draft UPWP/FDOT Metropolitan Planning Organization Agreement at the March 21, 2024, MPO Board meeting, the draft FY 2025 - FY 2026 UPWP was submitted to the appropriate reviewing agencies for comments. Comments received from the Federal Highway Administration (FHWA) and the Florida Department of Transportation were addressed and have been incorporated in this final Draft UPWP.

Recommendation: Motion to recommend the MPO Board adopt the Final Draft of the FY 2025 - FY 2026 UPWP/FDOT Metropolitan Planning Organization Agreement and authorize the MPO Board Chairman to sign all required documents. The motion should allow for transmittal of the document to FDOT and required agencies, including the ability for staff to make minor changes and adjustments based on comments and input received.

Attachment: [Final Draft FY 2025 - FY 2026 UPWP/FDOT Metropolitan Planning Organization Agreement](#)

Unified Planning Work Program

Charlotte County-Punta Gorda Metropolitan Planning Organization
1050 Loveland Blvd., Port Charlotte, FL 33980
941-883-3535 (Phone)
941-883-3534 (Fax)
www.ccpgmpo.gov



**FY 2024/2025 – FY 2025/2026
(July 1, 2024 through June 30, 2026)**

Christopher G. Constance, MD
MPO Chairman

Adopted: May 20, 2024

CFDA 20.205: Highway Planning & Construction
CFDA 20.505: Federal Transit Technical Studies Grant
Federal Aid Project (FAP): PL-0408-062-M
FDOT Financial Project Number – 439316-5-14-05 – PL Funds
FDOT Financial Project Number – 439316-5-14-05 – SL Funds
Transportation Disadvantaged Trust Fund (TD) Planning Funds

The MPO does not discriminate against anyone on the basis of race, color, national origin, sex, age, disability, religion, or family status. For more information on the MPO's commitment to equity and nondiscrimination, or to express concerns visit www.ccmpo.com or contact Wendy W. Scott with the Charlotte County-Punta Gorda MPO at 941-883-3535 or by email at scott@ccpgmpo.gov

Funding for this document was provided by the U.S. Department of Transportation Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the State of Florida Department of Transportation (FDOT), Florida Commission for the Transportation Disadvantaged (FCTD) and Charlotte County.

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

Table of Contents

Cost Analysis Certification	3
Resolution	4
Acronyms used in this UPWP.....	6
Introduction.....	11
Soft Match Definition	12
Local Planning Priorities.....	13
Air Quality Planning Activities	13
Transit Planning	13
Public Participation including Title VI and Title VIII.....	14
Organization & Management.....	15
MPO Agreements.....	17
Operational Procedures and Bylaws	18
Task 1 Administration	19
Task 1: Estimated Budget Detail For “Planning Task”	22
Task 2 Data Collection, Analysis & Mapping.....	25
Task 2: Estimated Budget Detail For “Planning Task”	28
Task 3 Public Participation Plan.....	29
Task 3: Estimated Budget Detail For “Planning Task”	31
Task 4 Long Range Transportation Plan (LRTP).....	32
Task 4: Estimated Budget Detail For “Planning Task”	34
Task 5 Transportation Improvement Program (TIP).....	36
Task 5: Estimated Budget Detail For “Planning Task”	39
Task 6 Special Project Planning	40
Task 6: Estimated Budget Detail For “Planning Task”	43
Task 7 Regional Planning and Coordination.....	44
Task 7: Estimated Budget Detail For “Planning Task”	46
Task 8 Transit & Transportation Disadvantaged (TD) Planning.....	47
Task 8: Estimated Budget Detail For “Planning Task”	49
Task 9 Agency Expenditures Using Local Funds.....	51
Task 9: Estimated Budget Detail For “Planning Task”	52
Table 1: Agency Funding Source FY 2025- FY 2026.....	54
Table 2: Agency Participation Table FY 2025 – FY 2026	55
Appendices.....	56
Appendix A - State, Federal and FTA Planning Emphasis Area Matrix	57
Appendix B - FY 2021 State Planning Factors Emphasis Areas.....	59
Appendix C - FY 2021 Federal Highway Administration (FHWA) & Federal Transit Administration (FTA) Planning Emphasis Areas	62
Appendix D - Statements & Assurances.....	71
Appendix E - Planning Studies for Agencies in MPO Planning Areas	75
Appendix F - Florida Department of Transportation (FDOT) District One District Wide Planning Activities/Contracts (FY 2025-FY 2026)	79
Appendix G - FY 2022/2023 – FY 2023/2024 UPWP Comments received from FDOT, FHWA & FTA	81
Appendix H - Metropolitan Planning Organization Agreement/Amendment to Agreement	83
Appendix I - Long Range Transportation Planning (LRTP) – Scope of Services.....	84

Cost Analysis Certification

Florida Department of Transportation

RON DESANTIS
GOVERNOR



605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

Cost Analysis Certification

Charlotte County-Punta Gorda MPO

Unified Planning Work Program - FY 2025-FY 2026

Adopted: 5/13/2024

Revision Number: Initial Adoption

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by [Section 216.3475, F.S.](#) Documentation is on file evidencing the methodology used and the conclusions reached.

Name: Pamela Barr

Community Liaison, District 1
Title and District

Signature

Resolution



RESOLUTION NUMBER 2024-01

A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION (MPO) APPROVING THE UNIFIED PLANNING WORK PROGRAM (UPWP) AND CONSOLIDATED PLANNING GRANT (CPG) PROGRAM AND THE FLORIDA DEPARTMENT OF TRANSPORTATION METROPOLITAN PLANNING ORGANIZATION AGREEMENT FOR FISCAL YEAR 2024/2025 AND FISCAL YEAR 2025/2026

WHEREAS, the Unified Planning Work Program (UPWP) is the Charlotte County-Punta Gorda Metropolitan Planning Organization's biennial transportation planning work program and serves as the scope of work for the Florida Department of Transportation Metropolitan Planning Organization Agreement in compliance with 215.971 and 216.3475 Florida Statutes.

WHEREAS, the Federal Transit Administration ("FTA") 49 U.S.C. Section 5305(d) Metropolitan Planning Program funds and Federal Highway Administration (FHWA) Metropolitan Planning (PL) funds are the principal federal fund sources annually provided to MPOs to administer and manage metropolitan transportation planning activities; and

WHEREAS, the FTA Circular C 8100.1D and FHWA Order 4551.1 offer state departments of transportation, such as the Florida Department of Transportation (FDOT) the option to participate in the Consolidated Planning Grant ("CPG") program; and

WHEREAS, the CPG allows for FHWA PL and FTA 5305(d) funds to be combined into a single consolidated grant; and

WHEREAS, the FHWA has elected to participate in the CPG program, as the designated recipient of FTA 5305(d) and FHWA PL funds; and

WHEREAS, FDOT selects FHWA to serve as the CPG Administrator; and

WHEREAS, the MPOs are a stakeholder in the implementation of the CPG program in partnership with FDOT, FTA and FHWA.

Now, THEREFORE, BE IT RESOLVED by the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) as follows:

1. The MPO Board hereby authorizes the MPO Chair and/or the MPO Director, or their designee, to execute amendments, supplemental agreements, administrative documents, contracts, UPWPs and other time sensitive agreements as needed in the future to meet mandatory deadlines.
2. The MPO Director is hereby authorized to make administrative modifications to adopted UPWPs by shifting funds among line-item tasks as needed providing that:

- a) The revision does not increase or decrease the total MPO budget in an adopted UPWP.
 - b) The revision does not change the scope of the work to be accomplished within any line item task.
 - c) The revision does not add or delete a line-item task in a UPWP.
 - d) All modifications are coordinated with the appropriate funding agencies.
3. Copies of the Final FY 2024/2025 and FY 2025/2026 UPWP, Metropolitan Planning Organization Agreement and this Resolution shall be forwarded to the Florida Department of Transportation and Federal Highway Administration (FHWA).

PASSED AND DULY ADOPTED this 20th day of May 2024.

CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

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
LR24-0152

R4D2

Acronyms used in this UPWP

[AAASWFL](#) Area Agency on Aging for Southwest Florida

AADT Average Annual Daily Traffic

[AARP](#) American Association of Retired Persons

[AASHTO](#) American Association of State Highway and Transportation Officials

[ADA](#) Americans with Disabilities Act

ADS Autonomous Driving System

AER Annual Expenditure Report

[AHCA](#) Agency for Health Care Administration

AI Artificial Intelligence

[AMPO](#) Association of Metropolitan Planning Organizations

APR Annual Performance Report

[APTA](#) American Public Transit Association

[ARRA](#) American Recovery and Reinvestment Act of 2009

ATMS Automatic Traffic Management System

AV Autonomous Vehicles

[BCC](#) Board of County Commissioners

[BEBR](#) Bureau of Economic and Business Research

[BPAC](#) Bicycle/Pedestrian Advisory Committee

BMS Bridge Management System

[CAC](#) Citizens Advisory Committee

CAMP Corridor Access Management Plan

CAP Commuter Assistance Program

[CCAA](#) Charlotte County Airport Authority

CCC Continuing, Comprehensive and Cooperative Planning Process

CDMS Crash Data Management System

[CFR](#) Code of Federal Regulations

[CFASPP](#) Continuing Florida Aviation System Planning Process

CHHT Charlotte Harbor Heritage Trails Master Plan

[CHIP](#) Community Health Improvement Plan

[CIA](#) Community Impact Assessment

CIP Capital Improvements Program

[CMAQ](#) Congestion Mitigation Air Quality

[CMP](#) Congestion Management Process

CMS Congestion Management System

CHARLOTTE COUNTY-PUNTA GORDA MPO**UPWP FY 2024/2025 – FY 2025/2026**

COOP	Continuity of Operations Plan	EAR	Evaluation and Appraisal Report (Comprehensive Plan)
CPG	Consolidated Planning Grant	EIC	Englewood Interstate Connector
CPT-HSTP	Coordinated Public Transit-Human Services Transportation	EIS	Environmental Impact Statement
CRA	Community Redevelopment Agency	EJ	Environmental Justice
CST	Construction	EOP	Emergency Operations Plan
CTC	Community Transportation Coordinator	<u>EPA</u>	Environmental Protection Agency
<u>CTD</u>	Florida Commission for the Transportation Disadvantaged	ETAT	Environmental Technical Advisory Team
CTPP	Census Transportation Planning Package	ETDM	Efficient Transportation Decision Making
CTST	Community Traffic Safety Team	EV	Electric Vehicles
<u>CUTR</u>	Center for Urban Transportation Research-University of South Florida	<u>FAC</u>	Florida Administrative Code
CUTS	Coordinated Urban Transportation Studies	<u>FACTS</u>	Florida Association of Coordinated Transportation Systems
CV	Connected Vehicles	FAP	Federal Aid Program
DBE	Disadvantaged Business Enterprise	<u>FAA</u>	Federal Aviation Administration
<u>DOEA</u>	Department of Elder Affairs	<u>FAST ACT</u>	Fixing America’s Surface Transportation Act
DRI	Development of Regional Impact	<u>FDOT</u>	Florida Department of Transportation
<u>D1RPM</u>	(FDOT) District 1 Regional Planning Model	<u>FGTS</u>	Florida Greenways and Trails System
E+C modeling)	Existing plus committed (network used in modeling)	<u>FHWA</u>	Federal Highway Administration
		FIHS	Florida Intrastate Highway System

<u>FPTA</u>	Florida Public Transportation Association
FM	Financial Management
<u>FSUTMS</u>	Florida Standard Urban Transportation Model Structure
<u>FS</u>	Florida Statutes
<u>FTA</u>	Federal Transit Administration
<u>FTC</u>	Florida Transportation Commission
<u>FTP</u>	Florida Transportation Plan
FY	Fiscal Year
GIS	Geographic Information Systems
GPC	General Planning Consultant
HOA	Homeowners Association
HOV	High Occupancy Vehicle Lanes
HP&R/D	Highway Planning and Research/Department also known as state “D” funds
HSR	High Speed Rail
ICAR	Intergovernmental Coordination and Review
IIJA	Infrastructure Investment and Jobs Act (IIJA)
IMS	Intermodal Management System
ISTEA	Intermodal Surface Transportation Efficiency Act

IT	Information Technology
ITS	Intelligent Transportation System
IVHS	Intelligent Vehicle Highway Systems
JARC	Job Access Reverse Commute
JPA	Joint Participation Agreement
LAP	Local Area Program
<u>LCB</u>	Local Coordinating Board
LEP	Limited English Proficiency
LIDAR	Light Detection and Radar
LOS	Level of Service
LRT	Light Rail Transit
<u>LRTP</u>	Long Range Transportation Plan
<u>MAP-21</u>	Moving Ahead for Progress in the 21 st Century
MOA	Memorandum of Agreement
MOE	Measurement of Effectiveness
MPA	Metropolitan Planning Area
<u>MPO</u>	Metropolitan Planning Organization
<u>MPOAC</u>	Metropolitan Planning Organization Advisory Council
MPM	Mobility Performance Measures

CHARLOTTE COUNTY-PUNTA GORDA MPO**UPWP FY 2024/2025 – FY 2025/2026**

MSTU	Municipal Service Tax Unit
<u>MTP</u>	Metropolitan Transportation Plan
<u>NEPA</u>	National Environmental Policy
NHS	National Highway System
<u>NPS</u>	National Park Service
<u>NTSB</u>	National Transportation Safety Board
OPA	Official Planning Agency
PD&E	Project Development and Environmental Study
P+R	Park and Ride
PE	Preliminary Engineering (Design)
PEA	Planning Emphasis Area
PL	FHWA Metropolitan Planning Funds
PMS	Pavement Management System
PPE	Public Participation Element
PPP	Public Participation Plan
RFLI	Request for Letters of Interest
RFP	Request for Proposals
RPC	Regional Planning Council
RSF	Regionally Significant Facility

RTAP	Rural Transit Assistance Plan
RTCA	Rivers, Trails, and Conservation Assistance Program
RTP	Regional Transportation Plan
R/W or ROW	Right of Way
<u>SAFETEA-LU</u>	Safe, Accountable, Flexible, Efficient, Transportation Equity Act-A Legacy for Users
SCAT	Sarasota County Area Transit
SGA	State of Good Repair
SIS	Strategic Intermodal System
SMS	Safety Management System
SPR	State Planning and Research
SR	State Route
SRTS	Safe Routes to School
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
STTF	State Transportation Trust Fund
<u>SWFRPC</u>	Southwest Florida Regional Planning Council
SWFTI	Southwest Florida Transportation Initiative
<u>TAC</u>	Technical Advisory Committee

CHARLOTTE COUNTY-PUNTA GORDA MPO**UPWP FY 2024/2025 – FY 2025/2026**

TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAZ	Traffic Analysis Zone
TD	Transportation Disadvantaged
TDM	Transportation Demand Management
<u>TDP</u>	Transit Development Plan
<u>TDSP</u>	Transportation Disadvantaged Service Plan
TPM	Transportation Performance Management
T/E	Trip and Equipment
TE	Transportation Enhancement
<u>TEA-21</u>	Transportation Equity Act for the 21 st Century
TIGER	Transportation Investment Generating Economic Recovery
TIM	Traffic Incident Management
<u>TIP</u>	Transportation Improvement Program
TMA	Transportation Management Area

TOD	Transit Oriented Development
TOP	Transportation Outreach Program
TPO	Transportation Planning Organization
TRB	Transportation Research Board
<u>TRIP</u>	Transportation Regional Incentive Program
TSM	Transportation System Management
TTF	Transit Task Force
<u>UPWP</u>	Unified Planning Work Program
<u>USC</u>	United States Code
<u>USBC</u>	United States Bureau of the Census
<u>USDOT</u>	United States Department of Transportation
UZA	Urbanized Area
VMT	Vehicle Miles Traveled
VPD	Vehicles per Day
YOE	Year of Expenditure

Introduction

Definition of the MPO Unified Planning Work Program

This Unified Planning Work Program (UPWP) describes the transportation planning projects to be performed within the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) study area.

This Work Program is consistent with all federal and state requirements. All product updates including the Transportation Improvement Program (TIP) and planning concepts and factors follow Federal and State guidelines. The MPO is complying with Title VI of the Civil Rights Act of 1964. Title VI specifically prohibits discrimination on the basis of race, color, national origin, age, disability, religion or sex. This applies in any and all applications of work by the MPO, including its administration, decision making and purchasing options.

The FY 2025– FY 2026 UPWP for the Charlotte County-Punta Gorda MPO is prepared in accordance with the Florida Department of Transportation (FDOT) *MPO Program Management Handbook*. The UPWP is approved by the MPO Board and the appropriate state and federal agencies. All tasks performed in this document are conducted in accordance with *Title 23 U.S.C.*, *Title 49 U.S.C.* and the *Federal Transit Act*.

Comprehensive Transportation Planning Activities

The MPO will be developing the 2050 Long Range Transportation Plan (LRTP) update as required by Federal and State Statute. The required adoption date will be on October 5, 2025. The MPO adopted its 2045 LRTP on October 5, 2020. The MPO will emphasize the requirements of current and future transportation legislative initiatives. The MPO will continually maintain and update the Transportation Improvement Program (TIP) to ensure all projects within the metropolitan area leveraged with federal, state and or local funding is reflected accurately for public transparency. The MPO has an adopted Public Participation Plan (PPP) which has been updated to include Limited English Proficiency (LEP) provisions, demographic data collection, and transit-related public participation requirements. The PPP will continue to be reviewed periodically for all necessary updates as required. In addition to all federal requirements, the MPO includes other relevant considerations pertinent to intermodal connectivity such as, land use planning, citizen input, Efficient Transportation Decision Making (ETDM), Intelligent Transportation Systems Planning (ITS) and all factors essential for efficient transit service within Charlotte County.

The highway projects that garnered public interest include improvements to the Burnt Store Road corridor. The unfinished portion of Burnt Store Road Phase at the county line is the last segment of the road improvements. Additionally, the Harbor View Road widening project is currently undergoing Design phase and scheduled to be complete in 2025. The Transportation Alternatives Program (TAP) has projects of significant interest that will progress improvements along the US 41 corridor in Charlotte County per FDOT design standards. These projects include implementation of multi-use sidewalks on both sides of the US 41 corridor. The multi-use trail on Taylor Road is funded for Design and once the project secures funding for Construction, it will greatly improve multi-modal connectivity in a traditionally underserved neighborhood. Lastly, the US 41 Corridor has recently undergone a visioning study by FDOT's District One Planning Studio. The visioning study ensures that future proposed improvements along the US 41 Corridor is in sync with the needs and desires of local stakeholders in Charlotte County. This strategic approach to collaborative planning for state roadways in District One, solidifies transportation planning partnerships and proactively identifies community concerns before project priorities enter the production pipeline.

The Interlocal Agreement with the Sarasota/Manatee MPO was rewritten and adopted at the January 22, 2018 Charlotte County-Punta Gorda & Sarasota/Manatee MPO Joint Regional Meeting. Other products finalized in previous years include a Joint Regional Roadway Network, a Joint Transportation Regional Incentive Program (TRIP) and Joint Regional Transportation Alternatives (RTAP) Project Priority Lists. Regional coordination for the Long-Range Transportation Plan (LRTP) is on-going during the LRTP Update phase of the plans and continues between Plan adoptions. A Joint Charlotte County- Punta Gorda and Sarasota/Manatee MPO Board Meeting is held annually.

A formal Interlocal Agreement with the Lee County MPO was adopted on December 13, 2013. The directors of these MPOs attend each other's TAC meetings, and a joint Charlotte County-Punta Gorda and Lee County MPO Board Meeting is held annually. Products finalized include Joint Transportation Regional Incentive Program (TRIP) Project Priority Lists.

The MPO participates in a quarterly FDOT/Charlotte County/City of Punta Gorda coordination meeting. These meetings provide the MPO additional insight, understanding, and concerns of federal, state and local planning agencies.

The MPO continues to coordinate with the Charlotte County Transit Division, the Transportation Disadvantaged Local Coordinating Board (LCB), Sarasota County Area Transit (SCAT) and Lee County's Lee-Tran to address the viability of additional transportation services in Charlotte County.

The Continuity of Operations Plan (COOP) is reviewed annually for improved effectiveness and situational and personnel changes, as required.

The planning activities of the Charlotte County-Punta Gorda MPO are consistent with Federal Planning Factors, the Florida Transportation Plan (FTP) and the Charlotte County and City of Punta Gorda Comprehensive Plans.

Statement of CPG Participation

“The FDOT and the Charlotte County-Punta Gorda MPO participate in the Consolidated Planning Grant (CPG). The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida's FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division. These funds are annually apportioned to FDOT as the direct recipient and allocated to the MPO by FDOT utilizing formulas approved by the MPO, FDOT, FHWA, and FTA in accordance with 23 CFR 420.109 and 49 U.S.C. Chapter 53. The FDOT is fulfilling the CPG's required 18.07% non-federal share (match) using Transportation Development Credits as permitted by 23 CFR 120(j) and FTA C 8100.1D.”

Soft Match Definition

Section 120 of Title 23, U.S.C., permits a State to use certain toll revenue expenditures as a credit toward the non-Federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft match" provision that allows the Federal share to be increased up to 100% to the extent credits are available. The “soft match” amount being utilized to match the FHWA PL funding in the UPWP is **18.07%** of FHWA program funds.

Local Planning Priorities

The needs and level of planning of the Charlotte County-Punta Gorda MPO area are reflected in this UPWP. The objectives of this UPWP are to address the planning priorities of the Charlotte County-Punta Gorda MPO area as follows:

- Provide socio-economic, educational, and technical input for the planning and development of the MPO area's transportation network
- Continue to facilitate educational opportunities for the MPO Board and its advisory committees to enhance and reinforce their understanding of transportation planning decision making and the MPO process
- Utilize, evaluate, and where possible, improve public participation and input in the transportation planning proposals and goals on a local and regional scale
- Monitor the current Transit Development Plan (TDP) and continue to gather public input and area transit needs information for the development of TDP progress reports
- Participate in the development of the Florida Strategic Intermodal System (SIS) plan
- Revalidate the Interlocal Agreements with the Sarasota/Manatee MPO and the Lee County MPO
- Develop and maintain a physical inventory of property obtained through federal funding, its maintenance and a final disposal procedure that meets FDOT and Federal Highway Administration (FHWA) regulations
- Adopt and update as required the 2050 LRTP ensuring regional coordination with neighboring MPOs
- Maintain and update the annual Transportation Improvement Program (TIP) seeking creative, supportable project priorities that meet community needs
- Continue to work towards receiving enhanced TRIP and regional project funding for the MPO

Air Quality Planning Activities

In the 2050 LRTP Update, the MPO will adopt policies to protect existing air quality. Projected emissions are included in traffic model evaluation reports. These projections are used by the MPO and by local governments to help make road network and land use decisions. The MPO monitors all related air quality information collected in assessing transportation impacts on overall Air Quality.

Transit Planning

Transit planning tasks are performed with funds under Titles 23 and 49, U.S.C. through the activities in Task 8: Transit and Transportation Disadvantaged Planning, as well as possible activity under a Task 8 General Planning Consultant line. The Charlotte County Transit Division's significant role in providing transportation to Charlotte County residents continues to grow and evolve to meet demand at peak times with a paratransit-only system. The long-term efforts to clarify future spending for paratransit will continue. As evidenced in the Charlotte County Transit Development Plan (TDP), *Charlotte Rides*, transit planning remains at the forefront of the MPO's efforts to expand citizens' mobility options both within the urbanized area of the County and across County lines. Development of a new TDP is currently underway in 2024. The MPO works continually and cooperatively with the staff of the Charlotte County Transit Division, the Members of the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) and representatives of adjoining County transit systems and MPOs to address current and emerging transit issues.

Public Participation including Title VI and Title VIII

The MPO's first Public Participation Plan (PPP) was adopted in 1994, while the most recent updated PPP was adopted by the MPO Board on December 15, 2022. It is consistent with Florida State Rule 14-73.001 and includes the demographic data on the MPO's.

MPO staff continues to revise the informational brochure detailing the history, purpose and mission of the MPO. The brochure encourages public involvement and meeting participation. Meeting agenda packets for the MPO Board and its Committee meetings are displayed in local government offices, all County library branches and other accessible locations for review by the public. Additionally, the MPO developed a citizens' transportation planning award in August 2009 named for a long-serving LCB and CAC member. The Peggy Walters Citizens Mobility Award was established to recognize achievement by an individual or group who through their efforts and accomplishments has made significant and noteworthy contributions to transportation planning in the area.

The MPO website is updated regularly to include current MPO, LCB and Advisory Committee meeting agendas. The website also provides direction to all MPO planning documents. The website includes a text box under the "Contact Us" tab to aid citizens visiting the MPO site to easily comment on MPO plans and documents. The website also provides information and links to the local jurisdictions and other pertinent websites.

Consistent with Federal requirements, in recent years the MPO has placed increased emphasis on public involvement. The MPO has ensured that Title VI policy is followed including outreach to the county's traditionally underserved population. The MPO's primary strategy for engaging all populations in transportation decision making is through membership on both the Citizens' Advisory Committee (CAC) and the Transportation Disadvantaged Local Coordinating Board (LCB). The MPO has also used specific studies and planning tools such as the Transit Development Plan (TDP), the Transportation Disadvantaged Service Plan (TDSP), and PD&E studies as a component of the public involvement process. Through the "Efficient Transportation Decision Making" (ETDM) process, the MPO incorporates public comments and ideas. For major plan updates such as the LRTP Update, public workshops are held to build overall transportation planning consensus culminating in project priority ranking.

Citizens are provided opportunities to comment on all content and aspects of this UPWP. The draft UPWP is distributed to all Charlotte County libraries and the *Sun Herald*. It is also an agenda item in MPO Board, TAC, and CAC meeting packets. Additionally, the draft UPWP is sent to federal, state and local government agencies to solicit their comments. The MPO adopts the final UPWP only after all comments have been addressed and, where appropriate, integrated into the Work Program.

The final adopted UPWP is available in hard copies at the MPO offices or can be requested electronically.

Organization & Management

The MPO Board Membership:

<u>Agency</u>	<u>Representative</u>
Charlotte County Government	Commissioner Christopher G. Constance, MD, Chairman Commissioner Joseph Tiseo, Vice Chair Commissioner Stephen R. Deutsch
City of Punta Gorda	Mayor Lynne Matthews
Charlotte County Airport Authority	Commissioner Thomas “T.J.” Thornberry
<u>Non-Voting Advisory Member</u>	
Florida Department of Transportation	District One Secretary L.K. Nandam

The Charlotte County-Punta Gorda MPO is the primary agency responsible for transportation planning in Charlotte County. The MPO Board consists of five voting members representing two local governments, the local airport authority, and one non-voting advisor from FDOT. The MPO is a legislative body with the power to develop and adopt plans, to manage priorities for the programming of improvements to the transportation system, and to program and administer federal and state planning grants.

The MPO Board appoints members to the Citizens’ Advisory Committee (CAC), composed of eleven voting citizen representatives of the general population of the community. They are chosen to provide a diverse cross section of the population, representing three geographical areas (West-County, Mid-County, and South-County). Two (2) At-Large members are also included in the membership. The Committee is governed by Bylaws and is responsible for providing the MPO and its staff with public participation in the transportation planning process.

The Bicycle Pedestrian Advisory Committee (BPAC) is appointed by the MPO Board and is composed of bicycle advocates from the South, Mid and West County geographical areas, bicycle shop owners, bicycle club members, and a Historical, Cultural and Environmental representative. This Committee provides recommendations on bicycle and pedestrian plans and projects.

The MPO Board’s Technical Advisory Committee (TAC) is composed of 13 voting members. They are technically qualified representatives of agencies responsible for maintaining, controlling, developing and improving the transportation system within the Charlotte County-Punta Gorda Urbanized Boundaries, including the City of North Port and a small portion of DeSoto County. A DeSoto County planner, a City of North Port planner and the Director of the Lee County MPO are also voting members of the TAC. Committee duties include coordination of transportation plans and programs arising from the review of all transportation technical studies and reports.

The MPO is the official planning agency to receive Transportation Disadvantaged (TD) trust funds for planning activities of the TD program in Charlotte County. The MPO staffs the Transportation Disadvantaged Local Coordinating Board (LCB), which is chaired by an elected official from the Charlotte County area.

The MPO Board directs the staff in managing MPO operations through a director. The staff coordinates all planning projects and activities and administers all tasks to assure proper fulfillment of State and Federal requirements. The staff works with the TAC and the CAC, as well as other committees or groups dealing with transportation issues; acts as the primary local liaison to FDOT, the FHWA, and the FTA, as well as other agencies; and works with the staffs of local agencies and neighboring jurisdictions on transportation projects. The MPO has a total of six staff positions: a director, principal planner, three planners (one job share position partially filled and one full time) and an administrative services coordinator.

MPO Agreements

The MPO has several agreements with other public agencies to promote a Comprehensive, Continuing and Cooperative (3-C) planning process:

Agreements	Agency	Date
Staff Services Agreement/*Partnership Agreement between Budget & Administrative Services Department/Fiscal Services Division and MPO	Charlotte County	7/27/2010/*9/10/2018
Interlocal Agreement for Joint Regional Transportation Planning	Sarasota/Manatee MPO	1/22/2018 currently under revision
Interlocal Agreement for Joint Regional Transportation Planning	Lee County MPO	12/13/2013 currently under revision
Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (ICAR)	FDOT CCAA SWFRPC CC (Transit Division)	2/22/2006, currently under revision
The State of Florida Department of Transportation Metropolitan Planning Organization Agreement	FDOT	07/1/2022 thru 06/30/2024
Interlocal Agreement for Creation of the MPO	FDOT City of Punta Gorda Charlotte County CCAA	2/22/2006

Operational Procedures and Bylaws

The MPO is an independent, separate legal entity authorized pursuant to Florida Law. The MPO operates under a duly adopted set of bylaws. In addition to MPO Staff, support service staff of Charlotte County Government provide administrative, legal, financial, purchasing, and personnel support.

The Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) Board consists of local elected officials from County, City and Airport Authority constituencies. This Board meets a minimum of five times per year to establish transportation policies and evaluate and review transportation needs within the MPO's Urbanized Area. The MPO Board operates under a set of formal bylaws.

Additionally, the MPO has three standing Advisory Committees, these are the Technical Advisory Committee (TAC), the Citizens' Advisory Committee (CAC), and the Bicycle/Pedestrian Advisory Committee (BPAC). The TAC and CAC meet five times per year, while the BPAC meets quarterly.

The MPO is the Official Planning Agency to receive Transportation Disadvantaged (TD) Trust Funds utilized for planning activities of the TD program in urbanized areas. The MPO staffs the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) that meets quarterly and operates under a set of formal bylaws.

The Official Records are located at the:

Charlotte County-Punta Gorda Metropolitan Planning Organization
1050 Loveland Blvd.
Port Charlotte, Florida 33980
Tel: (941) 883-3535 Fax: (941) 883-3534
Website: www.ccpgmpo.gov
Email: office@ccpgmpo.gov

All MPO records are available for public inspection during regular business hours (Monday through Friday, 8:00 a.m. to 4:00 p.m., except holidays). The Charlotte County-Punta Gorda MPO fully complies with the Public Records Laws and the Sunshine Laws of the State of Florida.

Task 1 Administration

Purpose:

Properly manage the transportation planning process in the Charlotte County-Punta Gorda area that responds to the needs of the community. This includes the monitoring and managing of local planning tasks to ensure that the local planning process complies with all state and federal requirements utilizing consultant services as needed.

Previous Work:

- Provided staff support and assistance to the MPO Board and its advisory committees
- Adopted the FY 2023 – FY 2024 UPWP in May 2022
- Amended the FY 2023 – FY 2024 UPWP as required
- Publicized all meeting information on MPO website, Charlotte County website, local libraries and Charlotte County local newspaper in FY 2023 – FY 2024
- Submitted monthly signed and approved Visa® credit card statements along with original receipts to Fiscal Services for final review based on monthly deadline provided to allow for Fiscal review and to meet purchasing deadlines-ongoing
- Submitted all required MPO resolutions to MPO legal counsel for review
- Awarded the “Peggy Walters” Citizen Mobility Award to a citizen who made significant contributions to transportation planning within Charlotte County – July 2022 and July 2023
- Updated Continuity of Operations Plan (COOP)
- Continued maintenance and uploaded all MPO required documents on MPO Web Site
- Prepared and submitted invoices per standards required by 23 C.F.R. 420.121(c) and performed in accordance with 49 C.F.R
- Completed the Joint FDOT/MPO Annual Certification reviews
- Produced board and advisory committee’s agenda packets, meeting minutes, and records of committee proceedings as scheduled
- Keep Charlotte Beautiful Calendar providing bicycle laws and safety information
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of January 2022

Required Activities: MPO staff will provide the following services:

- Provide day-to-day oversight of overall agency administrative activities and staff management including graphics production, evaluation and resolution of any special issues which may arise
- Provide oversight for development and update of MPO planning document deliverables such as the LRTP, TIP, PPP, etc.
- Provide oversight for Regional Transportation Studies affecting the MPO Planning Area
- Continue to coordinate with Charlotte County Purchasing, and Fiscal Services to maintain invoices for monthly office equipment rental, utilities, office supplies & materials - Ongoing
- Approve invoices daily and submit for payment through the County’s Invoicing process - Ongoing
- Continue to process various travel arrangements and reimbursement claims according to local and State requirements for MPO staff - ongoing
- Prepare and submit payroll based on bi-weekly timesheets to Clerk Payroll within the designated deadlines - Ongoing

- Submit monthly signed and approved Visa® credit card statements along with original receipts to Fiscal Services for final review based on monthly deadline provided to allow for Fiscal review and to meet Purchasing deadlines-ongoing
- Continue to process all legal advertising to meet the required deadlines - ongoing
- Assist local agencies and interested parties on planning increased security and safety of the transportation system, including airport, rail and transit modes (daily)
- Distribute agenda packets for all MPO Board and advisory committee meetings to members, adjacent county MPOs, local media and government sponsored information outlets as needed
- Provide orientation, training and staff support to the MPO Board and its advisory committees as needed
- Provide training and support by attending US DOT and FDOT approved training courses as available
- Prepare and submit invoices per the standards required by 23 C.F.R. 420.121(c) and performed in accordance with 49 C.F.R. (quarterly)
- Update as needed the Staff Services Agreement with Charlotte County
- Development and update of the Unified Planning Work Program (UPWP) for FY 2025 and FY 2026 by July 1, 2024, and July 1, 2025
- Participate in FDOT/Charlotte County Public Works/Punta Gorda Public Works Coordination Meetings - quarterly
- Continue maintenance on MPO Web Site (ongoing)
- Continue software update and selected peripheral equipment purchases with county IT Department and other Federal, State, and local government Planning Agencies as needed
- Seek justification from FDOT for Capital Purchases exceeding budget estimates as needed
- Procure and or replace the necessary capital equipment to maintain the same level of service as is currently available at the MPO, and security (anti-virus) software will continue to be upgraded as required by 49 CFR. as needed
- MPO Office renovations and modifications to enhance security and improve operations as needed
- Maintain financial records for an annual audit, if required
- Amending the MPO lease agreement with Charlott County
- Review and revise MPO/TAC/CAC/BPAC Bylaws to reflect the use of telephone and video teleconferencing devices and applications when health and physical emergencies preclude meeting physically as needed
- Sponsor Charlotte County safety programs in Keep Charlotte beautiful calendar - annually
- Utilize General Planning Consultant services as needed

End Products:

- Develop MPO planning document deliverables as required by Federal and State Statutes
- Develop Budgets, contracts and financial records reviewed and submitted to FDOT quarterly - ongoing
- Board and advisory committee's agenda packets, meeting minutes, and records of committee proceedings as scheduled
- Training, workshop of the MPO Board, MPO Advisory Committees and MPO Staff to enhance understanding of the MPO Process and transportation decision making as needed
- Physical inventory to safeguard equipment and maintenance that meets the requirements of Federal Highway Administration (FHWA) Regulation 49 C.F.R. 18.32(d)(3) and (4) annually
- Disposal of equipment purchased with planning funds consistent with state law and FHWA Regulation 49 C.F.R. Part 18.32(e) updated as needed
- Developed UPWP for FY 2025 and FY 2026 – May 2024 and May 2025
- Annual audit report to the Federal Audit Clearinghouse Database March 2024 and March 2025, if

required

- Invoices to FDOT for review following end of each quarter through June 30, 2026 - quarterly
- Updated documents to reflect the possible reapportionment of the MPO Planning area as needed
- Computer, hardware and software upgrades as needed
- Maintain office supplies to support and execute everyday business – as needed
- Financial tasks including grant reimbursements, audit reports, budget, grant reconciliations, timekeeping, inventory, invoice payment, various resolutions, travel processing, meeting/public meetings - ongoing
- MPO website updated and improved on a continuous basis
- Amendment/revision/modification of the UPWP/Section 5305 (d) as needed
- Renovation and rearrangement of MPO office for increased security and efficient operations if needed
- Revise and adopt amended MPO/TAC/CAC/BPAC Bylaws to allow utilization of meeting audio graphic or web teleconferencing methods - as needed
- Joint FDOT/MPO annual certification reviews - Annually by March 2024 and March 2025
- Keep Charlotte Beautiful safety programs calendar sponsorship – July 2024 and July 2025
- Three signed GPC contracts

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 - FY 2025	FHWA (PL)	<u>\$ 324,514</u>
		TOTAL	\$ 324,514
	Year 2 – FY 2026	FHWA (PL)	<u>\$317,357</u>
		TOTAL	\$317,357

Task 1 ADMINISTRATION			
2025			
Funding Source	FHWA		FY 2025 Total
Contract Number	G2W22		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2025 FHWA G2W22 (PL)	FHWA G2W22 (Total)	
Personnel (salary and benefits)			
Salaries, Benefits and other deduction	\$ 240,994	-	\$ 240,994
Personnel (salary and benefits) Subtotal	\$ 240,994	\$ 240,994	\$ 240,994
Travel			
Employees and MPO Board Members travel on Charlotte County business including conferences, seminars, public meetings, MPOAC meetings, etc. as well as any in county and outside the County mileage	\$ 4,000	-	\$ 4,000
MPO Board and Committees costs related to MPO meeting travels	\$ 1,500	-	\$ 1,500
Travel Subtotal	\$ 5,500	\$ 5,500	\$ 5,500
Direct Expenses			
Governmental Indirect Cost: These services include Attorney Services, IT Support, HR, Fleet services, Facilities, Finance, Fiscal Purchasing, rent & other support services provided by Charlotte County for Charlotte MPO	\$ 51,848	-	\$ 51,848
MPO Self Insurance Costs	\$ 1,172	-	\$ 1,172
Rental: Storage Cost	\$ 3,700	-	\$ 3,700
Subscriptions - newspapers, MPO website updates, improvements/maintenance, books & publication	\$ 2,500	-	\$ 2,500
Advertising Costs-Boards, Committee meetings, committee vacancies, PPP, LRTP, TIP, job vacancies, etc.	\$ 2,500		\$ 2,500
Postage and Freight Costs	\$ 2,000		\$ 2,000
Janitorial Cleaning Services Costs	\$ 800		\$ 800
Printing and Binding /Other Changes & Obligation	\$ 500		\$ 500
Equipment Leases/overage costs for copier	\$ 4,500		\$ 4,500
Gas/Oil/Lubricants	\$ 700		\$ 700
Repair/Maintenance -Building			\$ -
Educational Expenses-staff training, sponsorship, training registration, continue education	\$ 2,000		\$ 2,000
Communication -cell phone	\$ 800		\$ 800
R/M Equipment/vehicle	\$ 2,000		\$ 2,000
Direct Expenses Subtotal	\$ 75,020	\$ 75,020	\$ 75,020
Supplies			
Departmental/Office Supplies	\$ 2,000	-	\$ 2,000
Supplies Subtotal	\$ 2,000	\$ 2,000	\$ 2,000
Equipment			
Peripherals Equipment/TV(use in conference room for meetings and training)	\$ 1,000	-	\$ 1,000
Equipment Subtotal	\$ 1,000	\$ 1,000	\$ 1,000
Total	\$ 324,514	\$ 324,514	\$ 324,514

2026			
Funding Source	FHWA		FY 2026 Total
Contract Number	G2W22		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2026 FHWA G2W22 (PL)	FHWA G2W22 (Total)	
Personnel (salary and benefits)			
Salaries, Benefits and other deduction	\$ 233,837	-	\$ 233,837
Personnel (salary and benefits) Subtotal	\$ 233,837	\$ 233,837	\$ 233,837
Travel			
Employees and MPO Board Members travel on Charlotte County business including conferences, seminars, public meetings, MPOAC meetings, etc. as well as any in county and outside the County mileage	\$ 4,000	-	\$ 4,000
MPO Board and Committees costs related to MPO meeting travels	\$ 1,500	-	\$ 1,500
Travel Subtotal	\$ 5,500	\$ 5,500	\$ 5,500
Direct Expenses			
Governmental Indirect Cost: These services include Attorney Services, IT Support,HR, Fleet services, Facilities, Finance, Fiscal Purchasing, rent & other support services provided by Charlotte County for Charlotte MPO	\$ 51,848	-	\$ 51,848
MPO Self Insurance Costs	\$ 1,172	-	\$ 1,172
Rental: Storage Cost	\$ 3,700		\$ 3,700
Subscriptions - newspapers, MPO website updates, improvements/maintenance, books & publication	\$ 2,550		\$ 2,550
Advertising Costs-Boards, Committee meetings, committee vacancies, PPP, LRTP, TIP, job vacancies,etc.	\$ 2,000		\$ 2,000
Postage and Freight Costs	\$ 2,000		\$ 2,000
Janitorial Cleaning Services Costs	\$ 850		\$ 850
Printing and Binding /Other Charges & Obligation	\$ 800		\$ 800
Equipment Leases/overage costs for copier	\$ 4,500		
Gas/Oil/Lubricants	\$ 700		\$ 700
Repair/Maintenance -Building			\$ -
Educational Expenses-staff training, sponsorship, training registration, continue education	\$ 2,000		\$ 2,000
Communication -cell phone	\$ 900		\$ 900
R/M Equipment/vehicle	\$ 2,000	-	\$ 2,000
Direct Expenses Subtotal	\$ 75,020	\$ 75,020	\$ 75,020
Supplies			
Departmental/Office Supplies	\$ 2,000	-	\$ 2,000
Supplies Subtotal	\$ 2,000	\$ 2,000	\$ 2,000
Equipment			
Peripherals Equipment	\$ 1,000	-	\$ 1,000
Equipment Subtotal	\$ 1,000	\$ 1,000	\$ 1,000
Total	\$ 317,357	\$ 317,357	\$ 317,357

Task 2 Data Collection, Analysis & Mapping

Purpose:

- Monitor and map area travel characteristics and impacting factors such as socio-economic and land use data, transportation system data, and natural, physical, and human environment information.
- Continue participation and training in facilitating the Efficient Transportation Decision Making (ETDM) process
- Continue participation and training in the latest travel demand modeling software and attend Model Task Force Meetings
- Continue training in PTV Vissim software
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of Jan 2022
- Executed contract for 2050 Socio Economic Data Development Consultant

Previous Work:

- Continued coordination with Florida Department of Transportation (FDOT) in the implementation of the ETDM process through analysis of work projects in FY 202024/2025 and FY 2025/2026
- Analyzed accident and congestion data for the safety management system, and participated with the Community Traffic Safety Team (CTST) to identify and propose projects for safety and enhancement funds
- Analyzed traffic data using Signal Four Analytics and organize crash data for implementing the Congestion Management Process (CMP) to prioritize transportation projects
- Utilized 2019 DIRPM for transportation analysis
- Utilized 2019 D1RPM for transportation analysis and providing Traffic volumes data to member entities.
- Validated Socio-economic data completed in December 2023
- Validated 2019 District One Regional Planning Model (DIRPM) completed in December 2023.
- Attended webinars and training related to PTV Visum modeling software
- PTV Vissim transportation model scenarios as required throughout FY 2022 and FY 2023 target completion September 2023
- Analyzed, downloaded, and modified Signal Four crash data reports for presentations at the Board and committee meetings

Required Activities:

- Utilize the Travel Demand Model for analysis of existing network and to develop alternative planning scenarios with PTV Vissim as needed
- Utilize the General Planning Consultant services as needed in the development of socio-economic data for development of 2050 travel demand model
- Update 2019 travel demand model data for the development of 2050 socio economic data
- Update 2020 validated base year model data to 2050 Future year socio economic data
- Utilize 2019 District One Regional Planning Model (D1RPM) for regional transportation modeling as needed
- PTV Vissim transportation model scenarios as required throughout FY 2024 and FY 2025 target

completion September 2025

- Prioritize lists of projects addressing congestion management in 2024 and 2025, target completion July 2024 and July 2025
- Update data efforts relating to public transportation and multimodal considerations to be done in support of and in conjunction with Task #8 as needed
- Collect primary and secondary data for analysis including the Census Bureau, Bureau of Economic and Business Research (BEBR), County and City Geographic Information Systems (GIS), County and City Public Works Departments, County and City Community Development Departments, Southwest Florida Regional Planning Council (SWFRPC), Sheriff and Police Departments and State agencies to update the travel demand model as needed
- Continue to update maps of multimodal facilities, crash data and traffic volumes
- Continue to analyze accident and congestion data for the safety management system, and participate with the Community Traffic Safety Team (CTST) to identify and propose projects for safety and enhancement funds (quarterly)
- Continue to enhance the integration and connectivity of the regional transportation system through increased data collection and analysis, including map enhancement as needed
- Continue to identify and catalog information to be placed in a central database for use in the Efficient Transportation Decision Making (ETDM) process, as well as public transportation and multi-modal considerations, including ITS as needed
- Utilize General Planning Consultant services as needed
- Continue to use Signal Four data for analysis
- Continue participation in PTV Vissim software updates and training activities
- Participation at trainings, conferences including MPOAC and Model Task Force meetings

End Products:

- PTV Vissim transportation model scenarios as required throughout FY 2024 and FY 2026 target completion September 2025
- Prioritize lists of projects addressing congestion management in 2024 and 2025, target completion July 2024 and July 2025
- Provide input into bi-monthly Community Traffic Safety Team (CTST) meetings (quarterly) - ongoing
- Review of databases to assist in prioritizing safety, highway, congestion management, and enhancement related projects throughout 2024 and 2025 snapshot adoption date – October 2025 (ongoing)
- Refine and enhance GIS data for MPO plans and projects programs throughout FY 2024 and FY 2025 – snapshot adoption date – October 2025 (ongoing)
- Three signed GPC contracts
- Familiarity with the new PTV modeling software and other model related activities
- Validated 2020 base year socio economic data
- Validated 2050 Future year socio economic data
- Completion of mapping crashes, traffic volumes, multimodal network features, and other needs as determined

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 – FY 2025	FHWA (PL)	<u>\$39,000</u>
		TOTAL	\$39,000
	Year 2 – FY 2026	FHWA (PL)	<u>\$35,000</u>
		TOTAL	\$35,000

Final Draft

Task 2: Estimated Budget Detail For “Planning Task”

Task 2 DATA COLLECTION, ANALYSIS AND MAPPING			
2025			
Funding Source	FHWA		FY 2025 Total
Contract Number	G2W22		
Source Level	PL	Total	
Lookup Name	2025 FHWA G2W22 (PL)	FHWA G2W22 (Total)	
Personnel (salary and benefits)			
Salaries, benefits and other deductions	\$ 39,000	-	\$ 39,000
Personnel (salary and benefits)	\$ 39,000	\$ 39,000	\$ 39,000
Consultant			
Consultant Subtotal	\$ -	\$ -	\$ -
Total	\$ 39,000.00	\$ 39,000	\$ 39,000
2026			
Funding Source	FHWA		FY 2026 Total
Contract Number	G2W22		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2026 FHWA G2W22 (PL)	FHWA G2W22 (Total)	
Personnel (salary and benefits)			
Salaries, benefits and other deductions	\$ 35,000	-	\$ 35,000
Personnel (salary and benefits) Subtotal	\$ 35,000	\$ 35,000	\$ 35,000
Consultant			
Consultant Subtotal	\$ -	\$ -	\$ -
Total	\$ 35,000.00	\$ 35,000	\$ 35,000.00

Task 3 Public Participation Plan

Purpose:

- To provide opportunities for public participation in the MPO Process consistent with Federal and State requirements.

Previous Work:

- Prepared MPO Public Participation Plan (PPP) Annual Evaluation/Summary for current and future calendar years
- Revised PPP Plan and Title VI Program ongoing
- Initiated and coordinated with CCTV 20 production staff the script, development, and video recording of selected MPO, CAC, BPAC, LCB and the Punta Gorda Airport leading to the completion of an MPO/2045 LRTP information video. This video was shown at all the workshops, MPO Committee and Board meetings and on CCTV 20
- Prepared outline and content for 2045 LRTP Public Participation Survey in 2019
- Aided in preparation of 2045 LRTP Workshop materials including “Route to 2045” branded brochure
- Conducted public workshops in February and June 2020 in support of the 2045 LRTP Needs Plan and Cost Feasible Plan
- Revised, compiled, and analyzed data received from the MPO’s Evaluation/Comment survey. This survey was conducted as a part of the February and June 2020 workshops held to solicit public opinion and comment on the 2045 LRTP
- Awarded the Citizens Transportation Mobility Award in 2020 and 2021
- Quarterly updates and revisions to the MPO informational brochure
- Throughout FY 2021/2022 and FY 2022/2023 MPO staff attended meetings at civic and non-profit organizations to discuss the MPO planning process, public involvement opportunities, and future planning ideas and options
- Active participation in Association of Metropolitan Planning Organizations (AMPO) FHWA, USDOT and FDOT public participation-based webinars and local training programs
- Active discourse and discussion with other Florida MPOs concerning effective public involvement techniques and programs
- Continued content improvement and as needed revisions to the MPO Orientation Manual; with attendant preparation for an orientation meeting for new MPO Board and Advisory Committee members

Required Activities:

- Annual review and update of the PPP as needed
- Provide public participation opportunities for all MPO related transportation plans, hearings, workshops and events as needed
- Solicit citizen volunteers for the MPO Advisory Committee

- Provide timely notification to the public of all MPO related meetings, hearings, workshops, special and joint meetings, and plan reviews by all forms of informational media including electronic, print, audio, and video as needed
- Prepare MPO Public Participation element and Public Participation Plan for the 2050 Long Range Transportation Plan
- Continue to respond to citizen, agency, and media queries on all MPO related topics and plans as needed
- Continue to attend civic, non-profit, professional, and business group meetings and forums when available
- Continue to review and improve the MPO website. Website improvements include ADA compliance and 2050 LRTP additions as needed
- Continue to solicit nominees and award a Citizens Transportation Mobility Award in 2020 and 2021
- Continue to implement creative electronic, print, or visual techniques and methods to provide citizens with information (ongoing)
- Continual review and update of the MPO informational brochure on a quarterly basis
- Continue to solicit citizen input on methods to improve roadway safety and, potential bicycle and pedestrian improvements (ongoing)
- Continue to develop relationships with traditionally underserved populations (Environmental Justice-EJ targets). MPO has worked with FHWA and FDOT staff to review and solicit comments on the EJ and Socio-cultural aspects of the developing 2050 LRTP (ongoing)
- Continue to work with MPO Advisory Committee members in developing their roles as MPO information conduits to their constituents, clients, and friends (ongoing)
- Utilize a General Planning Consultant services as needed
- Utilize the MPO website for improved public outreach and participation as needed
- Prepare an MPO Evaluation/Comment Survey, disseminate at all MPO public participation events (live and virtual) and compile survey responses

End Products

- Inclusion of all public surveys, interactive mapping tools, verbal and written public comment and opinion in the MPO process and all planning documents
- Public participation workshops and public involvement events in support of the 2050 Long Range Transportation Plan
- Annual Public Participation Summary and Evaluation Report in FY 2021 and FY 2022
- MPO brochure, the MPO website, and potential future technological improvements as they relate to improved public involvement as needed
- Citizen Transportation Mobility Award July 2021 and July 2022
- Public Participation Plan (PPP) amendment/revisions as needed
- 2050 LRTP with all requisite public participation opportunities and guidelines met
- Citizen volunteers for various MPO Advisory Committees
- Evaluation/Comment Survey for all public involvement events, including participant demographic and meeting logistic/venue responses

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 – FY 2025	FHWA (PL)	<u>\$ 20,000</u>
		TOTAL	\$ 20,000
	Year 2 – FY 2026	FHWA (PL)	<u>\$ 20,000</u>
		TOTAL	\$ 20,000

Task 4 Long Range Transportation Plan (LRTP)

Purpose:

- Apply Florida Standard Urban Transportation Model Structure (FSUTMS) for the management system projects
- Continue participating in the statewide Model Task Force technical meetings leading to conversion of FSUTMS from Cube Voyager to the new Statewide PTV Visum model software
- Routinely evaluate and update the MPO's 2045 Long Range Transportation Plan as needed
- Implement MPO's Long Range Transportation Plan Amendment Procedures as needed
- Utilize 2021-2024 General Planning Consultant services as needed
- Participation in the development of D1RPM update for 2050 LRTP
- Development of 2050 Long Range Transportation Plan (LRTP) Update with adoption date on - October 5th, 2025
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of Jan 2022

Previous Work:

- Adopted 2040 Long Range Transportation Plan (LRTP) Update October 2015
- Endorsed Model Validation (Spring 2015)
- Endorsed Goals, Objectives and Socio-Economic Data for 2045 LRTP
- Hazard Mitigation planning element documentation included in the 2040 LRTP Update
- Adopted FDOT District One Regional Planning Model (D1RPM)
- Adopted 2045 LRTP Socio-Economic Data and endorsed 2015 Model Validation Data
- Refined 2045 Socio-Economics Data control totals completed in December 2019
- Refined 2045 D1RPM Model March 2020
- Adopted 2050 Socio-Economics Data by the MPO Board in December 2023
- Validated 2015 District One Regional Planning Model (DIRPM) – November 2020
- Three signed GPC contracts.
- Amendments to the 2045 LRTP as needed
- Adopt 2045 LRTP - October 2020
- Updated 2045 computerized transportation planning model (FSUTMS) for traffic impact and alternative analysis
- Adopted 2020 FDOT's Vision Zero safety performance targets
- Refine 2045 LRTP with updated Transportation Performance Measures October 2020
- Refine 2045 LRTP with updated Autonomous, Connected Electric, and Shared (ACES) – October 2020

Required Activities:

- Incorporate the 2020 Validated Network and Socio-Economic Data into the FSUTMS model
- Utilize 2050 D1RPM for traffic impact and alternative analysis as needed
- Continue to attend training courses on FSUTMS, Cube and transition from Cube to PTV Visum when available
- Incorporate the Federal Requirements regarding Congestion Management Process as needed
- Analyze and implement Year of Expenditure (YOE) and Present-Day Costs (PDC) as needed
- Include analysis from Autonomous, Connected Electric, and Shared (ACES) vehicle research provided by

FDOT

- Utilize the guidelines in 2016 Florida Strategic Highway Safety Plan (SHSP) to focus on accomplishing the vision of eliminating fatalities and reducing serious injuries on all public roads
- Incorporate federally required safety performance targets for the 2023 and 2024
- Utilize the FDOTs safety- related performance measures targets and report progress for all five performance measures targets
- Continue to support FDOT statewide Highway Safety Improvement Program (HSIP) interim safety performance measures and FDOT’s 2020 safety targets, which set the target at “0” for each performance measures
- Establish performance-based planning in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act/Fixing America’s Surface Transportation (FAST) Act
- Utilize the FDOT District One model for analysis of the existing network as needed
- Coordinate the FDOT District One Consultant to update and validate the 2015 DIRPM model as needed.
- Adopt 2050 LRTP by October 3, 2025
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of Jan 2022
- Utilize General Planning Consultant services. - (See Appendix H)

End Products:

- Inclusion of the ETDM process into the overall planning process (Ongoing)
- Adopted 2050 LRTP
- Adopt 2050 Goals and Objectives, Needs Plan and Cost Feasible Plan
- Adopted Public Participation Element for 2050 LRTP
- Adopted 2050 Goals and Objectives, Needs Plan and Cost Feasible Plan
- Endorsed 2050 travel demand model
- Federal Safety Performance targets

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 - FY 2025	FHWA (PL)	\$276,210
	Year 1 – FY 2025	FHWA (SL)	\$ 80,000
		TOTAL	\$356,210
	Year 2 - FY 2026	FHWA (PL)	\$61,465
		TOTAL	\$61,465

Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP)

2025					
Funding Source	FHWA				FY 2025 Total
Contract Number	G2W22				
Source Level	PL	SL	PL Deobligation	Total	
MPO Budget Reference					
Lookup Name	2025 FHWA G2W22 (PL)	2025 FHWA G2W22 (SL)	2025 FHWA G2W22 (PL Deobligation)	FHWA G2W22 (Total)	
Personnel (salary and benefits)					
Salaries, Benefits and other deductions	\$ 37,679			-	\$ 37,679
Personnel (salary and benefits) Subtotal	\$ 37,679	\$ -	\$ -	\$ 37,679	\$ 37,679
Consultant					
2050 LRTP Update	\$ -	\$ 80,000	\$ 238,531	-	\$ 318,531
Consultant Subtotal	\$ -	\$ 80,000	\$ 238,531	\$ 318,531	\$ 318,531
Total	\$ 37,679	\$ 80,000	\$ 238,531	\$ 356,210	\$ 356,210

2026					
Funding Source	FHWA				FY 2026 Total
Contract Number	G2W22				
Source	PL			Total	
MPO Budget Reference					
Lookup Name	2026 FHWA G2W22 (PL)			FHWA G2W22 (Total)	
Personnel (salary and benefits)					
Salaries, Benefits and other	\$ 30,000			-	\$ 30,000
Personnel (salary and benefits) Subtotal	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000
Consultant					
2050 LRTP Update	\$ 31,465	\$ -		-	\$ 31,465
Consultant Subtotal	\$ 31,465	\$ -	\$ -	\$ 31,465	\$ 31,465
Total	\$ 61,465	\$ -	\$ -	\$ 61,465	\$ 61,465

3-20-24 UPWP deobligation from FY 2024 Task 4-Long Range Transportation Plan (LRTP) consultant line \$238,531 adding it into FY 2025 Task 4-Long Range Transportaion Plan (LRTP) consultant account line. These monies will be utilized in producing the 2050 LRTP update.

Task 5 Transportation Improvement Program (TIP)

Purpose:

Develop Transportation Improvement Programs (TIP) for FY 2024/2025 and 2025/2026 that identifies all federal, state and locally funded transportation improvements.

Previous Work:

- Adopted the FY 2019/2020 – FY 2023/2024 TIP in cooperation with FDOT and local government agencies in May 2019
- Adopted the FY 2020/2021 – FY 2024/2025 TIP in cooperation with FDOT and local government agencies in May 2020
- Adopted the FY 2021/2022 – FY 2025/2026 TIP in cooperation with FDOT and local government agencies in May 2021
- Coordinated regional highway, transportation alternatives, Transportation Regional Incentive Program (TRIP) and congestion management transportation project priorities in May 2019 and May 2020
- Reviewed FDOT Draft Tentative Work Program for FY 2020/2021 through FY 2024/2025
- Coordinated with the City of Punta Gorda and Charlotte County to incorporate Capital Improvements Program into adopted TIPs.
- Adopted FDOT's statewide Highway Safety Improvement Program (HSIP) interim safety performance measures and FDOT's 2018 safety targets as MPOs vision zero targets
- FY 2021/2022 through 2025/2026 Transportation Improvement Programs (TIP) adopted by May 2021
- FY 2022/2023 through 2026/2027 Transportation Improvement Programs (TIP) adopted by May 2022
- FY 2023/2024 through 2027/2028 Transportation Improvement Programs (TIP) adopted by May 2023
- Project Priorities Lists for FY 2022/2023 and FY 2023/2024 in May 2022 and May 2023 respectively
- FDOT Tentative Work Programs for FY 2022/2027 and FY 2023/2028 to be reviewed by MPO Board by December 2021 and December 2022 respectively
- Amendments to the Transportation Improvement Program (TIP) as needed
- Performance based planning incorporated in TIP in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act/Fixing America's Surface Transportation (FAST) Act adopted by May 2021 and May 2022 respectively
- Update FDOT performance measures and safety targets in FY 2022/2023 through 2026/2027 TIP and FY 2023/2024 through 2027/2028 TIP adopted by May 2022 and May 2023 respectively

Required Activities:

- Coordinate input from the City of Punta Gorda, Charlotte County and the Charlotte County Airport Authority (CCAA) for establishing project priorities (annually)
- Review project priorities with FDOT, TAC, CAC and BPAC while obtaining public input and ideas through the Committee process (annually)
- Ensure project priorities are in accordance with the Long-Range Transportation Plan (LRTP) Updates as needed
- Ensure that documentation on project priority methodology is included within the Transportation Improvement Program (TIP) (annually)

- Establish performance-based planning in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act
- Coordinate TIP Amendments with FDOT, the City of Punta Gorda and Charlotte County, as required
- Review recommended TIP Amendments with FDOT, TAC, CAC and BPAC while obtaining public input through the Committee process as needed
- Coordinate with Charlotte County and City of Punta Gorda in developing 2024 and 2025 Project Priorities
- Ensure all amendments are in accordance with the adopted LRTP Update as needed
- Review the FDOT Draft Tentative Work Programs with FDOT, TAC, CAC and BPAC (annually)
- Assist FDOT in implementing its Adopted Work Program by notifying sponsors whose projects have moved into the first year of the MPO TIP (annually)
- Coordinate with Sarasota/Manatee MPO to identify regional projects in TIP
- Coordinate with Sarasota/Manatee and Lee County MPOs in establishing Transportation Regional Incentive Program (TRIP) and Regional Transportation Alternative project priorities, as required
- Implement the MPO's Congestion Management Process (CMP) incorporated in the 2050 LRTP Update as needed
- Maintain the Congestion Management System (CMS) per Federal transportation legislation, FDOT and local agency requirements (annually)
- Utilize the guidelines in 2017 Florida Strategic Highway Safety Plan (SHSP) to focus on accomplishing the vision of eliminating fatalities and reducing serious injuries on all public roads
- Utilize the FDOT's safety-related performance measures targets and report progress for all five performance measures targets
- Continue to support FDOT statewide Highway Safety Improvement Program (HSIP) interim safety performance measures and FDOT's 2020 safety targets, which set the target at "0" for each performance measure
- Utilize a General Planning Consultant services as needed

End Products:

- FY 2023/2024 through 2027/2028 Transportation Improvement Programs (TIP) adopted by May 2023
- FY 2024/2025 through 2028/2029 Transportation Improvement Programs (TIP) adopted by May 2024
- Project Priorities Lists for FY 2023/2024 and FY 2024/2025 in May 2023 and May 2024 respectively
- FDOT Tentative Work Programs for FY 2023/2028 and FY 2024/2029 to be reviewed by MPO Board by December 2022 and December 2023 respectively
- Amendments to the 2024 Transportation Improvement Program (TIP) as needed
- Performance based planning incorporated in TIP in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act/Fixing America's Surface Transportation (FAST) Act adopted by May 2021 and May 2022 respectively
- Update FDOT performance measures and safety targets in FY 2023/2024 through 2027/2028 TIP and FY 2024/2025 through 2028/2029 TIP adopted by May 2023 and May 2024 respectively

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources: Year 1 – FY 2025 FHWA (PL) \$ 30,000

TOTAL \$ **30,000**

Year 2 – FY 2026 FHWA (PL) \$ 30,000

TOTAL \$ **30,000**

Final Draft

Task 6 Special Project Planning

Purpose:

Complete various recurring and non-recurring planning projects

Previous Work:

- Supported and provided input for funding the City of Punta Gorda and Charlotte County projects in December 2018 and 2019
- Participated in the Efficient Transportation Decision Making (ETDM) process in the MPO's overall planning process
- Participated in Traffic Incident Management (TIM) Team for Charlotte, Sarasota, Manatee, Collier and Lee Counties
- Monitored activity of the Continuing Florida Aviation System Planning Process (CFASPP)
- Attended, when possible, Charlotte County Airport Authority (CCAA) meetings
- Attended, when possible, City Council of Punta Gorda meetings
- Worked with Charlotte County with the development of a Bicycle/Pedestrian Master Plan
- Coordinated the MPO Bicycle/Pedestrian Committee
- Developed a Charlotte County Bicycle/Pedestrian map for 2019
- Coordinated and distributed Charlotte County Bicycle/Pedestrian Map with local Bicycle shop owners, Visitor Information Centers and Chambers of Commerce throughout Charlotte County
- Provided letters of support for the Community Redevelopment Agencies (CRAs) of Charlotte County grant applications
- Assisted Charlotte County Division of Parks and Recreation in submitting a SUN Trail grant application
- Organized and participated on the Community Traffic Safety Team (CTST) Assisted in the participation, discussion, and approval of the SUN Trail Feasibility Study at the BPAC, CAC, TAC and MPO Board meetings
- Coordinated with the FDOT in the additions of North Jones Loop Road from I-75 to Piper Rd and Piper Rd from North Jones Loop to US 17 as NHS projects
- Supported the Charlotte County Airport Authority, an emerging SIS facility

Required Activities:

- Represent the MPO at bi-monthly TIM Team and CTST meetings
- Review roadway design plans and proposed developments for appropriate incorporation of bicycle and pedestrian improvements as needed
- Continue to lead the coordination effort for Charlotte County and the City of Punta Gorda for review and updating of Bicycle/Pedestrian Master Plans
- Work with Government agencies, citizens' groups involved in alternate transportation projects
- Coordinate Safe Routes to Schools (SRTS) initiatives
- Coordinate with the Florida Office of Greenways and Trails and regional organizations for SUN Trail and opportunity trail projects
- Update and produce a Charlotte County Bicycle/Pedestrian map for 2024
- Continued support of the CRAs of Charlotte County (ongoing)
- Continue to coordinate the MPO Bicycle/Pedestrian Committee (quarterly)
- Utilize General Planning Consultant services to begin development of the Charlotte County Comprehensive Safety Action Plan using Safe Streets and Roads for All (SS4A) grant award

- Continue monitoring appropriate discretionary grant programs and apply for funding as appropriate
- Develop planning documents as required in provisions listed in discretionary grant's Notice of Funding Opportunity (NOFO)
- Coordinate with Southwest Florida MPOs on the passenger rail Initiative to secure funding for multi-county Passenger Rail Feasibility Study
- Coordination with Charlotte County Utilities Department regarding planned transportation projects.
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of Jan 2022

Complete Streets Planning

The Charlotte County-Punta Gorda MPO is required to allocate 2.5% of its PL funding toward Complete Streets. A variety of MPO tasks and activities support the objectives of Complete Streets. A summary of the planning efforts the MPO and consultant will accomplish through Complete Streets planning efforts is outlined below:

- Coordinate with FDOT, City of Punta Gorda, Airport Authority and Charlotte County project priorities encompass Complete Streets principles that support multi-modal transportation options.
- Participate in community events that promote bicycle/pedestrian activities and safety education.
- Participate in meetings/workshops pertaining to Complete Streets and multi-modal transportation initiatives: Bicycle Pedestrian Advisory Committee, FDOT, FHWA, LTAP.
- Contingent upon new federal and state policies, prepare additional planning documents to fulfill eligibility requirements for the following initiatives:
 - Complete Streets
 - Resiliency
 - Vision Zero – Comprehensive Safety Action Plan
- All MPO tasks and activities pertaining to Complete Streets will be used to increase safe, multi-modal, and accessible travel options for persons of all abilities.

End Products:

- Annual listing of multi-modal transportation project priorities
- Bicycle- Pedestrian map
- Sidewalk and bikeways shapefiles database update, as needed
- Charlotte County Bicycle/Pedestrian map update, as needed
- Florida Greenways and Trails system map update, as needed
- ETDM review of designated projects, as needed
- Florida's SIS System Plan inputs, as needed
- Traffic Incident management (TIM) Team participation, (quarterly)
- DRI reviews of proposed large developments, as needed
- BPAC coordination and participation (quarterly)
- Three signed GPC contracts
- Final report for the Charlotte County Comprehensive Safety Action Plan – March 2025
- Contingent upon new federal and state policies, prepare additional planning documents to fulfill eligibility requirements for the following initiatives:
 - Complete Streets
 - Resiliency
 - Vision Zero – Comprehensive Safety Action Plan

Responsible Agency: Charlotte County- Punta Gorda MPO/Charlotte County Government

Funding Sources:	Year 1 – FY 2025	FHWA (PL)	\$25,000
	Year 1 – FY 2025	PL CS*	\$22,989
	Year 1 – FY 2025	FEDERAL (SS4A)	\$195,372
	Year 1 – FY 2025	LOCAL (SS4A)	<u>\$48,968</u>
		TOTAL	\$292,329
	Year 2 – FY 2026	FHWA (PL)	\$ 25,000
	Year 2 – FY 2026	PL CS*	<u>\$ 15,556</u>
		TOTAL	\$ 40,556

*These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets planning.
 [§ 11206(b)] 2.5% of the total PL allocation for FY 2024/2025 is \$22,989 and for FY 2025/2026 is \$15,556.

Task 7 Regional Planning and Coordination

Purpose:

This task provides for coordinated planning efforts between regional entities, i.e., other MPOs, Transportation Planning Organizations (TPOs), and regional transportation planning agencies.

Previous Work:

- Joint MPO Board meetings with Lee County and Sarasota/Manatee MPOs
- Coordinated with the Lee County MPO to attend each other's respective TAC meetings
- Adopted the Interlocal Agreement for Joint Regional Transportation Planning and Coordination with Lee County MPO
- Adopted the Revised Interlocal Agreement for Joint Regional Transportation Planning and Coordination with Sarasota/Manatee MPO January 2018
- Coordinated with Lee County MPO on the development of transportation system serving Babcock Ranch
- Continued coordination with the Lee County MPO on proposed improvements along the Burnt Store Road Corridor
- Participated in the Coordinated Urban Transportation Studies (CUTS) Committee of FDOT District One MPOs on a quarterly basis
- Negotiated the Joint Regional Project Priority list developed with the Sarasota/Manatee MPO
- Discussed improvements to Englewood Interstate Corridor and improved access to I-75 with Sarasota/Manatee MPO
- Participated in the Statewide Metropolitan Planning Organization Advisory Council (MPOAC) on a quarterly basis
- Participated in Florida Metropolitan Planning Partnership Statewide Collaboration Meeting, November 2023
- Participated with Tampa Bay Area Regional Transportation Authority (TBARTA) in the organization of the Southwest Coastal Regional Trail initiative
- Served on the MPOAC Freight Committee
- Attended Lee BPAC meetings when possible

Required Activities:

- Continue the procedures identified in the Joint Regional Transportation Planning and Coordination Interlocal Agreements with Sarasota/Manatee MPO and Lee County MPO (ongoing)
- Continue to execute procedures identified in the adopted MPO Public Participation Plan for regional issues, as needed
- Continue to coordinate with Lee County and the Southwest Florida Regional Planning Council (SWFRPC) on providing input and analysis for the Development of Regional Impact (DRI) (ongoing)
- Continue to coordinate with Sarasota/Manatee and Lee County MPOs in setting Regional Project Priorities (annually)
- Continue to coordinate with Sarasota/Manatee and Lee County MPOs to enhance the integration and

connectivity of the transportation system (ongoing)

- Support and participate in the CUTS Committee of FDOT District One MPOs (quarterly)
- Participation in the Statewide Metropolitan Planning Organization Advisory Council (MPOAC) and associated subcommittees (quarterly)
- Participation in FDOT/City/County Coordination Meetings, (quarterly)
- Participate in Florida Metropolitan Planning Partnership Statewide Collaboration Meeting, (annually)
- Prepare the MPO annual Certification responses for FDOT
- Utilize a General Planning Consultant services as needed
- Attend TAC and BPAC meetings of the Lee County MPO and the Sarasota/Manatee MPO when possible

End Products:

- Joint Regional MPO Board Meetings (annually)
- Assessments of the effectiveness of all regional public involvement techniques for additions and improvements as needed
- Coordination efforts with Sarasota/Manatee, Lee, Collier MPOs and Heartland TPO (ongoing)
- Update Regional Roadways Network through coordination with Sarasota/Manatee and Lee County MPOs, as required
- Participation in the Coordinated Urban Transportation Studies (CUTS) of FDOT District One MPOs (quarterly)
- Participation in the Statewide Metropolitan Planning Organization Advisory Council (MPOAC) (quarterly)
- Participation in FDOT/City/County Coordination Meetings, (quarterly)
- Participation in Florida Metropolitan Planning Partnership Statewide Collaboration Meeting, (annually)
- MPO annual Certification (annually)
- Participation in Lee County TAC and BPAC meetings of the Lee County MPO and the Sarasota/Manatee MPO

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 – FY 2025	FHWA (PL)	<u>\$ 19,000</u>
		TOTAL	\$ 19,000
	Year 2 – FY 2026	FHWA (PL)	<u>\$19,000</u>
		TOTAL	\$19,000

Task 8 Transit & Transportation Disadvantaged (TD) Planning

Purpose:

Support existing transit programs and assist in implementing recommendations of the Transit Development Plan (TDP) and the Transportation Disadvantaged Service Plan (TDSP), as well as utilize staff /consultant services in the development of the 2050 Long Range Transportation Plan (LRTP).

Previous Work:

- Assisted with annual progress reports for the *Charlotte Rides* 2019 Transit Development Plan (TDP) (utilizing only the County's FTA Section 5307 funds)
- Staffing of the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) quarterly
- Training of LCB membership in January 2024
- Attendance at the annual Commission for the Transportation Disadvantaged (CTD) state training and technology conference (except for 2023 due to Hurricane Idalia cancellation/alternative training provided Spring 2024)
- Assistance with Charlotte Transit marketing and planning activities
- Adopted new TDSP in September 2021 and amended it in May 2022, 2023 and 2024
- Provided support and assistance to Sarasota County Area Transit (SCAT) and Charlotte County Transit in improving transit opportunities for the North Port and Englewood areas
- Assisted with the LCB's annual evaluation of the CTC in May 2024
- Appointment of Charlotte County Board of County Commissioner (BCC) to continue as the Community Transportation Coordinator (CTC) for Charlotte County in April 2021 for next five-year period
- Developed LCB Bylaws – September 2023
- Developed LCB Grievance Procedures – November 2023

Required Activities:

- Assist with a marketing plan and a fare study for Charlotte County Transit, as well as FTA Section 5310 and 5311 programs review (ongoing)
- Coordinate with the LCB in planning for TD services with the cooperation of the CTC, including the planning and review of transit operations (ongoing)
- Advise on improved security, safety, and accessibility issues with the Charlotte County Transit Division (ongoing)
- Coordinate and assist in modifying regional transit routes with Sarasota, DeSoto and Lee Counties (ongoing)
- Update the Transportation Disadvantaged Service Plan (TDSP)/Coordinated Public Transit — Human Services Transportation Plan (CPT-HSTP) in May 2025 in cooperation with Charlotte County Transit Division
- Recommend the CTC for the next five-year period and coordinate agenda items for Charlotte County BCC, LCB and MPO Board. In conjunction with the Charlotte County Transit Division and the LCB, develop the next Memorandum of Agreement between Charlotte County and the Florida Commission for the Transportation Disadvantaged prior to July 1, 2026.
- Commence development of new TDSP document for next five-year period.
- Execute FTA Section 5305 (d) Consolidated Planning Grant (CPG) FY 2025 – FY 2026
- Utilize General Planning Consultant services as needed i.e., 2050 Long Range Transportation Plan (LRTP) or any other transit-related studies (See Appendix H)
- Establish performance-based planning in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act/Fixing America's Surface Transportation (FAST) and subsequent federal transportation - Ongoing
- Assist Charlotte County Transit with development of the 2024 Transit Development Plan
- Review Charlotte County Transit Public Transportation Agency Safety Plan (PTASP) as needed
- Review Charlotte County Transit Asset Management (TAM) targets as needed
- Develop LCB Bylaws – September 2024 and September 2025

- Develop LCB Grievance Procedures – November 2024 and November 2025

End Products:

- FTA Section 5305 (d) Consolidated Planning Grant (CPG) FY 2025 – FY 2026
- Attendance at USDOT, FDOT and Florida Commission for the Transportation Disadvantaged (CTD) approved training courses, and the procurement of educational materials as provided
- CTC Evaluation May 2025
- TDSP/CPT-HSTP Annual Updates in May 2025 and May 2026
- Coordinate with Charlotte County Transit on new Charlotte County TDP (target date: September 2024) and any subsequent annual progress report as required
- LCB Bylaws – September 2024 and September 2025
- LCB Grievance Procedures – November 2024 and November 2025
- 2050 Long Range Transportation Plan (LRTP) Update – October 2025
- Other special transportation planning studies, as needed

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 – FFY 2025	FHWA (PL)	\$ 82,845
	Year 1 – FY 2025	FTA Section 5307(County)	\$ 306,946
	Year 1 – FY 2025	TD Planning Grant	<u>\$ 26,437</u>
		TOTAL	\$416,228
	Year 2 –FY 2026	FHWA (PL)	\$ 82,845
	Year 2 – FY 2026	FTA Section 5307 (County)	\$ 48,029
	Year 2 – FY 2026	TD Planning Grant	<u>\$ 26,437</u>
		TOTAL	\$157,311

Task 8: Estimated Budget Detail For “Planning Task”

Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING

2025									
Funding Source	FHWA		CTD		FTA 5307		FY 2025 Total		
Contract Number	G2W22		xxxxxx		xxxxxx				
Source Level	Federal	Total	PL	Total	State	Total	Federal	Total	
Lookup Name	2025 (Federal)	2025 (Total)	2025 FHWA G2W22 (PL)	2025 FHWA G2W22 (Total)	2025 CTD xxxxxx (State)	2025 CTD xxxxxx (Total)	2025 FTA 5307 xxxxxx (Federal)	2025 FTA 5307 xxxxxx (Total)	
Personnel (salary and benefits)	\$ -	\$ -	\$ 79,445	\$ 79,445	\$ 26,437	\$ 26,437	\$ -	\$ -	\$ 105,882
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 306,946	\$ 306,946	\$ 306,946
Travel	\$ -	\$ -	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Direct Expenses	\$ -	\$ -	\$ 1,900	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ 1,900
2025 Totals	\$ -	\$ -	\$ 82,845	\$ 82,845	\$ 26,437	\$ 26,437	\$ 306,946	\$ 306,946	\$ 416,228

2026									
Funding Source	FHWA		CTD		FTA 5307		FY 2026 Total		
Contract Number	G2W22		xxxxxx		xxxxxx				
Source	PL	Total	State	Total	Federal	Total		Total	
MPO Budget Reference	2026 FHWA G2W22 (PL)		2026 CTD xxxxxx (State)		2026 FTA 5307 xxxxxx (Federal)		2026 (Total)		
Personnel (salary and benefits)	\$ 79,445	\$ 79,445	\$ 26,437	\$ 26,437	\$ -	\$ -	\$ -	\$ -	\$ 105,882
Consultant	\$ -	\$ -	\$ -	\$ -	\$ 48,029	\$ 48,029	\$ -	\$ -	\$ 48,029
Travel	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Direct Expenses	\$ 1,900	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,900
2026 Totals	\$ 82,845	\$ 82,845	\$ 26,437	\$ 26,437	\$ 48,029	\$ 48,029	\$ -	\$ -	\$ 157,311

	FY 2025 & 2026 TOTAL
Personnel (salary and benefits)	\$ 211,764
Consultant	\$ 354,975
Travel	\$ 3,000
Direct Expenses	\$ 3,800
Total	\$ 573,539

Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING

2025									
Funding Source			FHWA G2W22		CTD xxxxxx		FTA 5307 xxxxxx		FY 2025 Total
Contract Number	Federal	Total	PL	Total	State	Total	Federal	Total	
Source Level									
Lookup Name	2025 (Federal)	(Total)	2025 FHWA G2W22 (PL)	FHWA G2W22 (Total)	2025 CTD xxxxxx (State)	CTD xxxxxx (Total)	2025 FTA 5307 xxxxxx (Federal)	FTA 5307 xxxxxx (Total)	
Personnel (salary and benefits)									
Salaries, Benefits and other deductions	\$ -	-	\$ 79,445	-	\$ 26,437	-	-	-	\$ 105,882
Personnel (salary and benefits)	\$ -	\$ -	\$ 79,445	\$ 79,445	\$ 26,437	\$ 26,437	\$ -	\$ -	\$ 105,882
Consultant									
TDP Major Update/Progress Report		-		-		-	\$ 306,946	-	\$ 306,946
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 306,946	\$ 306,946	\$ 306,946
Travel									
Travel for Staff and LCB Board Member for trainings, meetings and conference	\$ -	-	\$ 1,500	-		-		-	\$ 1,500
Travel Subtotal	\$ -	\$ -	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Direct Expenses									
Advertising Costs	\$ -	-	\$ 1,000	-		-		-	\$ 1,000
Registrations, training and conference	\$ -	-	\$ 900	-		-		-	\$ 900
Direct Expenses Subtotal	\$ -	\$ -	\$ 1,900	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ 1,900
Total	\$ -	\$ -	\$ 82,845	\$ 82,845	\$ 26,437	\$ 26,437	\$ 306,946	\$ 306,946	\$ 416,228
2026									
Funding Source			FHWA G2W22		CTD xxxxxx		FTA 5307 xxxxxx		FY 2026 Total
Contract Number	PL	Total	State	Total	Federal	Total	Total		
Source Level									
Lookup Name	2026 FHWA G2W22 (PL)	FHWA G2W22 (Total)	2026 CTD xxxxxx (State)	CTD xxxxxx (Total)	2026 FTA 5307 xxxxxx (Federal)	FTA 5307 xxxxxx (Total)	(Total)		
Personnel (salary and benefits)									
Salaries, benefits and other deductions	\$ 79,445	-	\$ 26,437	-		-	-	-	\$ 105,882
Personnel (salary and benefits)	\$ 79,445	\$ 79,445	\$ 26,437	\$ 26,437	\$ -	\$ -	\$ -	\$ -	\$ 105,882
Consultant									
TDP Major Update/Progress Report		-		-	\$ 48,029	-	-	-	\$ 48,029
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 48,029	\$ 48,029	\$ -	\$ -	\$ 48,029
Travel									
Travel for Staff and LCB Board Member for trainings, meetings and conference	\$ 1,500	-		-		-		-	\$ 1,500
Travel Subtotal	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Direct Expenses									
Advertising Costs	\$ 1,000	-		-		-		-	\$ 1,000
Registrations, training and conference	\$ 900	-		-		-		-	\$ 900
Direct Expenses Subtotal	\$ 1,900	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,900
Total	\$ 82,845	\$ 82,845	\$ 26,437	\$ 26,437	\$ 48,029	\$ 48,029	\$ -	\$ -	\$ 157,311

Task 9 Agency Expenditures Using Local Funds

Purpose: To facilitate activities and informational discussions to educate and advocate relevant legislative positions to federal, state, and local officials on issues that impact the operation and function of the MPO. The MPO revised this task to include local fund expenditures for items that are not reimbursable from state and federal grant sources or used as a local match.

Required Activities:

- Monitor all Legislative Delegation meetings that could impact the MPO process or its overall mission.
- Coordinate with the Metropolitan Planning Organization Advisory Council (MPOAC) on statewide legislative issues affecting the MPO
- Meet and discuss MPO relevant legislative issues with members of State, Federal, and local officials and local organizational entities and associations
- Provide information and facts for the development of MPO Legislative positions
- Provide refreshments at meetings to maximize productivity for Joint Regional MPO Meetings
- Award The Peggy Walters Citizens Transportation Planning Award.
- Reimburse staff for Class C related travel that is not covered by State and Federal regulations

End Products:

- 2024 Legislative Position Statements prepared in December 2024
- 2025 Legislative Position Statements prepared in December 2025
- Attendance at state and local legislative sessions on MPO related issues, as needed
- Provide refreshments at meetings to maximize productivity for Joint Regional MPO Meetings
- Non-reimbursable expenses covered over the years by the County i.e., award plaques, meeting refreshments, operating expenses, other planning /transit activities, membership fees, Class C Meals, salaries and benefits

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 – FY 2023	*LOCAL FUNDS	<u>\$16,569</u>
		TOTAL	\$16,569
	Year 2 – FY 2024	*LOCAL FUNDS	<u>\$16,569</u>
		TOTAL	\$16,569

*No appropriated federal funds are used to influence or lobby, any member of Congress or their employees in connection with the awarding of contracts, grants, loans, agreements or their extension, renewal, modification or continuation.

Task 9 AGENCY EXPENDITURE USING LOCAL FUNDS			
2025			
Funding Source	Local		FY 2025 Total
Contract Number			
Source Level	Local	Total	
Lookup Name	2025 Local (Local)	Local (Total)	
Personnel (salary and benefits)			
Staff salaries and benefits for all MPO lobbying activities.	\$ 1,450	-	\$ 1,450
Local contribution provided to the MPO by County for Transit related activities/other expenses.	\$ 12,000	-	\$ 12,000
Personnel (salary and benefits)	\$ 13,450	\$ 13,450	\$ 13,450
Travel			
Mileage not covered by FDOT for Class C trips, meals and local trips	\$ 700	-	\$ 700
Travel Subtotal	\$ 700	\$ 700	\$ 700
Direct Expenses			
MPO Board and Committee Meeting refreshments	\$ 650	-	\$ 650
Peggy Walters Award Plaque	\$ 469	-	\$ 469
Any promotional items and operating expenses	\$ 500	-	\$ 500
Memberships and Dues not allowable by State	\$ 800	-	\$ 800
Direct Expenses Subtotal	\$ 2,419	\$ 2,419	\$ 2,419
Total	\$ 16,569	\$ 16,569	\$ 16,569
2026			
Funding Source	Local		FY 2026 Total
Contract Number			
Source	Local	Total	
Lookup Name	2026 Local (Local)	Local (Total)	
Personnel (salary and benefits)			
Staff salaries and benefits for all MPO lobbying activities.	\$ 1,450	-	\$ 1,450
Local contribution provided to the MPO by County for Transit related activities/other expenses.	\$ 12,000	-	\$ 12,000
Personnel (salary and benefits)	\$ 13,450	\$ 13,450	\$ 13,450
Travel			
Mileage not covered by FDOT for Class C trips, meals and local trips	\$ 700	-	\$ 700
Travel Subtotal	\$ 700	\$ 700	\$ 700
Direct Expenses			
MPO Board and Committee Meeting refreshments	\$ 650	-	\$ 650
Peggy Walters Award Plaque	\$ 469	-	\$ 469
Any promotional items and operating expenses	\$ 500	-	\$ 500
Memberships and Dues not allowable by State	\$ 800	-	\$ 800
Direct Expenses Subtotal	\$ 2,419	\$ 2,419	\$ 2,419
Total	\$ 16,569	\$ 16,569	\$ 16,569

Table 1: Agency Funding Source Table FY 2025- FY2026

Funding Source
May 20, 2024

Contract	Funding Source	Source Level	2025	2026	FY 2025 Funding Source				FY 2026 Funding Source			
					Soft Match	Federal	State	Local	Soft Match	Federal	State	Local
xxxxx	CTD	State	\$ 26,437	\$ 26,437	\$ -	\$ -	\$ 26,437	\$ -	\$ -	\$ -	\$ 26,437	\$ -
		CTD xxxxx TOTAL	\$ 26,437	\$ 26,437	\$ -	\$ -	\$ 26,437	\$ -	\$ -	\$ -	\$ 26,437	\$ -
G2W22	FHWA	PL	\$ 578,038	\$ 590,667	\$ 127,489	\$ 578,038	\$ -	\$ -	\$ 130,274	\$ 590,667	\$ -	\$ -
		PL CS*	\$ 22,989	\$ 15,556	\$ 5,070	\$ 22,989	\$ -	\$ -	\$ 3,430.94	\$ 15,556	\$ -	\$ -
		PL Deobligation	\$ 238,531	\$ -	\$ 52,609	\$ 238,531	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SL	\$ 80,000	\$ -	\$ 17,644	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		FHWA G2W22 TOTAL	\$ 919,558	\$ 606,223	\$ 202,812	\$ 919,558	\$ -	\$ -	\$ 133,705	\$ 606,223	\$ -	\$ -
xxxxx	FTA 5307	Federal	\$ 306,946	\$ 48,029	\$ -	\$ 306,946	\$ -	\$ -	\$ -	\$ 48,029	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		FTA 5307 xxxxx TOTAL	\$ 306,946	\$ 48,029	\$ -	\$ 306,946	\$ -	\$ -	\$ -	\$ 48,029	\$ -	\$ -
	FTA Other	Federal	\$ 195,372	\$ -	\$ -	\$ 195,372	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Local	\$ 48,968	\$ -	\$ -	\$ -	\$ -	\$ 48,968	\$ -	\$ -	\$ -	\$ -
		FTA Other TOTAL	\$ 244,340	\$ -	\$ -	\$ 195,372	\$ -	\$ 48,968	\$ -	\$ -	\$ -	\$ -
	Local	Local	\$ 16,569	\$ 16,569	\$ -	\$ -	\$ -	\$ 16,569	\$ -	\$ -	\$ -	\$ 16,569
		Local TOTAL	\$ 16,569	\$ 16,569	\$ -	\$ -	\$ -	\$ 16,569	\$ -	\$ -	\$ -	\$ 16,569
TOTAL			\$ 1,513,850	\$ 697,258	\$ 202,812	\$ 1,421,876	\$ 26,437	\$ 65,537	\$ 133,705	\$ 654,252	\$ 26,437	\$ 16,569

3-20-24 UPWP deobligation from FY 2024 Task 4-Long Range Transportation Plan (LRTP) consultant line \$238,531 adding it into FY 2025 Task 4-Long Range Transportation Plan (LRTP) consultant account line. These monies will be utilize in producing the 2050 LRTP update.

*These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets planning.
[§ 11206(b)] 2.5% of the total PL allocation for FY 2024/2025 is \$22,989 and for FY 2025/2026 is \$15,556.

Table 2: Agency Participation Table FY 2025 - FY2026

**Agency Participation
May 20, 2024**

Funding Source	CTD xxxxx		FHWA G2W22		FTA 5307 xxxxx		FTA Other	Local	
Contract	xxxxx		xxxxx		xxxxx		xxxxx	xxxxx	
Fiscal Year	2025	2026	2025	2026	2025	2026	2025	2025	2026
Total Budget	\$ 26,437	\$ 26,437	\$ 919,558	\$ 606,223	\$ 306,946	\$ 48,029	\$ 195,372	\$ 65,537	\$ 16,569
Task 1 ADMINISTRATION									
Personnel (salary and benefits)	\$ -	\$ -	\$ 240,994	\$ 233,837	\$ -	\$ -	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ 5,500	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ 75,020	\$ 75,020	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 324,514	\$ 317,357	\$ -	\$ -	\$ -	\$ -	\$ -
Task 2 DATA COLLECTION, ANALYSIS AND MAPPING									
Personnel (salary and benefits)	\$ -	\$ -	\$ 39,000	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 39,000	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -
Task 3 PUBLIC PARTICIPATION PLAN (PPP)									
Personnel (salary and benefits)	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -
Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP)									
Personnel (salary and benefits)	\$ -	\$ -	\$ 37,679	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ 318,531	\$ 31,465	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 356,210	\$ 61,465	\$ -	\$ -	\$ -	\$ -	\$ -
Task 5 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)									
Personnel (salary and benefits)	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -
Task 6 SPECIAL PROJECT PLANNING									
Personnel (salary and benefits)	\$ -	\$ -	\$ 47,989	\$ 40,556	\$ -	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 195,372	\$ 48,968	\$ -
Sub Total	\$ -	\$ -	\$ 47,989	\$ 40,556	\$ -	\$ -	\$ 195,372	\$ 48,968	\$ -
Task 7 REGIONAL PLANNING AND COORDINATION									
Personnel (salary and benefits)	\$ -	\$ -	\$ 19,000	\$ 19,000	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 19,000	\$ 19,000	\$ -	\$ -	\$ -	\$ -	\$ -
Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING									
Personnel (salary and benefits)	\$ 26,437	\$ 26,437	\$ 79,445	\$ 79,445	\$ -	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ 306,946	\$ 48,029	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ 1,900	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 26,437	\$ 26,437	\$ 82,845	\$ 82,845	\$ 306,946	\$ 48,029	\$ -	\$ -	\$ -
Task 9 AGENCY EXPENDITURE USING LOCAL FUNDS									
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,450	\$ 13,450
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700	\$ 700
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,419	\$ 2,419
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,569	\$ 16,569
TOTAL PROGRAMMED	\$ 26,437	\$ 26,437	\$ 919,558	\$ 606,223	\$ 306,946	\$ 48,029	\$ 195,372	\$ 65,537	\$ 16,569
3-20-24 UPWP deobligation from FY 2024 Task 4-Long Range Transportation Plan (LRTP) consultant line \$238,531 adding it into FY 2025 Task 4-Long Range Transportation Plan (LRTP) consultant account line. These monies will be utilize in producing the 2050 LRTP update.									
*These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets planning. [§ 11206(b)] 2.5% of the total PL allocation for FY 2024/2025 is \$22,989 and for FY 2025/2026 is \$15,556.									

Appendices

Final Draft

**Appendix A - State, Federal and FTA Planning Emphasis
Area Matrix**

Final Draft

UPWP FY 2025 – FY 2026 State Planning Factors Matrix

	Administration	Data Collection, Analysis & Mapping	Public Participation	Long Range Transportation	Transportation Improvement Plan	Special Projects & System Planning	Regional Planning & Coordination	Transit & TD Planning	Agency Expenditures using Local Funds
Safety	x	x	x	x	x	x	x	x	
Equity	x	x	x	x	x	x	x	x	
Resilience	x	x	x	x	x	x	x	x	
Emerging Mobility	x	x	x	x	x	x	x	x	

UPWP FY 2025 – FY 2026 Federal and FTA Planning Factors Matrix

	Administration	Data Collection, Analysis & Mapping	Public Participation	Long Range Transportation	Transportation Improvement Plan	Special Projects & System Planning	Regional Planning & Coordination	Transit & TD Planning	Agency Expenditures using Local Funds
Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future	x	x	x	x	x	x	x	x	x
Equity and Justice in Transportation Planning	x	x	x	x	x	x	x	x	x
Complete Streets	x	x	x	x	x	x	x	x	x
Public Involvement	x	x	x	x	x	x	x	x	x
Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination	x	x	x	x	x	x	x	x	x
Federal Land Management Agency (FLMA) Coordination	x	x	x	x	x	x	x	x	x
Planning & Environmental Linkages (PEL)	x	x	x	x	x	x	x	x	x
Data in Transportation Planning	x	x	x	x	x	x	x	x	x

**Appendix B - FY 2025-2026 State Planning Factors Emphasis
Areas**

Final Draft

Florida Planning Emphasis Areas

The Florida Department of Transportation (FDOT) Office of Policy Planning develops *Planning Emphasis Areas* on a two-year cycle in coordination with the development of metropolitan planning organizations' (MPOs) respective Unified Planning Work Programs (UPWPs). Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs.

Implementation of the seven (7) goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources.

Florida MPOs should consider emphasizing the following four (4) planning topics when updating their UPWPs.

Safety

The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Equity

Executive Order 14008, [Tackling the Climate Crisis at Home and Abroad](#), created the "Justice 40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, [Advancing Racial Equity and Support for Underserved Communities Through the Federal Government](#), outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The Florida Transportation Plan seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. The MPOs are key to identifying and implementing improvements based on data-driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community. The UPWP should address approaches to furthering transportation equity.

Resilience

With the passage of the FAST Act, resilience was introduced as a federal planning factor: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption.

These conditions can encompass a wide variety of environmental, technological, economic, or social impacts.

MPOs can address resilience within their planning processes by leveraging tools such as the *FHWA Resilience and Transportation Planning Guide* and the *FDOT Quick Guide: Incorporating Resilience* in the MPO LRTP. It should be noted that while these documents focus primarily on the development of MPO LRTPs and TIPs, addressing resilience should be a consideration within every planning document prepared by an MPO. MPOs should place a particular emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, MPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure. Proactive resiliency planning will help the MPO develop planning documents that are ultimately more realistic and cost-effective.

Emerging Mobility

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of all seven goals of the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging mobility.

The UPWP should recognize the important influence of emerging mobility on the multi-modal transportation system and include related planning studies, collaboration efforts, research, or other activities.

Contact Information:
Abra Horne, FDOT, Metropolitan Planning
Administrator
850-414-4901
Abra.Horne@dot.state.fl.us

**Appendix C - Federal Highway Administration (FHWA) &
Federal Transit Administration (FTA) Planning
Emphasis Areas**



Federal Transit Administration

December 30, 2021

Attention: FHWA Division Administrators
FTA
Regional Administrators

Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and
Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Acting Administrator
Federal Highway Administration

Enclosure

2021 Planning Emphasis Areas: **Tackling the Climate Crisis – Transition to a Clean, Energy Resilient Future**

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on "Tackling the Climate Crisis at Home and Abroad," [EO 13990](#) on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis." [EO 14030](#) on "Climate-Related Financial Risk," See also [FHWA Order 5520](#) "Transportation System Preparedness and Resilience to Extreme Weather Events," FTA's "[Hazard Mitigation Cost Effectiveness Tool](#)," FTA's "[Emergency Relief Manual](#)," and "[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)")

Equity and Justice in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (***Advancing Racial Equity and Support for Underserved Communities***) defines the term "equity" as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous

and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations.

A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and

speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense(DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination,

the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands.

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

Appendix D - Statements & Assurances

Debarment and Suspension

Lobbying

DBE

Title VI Nondiscrimination Agreement

Appendix A and Appendix E

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18

DEBARMENT and SUSPENSION CERTIFICATION

As required by the USDOT regulation on Governmentwide Debarment and Suspension at 49 CFR 29.510

- (1) The Charlotte County-Punta Gorda MPO hereby certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
 - (d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.
- (2) The Charlotte County-Punta Gorda MPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.

Name: Christopher G. Constance, MD
Title: MPO Chairman (or designee)

Date

LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the CharlotteCounty-Punta Gorda MPO that:

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Charlotte County-Punta Gorda MPO, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "DisclosureForm to Report Lobbying," in accordance with its instructions.
- (3) The Charlotte County-Punta Gorda MPO shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of notless than \$10,000 and not more than \$100,000 for each failure.

Name: Christopher G. Constance, MD
Title: MPO Chairman (or designee)

Date

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is the policy of the Charlotte County-Punta Gorda MPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Charlotte County-Punta Gorda MPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Charlotte County-Punta Gorda MPO, in a non-discriminatory environment.

The Charlotte County-Punta Gorda MPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

Name: Christopher G. Constance, MD
Title: MPO Chairman (or designee)

Date

TITLE VI/ NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of US DOT Order 1050.2A, the Charlotte County-Punta Gorda MPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Charlotte County-Punta Gorda MPO further assures FDOT that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendices A and E* of this agreement in every contract subject to the Acts and the Regulations.
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Name: Christopher G. Constance, MD
Title: MPO Chairman (or designee)

Date

FLORIDA DEPARTMENT OF TRANSPORTATION
**UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES**

525-010-08
POLICY PLANNING
05/18

APPENDICES A and E

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. Cancellation, termination or suspension of the contract, in whole or in part.

UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

**Appendix E - Planning Studies for Agencies in MPO
Planning Areas**

Final Draft

Planning Studies Matrix for the City of Punta Gorda FY 2025 -FY 2026

Project Info.	Lead Agency/Dept.	FY Project Started	Cost	Source of Funds
Parks and Recreation Master Plan Update	Urban Design Staff	Ongoing - 2024	TBD - Staff and volunteer time	Local
Boca Grande Stormwater Mitigation Project	Consultant & City Staff	FY2024/FY2025	\$ 7,390,673	Local, State Grant, Federal Grant, Other Grant Funds
Comprehensive Plan Updates	Consultant	Complete (2024)	\$ 125,000	Local
Land Development Regulation Rewrite	Consultant	Complete (2024)	\$ 225,000	Local

FY 2023 - FY 2024 Planning Studies Information in Charlotte County

Project Info	Lead Agency/Dept.	Project Start Date/ In-Progress	In-house/ Consulting Cost	Source of Funds
Charlotte County Sewer Master Plan	Utilities Department	In-Progress	\$ 624,000	Local
Sunrise Park Master Plan Update	Public Works	In-Progress	\$ 56,285	State & Local
Murdock CRA	Murdock Village CRA/Economic Development	In-Progress	In-House Project /Consulting	Local
Parkside CRA	Parkside CRA/Economic Development/Public Works	In-Progress	Olean blvd -\$ 1,000,000	Local
Transit Development Plan Annual Progress Report	Budget & Administrative Services	TBD	TBD	FTA Section 5307
Manasota Key Master Plan and Design	Manasota Key MSTU/ Public Works	In-Progress	\$ 240,000	Local
County Operations and Maintenance Complex Master Plan	Public Works	In-Progress	\$ 180,140	Local
Gulf Cove Community Plan	Community Development/Public Works	In-Progress	TBD but \$50,000 max	Local/MSBU

FY 2025 – FY 2026 Planning Studies Activities for Charlotte County Airport Authority

CAPITAL IMPROVEMENT PROGRAM MASTER FINANCIAL SUMMARY

Last Update: December 12, 2023

2023													
Project List	COST ESTIMATE	FAA Reimbursement	FAA RIL Infrastructure	FAA RIL Terminal	FAA Discretionary	EDOT 5% or Max	EDOT 50%	EDOT Future	TSA	ICAA	REC Estimate	REC Future	CEC
Maintenance & Operations Center	\$ 7,275,200						\$ 300,000	\$ 3,150,000		\$ 4,215,200			
Taxiway G - 6th Apron to Taxiway A (MPU #15) Group B	\$ 2,585,470		\$ 6,647,110			\$ 280,000	\$ 180,000	\$ 10,000		\$ 290,000	\$ 141,000	\$ 245,000	
Fuel Farm - Access Control	\$ 900,000												
2023 Totals	\$ 15,460,670	\$ -	\$ 6,647,110	\$ -	\$ -	\$ 580,000	\$ 480,000	\$ 3,390,000	\$ -	\$ 4,475,200	\$ 141,000	\$ 245,000	\$ -
2023 Financial Summary	Carryover	\$ -	\$ 4,330,750							\$ 4,215,862	\$ 3,184,029		\$ 300,000
	Allocated FY 23	\$ 3,418,271	\$ 4,330,750							\$ 2,000,000	\$ 4,500,000		\$ 1,500,000
	Total Budget	\$ 3,418,271	\$ 8,661,500							\$ 6,215,862	\$ 7,684,029		\$ 1,800,000
	Total Estimate	\$ -	\$ 6,647,110							\$ 4,415,200	\$ 366,500		\$ -
	Variance/Carryover	\$ 3,418,271	\$ 2,014,390							\$ 1,800,662	\$ 7,317,529		\$ 1,800,000

2024														
Project List	COST ESTIMATE	FAA Reimbursement	FAA RIL Infrastructure	FAA RIL Terminal	FAA Discretionary	EDOT 5% or Max	EDOT 50%	EDOT Future	TSA	ICAA	REC Estimate	REC Future	CEC	Insurance
FBO Storage Hangar	\$ 4,151,490							\$ 2,000,000		\$ 2,151,490				
Building 611 - EOT Replacement	\$ 2,241,392									\$ 2,241,392				
GSF Building - Turn Key	\$ 1,500,000									\$ 500,000			\$ 1,000,000	
GSF Counts Bldg 7 Challenge/ Bld. Improvements (Max FY23)	\$ 5,000,000					\$ 1,000,000	\$ 1,950,000				1,000,000	1,950,000		
Perimeter Road P1 (TW 6th Heavy) MPU #16	\$ 900,000	\$ 810,000									70,000	20,000		
Terminal Building Expansion	\$ 71,113,888	\$ -	\$ -	\$ 15,000,000	\$ -	\$ -	\$ 336,449	\$ 48,811,208	\$ 11,942,842	\$ 876,716	\$ 20,814,607	\$ 294,946	\$ -	\$ 3,473,000
Phase 1 - Baggage Handling System	\$ 21,118,383			\$ 15,000,000			\$ 351,449	\$ 5,251,738	\$ 11,942,842	\$ 486,376	\$ 5,114,007			
Phase 2 - Terminal Expansion	\$ 40,000,000						\$ 25,000	\$ 9,574,000		\$ 890,340	\$ 21,000,000		\$ 254,946	
Phase 3 - Rental Car Facility Phase 1	\$ 7,650,000							\$ 3,825,000						\$ 3,825,000
Purchase 600+ vehicle VIN #BCNGAAM211600811	\$ 1,500,000	\$ 1,350,000										\$ 150,000		
Northside Infrastructure	\$ 1,000,411									\$ 1,000,411				
Reconfigure Taxiway C/D Intersection (MPU #6)	\$ 3,200,000				\$ 2,600,000	\$ 140,000						\$ 460,000		
Retain Taxiway C (MPU #11) (Max FY 25)	\$ 8,000,000		\$ 8,000,000			\$ 300,000					\$ 101,000	\$ 111,000		
Master Drainage Plan Update	\$ 900,000							\$ 280,000						
2024 Totals	\$ 95,815,261	\$ 2,160,000	\$ 5,400,000	\$ 15,000,000	\$ 2,600,000	\$ 460,000	\$ 1,376,449	\$ 23,791,208	\$ 11,942,842	\$ 8,766,159	\$ 21,940,607	\$ 2,694,946	\$ -	\$ 4,825,000
2024 Financial Summary	Carryover	\$ 3,418,271	\$ 2,008,015							\$ 1,800,742	\$ 7,276,461		\$ 1,800,000	
	Allocated FY 24	\$ 3,800,000	\$ 4,330,750							\$ 2,000,000	\$ 4,500,000		\$ 1,500,000	
	Total Budget	\$ 7,218,271	\$ 6,338,765							\$ 3,800,742	\$ 11,776,461		\$ 3,300,000	
	Total Estimate	\$ 2,160,000	\$ 1,400,000							\$ 4,266,159	\$ 24,718,613		\$ -	
	Variance/Carryover	\$ 5,058,271	\$ 4,938,765							\$ 1,400,197	\$ 12,461,142		\$ 3,300,000	

**Appendix F - Florida Department of Transportation
(FDOT) District One District Wide Planning
Activities/Contracts (FY 2025-FY 2026)**

Florida Department of Transportation - District One District Wide Planning Activities/Contracts

(FY 2025- FY 2026)

Contract Work
GIS Application Development and System Maintenance
System Planning and Reviews
Interchange Reviews
Travel Demand Model Development
ETDM/Community Impact Assessment
Statistics
Federal Functional Classification
Traffic Count Program
Modal Development Technical Support
Commuter Services
State Highway System Corridor Studies Federal Planning Emphasis Area (FPE's) and minor update(s) to the D1 Planning Factors for FY25-FY26 UPWP• Growth Management <u>Technical Support</u>
Complete Street Technical Support
Freight Mobility Support
Promoting and coordinating Safety for all modes of Transportation, including bicycle and pedestrian
Transportation Alternatives Program Development

**Appendix G - FY 2024/2025 – FY 2025/2026 UPWP
Comments received from FDOT, FHWA & FTA**

To: Harris, D'Juan; Gurram, Lakshmi N; Leslie, Bekie
Cc: Peters, Victoria; Gaither, Wayne; Barr, Pamela
Subject: RE: Draft UPWP Review with Carlos
Date: Thursday, April 4, 2024 2:45:08 PM
Attachments: 2.5% set aside for Complete Streets Planning.pdf
Collier MPO 2.5% Example Draft UPWP - Task 5.pdf

Caution – This email originated from outside of our organization. Please do not open any attachments or click on any links from unknown sources or unexpected email.

Good afternoon D'Juan:

Thanks for the timely submittal of the Charlotte County-Punta Gorda MPO 24/25 - 25/26 UPWP.
Here are a few notes:

- Please include a statement indicating that the Charlotte County-Punta Gorda MPO uses at least 2.5% of its PL funds on specific activities to increase safe and accessible travel options for all persons. See attached PDF. Note: There's no prescribed way to present this. Collier MPO is a good example (See attached 2.5% Example).
- Noteworthy: The financial information in the *Funding Source Table* (pg. 55) is easy to read and complements the narrative in each task.
- Noteworthy: The Charlotte Punta Gorda MPO includes SS4A in Task 6 of the UPWP. Presenting this augments the extensive Bike/Ped activities, much of it through the Bicycle/Pedestrian Advisory Committee.
- Thank you for including deobligated funds in the *Funding Source Table*. This provides transparency about previous PL funds UPWP. Please include a similar note in the Task 4 budget table (pg. 35).

Thanks again for your work on the UPWP and the timely submittal. Please contact me for any questions.

Carlos A. Gonzalez

Transportation Planning Specialist | FHWA FL Division

E-mail: carlos.a.gonzalez@dot.gov

Phone: (850) 553-2221



**Appendix H - Metropolitan Planning Organization
Agreement/Amendment to Agreement**

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT

Financial Project No.: <u>439316-5-14-01 and 439316-5-14-02</u> (item segment phase sequence) Contract No.: <u>G2W22</u>	Fund: <u>PL and SL</u> Function: <u>615</u> and <u>215</u> Federal Award Identification No. (FAIN): <u>0408 062</u> MPO SAM No.: <u>CAF5J662SND5</u>	FLAIR Approp.: <u>88854</u> FLAIR Obj.: <u>780000</u> Org. Code: <u>55012010130</u> Vendor No.: <u>F596000541056</u>
CFDA Number & Title: <u>20.205 Highway Planning and Construction</u>		

THIS FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT (Agreement) is made and entered into on this _____ day of _____, by and between the STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION (Department), an agency of the State of Florida, whose address is Office of the District Secretary, 801 North Broadway Avenue, Bartow, Florida 33830 and the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO), whose address is 1050 Loveland Boulevard, Port Charlotte, FL33980, and whose System for Award Management (SAM) Number is: CAF5J662SND5 (collectively the "parties").

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

1. **Authority:** The MPO and the Department have authority to enter into this Agreement pursuant to 23 U.S.C. 134, 23 Code of Federal Regulations (CFR or C.F.R.) §450 and Section 339.175, Florida Statutes (F.S.), which, require the Department and the MPO to clearly identify the responsibilities for cooperatively carrying out the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) components of the Metropolitan Planning Process and accomplish the transportation planning requirements of state and federal law.
2. **Purpose of the Agreement:** The purpose of this Agreement is to pass financial assistance through the Department in the form of FHWA funds to the MPO for the completion of transportation related planning activities set forth in the Unified Planning Work Program (UPWP) of the MPO (Project), state the terms and conditions upon which FHWA funds will be provided, and set forth the manner in which work tasks and subtasks within the UPWP will be undertaken and completed. The Project is more fully described in the UPWP, which is attached and incorporated into this Agreement as Exhibit "A".
3. **Consolidated Planning Grant (CPG):** The Department is electing to participate in the Consolidated Planning Grant (CPG) program starting with the State fiscal year (FY) 22/23 – 23/24 two-year UPWP cycle. The Department is selecting FHWA to serve as the CPG lead grant agency in accordance with FTA Circular 8100.D. Under the CPG, the FTA and FHWA annually deliver lump sum appropriations to the Department to allocate to MPOs for the metropolitan planning activities. The federal funds are delivered to the Department in the form of FTA 5305(d) and FHWA planning (PL). The Department will utilize the CPG to combine the FTA 5305(d) and FHWA PL MPO allocations into a single grant that is administered by FHWA. The Department calculates annual MPO funding allocations using the approved FTA 5305(d) and FHWA allocation formulas.
4. **Scope of Work:** The UPWP, Exhibit "A", constitutes the Scope of Work for this Agreement.
5. **Project Cost:** The total budgetary ceiling for the Project is \$1,525,781.00. The budget, including tasks, is summarized below and detailed in the UPWP, Exhibit "A". The budget may be modified by mutual agreement as provided for in paragraph 9, Amendments.

The Department's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. No work shall begin before the Agreement is fully executed and a "Letter of Authorization" is issued by the Department. The total of all authorizations shall not exceed the budgetary ceiling established for this agreement and shall be completed within the term of this Agreement:

FINANCIAL PROJECT NO.	AMOUNT
439316-5-14-01 FY2025 PL	\$601,027.00
439316-4-14-01 FY2024 PL De-Obligated amount add	\$238,531.00

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT

439316-5-14-01 FY2026 PL	\$606,223.00
439316-5-14-02 FY2025 SL	\$80,000.00

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT

- 6. Non-federal Share:** PL & Surface Transportation Block Grant (STBG) Funds (FHWA Section 112): The Department uses the U.S. Department of Transportation sliding scale federal/non-federal match ratio for metropolitan planning funds. This ratio is 81.93 percent federal and 18.07 percent non-federal. It is the policy of the Department to fulfill the non-federal share or “soft match” with toll credits as authorized by Title 23 U.S.C. § 120 conditional on funding availability. The MPO must identify and describe the soft match in its 2-year UPWP introduction and show the total amount of toll credits used to match the FHWA funds in the UPWP Summary Budget Tables.
- 7. Term of Agreement:** This Agreement shall have a term of two (2) years. This Agreement shall begin on the later of July 1, 2024 or the date the Agreement is fully executed, whichever is later, and expire on June 30, 2026. If the Agreement is fully executed after July 1, 2024, then the term of the Agreement shall be less than two (2) years and the Agreement shall expire on June 30, 2026. Expiration of this Agreement will be considered termination of the Project. The cost of any work performed after the expiration date of this Agreement will not be reimbursed by the Department.
- 8. Renewals and Extensions:** This Agreement shall not be renewed or extended.
- 9. Amendments:** Amendments may be made during the term of this Agreement. Any Amendment must be in writing and signed by both parties with the same formalities as the original Agreement.
- A. Amendments and Modifications to the UPWP:** Revisions to the UPWP require an Amendment or Modification. Revisions may be budgetary and/or programmatic; and may be major or minor in scale. Minor UPWP revisions are processed by the MPO as a Modification, whereas more significant or major UPWP revisions are processed by the MPO as an Amendment. A significant change is defined as a change to the UPWP that alters the original intent of the Project or the intended Project outcome. MPO’s shall process UPWP Modifications or Amendments as needed.

The following section further clarifies the actions necessitating UPWP Amendments and Modifications, which are thereby defined as significant changes.

i. Amendments to the UPWP

UPWP Amendments are required for the following actions per 2 CFR 200.308 and 49 CFR 18.30:

- a. Any revision resulting in the need to increase the UPWP budget ceiling by adding new funding or reducing overall approved funding;
- b. Adding new or deleting tasks/subtasks;
- c. Change in the scope or objective of the program/task even if there is no associated budget revision (this also applies to when a task scope changes);
- d. A transfer between tasks/sub-tasks that exceeds a combined amount equal or greater than \$100,000 OR 10% of the total budget, whichever is more restrictive;
- e. Reducing the budget of a task/sub-task more than 50 percent, or to the point a task/sub-task could not be accomplished as it was originally approved;
- f. Change in key person*;
- g. Extending the period of performance past the approved work program period (i.e., no-cost time extension);
- h. Sub awarding, transferring, or contracting out any of the activities in the UPWP;
- i. The disengagement from a project for more than 3 months, or a 25 percent reduction in time devoted to the project by the approved project director or principal investigator,
- j. The inclusion of costs that require prior approval (e.g. capital and equipment purchases \$5,000 and above per unit cost).

ii. Modifications to the UPWP

UPWP changes that do not fall into the above categories may be processed as a Modification.

* A key person is specified in the application or federal award. For the UPWP, the key person is the MPO’s staff director.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT

- iii. If the MPO makes a modification to the UPWP budget, then the MPO shall immediately send any such modifications to the Department. Amendments to the UPWP must be approved by FHWA. Proposed amendments to the UPWP shall be filed with the Department. Within a reasonable amount of time, the Department shall review and transmit the proposed UPWP amendment and supporting documents to the FHWA with a recommendation for approval or denial. Transmittal of the proposed UPWP amendment and supporting documents to FHWA may be delayed by the Department due to the MPO failing to include all documentation required for the UPWP Amendment. The Department shall immediately forward to the MPO all correspondence that the Department receives from FHWA regarding the proposed UPWP amendment. If FHWA approves the amendment to the UPWP then this Agreement and supporting documentation must be amended immediately following such approval.

10. General Requirements:

- A. The MPO shall complete the Project with all practical dispatch in a sound, economical, and efficient manner, and in accordance with the provisions in this Agreement, the Interlocal Agreement establishing the MPO, and all applicable laws.
- B. Federal-aid funds shall not participate in any cost which is not incurred in conformity with applicable Federal and State laws, the regulations in 23 C.F.R. and 49 C.F.R., and policies and procedures prescribed by the Division Administrator of FHWA. If FHWA or the Department determines that any amount claimed is not eligible, federal participation may be approved in the amount determined to be adequately supported and the Department shall notify the MPO in writing citing the reasons why items and amounts are not eligible for federal participation. Where correctable non-compliance with provisions of law or FHWA requirements exists, Federal funds may be withheld until compliance is obtained. Where non-compliance is not correctable, FHWA or the Department may deny participation in Project costs in part or in total. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.
- C. The MPO's financial management system must comply with the requirements set forth in 2 CFR §200.302, specifically:
 - i. Identification, in its accounts, of all Federal awards received and expended and the Federal programs under which they were received.
 - ii. Accurate, current, and complete disclosure of the financial results of each Federal award or program in accordance with the reporting requirements set forth in §§200.327 Financial reporting and 200.328 Monitoring and reporting program performance.
 - iii. Records that identify adequately the source and application of funds for federally-funded activities. These records must contain information pertaining to Federal awards, authorizations, obligations, unobligated balances, assets, expenditures, income and interest and be supported by source documentation.
 - iv. Effective control over, and accountability for, all funds, property, and other assets.
 - v. Comparison of expenditures with budget amounts for each Federal award.
 - vi. Written procedures to implement the requirements of §200.305 Payment.
 - vii. Written procedures for determining the allowability of costs in accordance with Subpart E—Cost Principles of this part and the terms and conditions of the Federal award.

11. Compensation and Payment:

- A. The Department shall reimburse the MPO for costs incurred to perform services satisfactorily during a monthly or quarterly period in accordance with Scope of Work, Exhibit "A". Reimbursement is limited to the maximum amount authorized by the Department. The MPO shall submit a request for reimbursement to the Department on a quarterly or monthly basis. Requests for reimbursement by the MPO shall include an invoice, an itemized expenditure report, and progress report for the period of services being billed that are acceptable to the Department. The MPO shall use the format for the invoice, itemized expenditure report and progress report that is approved by the Department. The MPO shall provide any other data required

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT

by FHWA or the Department to justify and support the payment requested.

- B.** Pursuant to Section 287.058, Florida Statutes, the MPO shall provide quantifiable, measurable, and verifiable units of deliverables. Each deliverable must specify the required minimum level of service to be performed and the criteria for evaluating successful completion. The Project and the quantifiable, measurable, and verifiable units of deliverables are described in Exhibit “A”.
- C.** Invoices shall be submitted by the MPO in detail sufficient for a proper pre-audit and post-audit based on the quantifiable, measurable and verifiable units of deliverables as established in Exhibit “A”. Deliverables must be received and accepted in writing by the Department’s Grant Manager prior to payments.
- D.** The Department will honor requests for reimbursement to the MPO for eligible costs in the amount of FHWA funds approved for reimbursement in the UPWP and made available by FHWA. The Department may suspend or terminate payment for that portion of the Project which FHWA, or the Department acting in lieu of FHWA, may designate as ineligible for federal-aid. Regarding eligible costs, whichever requirement is stricter between federal and State of Florida requirements shall control. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.
- E.** Supporting documentation must establish that the deliverables were received and accepted in writing by the MPO and must also establish that the required minimum level of service to be performed based on the criteria for evaluating successful completion as specified in the UPWP, Exhibit “A”, was met. All costs charged to the Project, including any approved services contributed by the MPO or others, shall be supported by properly executed payrolls, time records, invoices, contracts or vouchers evidencing in proper detail the nature and propriety of the charges. See Exhibit “D” for Contract Payment Requirements.
- F.** Bills for travel expenses specifically authorized in this Agreement shall be documented on the Department’s Contractor Travel Form No. 300-000-06 or on a form that was previously submitted to the Department’s Comptroller and approved by the Department of Financial Services. Bills for travel expenses specifically authorized in this Agreement will be paid in accordance with Section 112.061 Florida Statutes.
- G.** Payment shall be made only after receipt and approval of goods and services unless advance payments are authorized by the Chief Financial Officer of the State of Florida under Chapters 215 and 216, Florida Statutes. If the Department determines that the performance of the MPO fails to meet minimum performance levels, the Department shall notify the MPO of the deficiency to be corrected, which correction shall be made within a time-frame to be specified by the Department. The MPO shall, within sixty (60) days after notice from the Department, provide the Department with a corrective action plan describing how the MPO will address all issues of contract non-performance, unacceptable performance, failure to meet the minimum performance levels, deliverable deficiencies, or contract non-compliance. If the corrective action plan is unacceptable to the Department, the MPO shall be assessed a non-performance retainage equivalent to 10% of the total invoice amount. The retainage shall be applied to the invoice for the then-current billing period. The retainage shall be withheld until the MPO resolves the deficiency. If the deficiency is subsequently resolved, the MPO may bill the Department for the retained amount during the next billing period. If the MPO is unable to resolve the deficiency, the funds retained may be forfeited at the end of the Agreement’s term.
- H.** An invoice submitted to the Department involving the expenditure of metropolitan planning funds (“PL funds”) is required by Federal law to be reviewed by the Department and issued a payment by the Department of Financial Services within 15 business days of receipt by the Department for review. If the invoice is not complete or lacks information necessary for processing, it will be returned to the MPO, and the 15-business day timeframe for processing will start over upon receipt of the resubmitted invoice by the Department. If there is a case of a bona fide dispute, the invoice recorded in the financial system of the Department shall contain a statement of the dispute and authorize payment only in the amount not disputed. If an item is disputed and is not paid, a separate invoice could be submitted requesting reimbursement, or the disputed item/amount could be included/added to a subsequent invoice.
- I.** Records of costs incurred under the terms of this Agreement shall be maintained and made available upon request to the Department at all times during the period of this Agreement and for five years after final payment is made. Copies of these documents and records shall be furnished to the Department upon

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT

request. Records of costs incurred include the MPO's general accounting records and the Project records, together with supporting documents and records, of the consultant and all subconsultants performing work on the Project, and all other records of the Consultants and subconsultants considered necessary by the Department for a proper audit of costs.

- J. The MPO must timely submit invoices and documents necessary for the close out of the Project. Within 90 days of the expiration or termination of the grant of FHWA funds for the UPWP, the MPO shall submit the final invoice and all financial, performance, and related reports consistent with 2 CFR §200.
- K. The Department's performance and obligation to pay under this Agreement is also contingent upon FHWA making funds available and approving the expenditure of such funds.
- L. In the event this Agreement is in excess of \$25,000 and has a term for a period of more than one year, the provisions of Section 339.135(6)(a), Florida Statutes, are hereby incorporated:

"The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The Department shall require a statement from the comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years, and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of \$25,000 and which have a term for a period of more than 1 year."

- M. **Disallowed Costs:** In determining the amount of the payment, the Department will exclude all Project costs incurred by the MPO prior to the effective date of this Agreement, costs incurred by the MPO which are not provided for in the latest approved budget for the Project, and costs attributable to goods or services received under a contract or other arrangements which have not been approved in writing by the Department. It is agreed by the MPO that where official audits by the federal agencies or monitoring by the Department discloses that the MPO has been reimbursed by the Department for ineligible work, under applicable federal and state regulations, that the value of such ineligible items may be deducted by the Department from subsequent reimbursement requests following determination of ineligibility. Upon receipt of a notice of ineligible items the MPO may present evidence supporting the propriety of the questioned reimbursements. Such evidence will be evaluated by the Department, and the MPO will be given final notification of the amounts, if any, to be deducted from subsequent reimbursement requests.

In addition, the MPO agrees to promptly reimburse the Department for any and all amounts for which the Department has made payment to the MPO if such amounts become ineligible, disqualified, or disallowed for federal reimbursement due to any act, error, omission, or negligence of the MPO. This includes omission or deficient documentation of costs and charges, untimely, incomplete, or insufficient submittals, or any other reason declared by the applicable Federal Agency.

Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.

- N. If, after Project completion, any claim is made by the Department resulting from an audit or for work or services performed pursuant to this Agreement, the Department may offset such amount from payments due for work or services done under any agreement which it has with the MPO owing such amount if, upon demand, payment of the amount is not made within 60 days to the Department. Offsetting any amount pursuant to this paragraph shall not be considered a breach of contract by the Department. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 16 of this Agreement.
- O. **Indirect Costs:** A state or federally approved indirect cost rate may be applied to the Agreement. If the MPO does not have a federally approved indirect cost rate, a rate up to the de minimis indirect cost rate of

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT

10% of modified total direct costs may be applied. The MPO may opt to request no indirect cost rate, even if it has a federally approved indirect cost rate.

12. Procurement and Contracts of the MPO:

- A. The procurement, use, and disposition of real property, equipment and supplies shall be consistent with the approved UPWP and in accordance with the requirements of 2 CFR §200.
- B. It is understood and agreed by the parties to this Agreement that participation by the Department in a project with the MPO, where said project involves a consultant contract for engineering, architecture or surveying services, is contingent on the MPO's complying in full with provisions of Section 287.055, Florida Statutes, Consultants' Competitive Negotiation Act, the federal Brooks Act, 23 C.F.R. 172, and 23 U.S.C. 112. At the discretion of the Department, the MPO will involve the Department, to an extent to be determined by the Department, in the consultant selection process for all projects funded under this Agreement. In all cases, the MPO shall certify to the Department that selection has been accomplished in compliance with the Consultants' Competitive Negotiation Act and the federal Brooks Act.
- C. The MPO shall comply with, and require its consultants and contractors to comply with applicable federal law pertaining to the use of federal-aid funds.

13. Audit Reports: The administration of resources awarded through the Department to the MPO by this Agreement may be subject to audits and/or monitoring by the Department. The following requirements do not limit the authority of the Department to conduct or arrange for the conduct of additional audits or evaluations of Federal awards or limit the authority of any State agency inspector general, the State of Florida Auditor General or any other State official. The MPO shall comply with all audit and audit reporting requirements as specified below.

- A. In addition to reviews of audits conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, monitoring procedures may include but not be limited to on-site visits by Department staff and/or other procedures including, reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to Federal awards provided through the Department by this Agreement. By entering into this Agreement, the MPO agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The MPO further agrees to comply and cooperate with any inspections, reviews, investigations or audits deemed necessary by the Department, State of Florida Chief Financial Officer (CFO) or State of Florida Auditor General.
- B. The MPO, a non-Federal entity as defined by 2 CFR Part 200, Subpart F – Audit Requirements, as a subrecipient of a Federal award awarded by the Department through this Agreement is subject to the following requirements:
 - i. In the event the MPO expends a total amount of Federal awards equal to or in excess of the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, the MPO must have a Federal single or program-specific audit for such fiscal year conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements. **Exhibit "B", Federal Financial Assistance (Single Audit Act)**, to this Agreement provides the required Federal award identification information needed by the MPO to further comply with the requirements of 2 CFR Part 200, Subpart F – Audit Requirements. In determining Federal awards expended in a fiscal year, the MPO must consider all sources of Federal awards based on when the activity related to the Federal award occurs, including the Federal award provided through the Department by this Agreement. The determination of amounts of Federal awards expended should be in accordance with the guidelines established by 2 CFR Part 200, Subpart F – Audit Requirements. An audit conducted by the State of Florida Auditor General in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, will meet the requirements of this part.
 - ii. In connection with the audit requirements, the MPO shall fulfill the requirements relative to the auditee responsibilities as provided in 2 CFR Part 200, Subpart F – Audit Requirements.
 - iii. In the event the MPO expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards, the MPO is exempt from Federal audit requirements for

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT

that fiscal year. However, the MPO must provide a single audit exemption statement to the Department at FDOTSingleAudit@dot.state.fl.us no later than nine months after the end of the MPO's audit period for each applicable audit year. In the event the MPO expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards in a fiscal year and elects to have an audit conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, the cost of the audit must be paid from non-Federal resources (*i.e.*, the cost of such an audit must be paid from the MPO's resources obtained from other than Federal entities).

- iv. The MPO must electronically submit to the Federal Audit Clearinghouse (FAC) at <https://harvester.census.gov/facweb/> the audit reporting package as required by 2 CFR Part 200, Subpart F – Audit Requirements, within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period. The FAC is the repository of record for audits required by 2 CFR Part 200, Subpart F – Audit Requirements, and this Agreement. However, the Department requires a copy of the audit reporting package also be submitted to FDOTSingleAudit@dot.state.fl.us within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period as required by 2 CFR Part 200, Subpart F – Audit Requirements.
- v. Within six months of acceptance of the audit report by the FAC, the Department will review the MPO's audit reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate action on all deficiencies has been taken pertaining to the Federal award provided through the Department by this Agreement. If the MPO fails to have an audit conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, the Department may impose additional conditions to remedy noncompliance. If the Department determines that noncompliance cannot be remedied by imposing additional conditions, the Department may take appropriate actions to enforce compliance, which actions may include but not be limited to the following:
 1. Temporarily withhold cash payments pending correction of the deficiency by the MPO or more severe enforcement action by the Department;
 2. Disallow (deny both use of funds and any applicable matching credit for) all or part of the cost of the activity or action not in compliance;
 3. Wholly or partly suspend or terminate the Federal award;
 4. Initiate suspension or debarment proceedings as authorized under 2 C.F.R. Part 180 and Federal awarding agency regulations (or in the case of the Department, recommend such a proceeding be initiated by the Federal awarding agency);
 5. Withhold further Federal awards for the Project or program;
 6. Take other remedies that may be legally available.
- vi. As a condition of receiving this Federal award, the MPO shall permit the Department, or its designee, the CFO or State of Florida Auditor General access to the MPO's records including financial statements, the independent auditor's working papers and Project records as necessary. Records related to unresolved audit findings, appeals or litigation shall be retained until the action is complete or the dispute is resolved.
- vii. The Department's contact information for requirements under this part is as follows:

Office of Comptroller
605 Suwannee Street, MS 24
Tallahassee, Florida 32399-0450
FDOTSingleAudit@dot.state.fl.us

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT

- C. The MPO shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date the audit report is issued and shall allow the Department, or its designee, the CFO or State of Florida Auditor General access to such records upon request. The MPO shall ensure that the audit working papers are made available to the Department, or its designee, the CFO, or State of Florida Auditor General upon request for a period of five years from the date the audit report is issued unless extended in writing by the Department.

- 14. Termination or Suspension:** The Department may, by written notice to the MPO, suspend any or all of the MPO's obligations under this Agreement for the MPO's failure to comply with applicable law or the terms of this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected. The Department will provide written notice outlining the particulars of suspension.

The Department may terminate this Agreement at any time before the date of completion if the MPO is dissolved or if federal funds cease to be available. In addition, the Department or the MPO may terminate this Agreement if either party fails to comply with the conditions of the Agreement. The Department or the MPO shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.

The parties to this Agreement may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.

Upon termination of this Agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.

The Department shall reimburse the MPO for those eligible expenses incurred during the Agreement period that are directly attributable to the completed portion of the work covered by this Agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

The Department reserves the right to unilaterally cancel this Agreement for refusal by the MPO or any consultant, sub-consultant or materials vendor to allow public access to all documents, papers, letters or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received in conjunction with this Agreement unless the records are confidential or exempt.

The conflict and dispute resolution process set forth in Section 16 of this Agreement shall not delay or stop the Parties' rights to terminate the Agreement.

- 15. Remedies:** Violation or breach of Agreement terms by the MPO shall be grounds for termination of the Agreement. Any costs incurred by the Department arising from the termination of this Agreement shall be paid by the MPO.

This Agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

- 16. Conflict and Dispute Resolution Process:** This section shall apply to conflicts and disputes relating to matters subject to this Agreement, or conflicts arising from the performance of this Agreement. If possible, the parties shall attempt to resolve any dispute or conflict within thirty (30) days of a determination of a dispute or conflict. This section shall not delay or stop the Parties' rights to terminate the Agreement. In addition, notwithstanding that a conflict or dispute may be pending resolution, this section shall not delay or stop the Department from performing the following actions pursuant to its rights under this Agreement: deny payments; disallow costs; deduct the value of ineligible work from subsequent reimbursement requests, or; offset pursuant to Section 11.N of this Agreement.

- A. **Initial Resolution:** The affected parties to this Agreement shall, at a minimum, ensure the attempted early resolution of conflicts relating to such matters. Early resolution shall be handled by direct discussion between the following officials: for the Department - the Intermodal Systems Development Manager; and for the MPO - the Staff Director.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT

- B. Resolution by Senior Agency Official:** If the conflict remains unresolved, the conflict shall be resolved by the following officials: for the Department - the District Secretary; and for the Charlotte County-Punta Gorda MPO - the Chairperson of the MPO.
- C. Resolution of Conflict by the Agency Secretary:** If the conflict is not resolved through conflict resolution pursuant to the provisions, "Initial Resolution" and "Resolution by Senior Agency Official" above, the conflict shall be resolved by the Secretary for the Department of Transportation or their delegate. If the MPO does not agree with the resolution provided by the Secretary for the Department of Transportation, the parties may pursue any other remedies set forth in this Agreement or provided by law.

- 17. Disadvantaged Business Enterprise (DBE) Policy and Obligation:** It is the policy of the Department that DBE's, as defined in 49 C.F.R. Part 26, as amended, shall have the opportunity to participate in the performance of contracts financed in whole or in part with Department funds under this Agreement. The DBE requirements of applicable federal and state laws and regulations apply to this Agreement.

The MPO and its contractors and consultants agree to ensure that DBE's have the opportunity to participate in the performance of this Agreement. In this regard, all recipients and contractors shall take all necessary and reasonable steps in accordance with applicable federal and state laws and regulations to ensure that the DBE's have the opportunity to compete for and perform contracts. The MPO and its contractors, consultants, subcontractors and subconsultants shall not discriminate on the basis of race, color, national origin or sex in the award and performance of contracts, entered pursuant to this Agreement.

18. Compliance with Federal Conditions and Laws:

- A.** The MPO shall comply and require its consultants and subconsultants to comply with all terms and conditions of this Agreement and all federal, state, and local laws and regulations applicable to this Project. Execution of this Agreement constitutes a certification that the MPO is in compliance with, and will require its consultants and subconsultants to comply with, all requirements imposed by applicable federal, state, and local laws and regulations.
- B.** The MPO shall comply with the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions," in 49 C.F.R. Part 29, and 2 C.F.R. Part 200 when applicable and include applicable required provisions in all contracts and subcontracts entered into pursuant to this Agreement.
- C. Title VI Assurances:** The MPO will comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964, the regulations of the U.S. Department of Transportation issued thereunder, and the assurance by the MPO pursuant thereto, including but not limited to the requirements set forth in Exhibit "C", Title VI Assurances. The MPO shall include the attached Exhibit "C", Title VI Assurances, in all contracts with consultants and contractors performing work on the Project that ensure compliance with Title VI of the Civil Rights Act of 1964, 49 C.F.R. Part 21, and related statutes and regulations.
- D. Restrictions on Lobbying** The MPO agrees that to no federally-appropriated funds have been paid, or will be paid by or on behalf of the MPO, to any person for influencing or attempting to influence any officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any federal contract, grant, loan or cooperative agreement. If any funds other than federally-appropriated funds have been paid by the MPO to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with this Agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. The MPO shall require that the language of this paragraph be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. No funds received pursuant to this Agreement may be expended for lobbying the Legislature, the judicial branch or a state agency.
- E.** The MPO must comply with FHWA's Conflicts of Interest requirements set forth in 23 CFR §1.33.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT

19. Restrictions, Prohibitions, Controls, and Labor Provisions: During the performance of this Agreement, the MPO agrees as follows, and shall require the following provisions to be included in each contract and subcontract entered into pursuant to this Agreement:

- A. A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.
- B. In accordance with Section 287.134, Florida Statutes, an entity or affiliate who has been placed on the Discriminatory Vendor List, kept by the Florida Department of Management Services, may not submit a bid on a contract to provide goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity.
- C. An entity or affiliate who has had its Certificate of Qualification suspended, revoked, denied or have further been determined by the Department to be a non-responsible contractor may not submit a bid or perform work for the construction or repair of a public building or public work on a contract with the MPO.
- D. Neither the MPO nor any of its contractors and consultants or their subcontractors and subconsultants shall enter into any contract, subcontract or arrangement in connection with the Project or any property included or planned to be included in the Project in which any member, officer or employee of the MPO or the entities that are part of the MPO during tenure or for 2 years thereafter has any interest, direct or indirect. If any such present or former member, officer or employee involuntarily acquires or had acquired prior to the beginning of tenure any such interest, and if such interest is immediately disclosed to the MPO, the MPO, with prior approval of the Department, may waive the prohibition contained in this paragraph provided that any such present member, officer or employee shall not participate in any action by the MPO or the locality relating to such contract, subcontract or arrangement. The MPO shall insert in all contracts entered into in connection with the Project or any property included or planned to be included in any Project, and shall require its contractors and consultants to insert in each of their subcontracts, the following provision:

"No member, officer or employee of the MPO or of the locality during his or her tenure or for 2 years thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof."

The provisions of this paragraph shall not be applicable to any agreement between the MPO and its fiscal depositories or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.

- E. No member or delegate to the Congress of the United States shall be admitted to any share or part of this Agreement or any benefit arising therefrom.

20. Miscellaneous Provisions:

A. Public Records:

- i. The MPO shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the MPO in conjunction with this Agreement, unless such documents are exempt from public access or are confidential pursuant to state and federal law. Failure by the MPO to grant such public access shall be grounds for immediate unilateral cancellation of this Agreement by the Department.
- ii. In addition, the MPO shall comply with the requirements of section 119.0701, Florida Statutes.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT

- B. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of the Agreement to create in the public or any member thereof, a third party beneficiary hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the provisions of this Agreement.
- C. In no event shall the making by the Department of any payment to the MPO constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the MPO and the making of such payment by the Department, while any such breach or default shall exist, shall in no way impair or prejudice any right or remedy available to the Department with respect to such breach or default.
- D. If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected. In such an instance, the remainder would then continue to conform to the terms and requirements of applicable law.
- E. By execution of the Agreement, the MPO represents that it has not paid and, also agrees not to pay, any bonus or commission for the purpose of obtaining an approval of its application for the financing hereunder.
- F. Nothing in the Agreement shall require the MPO to observe or enforce compliance with any provision or perform any act or do any other thing in contravention of any applicable state law. If any of the provisions of the Agreement violate any applicable state law, the MPO will at once notify the Department in writing in order that appropriate changes and modifications may be made by the Department and the MPO to the end that the MPO may proceed as soon as possible with the Project.
- G. The MPO shall comply with all applicable federal guidelines, procedures, and regulations. If at any time a review conducted by Department and or FHWA reveals that the applicable federal guidelines, procedures, and regulations were not followed by the MPO and FHWA requires reimbursement of the funds, the MPO will be responsible for repayment to the Department of all funds awarded under the terms of this Agreement.
- H. The MPO:
 - i. shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by MPO during the term of the contract; and
 - ii. shall expressly require any contractor, consultant, subcontractors and subconsultants performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor or subconsultant during the contract term.
- I. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute the same Agreement. A facsimile or electronic transmission of this Agreement with a signature on behalf of a party will be legal and binding on such party.
- J. The parties agree to comply with s.20.055(5), Florida Statutes, and to incorporate in all subcontracts the obligation to comply with s.20.055(5), Florida Statutes.
- K. This Agreement and any claims arising out of this Agreement shall be governed by the laws of the United States and the State of Florida.

21. Exhibits: The following Exhibits are attached and incorporated into this Agreement:

- A. Exhibit "A", UPWP
- B. Exhibit "B", Federal Financial Assistance (Single Audit Act)
- C. Exhibit "C", Title VI Assurances
- D. Exhibit "D", Contract Payment Requirements

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement on the day, month and year set forth above.

MPO

Florida Department of Transportation

Charlotte County-Punta Gorda MPO

MPO Name

Christopher G. Constance, MD

Signatory (Printed or Typed)

L.K. Nandam

Department of Transportation

Signature

Signature

MPO Chair

Title

District Secretary

Title

DS
DC

Legal Review
MPO

Legal Review
Department of Transportation

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT

EXHIBIT “B”

FEDERAL FINANCIAL ASSISTANCE (SINGLE AUDIT ACT)

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE AS FOLLOWS:

CFDA No.: [20.205](#)
CFDA Title: HIGHWAY PLANNING AND CONSTRUCTION
Federal-Aid Highway Program, Federal Lands Highway Program
***Award Amount:** \$1,525,781.00
Awarding Agency: Florida Department of Transportation
Indirect Cost Rate: N/A
****Award is for R&D:** No

*The federal award amount may change with supplemental agreements

**Research and Development as defined at §200.87, 2 CFR Part 200

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE SUBJECT TO THE FOLLOWING AUDIT REQUIREMENTS:

2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles & Audit Requirements for Federal Awards
www.ecfr.gov

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT MAY ALSO BE SUBJECT TO THE FOLLOWING:

Title 23 – Highways, United States Code
<http://uscode.house.gov/browse.xhtml>

Title 49 – Transportation, United States Code
<http://uscode.house.gov/browse.xhtml>

MAP-21 – Moving Ahead for Progress in the 21st Century, P.L. 112-141
www.dot.gov/map21

Federal Highway Administration – Florida Division
www.fhwa.dot.gov/fldiv

Federal Funding Accountability and Transparency Act (FFATA) Sub-award Reporting System (FSRS)
www.fsrs.gov

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT**Exhibit "C"**
TITLE VI ASSURANCES

During the performance of this Agreement, the MPO, for itself, its assignees and successors in interest (hereinafter collectively referred to as the "contractor") agrees as follows:

- (1.) Compliance with REGULATIONS:** The contractor shall comply with the Regulations relative to nondiscrimination in federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT) ***Title 49, Code of Federal Regulations, Part 21***, as they may be amended from time to time, (hereinafter referred to as the ***REGULATIONS***), which are herein incorporated by reference and made a part of this contract.
- (2.) Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the basis of race, color, national origin, or sex in the selection and retention of sub-contractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by ***Section 21.5*** of the ***REGULATIONS***, including employment practices when the contract covers a program set forth in ***Appendix B*** of the ***REGULATIONS***.
- (3.) Solicitations for Sub-contractors, including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under sub-contract, including procurements of materials or leases of equipment, each potential sub-contractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the ***REGULATIONS*** relative to nondiscrimination on the basis of race, color, national origin, or sex.
- (4.) Information and Reports:** The contractor shall provide all information and reports required by the ***REGULATIONS*** or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such ***REGULATIONS***, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the *Florida Department of Transportation*, or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5.) Sanctions for Noncompliance:** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the Florida Department of Transportation shall impose such contract sanctions as it or the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration may determine to be appropriate, including, but not limited to:
 - a. withholding of payments to the contractor under the contract until the contractor complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.
- (6.) Incorporation of Provisions:** The contractor shall include the provisions of paragraphs (1) through (7) in every sub-contract, including procurements of materials and leases of equipment, unless exempt by the ***REGULATIONS***, or directives issued pursuant thereto. The contractor shall take such action with respect to any sub-contract or procurement as the *Florida Department of Transportation* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance, provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7.) Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT

discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT**Exhibit “D”**
CONTRACT PAYMENT REQUIREMENTS
Florida Department of Financial Services, Reference Guide for State Expenditures
Cost Reimbursement Contracts

Invoices for cost reimbursement contracts must be supported by an itemized listing of expenditures by category (salary, travel, expenses, etc.). Supporting documentation shall be submitted for each amount for which reimbursement is being claimed indicating that the item has been paid. Documentation for each amount for which reimbursement is being claimed must indicate that the item has been paid. Check numbers may be provided in lieu of copies of actual checks. Each piece of documentation should clearly reflect the dates of service. Only expenditures for categories in the approved agreement budget may be reimbursed. These expenditures must be allowable (pursuant to law) and directly related to the services being provided.

Listed below are types and examples of supporting documentation for cost reimbursement agreements:

Salaries: Timesheets that support the hours worked on the Project or activity must be kept. A payroll register, or similar documentation should be maintained. The payroll register should show gross salary charges, fringe benefits, other deductions and net pay. If an individual for whom reimbursement is being claimed is paid by the hour, a document reflecting the hours worked times the rate of pay will be acceptable.

Fringe benefits: Fringe benefits should be supported by invoices showing the amount paid on behalf of the employee, e.g., insurance premiums paid. If the contract specifically states that fringe benefits will be based on a specified percentage rather than the actual cost of fringe benefits, then the calculation for the fringe benefits amount must be shown. Exception: Governmental entities are not required to provide check numbers or copies of checks for fringe benefits.

Travel: Reimbursement for travel must be in accordance with s. 112.061, F.S., which includes submission of the claim on the approved state travel voucher along with supporting receipts and invoices.

Other direct costs: Reimbursement will be made based on paid invoices/receipts and proof of payment processing (cancelled/processed checks and bank statements). If nonexpendable property is purchased using state funds, the contract should include a provision for the transfer of the property to the State when services are terminated. Documentation must be provided to show compliance with DMS Rule 60A-1.017, F.A.C., regarding the requirements for contracts which include services and that provide for the contractor to purchase tangible personal property as defined in s. 273.02, F.S., for subsequent transfer to the State.

Indirect costs: If the contract stipulates that indirect costs will be paid based on a specified rate, then the calculation should be shown. Indirect costs must be in the approved agreement budget and the entity must be able to demonstrate that the costs are not duplicated elsewhere as direct costs. All indirect cost rates must be evaluated for reasonableness and for allowability and must be allocated consistently.

Contracts between state agencies may submit alternative documentation to substantiate the reimbursement request, which may be in the form of FLAIR reports or other detailed reports.

The Florida Department of Financial Services, online Reference Guide for State Expenditures can be found at this web address <https://www.myfloridacfo.com/Division/AA/Manuals/documents/ReferenceGuideforStateExpenditures.pdf>.

**Appendix I - Long Range Transportation Planning (LRTP) –
Scope of Services**

Available upon request

AGENDA ITEM # 9
FINAL - DRAFT FY 2024/2025 - FY 2028/2029 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

Purpose: Review, comment and recommend the MPO Board Adopt the Final - Draft FY 2024/2025 - FY 2028/2029 Transportation Improvement Program (TIP)

Presented by: MPO Staff

Discussion:

The Draft FY 2024/2025 - FY 2028/2029 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 20, 2024, MPO Board Meeting. The Draft Charlotte County-Punta Gorda MPO TIP for FY 2024/2025 - FY 2028/2029 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.

The following summary provides major highlights of the FY 2024/2025 - FY 2028/2029 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 \$215,211,891. Breakdown by funding source is as follows:
 - \$35.8 million State (23%)
 - \$109.4 million Federal (51%)
 - \$40.5 million Local (26%)
- Performance-Based Planning: FDOT provided updates on performance-based planning and performance measures found on pages 25 through 59. 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 20, 2024, to May 20, 2024. MPO Board is scheduled to adopt the TIP at the May 20, 2024, MPO Board Meeting.

Recommendation: Motion to recommend the MPO Board adopt the Final - Draft FY 2024/2025 - FY 2028/2029 Transportation Improvement Program (TIP)

Attachment: [Final - Draft FY 2024/2025 - FY 2028/2029 Charlotte County-Punta Gorda MPO Transportation Improvement Program \(TIP\)](#)

FY 2025 - FY 2029

Transportation Improvement Program



ADOPTED MAY 20, 2024



CHARLOTTE COUNTY
PUNTA GORDA MPO
1050 Loveland Blvd
Port Charlotte, FL 33980



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TABLE OF CONTENTS

SECTION-I	5
RESOLUTION	6
SECTION – II	7
EXECUTIVE SUMMARY	8
PURPOSE	8
FINANCIAL PLAN	8
PROJECT SELECTION	9
PROJECT PRIORITIES	9
REGIONAL MULTI-MODAL TRANSPORTATION SYSTEM PROJECT PRIORITIES.	12
MAJOR PROJECTS IMPLEMENTED/PROGRESS	20
MAJOR PROJECTS IN PROGRESS	20
PUBLIC INVOLVEMENT	23
PREVIOUS CONFORMING PROJECTS	23
CERTIFICATION	23
SECTION – III	24
PERFORMANCE MANAGEMENT TEMPLATE:	
MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	25
PURPOSE	26
PURPOSE	28
BACKGROUND	29
BACKGROUND	30
HIGHWAY SAFETY MEASURES (PM1)	
HIGHWAY SAFETY MEASURES (PM1)	31
Highway Safety Targets	31
Statewide Targets	31
MPO Safety Targets	32
Safety Trends in the MPO Area	32
FDOT SAFETY PLANNING AND PROGRAMMING	35
Florida’s Highway Safety Improvement Program	35
Additional FDOT Safety Planning Activities	36
Safety Investments in the TIP	37
PAVEMENT & BRIDGE CONDITION MEASURES (PM2)	39
Bridge & Pavement Condition Targets	40
Statewide Targets	40
MPO Targets	41
Bridge & Pavement Investments in the TIP	42
SYSTEM PERFORMANCE, FREIGHT AND CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES PM3)	44
SYSTEM PERFORMANCE, FREIGHT, & CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3)	45
National Highway Performance Program (NHPP)	45
National Highway Freight Program (NHFP)	45
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	45
System Performance and Freight Targets	45
Statewide Targets	45
MPO Targets	46
System Performance and Freight Investments in the TIP	47

TRANSIT ASSET MANAGEMENT MEASURES	49
Transit Asset Performance Measures	50
FDOT Group TAM Plan Participants	51
TRANSIT ASSET MANAGEMENT TARGETS	52
Transit Agency Targets	52
MPO Transit Asset Management Targets	52
CHARLOTTE COUNTY TRANSIT	52
Transit Asset Management Investments in the TIP	52
TRANSIT SAFETY PERFORMANCE	55
TRANSIT SAFETY PERFORMANCE	56
Transit Safety Targets	57
Transit Agency Safety Targets	57
MPO Transit Safety Targets	58
TRANSIT SAFETY INVESTMENTS IN THE TIP	58
SECTION – IV	60
<hr/>	
PROJECTS LISTING FOR FIVE FISCAL YEARS INCLUDING FUNDING SUMMARY	61
HOW TO GET FULL PROJECT COSTS AND OTHER PROJECT DETAILS:	61
PROJECTS ON THE STRATEGIC INTERMODAL SYSTEM (SIS)	61
NON-SIS PROJECTS	62
TIP FISCAL CONSTRAINT-PROJECTED AVAILABLE REVENUE	62
FY 2025 - FY 2029 HIGHWAY PROJECTS	65
FY 2025 - FY 2029 AVIATION PROJECTS	84
FY 2025 - FY 2029 TRANSIT PROJECTS	88
FY 2025 - FY 2029 MAINTENANCE PROJECTS	92
FY 2025 - FY 2029 MISCELLANEOUS PROJECTS	95
FY 2025 - FY 2029 TRANSPORTATION PLANNING	97
SECTION – V	98
<hr/>	
CHARLOTTE COUNTY CAPITAL IMPROVEMENTS PROGRAM	99
SECTION – VI	101
<hr/>	
	103
CITY OF PUNTA GORDA CAPITAL IMPROVEMENTS PROGRAM	112
SECTION – VII	105
<hr/>	
2023 FEDERAL OBLIGATIONS	106
SECTION – VIII	113
<hr/>	
APPENDIX- A	115
<hr/>	
ACRONYMS	116
APPENDIX- B	118
<hr/>	

List of Tables

Table 1 2023 Highway Project Priorities.....11

Table 2 2023 Transportation System Management/ Congestion Mitigation Projects..... 13

Table 3 2023 Transportation Alternatives Local/Regional Projects.....16

Table 4 2023 Carbon Reduction Projects. 17

Table 5 2023 Joint TRIP Projects Sarasota- Manatee MPO..... 18

Table 6 2023 Joint TRIP Projects Lee MPO.....19

Table 2.1 Statewide Highway Safety Performance Targets31

Table 3.1 Statewide Bridge and Pavement Condition Performance Targets..... 41

Table 3.2 Pavement and Bridge Condition Performance Targets42

Table 4.1 Statewide System Performance and Freight Targets46

Table 4.2 Charlotte County- Punta Gorda MPO] System Performance and Freight Targets..... 47

Table 5.1 FTA TAM Performance Measures..... 50

Table 5.2 Florida Group TAM Plan Participants 51

Table 5.3 Transit Asset Management Targets for Charlotte County Transit 52

Table 6.1 Transit Safety Performance Targets for Charlotte County Transit57

Table 6.2 Charlotte County - Punta Gorda MPO Transit Safety Performance Targets 58

SECTION-I



**RESOLUTION
NUMBER 2024-04**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION BOARD APPROVING
THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL
YEAR (FY) 2024/2025 THROUGH FY 2028/2029.**

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 2024/2025 through FY 2028/2029 on May 20th, 2024; 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 2024/2025 through FY 2028/2029 is hereby approved.

PASSED AND DULY ADOPTED this 20th day of May, 2024.

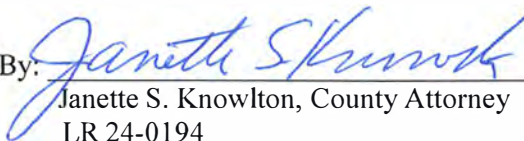
CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

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
LR 24-0194
K.M.W.

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 August 2023. 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.CCPGMPO.GOV

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 15, 2023, 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 Intelligent Transportation System (ITS) County-wide Master Plan Communications System. MPO Board at the October 18, 2021 adopted the SR 776 Corridor study initiated by FDOT. Veterans Blvd Corridor Study initiated by FDOT recommended by the MPO Board was completed in October 2022. Both studies identified various intersections for future

prioritization and programming for CM/TSM funds. A quantitative roadway project prioritization process helped guide the selection of projects of the LRTP Cost Feasible Plan. The project selection criteria can be found in the Charlotte County-Punta Gorda LRTP Chapter 8 Table 8-2: 2045 LRTP Project Prioritization Evaluation Criteria (WWW.CCPGMPO.GOV). 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 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	434965-2	Harbor View Rd ¹	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.
2		Edgewater Dr / Flamingo Blvd Ext ¹	Midway Blvd	SR 776	Road widening from 2-lane to 4-lane	ROW&CST	\$2.50		\$54.50						County is requested \$2.2 million towards PE
3	435563-1	N. Jones Loop Rd ¹	I-75	Piper Rd	Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor.	PE& CST	\$3.78		\$3.78						Segment 3 County is asking funds towards PE .
4		N. Jones Loop Rd ¹	Burnt Store Rd	Knights Dr	Road widening from 4-lane to 6-lane	ROW, PE & CST									Requesting funds for Segment One, Pending 2045 LRTP amendment. MPO Staff is looking for advice from FDOT Staff for propose amendments for the entire segment of Jones Loop at May 2023 Board meeting
¹ Regional projects						² 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						

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

Charlotte County's Regional Highway Project Priorities are noted as "Regional Project" in the "**Project**" column of Table 1 (above). Charlotte County Transportation System Management / Congestion Mitigation Projects and Transportation Alternative Program (TAP) Regional Projects as required by FDOT District One directives were developed and are listed below in Table 2&3. Carbon Reduction funded projects are listed in Table 4 .The Regional Sarasota/Manatee MPO's Project lists are listed below in Table 5 for Transportation Regional Incentive Program (TRIP) and Transportation Regional Incentive Program (TRIP) for Charlotte County-Punta Gorda MPO and Lee MPO are listed below in Table 6.

TABLE 2 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 ¹	Intersection Improvements	CST	\$0.425		\$0.425		\$0.151				Year 2025 : Signal warrant study/pedestrian signal/HAWK evaluation Year 2035: Add exclusive EB and WB right turn lanes . County is requesting CST funds.
2	446340-1	SR 776 @ Flamingo Blvd ¹	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						Year 2025: Add exclusive WB right turn lane and signalization. Year 2045: Consider a roundabout. County is requesting PE & CST funds
4		Add turn lanes on SR 776 @ Cornelius Blvd ¹	Intersection Improvements	PE & CST	\$0.18		\$0.18						Year 2025:Signalization (or RCUT). Year 2035: 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 ¹	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						Year 2025 : 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						Refer to SR 776 Corridor Study
13		SR 776@ US 41	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
14		SR 776 @Beach Rd	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
15		SR 776 @CR 771/ Gasprilla Rd/Sailors Way	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
16		SR 776 @Murdock Cir/Enterprise Dr	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
17		SR 776 @San Casa Dr	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study

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						Refer to SR 776 Corridor Study
20		SR 776 @Wilmington Boulevard/Gulfstream Boulevard (West)	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
21		SR 776 @ Coliseum Boulevard/Pinedale Drive	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
22		SR 776 @ Oriole Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
23		SR 776 @ Gillot Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
24		SR 776 @ Jacobs St	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
25		SR 776 @ Points of Pines Rd	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
26		SR 776 @ Merchants Crossing	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
27		SR 776 @ Spinnaker Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
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		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 projects	² TAP Project on SUN Trail network system		Notes: All projects costs are in millions								
		PE - Design	ROW - Right - of Way			New Project		MPO Project					
		PD&E Project Development & Environment	CST- Construction			Charlotte County		City of Punta Gorda					
		SR 776 Corridor Study Projects	Veterans Blvd Projects										

TABLE 3 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
3B	446830-1	US 41 Eastside ^{1,2}	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 Construction and will be deleted.
3C	438262-1	US 41 Eastside ^{1,2}	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
5		Harborwalk Phase IV ¹ 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.
6	446339-1	US 41 NB ¹	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 . The project falls in County limits and will be submitting an application for SUN Trail funds in the upcoming cycle
7	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
8	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

¹ Regional projects

² TAP Project on SUN Trail network system

Notes : All project costs are in millions



TABLE 4

CARBON REDUCTION STRATEGIES PROJECTS

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



CARL - CARB FOR URB. LESS THAN 200K



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

2023 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 Rd from Buffalo Road to east of Carter Rd (Segment 3)	Manatee County	\$6,900,000
2	Fruitville Rd. from Sarasota Center Blvd to Lorraine Rd	Sarasota County	\$7,515,000
3	Harborview Rd from Melbourne St to I-75	Charlotte County	\$4,000,000
4	Lorraine Rd from Palmer Blvd to Fruitville Rd	Sarasota County	\$11,125,000
5	Edgewater Dr/Flamingo Blvd Ext from Midway Blvd to SR 776	Charlotte County	\$2,200,000
6	Honore Ave from Fruitville Rd to 17 th St	Sarasota County	\$5,010,000
7	Lorraine Rd from SR 72/Clark Rd to Knights Trail	Sarasota County	\$34,430,000
8	Jones Loop Rd 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.

TABLE 6

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			

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	PE	SR 31 from CR 74 (Roundabout)	4419501
15	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
4	County	PE	Taylor Road Sidewalk from Jones Loop Rd to Airport Road	4351051
5	County	PD&E	North Jones Loop Rd from Burnt Store Rd to Piper Rd - Add lanes	4365631
6	County	PE	Cape Haze Pioneer Trail from Myakka State Forest to US 41(SR 45)	4436021
7	County	PE	SR 31 from CR 74 (Roundabout)	4419501
8	County	PE	Tamiami Trail (SR 45) From William St To Peace River Bridge - Resurfacing	4415241
9	County	PE	Dynamic Message Sign I-75 from Lee County line to Sarasota County line	4420981
10	County	PE	SR 45 (US 41) Tamiami Trail from Conway Blvd to Midway Blvd-Sidewalk	4382621
11	County	CST	Burnt Store Rd add lanes and reconstruct from Zemel Rd to Notre Dame Blvd	4353881
12	County	CST	SR 776 From Pinedale Drive to Myakka River-Resurfacing	4415171
13	FDOT	CST	I-75 Punta Gorda Weigh Station- Resurfacing	4462811
14	County	CST	Landscaping I-75 (SR 93) AT US 17	4390051
15	County	CST	SR 35 (US17) from Washington loop road to Desoto County line - Resurfacing	4415631
16	County	CST	SR 45 (US 41) from S of Payne St To N of Rio Villa Dr - Resurfacing	4444851
17	FDOT	CST	SR 31 @ Bermont Rd (CR 74) Roundabout	441950-1
18	County	PE	Edgewater Dr/ Flamingo Blvd from Midway Blvd to SR 776	
19	County	PE	SR 31 from N. of CR 74 to DeSoto County line	451103 1
20	County	PE	SR 35 (US 17) From SR 45 (US 41) to Bermont Rd (CR 74)	441552-1

21	FDOT	CST	I-75 at N. Jones Loop - Landscaping	4130427
22	FDOT	PE	SR 31 from Bayshore Rd to Cook Brown Rd	428917-1
23	FDOT	CST	SR 776 from Myakka Bridge to Willowbend Dr Resurfacing	445475 1
24	FDOT	Study	I -75 from N.Bayshore Rd (SR 78) in Lee County to S.River Road (SR 777)	448864 1
25	FDOT	PE	SR 35 (US 17) FROM PINEGROVE CIRCLE TO N OF WASHINGTON LOOP	451104 1
26	FDOT	PE	US 41 (SR 45) at S Fork Alligator Creek	4463391
27	FDOT	CST	SR 776 (El Jobean Rd) at Flamingo Blvd	4463401
28	FDOT	PE	SR 776 at Charlotte Sports Park	4463931
29	FDOT	PE	SR 776 from Merchants Crossing to Sarasota County Line	4496521
30	FDOT	PE	SR 776 From N Pine St to Sarasota County Line	4511051
31	FDOT	CST	US 41 (SR 45) from S of Morningside Dr to N of St. Pierre Rd	4489311
32	FDOT	PE	SR 776 at Oceanspray Blvd	4513601
33	FDOT	CST	SR 35 (US 17) from PineGrove Circle to N of Washington Loop Rd	4511041
34	FDOT	PE	SR 45 (US 41) From S Of Aqui Esta Dr TO S Of Carmalita St	451101-1
35	FDOT	PD&E	Burnt Store Rd add lanes and reconstruct from Lee County Line to Wallaby Lane	
36	County	PE	Harbor View Rd from Melbourne St to I-75	434965-2

5 YEAR TRANSPORTATION PROGRAM 2025 THROUGH 2029 - SUMMARY OF ADDITIONS, RESCHEDULINGS AND DELETIONS As of December 2023

FLORIDA DEPARTMENT OF TRANSPORTATION DRAFT TENTATIVE Work Program Charlotte County FY2025 through FY2029 SUMMARY OF CHANGES											
Project Number	Responsible Agency	Phase	Category	County	Type of Work	Project Description	Old Fiscal Year	Old Estimate	New Fiscal Year	New Estimate	Comments
446393-1	LAP	Construction	Additions	CHARLOTTE	Add Right Turn Lanes	SR 776 AT CHARLOTTE SPORTS PARK		\$0	2027	\$500,000	Funds added to Construction phase
451105-1	FDOT	Desgn	Additions	CHARLOTTE	Resurfacing	SR 776 FROM N OF PINE ST TO SARASOTA COUNTY LINE		\$0	2025	\$680,616	Design, Construction & CEI phases funded.
451105-1		Construction	Additions	CHARLOTTE		SR 776 FROM N OF PINE ST TO SARASOTA COUNTY LINE		\$0	2027	\$5,148,200	
451105-1		CEI	Additions	CHARLOTTE		SR 776 FROM N OF PINE ST TO SARASOTA COUNTY LINE		\$0	2027	\$10,930	
451105-1		CEI	Additions	CHARLOTTE		SR 776 FROM N OF PINE ST TO SARASOTA COUNTY LINE		\$0	2027	\$633,579	
452967-2	LAP	Construction	Additions	CHARLOTTE	Emergency Operations	CR-775 OVER OYSTER CREEK - BRIDGE NO 010063		\$0	2026	\$287,031	Construction and CEI Funds added for Bridge
452967-2		CEI	Additions	CHARLOTTE	Emergency Operations	CR-775 OVER OYSTER CREEK - BRIDGE NO 010063		\$0	2026	\$34,444	
453062-2	LAP	Construction	Additions	CHARLOTTE	Emergency Operations	GILLOT BLVD REPAIRS NORTH OF BLITMAN ST		\$0	2026	\$670,910	Construction funds added to project
453062-2		CEI	Additions	CHARLOTTE	Emergency Operations	GILLOT BLVD REPAIRS NORTH OF BLITMAN ST		\$0	2026	\$80,510	
453416-1	LAP	Design	Additions	CHARLOTTE	Add Right Turn Lanes	SR 776 AT JACOBS STREET		\$0	2027	\$10,000	Design and Construction funded.
453416-1		Design	Additions	CHARLOTTE		SR 776 AT JACOBS STREET		\$0	2027	\$36,308	
453416-1		Construction	Additions	CHARLOTTE		SR 776 AT JACOBS STREET		\$0	2029	\$145,230	
453459-1	LAP	Desgn	Additions	CHARLOTTE	Roundabout	JONES LOOP ROAD AND PIPER ROAD INTERSECTION IMPROVEMENTS		\$0	2029	\$500,000	New Project funding for Design and construction
453459-1		Construction	Additions	CHARLOTTE	Roundabout	JONES LOOP ROAD AND PIPER ROAD INTERSECTION IMPROVEMENTS		\$0	2029	\$3,218,282	
453479-1	LAP	Design	Additions	CHARLOTTE	Add Right Turn Lanes	SR776 AT CORNELIUS BLVD		\$0	2027	\$46,308	New Project funding for Design and construction
453479-1		Construction	Additions	CHARLOTTE		SR776 AT CORNELIUS BLVD		\$0	2029	\$145,230	
453809-1	FDOT	Capital Grant	Additions	CHARLOTTE	Aviation Capacity	PUNTA GORDA AIRPORT TERMINAL EXPANSION		\$0	2025	\$4,950,000	PG Airport Terminal Expansion
451102-1	FDOT	Construction	Advances	CHARLOTTE	Resurfacing	SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE	2026	\$906,361	2025	\$537,653	Project advanced from FY26 to FY25
451102-1		CEI	Advances	CHARLOTTE		SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE	2026	\$5,450	2025	\$5,145	
451102-1		CEI	Advances	CHARLOTTE		SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE	2026	\$125,638	2025	\$58,447	
448931-1	FDOT	Construction	Cost Decreases	CHARLOTTE	Pavement Only Proj	SR 45 (US 41) FROM S OF MORNINGSIDE DR TO N OF ST PIERRE RD	2025	\$6,829,526	2025	\$4,482,855	Payment Only Project just replacement
448931-1		CEI	Cost Decreases	CHARLOTTE		SR 45 (US 41) FROM S OF MORNINGSIDE DR TO N OF ST PIERRE RD	2025	\$5,290	2025	\$5,145	
448931-1		CEI	Cost Decreases	CHARLOTTE		SR 45 (US 41) FROM S OF MORNINGSIDE DR TO N OF ST PIERRE RD	2025	\$682,952	2025	\$368,181	
451101-1	FDOT	Construction	Cost Decreases	CHARLOTTE	Pavement Only Proj	SR 45 (US 41) FROM S OF AQUI ESTA DR TO S OF CARMALITA ST	2026	\$2,821,390	2026	\$2,120,164	Payment Only Project just replacement
451101-1		CEI	Cost Decreases	CHARLOTTE		SR 45 (US 41) FROM S OF AQUI ESTA DR TO S OF CARMALITA ST	2026	\$5,450	2026	\$5,300	
451101-1		CEI	Cost Decreases	CHARLOTTE		SR 45 (US 41) FROM S OF AQUI ESTA DR TO S OF CARMALITA ST	2026	\$383,657	2026	\$196,114	
434965-3	FDOT	Construction	Cost Increases	CHARLOTTE	Add Lanes and reconstruct	HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST	2026	\$20,893,583	2026	\$26,767,091	Additional funds added to Consultant agreement for drainage, utilities, ROW
451103-1	FDOT	Construction	Defers	CHARLOTTE	Maintenance	SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE	2026	\$5,196,623	2027	\$4,404,977	This is a unit cost update for this project.
451103-1		CEI	Defers	CHARLOTTE		SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE	2026	\$5,450	2027	\$5,465	
451103-1		CEI	Defers	CHARLOTTE		SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE	2026	\$641,838	2027	\$606,199	
437105-1	LAP	ITS	Deletions	CHARLOTTE	ITS	CHARLOTTE TMC OPS FUND COUNTY WIDE	2025	\$180,000		\$0	Moved funds to 432428-2 to sustain contract
446391-1	LAP	Planning	Moved Out	CHARLOTTE	Planning	US 41 (SR 45) FROM KINGS HWY TO PEACE RIVER BRIDGE	2025	\$150,000	2099	\$0	Project deferred for balancing.
451216-1	FDOT	Capital Grant	Supplementals	CHARLOTTE	Aviation Operations	PUNTA GORDA AIRPORT MAINTENANCE & OPERATIONS CENTER		\$0	2025	\$1,150,000	Construction bid increase

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.ccpgmmpo.gov 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, 2024, 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 Management Template: MPO Transportation Improvement Program (TIP)

March 2024 Update
Published March 29, 2024



Purpose

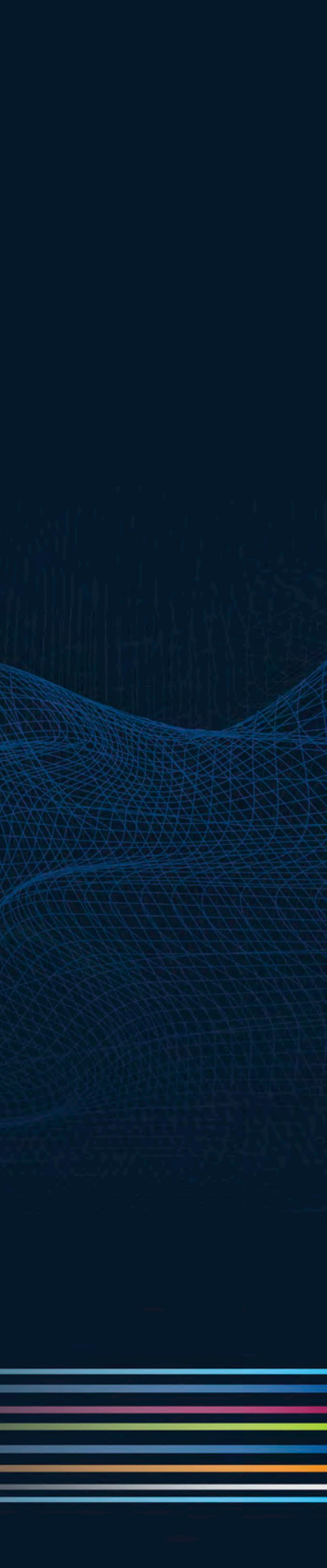
Purpose

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.

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



Section 1 Background

1.0 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 the U.S. 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.



Section 2 Highway Safety Measures (PM1)

2.0 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 Nonmotorized Fatalities and Serious Injuries.

2.1 Highway Safety Targets

2.1.1 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, 2023, FDOT established statewide safety performance targets for calendar year 2024. Table 3.1 presents FDOT’s statewide targets.

Table 2.1 Statewide Highway Safety Performance Targets

Performance Measure	Calendar Year 2024 Statewide 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

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 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.

2.1.2 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.

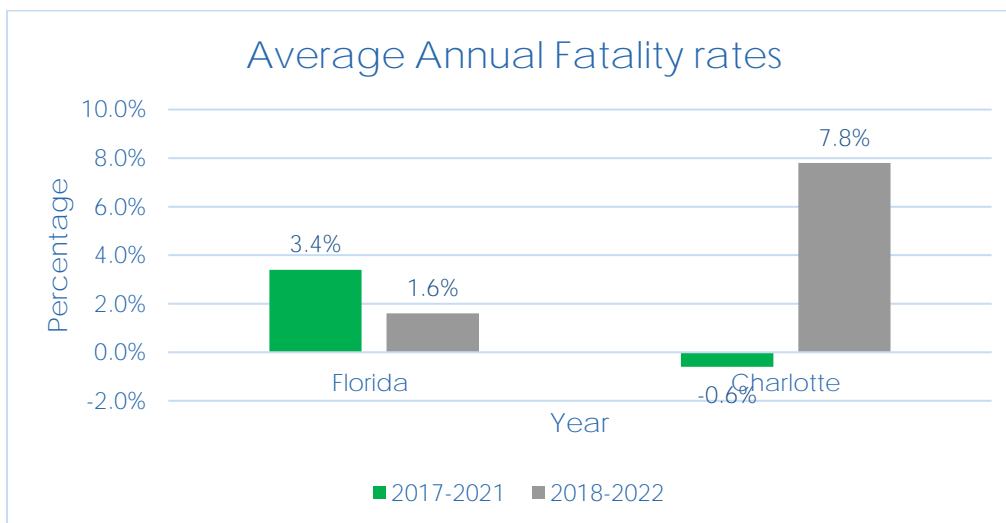
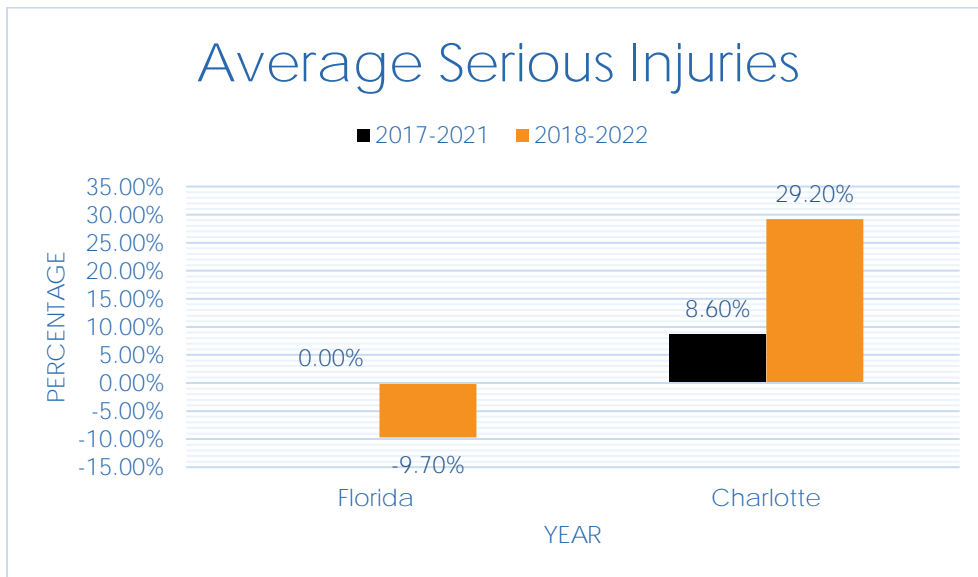
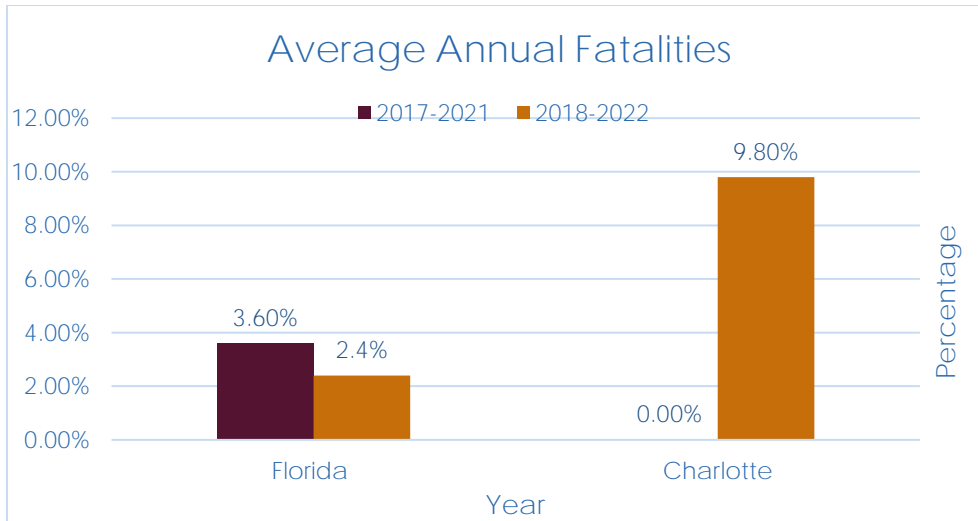
The Charlotte County- Punta Gorda MPO, along with FDOT and other traffic safety partners, shares a high concern about the upward trending of traffic fatalities, both statewide and nationally. As such, on December 15, 2022, the Charlotte County- Punta Gorda MPO agreed to support FDOT’s statewide safety 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.

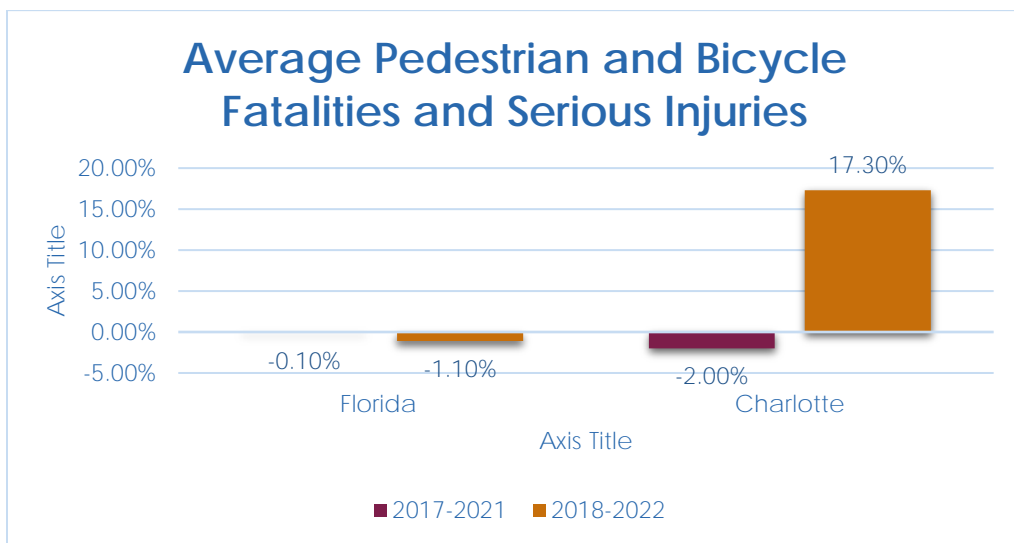
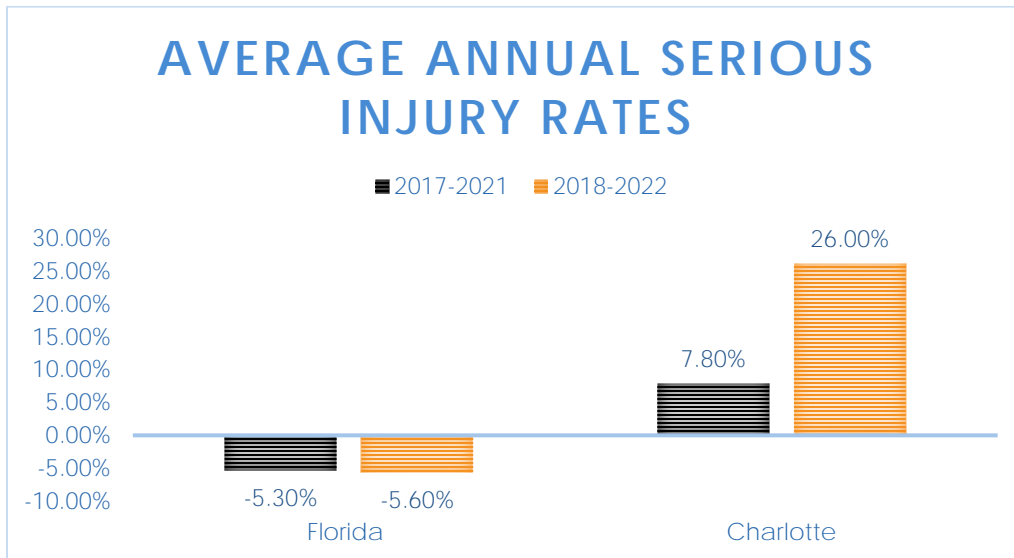
The Charlotte County-Punta Gorda MPO, along with FDOT and other traffic safety partners, shares a high concern about the unacceptable number of traffic fatalities, both statewide and nationally. As such, on December 18, 2023 the Charlotte County-Punta Gorda MPO agreed to support FDOT’s statewide safety performance targets for calendar year 2024, 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.

Performance Measure	Calendar Year 2024 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 injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

2.2 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. Below are trends in Charlotte County – Punta Gorda MPO compared to State of Florida.





2.3 FDOT Safety Planning and Programming

2.3.1 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: safer road users, safer vehicles, safer speeds, safer 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, micromobility, and connected and automated vehicles.

2.3.2 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 2023 HSIP Annual Report, FDOT reported calendar year 2024 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 the 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 20, 2023, FHWA reported the results of its 2021 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2021 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 the baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. [The HSIP Implementation Plan](#) was submitted with the HSIP Annual Report to FHWA on August 31, 2023.

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 2023 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.
- Implement key safety countermeasures.
- 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 \$156 million in HSIP funds for use during the 2023 state fiscal year from July 1, 2022 through June 30, 2023, 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 \$128.7 million in infrastructure investments on state-maintained roadways and \$27.5 million in infrastructure investments on local roadways. A list of HSIP projects can be found in the [HSIP 2023 Annual Report](#).

Beginning in fiscal year 2024, HSIP funding is 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.

2.3.3 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 Official (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.

2.4 Safety Investments in the TIP

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

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

The Route to 2045 LRTP will provide information from the FDOT HSIP annual reports to track the progress made toward the statewide safety performance targets. The MPO will document the progress on any safety performance targets established by the MPO for its planning area. Additionally, the MPO has coordinated with FDOT on the US 41 Corridor Vision Plan in setting aside funding for implementation of study recommendations. US 41 has routinely experienced the highest level of traffic crashes in Charlotte County. Addressing bicycle and pedestrian safety has also been a focus of the MPO for developing the Route to 2045 LRTP. Adoption of the Countywide Bicycle/Pedestrian Master Plan has identified more than 165 miles of proposed multimodal transportation facilities.

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 completed safety projects include SR 776 Corridor study, Veterans Blvd 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, Bicycle Counter locations, lighting, Traffic control devices and implementing turn lanes and supporting FDOT safety design elements. 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.

Section 3 Pavement & Bridge Condition Measures (PM2)

3.0 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 continuously reinforced concrete pavements);
- Cracking percent - percentage of pavement surface exhibiting cracking (applicable to asphalt, jointed concrete, and continuously reinforced 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.

3.1 Bridge & Pavement Condition Targets

3.1.1 Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for 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 3.1 Statewide Bridge and Pavement Condition Performance Targets

Performance Measure	2022 Statewide Conditions	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	58.2%	≥50.0%	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	0.6%	≤10.0%	≤10.0%
Percent of Interstate pavements in good condition	73.4%	≥60.0%	≥60.0%
Percent of Interstate pavements in poor condition	0.2%	≤5.0%	≤5.0%
Percent of non-Interstate pavements in good condition	48.8%	≥40.0%	≥40.0%
Percent of non-Interstate pavements in poor condition	0.6%	≤5.0%	≤5.0%

Source: 2022 Statewide Conditions fdotsourcebook.com.

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 bridges and pavements.

In addition, FDOT developed a [Transportation Asset Management Plan](#) (TAMP) for the state NHS bridge and pavement assets. 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 current TAMP was submitted on December 30, 2022 and recertified by FHWA on February 23, 2023.

Further, the federal pavement condition measures require a data collection methodology that is a departure from the methods historically used by FDOT. For bridge condition, 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.

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 2022 exceeded the established targets. Based on analyses of the data, the previous statewide targets are still appropriate for 2023 and 2025.

FHWA determined that FDOT made significant progress toward its 2021 PM2 targets; FHWA’s assessment of progress toward the 2023 targets is anticipated to be provided in 2024.

3.1.2 MPO Targets

On December 18, 2023 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 3.2 identifies MPO targets accepting FDOT targets.

Table 3.2 [Charlotte County – Punta Gorda MPO] Pavement and Bridge Condition Performance Targets

Performance Measure	2025 MPO Target
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.

Bridge & Pavement Investments in the TIP

The Charlotte County-Punta Gorda MPO TIP reflects investment priorities established in the 2045 LRTP. The focus of Charlotte County-Punta Gorda MPO’s investments in bridge and pavement condition include in the 2023 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

Pavement & Bridge Condition Measures (PM2)

- 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.

The projects included in the TIP are consistent with FDOT's Five Year Work Program. Therefore, they reflect FDOT's approach of prioritizing 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.



Section 4
System Performance, Freight
and Congestion Mitigation &
Air Quality Improvement
Program Measures PM3)

4.0 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_x, VOC, CO, PM₁₀, and PM_{2.5}) 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 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.

4.1 System Performance and Freight Targets

4.1.1 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. The 2-year and 4-year targets set for this performance period are identical to the 2-year and 4-year targets set for the previous performance period. 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 4.1 Statewide System Performance and Freight Targets

Performance Measure	2022 Statewide Conditions	2023 Statewide Target	2025 Statewide Target
Percent of person-miles traveled on the Interstate system that are reliable	85.7%	≥75.0%	≥70.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	92.1%	≥50.0%	≥50.0%
Truck travel time reliability (Interstate)	1.46	1.75	2.00

Source: 2022 Statewide Conditions fdotsourcebook.com.

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. Actual performance in 2021 was better than the 2021 targets. FHWA’s assessment of progress toward the 2023 targets is anticipated to be released in March 2024.

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 investment 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. An update to the FMTP will be adopted in the spring of 2024.

4.1.2 MPO Targets

On December 18, 2023 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 4.2 Charlotte County- Punta Gorda MPO] System Performance and Freight Targets

Performance Measure	2025 MPO Target
Percent of person-miles traveled on the Interstate that are 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%

4.2 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 programed for construction on SR 31 and CR 74 which is a high crash intersection involving freight and other vehicles.

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

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

The projects included in the TIP are consistent with FDOT's Five Year Work Program. Therefore, they reflect FDOT's approach of prioritizing 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.

Section 5 Transit Asset Management Measures

5.0 Transit Asset Management Measures

5.1 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 5.1 identifies the TAM performance measures.

Table 5.1 FTA TAM Performance Measures

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their Useful Life Benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark
Infrastructure	Percentage of track segments with performance restrictions
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.

Tier I	Tier II
Operates rail service OR	Subrecipient of FTA 5311 funds OR
≥ 101 vehicles across all fixed route modes OR	American Indian Tribe OR
≥ 101 vehicles in one non-fixed route mode	≤ 100 vehicles across all fixed route modes OR
	≤ 100 vehicles in one non-fixed route mode

FDOT Group TAM Plan Participants

A total of 19 public transportation providers participated in the [FDOT Group TAM Plan](#) and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 6.2). These are FDOT’s Section 5311 Rural Program subrecipients. The Group TAM Plan was adopted in September 2022 and covers fiscal years 2022-2023 through 2025-2026. Group TAM Plan targets for fiscal year 2023 were submitted to NTD in September 2023. An *MPO has the option of including the full table below for context, or just identifying those Tier II providers in the MPO planning area that participated in the Group TAM Plan, if any. If the MPO area includes any providers participating in the Group TAM Plan, the MPO should check with FDOT before submitting the TIP to confirm the final 2023 targets.*

Table 5.2 Florida Group TAM Plan Participants

District	Participating Transit Providers
1	Central Florida Regional Planning Council Hendry County
2	Baker County Council on Aging Levy County Transit Nassau County Council on Aging/Nassau TRANSIT Ride Solution (Putnam County) Suwannee River Economic Council Suwannee Valley Transit Authority
3	Big Bend Transit Calhoun County Senior Citizens Association Gulf County ARC JTRANS Liberty County Transit Tri-County Community Council Wakulla Transportation
4	<i>No participating providers</i>
5	Flagler County Public Transportation Marion Transit Sumter County Transit
6	Key West Transit
7	<i>No participating providers</i>

5.2 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.

5.2.1 Transit Agency 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 and continues to 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 5.3 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 5.3 Transit Asset Management Targets for Charlotte County Transit

Asset Category - Performance Measure	Asset Class	FY 2023 Asset Condition	FY 2024 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Cutaway	7.25%	5%
	Mini-Bus	3%	2%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue Automobile	100%	100%
	Trucks and other Rubber Tire Vehicles	N/A	N/A
	Bus Lift	0%	0%
	Data Equipment	0%	0%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	0%
	Maintenance	N/A	N/A
	Parking Structures	N/A	N/A
	Passenger Facilities	N/A	N/A
	Shelter	N/A	N/A
	Storage	N/A	N/A
	Bus Wash	100%	100%

5.2.2 MPO Transit Asset Management Targets

Charlotte County Transit – 2024 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	33	\$ 89,206.00	5.0	10	4.1	11.0%	Performance Objective	Assess Mid-Life Condition
20'	13	\$ 75,617.79	6.0	10	4.9	20.0%	Action Required	Replace 4 in FY 2024 Replace 3 in FY 2026
22"	11	\$ 77,848.24	5.0	10	4.8	10.0%	No Immediate Action Required	Replace 3 in FY 2026 Replace 3 in FY 2027
23"	7	\$ 80,739.14	3.0	10	5.0	10.0%	No Immediate Action Required	Replace 3 in FY 2031 Replace 2 in FY 2032
26'	1	\$ 122,274.00	9	10	5	10.0%	No Immediate Action Required	Replace 1 in FY 2033
CAR	1	\$ 25,980.51	8	8	3.0	100%	Action Required	Replace 1 in FY 2024
EQUIPMENT Asset Class	ASSET COUNT	AVG VALUE	AVG AGE	USEFUL LIFE BENCHMARK	AVG CONDITION	PERFORMANCE TARGET (% of Equipment 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	2	\$ 146,225.50	15	14.5	3.5	58%	No Immediate Action Required	No Immediate Action Required
Bus Lift	1	\$ 23,831.00	15	20	3	78%	No Immediate Action Required	No Immediate Action Required
Ecolane Software	1	\$ 268,620.00	0	5	5	0%	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 (% 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	\$ 18,878.00	3	40	4	0%	Action Required	Action Required
Parking Lot	1	\$ 18,878.00	3	40	4	0%	Action Required	Action Required FY24- Planned Lot Resurfacing

- These numbers reflect Charlotte County Transit’s most current Transit Asset Management Targets as of April 8, 2024

Charlotte County Transit

5.3 Transit Asset Management Investments in the TIP

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-Punta Gorda MPO 2045 LTRP. The MPO 2050 LTRP is currently in development.

Transit Asset Management Measures

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The focus of Charlotte County-Punta Gorda MPO's investments that address transit state of good repair include:

- Bus and other vehicle purchases and replacements
- Equipment purchases and replacements
- Retrofits
- Repair, rehabilitation, and replacement of transit facilities
- Repair, rehabilitation, and replacement of transit infrastructure]

Transit asset condition and state of good repair is a consideration in the methodology that the Charlotte County-Punta Gorda MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area. This prioritization process considers factors such as

The TIP devotes resources to projects that will maintain and improve transit state of good repair. Investments in transit assets in the TIP include \$5 million for vehicle purchases, \$125,00.00 for facility improvements including and sound proofing and enhancing the communication and dispatch call center, \$50,000.00 rehabilitation of the parking facilities, \$300,000.00 new on-board enhanced video camera system.

The Charlotte County-Punta Gorda MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the TAM performance targets. The Charlotte County-Punta Gorda MPO will continue to coordinate with the Charlotte County Transit to maintain the region's transit assets in a state of good repair.

For more information on these programs and projects, see TIP section IV Pages 99-101 which discusses transit projects and investments.

Investment decisions for asset replacement in the Charlotte County Transit Asset Management Plan inventory are made with the goal to maintain or improve the percentage of vehicles, equipment, and facilities in an adequate or better condition. Charlotte County Transit will monitor all assets for unsafe conditions. Identifying an opportunity to improve the safety of an asset, however, does not necessarily indicate an unsafe condition. If an unacceptable safety risk associated with an asset is identified, that asset will be ranked with higher investment priority to the extent practicable. The subrecipients prioritize the rehabilitation and replacement of vehicles that provide transit service over non-revenue vehicles and facilities



Section 6 Transit Safety Performance

6.0 Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

The regulations apply 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 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 United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

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

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

In Florida, each Section 5307 or 5311 public transportation 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 FTA PTASP requirements.¹

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety 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 current transit provider targets in their TIPs).

When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the Charlotte County-Punta Gorda MPO must reflect those targets in LRTP and TIP updates.

¹ FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at [ptasp-14-90-guidance-document_09112019.docx \(live.com\)](#)

6.1 Transit Safety Targets

The following public transportation provider(s) operate in the Charlotte County-Punta Gorda MPO planning area: Charlotte County Transit. Of these, Charlotte County Transit is responsible for developing a PTASP and establishing transit safety performance targets annually.

See example in the appendix section A.8.

6.1.1 Transit Agency Safety Targets

The Charlotte County Transit established the transit safety targets identified in Table 6.1 on April 5, 2024:

Table 6.1 Transit Safety Performance Targets for Charlotte County Transit

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Transit Provider 1							
Paratransit	0	0	3	.8	3	.8	20,000

6.1.2 MPO Transit Safety Targets

On May 20, 2024 the Charlotte County-Punta Gorda MPO will consider supporting the 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 provider’s targets.

Table 6.2 Charlotte County-Punta Gorda MPO Transit Safety Performance Targets

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Paratransit	0	0	3	.8	3	.8	20,000

The MPO’s transit safety targets reflect the targets established by Charlotte County Transit through their Public Transportation Agency Safety Plan.

6.2 Transit Safety Investments in the TIP

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-Punta Gorda MPO 2045 LRTP.

The Charlotte County-Punta Gorda MPO recognizes the importance of linking goals, objectives and investment priorities to stated performance objectives. 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.

FTA funding, as programmed by the region’s transit providers and FDOT, is used for programs and products to improve the safety of the region’s transit systems. The focus of Charlotte County-Punta Gorda MPO’s investments that address transit safety include: \$5 million for vehicle purchases and \$300,000.00 new on-board enhanced video camera system.

Transit safety is a consideration in the methodology Charlotte County-Punta Gorda MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support the MPO’s goals, including transit safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the MPO’s planning area. This prioritization process considers factors such as scheduled vehicle replacement and maintenance, improved camera system to document on board Transit activity.

The Charlotte County-Punta Gorda MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. The Charlotte County-Punta Gorda MPO will continue to coordinate with Charlotte County Transit to maintain and improve the safety of the region’s transit system and maintain transit assets in a state of good repair.

For more information on these programs and projects, see Section IV pages 99-101 of the 2023 TIP that discusses transit projects and investments.

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 2024/2025 - FY 2028/2029 Transportation Improvement Program as of October 6, 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 2024/2025 through 2028/2029. 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 2024 through 2028), and 5 years of programming in the FDOT Work Program for non-SIS projects (FY 2025 through 2029) plus historical cost information for all projects having expenditures paid by FDOT prior to FY 2024.

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. 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.ccpmpo.gov. 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.

State Transportation Improvement Program

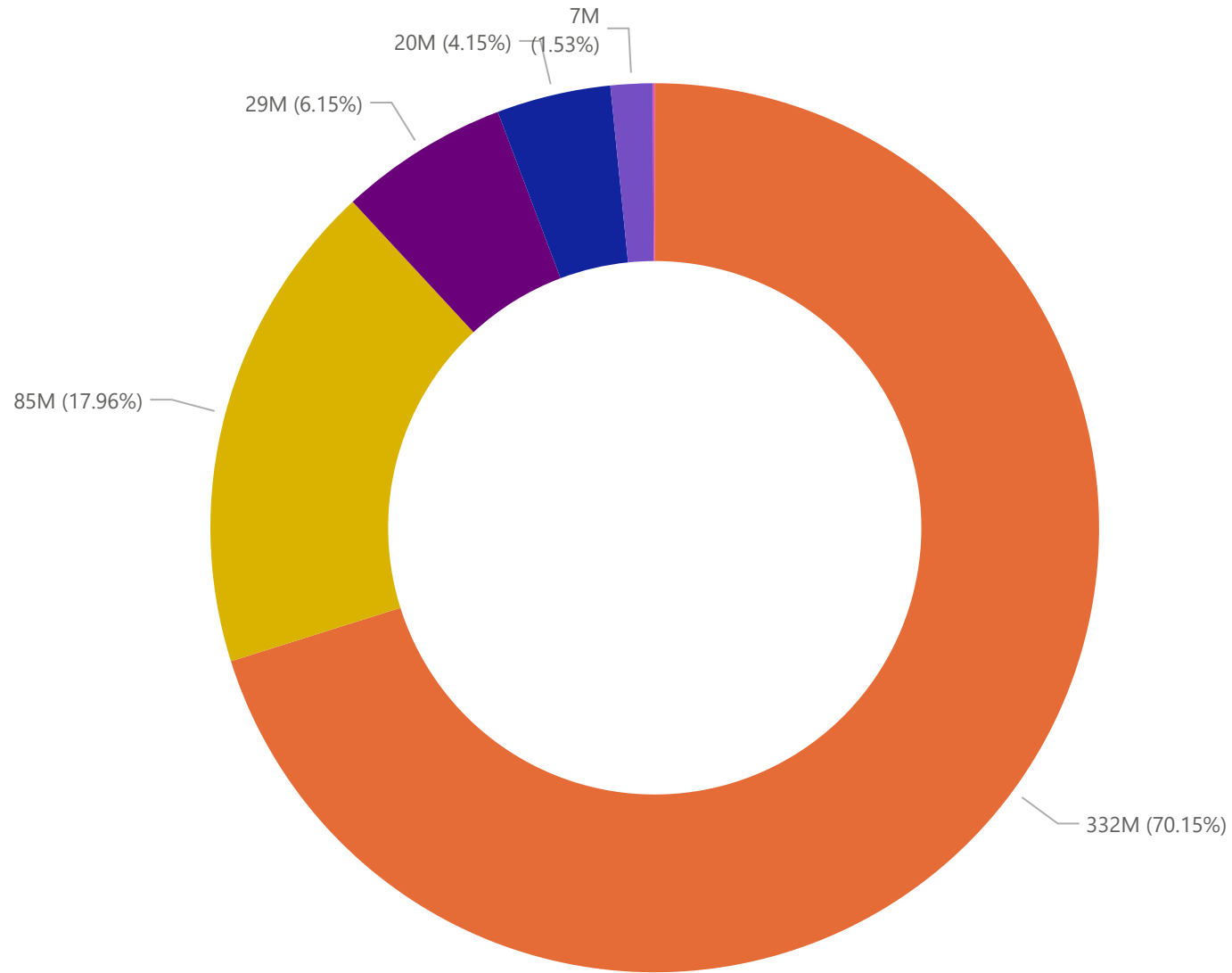
Charlotte County - Punta Gorda MPO - Project Detail and Summary Report

FY 2025- 2029 Transportation Improvement Program As of April 8, 2024

Fund	Fund Name	<2025	2025	2026	2027	2028	2029	>2029	All Years
	TOTAL OUTSIDE YEARS	5,394,872							5,394,872
	TOTAL OUTSIDE YEARS	26,247,493							26,247,493
	TOTAL OUTSIDE YEARS	131,772,826							131,772,826
ACER	ADVANCE CONSTRUCTION (ER)			957,591					957,591
ACFP	AC FREIGHT PROG (NFP)	175,000				17,404,077			19,154,077
ACNR	AC NAT HWY PERFORM RESURFACING			3,340,311	1,340,512				4,680,823
ACSA	ADVANCE CONSTRUCTION (SA)	25,000							25,000
ACSL	ADVANCE CONSTRUCTION (SL)		250,595						250,595
ACSN	ADVANCE CONSTRUCTION (SN)	64,570							64,570
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	294,100	480,000		3,838,267				4,612,367
CARB	CARBON REDUCTION GRANT PGM				1,093	485,777			486,870
CARL	CARB FOR URB. LESS THAN 200K	728,929			402,221				1,131,150
CARM	CARB FOR SM. URB. 5K - 49,999					77,723			77,723
CM	CONGESTION MITIGATION - AQ			128,979					128,979
D	UNRESTRICTED STATE PRIMARY	8,553,160	2,445,119	2,451,384	2,457,840	980,668			16,888,171
DDR	DISTRICT DEDICATED REVENUE	10,263,642	5,602,722	4,344,385	5,818,217	1,559,643	2,459,574		30,048,183
DI	ST. - S/W INTER/INTRASTATE HWY	10,814,101	50,000						10,864,101
DIH	STATE IN-HOUSE PRODUCT SUPPORT	277,048	16,319	10,600	16,395				320,362
DITS	STATEWIDE ITS - STATE 100%.	1,119,112		300,000	366,688				1,785,800
DPTO	STATE - PTO	3,053,738	2,613,825	102,500			2,500,000		8,270,063
DS	STATE PRIMARY HIGHWAYS & PTO	2,187,744	596,100		633,579				3,417,423
DU	STATE PRIMARY/FEDERAL REIMB	1,156,582	50,000	82,800	82,800	82,800	50,000		1,504,982
FAA	FEDERAL AVIATION ADMIN		6,669,000	1,845,000					8,514,000
FTA	FEDERAL TRANSIT ADMINISTRATION	30,061,708	2,335,633	2,511,136	2,458,497	4,596,110	4,600,526		46,563,610
GFEV	GEN. FUND EVEHICLE CHARG. PGM		5,200,000						5,200,000
GFSN	GF STPBG <5K (RURAL)	218,016							218,016
GMR	GROWTH MANAGEMENT FOR SIS		450,000						450,000
LF	LOCAL FUNDS	20,095,436	4,625,573	22,295,044	1,802,239	4,161,522	7,674,888		60,654,702
PL	METRO PLAN (85% FA; 15% OTHER)		601,027	606,223	606,223	606,223	606,223		3,025,919
SA	STP, ANY AREA	21,369	675,616	1,193,714					12,634,159
SL	STP, AREAS <= 200K		80,000	5,061,916	4,969,471	5,057,586		4,009,742	19,178,715
SM	STBG AREA POP. W/ 5K TO 49,999			2,628,830		854,712			3,483,542
SN	STP, MANDATORY NON-URBAN <= 5K	1,829,704				360,970			2,190,674
TALL	TRANSPORTATION ALTS- <200K	114,284	162,712	155,036	253,612	151,554			837,198
TALN	TRANSPORTATION ALTS- < 5K	92,731							92,731
TALT	TRANSPORTATION ALTS- ANY AREA	687,013	1,587,288	2,014,444	4,263,949				8,552,694
GRAND TOTAL		256,823,178	34,491,529	60,773,353	29,311,603	36,379,365	21,900,953		439,679,981

Fund Type	<2025	2025	2026	2027	2028	2029	>2029	All Years
Federal	42,438,876	18,091,871	31,269,440	18,216,645	29,676,732	9,266,491		148,960,055
Local	46,342,929	4,625,573	22,295,044	1,802,239	4,161,522	7,674,888		86,902,195
State 100%	168,041,371	11,774,085	7,208,869	9,292,719	2,540,311	4,959,574		203,816,929
Grand Total:	256,823,176	34,491,529	60,773,353	67,877,511	17,592,028	34,378,564		439,679,179

FY 2025/2026 - FY 2029/2030 Work Program - Funding by Type




FUNDING BY MODE ● Highways ● Transit ● Maintenance ● Aviation ● Planning ● Miscellaneous

FY 2025 - FY 2029 Highway Projects

Project: CAPE HAZE PIONEER TR FROM MYAKKA STATE FOREST

Project Type: Bike Path / Trail
 FM Number: 4436201

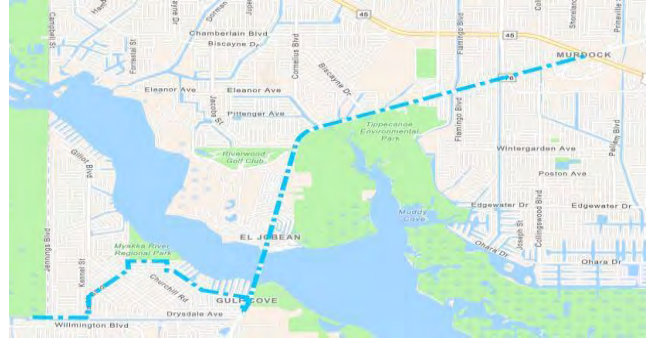
Lead Agency: 

Length: 8.201

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

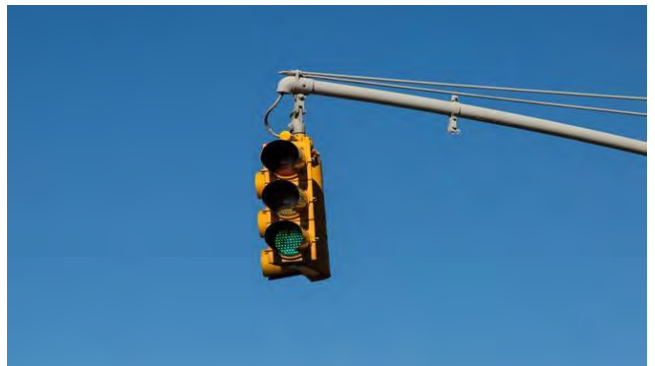
Lead Agency: 

Length: N/A

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	\$321,616	\$335,651	\$350,613	\$264,783		\$1,272,663
OPS	DITS			\$321,616		\$300,000	\$366,688		
Total:			\$0	\$645,256	\$335,651	\$652,639	\$633,498		\$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	\$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	\$97,381	\$101,035	\$104,919	\$109,066	\$113,455	\$412,401
Total:			\$0	\$97,381	\$101,035	\$106,945	\$111,093	\$113,455	\$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:

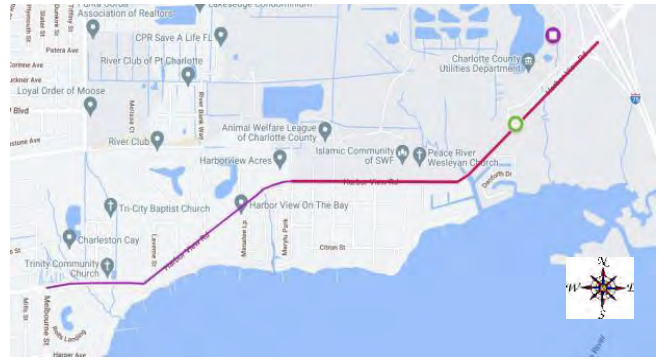


Length: N/A

L RTP Reference Page #: 2045 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
ENV	TALT	State	\$0	\$10,000					\$10,000
Total:			\$0	\$10,000	\$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:

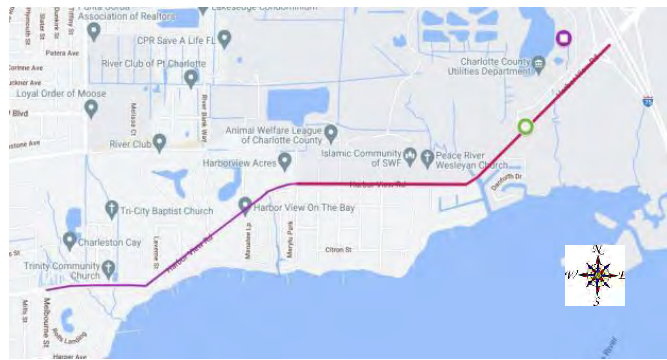


Length: N/A

L RTP Reference Page #: 2045 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
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 I-75

Project Type: Add lanes and reconstruct

FM Number: 434965-5

Lead Agency:

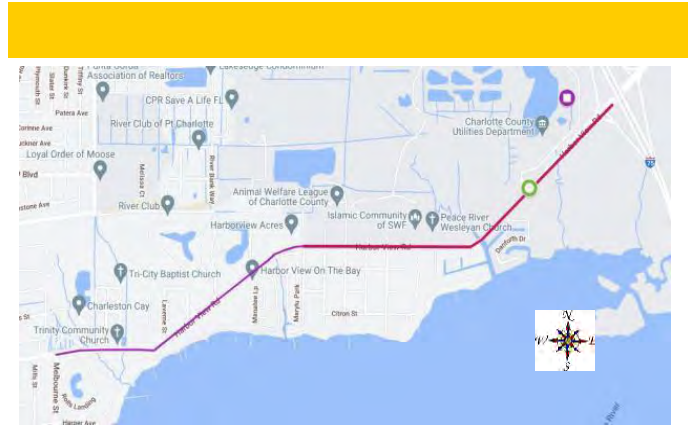


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L RTP Reference Page #: 2045 LRTP Cost Feasible Plan , Page 8-8

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	Federal		\$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:

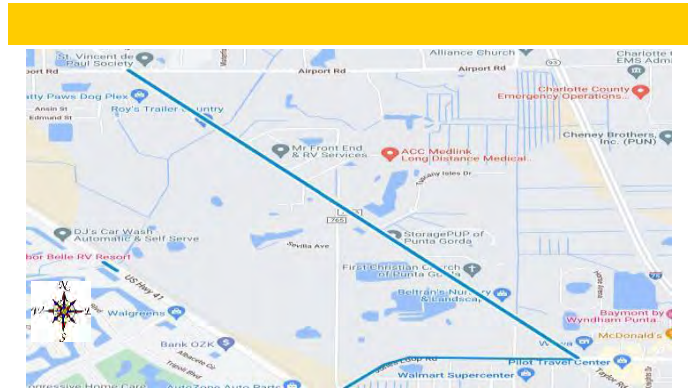


Length: 2.06 mile

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	\$4,548,996	\$0	\$0	\$0		\$4,548,996
Total:			\$0	\$4,548,996	\$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

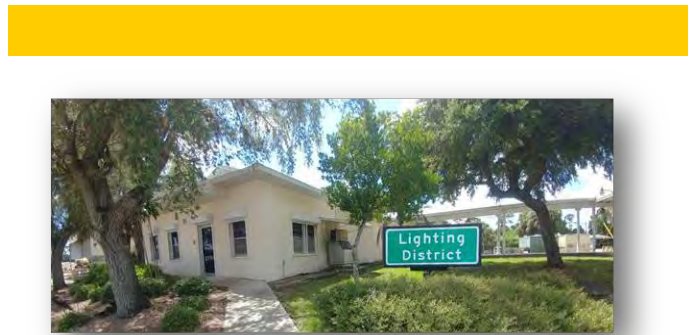
Lead Agency: 

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	\$90,000	\$90,000	\$90,000	\$0		\$270,000
Total:			\$0	\$90,000	\$90,000	\$90,000	\$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

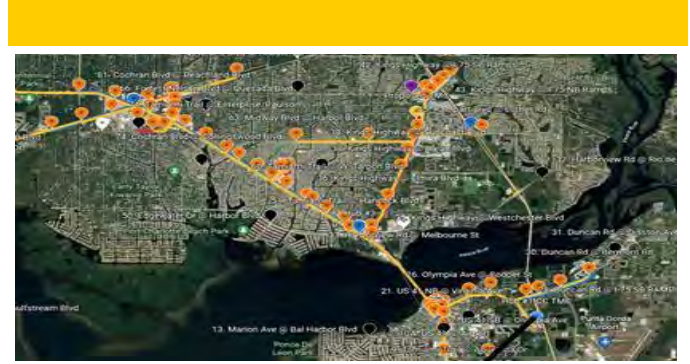
Lead Agency: 

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

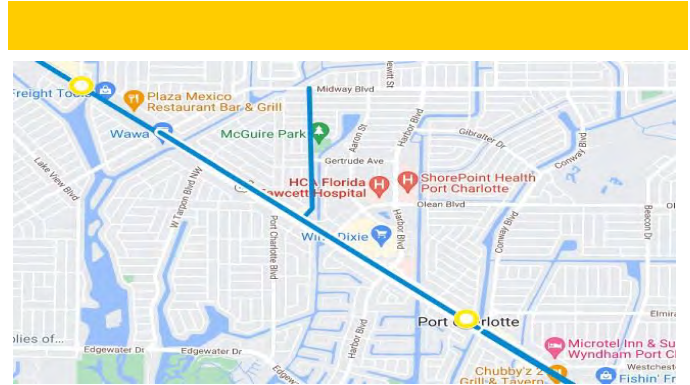
Lead Agency: 

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

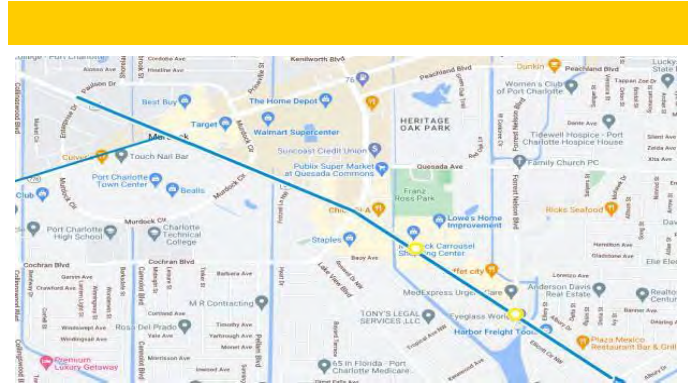
FM Number: 438262-1

Lead Agency: 

Length: None

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
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

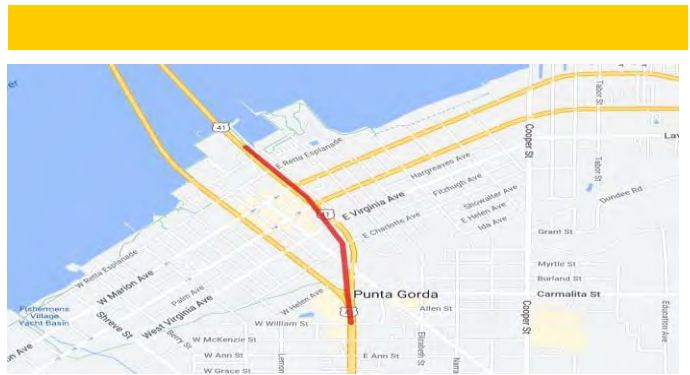
FM Number: 438262-1

Lead Agency: 

Length: None

L RTP 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:

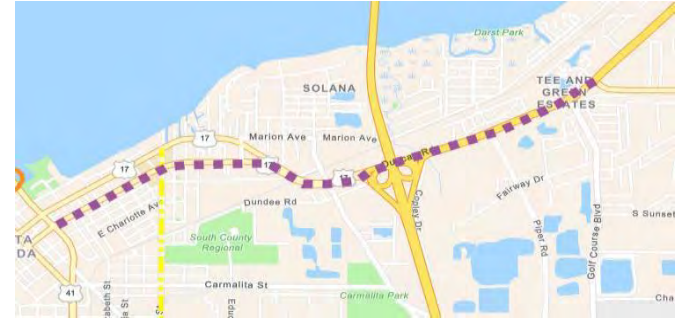


Length: None

L RTP Reference Page #:

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	\$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:

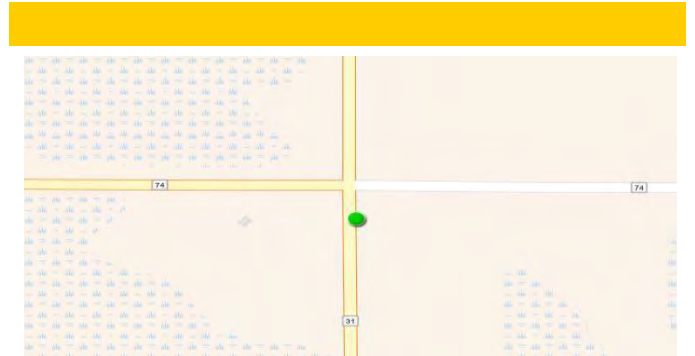


Length: None

L RTP Reference Page #: 2045 L RTP 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	\$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:

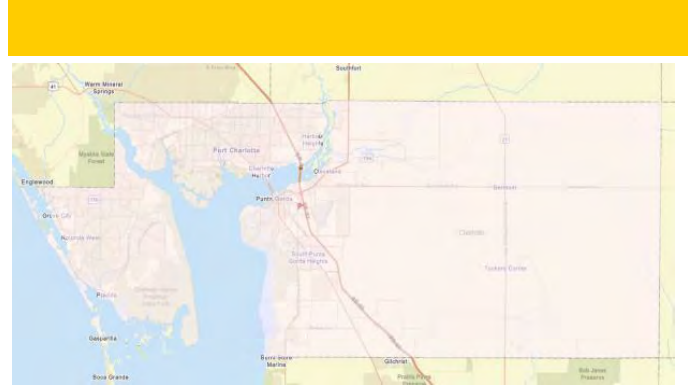


Length: None

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:

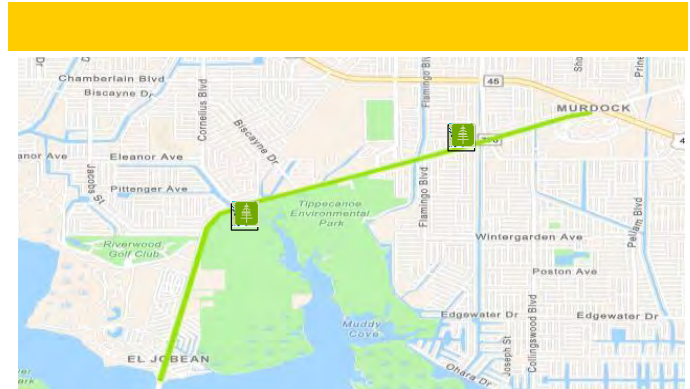


Length: None

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:

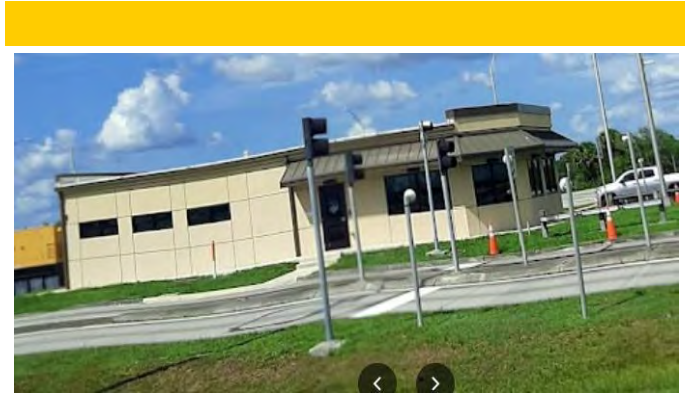


Length: None

LRTP 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:

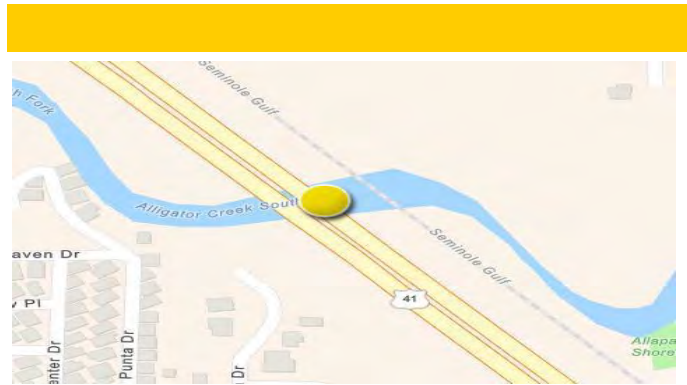


Length: None

LRTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

Description: Pedestrian/ Wildlife overpass over US 41 on East



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:

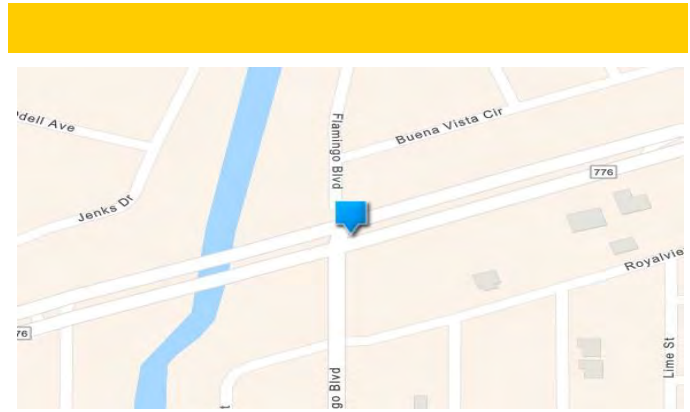


Length: None

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:

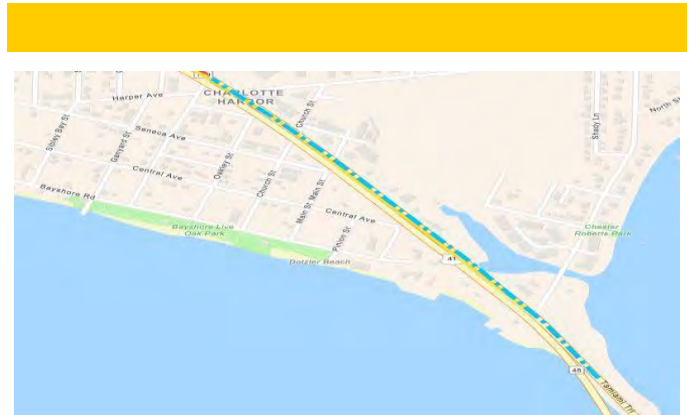


Length: None

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

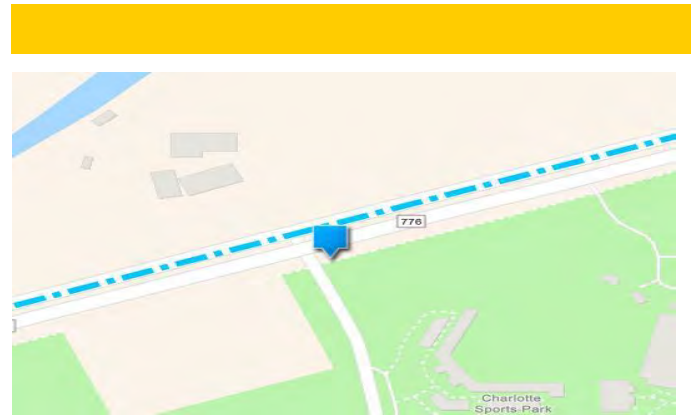
Lead Agency: 

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

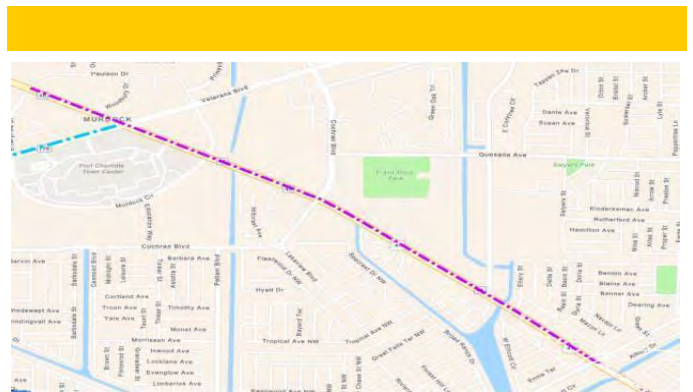
Lead Agency: 

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
Total:	SN	Federal						\$830,461	\$830,461
	Total:			\$0	\$0	\$0	\$1,501,000	\$0	\$3,633,833

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	\$567,252	\$0
Total:			\$0	\$0	\$0	\$0	\$0	\$567,252	\$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:

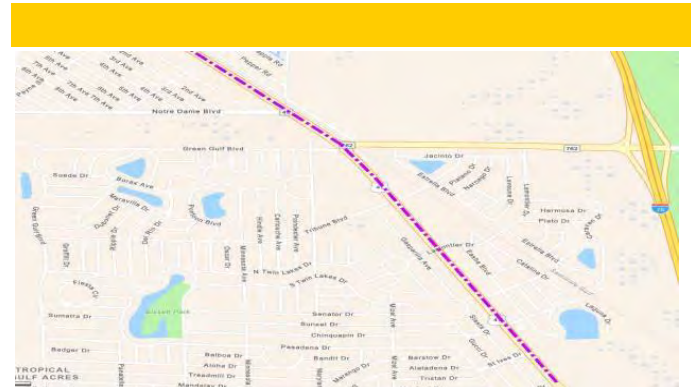


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LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

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			\$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

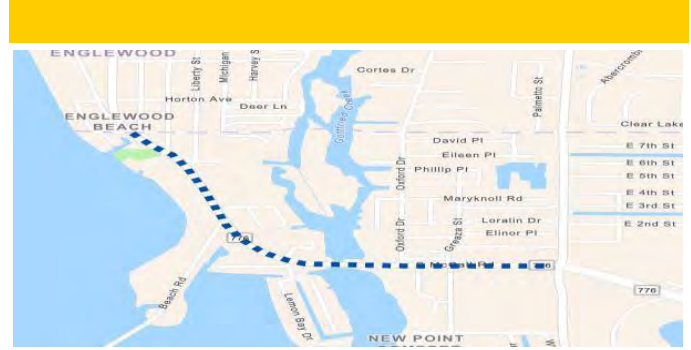
Lead Agency: 

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		\$479,000	\$0	\$0		\$479,000
CST	ACSS	Federal					\$1,925,932		\$1,925,932
Total:			\$0	\$0	\$479,000	\$0	\$1,925,932	\$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

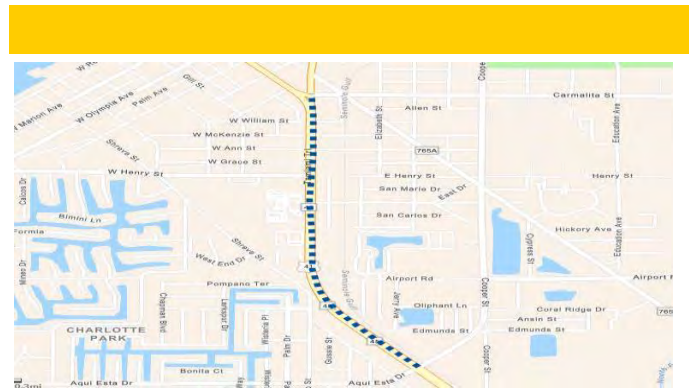
Lead Agency: 

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:

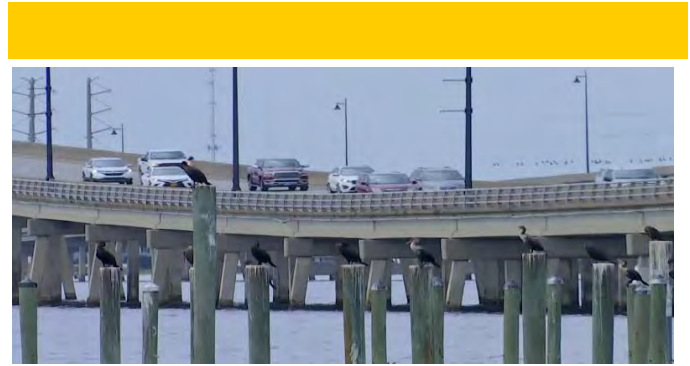


Length: None

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	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:

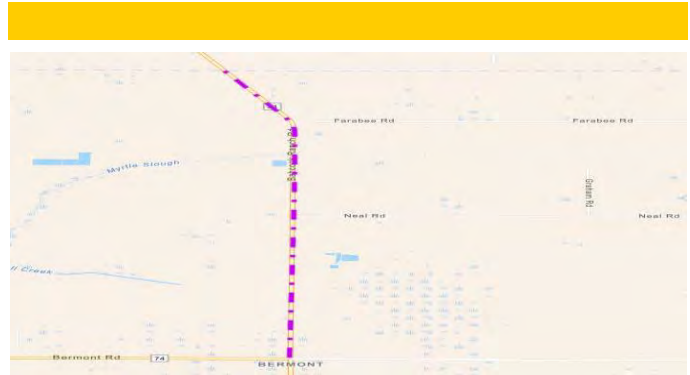


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L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

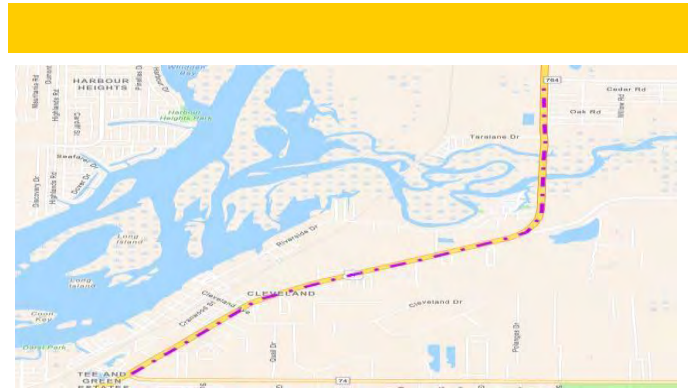
Description: Resurfacing project



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	DIH	State	\$0	\$4,000		\$0			\$4,000
	DS	State		\$295,432					\$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

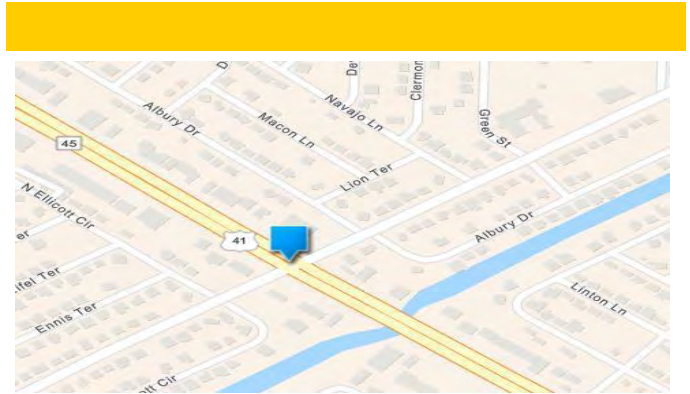
SIS Project No

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	State		\$20,000					\$20,000
CST	DIH	State				\$5,450			\$5,450
	DDR	State				\$398,932			\$398,932
	DS	State				\$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	\$0	\$0	\$0	\$0	\$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:

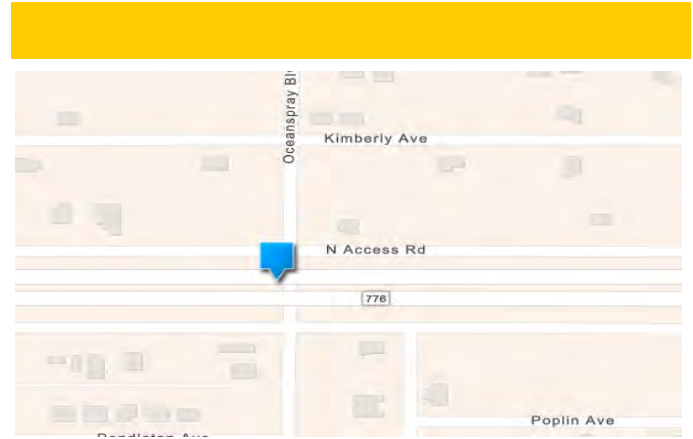


Length: None

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: 452154-1

Lead Agency:

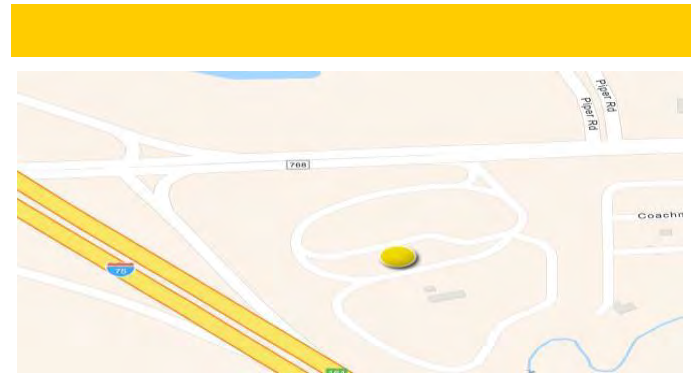


Length: None

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:

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
CAP	GFEV			\$900,000					\$900,000
Total:			\$0	\$2,600,000	\$0	\$0	\$0	\$0	\$2,600,000

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
				\$900,000					\$900,000
Total:			\$0	\$2,600,000	\$0	\$0	\$0	\$0	\$2,600,000

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

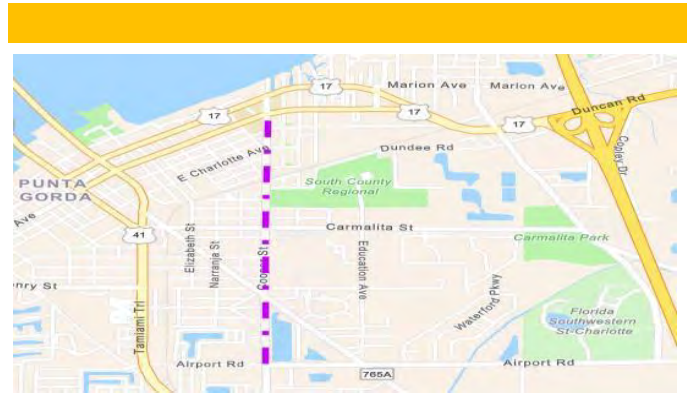
Lead Agency: 

Length: None

L RTP 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

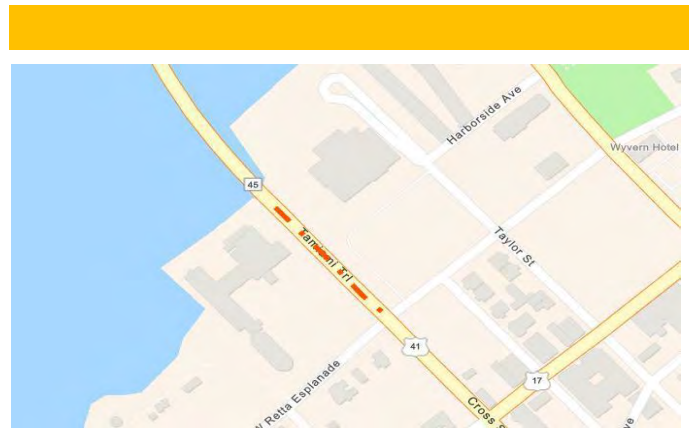
Lead Agency: 

Length: None

L RTP 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:
 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	\$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:
 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: 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:

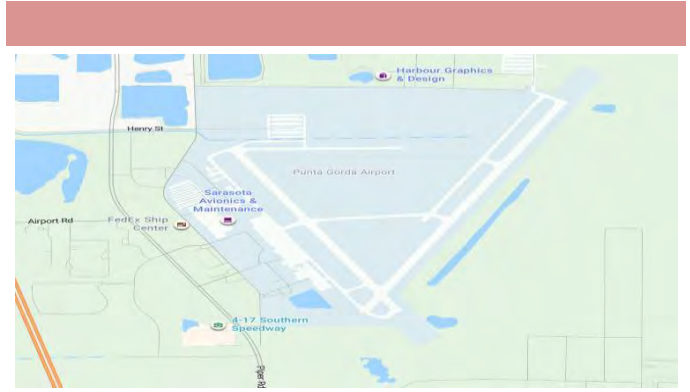


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LRTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No

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



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

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: Aviation




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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

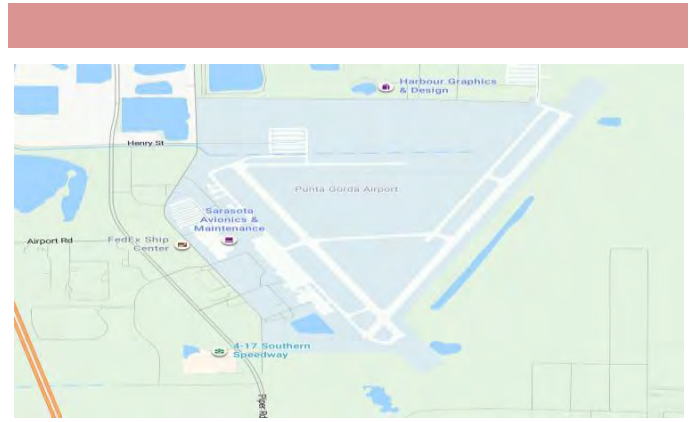
Project: Punta Gorda Airport Maintenance & Operations Center

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

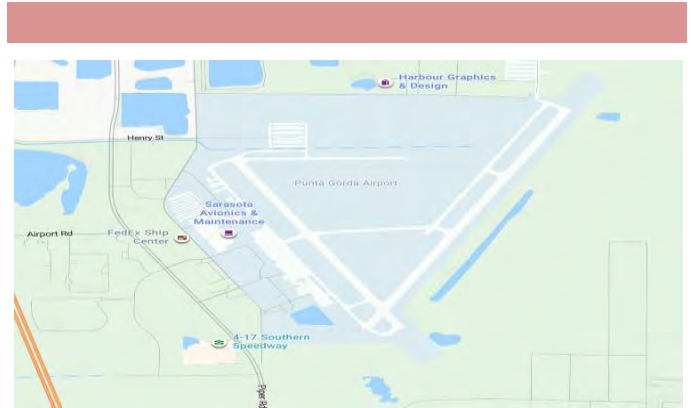
Project: Punta Gorda Airport Runway 4-22 Extension

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	\$750,000	\$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:

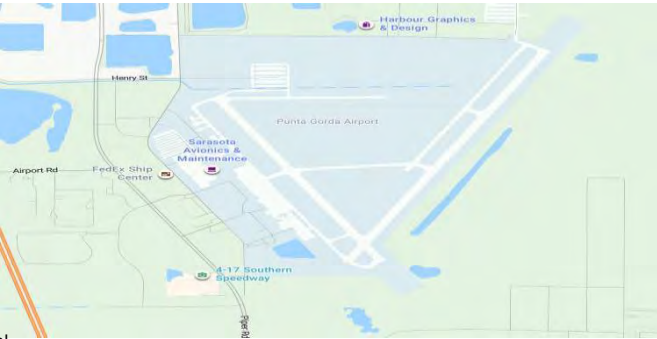


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LRTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

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:

LRTP 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:

LRTP 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:

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	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:

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
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

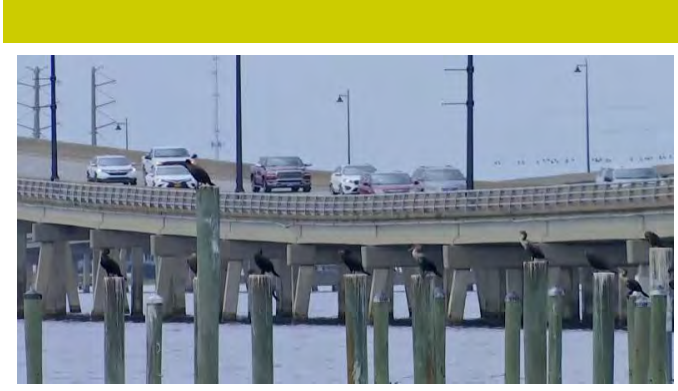
Project: Charlotte County Roadway and Bridge Maintenance Interstate system

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

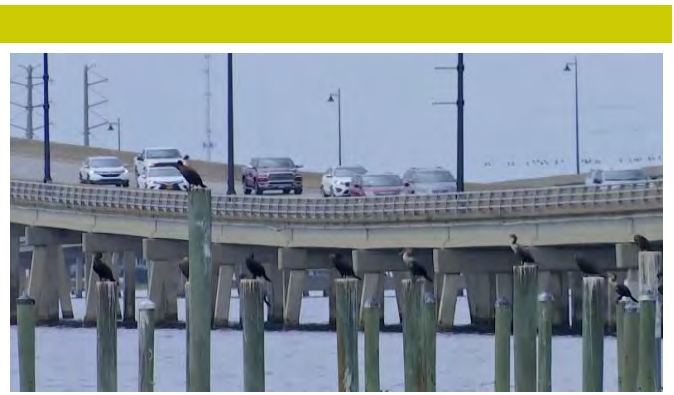
Lead Agency: 

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LRTP 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

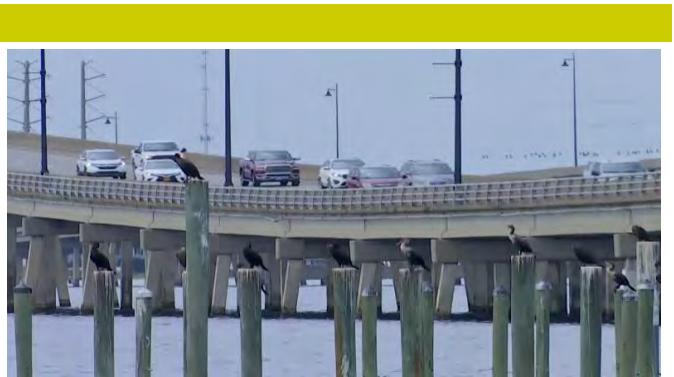
Lead Agency: 

Length:

LRTP 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:

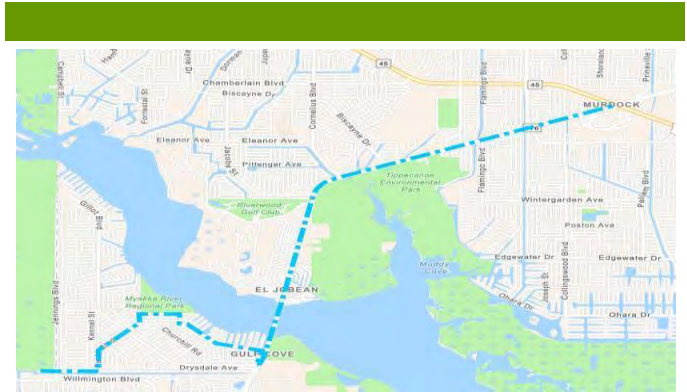


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LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-15

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:

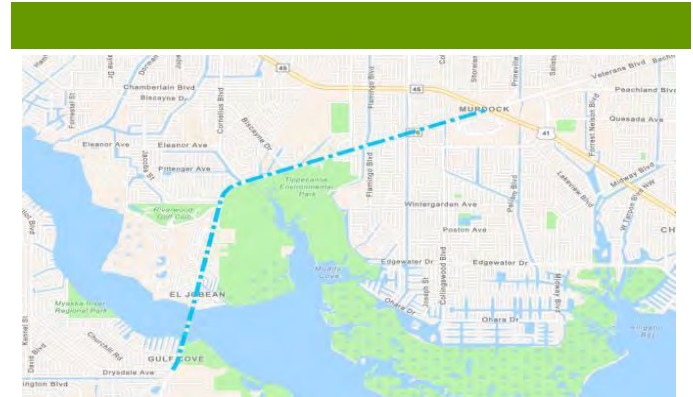


Length:

LRTP 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

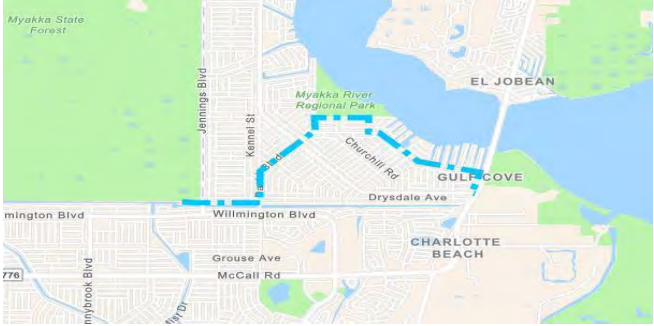
Lead Agency: 

Length:

LRTP 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

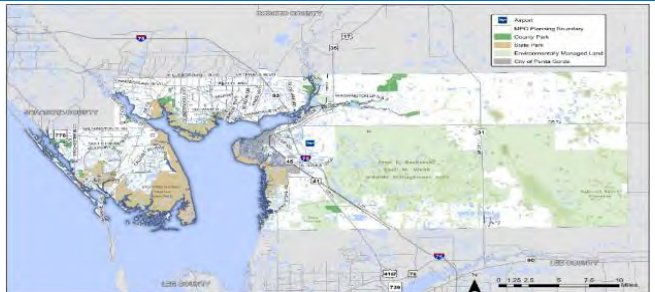
Lead Agency: 

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 2024 through FY 2029 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
Roadway and Sidewalk Infrastructure		443.3	545.7	642.6	660.8	760.2	825.7
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 2024 through FY 2028 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
<i>Only unfunded portion for partially funded projects:</i>			
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
<i>Fully unfunded projects:</i>			
Living Shoreline Tiki Pt Harborwalk	402	1,389	Yes
Laishley Pier	403	1,000	
Sidewalk Connections W Marion: Bal Harbor to Shreve Street	404	1,500	
Sidewalk Improvement Phase I	405	432	
Unimproved Alleyway	406	750	
Baynard/Vasco Sidewalk Improvements	407	400	
Harborwalk East - Phase II	408	1,500	
Bicycle Capital Improvement Program	409	1,200	
Harborwalk - US 41 NB Bridge Underpass Improvements	410	200	
Virginia Ave Complete St Improvements - Harvey St. to US 41	411	800	
Maud Street Angled Parking	412	275	
Royal Poinciana Improvements Complete St	413	2,500	
Tropicana & Marion Sidewalk Enhancement	414	300	
Historic District Street Lights	415	550	
Gilchrist Park - Harborwalk Improvements (Seating and Shade)	416	350	
Historic District Interpretation Markers	417	500	
Harborwalk - Laishley Park Marriage Point	418	750	
Veteran's Park Shade Structure(s)	419	350	
Trabue Park Improvements	420	1,250	
South Punta Gorda Park (Firestation II)	421	1,000	
Harborwalk West - Area 3	422	1,800	
PROJECT CATEGORY - UNFUNDED TOTAL		32,931	

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

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
1% SALES TAX REVENUE				3,515	3,586	3,657	3,731	951	15,440				
EXPENDITURES:													
Harborwalk West - Area 2 - Final Phase	364	3,178	3,178	0	0	0	0	0	3,178	0	0	0	0
Henry Street Sidewalk	365	156	156	0	0	0	0	0	156	0	0	0	0
Virginia Ave Complete St 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
1% SALES TAX FUNDING TOTAL		52,001	15,393	9,048	1,268	2,535	2,287	862	31,393	4,388	3,222	3,745	9,253
Estimated Projected Carryover - Beg				2,065	(3,468)	(1,150)	142	1,586					
Estimated Projected Carryover - End				(3,468)	(1,150)	(28)	1,586	1,675					
Transfer from Fishermans Village Sale (Special Use Fund)				170	0	0	0	0					
Financing (cashflow purposes only)				3,298	(2,318)	(980)	0	0					
Estimated Projected Carryover - End with Interfund Loan				0	0	142	1,586	1,675					

Schedule covers through December 31, 2026

SECTION – VII

2023 FEDERAL OBLIGATIONS

Federal obligations for the Federal fiscal year 2023(10/01/2023- 09/30/2024). 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
 =====
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

2023

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
 NHPP

-14,524

TOTAL 413042 4

-14,524

TOTAL 413042 4

-14,524

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

2023

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
 SL

51,395

TOTAL 431219 1

51,395

TOTAL 431219 1

51,395

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

2023

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
 CM

300

TOTAL 434965 1

300

TOTAL 434965 1

300

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

2023

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
 SA

86,246

SL

213,391

TOTAL 434965 2

299,637

TOTAL 434965 2

299,637

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

ITEM NUMBER:435105 2	PROJECT DESCRIPTION:CR 765A (TAYLOR RD) FROM N JONES LOOP TO AIRPORT RD PHASE I	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01530000	PROJECT LENGTH: 2.046MI	
		TYPE OF WORK:BIKE PATH/TRAIL
		LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0
FUND CODE	2023	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT	1,000	
TOTAL 435105 2	1,000	
TOTAL 435105 2	1,000	

ITEM NUMBER:438262 1	PROJECT DESCRIPTION:SR 45 (US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01010000	PROJECT LENGTH: 2.136MI	
		TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0
FUND CODE	2023	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
CARL	728,929	
TALL	69,405	
TALT	486,892	
TOTAL 438262 1	1,285,226	
TOTAL 438262 1	1,285,226	

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	2023	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	-1,856	
SL	42	
TOTAL 440670 1	-1,814	
TOTAL 440670 1	-1,814	

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	2023	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	596,788	
TOTAL 441517 1	596,788	
TOTAL 441517 1	596,788	

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

HIGHWAYS
=====

ITEM NUMBER:441524 1	PROJECT DESCRIPTION:TAMIAMI TRAIL (SR 45/US 41) FROM WILLIAM ST TO PEACE RIVER BRIDGE	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01010000	PROJECT LENGTH: .910MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2023	
-----	-----	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT	20,000	
TOTAL 441524 1	20,000	
TOTAL 441524 1	20,000	

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	2023	
-----	-----	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SN	847,720	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALN	93,012	
TOTAL 441950 1	940,732	
TOTAL 441950 1	940,732	

ITEM NUMBER:442322 2	PROJECT DESCRIPTION:HURRICANE IAN ON STATE (01) SIGN REPAIR/REPLACEMENT	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:	PROJECT LENGTH: .000	
		TYPE OF WORK:EMERGENCY OPERATIONS
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2023	
-----	-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	83,669	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	697,241	
TOTAL 442322 2	780,910	
TOTAL 442322 2	780,910	

ITEM NUMBER:442322 5	PROJECT DESCRIPTION:HURRICANE IAN INTERSTATE (01) SIGN REPAIR/REPLACEMENT	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:	PROJECT LENGTH: .000	
		TYPE OF WORK:EMERGENCY OPERATIONS
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2023	
-----	-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	57,623	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	480,195	
TOTAL 442322 5	537,818	
TOTAL 442322 5	537,818	

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

ITEM NUMBER:452200 5
 DISTRICT:01
 ROADWAY ID:01075000

PROJECT DESCRIPTION:ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN PHASE I I-75(SR93)
 COUNTY:CHARLOTTE
 PROJECT LENGTH: .536MI

SIS
 TYPE OF WORK:ELECTRIC VEHICLE CHARGING
 LANES EXIST/IMPROVED/ADDED:12/ 0/ 0

FUND CODE	2023
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
GFEV	2,600,000
TOTAL 452200 5	2,600,000
TOTAL 452200 5	2,600,000
TOTAL DIST: 01	7,097,468
TOTAL HIGHWAYS	7,097,468

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

ITEM NUMBER:451804 1	PROJECT DESCRIPTION:HURRICANE IAN DISASTER RECOVERY - CHARLOTTE COUNTY	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2023	
-----	-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	14,035	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	116,954	
TOTAL 451804 1	130,989	
TOTAL 451804 1	130,989	

ITEM NUMBER:451923 1	PROJECT DESCRIPTION:HURRICANE IAN PERMAMENT SIGNAL REPAIR	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2023	
-----	-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	1,407,743	
TOTAL 451923 1	1,407,743	
TOTAL 451923 1	1,407,743	
TOTAL DIST: 01	1,538,732	
TOTAL MISCELLANEOUS	1,538,732	

GRAND TOTAL	9,132,000	
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SECTION – VIII

TIP AMENDMENTS

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

Include TIP Amendments from March 2024 MPO Board meeting

APPENDIX- A

ACRONYMS

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

FDOT FUNDING CODES

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

APPENDIX- B

Public Comments

AGENDA ITEM # 10
FINAL - DRAFT 2024 PROJECT PRIORITIES

Purpose: To review and recommend the MPO Board adopt the 2024 Project Priorities for possible inclusion in the Transportation Improvement Program (TIP) for FY 2025/2026 – FY 2029/2030

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 29, 2024, to initiate their review process. A preliminary list of project priorities was submitted to FDOT District One on March 29, 2024. However, the final List of Project Priorities must be approved by the MPO Board and submitted to FDOT by June 28, 2024.

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 2024 Project Priorities presented today reflects the changes that were proposed since the March 6, 2024, TAC/CAC and March 21, 2024, MPO Board Meeting. The final draft provided today includes the project recommendations from the 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
- Burnt Store Rd from Lee County line to Wallaby Lane
- Veterans Blvd @ Atwater St
- Veterans Blvd @ Yorkshire St
- Veterans Blvd @ Harbor Blvd
- SR 776 @ Biscayne Drive

Recommendation: 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 2026 through FY 2030)

Attachments:

1. [2024 Draft Project Priorities](#)
2. [Draft Joint TRIP Project Priorities](#)

DRAFT - 2024 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)	2025	2026	2027	2028	2029	COMMENTS
1	434965 3	Harbor View Rd ¹	Melbourne St	I-75	Road widening from 2-lane to 4-lane	CST	\$27.0	\$11.30	\$78.50		\$39.8				ROW Funded FY 2024 - \$20.9 Mil . Local funds for ROW is 11.3 Mil. Total CST is \$48.1 million.Segment Two CST is unfunded. County requesting 27 million for CST Segment 2
2		Edgewater Dr / Flamingo Blvd Ext ¹	Midway Blvd	SR 776	Road widening from 2-lane to 4-lane	ROW&CST	\$2.50		\$61.50						County is requested \$2.2 million towards CST
3	435563 1	N. Jones Loop Rd ¹	I-75	Piper Rd	Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor.	PE& CST			\$3.71					0.05 3.71	Segment 3 of Jones Loop Study is funded through CST . This segment was programmed for construction during the previous work program development cycle and will be removed from the 2024 list of project priorities.
4		Burnt Store Rd	Lee County Line	Wallably Lane	Road widening from 2-lane to 4-lane	ROW&CST	\$3.40		\$6.80						Cost of the project subject to change based on the Design of the intersection at Vincent Ave.
5		N. Jones Loop Rd ¹	Burnt Store Rd	Knights Dr	Road widening from 4-lane to 6-lane	ROW, PE & CST			TBD						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
6	2055 Long Range Transportation Plan (LRTP) Update. Additional Planning dollars were allocating in the current 2028- 2030 WP to supplement MPO complete 2055 LRTP Task over the three fiscal years												0.03	0.02	Requested apporximately \$500,000 to perform the federally required update
¹ Regional projects						² TAP Project on SUN Trail network system				Notes : All project costs are in millions					
PE - Design			ROW - Right - of Way			New Project			Charlotte County			FUNDED/REMOVE			
PD&E Project Development & Environment			CST- Construction			MPO Project			City of Punta Gorda						

2024 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)	2025	2026	2027	2028	2029	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						Design is funded in 2024-2028 for \$650,000 in Adopted Work Program. CST unfunded . FDOT is leading the project
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						Design,CST and CEI is unfunded
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	Traffic Operational Analysis Study to improve safety and operational efficiency along this corridor	PD&E, PE & CST	\$0.15				\$0.15				At October 16, 2023 District One Sectrary L.K Nandam indicated that this project will be put back in the 2025-2029 work program since it was not shown on Oct 6, 2023 Snapshot. County Staff agreed to lead this Study - Jan 2023
3B	446830-1	US 41 Eastside ^{1,2}	Kings Hwy	Conway Blvd	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST			\$5.10		\$1.50		\$4.07		Project is funded through Construction in the current Draft Tentative Work Program,and will be deleted. Coordinatd with FDOT&SUN Trail on Feb 14, 2024 to bring to SUN Trail standards
3C	438262-1	US 41 Eastside ^{1,2}	Conway Blvd	Midway Blvd	Multi Use Recreational Trail (MURT) with 8 feet side walk	CST			\$5.49			\$5.48			Design is underway. CST funded in current DTWP - Project will be deleted Coordinatd with FDOT&SUN Trail on Feb 14, 2024 to bring to SUN Trail standards
3D	440442-1	US 41 East side	Midway Blvd	Paulson Dr	Multi Use Recreational Trail (MURT) with 8 feet side walk	CST			TBD						PE funded in 2024 . Need costs estimates CST. CST funds have been removed from 2024. Coordinatd with FDOT&SUN Trail on Feb 14, 2024 to bring SUN Trail standards
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	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST	\$3.21				\$0.30		\$2.90		This project priority was programmed for construction during the previous work program development cycle and will be removed from the 2024 list of project priorities.
9		Harborwalk Phase IV ¹ US 41 NB	W. Retta Esplanade	Peace River Bridge	Bridge Underpass & Lighting	CST			\$0.36						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	452236-1	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	CST	\$0.60	\$0.09	\$0.69						FDOT Staff will be handling this project as an In- House project since it is too close to the bridge.Project is funded through CST and will be deleted
11	446339-1	US 41 NB ¹	Multi Use Recreational Trail bridge over Alligator Creek - South		Bicycle/Ped Bridge	CST	\$1.74		\$1.74	\$0.29					In current 2025-2029 DTWP for design. City do not intend to apply for CST dollars since the City's CIP is not consistent. County Staff agreed to take a lead on this project.
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 2024- 2028. CST unfunded. County is requesting additional funds for PE based on the revised cost estimates submitted thorough GAP application Dec 20, 2023
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.County is requesting additional funds for PE based on the revised cost estimates submitted thorough GAP application Dec 20, 2023

¹ Regional projects

² TAP Project on SUN Trail network system

Notes : All project costs are in millions

PE - Design

ROW - Right - of Way

New Project

Charlotte County

PD&E Project Development & Environment

CST- Construction

MPO Project

City of Punta Gorda

2024 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)	2025	2026	2027	2028	2029	Comments
1	446340-1	SR 776 @ Flamingo Blvd ¹	Intersection Improvements	CST	\$2.61			\$1.46					Programmed in the current 2025-2029 work program. Jan 11, 2024 email indicates a short fall of \$1 million for CST . County is seeking additional funds in 2024 PP
2		Add Signal @ SR 776 & Biscayne Dr	Intersection Improvements	PE & CST	\$1.182		\$1.182						Year 2025: Add exclusive WB right turn lane and signalization. Year 2045: Consider a roundabout. County is requesting PE & CST funds . Received an application towards 2024 PP
3	446393-1	Add turn lanes on SR 776 @ Charlotte Sports Park ¹	Intersection Improvements	CST	\$1.067		\$1.067	\$0.151		\$0.6			County is requesting additional funds to accommodate changes proposed at Oct 16, 2023 Board meeting. County is requesting additional Funds to subsidize the Design changes proposed
4		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.
5		Veterans Blvd @ Atwater St	Add/turns lanes Improvements at intersections	PE, ROW, CST	\$0.35		\$0.35						Received 2024 PP application
6		Veterans Blvd @ Harbor Blvd	Add/turns lanes Improvements at intersections	CST	\$0.21		\$0.21						Year 2025: Signalization or Roundabout. Add exclusive EB Right. Received an application towards 2024 PP
7		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. Received an application towards 2024 PP
8		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. Received an application towards 2024 PP
9		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) Received an application towards 2024 PP
10		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. Received an application towards 2024 PP
11		Add turn lanes on SR 776 @ Cornelius Blvd ¹	Intersection Improvements	PE & CST	\$0.18		\$0.18			0.046		0.145	This project priority was programmed for construction during the previous work program development cycle and will be removed from the 2024 list of project priorities.
12		US 41 @ Easy St	Intersection Improvements	PE & CST			TBD						County is requesting PE & CST funds
13		Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
14	441950-1	SR 31 @ CR 74	Intersection Improvements				\$9.790	0.51					CST in the current 2024-2028 work program -March Feb 2023 snapshot. This project priority was programmed for construction during the previous work program development cycle and will be removed from the 2024 list of project priorities.
15		SR 776 @ Toledo Blade Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						Year 2025 : 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
16		SR 776 @ Winchester Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
17		SR 776@ US 41	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
18		SR 776 @Beach Rd	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations

RANK	FPN#	PROJECT NAME	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST-PDC (in Mil)	2025	2026	2027	2028	2029	COMMENTS
19		SR 776 @CR 771/ Gasprilla Rd/Sailors Way	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
20		SR 776 @Murdock Cir/Enterprise Dr	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
21		SR 776 @San Casa Dr	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
22		SR 776 @ Sunnybrook Blvd	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
23		SR 776 @ Placida Rd/ Pine St	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
24		SR 776 @Wilmington Boulevard/Gulfstream Boulevard (West)	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
25		SR 776 @ Coliseum Boulevard/Pinedale Drive	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
26		SR 776 @ Oriole Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
27		SR 776 @ Gillot Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
28		SR 776 @ Jacobs St	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
29		SR 776 @ Points of Pines Rd	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
30		SR 776 @ Merchants Crossing	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
31		SR 776 @ Spinnaker Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
32		SR 776 @ Riverwood Drive	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
33		SR 776 @ Bay Heights Road	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
34		Veterans Blvd @ Cochran Blvd	Complete Intersection Improvements. Add/turns lanes Improvements at intersections	CST	\$3.10		\$3.10						FUNDED \$3.1 million (Appropriations) Will be removed 1/23/2024
35		Veterans Blvd @ Kings Hwy	Add/turns lanes Improvements at intersections	PE, ROW, CST	TBD		TBD						Refer to Veterans Blvd Corridor Study
36		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
37		Veterans Blvd@ Murdock Cir/Paulson Drive	Add/turns lanes Improvements at intersections	PE, ROW, CST	TBD		TBD						Refer to Veterans Blvd Corridor Study

2024 CARBON REDUCTION PROJECTS

RANK	FPN#	PROJECT NAME			TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST-PDC (In Mil)	2025	2026	2027	2028	2029	Comments
1	446830-1	US 45 (US 41)	KINGS HIGHWAY	CONWAY BLVD	Mutli use Trails on East side of US 41			\$5.50		1.5		4.07		Project is funded with CARM & CARB totalling \$563,500	
	4438262-1	SR 45 (US 41)	CONWAY BLVD	MIDWAY BLVD	Mutli use Trails on East side of US 41			5.4			5.4			Project is funded with CARM & CARB totalling \$403,000	

CARL - CARB FOR URB. LESS THAN 200K

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

DRAFT

2024 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

PROJECT PRIORITY LIST

CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO

Priority Rank	Project	Jurisdiction	TRIP Funds Requested
1	Fruitville Rd. from Sarasota Center Blvd. to Lorraine Rd	Sarasota County	\$8,077,417
2	Harborview Rd from Melbourne St to I-75	Charlotte County	\$4,000,000
3	*Fort Hamer Rd from Rive Isle Run to US 301	Manatee County	\$10,000,000
4	Lorraine Rd from Palmer Blvd to Fruitville Rd	Sarasota County	\$11,125,000
5	Edgewater Dr/Flamingo Blvd Ext from Midway Blvd to SR 776	Charlotte County	\$2,200,000
6	Lorraine Rd from SR 72/Clark Rd to Knights Trail	Sarasota County	\$34,430,000
7	Jones Loop Rd from Burnt Store Rd to Piper Rd	Charlotte County	\$5,000,000
8	Honore Ave from Fruitville Rd to 17 th St	Sarasota County	\$5,010,000
9	Kings Hwy from Sandhill Blvd to DeSoto County Line	Charlotte County	\$5,000,000
10	SR 72/Clark Rd at McIntosh Rd	Sarasota County	\$1,000,000
11	Burnt Store Rd from Lee County line to Wallaby Lane	Charlotte County	\$2,000,000

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

* This project is not currently identified in the 2045 Long Range Transportation Plan.

2024 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 2024

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Prgrammed	Year Funded	2023 Joint Priority
Lee County	Burnt Store Rd	Van Buren Pkwy	Lee County Line	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	Burnt Store Rd	Lee County Line	Wallaby lane	2L to 4L	ROW	TBD	\$2,000,000			
Lee County	Ortiz Avenue	Colonial Blvd	SR 82	2L to 4L	CST	\$34,566,000	\$4,000,000			
Charlotte County	Edgewater Dr/Flamingo Blvd Ext.	Collingswood Blvd	SR 776	2L to 4L	CST	\$38,080,000	\$2,200,000			
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$35,600,000	\$4,000,000			
Charlotte County	Jones loop Rd	Burnt Store Rd	Piper Rd	4L to 6L	PE	\$45,020,000	TBD			
Lee County	Three Oaks Pkwy	Indian 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 & Sunshine	East of Alico Rd	23rd Street	New 4L/2-4L	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			

AGENDA ITEM # 11
FY 2023/24– FY2027/28 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT

Purpose: To recommend the MPO Board approve STIP/TIP amendment in the MPO’s Fiscal Year (FY) 2023/24 through FY 2027/28 Transportation Improvement Program (TIP).

Agenda Item Presented by: MPO Staff

Discussion:

FDOT Staff requested the Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) approve the following STIP/TIP Amendment in the current FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP) at the May 20, 2024, MPO Board Meeting:

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

A STIP/TIP amendment is required to the MPO’s TIP and the Statewide STIP when a major change occurs to a project. These changes include: addition or deletion of a project, a major change in project cost, project phase initiation dates, or a major change in design concept or design scope (i.e., changing project termini or the number of through traffic lanes). [23 C.F.R. 450.104].

An amendment requires public review and comment, demonstration of financial constraint, or a conformity determination, if applicable.

The proposed TIP amendment is included as Attachment 1.

Recommendation: Motion to recommend the MPO Board approve the amendment to the Charlotte County-Punta Gorda MPO’s TIP for FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP).

- Attachment:**
1. [FDOT TIP Amendment letter dated 04/11/2024 for:](#)
 - **452491 1 5310 OPERATING-SMALL URBAN UZA-CHARLOTTE COUNTY BOCC**



Florida Department of Transportation

RON DESANTIS GOVERNOR

801 N Broadway Avenue Bartow, Florida 33830

JARED W. PERDUE, P.E. SECRETARY

April 11, 2024

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

RE: Request for Amendments to the Charlotte County – Punta Gorda Metropolitan Planning Organization’s Fiscal Years 2023/24 – FY 2027/28 Transportation Improvement Program (TIP).

Dear Mr. Harris:

The letter is a formal request for the Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) to approve the following Amendment to the FY2023/24 – FY2027/28 Transportation Improvement Plan (TIP) at the next MPO Board Meeting.

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

This is a new project that has been selected during the competitive application process for 5310 funding.

Table with columns: Phase / Responsible Agency, Fiscal Year (2024, 2025, 2026, 2027, >2027), All Years. Includes rows for Fund Code (DU-STATE PRIMARY/FEDERAL REIMB, LF-LOCAL FUNDS), Phase: OPERATIONS Totals, Item: 452491 1 Totals, Project Totals, and Grand Total.

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

Sincerely, Pamela Barr, Community Liaison

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