



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

**2:00 p.m., Monday, May 20, 2024**  
**Charlotte County Administration Center**  
**18500 Murdock Circle**  
**Room #119, Port Charlotte, Florida 33948**

**MPO Board Members**

Christopher G. Constance, MD, Chair/Commissioner/Charlotte County  
Joseph Tiseo, Vice Chair/Commissioner  
/Charlotte County  
Stephen R. Deutsch, Commissioner/Charlotte County  
Thomas “T.J.” Thornberry, Commissioner/Airport Authority  
Lynne Matthews, Mayor/City of Punta Gorda

**MPO Director**

D’Juan L. Harris

**MPO Administrative Service Coordinator**

Bekie E. Leslie

**Legal Counsel to MPO Board**

Kimlyn Walker

- 1. Call to Order & Roll Call**
- 2. Invocation – Pastor Jim Chandler – Englewood Christian Church**
- 3. Pledge of Allegiance**
- 4. Additions and/or Deletion to the Agenda**
- 5. Public Comments on Agenda Items**
- 6. PUBLIC MEETING: FY 2023/2024 – FY 2027/2028 Transportation Improvement Program (TIP) Amendment**
- 7. PUBLIC MEETING: Final FY 2024/2025 – FY 2028/2029 Transportation Improvement Program (TIP)**
- 8. PUBLIC MEETING: Final Draft FY 2024/2025 – FY 2025/2026 Unified Planning Work Program (UPWP)/FDOT Metropolitan Planning Organization Agreement**

**CHARLOTTE COUNTY – PUNTA GORDA MPO**  
**MAY 20, 2024, AGENDA (continued)**

9. **Consent Agenda:**
  - A. **Approval of Minutes: March 21, 2024, Regular MPO Board Meeting**
  - B. **MPO Board Resolution Authorizing FY 2023/2024 Transportation Disadvantaged (TD) Planning Grant Agreement**
  
10. **Chairs' Reports:**
  - A. **MPO Board Chair's Report**
  - B. **Citizen Advisory Committee (CAC) Chair's Report**
  - C. **Technical Advisory Committee (TAC) Chair's Report**
  - D. **Bicycle/Pedestrian Advisory Committee (BPAC) Chair's Report**
  
11. **Local Government Reports**
  - A. **Charlotte County Airport Authority**
  - B. **City of Punta Gorda**
  - C. **Charlotte County**
  
12. **Florida Department of Transportation (FDOT) Report**
  
13. **Final Draft of 2024 Project Priorities**
  
14. **Charlotte County-Punta Gorda MPO Amended and Restated Lease Agreement**
  
15. **Interlocal Agreement for Joint Regional Transportation Planning and Coordination between the Sarasota/Manatee, Lee and Charlotte County-Punta Gorda MPO**
  
16. **Public Comments**
  
17. **Staff Comments**
  
18. **Member Comments**
  
19. **Adjournment**

**CHARLOTTE COUNTY – PUNTA GORDA MPO**  
**MAY 20, 2024, AGENDA (continued)**

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

Monday, July 15, 2024 – 2:00 p.m.  
Charlotte County Administration Center  
18500 Murdock Circle, Port Charlotte FL 33948

Monday, October 21, 2024 – 2:00 p.m.  
MPO Regular Board Meeting  
(Address same as above)

Monday, December 16, 2024 – 2:00 p.m.  
MPO Regular Board Meeting  
(Address same as above)

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

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

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes he or she has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Charlotte County-Punta Gorda MPO Title VI Coordinator Wendy W. Scott at (941) 883-3535 or by writing her at 1050 Loveland Blvd., Box C, Port Charlotte, FL 33980

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

1050 Loveland Blvd., Box C, Port Charlotte, FL 33980

Telephone: (941) 883-3535 Fax: (941) 883-3534

MAY 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 6**  
**PUBLIC MEETING: FY 2023/24– FY2027/28 TRANSPORTATION**  
**IMPROVEMENT PROGRAM (TIP) AMENDMENT**

**Purpose:** Review and consider MPO Board approval of a 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). **A roll call vote is required.**

- 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.

FLP: TRANSIT							
<b>Item Number:</b> 452491 1		<b>Project Description:</b> 5310 OPERATING-SMALL URBAN UZA-CHARLOTTE COUNTY BOCC					
<b>District:</b> 01	<b>County:</b> CHARLOTTE	<b>Type of Work:</b> OPERATING FOR FIXED ROUTE				<b>Project Length:</b> 0.000	
		Fiscal Year					
Phase / Responsible Agency	<2024	2024	2025	2026	2027	>2027	All Years
<b>OPERATIONS / MANAGED BY STEPS TO RECOVERY</b>							
<b>Fund Code:</b> DU-STATE PRIMARY/FEDERAL REIMB	100,000	244,398					344,398
LF-LOCAL FUNDS	100,000	244,398					344,398
<b>Phase: OPERATIONS Totals</b>	<b>200,000</b>	<b>488,796</b>					<b>688,796</b>
<b>Item: 452491 1 Totals</b>	<b>200,000</b>	<b>488,796</b>					<b>688,796</b>
<b>Project Totals</b>	<b>200,000</b>	<b>488,796</b>					<b>688,796</b>
<b>Grand Total</b>	<b>200,000</b>	<b>488,796</b>					<b>688,796</b>

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

Sincerely,  
Signed by:

  
FOIA#E54140A0418...  
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

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MAY 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 7**  
**PUBLIC MEETING: FINAL DRAFT FY 2025 – FY 2029 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)**

**Purpose:** To hold a Public Meeting to receive public comments on the MPO’s Transportation Improvement Program (TIP) for Fiscal Year FY 2024/2025 – FY 2028/2029; and adoption of the FY 2025 – FY 2029 TIP. Upon Board approval, MPO Chair is authorized to sign the corresponding Resolution.

**Agenda Item 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 65 through 89. Projects are categorized into Highways, Aviation, Transit, Miscellaneous, Maintenance and MPO planning funds. These categories are color coded 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 63 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:** Hold a Public Meeting followed by consideration of a motion to adopt the Transportation Improvement Program (TIP) for FY 2024/2025 – FY 2028/2029 and authorize the MPO Chair to sign the Authorizing Resolution and transmit the document to FDOT. The motion should allow MPO staff to make minor changes and adjustments based on comments and input received. **A roll call vote is required.**

**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 , BOX # C  
Port Charlotte FL 33980



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



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# 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 20<sup>th</sup>, 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 20<sup>th</sup> 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  
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](http://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](http://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 <sup>1</sup>	Date St	I-75	Road widening from 2-lane to 4-lane	CST	\$16.3	\$8.00	\$24.30	\$7.6		TBD			ROW Funded for entire segment of Harborview Rd for \$7.6 million. CST for segment 2 is unfunded.
2		Edgewater Dr / Flamingo Blvd Ext <sup>1</sup>	Midway Blvd	SR 776	Road widening from 2-lane to 4-lane	ROW&CST	\$2.50		\$54.50						County is requested \$2.2 million towards PE
3	435563-1	N. Jones Loop Rd <sup>1</sup>	I-75	Piper Rd	Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor.	PE& CST	\$3.78		\$3.78						Segment 3 County is asking funds towards PE .
4		N. Jones Loop Rd <sup>1</sup>	Burnt Store Rd	Knights Dr	Road widening from 4-lane to 6-lane	ROW, PE & CST									Requesting funds for Segment One, Pending 2045 LRTP amendment. MPO Staff is looking for advice from FDOT Staff for propose amendments for the entire segment of Jones Loop at May 2023 Board meeting
<sup>1</sup> Regional projects						<sup>2</sup> TAP Project on SUN Trail network system			Notes : All project costs are in millions						
PE - Design			ROW - Right - of Way			New Project			MPO Project						
PD&E Project Development & Environment			CST- Construction			Charlotte County			City of Punta Gorda						

**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 <sup>1</sup>	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 <sup>1</sup>	Intersection Improvements	CST	\$1.46				\$1.46				Funded in the current 2024-2028 work program. Project will be deleted
3		Add Signal @ SR 776 & Biscayne Dr	Intersection Improvements	PE & CST	\$0.995		\$0.995						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 <sup>1</sup>	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 <sup>1</sup>	Intersection Improvements	PE & CST	\$0.18		\$0.18						County is requesting PE & CST funds
8		Add turn lanes US 41 @ Carousel Plaza	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
9	441950-1	SR 31 @ CR 74	Intersection Improvements					\$9.790					CST in the current 2024-2028 work program -March Feb 2023 snapshot. Project will be deleted
11		SR 776 @ Toledo Blade Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						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.
		<sup>1</sup> Regional projects	<sup>2</sup> TAP Project on SUN Trail network system		Notes: All projects costs are in millions								
		PE - Design	ROW - Right - of Way			New Project		MPO Project					
		PD&E Project Development & Environment	CST- Construction			Charlotte County		City of Punta Gorda					
		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 <sup>1,2</sup>	Kings Hwy	Conway Blvd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST		\$5.10			\$1.50		\$3.63		Project is funded through Construction and will be deleted.
3C	438262-1	US 41 Eastside <sup>1,2</sup>	Conway Blvd	Midway Blvd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	CST		\$5.53					\$5.53		Design is underway, CST funded in current DTWP - Project will be deleted
3D	440442-1	US 41 East side	Midway Blvd	Paulson Dr	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE&CST		TBD		\$0.075					Need costs estimates for PE & CST. PE & CST funds removed in the current DTWP
3E		US 41 Westside&East Side	Tuckers Grade	Taylor Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST		TBD							Added East side to the project Need costs for PE & CST
3F		US 41 Westside	Morningside Dr	Tuckers Grade	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST		TBD							Need costs estimates for PE & CST
3H		US 41 Westside	Taylor Rd	Burnt Store Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST		TBD							Need costs estimates for PE & CST
4	452221-1	Cooper St	Airport Rd	E.Marion Ave	Complete Streets includes sidewalks, bike lanes, paved shoulders or roundabouts	PE & CST	\$3.21				\$0.30		\$2.90		The project is funded through construction in the current DTWP . Project will be DELETED
5		Harborwalk Phase IV <sup>1</sup> US 41 NB	W. Retta Esplanade	Peace River Bridge	Bridge Underpass & Lighting	PE & CST	\$0.12	\$0.02	\$0.14						Based on the e-mail received from FDOT Staff on April 5, 2023 further clarification in required to be considered part of the 441524-1 resurfacing Project.
6	446339-1	US 41 NB <sup>1</sup>	Multi Use Recreational Trail bridge over Alligator Creek - South branch		Bicycle/Ped Bridge	CST	\$1.74		\$1.74		\$0.29				In current 2024-2028 DTWP for design. City do not intend to apply for CST dollars since the City's CIP is not consistent . 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

<sup>1</sup> Regional projects

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

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

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

**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 <b>DRAFT</b> 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](http://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**

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# 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.

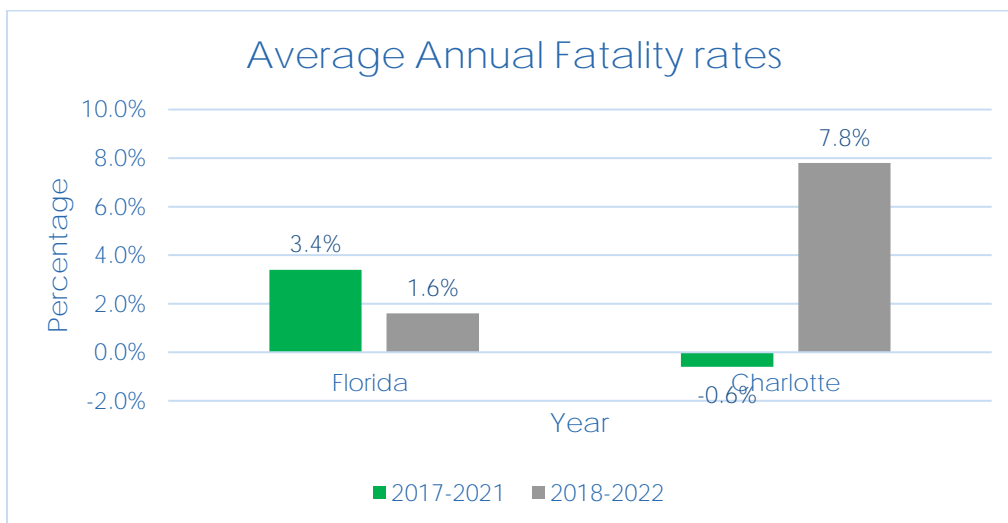
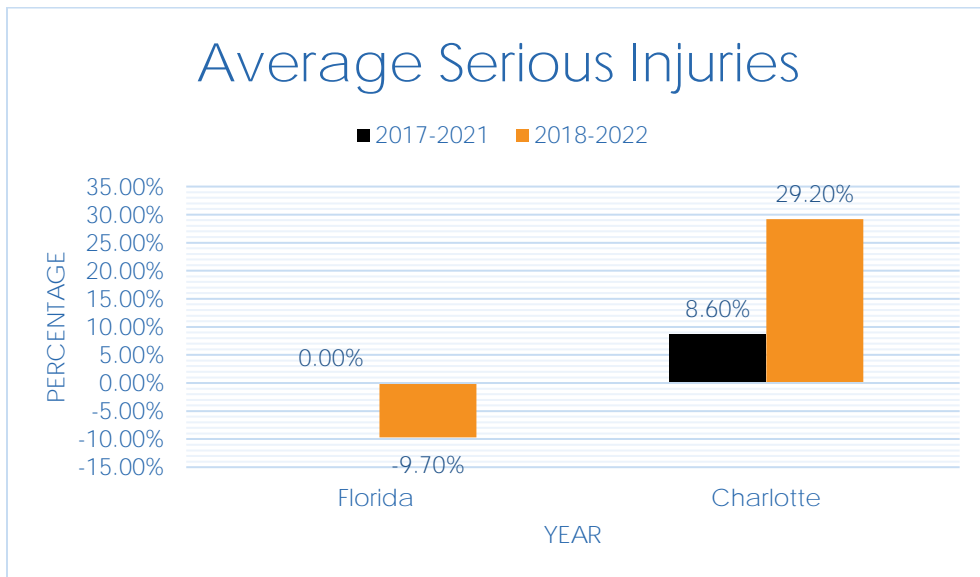
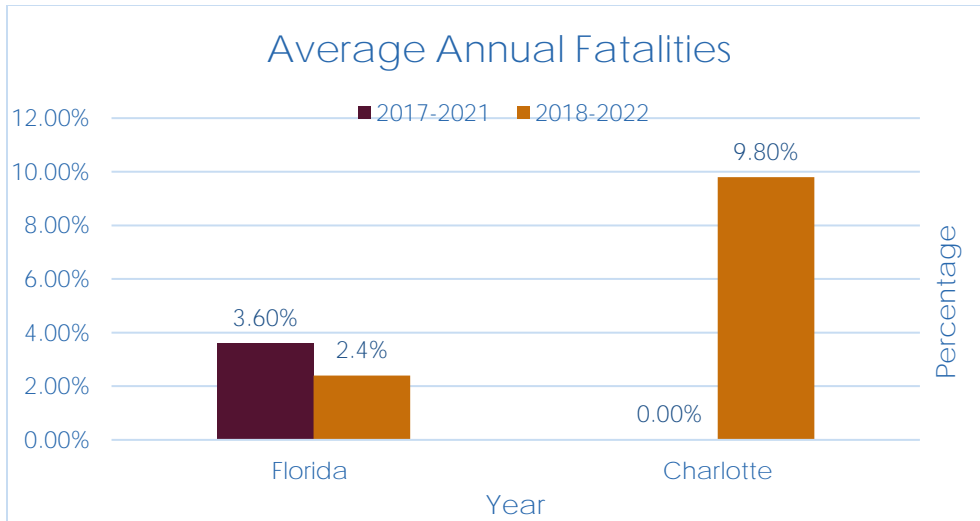
The Charlotte County- Punta Gorda MPO, along with FDOT and other traffic safety partners, shares a high concern about the upward trending of traffic fatalities, both statewide and nationally. As such, on December 15, 2022, the Charlotte County- Punta Gorda MPO agreed to support FDOT’s statewide safety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

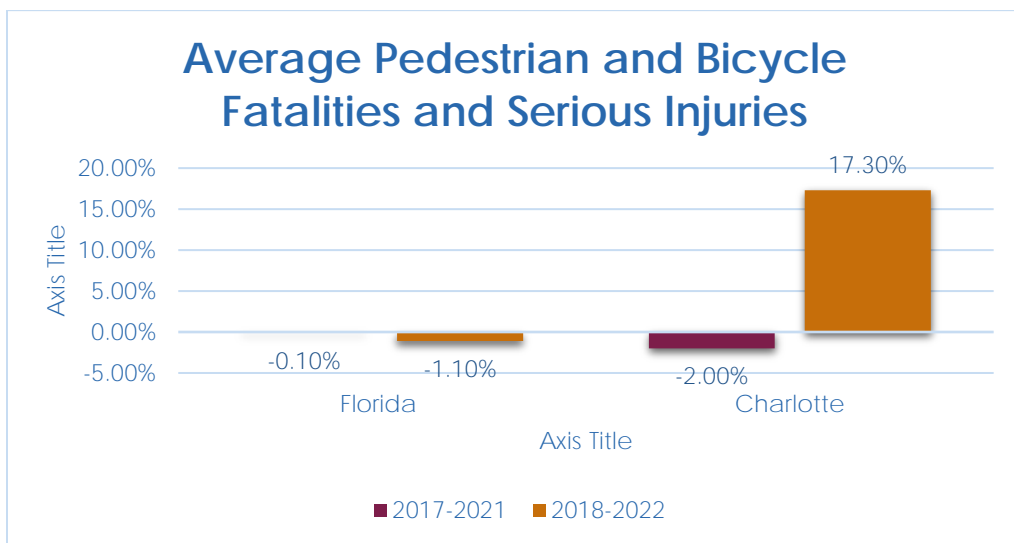
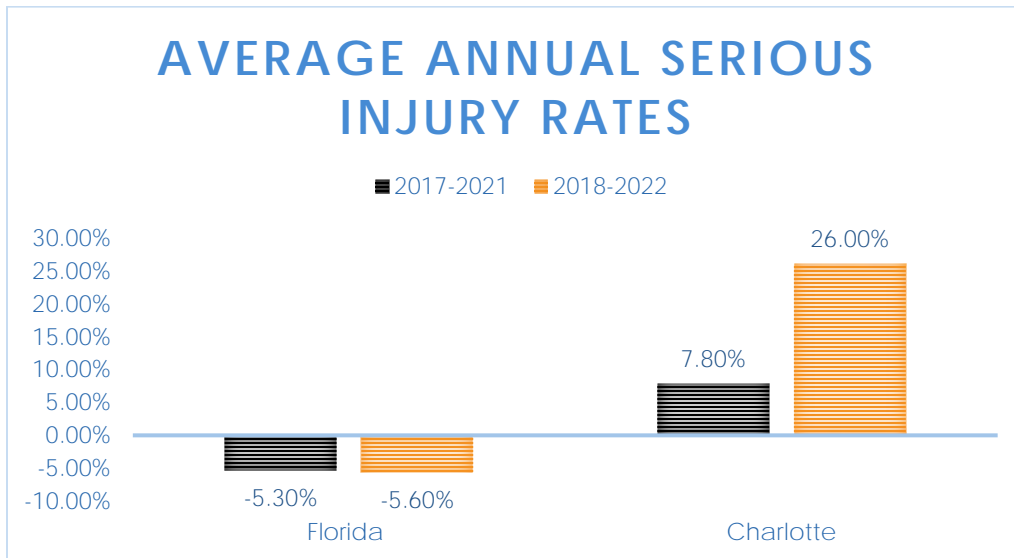
Performance Measure	Calendar Year 2024 MPO Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious Injuries	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

### 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](https://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

- 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<sub>x</sub>, VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) for CMAQ funded projects.

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

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time over 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](https://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)

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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 <b>OR</b>	Subrecipient of FTA 5311 funds <b>OR</b>
≥ 101 vehicles across all fixed route modes <b>OR</b>	American Indian Tribe <b>OR</b>
≥ 101 vehicles in one non-fixed route mode	≤ 100 vehicles across all fixed route modes <b>OR</b>
	≤ 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
<b>Rolling Stock</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Cutaway	7.25%	5%
	Mini-Bus	3%	2%
<b>Equipment</b>			
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%
<b>Facilities</b>			
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

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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

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## 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.<sup>1</sup>

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.

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<sup>1</sup> FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at [ptasp-14-90-guidance-document\\_09112019.docx \(live.com\)](#)

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## 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
<b>Transit Provider 1</b>							
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.

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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](http://www.ccmpto.com). The LRTP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the LRTP. If there is no LRTP reference in the TIP, full project costs are provided in the TIP.

### **Non-SIS projects**

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

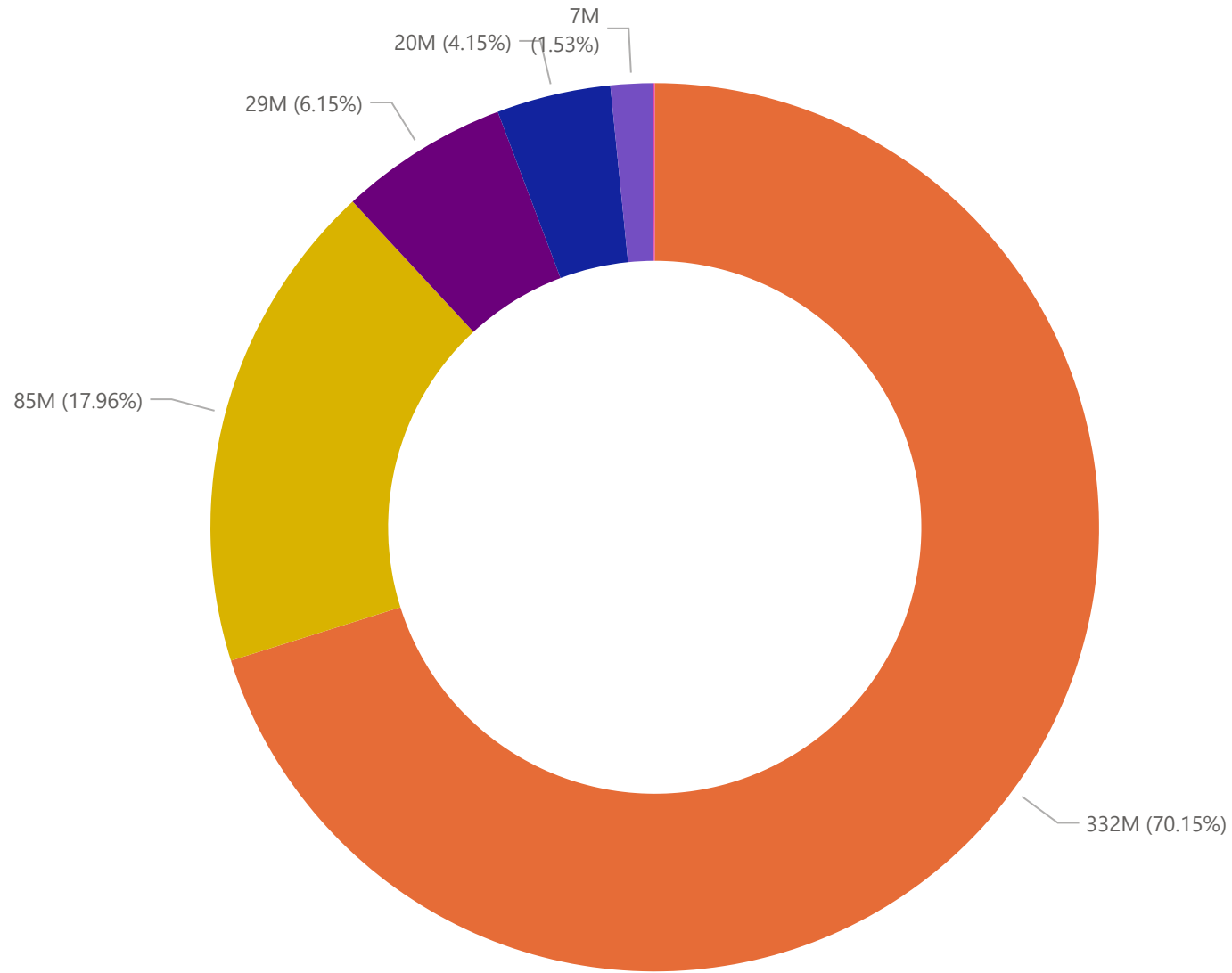
Charlotte County - Punta Gorda MPO - Project Detail and Summary Report

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
<b>GRAND TOTAL</b>		<b>256,823,178</b>	<b>34,491,529</b>	<b>60,773,353</b>	<b>29,311,603</b>	<b>36,379,365</b>	<b>21,900,953</b>		<b>439,679,981</b>

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
<b>Grand Total:</b>	<b>256,823,176</b>	<b>34,491,529</b>	<b>60,773,353</b>	<b>67,877,511</b>	<b>17,592,028</b>	<b>34,378,564</b>		<b>439,679,179</b>


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

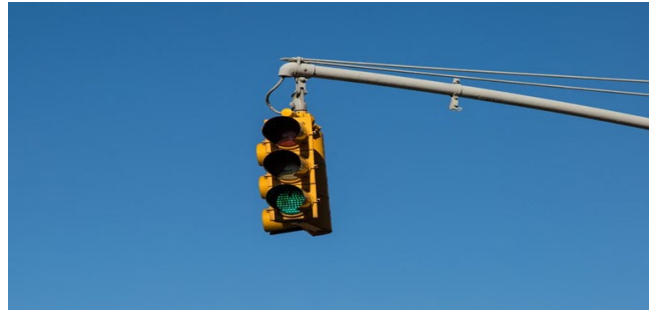


**FUNDING BY MODE** ● Highways ● Transit ● Maintenance ● Aviation ● Planning ● Miscellaneous

FY 2025 - FY 2029 Highway Projects

**Project: Charlotte County TSMCA**


Project Type: Traffic Control Devices/System  
 FM Number: 412665-1  
 Lead Agency:   
 Length: N/A  
 LRTP Reference Page #: 2045 LRTP Congestion Management Plan . Page 6-15  
 SIS Project: No



**Description: Traffic Controls devices**

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
OPS	DDR	State	2,265,672	335,651	350,613	264,783				3,216,719
OPS	DITS		1,032,744		300,000	366,688				1,699,432
<b>Total:</b>			<b>3,298,416</b>	<b>335,651</b>	<b>650,613</b>	<b>631,471</b>				<b>4,916,151</b>

**Project: City of Punta Gorda 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

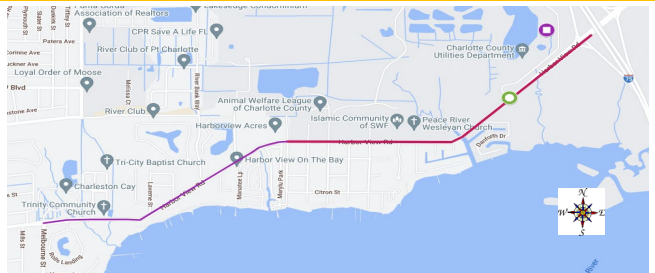


**Description: Traffic Controls devices**

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
OPS	DDR	State	840,169	101,035	104,919	109,066	113,455			1,268,644
OPS	DITS	State	86,368							86,368
<b>Total:</b>			<b>926,537</b>	<b>101,035</b>	<b>104,919</b>	<b>109,066</b>	<b>113,455</b>	<b>0</b>		<b>1,355,012</b>

**Project : HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST**

Project Type: Add lanes and reconstruct  
 FM Number: 434965-3  
 Lead Agency:   
 Length: 2.4  
 LRTP Reference Page #: 2045 LRTP Cost Feasible Plan , Page 8-8  
 SIS Project: No



**Description: ADD LANES & RECONSTRUCT**

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
RRD & Utilities	LF	Local			10,800,000					10,800,000
CST	CM	Federal			128,979					128,979
CST	LF	Local			9,685,807					9,685,807
CST	SA	Federal			11,520,647					11,520,647
CST	SL	Federal			5,061,916					5,061,916
CST	SM	Federal			2,628,830					2,628,830
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>39,826,179</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>39,826,179</b>

**FY 2025 to 2029 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

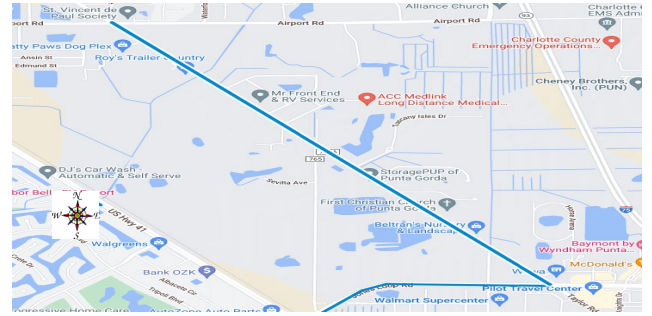


Lead Agency:

Length: 2.06 mile

LRTP 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	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	CARM	Federal	0	191,866	0	0	0			191,866
	TALT	Federal		1,000						1,000
	TALM	Federal		458,134						458,134
<b>Total:</b>			<b>0</b>	<b>651,000</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>651,000</b>

**Project: Punta Gorda Weigh in Motion (WIM) Screening**

Project Type: MCCO Weigh Station Static /WIM

FM Number: 437001-2



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	<2025	2025	2026	2027	2028	2029	>2029	Total
CST	DWS	Federal	0	0	0	0	5,131,267			5,131,267
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,131,267</b>			<b>5,131,267</b>

**Project: CHARLOTTE TMC OPS FUND COUNTY WIDE**

Project Type: ITS Architecture

FM Number: 437105-1



Lead Agency:

Length: None

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

SIS Project No




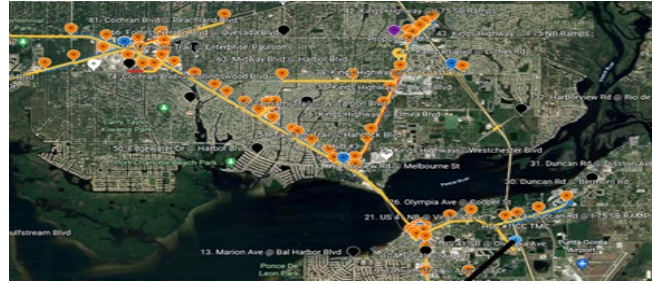
**Description:** Intelligent Transportation system projects

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
OPS	DDR	State	0	90,000	90,000	90,000	0			270,000
<b>Total:</b>			<b>0</b>	<b>90,000</b>	<b>90,000</b>	<b>90,000</b>	<b>0</b>			<b>270,000</b>

**FY 2025 to 2029 Transportation Improvement Program**

**Project: CHARLOTTE TMC OPS FUND COUNTY WIDE**


Project Type: ITS Architecture  
 FM Number: 437105-1  
 Lead Agency:   
 Length: None  
 LRTP Reference Page #: 2045 LRTP Full report . Page 9-2  
 SIS Project: No

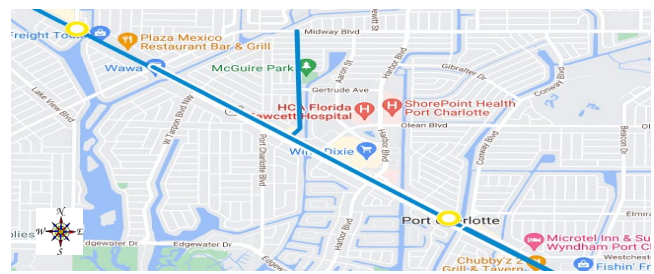


**Description: Intelligent Transportation system projects**

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
OPS	DDR	State	0	90,000	90,000	90,000	0			270,000
<b>Total:</b>			<b>0</b>	<b>90,000</b>	<b>90,000</b>	<b>90,000</b>	<b>0</b>			<b>270,000</b>

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


Project Type: Sidewalk  
 FM Number: 438262-1  
 Lead Agency:   
 Length: None  
 LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14  
 SIS Project: No

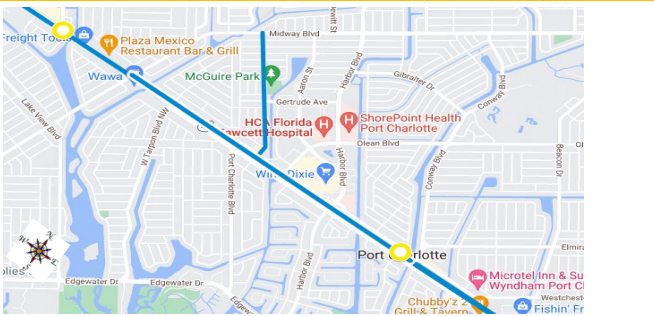


**Description: US 41 Tamiami Tr from Conway Blvd to Midway Blvd Multi Use Recreational Trail (MURT ) on east side with 8 feet side walk.**

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
CST	CARL	Federal	0	0	0	0	402,221			402,221
	CARB	Federal					1,093			1,093
	SL	Federal					573,167			573,167
	TALL	Federal					253,612			253,612
	TALT	Federal					4,263,949			4,263,949
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,494,042</b>			<b>5,494,042</b>

**Project: SR 45 ( US 41) Tamiami Trail from Kings Hwy to Conway Blvd**

Project Type: Sidewalk  
 FM Number: 446830 1  
 Lead Agency:   
 Length: None  
 LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14  
 SIS Project: No



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

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	TALL	Federal			155,036					155,036
	TALT	Federal			1,345,964					1,345,964
CST	CARM	Federal					77,723			77,723
	CARB	Federal					485,777			485,777
	SL	Federal					2,146,586			2,146,586
	SM	Federal					845,712			845,712
	TALL	Federal					253,612			253,612
	TALT	Federal					4,263,949			4,263,949
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,073,359</b>			<b>8,073,359</b>

**FY 2025 to 2029 Transportation Improvement Program**

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

Project Type: Sidewalk

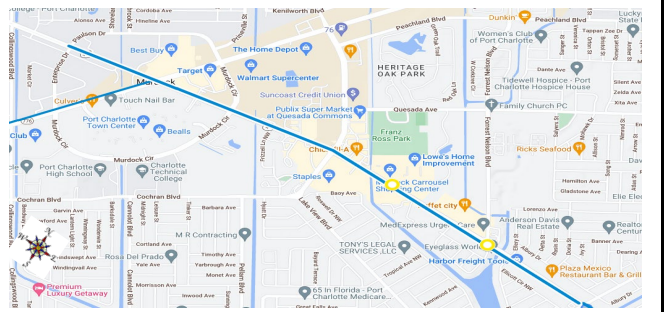
FM Number: 438262-1

Lead Agency:

Length: None

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

SIS Project No



**Description:** US 41 - Tamiami Trail from Conway Blvd to Midway Blvd

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
CST	TALT	Federal	0		0	4,263,949				4,263,949
	TALL	Federal				253,612				253,612
	SL	Federal				573,167				573,167
	CARL	Federal				402,221				402,221
	CARB	Federal				1,093				1,093
<b>Total:</b>			<b>0</b>	<b>4,263,949</b>	<b>0</b>	<b>5,494,042</b>	<b>0</b>			<b>5,494,042</b>

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

Project Type: Resurfacing

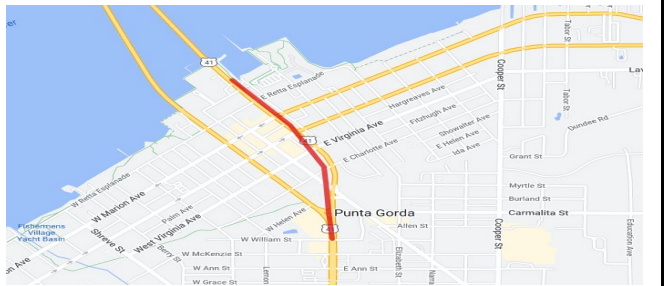
FM Number: 438262-1

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	<2025	2025	2026	2027	2028	2029	>2029	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
<b>Total:</b>			<b>0</b>	<b>6,664,246</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>6,664,246</b>

FY 2025 to 2029 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

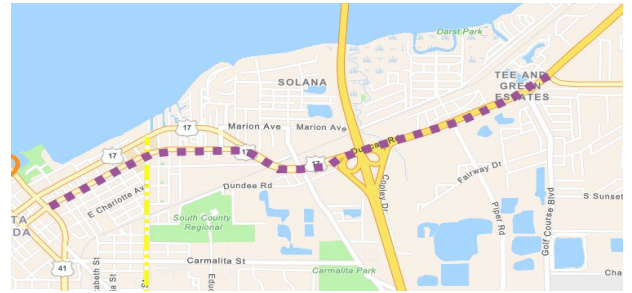


Lead Agency:

Length: None

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

SIS Project No



**Description:** Resurfacing Project

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	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
<b>Total:</b>			<b>0</b>	<b>15,502,939</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>15,502,939</b>

**Project: SR 31 from CR 74 to CR 74**

Project Type: Roundabout

FM Number: 441950-1



Lead Agency:

Length: None

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

SIS Project No



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

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
CST	DI	State		50,000						50,000
	DIH	State		1,029						1,029
<b>Total:</b>			<b>0</b>	<b>51,029</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>51,029</b>

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

Project Type: Dynamic Message Sign

FM Number: 442098-1

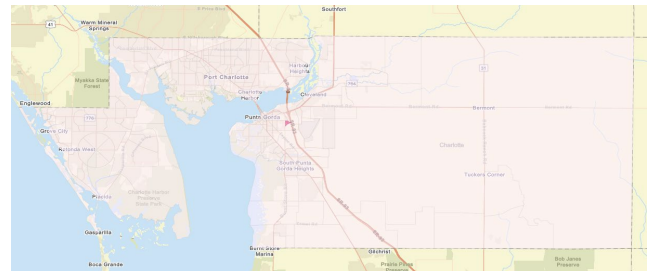


Lead Agency:

Length: None

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

SIS Project No



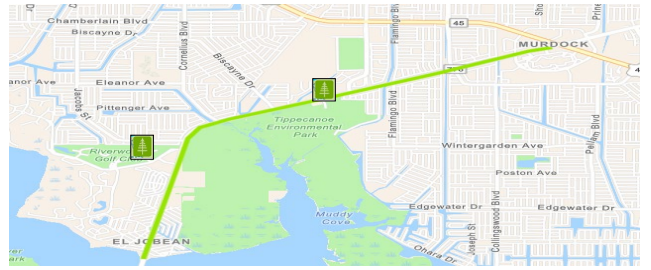
**Description:** Dynamic message signs on I-75 from Lee County line to Sarasota County line

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	DDR	State	0	0	300,000					300,000
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>300,000</b>		<b>0</b>			<b>300,000</b>

**FY 2025 to 2029 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

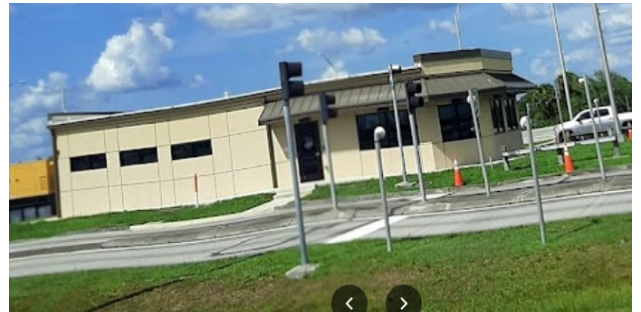


**Description:** Landscaping project

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
CST	DDR	State	0	0	852,000	0	0	0	0	852,000
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>852,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>852,000</b>

**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

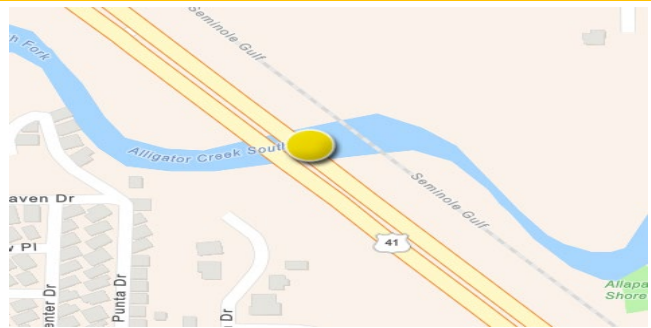


**Description:** Resurfacing of MCOO WEIGH STATION STATIC/WIM

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
CST	DWS	State	0	11,638,200	0	0	0	0	0	11,638,200
<b>Total:</b>			<b>0</b>	<b>11,638,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,638,200</b>

**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



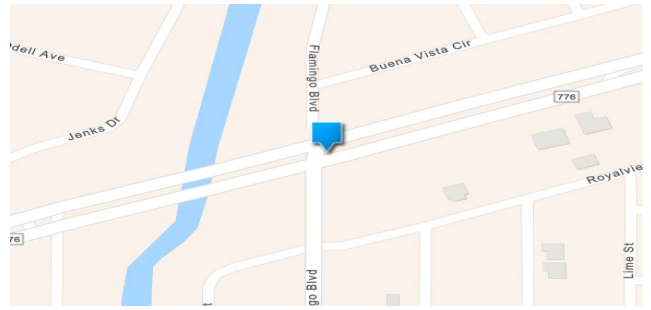
**Description:** Pedestrian / Wildlife overpass over US 41 on East Side

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	TALL	Federal	0	0	162,712	0	0	0	0	162,712
	TALT	Federal	0	0	127,288	0	0	0	0	127,288
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>290,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>290,000</b>

FY 2025 to 2029 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

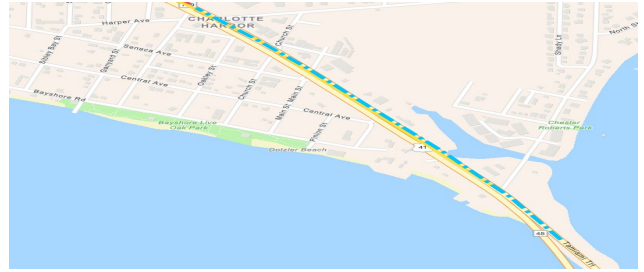


**Description:** Intersection improvements at SR 776 and Flamingo Blvd.

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
CST	TALT	Federal	0	1,460,000	0					1,460,000
	DS	State		158						158
<b>Total:</b>			<b>0</b>	<b>1,460,158</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>1,460,158</b>

**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

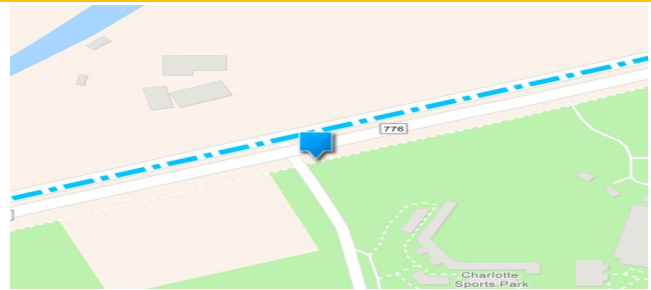


**Description:** Feasibility Study to accommodate multimodal aspects of complete streets.

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PLN	SL	Federal	0	0	150,000					150,000
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>150,000</b>	<b>0</b>	<b>0</b>			<b>150,000</b>

**Project: SR 776 at Charlotte Sports park**

Project Type: Design  
 FM Number: 446393-1  
 Lead Agency:  
 Length: None  
 LRTP 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	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	ACSL	Federal	0	100,595						100,595
	LF			50,000						50,000
CST	LF					100,000				100,000
	SL					501,000				501,000
<b>Total:</b>			<b>0</b>	<b>150,595</b>	<b>0</b>	<b>601,000</b>	<b>0</b>			<b>751,595</b>

**FY 2025 to 2029 Transportation Improvement Program**

**Project: SR 45 ( US 41) Tamiami Trail from Kings Hwy to Conway Blvd**

Project Type: Sidewalk  
 FM Number: 438262-1  
 Lead Agency:  
 Length: None  
 LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14  
 SIS Project No

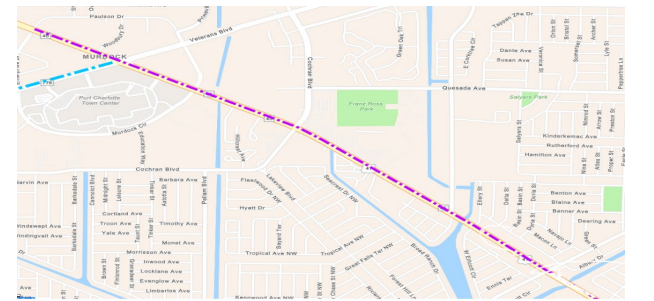


**Description:** US 41 - Tamiami Trail from Kings Hwy to Conway Blvd Multi Use Recreational Trail (MURT) on east side with 8 feet side walk.

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	TALT	Federal	0	155,036						155,036
	TALL			1,345,964						1,345,964
CST	CARL	Federal						485,777		485,777
	CARM	Federal						77,723		77,723
	SL	Federal						2,146,586		2,146,586
	SM	Federal						854,712		854,712
	TALL							151,554		151,554
	SN	Federal						360,970		360,970
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>1,501,000</b>	<b>0</b>	<b>0</b>	<b>4,077,322</b>		<b>5,578,322</b>

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

Project Type: Sidewalk  
 FM Number: 438262-1  
 Lead Agency:  
 Length: None  
 LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14  
 SIS Project No




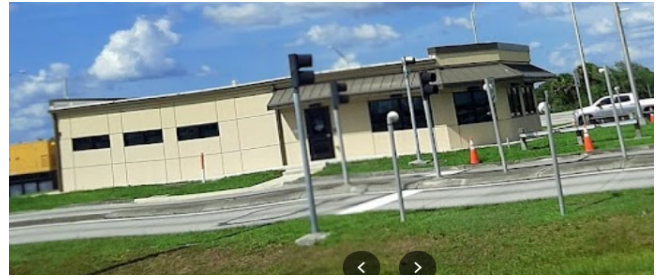
**Description:** US 41 - Tamiami Trail from Midway Blvd to Paulson Dr Multi Use Recreational Trail (MURT) on east side with 8 feet side walk.

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	TALT	Federal	0	0		1,501,000				1,501,000
CST	CARL	Federal						452,708		452,708
	CARM	Federal						79,859		79,859
	SL	Federal						991,416		991,416
	SM	Federal						1,279,389		1,279,389
	SN	Federal						830,461		830,461
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>1,501,000</b>	<b>0</b>	<b>3,633,833</b>		<b>5,134,833</b>

**FY 2025 to 2029 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

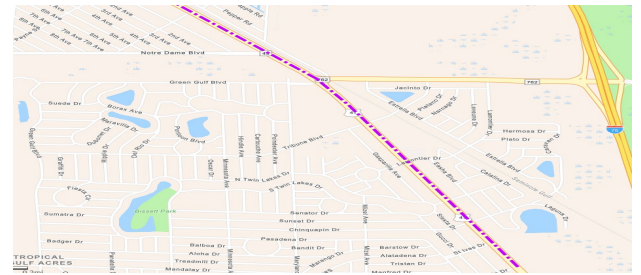


**Description: MCCO WEIGH STATION STATIC/WIM**

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
CST	DWS	Federal	0		0	0	0	567,252		0
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>567,252</b>		<b>567,252</b>

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


Project Type: Construction  
 FM Number: 448931-1  
 Lead Agency:   
 Length: None  
 LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14  
 SIS Project: No

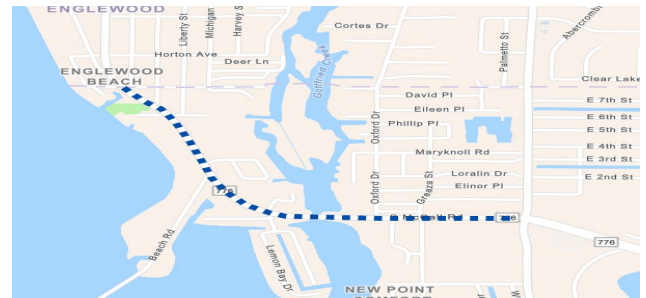


**Description: Resurfacing project**

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
CST	DDR	State		4,851,036						4,851,036
	DIH	State		5,145						5,145
<b>Total:</b>			<b>0</b>	<b>4,856,181</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,856,181</b>

**Project: SR 776 from Merchants Crossing to Sarasota County line**

Project Type: Design and Construction  
 FM Number: 449652-1  
 Lead Agency:   
 Length: None  
 LRTP 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	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	ACSS	Federal	0	479,000		0	0			479,000
CST	ACSS	Federal				2,030,614				2,030,614
<b>Total:</b>			<b>0</b>	<b>479,000</b>	<b>0</b>	<b>2,030,614</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,509,614</b>

**FY 2025 to 2029 Transportation Improvement Program**



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

Project Type: Construction

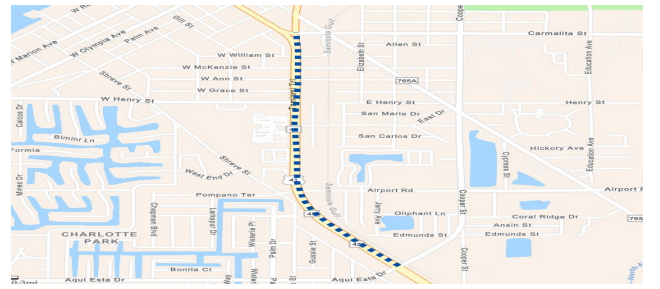
FM Number: 451101-1

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	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	DDR	State	435							435
	DIH	State	14,112							14,112
	DS	State	840,019							840,019
CST	DDR	State			2,316,278					2,316,278
	DIH	State			5,300					5,300
<b>Total:</b>			<b>854,131</b>	<b>0</b>	<b>2,321,578</b>	<b>0</b>	<b>0</b>			<b>3,176,144</b>

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

Project Type: Construction

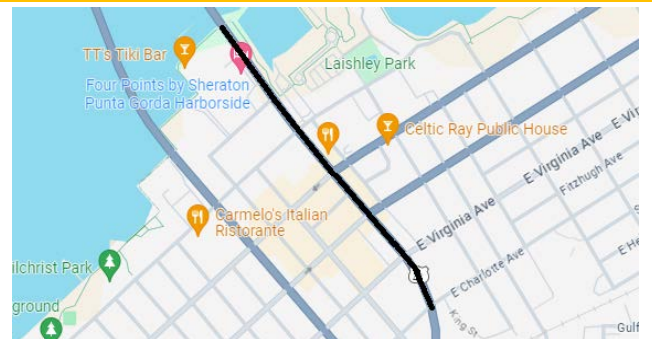
FM Number: 451102-1

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	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	DDR	State	253							253
	DS	State	174,412							174,412
	DIH	State	4,000							4,000
CST	DIH	State			5,145					5,145
	DS	State			596,100					596,100
	DDR	State	16,218							16,218
<b>Total:</b>			<b>194,883</b>	<b>0</b>	<b>601,245</b>	<b>0</b>	<b>0</b>			<b>796,128</b>

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

Project Type: Design & Construction

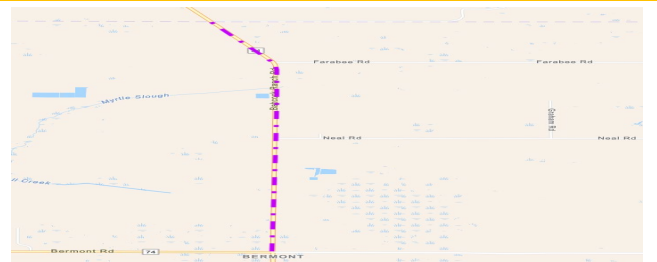
FM Number: 451103-1

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	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	DDR	State	253							253
	DS	State	295,432							295,432
	DIH	State	4,000							4,000
CST	DDR	State				5,011,176				5,011,176
	DS	State				5,465				5,465
<b>Total:</b>			<b>299,685</b>	<b>0</b>	<b>0</b>	<b>5,016,641</b>	<b>0</b>			<b>5,316,326</b>

FY 2025 to 2029 Transportation Improvement Program

**Project: SR 35 (US 17) from Pine Grove Cir to N Washington Loop Rd**

Project Type: Resurfacing

FM Number: 451104-1

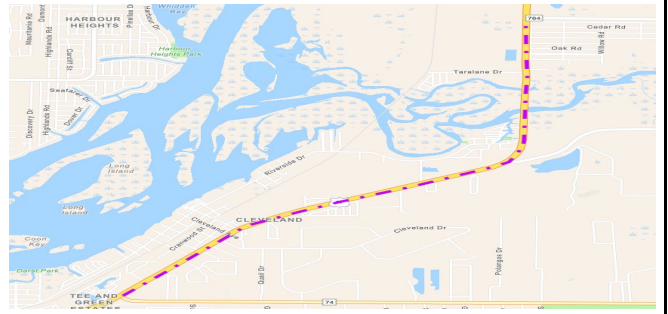
Lead Agency:



Length: None

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

SIS Project No



**Description:** Resurfacing project

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	DDR	State	973,446							973,446
	DIH	State	30,000							30,000
	DS	State	29,023							29,023
CST	DIH	State			5,300					5,300
	ACNR	State			3,340,311					3,340,311
	SA	State			416,527					416,527
<b>Total:</b>			<b>1,032,469</b>	<b>0</b>	<b>3,762,138</b>	<b>0</b>	<b>0</b>			<b>4,794,607</b>

**Project: SR 776 From N of Pine St to Sarasota County Line**

Project Type: Resurfacing

FM Number: 451105-1

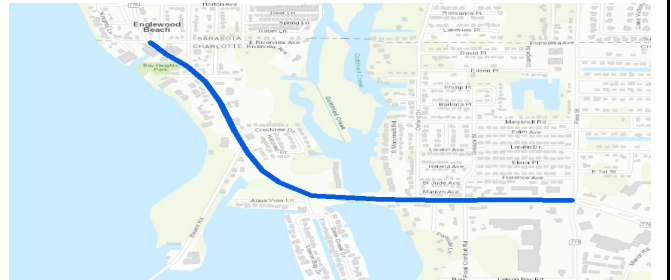
Lead Agency:



Length: None

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

SIS Project No



**Description:** Resurfacing project

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	DIH	State		5,000						5,000
	SA	Federal		675,616						675,616
CST	DIH	State				10,930				10,930
	ACNR	State				1,340,512				1,340,512
	DS	State				633,579				633,579
	SL	Federal				3,802,688				3,802,688
<b>Total:</b>			<b>0</b>	<b>680,616</b>	<b>0</b>	<b>5,787,709</b>	<b>0</b>			<b>6,468,325</b>

**FY 2025 to 2029 Transportation Improvement Program**

**Project: US 41 at Midway Blvd**

Project Type: Intersection Improvement

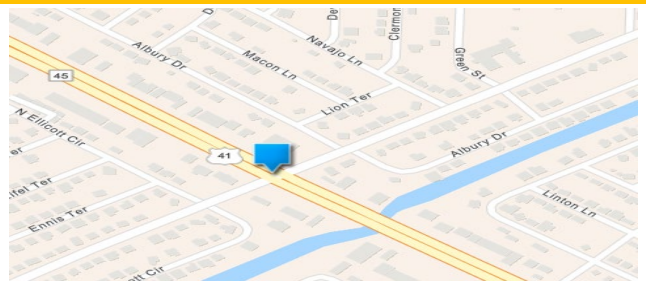
FM Number: 451358-1

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	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	ACSS	Federal	258,100							258,100
	DDR	State	372							372
CST	ACSS	Federal				1,291,535				1,291,535
	DDR	State	14,807							14,807
<b>Total:</b>			<b>273,279</b>	<b>0</b>	<b>0</b>	<b>1,291,535</b>				<b>1,564,814</b>

**Project: SR 776 at Oceanspray Blvd**

Project Type: Design & Construction

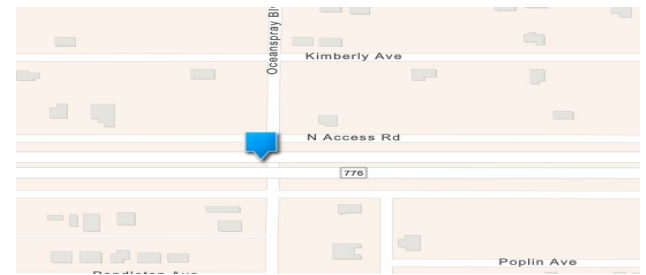
FM Number: 451360-1

Lead Agency:

Length: None

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

SIS Project No



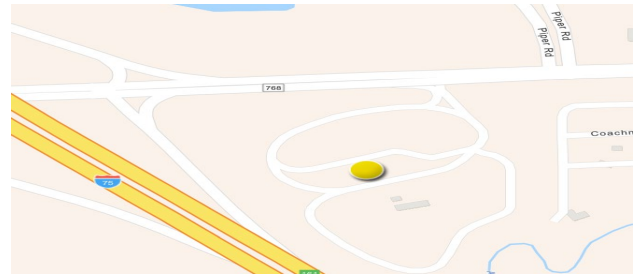
**Description:** Median modifications at the intersection

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	ACSS	Federal	36,000	1,000						37,000
CST	ACSS					516,118				516,118
<b>Total:</b>			<b>0</b>	<b>1,000</b>	<b>0</b>	<b>516,118</b>	<b>0</b>			<b>553,118</b>

FY 2025 to 2029 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

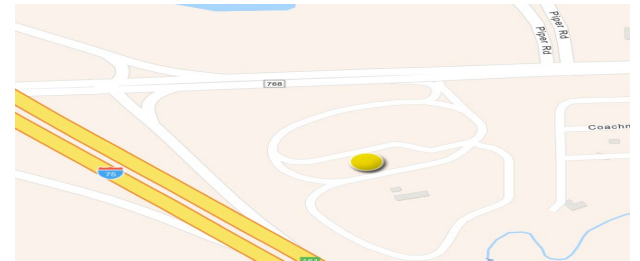


**Description:** Truck Parking facilities at Jones loop rest area

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	ACFP	Federal	1,750,000							1,750,000
	ACSA	Federal	25,000							25,000
CST	ACFP	State					17,404,077			17,404,077
<b>Total:</b>			<b>1,775,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,404,077</b>	<b>0</b>		<b>19,179,077</b>

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

Project Type: Operations  
 FM Number: 452200-4  
 Lead Agency:  
 Length: None  
 LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14  
 SIS Project: No

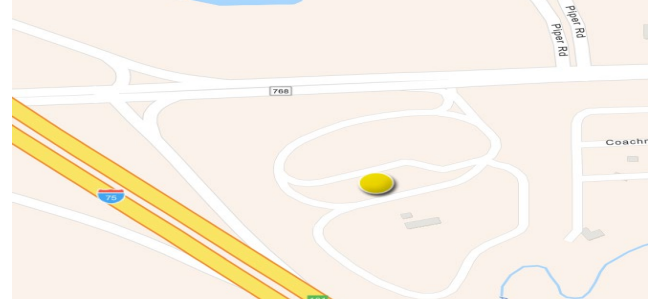


**Description:** Electric Vehicle charging stations

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
OPS	GFEV			1,700,000						1,700,000
CAP	GFEV			900,000						900,000
<b>Total:</b>			<b>0</b>	<b>2,600,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,600,000</b>

**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	<2025	2025	2026	2027	2028	2029	>2029	Total
OPS	GFEV			1,700,000						1,700,000
CAP	GFEV			900,000						900,000
<b>Total:</b>			<b>0</b>	<b>2,600,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,600,000</b>

FY 2025 to 2029 Transportation Improvement Program

**Project: Cooper St from Airport Rd to Marion Ave**

Project Type: Design and Construction

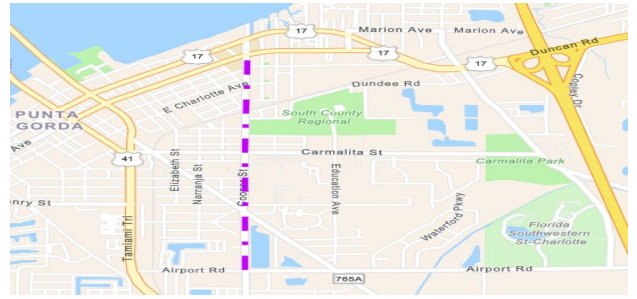
FM Number: 452221-1

Lead Agency: None

Length: None

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

SIS Project No



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

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	TALT	Federal	0	0	308,000					308,000
CST	SL	Federal					2,911,000			2,911,000
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>308,000</b>		<b>2,911,000</b>	<b>0</b>		<b>3,219,000</b>

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

Project Type: Design and Construction

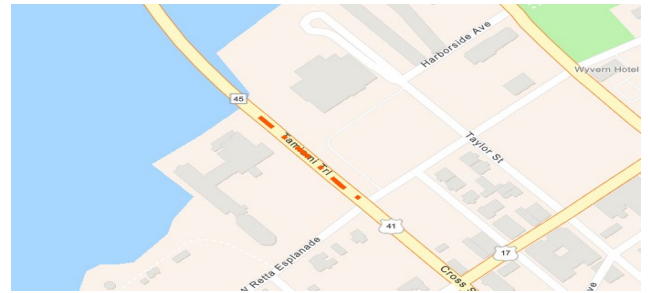
FM Number: 452236-1

Lead Agency: None

Length: None

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

SIS Project No



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

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	DDR	State	253							253
	DIH	State	6,000							6,000
	DS	State	12,654							12,654
	TALL	Federal	44,879							44,879
	TALT	Federal	200,121							200,121
CST	TALT				360,480					360,480
<b>Total:</b>			<b>263,907</b>	<b>0</b>	<b>360,480</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>624,387</b>

**Project: CR 775 Over Oyster Creek Bridge # 010063**

Project Type: Emergency Operations

FM Number: 452967-2

Lead Agency: None

Length: None

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

SIS Project No



N/A

**Description:** Pedestrian Safety Improvement

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE		Federal	148,247							148,247
CST	ACER	Federal			321,475					321,475
<b>Total:</b>			<b>148,247</b>	<b>0</b>	<b>321,475</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>469,722</b>

**Project: Gillot Blvd Repairs North of Blitman St**

Project Type: Emergency Operations

FM Number: 453062 -2

Lead Agency:

Length: None

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

SIS Project No



N/A

**Description:** Emergency Operations

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	ACER	Federal	67,954							67,954
CST	ACER	Federal			636,116					636,116
<b>Total:</b>			<b>67,954</b>	<b>0</b>	<b>636,116</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>704,070</b>

**Project: SR 776 ( El Jobean Rd ) at Jacobs St**

Project Type: Add Right Turn Lanes

FM Number: 453416-1

Lead Agency:

Length: None

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

SIS Project No



**Description:** Intersection improvements at SR 776 at Jacobs St

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	SL	Federal				46,308				46,308
CST	TALT	Federal	0		0			145,230		145,230
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>46,308</b>	<b>0</b>	<b>145,230</b>		<b>191,538</b>

**Project: Jones Loop Rd and Piper Rd Intersection Improvements**

Project Type: Round about

FM Number: 453459-1

Lead Agency:

Length: None

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

SIS Project No



**Description:** Intersection improvements

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	SL	Federal	0	0	0	0	0	501,000		501,000
CST	SL	Federal	0	0	0	0	0	3,218,282		3,218,282
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,719,282</b>		<b>3,719,282</b>

FY 2025 to 2029 Transportation Improvement Program

**Project: SR 776 ( El Jobean Rd ) at Cornelius Blvd**

Project Type: Intersection Improvement

FM Number: 453479 1

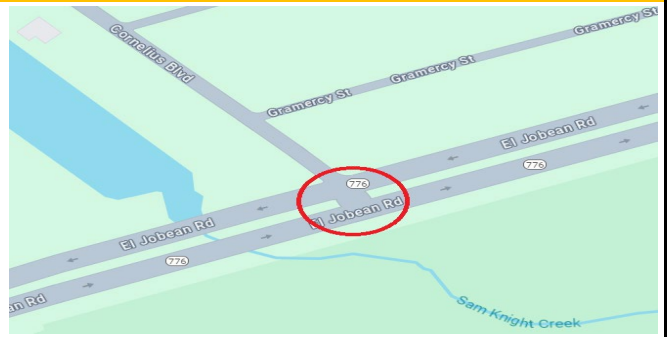
Lead Agency:



Length: None

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

SIS Project No



**Description:** Intersection improvements at SR 776 and Cornelius Blvd

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PE	SL	Federal	0			0	46,308	0	0	46,308
CST	SL	Federal	0			0		0	145,230	145,230
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>46,308</b>	<b>0</b>	<b>145,230</b>		<b>191,538</b>

FY 2025 to 2029 Transportation Improvement Program

FY 2025 - FY 2029 Aviation Projects

**Project: Punta Gorda Airport Hangers**

Project Type: Aviation Revenue/Operational

FM Number: 441866-1

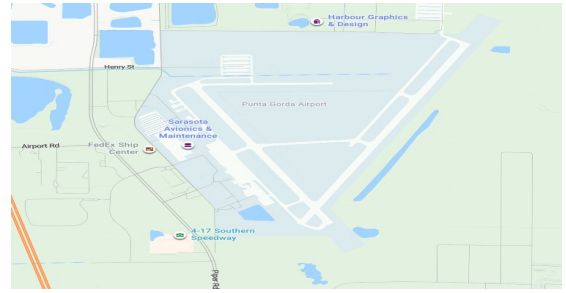


Lead Agency:

Length:

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

SIS Project No



**Description: Aviation Revenue/Operational**

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
Capital	DDR	State	0	0	0	0	0	2,000,000		2,000,000
	LF	Local						2,000,000		2,000,000
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,000,000</b>		<b>4,000,000</b>

**Project: Punta Gorda Airport Holding Bay**

Project Type: Capital

FM Number: 446356-1

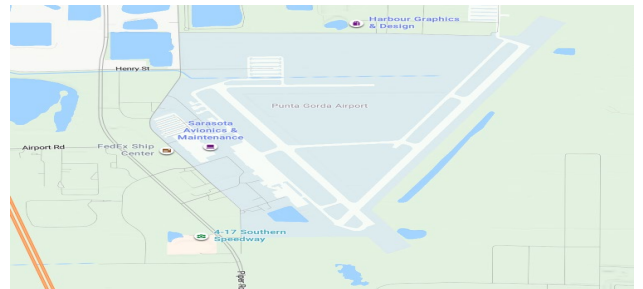


Lead Agency:

Length:

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

SIS Project No



**Description: Aviation preservation project.**

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
Capital	DPTO	State	0	55,500	0	0	0	0	0	55,500
	FAA	Federal	0	999,000	0	0	0	0	0	999,000
	LF	Local	0	55,500	0	0	0	0	0	55,500
<b>Total:</b>			<b>0</b>	<b>1,110,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,110,000</b>

**Project: Punta Gorda Airport Holding Bay**

Project Type: Capital

FM Number: 451203-1

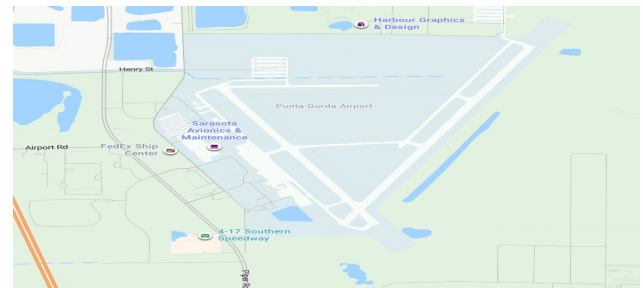


Lead Agency:

Length:

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

SIS Project No



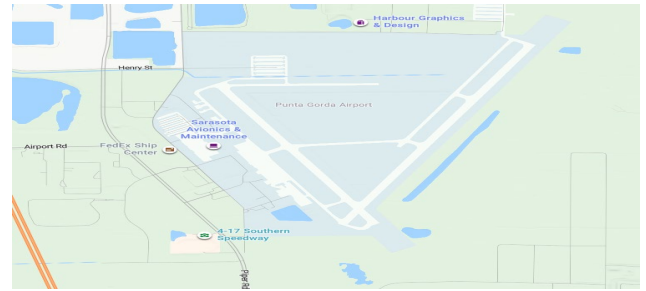
**Description: Aviation capacity project.**

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
Capital	DPTO	State	0	0	65,000		0			65,000
	FAA	Federal			1,170,000					1,170,000
	LF	Local			65,000					65,000
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>1,300,000</b>	<b>0</b>	<b>0</b>			<b>1,300,000</b>



**Project: Punta Gorda Airport Realign Taxiway F**

Project Type: Capital  
 FM Number: 451214-1  
 Lead Agency:  
 Length:  
 LRTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2  
 SIS Project No

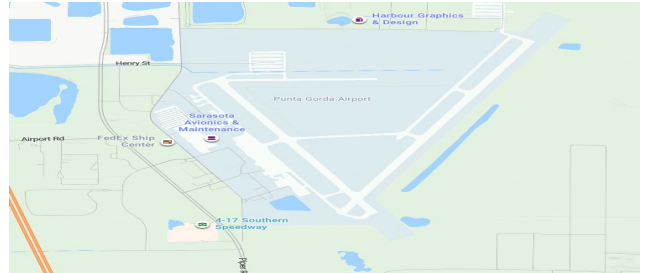


**Description:** Aviation capacity project.

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
Capital	DDR	State		107,500						107,500
	FAA	Federal		1,935,000						1,935,000
	LF	Local		107,500						107,500
<b>Total:</b>			<b>0</b>	<b>2,150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,150,000</b>

**Project: Punta Gorda Airport Expand Air Carrier Ramp**

Project Type: Capacity Project  
 FM Number: 451215-1  
 Lead Agency:  
 Length:  
 LRTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2  
 SIS Project No

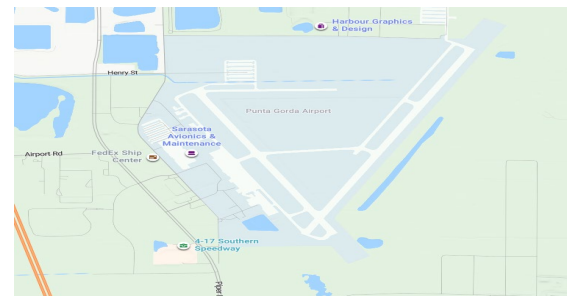


**Description:** Aviation capacity project.

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
Capital	DDR	State	0	207,500	0	0	0	0	0	207,500
	FAA	Federal		3,735,000						3,735,000
	LF	Local		207,500						207,500
<b>Total:</b>			<b>0</b>	<b>4,150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,150,000</b>

**Project: Punta Gorda Airport Maintenance & Operations Center**

Project Type: Capital  
 FM Number: 451216-1  
 Lead Agency:  
 Length:  
 LRTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2  
 SIS Project No



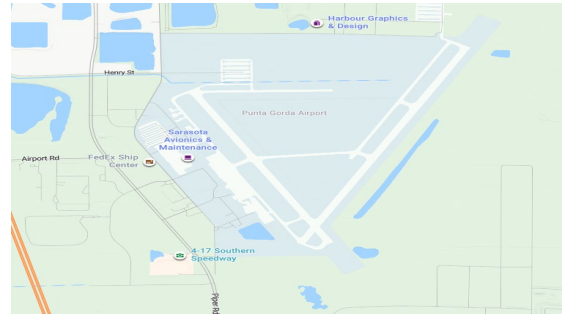
**Description:** Aviation Revenue/ Operational.

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
Capital	DPTO	State		1,150,000			0	0		1,150,000
	DDR	State	2,500,000							2,500,000
	LF		2,500,000	1,150,000						3,650,000
<b>Total:</b>			<b>5,000,000</b>	<b>2,300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,300,000</b>

FY 2025 to 2029 Transportation Improvement Program

**Project: Punta Gorda Airport Runway 4-22 Extension**

Project Type: Capital  
 FM Number: 451489-1  
 Lead Agency:  
 Length:  
 LRTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2  
 SIS Project No

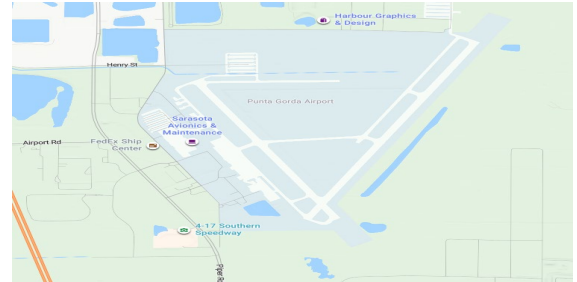


**Description:** Aviation Preservation project.

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
Capital	DPTO	State	0		37,500			0		37,500
	FAA	Federal			675,000					675,000
	LF	Local			37,500					37,500
<b>Total:</b>			<b>0</b>	<b>0</b>	<b>750,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750,000</b>

**Project: Punta Gorda Airport Terminal Expansion**

Project Type: Aviation Capacity Project  
 FM Number: 453809 1  
 Lead Agency:  
 Length:  
 LRTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2  
 SIS Project No



**Description:** Aviation project.

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
Capital	DDR	State					1,000,000			1,000,000
	DPTO	State	25,000	1,000,000			0	2,500,000		3,525,000
	GMR	Federal		450,000						450,000
	LF	Local	25,000	1,450,000			1,000,000	2,500,000		4,975,000
<b>Total:</b>			<b>50,000</b>	<b>2,900,000</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>	<b>5,000,000</b>	<b>0</b>	<b>9,950,000</b>

FY 2025 to 2029 Transportation Improvement Program

FY 2025 - FY 2029 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	<2025	2025	2026	2027	2028	2029	>2029	Total
Operations	DU	State	0	50,000	82,800	82,800	82,000			297,600
	LF	Local		50,000	82,800	82,800	82,000			297,600
<b>Total:</b>			<b>0</b>	<b>100,000</b>	<b>165,600</b>	<b>165,600</b>	<b>164,000</b>			<b>431,200</b>

**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	<2025	2025	2026	2027	2028	2029	>2029	Total
Operations	DDR	State	0	0	424,051	436,772	449,876			1,310,699
	DPTO	State		411,770						411,770
	LF	Local		411,770	424,051	436,772	449,876			1,722,469
<b>Total:</b>			<b>0</b>	<b>823,540</b>	<b>848,102</b>	<b>873,544</b>	<b>899,752</b>			<b>2,545,186</b>

**Project: Charlotte County State Transit Block Grant Operating Assistance**

Project Type: Capital

FM Number: 410145-1



Lead Agency:

Length:

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

SIS Project No



Description: Capital for fixed route

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
Capital	FTA	Federal	0	1,123,603	1,235,963	1,227,473	1,979,075	2,020,245		7,586,359
	LF	Local		280,901	308,991	306,868	494,769	505,061		1,896,590
<b>Total:</b>			<b>0</b>	<b>1,404,504</b>	<b>1,544,954</b>	<b>1,534,341</b>	<b>2,473,844</b>	<b>2,525,306</b>		<b>6,957,643</b>

FY 2025 to 2029 Transportation Improvement Program

**Project: Charlotte County FTA Section 5307 Operating small urban**

FM Number: 441979-1



Lead Agency:

Length:

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

SIS Project No



**Description:** Capital for fixed route

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
Operations	FTA	Federal	0	750,452	767,437	762,164	1,979,075	2,020,243		6,279,371
	LF	Local		750,452	767,437	762,164	1,979,075	2,020,243		6,279,371
<b>Total:</b>			<b>0</b>	<b>1,500,904</b>	<b>1,534,874</b>	<b>1,524,328</b>	<b>3,958,150</b>	<b>4,040,486</b>		<b>12,558,742</b>

**Project: Charlotte County North Port - Punta Gorda FTA Section 5339 small urban**

Project Type: Capital

FM Number: 441980-1



Lead Agency:

Length:

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

SIS Project No




**Description:** Capital for fixed route

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
Operations	FTA	Federal	0	461,578	507,736	468,860	637,960	560,038		2,636,172
	LF	Local		115,395	126,934	117,215	159,490	140,010		659,044
<b>Total:</b>			<b>0</b>	<b>576,973</b>	<b>634,670</b>	<b>586,075</b>	<b>797,450</b>	<b>700,048</b>		<b>3,295,216</b>

**FY 2025 to 2029 Transportation Improvement Program**

**FY 2025 - FY 2029 Maintenance Projects**

**Project: Charlotte County Asset Maintenance**


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	<2025	2025	2026	2027	2028	2029	>2029	Total
Bridge/Roadway/Maintenance	D	Federal	7,280,359	2,236,231	2,236,231	2,236,231	980,668			14,969,720
<b>Total:</b>			<b>7,280,359</b>	<b>2,236,231</b>	<b>2,236,231</b>	<b>2,236,231</b>	<b>980,668</b>			<b>14,969,720</b>

**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	<2025	2025	2026	2027	2028	2029	>2029	Total
Bridge/Roadway/Maintenance	D	Federal	1,272,801	208,888	215,153	221,609				1,918,451
Bridge/Roadway/Maintenance	DDR	State	1,170,699	208,888	215,153	221,609				1,816,349
<b>Total:</b>			<b>2,443,500</b>	<b>208,888</b>	<b>215,153</b>	<b>221,609</b>	<b>0</b>	<b>0</b>		<b>3,089,150</b>

**FY 2025 to 2029 Transportation Improvement Program**

## FY 2025 - FY 2029 Transportation Planning

### Project: Charlotte County - Punta Gorda FY 2016/2017-2017/2018 UPWP

Project Type: Transportation Planning

FM Number: 439316-1

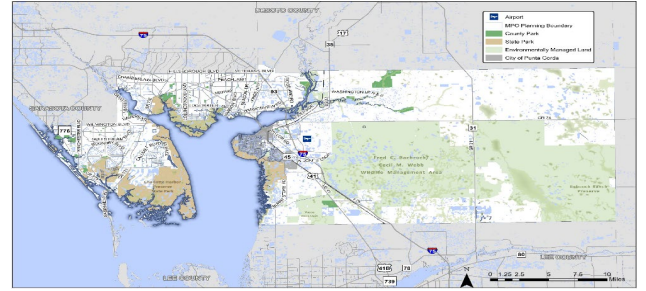
Lead Agency:



Length:

L RTP Reference Page #:

SIS Project No



Description: MPOs Transportation Planning funds

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PLN	PL		772,791							772,791
<b>Total:</b>			<b>772,791</b>			<b>0</b>	<b>0</b>	<b>0</b>		<b>772,791</b>

### Project: Charlotte County - Punta Gorda FY 2018/2019-2019/2020 UPWP

Project Type: Planning

FM Number: 439316-2

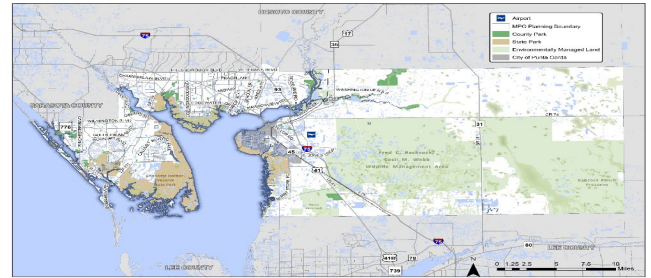
Lead Agency:



Length:

L RTP Reference Page #:

SIS Project No



Description: MPOs Transportation Planning funds

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PLN	PL		988,330							988,330
<b>Total:</b>			<b>988,330</b>	<b>0</b>				<b>0</b>		<b>988,330</b>

### Project: Charlotte County - Punta Gorda FY 2020/2021-2021/2022 UPWP

Project Type: Planning

FM Number: 439316-3

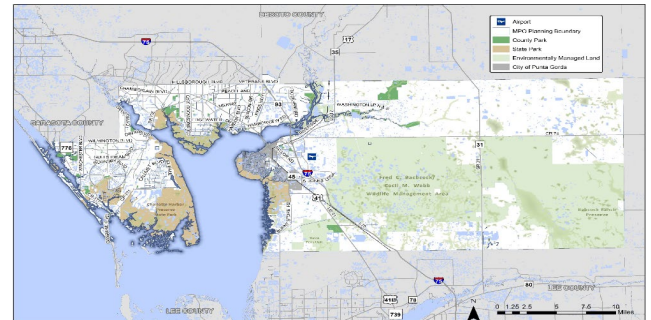
Lead Agency:



Length:

L RTP Reference Page #:

SIS Project No



Description: MPOs Transportation Planning funds

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PLN	PL		917,155							917,155
<b>Total:</b>			<b>917,155</b>	<b>0</b>	<b>0</b>	<b>0</b>				<b>917,155</b>

### FY 2025 to 2029 Transportation Improvement Program

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

Project Type: Planning

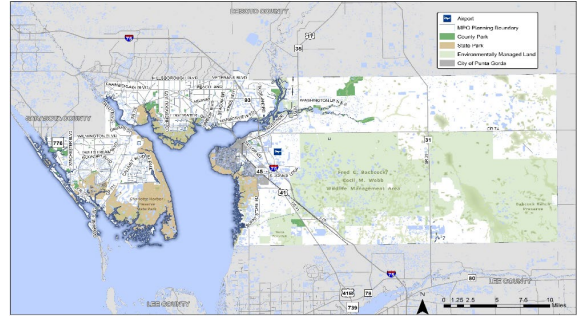
FM Number: 439316-4

Lead Agency:

Length:

L RTP Reference Page #:

SIS Project No



Description: MPOs Transportation Planning funds

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PLN	PL		1,457,657							1,457,657
<b>Total:</b>			<b>1,457,657</b>	<b>0</b>	<b>0</b>	<b>0</b>				<b>1,457,657</b>

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

Project Type: Planning

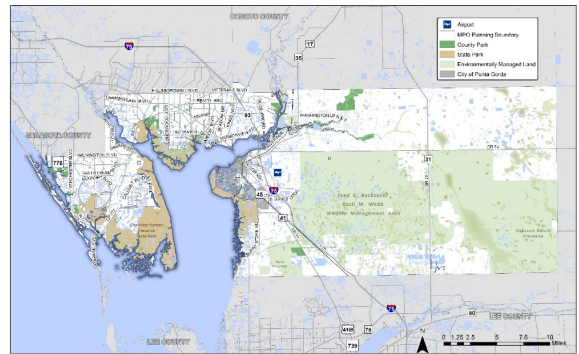
FM Number: 439316-5

Lead Agency:

Length:

L RTP Reference Page #:

SIS Project No



Description: MPOs Transportation Planning funds

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PLN	PL			601,027	606,223					1,207,250
PLN	PL			80,000						80,000
<b>Total:</b>				<b>681,027</b>	<b>606,223</b>	<b>0</b>				<b>1,207,250</b>

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

Project Type: Planning

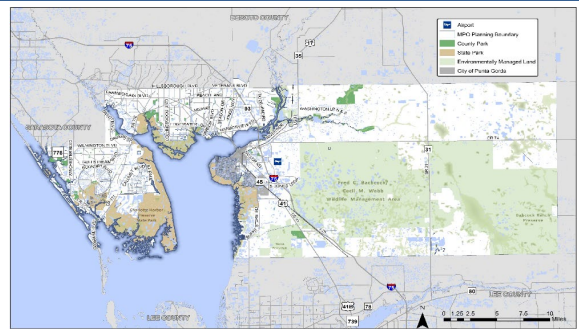
FM Number: 439316-6

Lead Agency:

Length:

L RTP Reference Page #:

SIS Project No



Description: MPOs Transportation Planning funds

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PLN	PL					606,223	606,223			1,212,446
PLN	PL									0
<b>Total:</b>						<b>606,223</b>	<b>606,223</b>			<b>1,212,446</b>

FY 2025 to 2029 Transportation Improvement Program

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

Project Type: Planning

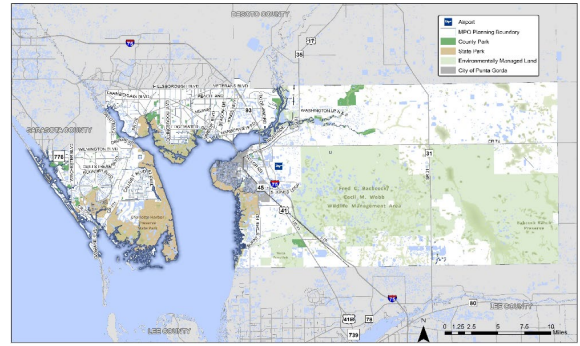
FM Number: 439316-7

Lead Agency:

Length:

L RTP Reference Page #:

SIS Project No



**Description: MPOs Transportation Planning funds**

Phase	Fund Category	Funding Source	<2025	2025	2026	2027	2028	2029	>2029	Total
PLN	PL							606,223		606,223
PLN	PL									0
<b>Total:</b>								<b>606,223</b>		<b>606,223</b>

**FY 2025 to 2029 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
<b>Roadway and Sidewalk Infrastructure</b>		<b>443.3</b>	<b>545.7</b>	<b>642.6</b>	<b>660.8</b>	<b>760.2</b>	<b>825.7</b>
<b>Public Works Engineering</b>							
<b>R-02</b>	Road Improvements Right of Way Mapping	0.0	0.0	0.0	0.0	0.0	0.0
<b>R-03</b>	Street Lighting LED Conversion Program	0.0	0.0	0.0	0.0	0.0	0.0
<b>R-04</b>	Sidewalks 2009 Sales Tax Extension	75.0	77.3	79.6	82.0	84.4	86.1
<b>R-05</b>	Sidewalks - Close Gaps on Road & Bridge Roads	0.0	0.0	0.0	0.0	0.0	30.0
<b>R-06</b>	Sidewalks - Road and Bridge Roads	0.0	0.0	0.0	0.0	90.0	90.0
<b>R-07</b>	Multi Use Trails and on-road bicycle lanes	0.0	15.0	15.0	15.0	15.0	15.0
<b>R-08</b>	Regional Bicycle-Pedestrian Trails & Sidewalks	0.0	0.0	0.0	3.0	3.0	3.0
<b>R-09</b>	Sidewalk Hazard Mitigation (HB41)	0.0	50.0	50.0	50.0	50.0	50.0
<b>R-10</b>	Intersection Improvements at Various Locations	0.0	0.0	0.0	0.0	0.0	0.0
<b>R-12</b>	Charlotte Harbor CRA Parmely St Improvements	0.0	0.0	15.0	15.0	15.0	15.0
<b>R-13</b>	Edgewater Corridor Ph 1/SR 776 to Collingswood Blvd.	0.0	0.0	0.0	0.0	0.0	0.0
<b>R-14</b>	Edgewater Corridor Ph 2 - Harbor to Midway 4 Lane	28.0	28.8	29.7	30.6	31.5	0.0
<b>R-15</b>	Edgewater Widening Ph 3 - Midway to Collingswood	0.0	0.0	0.0	0.0	0.0	0.0
<b>R-16</b>	Edgewater/Flamingo Ph4 Corridor Connection	0.0	0.0	0.0	0.0	0.0	116.0
<b>R-17</b>	Edgewater/Flamingo Widening (Ph 5)	0.0	0.0	0.0	0.0	0.0	0.0
<b>R-18</b>	Harbor View Road Widening	0.0	0.0	0.0	0.0	0.0	0.0
<b>R-19</b>	Hillsborough Blvd/Cranberry Blvd Intersection Improvements	0.0	0.0	0.0	0.0	0.0	0.0
<b>R-20</b>	Kings Highway Widening - I75 to Desoto County Line	0.0	0.0	0.0	0.0	0.0	0.0
<b>R-21</b>	Olean Blvd US 41 to Easy	0.0	18.0	18.5	18.5	18.5	18.5
<b>R-22</b>	Parkside CRA Multi-use Trails & Greenway	15.0	15.0	15.0	15.0	15.0	15.0
<b>R-23</b>	Sandhill Blvd Widening - Kings Hwy to Capricorn	0.0	0.0	0.0	0.0	0.0	40.0
<b>R-24</b>	West Port Infrastructure	0.0	0.0	0.0	0.0	0.0	0.0
<b>R-25</b>	Burnt Store Road Ph2 Widening from Notre Dame to Zemel	0.0	40.0	40.0	40.0	40.0	40.0
<b>R-26</b>	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
<b>R-27</b>	Burnt Store Road Area Corridor	0.0	0.0	0.0	0.0	0.0	0.0
<b>R-28</b>	Piper Road North / Enterprise Charlotte Airport Park	0.0	0.0	30.0	30.9	31.8	0.0
<b>R-29</b>	CR 771 (Gasparilla Road) -SR 776 to Rotonda Blvd East	20.0	20.6	21.2	21.9	22.5	0.0
<b>R-30</b>	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
<b>R-31</b>	Parkside-Harbor Boulevard - US 41 to Olean Blvd (including Gateway)	25.0	25.0	25.0	25.0	25.0	25.0
<b>R-32</b>	Midway Blvd - Sharpe St to Kings Hwy (including US 41 pipes)	0.0	20.0	20.6	21.2	21.9	21.9
<b>R-33</b>	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
<b>S-02</b>	Deep Creek Sidewalks	0.0	4.0	4.0	4.0	4.0	4.0
<b>S-03</b>	Englewood East Sidewalks	0.0	20.0	20.0	20.0	20.0	20.0
<b>S-04</b>	Placida Gasparilla Pines Sidewalk	0.0	0.0	10.0	10.0	10.0	10.0
<b>S-05</b>	Greater Port Charlotte Drainage Control Structure Replacement	0.0	0.0	0.0	0.0	0.0	0.0
<b>S-06</b>	Greater Port Charlotte Master Sidewalk Plan	100.0	10.0	12.0	15.0	17.0	20.0
<b>S-07</b>	Grove City Sidewalk - Ave Americas and San Casa Ave Americas to Worth	40.0	20.0	20.0	20.0	20.0	20.0
<b>S-08</b>	Gulf Cove Pathways	0.0	40.0	55.0	35.0	35.0	35.0
<b>S-09</b>	Lake 1 Excavation for Three Lakes Project	0.0	0.0	0.0	0.0	0.0	0.0
<b>S-10</b>	Manasota Key Community Plan	24.7	24.7	25.0	50.0	50.0	50.0
<b>S-11</b>	South Gulf Cove Multi-Use Pathway	60.0	60.0	60.0	60.0	60.0	60.0
<b>S-12</b>	Suncoast Blvd Sidewalks in Suncoast MSBU	0.0	0.0	3.0	3.0	3.0	3.0
<b>R-11</b>	Charlotte Harbor CRA Melbourne Street MUP	0.0	0.0	15.0	15.0	15.0	15.0
<b>Public Works Engineering Total</b>		<b>443.3</b>	<b>545.7</b>	<b>642.6</b>	<b>660.8</b>	<b>760.2</b>	<b>825.7</b>

# **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 2024 - FY 2028  
(All figures in thousands of dollars)**

SOURCE OF FUNDING UNIDENTIFIED PROJECT IDENTIFICATION	Page#	TOTAL REQUESTED FUNDING (UNFUNDED)	APPLY FOR GRANT
<b><i>Only unfunded portion for partially funded projects:</i></b>			
Historic City Hall Preservation and Rehabilitation	48	634	
Drainage Improvements - Boca Grande Area	49	1,301	
Complete Street - Airport Rd Improvements	50	689	
Ponce de Leon Park Improvements	51	2,000	
Harborwalk - US 41 SB Bridge Approach Lighting (decorative star)	52	400	
Henry St Property Improvements	53	1,160	
Bayfront Activity Center	54	Unknown	
Public Safety Building Expansion	55	1,168	
Historic District Infrastructure	56	1,250	Yes
Complete Street - Shreve Street	57	90	
Traffic Signal - Burnt Store Rd and Home Depot	58	1,100	
Complete Street - US 41 - Airport to Carmalita	59	519	
Living Shoreline Tiki Pt Harborwalk	60	758	Yes
<b><i>Fully unfunded projects:</i></b>			
Public Safety Building Fencing	61	100	
Pickleball Court Fence Replacement	62	110	
W. William St. Drainage Improvements	63	140	
Glasgow Avenue Improvements	64	700	
Laishley Pier	65	1,000	
Sidewalk Connections W Marion: Bal Harbor to Shreve Street	66	1,500	
Sidewalk Improvement Phase I	67	432	
Unimproved Alleyway	68	750	
Baynard/Vasco Sidewalk Improvements	69	400	
Harborwalk East - Phase II	70	1,500	
Bicycle Capital Improvement Program	71	1,200	
Harborwalk - US 41 NB Bridge Underpass Improvements	72	200	
Virginia Ave Complete St Improvements - Harvey St. to US 41	73	800	
Maud Street Angled Parking	74	275	
Royal Poinciana Improvements Complete St	75	2,500	
Tropicana & Marion Sidewalk Enhancement	76	300	
Historic District Street Lights	77	550	
Gilchrist Park - Harborwalk Improvements (Seating and Shade)	78	350	
Historic District Interpretation Markers	79	500	
Harborwalk - Laishley Park Marriage Point	80	750	
Veteran's Park Shade Structure(s)	81	350	
Trabue Park Improvements	82	1,250	
South Punta Gorda Park (Firestation II)	83	1,000	
Harborwalk West - Area 3	84	1,800	
<b>PROJECT CATEGORY - UNFUNDED TOTAL</b>		<b>29,816</b>	

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

PROJECT IDENTIFICATION	Page #	Total Project Cost	Prior Years	Projected FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Planned/ Funded	Estimated Grant Application	Estimated Impacts or Other	Unfunded Tier 2	Unidentified Funding Source
<b>1% SALES TAX REVENUE</b>				<b>4,394</b>	<b>4,394</b>	<b>4,394</b>	<b>4,394</b>	<b>1,098</b>	<b>18,674</b>				
<b>EXPENDITURES:</b>													
Harborwalk West - Area 2 - Final Phase	27	3,178	3,178	0	0	0	0	0	3,178	0	0	0	0
Henry Street Sidewalk	28	156	156	0	0	0	0	0	156	0	0	0	0
Virginia Ave Complete St Improv.-US 41 to Nesbit	29	1,056	950	106	0	0	0	0	1,056	0	0	0	0
Historic City Hall Preservation and Rehabilitation	30	12,638	4,988	6,266	0	0	0	0	11,254	0	750	0	634
Complete Street - Airport Rd Improvements	31	2,289	1,350	0	0	0	0	0	1,350	0	250	0	689
Ponce de Leon Park Improvements	32	3,300	305	0	0	0	0	0	305	0	995	0	2,000
Harborwalk - US 41 SB Bridge Ramp (decorative standards)	33	90	90	0	0	0	0	0	90	0	0	0	0
Harborwalk - US 41 Bridge Approach Lighting (SB)	34	400	0	0	0	0	0	0	0	0	0	0	400
US 41 NB Decorative/safety standards	35	620	120	0	500	0	0	0	620	0	0	0	0
Freeman House Preservation (\$32,000 from ins.)	36	1,410	208	672	0	0	0	0	880	498	32	0	0
Drainage Improvements - Boca Grande Area	37	7,391	2,076	209	0	0	0	0	2,285	3,805	0	0	1,301
Henry St Property Improvements	38	3,227	844	973	0	0	0	0	1,817	0	250	1,000	160
Henry Street Crosswalk	39	539	0	539	0	0	0	0	539	0	0	0	0
ADA Improvements - Citywide	40	1,593	813	130	130	130	130	130	1,463	0	0	0	130
Bayfront Activity Center	41	TBD	0	30	313	0	0	0	343	0	0	0	TBD
Public Safety Building Expansion	42	6,950	0	0	550	2,000	1,882	0	4,432	0	1,350	159	1,009
Historic District Infrastructure	43	2,788	0	0	0	275	550	213	1,038	0	500	1,250	0
Shreve Street Complete Street Improvements	44	445	225	0	0	130	0	0	355	0	0	0	90
Complete Street - Cooper Street Improvements	45	3,309	90	0	0	0	0	0	90	3,219	0	0	0
Complete Street - US 17 Improvements (Cancelled)		0	0	0	0	0	0	0	0	0	0	0	0
Traffic Signal - Burnt Store Rd and Home Depot	46	1,100	0	0	0	0	0	0	0	0	0	345	755
US 41 Complete Street - Airport to Carmalita	47	519	0	0	0	0	0	0	0	0	0	0	519
<b>1% SALES TAX FUNDING TOTAL</b>		<b>52,998</b>	<b>15,393</b>	<b>8,925</b>	<b>1,493</b>	<b>2,535</b>	<b>2,562</b>	<b>343</b>	<b>31,251</b>	<b>7,522</b>	<b>4,127</b>	<b>2,754</b>	<b>7,687</b>
<b>Estimated Projected Carryover - Beg</b>				<b>2,328</b>	<b>(2,203)</b>	<b>698</b>	<b>2,727</b>	<b>4,559</b>					
<b>Estimated Projected Carryover - End</b>				<b>(2,203)</b>	<b>698</b>	<b>2,557</b>	<b>4,559</b>	<b>5,314</b>					
Transfer from Fishermans Village Sale (Special Use Fund)				170	0	0	0	0					
Financing (cashflow purposes only)				3,298	(2,318)	(980)	0	0					
<b>Estimated Projected Carryover - End with Interfund Loan</b>				<b>1,265</b>	<b>1,848</b>	<b>2,727</b>	<b>4,559</b>	<b>5,314</b>					

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
<b>TOTAL 435105 2</b>	<b>1,000</b>
<b>TOTAL 435105 2</b>	<b>1,000</b>

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
<b>TOTAL 438262 1</b>	<b>1,285,226</b>
<b>TOTAL 438262 1</b>	<b>1,285,226</b>

ITEM NUMBER:440670 1 PROJECT DESCRIPTION:US 41 (SR 45) FROM CARMALITA STREET TO MARION AVENUE \*NON-SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE  
ROADWAY ID:01010000 PROJECT LENGTH: .490MI TYPE OF WORK:TRAFFIC SIGNALS  
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

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

ITEM NUMBER:441517 1 PROJECT DESCRIPTION:SR 776 FROM PINEDALE DRIVE TO MYAKKA RIVER \*NON-SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE  
ROADWAY ID:01050000 PROJECT LENGTH: 1.923MI TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2023
-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	596,788
<b>TOTAL 441517 1</b>	<b>596,788</b>
<b>TOTAL 441517 1</b>	<b>596,788</b>

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
<b>TOTAL 441524 1</b>		<b>20,000</b>
<b>TOTAL 441524 1</b>		<b>20,000</b>

ITEM NUMBER:441950 1	PROJECT DESCRIPTION:SR 31 FROM CR 74 TO CR 74	*SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01030000	PROJECT LENGTH: .641MI	
		TYPE OF WORK:ROUNDBOUT
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	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
<b>TOTAL 441950 1</b>		<b>940,732</b>
<b>TOTAL 441950 1</b>		<b>940,732</b>

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
<b>TOTAL 442322 2</b>		<b>780,910</b>
<b>TOTAL 442322 2</b>		<b>780,910</b>

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
<b>TOTAL 442322 5</b>		<b>537,818</b>
<b>TOTAL 442322 5</b>		<b>537,818</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
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 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
<b>TOTAL 452200 5</b>	<b>2,600,000</b>
<b>TOTAL 452200 5</b>	<b>2,600,000</b>
<b>TOTAL DIST: 01</b>	<b>7,097,468</b>
<b>TOTAL HIGHWAYS</b>	<b>7,097,468</b>

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

ITEM NUMBER:439316 3  
 DISTRICT:01  
 ROADWAY ID:

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

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

FUND CODE	2023
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	-168,258
<b>TOTAL 439316 3</b>	<b>-168,258</b>
<b>TOTAL 439316 3</b>	<b>-168,258</b>

ITEM NUMBER:439316 4  
 DISTRICT:01  
 ROADWAY ID:

PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2022/2023-2023/2024 UPWP  
 COUNTY:CHARLOTTE  
 PROJECT LENGTH: .000

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

FUND CODE	2023
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	632,589
SL	31,469
<b>TOTAL 439316 4</b>	<b>664,058</b>
<b>TOTAL 439316 4</b>	<b>664,058</b>
<b>TOTAL DIST: 01</b>	<b>495,800</b>
<b>TOTAL PLANNING</b>	<b>495,800</b>

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
<b>TOTAL 451804 1</b>		<b>130,989</b>
<b>TOTAL 451804 1</b>		<b>130,989</b>

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
<b>TOTAL 451923 1</b>		<b>1,407,743</b>
<b>TOTAL 451923 1</b>		<b>1,407,743</b>
<b>TOTAL DIST: 01</b>		<b>1,538,732</b>
<b>TOTAL MISCELLANEOUS</b>		<b>1,538,732</b>

GRAND TOTAL		9,132,000
-------------	--	-----------

# **SECTION – VIII**



## **TIP AMENDMENTS**

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

# **APPENDIX- A**

## ACRONYMS

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

## FDOT FUNDING CODES

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

# **APPENDIX- B**

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## Public Comments

MAY 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 8**

**PUBLIC MEETING: FINAL DRAFT FY 2024/2025 - FY 2025/2026 UNIFIED  
PLANNING WORK PROGRAM (UPWP)/METROPOLITAN PLANNING  
ORGANIZATION AGREEMENT**

**Purpose:** To consider approval of the Final Draft FY 2024/2025 –  
FY 2025/2026 Unified Planning Work Program (UPWP)/FDOT  
Metropolitan Planning Organization Agreement

**Agenda Item Presented by:** MPO Staff

**Discussion:**

The Final Draft FY 2024/2025 - FY 2025/2026 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 23, 2024 MPO Board meeting, the Draft FY 2024/2025 – FY 2025/2026 UPWP was submitted to the appropriate reviewing agencies for comments. Comments received from the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT) were addressed and have been incorporated in this final UPWP.

The Technical Advisory Committee (TAC) and the Citizens' Advisory Committee (CAC) have reviewed the document at their respective April 24, 2024 meetings and recommended that this UPWP be adopted by the MPO Board.

**Recommendation:** Motion to adopt the Final Draft FY 2024/2025 - FY 2025/2026 UPWP /FDOT Metropolitan Planning Organization Agreement and authorize the Chair 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. **A roll call vote is required.**

**Attachment:** [Final draft FY 2024/2025 -FY 2025/2026 UPWP/Metropolitan Planning Organization Agreement](#)

# Unified Planning Work Program

Charlotte County-Punta Gorda Metropolitan Planning Organization  
1050 Loveland Blvd., Box C, Port Charlotte, FL 33980  
941-883-3535 (Phone)  
941-883-3534 (Fax)  
www.ccpmpo.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.ccpmpo.com](http://www.ccpmpo.com) or contact Wendy W. Scott with the Charlotte County-Punta Gorda MPO at 941-883-3535 or by email at [scott@ccpmpo.gov](mailto:scott@ccpmpo.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.

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# 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 20<sup>th</sup> 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*  
 Janette S. Knowlton, County Attorney  
 LR24-0152  
*K.M.W.*

## 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**

<b>COOP</b>	Continuity of Operations Plan
<b>CPG</b>	Consolidated Planning Grant
<b>CPT-HSTP</b>	Coordinated Public Transit-Human Services Transportation
<b>CRA</b>	Community Redevelopment Agency
<b>CST</b>	Construction
<b>CTC</b>	Community Transportation Coordinator
<b><u>CTD</u></b>	Florida Commission for the Transportation Disadvantaged
<b>CTPP</b>	Census Transportation Planning Package
<b>CTST</b>	Community Traffic Safety Team
<b><u>CUTR</u></b>	Center for Urban Transportation Research-University of South Florida
<b>CUTS</b>	Coordinated Urban Transportation Studies
<b>CV</b>	Connected Vehicles
<b>DBE</b>	Disadvantaged Business Enterprise
<b><u>DOEA</u></b>	Department of Elder Affairs
<b>DRI</b>	Development of Regional Impact
<b><u>D1RPM</u></b>	(FDOT) District 1 Regional Planning Model
<b>E+C modeling)</b>	Existing plus committed (network used in

<b>EAR</b>	Evaluation and Appraisal Report (Comprehensive Plan)
<b>EIC</b>	Englewood Interstate Connector
<b>EIS</b>	Environmental Impact Statement
<b>EJ</b>	Environmental Justice
<b>EOP</b>	Emergency Operations Plan
<b><u>EPA</u></b>	Environmental Protection Agency
<b>ETAT</b>	Environmental Technical Advisory Team
<b>ETDM</b>	Efficient Transportation Decision Making
<b>EV</b>	Electric Vehicles
<b><u>FAC</u></b>	Florida Administrative Code
<b><u>FACTS</u></b>	Florida Association of Coordinated Transportation Systems
<b>FAP</b>	Federal Aid Program
<b><u>FAA</u></b>	Federal Aviation Administration
<b><u>FAST ACT</u></b>	Fixing America’s Surface Transportation Act
<b><u>FDOT</u></b>	Florida Department of Transportation
<b><u>FGTS</u></b>	Florida Greenways and Trails System
<b><u>FHWA</u></b>	Federal Highway Administration
<b>FIHS</b>	Florida Intrastate Highway System

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

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

**CHARLOTTE COUNTY-PUNTA GORDA MPO**

**UPWP FY 2024/2025 – FY 2025/2026**

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

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

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

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

<b>TOD</b>	Transit Oriented Development
<b>TOP</b>	Transportation Outreach Program
<b>TPO</b>	Transportation Planning Organization
<b>TRB</b>	Transportation Research Board
<b><u>TRIP</u></b>	Transportation Regional Incentive Program
<b>TSM</b>	Transportation System Management
<b>TTF</b>	Transit Task Force
<b><u>UPWP</u></b>	Unified Planning Work Program
<b><u>USC</u></b>	United States Code
<b><u>USBC</u></b>	United States Bureau of the Census
<b><u>USDOT</u></b>	United States Department of Transportation
<b>UZA</b>	Urbanized Area
<b>VMT</b>	Vehicle Miles Traveled
<b>VPD</b>	Vehicles per Day
<b>YOE</b>	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., Box C  
Port Charlotte, Florida 33980  
Tel: (941) 883-3535 Fax: (941) 883-3534  
Website: [www.ccpgmpo.gov](http://www.ccpgmpo.gov)  
Email: [office@ccpgmpo.gov](mailto: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

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

### Task 1: Estimated Budget Detail For “Planning Task”

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)	2025 FHWA G2W22 (Total)	
Personnel (salary and benefits)	\$ 240,994	\$ 240,994	\$ 240,994
Consultant	\$ -	\$ -	\$ -
Travel	\$ 5,500	\$ 5,500	\$ 5,500
Direct Expenses	\$ 75,020	\$ 75,020	\$ 75,020
Indirect Expenses	\$ -	\$ -	\$ -
Supplies	\$ 2,000	\$ 2,000	\$ 2,000
Equipment	\$ 1,000	\$ 1,000	\$ 1,000
<b>2025 Totals</b>	<b>\$ 324,514</b>	<b>\$ 324,514</b>	<b>\$ 324,514</b>
2026			
Funding Source	FHWA		FY 2026 Total
Contract Number	G2W22		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2026 FHWA G2W22 (PL)	2026 FHWA G2W22 (Total)	
Personnel (salary and benefits)	\$ 233,837	\$ 233,837	\$ 233,837
Travel	\$ 5,500	\$ 5,500	\$ 5,500
Direct Expenses	\$ 75,020	\$ 75,020	\$ 75,020
Supplies	\$ 2,000	\$ 2,000	\$ 2,000
Equipment	\$ 1,000	\$ 1,000	\$ 1,000
<b>2026 Totals</b>	<b>\$ 317,357</b>	<b>\$ 317,357</b>	<b>\$ 317,357</b>
	<b>FY 2025 &amp; 2026</b>		
Personnel (salary and benefits)	\$ 474,831		
Consultant	\$ -		
Travel	\$ 11,000		
Direct Expenses	\$ 150,040		
Indirect Expenses	\$ -		
Supplies	\$ 4,000		
Equipment	\$ 2,000		
<b>Total</b>	<b>\$ 641,871</b>		

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)	
<b>Personnel (salary and benefits)</b>			
Salaries, Benefits and other deduction	\$ 240,994	-	\$ 240,994
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 240,994</b>	<b>\$ 240,994</b>	<b>\$ 240,994</b>
<b>Travel</b>			
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
<b>Travel Subtotal</b>	<b>\$ 5,500</b>	<b>\$ 5,500</b>	<b>\$ 5,500</b>
<b>Direct Expenses</b>			
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
<b>Direct Expenses Subtotal</b>	<b>\$ 75,020</b>	<b>\$ 75,020</b>	<b>\$ 75,020</b>
<b>Supplies</b>			
Departmental/Office Supplies	\$ 2,000	-	\$ 2,000
<b>Supplies Subtotal</b>	<b>\$ 2,000</b>	<b>\$ 2,000</b>	<b>\$ 2,000</b>
<b>Equipment</b>			
Peripherals Equipment/TV(use in conference room for meetings and training)	\$ 1,000	-	\$ 1,000
<b>Equipment Subtotal</b>	<b>\$ 1,000</b>	<b>\$ 1,000</b>	<b>\$ 1,000</b>
<b>Total</b>	<b>\$ 324,514</b>	<b>\$ 324,514</b>	<b>\$ 324,514</b>

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)	
<b>Personnel (salary and benefits)</b>			
Salaries, Benefits and other deduction	\$ 233,837	-	\$ 233,837
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 233,837</b>	<b>\$ 233,837</b>	<b>\$ 233,837</b>
<b>Travel</b>			
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
<b>Travel Subtotal</b>	<b>\$ 5,500</b>	<b>\$ 5,500</b>	<b>\$ 5,500</b>
<b>Direct Expenses</b>			
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
<b>Direct Expenses Subtotal</b>	<b>\$ 75,020</b>	<b>\$ 75,020</b>	<b>\$ 75,020</b>
<b>Supplies</b>			
Departmental/Office Supplies	\$ 2,000	-	\$ 2,000
<b>Supplies Subtotal</b>	<b>\$ 2,000</b>	<b>\$ 2,000</b>	<b>\$ 2,000</b>
<b>Equipment</b>			
Peripherals Equipment	\$ 1,000	-	\$ 1,000
<b>Equipment Subtotal</b>	<b>\$ 1,000</b>	<b>\$ 1,000</b>	<b>\$ 1,000</b>
<b>Total</b>	<b>\$ 317,357</b>	<b>\$ 317,357</b>	<b>\$ 317,357</b>

## 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

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

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
<b>Personnel (salary and benefits)</b>	<b>\$ 39,000</b>	<b>\$ 39,000</b>	<b>\$ 39,000</b>
Consultant			
<b>Consultant Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total</b>	<b>\$ 39,000.00</b>	<b>\$ 39,000</b>	<b>\$ 39,000</b>
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
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 35,000</b>	<b>\$ 35,000</b>	<b>\$ 35,000</b>
Consultant			
<b>Consultant Subtotal</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total</b>	<b>\$ 35,000.00</b>	<b>\$ 35,000</b>	<b>\$ 35,000.00</b>

## 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

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



## 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 5<sup>th</sup>, 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 21<sup>st</sup> 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

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

**Task 4: Estimated Budget Detail For “Planning Task”**

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)	2025 FHWA G2W22 (Total)	
Personnel (salary and benefits)	\$ 37,679	\$ -	\$ -	\$ 37,679	\$ 37,679
Consultant	\$ -	\$ 80,000	\$ 238,531	\$ 318,531	\$ 318,531
<b>2025 Totals</b>	<b>\$ 37,679</b>	<b>\$ 80,000</b>	<b>\$ 238,531</b>	<b>\$ 356,210</b>	<b>\$ 356,210</b>
2026					
Funding Source	FHWA				FY 2026 Total
Contract Number	G2W22				
Source	PL			Total	
MPO Budget Reference					
Lookup Name	2026 FHWA G2W22 (PL)			2026 FHWA G2W22 (Total)	
Personnel (salary and benefits)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000
Consultant	\$ 31,465	\$ -	\$ -	\$ 31,465	\$ 31,465
<b>2026 Totals</b>	<b>\$ 61,465</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 61,465</b>	<b>\$ 61,465</b>
<b>FY 2025 &amp; 2026 TOTAL</b>					
Personnel (salary and benefits)	\$ 67,679				
Consultant	\$ 349,996				
<b>Total</b>	<b>\$ 417,675</b>				



**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
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 37,679</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 37,679</b>	<b>\$ 37,679</b>
Consultant					
2050 LRTP Update	\$ -	\$ 80,000	\$ 238,531	-	\$ 318,531
<b>Consultant Subtotal</b>	<b>\$ -</b>	<b>\$ 80,000</b>	<b>\$ 238,531</b>	<b>\$ 318,531</b>	<b>\$ 318,531</b>
<b>Total</b>	<b>\$ 37,679</b>	<b>\$ 80,000</b>	<b>\$ 238,531</b>	<b>\$ 356,210</b>	<b>\$ 356,210</b>

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
<b>Personnel (salary and benefits) Subtotal</b>	<b>\$ 30,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>
Consultant					
2050 LRTP Update	\$ 31,465	\$ -		-	\$ 31,465
<b>Consultant Subtotal</b>	<b>\$ 31,465</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 31,465</b>	<b>\$ 31,465</b>
<b>Total</b>	<b>\$ 61,465</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 61,465</b>	<b>\$ 61,465</b>

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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 5: Estimated Budget Detail For “Planning Task”

Task 5 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)			
2025			
Funding Source	FHWA		FY 2025 Total
Contract Number	G2W22		
Source Level	PL	Total	
Lookup Name	2025 FHWA G2W22 (PL)	2025 FHWA G2W22 (Total)	
Personnel (salary and benefits)	\$ 30,000	\$ 30,000	\$ 30,000
<b>2025 Totals</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>
2026			
Funding Source	FHWA		FY 2026 Total
Contract Number	G2W22		
Source	PL	Total	
Lookup Name	2026 FHWA G2W22 (PL)	2026 FHWA G2W22 (Total)	
Personnel (salary and benefits)	\$ 30,000	\$ 30,000	\$ 30,000
<b>2026 Totals</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>	<b>\$ 30,000</b>
	<b>FY 2025 &amp; 2026 TOTAL</b>		
Personnel (salary and benefits)	\$ 60,000		
<b>Total</b>	<b>\$ 60,000</b>		

## 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

<b>Funding Sources:</b>	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>
		<b>TOTAL</b>	<b>\$292,329</b>
	Year 2 – FY 2026	FHWA (PL)	\$ 25,000
	Year 2 – FY 2026	PL CS*	<u>\$ 15,556</u>
		<b>TOTAL</b>	<b>\$ 40,556</b>

\*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 6: Estimated Budget Detail For “Planning Task”

Task 6 SPECIAL PROJECT PLANNING																																																	
2025																																																	
Funding Source	FHWA G2W22		FHWA G2W22		FTA Other		FTA Other		FY 2025 Total																																								
Contract Number																																																	
Source Level	PL	Total	PL CS*	Total	Federal	Total	Local	Total																																									
MPO Budget Reference																																																	
Lookup Name	2025 FHWA G2W22 (PL)	2025 FHWA G2W22 (Total)	2025 FHWA G2W22 (PL CS*)	2025 FHWA G2W22 (Total)	2025 FTA Other (Federal)	2025 FTA Other (Total)	2025 FTA Other (Local)	2025 FTA Other (Total)																																									
Personnel (salary and benefits)	\$ 25,000	\$ 25,000	\$ 22,989	\$ 22,989	\$ -	\$ -	\$ -	\$ -	\$ 47,989																																								
Consultant	\$ -	\$ -	\$ -	\$ -	\$ 195,372	\$ 195,372	\$ 48,968	\$ 48,968	\$ 244,340																																								
<b>2025 Totals</b>	<b>\$ 25,000</b>	<b>\$ 25,000</b>	<b>\$ 22,989</b>	<b>\$ 22,989</b>	<b>\$ 195,372</b>	<b>\$ 195,372</b>	<b>\$ 48,968</b>	<b>\$ 48,968</b>	<b>\$ 292,329</b>																																								
2026																																																	
Funding Source	FHWA G2W22		FHWA		Local				FY 2026 Total																																								
Contract Number																																																	
Source	PL	Total	PL CS*	Total	Local	Total	Total																																										
MPO Budget Reference																																																	
Lookup Name	2026 FHWA G2W22 (PL)	2026 FHWA G2W22 (Total)	2026 FHWA (PL CS*)	2026 FHWA (Total)	2026 Local (Local)	2026 Local (Total)	2026 (Total)																																										
Personnel (salary and benefits)	\$ 25,000	\$ 25,000	\$ 15,556	\$ 15,556	\$ -	\$ -	\$ -	\$ -	\$ 40,556																																								
<b>2026 Totals</b>	<b>\$ 25,000</b>	<b>\$ 25,000</b>	<b>\$ 15,556</b>	<b>\$ 15,556</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 40,556</b>																																								
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:10%;"></th> <th style="background-color: #a6c9ec;">FY 2025 &amp; 2026 TOTAL</th> <th colspan="8"></th> </tr> </thead> <tbody> <tr> <td>Personnel (salary and benefits)</td> <td style="text-align:right;">\$ 88,545</td> <td colspan="8"></td> </tr> <tr> <td>Consultant</td> <td style="text-align:right;">\$ 244,340</td> <td colspan="8"></td> </tr> <tr> <td><b>Total</b></td> <td style="text-align:right;"><b>\$ 332,885</b></td> <td colspan="8"></td> </tr> </tbody> </table>											FY 2025 & 2026 TOTAL									Personnel (salary and benefits)	\$ 88,545									Consultant	\$ 244,340									<b>Total</b>	<b>\$ 332,885</b>								
	FY 2025 & 2026 TOTAL																																																
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Consultant	\$ 244,340																																																
<b>Total</b>	<b>\$ 332,885</b>																																																

\*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

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



## 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 21<sup>st</sup> 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

<b>Funding Sources:</b>	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>
		<b>TOTAL</b>	<b>\$416,228</b>
	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>
		<b>TOTAL</b>	<b>\$157,311</b>

### 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		xxxxx		xxxxx				
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 xxxxx (State)	2025 CTD xxxxx (Total)	2025 FTA 5307 xxxxx (Federal)	2025 FTA 5307 xxxxx (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
<b>2025 Totals</b>	\$ -	\$ -	\$ 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		xxxxx		xxxxx				
Source	PL	Total	State	Total	Federal	Total		Total	
MPO Budget Reference	2026 FHWA G2W22 (PL)		2026 CTD xxxxx (State)		2026 FTA 5307 xxxxx (Federal)		2026 (Total)		
Lookup Name	2026 FHWA G2W22 (PL)	2026 FHWA G2W22 (Total)	2026 CTD xxxxx (State)	2026 CTD xxxxx (Total)	2026 FTA 5307 xxxxx (Federal)	2026 FTA 5307 xxxxx (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
<b>2026 Totals</b>	\$ 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
<b>Total</b>	\$ 573,539

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)	(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
<b>Personnel (salary and benefits)</b>	\$ -	\$ -	\$ 79,445	\$ 79,445	\$ 26,437	\$ 26,437	\$ -	\$ -	\$ 105,882
Consultant									
TDP Major Update/Progress Report		-		-		-	\$ 306,946	-	\$ 306,946
<b>Consultant Subtotal</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 306,946	\$ 306,946	\$ 306,946
Travel									
Travel for Staff and LCB Board Member for trainings, meetings and conference	\$ -	-	\$ 1,500	-		-		-	\$ 1,500
<b>Travel Subtotal</b>	\$ -	\$ -	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Direct Expenses									
Advertising Costs	\$ -	-	\$ 1,000	-		-		-	\$ 1,000
Registrations, training and conference	\$ -	-	\$ 900	-		-		-	\$ 900
<b>Direct Expenses Subtotal</b>	\$ -	\$ -	\$ 1,900	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ 1,900
<b>Total</b>	\$ -	\$ -	\$ 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	
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
<b>Personnel (salary and benefits)</b>	\$ 79,445	\$ 79,445	\$ 26,437	\$ 26,437	\$ -	\$ -	\$ -	\$ -	\$ 105,882
Consultant									
TDP Major Update/Progress Report		-		-	\$ 48,029	-	\$ -	-	\$ 48,029
<b>Consultant Subtotal</b>	\$ -	\$ -	\$ -	\$ -	\$ 48,029	\$ 48,029	\$ -	\$ -	\$ 48,029
Travel									
Travel for Staff and LCB Board Member for trainings, meetings and conference	\$ 1,500	-		-		-		-	\$ 1,500
<b>Travel Subtotal</b>	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Direct Expenses									
Advertising Costs	\$ 1,000	-		-		-		-	\$ 1,000
Registrations, training and conference	\$ 900	-		-		-		-	\$ 900
<b>Direct Expenses Subtotal</b>	\$ 1,900	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,900
<b>Total</b>	\$ 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

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

\*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: Estimated Budget Detail For “Planning Task”

Task 9 AGENCY EXPENDITURE USING LOCAL FUNDS				
2025				
Funding Source	Local			FY 2025 Total
Contract Number				
Source Level	Local	Total		FY 2025 Total
Lookup Name	2025 Local (Local)	2025 Local (Total)		
Personnel (salary and benefits)	\$ 13,450	\$ 13,450		\$ 13,450
Travel	\$ 700	\$ 700		\$ 700
Direct Expenses	\$ 2,419	\$ 2,419		\$ 2,419
<b>2025 Totals</b>	<b>\$ 16,569</b>	<b>\$ 16,569</b>		<b>\$ 16,569</b>
2026				
Funding Source	Local			FY 2026 Total
Contract Number				
Source	Local	Total		FY 2026 Total
Lookup Name	2026 Local (Local)	2026 Local (Total)		
Personnel (salary and benefits)	\$ 13,450	\$ 13,450		\$ 13,450
Consultant	\$ -	\$ -		\$ -
Travel	\$ 700	\$ 700		\$ 700
Direct Expenses	\$ 2,419	\$ 2,419		\$ 2,419
<b>2026 Totals</b>	<b>\$ 16,569</b>	<b>\$ 16,569</b>		<b>\$ 16,569</b>
<b>FY 2025 &amp; 2026 TOTAL</b>				
Personnel (salary and benefits)	\$ 26,900			
Travel	\$ 1,400			
Direct Expenses	\$ 4,838			
<b>Total</b>	<b>\$ 33,138</b>			

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
<b>Personnel (salary and benefits)</b>	<b>\$ 13,450</b>	<b>\$ 13,450</b>	<b>\$ 13,450</b>
Travel			
Mileage not covered by FDOT for Class C trips, meals and local trips	\$ 700	-	\$ 700
<b>Travel Subtotal</b>	<b>\$ 700</b>	<b>\$ 700</b>	<b>\$ 700</b>
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
<b>Direct Expenses Subtotal</b>	<b>\$ 2,419</b>	<b>\$ 2,419</b>	<b>\$ 2,419</b>
<b>Total</b>	<b>\$ 16,569</b>	<b>\$ 16,569</b>	<b>\$ 16,569</b>
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
<b>Personnel (salary and benefits)</b>	<b>\$ 13,450</b>	<b>\$ 13,450</b>	<b>\$ 13,450</b>
Travel			
Mileage not covered by FDOT for Class C trips, meals and local trips	\$ 700	-	\$ 700
<b>Travel Subtotal</b>	<b>\$ 700</b>	<b>\$ 700</b>	<b>\$ 700</b>
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
<b>Direct Expenses Subtotal</b>	<b>\$ 2,419</b>	<b>\$ 2,419</b>	<b>\$ 2,419</b>
<b>Total</b>	<b>\$ 16,569</b>	<b>\$ 16,569</b>	<b>\$ 16,569</b>

**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	\$ -
		<b>CTD xxxxx TOTAL</b>	<b>\$ 26,437</b>	<b>\$ 26,437</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 26,437</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 26,437</b>	<b>\$ -</b>
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		<b>FHWA G2W22 TOTAL</b>	<b>\$ 919,558</b>	<b>\$ 606,223</b>	<b>\$ 202,812</b>	<b>\$ 919,558</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 133,705</b>	<b>\$ 606,223</b>	<b>\$ -</b>	<b>\$ -</b>
xxxxx	FTA 5307	Federal	\$ 306,946	\$ 48,029	\$ -	\$ 306,946	\$ -	\$ -	\$ -	\$ 48,029	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		<b>FTA 5307 xxxxx TOTAL</b>	<b>\$ 306,946</b>	<b>\$ 48,029</b>	<b>\$ -</b>	<b>\$ 306,946</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 48,029</b>	<b>\$ -</b>	<b>\$ -</b>
	FTA Other	Federal	\$ 195,372	\$ -	\$ -	\$ 195,372	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Local	\$ 48,968	\$ -	\$ -	\$ -	\$ -	\$ 48,968	\$ -	\$ -	\$ -	\$ -
		<b>FTA Other TOTAL</b>	<b>\$ 244,340</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 195,372</b>	<b>\$ -</b>	<b>\$ 48,968</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
	Local	Local	\$ 16,569	\$ 16,569	\$ -	\$ -	\$ -	\$ 16,569	\$ -	\$ -	\$ -	\$ 16,569
		<b>Local TOTAL</b>	<b>\$ 16,569</b>	<b>\$ 16,569</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 16,569</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 16,569</b>
<b>TOTAL</b>			<b>\$ 1,513,850</b>	<b>\$ 697,258</b>	<b>\$ 202,812</b>	<b>\$ 1,421,876</b>	<b>\$ 26,437</b>	<b>\$ 65,537</b>	<b>\$ 133,705</b>	<b>\$ 654,252</b>	<b>\$ 26,437</b>	<b>\$ 16,569</b>

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
<b>Total Budget</b>	\$ 26,437	\$ 26,437	\$ 919,558	\$ 606,223	\$ 306,946	\$ 48,029	\$ 195,372	\$ 65,537	\$ 16,569
<b>Task 1 ADMINISTRATION</b>									
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	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 2 DATA COLLECTION, ANALYSIS AND MAPPING</b>									
Personnel (salary and benefits)	\$ -	\$ -	\$ 39,000	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 39,000	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 3 PUBLIC PARTICIPATION PLAN (PPP)</b>									
Personnel (salary and benefits)	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP)</b>									
Personnel (salary and benefits)	\$ -	\$ -	\$ 37,679	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ 318,531	\$ 31,465	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 356,210	\$ 61,465	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 5 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</b>									
Personnel (salary and benefits)	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 6 SPECIAL PROJECT PLANNING</b>									
Personnel (salary and benefits)	\$ -	\$ -	\$ 47,989	\$ 40,556	\$ -	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 195,372	\$ 48,968	\$ -
Sub Total	\$ -	\$ -	\$ 47,989	\$ 40,556	\$ -	\$ -	\$ 195,372	\$ 48,968	\$ -
<b>Task 7 REGIONAL PLANNING AND COORDINATION</b>									
Personnel (salary and benefits)	\$ -	\$ -	\$ 19,000	\$ 19,000	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 19,000	\$ 19,000	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING</b>									
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	\$ -	\$ -	\$ -
<b>Task 9 AGENCY EXPENDITURE USING LOCAL FUNDS</b>									
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,450	\$ 13,450
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700	\$ 700
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,419	\$ 2,419
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,569	\$ 16,569
<b>TOTAL PROGRAMMED</b>	\$ 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](mailto: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.

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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.

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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**

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

**FY 2023 - FY 2024 Planning Studies Information in Charlotte County**

<b>Project Info</b>	<b>Lead Agency/Dept.</b>	<b>Project Start Date/ In-Progress</b>	<b>In-house/ Consulting Cost</b>	<b>Source of Funds</b>
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

**CAPITAL IMPROVEMENT PROGRAM  
MASTER FINANCIAL SUMMARY**

Last Update: December 12, 2023

<b>2023</b>													
<u>Project List</u>	<u>COST ESTIMATE</u>	<u>FAA Entitlement</u>	<u>FAA BIL Infrastructure</u>	<u>FAA BIL Terminal</u>	<u>FAA Discretionary</u>	<u>FDOT 5% or Max</u>	<u>FDOT 50%</u>	<u>FDOT Future</u>	<u>TSA</u>	<u>CCAA</u>	<u>PFC Existing</u>	<u>PFC Future</u>	<u>CFC</u>
Maintenance & Operations Center	\$ 7,875,200						\$ 500,000	\$ 3,150,000		\$ 4,225,200			
Taxiway G - GA Agron to Taxiway A (MPU #15) Group III	\$ 7,385,678		\$ 6,647,110			\$ 350,000					\$ 143,500	\$ 245,068	
Fuel Farm - Access Control	\$ 400,000						\$ 150,000	\$ 50,000		\$ 200,000			
<b>2023 Totals</b>	<b>\$ 15,660,878</b>	<b>\$ -</b>	<b>\$ 6,647,110</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 350,000</b>	<b>\$ 650,000</b>	<b>\$ 3,200,000</b>	<b>\$ -</b>	<b>\$ 4,425,200</b>	<b>\$ 143,500</b>	<b>\$ 245,068</b>	<b>\$ -</b>
<b>2023 Financial Summary</b>	<b>Carryover</b>	\$ -	\$ 4,330,750							\$ 4,225,962	\$ 3,164,029		\$ 300,000
	<b>Allocated FY 23</b>	\$ 3,418,221	\$ 4,324,375							\$ 2,000,000	\$ 4,500,000		\$ 1,500,000
	<b>Total Budget</b>	\$ 3,418,221	\$ 8,655,125							\$ 6,225,962	\$ 7,664,029		\$ 1,800,000
	<b>Total Estimate</b>	\$ -	\$ 6,647,110							\$ 4,425,200	\$ 388,568		\$ -
	<b>Variance/Carryover</b>	\$ 3,418,221	\$ 2,008,015							\$ 1,800,762	\$ 7,275,461		\$ 1,800,000

<b>2024</b>														
<u>Project List</u>	<u>COST ESTIMATE</u>	<u>FAA Entitlement</u>	<u>FAA BIL Infrastructure</u>	<u>FAA BIL Terminal</u>	<u>FAA Discretionary</u>	<u>FDOT 5% or Max</u>	<u>FDOT 50%</u>	<u>FDOT Future</u>	<u>TSA</u>	<u>CCAA</u>	<u>PFC Existing</u>	<u>PFC Future</u>	<u>CFC</u>	<u>Insurance</u>
FBO Storage Hangar	\$ 4,151,690							\$ 2,000,000		\$ 2,151,690				
Building 611 - B207 Replacement	\$ 3,381,342									\$ 3,381,342				
GSE Building - Turn Key	\$ 1,500,000									\$ 500,000				
Golf Course Blvd./Challenger Blvd. Improvements (Was FY23)	\$ 5,900,000						\$ 1,000,000	\$ 1,950,000			\$ 1,000,000	\$ 1,950,000		\$ 1,000,000
Perimeter Road P1 (TW D to Henry) MPU #16	\$ 900,000	\$ 810,000									\$ 70,000	\$ 20,000		
Terminal Building Expansion	\$ 71,112,838	\$ -	\$ -	\$ 15,000,000	\$ -	\$ -	\$ 326,449	\$ 18,833,208	\$ 11,962,842	\$ 575,716	\$ 20,334,657	\$ 254,966	\$ -	\$ 3,825,000
Phase 1 - Baggage Handling System	\$ 23,118,532						\$ 301,449	\$ 5,033,208	\$ 11,962,842	\$ 486,376	\$ 5,334,657			
Phase 2 - Terminal Expansion	\$ 40,344,306		\$ 15,000,000				\$ 25,000	\$ 9,975,000		\$ 89,340	\$ 15,000,000	\$ 254,966		
Phase 3 - Rental Car Facility Phase 1	\$ 7,650,000							\$ 3,825,000						\$ 3,825,000
Purchase ARFF Vehicle VIN #4ENGAAA8371001833	\$ 1,500,000	\$ 1,350,000										\$ 150,000		
Northside Infrastructure	\$ 1,689,411									\$ 1,689,411				
Reconfigure Taxiway C/D Intersection (MPU #8)	\$ 3,200,000				\$ 2,880,000	\$ 160,000						\$ 160,000		
Rehab Taxiway C (MPU #13) (Was FY 25)	\$ 6,000,000		\$ 5,400,000			\$ 300,000					\$ 165,000	\$ 135,000		
Master Drainage Plan Update	\$ 500,000						\$ 250,000			\$ 250,000				
<b>2024 Totals</b>	<b>\$ 99,335,281</b>	<b>\$ 2,160,000</b>	<b>\$ 5,400,000</b>	<b>\$ 15,000,000</b>	<b>\$ 2,880,000</b>	<b>\$ 460,000</b>	<b>\$ 1,326,449</b>	<b>\$ 22,783,208</b>	<b>\$ 11,962,842</b>	<b>\$ 8,298,159</b>	<b>\$ 21,569,657</b>	<b>\$ 2,669,966</b>	<b>\$ -</b>	<b>\$ 4,825,000</b>
<b>2024 Financial Summary</b>	<b>Carryover</b>	\$ 3,418,221	\$ 2,008,015							\$ 1,800,762	\$ 7,275,461		\$ 1,800,000	
	<b>Allocated FY 24</b>	\$ 3,800,000	\$ 4,330,750							\$ 2,000,000	\$ 4,500,000		\$ 1,500,000	
	<b>Total Budget</b>	\$ 7,218,221	\$ 6,338,765							\$ 3,800,762	\$ 11,775,461		\$ 3,300,000	
	<b>Total Estimate</b>	\$ 2,160,000	\$ 5,400,000							\$ 8,298,159	\$ 24,239,623		\$ -	
	<b>Variance/Carryover</b>	\$ 5,058,221	\$ 938,765							\$ (4,497,397)	\$ (12,464,162)		\$ 3,300,000	

2025														
Project List	COST ESTIMATE	FAA Entitlement	FAA BIL Infrastructure	FAA BIL Terminal	FAA Discretionary	FDOT 5% or Max	FDOT 50%	FDOT Future	TSA	CCAA	PFC Existing	PFC Future	CFC	Insurance
Rehab Taxiway A (MPU #13) (Was FY 25)	\$ 13,000,000	\$ 7,778,221			\$ 3,921,779	\$ 650,000					\$ 330,000	\$ 320,000		
Perimeter Road PZA (South Ramp to East Side) MPU#17 (Was FY 24)	\$ 4,000,000		\$ 3,600,000								\$ 310,000	\$ 90,000		
North Apron Rehab (MPU #23)	\$ 1,200,000				\$ 1,080,000						\$ 120,000			
Master Plan Update	\$ 1,200,000	\$ 1,080,000				\$ 60,000						\$ 60,000		
<b>2025 Totals</b>	<b>\$ 19,400,000</b>	<b>\$ 8,858,221</b>	<b>\$ 3,600,000</b>	<b>\$ -</b>	<b>\$ 5,001,779</b>	<b>\$ 710,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 760,000</b>	<b>\$ 470,000</b>	<b>\$ -</b>	

2025 Financial Summary														
Carryover	\$ -	\$ 5,058,221	\$ 938,765							\$ (4,497,397)	\$ (12,464,162)		\$ 3,300,000	
Allocated FY 25	\$ 3,800,000	\$ 3,800,000	\$ 4,330,750							\$ 2,000,000	\$ 4,500,000		\$ 1,500,000	
<b>Total Budget</b>	<b>\$ 3,800,000</b>	<b>\$ 8,858,221</b>	<b>\$ 5,269,515</b>							<b>\$ (2,497,397)</b>	<b>\$ (7,964,162)</b>		<b>\$ 4,800,000</b>	
<b>Total Estimate</b>	<b>\$ 3,800,000</b>	<b>\$ 8,858,221</b>	<b>\$ 3,600,000</b>							<b>\$ -</b>	<b>\$ 1,230,000</b>		<b>\$ -</b>	
<b>Variance/Carryover</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,669,515</b>							<b>\$ (2,497,397)</b>	<b>\$ (9,194,162)</b>		<b>\$ 4,800,000</b>	

2026														
Project List	COST ESTIMATE	FAA Entitlement	FAA BIL Infrastructure	FAA BIL Terminal	FAA Discretionary	FDOT 5% or Max	FDOT 50%	FDOT Future	TSA	CCAA	PFC Existing	PFC Future	CFC	Insurance
Realign Taxiway F (MPU #25)	\$ 2,150,000		\$ 1,935,000			\$ 107,500						\$ 107,500		
Expand Air Carrier Apron (MPU #25)	\$ 4,150,000		\$ 3,735,000			\$ 207,500						\$ 207,500		
Rehab South Apron (MPU #24)	\$ 3,000,000	\$ 2,160,000	\$ 540,000			\$ 150,000						\$ 150,000		
Construct Holding Bay at RW 22 Approach (MPU #11)	\$ 1,300,000				\$ 1,170,000	\$ 65,000						\$ 65,000		
Construct New T-Hangers at 600 Series	\$ 4,000,000						\$ 2,000,000			\$ 2,000,000				
Rental Car Facility Phase 2 - QTA	\$ 6,000,000						\$ 3,000,000						\$ 3,000,000	
<b>2026 Totals</b>	<b>\$ 20,600,000</b>	<b>\$ 2,160,000</b>	<b>\$ 6,210,000</b>	<b>\$ -</b>	<b>\$ 1,170,000</b>	<b>\$ 530,000</b>	<b>\$ 5,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>	<b>\$ -</b>	<b>\$ 530,000</b>	<b>\$ 3,000,000</b>	

2026 Financial Summary														
Carryover	\$ -	\$ -	\$ 1,669,515							\$ (2,497,397)	\$ (9,194,162)		\$ 4,800,000	
Allocated FY 26	\$ 3,800,000	\$ 3,800,000	\$ 4,330,750							\$ 2,000,000	\$ 4,500,000		\$ 1,500,000	
<b>Total Budget</b>	<b>\$ 3,800,000</b>	<b>\$ 3,800,000</b>	<b>\$ 6,000,265</b>							<b>\$ (497,397)</b>	<b>\$ (4,694,162)</b>		<b>\$ 6,300,000</b>	
<b>Total Estimate</b>	<b>\$ 3,800,000</b>	<b>\$ 2,160,000</b>	<b>\$ 6,210,000</b>							<b>\$ 2,000,000</b>	<b>\$ 530,000</b>		<b>\$ 3,000,000</b>	
<b>Variance/Carryover</b>	<b>\$ -</b>	<b>\$ 1,640,000</b>	<b>\$ (209,735)</b>							<b>\$ (2,497,397)</b>	<b>\$ (5,224,162)</b>		<b>\$ 3,300,000</b>	

**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)

<b>Contract Work</b>
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 <b><u>Technical Support</u></b>
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](mailto:carlos.a.gonzalez@dot.gov)

Phone: (850) 553-2221



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

Final Draft

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> <hr/> Function: <u>615</u> <hr/> <u>and 215</u> <hr/> Federal Award Identification No. (FAIN): <u>0408 062</u> <hr/> MPO SAM No.: <u>CAF5J662SND5</u>	FLAIR Approp.: <u>88854</u> <hr/> FLAIR Obj.: <u>780000</u> <hr/> Org. Code: <hr/> <u>55012010130</u> <hr/> Vendor No.: <hr/> <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

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

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- 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.

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- 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

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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

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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



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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

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that fiscal year. However, the MPO must provide a single audit exemption statement to the Department at [FDOTSingleAudit@dot.state.fl.us](mailto: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](mailto: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](mailto:FDOTSingleAudit@dot.state.fl.us)

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- 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.

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- 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.

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**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.

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- 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

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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

Approved as to Form  
and Legal Sufficiency

*Janette S. Knowlton*

Janette S. Knowlton, County Attorney  
UR24-0358 K.M.W.

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](http://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 21<sup>st</sup> Century, P.L. 112-141  
[www.dot.gov/map21](http://www.dot.gov/map21)

Federal Highway Administration – Florida Division  
[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

Federal Funding Accountability and Transparency Act (FFATA) Sub-award Reporting System (FSRS)  
[www.fsrs.gov](http://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

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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).

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**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**

MAY 20, 2024  
MPO BOARD MEETING

**CONSENT AGENDA ITEM #9**

MAY 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 9-A**  
**APPROVAL OF MINUTES: MARCH 21, 2024 MPO BOARD MEETING**

**Purpose:** To review and approve the Minutes of the previous MPO Board Meeting March 21, 2024.

**Presented by:** MPO Staff

**Discussion:** To Be Determined

**Recommendation:** Motion to approve the Minutes of the MPO Board Meeting of March 21, 2024.

**Attachment:** [Draft Minutes of the MPO Board Meeting held on March 21, 2024](#)



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

MINUTES OF THE MPO BOARD MEETING  
MONDAY, MARCH 21, 2023  
CHARLOTTE COUNTY ADMINISTRATION CENTER  
18500 MURDOCK CIRCLE, ROOM #119  
PORT CHARLOTTE FL 33948

**MEMBERS PRESENT**

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

**ADVISORY**

**L.K. Nandam**, FDOT District One Secretary

**STAFF PRESENT**

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

**OTHERS PRESENT IN-PERSON**

Ken Doherty, Charlotte County Commissioner  
David Darm, Commission for the Transportation Disadvantaged  
Sheri Powers, Commission for the Transportation Disadvantaged  
Isabella Morales, Commission for the Transportation Disadvantaged  
Wayne Gaither, FDOT  
Victoria Peters, FDOT  
Kyle Purvis, FDOT  
Jason Heironimus, FDOT PIO  
Dianne Quilty, CAC Chair  
Mitchell Austin, TAC Chair

James Wernicke, BPAC Chair  
Joanne Vernon, Charlotte County Public Works  
Robert Fakhri, Charlotte County Public Works  
Shaun Cullinan, Charlotte County Community Development  
Heidi Maddox, Charlotte County Transit  
Shirley Ciampi, Charlotte County Transit  
Derek Rooney, Lee MPO  
Kayla Huetten, Benesch  
William Roll, Kimley-Horn  
Harry Fish, citizen  
Sam Besase, citizen

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

MPO Chair Constance called the meeting to order at 9:00 a.m. All board members were present.

**2. Invocation – Pastor Bill Frank – First Baptist Church of Punta Gorda**

MPO Board Chair Christopher Constance gave the invocation due to Pastor Bill Frank’s absence.

**3. Pledge of Allegiance**

The Pledge of Allegiance was recited.

**4. Addition and/or Deletion to the Agenda**

D’Juan Harris noted that there was an addition under Agenda Item #10 FDOT Report. It was 1.G. [SR 776 @ Toledo Blade Intersection Discussion](#)

*Commissioner Tiseo made a motion to approve all changes including those to the agenda. Commissioner Deutsch seconded the motion. It was approved unanimously.*

**5. Public Comments on Agenda Items**

There were no public comments on agenda items.

**6. Florida Commission for the Transportation Disadvantaged Award Presentations – CTD Executive Director David Darm**

D’Juan Harris explained that due to cancellation of the CTD’s Annual Training Conference caused by Hurricane Idalia, a request had been made to present two awards at the MPO Board Meeting.

Charlotte County Commissioner/Transportation Disadvantaged Local Coordinating Board (LCB) Chair Ken Doherty received the Elected Official of the Year Award from CTD Executive Director David Darm. Following Commissioner Doherty’s remarks, Commissioner Tiseo noted how important Commissioner Doherty’s presence on the Charlotte County Board of County



Commissioners was especially in light of his experience as a licensed professional engineer which was of great value to the community and was reflected on his LCB Board assignment.

The Charlotte County-Punta Gorda MPO received the Planning Agency of the Year Award from CTD Executive Director David Darm. Commissioner Constance congratulated Commissioner Constance and the MPO staff on their well-deserved awards.

## **7. PUBLIC MEETING: FY 2023/2024 – FY 2027/2028 Transportation Improvement Program (TIP) Amendment/Modification**

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. The proposed TIP amendments are included as Attachments 1 and 2.

FDOT requested MPO staff to administratively modify the current TIP to add earmark funding for two Charlotte County projects: intersection improvements at Kings Highway/Harbor and Veterans Boulevard/Cochran Boulevard. Lastly, Hurricane Idalia Recovery funding was requested to be added to the MPO’s current TIP. Administrative modification requests do not require board approval; however, these projects were included in this agenda item for informational and transparency purposes. The administrative modification requests are included as Attachment 3.

1. FDOT TIP Amendment letter dated 02/19/2024 for:
  - [434965-5 Harborview Road from Melbourne Street to I-75](#)
2. FDOT TIP Amendment letter dated 01/10/2024 for:
  - [436928-3 Burnt Store from Lee/Charlotte County Line to Wallaby Lane](#)

- FDOT Administrative modification letter dated 02/22/2024 for:
- [452857-1 - Kings Highway & Harbor View Road Intersection](#)

- [452858-1 - Veterans Boulevard Corridor Improvements](#)
- [453669-1 - Hurricane Idalia Disaster Recovery Funding](#)

Commissioner Constance opened the Public Meeting. No one wished to speak on the item.

*Commissioner Tiseo made a Motion to close the Public Meeting. Mayor Matthews seconded the motion. It carried unanimously.*

*Mayor Matthews made a Motion to approve the amendments to the Charlotte County-Punta Gorda MPO's FY 2024 through FY 2028 Transportation Improvement Program (TIP).*

*Commissioner Deutsch seconded the motion. It carried unanimously in a roll call vote. Administrative modification requests were provided for informational purposes only.*

## **8. Chairs' Reports:**

### **A. MPO Board Chair's Report**

MPO Chair Constance reserved his comments for later in the meeting, under newly added Agenda Item #10 FDOT Report I.G. SR 776@Toledo Blade Blvd.

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

CAC Chair Dianne Quilty reviewed the highlights of the March 6, 2024 CAC Meeting:

Commissioner Constance confirmed with Dianne Quilty the location of the CAC-recommended striping (CR 771 and Ingraham Blvd) to make two lanes available instead of the existing single lane. He requested that County staff analyze the location.

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

TAC Chair Mitchell Austin, City of Punta Gorda Urban Design Manager, gave the TAC Report, describing discussions at the March 6, 2024 TAC Meeting. He noted that the TAC Minutes could be found in the MPO Board Meeting packet, and all items requiring a vote had been recommended for MPO Board approval. He described the LRTP as the MPO's most important document for the local transportation network. He encouraged all to participate in the process.

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

Noting that a full quorum had been present, BPAC Chair James Wernicke reviewed the March 7, 2024 BPAC Meeting highlights:

- Transit Development Plan presentation by Heidi Maddox/interest in fixed route service
- Tanya Merkle and Betty-Ann Sherer - Interest in a new state tool and enthusiasm about counters and how they work
- US 41 and Cochran Blvd/BPAC concern for bicyclists (counter-worthy location)

- Sheriff's report on fatalities with similar increases nationwide/aggressive driving/inclined front of cars/enforcement needed in addition to roadway design/dangers of scooters used on sidewalks
- traffic and pedestrian concerns on SR 776 during Rays Spring Training games/need to schedule street sweeping during low visitor periods
- recommendation for MPO Board approval of joint certification/LRTP Scope/Passenger Rail Resolution
- Major regional trails discussion/Brittany Metzler to report back on US Bicycle Route 15
- SS4A outreach efforts at Pedal and Play Bicycle event in Punta Gorda on March 23.

Discussion followed with comments by Commissioner Deutsch, James Wernicke, FDOT Secretary Nandam and Mayor Matthews regarding motorized scooters, bicycles, motorized bicycles (e-bikes) and motorized tricycles. Questions arose regarding where each type of vehicle may operate safely, driver age limits and licensing, and required operating and safety rules.

## **9. Local Government Reports:**

### **A. Charlotte County Airport Authority**

Commissioner Thornberry stated that he was privileged to represent the Charlotte County Airport Authority at his first MPO Board Meeting. He asked for input on the desired information that he could present at each MPO Board Meeting. He noted that on April 11, 2024, he will have an update on the Airport Capital Improvement process.

Commissioner Thornberry's update was contained in the MPO packet:

- The CCAA board signed a unanimous resolution against exploring or pursuing privatization of the Airport.
- CCAP anticipates surpassing the 2 million passengers count this year.
- Mr. Parish really appreciated the meeting last week that was arranged by the MPO with FDOT. It gave his team a chance to talk about issues around the airport campus that were not specifically Airport related. It was also nice to get updates directly on projects that will affect us in the future.
- The State Budget includes 2.75 million for CTC Hangar, that is 50% of the requested amount and 3.75 million for our infrastructure request again 50%. The infrastructure requests comes from FDOT funds but the budget supplemented the funds this year so it should make it through the VETO pen.

Commissioner Tiseo referenced a PowerPoint presentation that he had viewed at a recent Chamber event. It was given by Economic Development Director Dave Gammon. The majority of the presentation focused on the Enterprise Charlotte Airport Park (ECAP). Commissioner Tiseo described it as a great presentation containing amazing statistics with more growth occurring in the last 2 years than the previous 20 years. He felt it would be beneficial to request that this presentation be given to the Charlotte County Airport Authority.

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

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

- Replacement of 7.25 miles of damaged seawalls continues within PGI and BSI. Approximately 24% of the seawalls have been repaired as of February 2024.
- The Laishley Park Splash Pad construction has begun. The new tank has been installed. Demolition and construction continues in other areas of the project.
- The Boca Grande drainage project area is bound by Taylor Road to the north, Cooper St. to the east, Palmera Drive to the south and the Seminole Gulf Railway ditch to the west is in the queue to begin construction soon. The area encompasses about 105 acres of which approximately 25 acres are commercial with the remaining 80 acres consisting of low density residential. This is a master drainage plan for water quality and drainage improvements to include installation of stormwater piping and inlets installation, swale improvements and construction of a stormwater management area. The engineering consultant is nearing completion of the final plans and specifications for the project. Work continues on the environmental review for the project and coordination with Seminole Gulf Railway on approval for the project.
- All known street identification signs related to Hurricane Ian damages have been installed.
- The replacement of the Ponce Park boardwalk and improvements to the fishing piers have been completed.
- Beach renourishment to the Ponce Park beach area continues to be completed.
- The drainage pipe under Bal Harbor Boulevard just to the south of Marion Avenue has been completed.
- The City continues work in the fiscal year 2024 annual swale program to improve drainage to areas that are not meeting the City's 72-hour level of service policy.

Mayor Matthews also commented on \$7.3 Million received recently for a Hurricane Irma seawall project. She noted that portions of US 41 and US 17 are dangerously dark due to Hurricane Ian-related storm damage to street lighting. The Henry Street force main project now underway is 40-50% complete. She had recently attended the Hyper Fiber ribbon cutting in the City. With the company planning to lay fiber optic cable next on the north side of the Peace River Bridges in the Deep Creek and Harbor Heights areas, she recommended to County officials that they make certain that the utilities are marked before work commences to prevent damage.

Commissioner Constance asked when the Punta Gorda Hotel demolition would occur. Mayor Matthews indicated that the project is still awaiting permitting.

### **C. Charlotte County**

Commissioner Tiseo provided the County report on the following items:

#### **Various Intersection Improvements:**

- Veterans Boulevard @ Cochran Boulevard intersection. 90% plans have been reviewed by Charlotte County staff and returned to consultant for updates. Final plans are due on March 04, 2024
- Veterans Boulevard @ Torrington Street intersection. 90% plans have been reviewed by Charlotte County staff and returned to consultant for updates.
- Veterans Boulevard @ Loveland Boulevard intersection. 90% plans have been reviewed by Charlotte County staff and returned to consultant for updates.
- Peachland Boulevard @ Harbor Boulevard intersection. Design survey has started. 60% plans are due for review on October 18, 2024
- Veterans Boulevard @ Atwater Street intersection. Design survey has started. 60% plans are due for review on June 06, 2024
- Veterans Boulevard @ Yorkshire Street intersection. 60% plans have been reviewed by Charlotte County staff and returned to consultant for updates. 90% plans are due for review on March 21, 2024
- Veterans Boulevard @ Harbor Boulevard intersection. 60% plans have been reviewed by Charlotte County staff and returned to consultant for updates. 90% plans are due for review on March 28, 2024
- Veterans Boulevard @ Orlando Boulevard intersection. Design survey has started. 60% plans are due for review on April 4, 2024

**Design Development Forecast Completion Date: December 13, 2023**

#### **Flamingo/Edgewater Widening:**

##### **Latest Updates:**

- 95% of field survey work has been completed.
- Protected species and wetlands evaluation in process.
- 95% of geotechnical field work has been completed.
- 90% roadway plans are in progress.
- 90% bridge plans are in progress.
- 90% utility plans are in progress.
- Property acquisition in progress. Including work leading up to imminent domain process.
- The process has started to obtain the necessary SWFWMD permit.
- Coordination to resolve outside utility conflicts is ongoing.
- FDOT Lap project review is in progress.
- Agency permitting review in progress.

**Design Development Forecast Completion Date: September 30<sup>th</sup>, 2024**

**Charlotte Harbor CRA – Parmely Street Road Widening and Sidewalk:**

**Project Description:**

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

**Latest Updates:**

Final construction plans have been submitted. County staff is currently reviewing.

**Design Development Forecast Completion Date: December 30<sup>th</sup>, 2024**

**Kings Highway Widening**

**Project Description:**

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

**Latest Updates:**

- 60% plans have been reviewed by county staff. Comments have been returned to Johnson Engineering for corrections.
- 90% plans are due on May 20<sup>th</sup>, 2024.

**Design Development Forecast Completion Date: October 15<sup>th</sup>, 2024**

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

Secretary Nandam stated that the Legislative Session had ended, and the budget had been approved and was awaiting gubernatorial review and approval. He described the difficult funding decisions faced by FDOT staff with the loss of excess General Revenue funding. In District One, FDOT staff must decide \$58 Million worth of Trust Fund projects in the next fiscal year to defer into outer years. Tough choices would need to be made to be submitted to Central Office to develop the finance plan. The Trust Fund dynamics of local project funding is back, and Secretary Nandam requested that local governments carefully consider which projects to move forward.

In Pam Barr’s absence, Victoria Peters provided updates on various projects:

**FDOT Led Discussion**

[FDOT Item PP](#)

	<b>FPID #</b>	<b>PROJECT DESCRIPTION</b>
<b>A.</b>	N/A	<a href="#"><u>SR 776 Hurricane Damaged Signs &amp; Poles</u></a> Secretary Nandam described Hurricane Ian’s impact on the twelve District One counties which resulted in varying amounts and types of damage and required detailed assessment of needed repairs. In the areas of Sanibel and Pine Island alone, about \$400 Million worth of

		<p>work was required for emergency work. Street light and sign damage was tremendous. The Federal Highway Administration (FHWA) doesn't consider them as emergency items, so they are not reimbursable. The total number of District One street lights was over 1000 poles, and they need to be brought up to current standards. FDOT completed the design and hired a contractor in January to do repairs, and there is a May/June 2024 timeframe for sign replacement. Street lights require close to eight months to get materials, so it will be more than a year from now to complete repairs. This was a large powerful unprecedented storm, and FDOT was forced to do repairs while doing other routine work. FDOT staff was on top of the needs, but the process has taken a lot of time. FDOT is asking for the community's patience. Commissioner Tiseo thanked Secretary Nandam for the update which he was circulating to citizens in West County. He had heard complaints that Charlotte County had been neglected compared to other areas. Secretary Nandam remarked that FDOT is aware of the needs, and some roadways are not federal aid eligible (those that are not in the State Highway System). Sizable contracts had been negotiated for large amounts of work. Commissioner Tiseo inquired if Charlotte County was the last County to be addressed. Secretary Nandam noted that Charlotte had the most street lights impacted. There are other counties in the same street light situation. Commissioner Deutsch was sympathetic and understands the issues. He noted that Charlotte County's Edgewater Drive decorative lights will not be completed until sometime next year.</p>
<b>B.</b>	N/A	<p><b><u>US 41 at Olean Boulevard</u> (Pam Barr/Wayne Gaither-FDOT/Robert Fakhri-Charlotte County)</b> Design plans would be finalized in the next few weeks. Construction completion is scheduled by the end of calendar year 2024. There had been mast arm procurement delays.</p>
<b>C.</b>	N/A	<p><b><u>US 41 at Harbor View Rd/Edgewater Dr</u> (Pam Barr/Wayne Gaither-FDOT/Robert Fakhri-Charlotte County)</b> Construction is complete. County staff will install new traffic controllers to implement new timings with full functionality expected very soon.</p>
<b>D.</b>	446340-1	<p><b><u>SR 776 at Flamingo Boulevard</u> (Pam Barr/Wayne Gaither -FDOT/ Robert Fakhri -Charlotte County)</b> The project is entering the design phase. D'Juan Harris stated that there were no new updates on this project.</p>
<b>E.</b>	446393-1	<p><b><u>SR 776 at Charlotte Sports Park</u> – Intersection Improvements (Pam Barr/Wayne Gaither -FDOT/ Robert Fakhri - Charlotte County)</b> Sports Park. The Charlotte County design phase is about to begin. Charlotte County is requesting an additional \$167 thousand in funding construction phase of this LAP project.</p>
<b>F.</b>	N/A	<p><b><u>I-75 Possible New Interchange North of Kings Hwy Interchange</u> (Pam Barr/Wayne Gaither-FDOT)</b> There is ongoing coordination between Charlotte County, the City of North Port and the Sarasota/Manatee MPO. Charlotte County does not yet have the needed volumes to support a new interchange, so local governments'</p>

		attention instead is currently focused on improving local roadway connections.
G.	N/A	<p><b><u>SR 776 @ Toledo Blade Intersection Discussion</u></b></p> <p>This study is on the MPO website. Commissioner Constance utilized a map to display an issue that occurs when folks are leaving the Spring Training baseball games to go east and north to I-75. A single turn lane is woefully inadequate. Currently, it is striped. There is a turn on Como Street in the opposite direction that makes for a tough configuration. One solution might be a double stack. Numerous cycles of the light are required. Perhaps posting a sheriff post-game to get vehicles off of SR 776 would be a short-term solution. Secretary Nandam agreed with Commissioner Constance. Long-term, the left turn lane on SR 776 could be opened up whenever Toledo Blade Blvd is widened by the County (a small segment could be striped). In the interim, the Sheriff's office could control the issue. Commissioner Constance described Toledo Blade Blvd as a quagmire. He believed there was a need to maximize the footprint on SR 776 going to Toledo Blade Blvd by making a small segment. Commissioner Tiseo spoke against spending excessively on roadway (utilized for one month only of baseball home games) that would eventually be ripped up. Commissioner Constance concurred that it would be nice to have a simple and inexpensive fix. Commissioner Tiseo also questioned why people are allowed to cross the road from the Fairgrounds. He believed that all traffic should be sent to the Sports Park (except when an overflow lot was needed). However, the Fairgrounds location is privately operated. Commissioner Deutsch discussed how a pedestrian overpass had been considered, but due to ADA requirements, the cost was too substantial. Currently, law enforcement officers are utilized to direct pedestrians across the roadway. Perhaps waiting for larger pedestrian groups to form would be helpful. Secretary Nandam offered to have his staff work with County staff to develop a potential minor widening on Toledo Blade Boulevard and develop cost estimates. Commissioner Constance thanked him for his assistance.</p>

**Joint Local and FDOT Discussion**

Given the absence of John Elias, Robert Fakhri provided updates on various projects:

	FPID #	PROJECT DESCRIPTION
A.	434965-1 434965-2 434965-3 434965-4 434965-5	<p><b><u>Harbor View Road Combined Funding Strategies (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)</u></b> The County continues to seek funding from Federal and State sources.</p> <p><b><u>FDOT 12/05/2023 PUBLIC HEARING DOCUMENTS</u></b></p>
B.	446391-1	<p><b><u>US 41 from Kings Hwy to Peace River Bridge Planning/Operational Improvements Study</u></b></p>



		<b>(Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)</b> Funding is scheduled for July 2024 to initiate the study.
C.	N/A	<b><u>Bermont Road (CR 74) Safety Discussion</u></b> (FDOT/John Elias/Robert Fakhri-Charlotte County) Robert Fakhri had nothing to report.
D.	436928-3	<b><u>Burnt Store Road – From Lee/Charlotte C/L to Wallaby Lane</u></b> (FDOT/John Elias/Robert Fakhri-Charlotte County) Charlotte County is applying for Right-of-Way and Construction funding (perhaps for Design/Build).
E.	N/A	<b><u>Burnt Store Road @ Home Depot/ US 41 @ Madrid Blvd</u></b> <b>Signal/Access Management</b> No funding is available from Charlotte County at this time.
F.	N/A	<b><u>US 41 @ Rio Villa Drive/Baynard Drive</u></b> <b>Discussion</b> Robert Fakhri reported that the County has done some reshaping of the swales. There is no parking on Baynard Drive. Mayor Matthews observed that the situation on Baynard is getting worse by the day ever since Rio Villa Drive’s left turn lane was closed. There is always a traffic backup at the location where five roads converge in the Aqui Esta Drive area. Accidents are horrendous which could be verified by the Punta Gorda Police. This is a major concern to her. She described the need for a dedicated right turn lane south from Aqui Esta Drive onto US 41, which would greatly loosen up the intersection. Drivers are trying to dart across Aqui Esta Drive on Baynard Drive, and there are numerous contractor trucks. Baynard Drive is being beaten up with truck traffic as well as RV storage traffic. Critical public safety is her number one priority.

Mayor Matthews wants the City and the County to cooperatively fund the Burnt Store Road traffic light at the Home Depot. She reported that residents in the adjacent mobile home parks are frightened since they cannot exit their neighborhoods safely. They have requested additional law enforcement presence in the area.

Victoria Peters noted that FDOT wants to congratulate the D’Juan Harris and all MPO staff on their successful joint certification results. The MPO obtained a low risk ranking which reflects excellent work and a consistently high turn in of required deliverables indicative of a job well done.

Commissioner Tiseo noted that the Harbor View Road project would be discussed at the next week’s BCC meeting under a legislative update. Unfortunately, the County had not received funding for Right-of-Way acquisition on the roadway. He asked Secretary Nandam for any comments or strategies. Secretary Nandam recommended that County officials speak to their federal delegation. He also stated that FDOT will continue to look for any additional funding opportunities, although resources have been flatter and costs have soared. Commissioner Constance described Sarasota’s successful additional penny sales tax in 2008, and they got all

their work done at a cheaper price. Commissioner Tiseo noted that funding estimates had essentially doubled.

**11. Consent Agenda:**

- A. [Approval of Minutes: December 18, 2023, Regular MPO Board Meeting](#)
- B. [Approval of Minutes: Joint Regional Charlotte County-Punta Gorda and Sarasota/Manatee MPO Board Meeting – January 29, 2024](#)
- C. [Approval of Minutes: Joint Regional Charlotte County-Punta Gorda and Lee County MPO Board Meeting – February 16, 2024](#)
- D. [Charlotte County Transportation Disadvantaged Local Coordinating Board \(LCB\) Appointment](#)
- E. [Citizens' Advisory Committee \(CAC\) Reappointment](#)
- F. [Bicycle/Pedestrian Advisory Committee \(BPAC\) Appointment](#)

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

**12. 2023 Florida Department of Transportation (FDOT)/Charlotte County-Punta Gorda MPO Joint Certification**

Each year the FDOT and the MPO must jointly certify the metropolitan transportation planning process as described in **23 U.S.C. 134(k) (15)** and **23 C.F.R. 450.334 (a)**. The joint certification begins in January. This allows time to incorporate recommended changes into the Draft FY 2025 – FY 2026 Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions. The Charlotte County-Punta Gorda MPO Joint Certification Package have been reviewed and accurately reflect the results of the joint certification review meeting held on February 21, 2024. Based on the review and evaluation, the Florida Department of Transportation had no recommendations and/or corrective actions.

- 1. [2023 FDOT/MPO Joint Certification/Noteworthy Achievements](#)
- 2. [2023 FDOT/MPO Joint Certification Statement](#)

D’Juan Harris noted that a score of “low risk” was valued, and he appreciated FDOT’s collaboration.

*Commissioner Tiseo made a Motion to approve the 2023 FDOT/MPO Joint Certification, authorizing the MPO Board Chair to sign the FDOT/MPO Joint Certification Statement. Commissioner Deutsch seconded the motion, and it carried unanimously.*

**13. FY 2022/2023 – FY 2023/2024 Unified Planning Work Program (UPWP) – De-obligation/Amendment**

All MPOs 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. MPO staff recommends amending FY 2024 UPWP by de-obligating \$238,531 from FY 2022/2023 – FY 2023/2024 into the new draft UPWP FY 2024/2025 – FY 2025/2026 Task 4 Long Range Transportation Plan (LRTP) consultant line. Also included is the Metropolitan Planning Organization Agreement.

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.

D’Juan Harris briefly spoke regarding the UPWP De-obligation/Amendment.

**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.

1. [Proposed UPWP Task Sheet and Funding/Summary tables](#)
2. [Amendment to the Florida Metropolitan Planning Organization Agreement](#)
3. [FDOT Cost Analysis Certification Form](#)

*Commissioner Tiseo made a Motion to approve the current FY 2023/2024 Unified Planning Work Program (UPWP) by de-obligation of PL Funds totaling \$238,531 as well as amending the Metropolitan Planning Organization Agreement and allowing staff to make appropriate minor revisions as recommended by FDOT/FHWA. Commissioner Deutsch seconded the motion, and it carried unanimously.*

#### **14. Draft FY 2024/2025 – FY 2025/2026 Unified Planning Work Program (UPWP)**

The Draft Fiscal Year (FY) 2024/2025 through Fiscal Year 2025/2026 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.

The Draft FY 2024/2025– FY 2025/2026 UPWP also includes Transportation Disadvantaged Planning funds and Section 5307 funding.

**Budget Action:** No impact to budget. This agenda item defines the MPO budget for two years using funds from state, federal and local sources.

[Draft FY 2024/2025 through FY 2025/2026 UPWP/Metropolitan Planning Organization Agreement](#)

D’Juan Harris stated that comments were currently being taken on the document that constituted the MPO’s next two year budget.

*Commissioner Deutsch made a Motion to forward the Draft FY 2024/2025-FY 2025/2026 UPWP/Metropolitan Planning Organization Agreement to appropriate reviewing agencies, allowing staff to make appropriate revisions as needed. Commissioner Tiseo seconded the motion, and it carried unanimously.*

### **15. Draft FY 2024/2025 – FY 2028/2029 Transportation Improvement Program (TIP)**

D’Juan Harris briefly reviewed the TIP agenda item. Federal and State legislation require MPOs to adopt a five-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 2029/2030.

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.

MPO Board Members were asked to review and comment on the Draft FY 2024/2025 through FY 2028/2029 Transportation Improvement Program.

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

There were no Member comments on the item. Commissioner Constance thanked staff for their strong work with document development.

### **16. 2024 Draft Project Priorities**

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.

D’Juan Harris stated that the document was a first glance of the Draft List of Project Priorities and would be brought back the MPO Board in May for final approval.. As noted by Secretary Nandam, this was currently a time of stagnant revenues and increased costs. Hopefully, opportunities such as the SS4A and RAISE grants, might make up some of the funding shortfalls. Mayor Matthews inquired about the deletion of the Roundabout Project on Piper Roar. D’Juan Harris clarified the roundabout project would be removed from the List of Project Priorities since it is programmed through construction. D’Juan Harris stated that the project priority language would be changed for clarity.

#### **17. 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. The project consultant is Benesch. Ms. Kayla Huetten provided a brief update on current activities including a project timeline.

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).

Commissioner Deutsch wondered with the advent of Charlotte County Transit’s new technology, how close the system was to providing same day service. Kayla Huetten stated that Heidi Maddox and her team are working on getting the mobile cell phone app running. The TDP effort will be looking at cutting edge technology options. Commissioner Deutsch indicated that he was hoping for same day service. He noted that he made efforts to let the community know about the service by newspaper, ride along trips and veterans’ newsletters. Many citizens are not aware of Charlotte County Transit service. By providing free door to door transportation for anyone living in the County, Charlotte County Transit does an incredible job. The challenge is making certain that people know about it. Heidi Maddox reported that with the new software, Charlotte County Transit was averaging 30 same day trips each business day. Commissioner Deutsch congratulated Ms. Maddox.

## **18. Southwest Florida Passenger Rail Feasibility Study – Resolution of Support**

The MPO Advisory Council (MPOAC) launched a Pilot Passenger Rail Priorities Program (PRPP). 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 utilizing the median multi-modal transit envelope (median) and connecting all four metropolitan areas with existing and planned passenger rail network currently in planning phases to Tampa.

1. [Southwest Florida Passenger Rail Presentation](#)
2. [Southwest Florida MPOs Joint Resolution](#)
3. [MPOAC Passenger Rail Passenger Priorities Application](#)

D'Juan Harris noted that concerns had been addressed since the item was discussed at the previous MPO Board Meeting. Fortunately, due to the delay, three MPO committees were able to review the rail feasibility study request and resolution. All other area MPOs already had endorsed the resolution.

*Commissioner Tiseo made a Motion to approve and adopt the attached Joint Resolution to support the MPOAC Passenger Rail Program Priority Application for a Southwest Florida Passenger Rail Feasibility Study. Mayor Matthews seconded the motion, and it carried unanimously.*

## **19. 2050 Long Range Transportation Plan (LRTP) - Scope**

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 the 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.

1. [2050 LRTP Update Scope of Services](#)
2. [Work Assignment Order](#)

William Roll from Kimley Horn discussed the second phase of the LRTP project. It will be completed by next year.

*Commissioner Tiseo made a motion to approve the 2050 LRTP Update draft Scope of Services allowing MPO Staff to finalize scope of services and authorize the MPO chair to sign the Work Assignment Order. Commissioner Deutsch seconded the motion. It carried unanimously.*

## 20. [2020 Urban Area/Roadway Functional Classification Update- Final](#)

Every 10 years following the United States Bureau of the Census issues revised urban area boundary maps. Each MPO/TPO in the nation must review these boundary maps and either adopt them or adjust them for transportation planning purposes.

FDOT maintains a categorized roadway network consistent with the Federal Functional Classification system. While the functional classification of some roadways can and do change within or on an adjusted urban area boundary, the functional classification of those roadways also changes as urban roads. These changes can take the form of newly constructed, re-aligned, extended, widened, or otherwise reconfigured roadways. Equally important are changing land use and development patterns. Growing residential areas, newly developed commercial or industrial centers, and construction of isolated traffic generators can all have a profound impact on the roadway network serving these developments.

The first step in the process of updating the Federal Functional Classification of Roadways is to determine the urban area boundary maps. FDOT staff coordinated with staff from Charlotte County and the City of Punta Gorda to agree on the revised urban boundary maps. The proposed 2023 Adjusted Urban Boundary map for the MPO Planning Area was presented by Kyle Purvis to the MPO Board for approval at the March 21, 2024, meeting.

1. [Executive Summary](#)
2. [Federal Functional Classification and Urban Area Update PowerPoint Presentation](#)

*Commissioner Tiseo made a motion to approve the Urban Area Boundary and Roadway Functional Classification map updates for Charlotte County. Mayor Matthews seconded the motion. It carried unanimously.*

## 21. [Public Comments](#)

There were no public comments.

## **22. Staff Comments**

D’Juan Harris had provided MPO Board Members with three letters of correspondence:

- February 26, 2024 letter from Pam Barr to D’Juan Harris regarding FDOT Response to the MPO Comments on Draft Tentative Work Program Fiscal Year 2025 to Fiscal Year 2029
- December 21, 2023 letter from D’Juan Harris to Wayne Gaither regarding MPO Comments on Draft Tentative Work Program Fiscal Year 2025 to Fiscal Year 2029
- March 11, 2024 letter from MPO Chair Christopher Constance to Sarasota/Manatee MPO Chair Gene Brown regarding Collaboration on River Road Transportation Enhancements

D’Juan Harris encouraged the MPO Board Members to visit the MPO’s revamped and reorganized website. He commented that the reorganized page allows for easier access to planning documents and was all done in-house by MPO Staff.

Mr. Harris announced that the MPO staff was currently accepting Peggy Walters Award nominations. This award recognizes a citizen or group who has contributed to transportation planning efforts. June 30, 2024 is the deadline for nominations.

D’Juan Harris noted that the MPO has a new office location on Loveland Blvd. He thanked County Facilities for helping establish these new quarters and the County Real Estate staff for allowing the MPO staff to use the Real Estate Conference Room for last 18 months following Hurricane Ian’s damage done at the County Utilities Eastport campus.

Mr. Harris discussed the ADA project under the US 41 Boardwalks in Punta Gorda. Given significant Hurricane Ian damage to the Punta Gorda Hotel and Hurricane Charley’s restaurant, the parking lot that leads to the “beneath the bridge” walkways are blocked off. The only safe crossing of US 41 in this area is at Retta Esplanade. The CAC Members had requested flashing beacons from FDOT, but at this time no funding is currently available. If the hotel property is sold, the opportunity for a public private partnership exists.

D’Juan Harris discussed the Safe Streets for All efforts. MPO staff would be present on Saturday, March 23, 2024 at the Pedal and Play in Paradise event in downtown Punta Gorda with plenty of activities planned until mid-morning.

## **23. Member Comments**

Commissioner Thornberry thanked D’Juan Harris and the entire MPO Staff, stating that he was highly impressed with the organization and appreciated all the guidance.

Commissioner Constance noted that D’Juan Harris possesses a wealth of knowledge.

Commissioner Tiseo stated that the MPOAC was not impacted by proposed legislation, since the bill was not approved during the legislative session. Secretary Nandam observed that many amendments were made to the original bill. He recommended that MPOs statewide and the MPOAC should meet with legislators to address concerns before the next session. Commissioner Tiseo noted that he has a meeting conflict with the April 25, 2024 MPOAC



Governing Board Member Meeting, but could do a call-in for his other meeting that afternoon. No other MPO Board Members were available to attend. Commissioner Tiseo stated that he would attend both meetings.

## **24. Adjournment**

There being no further business, the meeting was adjourned at 11:15 a.m. The next regularly scheduled meeting of the MPO Board will be held on Monday, May 20, 2024 at 2:00 p.m. at the Charlotte County Administration Center, 18500 Murdock Circle, Room #119, Port Charlotte, Florida, 33948.

MAY 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 9-B**  
**MPO BOARD RESOLUTION #2024-02 AUTHORIZING**  
**FY 2024/2025 TRANSPORTATION DISADVANTAGED (TD) PLANNING**  
**GRANT AGREEMENT**

**Purpose:** To review and approve the execution of the FY 2024/2025 Transportation Disadvantaged Planning Grant Agreement by approving MPO Board Resolution #2024-02

**Agenda Item Presented by:** MPO Staff

**Discussion:**

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

The amount received for FY 2024/2025 is \$26,437. A resolution authorizing the execution of a Transportation Disadvantaged Trust Fund Grant Agreement with the Florida Commission for the Transportation Disadvantaged has been reviewed by the MPO Board Legal Counsel and is attached.

**Recommendation:** Motion to approve the Resolution 2024-02 for signature by the MPO Chair and to authorize the MPO Director to execute the FY 2024/2025 Transportation Disadvantaged Planning Grant Agreement (including minor adjustments as required).

**Attachment:** [MPO Board Resolution 2024-02](#)



**RESOLUTION  
NUMBER 2024-02**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA  
GORDA METROPOLITAN PLANNING ORGANIZATION  
AUTHORIZING THE EXECUTION OF THE FY 2025/2026  
TRANSPORTATION DISADVANTAGED TRUST FUND GRANT  
AGREEMENT WITH THE FLORIDA COMMISSION FOR THE  
TRANSPORTATION DISADVANTAGED.**

**RECITALS**

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

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

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

PASSED AND DULY ADOPTED this 20<sup>th</sup> 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*  
Janette S. Knowlton, County Attorney  
LR24-0153  
*Kmw*

MAY 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 10**  
**CHAIRS' REPORTS**

MAY 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 10-A**  
**MPO BOARD CHAIR'S REPORT**

MAY 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 10-B**  
**CITIZENS' ADVISORY COMMITTEE (CAC) CHAIR'S REPORT**



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

**MINUTES OF THE APRIL 24, 2024  
CITIZENS' ADVISORY COMMITTEE (CAC) MEETING**

**MEMBERS PARTICIPATING (IN PERSON)**

Steven E. Hurt, Mid County Representative, CAC Vice-Chair  
Jill Hartman, West County Representative  
Richard Russell, At-Large Representative  
Mary Ellen Kiss, South County Representative  
James Kunard, South County Representative

**MEMBERS ABSENT**

Dianne Quilty, Mid County Representative, CAC Chair – excused  
Pauline Klein, At-Large Representative - excused  
Richard Kirchhoff, West County Representative – excused  
Robert Logan, Mid County Representative – excused  
Steve Schoff, West County Representative  
vacant, South County Representative

**OTHERS PARTICIPATING**

D’Juan Harris, MPO Director  
Laks Gurram, MPO Principal Planner  
Wendy Scott, MPO Planner  
Bekie Leslie, MPO Administrative Services Coordinator (virtually)  
Pam Barr, FDOT (virtually)  
Shirley Ciampi, Charlotte County Transit  
Brittany Metzler, City of Punta Gorda  
Tim Ritchie, March Against Mosaic.

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

Vice Chair Steve Hurt called the CAC Meeting to order at 1:30 pm. A roll call was taken. A quorum was present.

**2. Pledge of Allegiance**

All attendees recited the Pledge of Allegiance.

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

There were no public comments on agenda items.

### **4. Consent Agenda:**

#### **A. Approval of Minutes: March 6, 2024 Meeting**

*Richard Russell made a motion to approve the Consent Agenda. Jill Hartman seconded the motion, and it was approved unanimously.*

### **5. Reports**

#### **A. Chair's Report**

CAC Vice Chair Steve Hurt had nothing to report. He requested the status of a citizen request from Debbie Coudret who had spoken at the previous CAC Meeting regarding the need for a third lane on Henry Street in Punta Gorda. It had been recommended that she might attend the March 6, 2024 MPO Board Meeting where she could provide her comments. D'Juan Harris noted that she did not attend the meeting. He reported that all items recommended at the last CAC Meeting had been approved by the MPO Board.

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

Brittany Metzler had nothing to report. James Kunard inquired about the construction on Henry Street to address storm water drainage. Brittany Metzler described a sidewalk improvement project on West Henry Street. She also discussed road closures on Henry Street due to the force main project.

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

D'Juan Harris noted that no representative from Charlotte County was present. If CAC Members had any Charlotte County matters to address, they could reach out to Mr. Harris via email.

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

No one from the Sheriff's Department was present.

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

Pam Barr joined the meeting late and remotely due to illness. (*She reported at the end of Agenda Item #10*). D'Juan Harris described the information that she had reported at the Technical Advisory Committee (TAC) Meeting in the morning.



## **7. Final FY 2025 – FY 2026 Unified Planning Work Program (UPWP)**

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.

D’Juan Harris discussed a recent UPWP revision due to comments received from FHWA. A recommendation has been made to display a 2.5% set aside on page 43 under Task 6 - Complete Streets Planning in the amount of \$15,556. All MPOs are already accomplishing these tasks, however, FHWA wants multimodal planning efforts emphasized and highlighted in the UPWP.

Mary Ellen Kiss inquired regarding what CAC Members could do to help stem the tide of a movement to eliminate MPOs. D’Juan Harris stated that it would take an act of Congress to make that change. He described language in recent proposed State of Florida legislation to consolidate MPOs, including a request that the Lee County MPO and the Collier MPO consider merging. He noted that urbanized populations bled over into multiple counties, so the line of thinking was that there might be cost savings. He noted that the proposed legislation may return. He recommended that CAC Members should show up and encouraged everyone to stay engaged. They should also tell their neighbors about the great work MPOs accomplish in their community. D’Juan Harris noted that the Charlotte County-Punta Gorda MPO will become a TMA after certification of the 2030 census (since the population will be greater than 200,000), and mergers might be proposed.

Mary Ellen Kiss and Richard Russell expressed interest in a reconsideration of Charlotte County’s 2020 population figure which had been only two individuals shy of the 200,000 figures. D’Juan Harris stated that per discussions at the MPOAC meeting and with the U.S. Census Bureau, challenging the count was not allowed by federal statute.

D’Juan Harris stated that the federal discretionary grants process is underutilized, and these grants can be found in the Notice of Funding Opportunities. He described how it took 60-80 hours of his time to prepare the request for the Comprehensive Safety Plan, but millions of dollars of funding for projects might be available once it was complete. D’Juan Harris noted that in his opinion after reviewing [www.grants.gov](http://www.grants.gov), there are a plethora of grants which are being underutilized as reflected in increased figures shown. He stated that someone has to show the initiative to apply. Steve Hurt asked if he found a grant at the website, whom he should contact. D’Juan Harris stated that he should contact his jurisdiction and noted that sometimes a partial match would be required. Based upon his experience with Palm Beach Schools, James Kunard observed that the requirements make it challenging for staff at times.

Describing his experience with the recent Safe Streets For All grant, D’Juan Harris noted that many webinars and trainings had been available, and it was not as difficult to apply as it used to be.

D’Juan Harris discussed a recent document revision due to comments received from FHWA. A recommendation has been made to display a 2.5% set aside on page 43 under Task 6 - Complete Streets Planning in the amount of \$15,556. All MPOs are already displaying these funds, however, FHWA wants multimodal planning efforts highlighted.

Richard Russell asked how MPO consultants are selected. D’Juan Harris noted that the MPO has three general planning consultants that it utilizes. Discussion followed regarding the Development of Regional Impact (DRI) requirements. D’Juan Harris noted that it is the County’s responsibility.

It was mentioned that the graph on page 78 of the document was difficult to read. Bekie Leslie stated that it had been received from outside the MPO.

*James Kunard made a motion to recommend the MPO Board adopt the Final Draft of the FY 2025 -FY 2026 UPWP/Metropolitan Planning Organization Agreement and authorize the MPO Board Chairman to sign all required documents. The motion allows 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. Mary Ellen Kiss seconded the motion which was carried unanimously.*

#### **8. Final FY 2024/2025 – FY 2028/2029 Transportation Improvement Program (TIP)**

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 in the agenda packet. 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.

Laks Gurram noted revisions to the funding portion of the document. He reviewed the percentages located in the bulleted section above. Harbor View Road efforts were discussed. As revised in an FDOT email, revenues have declined due to increased costs, and this funding shortage is reflected in the Work Program. The TIP has been advertised for 30 calendar days as specified in the MPO's Public Participation Plan (PPP).

Richard Russell referenced an item on page 75 (US 41 Kings Hwy to Peace River Bridge) and inquired about project status. Laks Gurram reported that the project would start after July 1, 2024. The County had not yet put it out for bid. It will be a Local Agency Program (LAP) project, and funds must be used per the LAP agreement and reimbursement requirements. Richard Russell inquired about the bridge project numbers on page 92, wondering if the numbers were firm. D'Juan Harris that these were FDOT standard operating and maintenance projects. It is a requirement to list all these projects in the TIP.

James Kunard asked whom to speak to regarding the Harbor View Road project. D'Juan Harris responded that any project with federal funding for Right-of-Way (ROW) must provide all interested parties with equal access to information. Otherwise, if disregarded, it could result in a finding and jeopardize funding. Charlotte County and FDOT Staff are responsible for the project and would like to know the status of the ROW map. Phase 2-R involves relocating and identifying utilities (60%).

Mary Ellen Kiss discussed the \$150,000 for the Burnt Store Road project which is split out from the Lee County portion. There is 1000 feet of work for which Charlotte County does not qualify (since it does not receive population-based funding). D'Juan Harris described how Congressman Steube had obtained an appropriation for \$2 million with a match requirement. The design is still good. Construction funding on the Charlotte side could come from FDOT if they concur. There are ongoing project changes. D'Juan Harris advised members of the public to attend the public meeting/workshop to get all the details. These will occur in late summer/early fall 2024. Mary Ellen Kiss stated that it might be as late as 2025 perhaps. D'Juan Harris stated that he would poll Don Scott at the upcoming MPOAC Meeting. Mary Ellen Kiss asked where Lee County was on the Design Build. D'Juan Harris stated that he is not aware of the details/logistics. FDOT may recommend the consultant.

*Mary Ellen Kiss made a motion to recommend the MPO Board adopt the Final - Draft FY 2024/2025 - FY 2028/2029 Transportation Improvement Program (TIP). Jill Hartman seconded the motion which was approved unanimously.*

## **9. 2024 Draft Project Priorities**

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

Laks Gurrum noted the projects listed on the left side are the County projects for next year's TIP document. This informs FDOT a year ahead that these are projects of local interest. \$43M is funded toward highways for Harbor View Road. He reviewed other projects such as those for the Sun Trail and carbon reduction (applied toward sidewalks). Ron Gogoi asked if these were projects funded going forward. It was noted that the spreadsheet displays previously funded projects. D'Juan Harris stated that it shows what carbon reduction funds were received last year. Laks Gurrum stated that just because a project is removed, it doesn't mean they are taken away. That is because the projects are funded and moving forward. D'Juan Harris expected construction to commence on the SR 31/CR 74 roundabout later this year. The US 41/Carmalita Street roundabout construction won't start until 2026. The Veterans Blvd at Cochran Blvd intersection project would be removed from the list.

Richard Russell commented on the \$10 Million dedicated to utilities ROW on Harbor View Road, as well as \$9-10 Million for construction of Phase 1 only. He expressed the sentiment that costs should be shouldered from impact fees. It was noted that this was a question for County Administration. Laks Gurram noted that the breakout is shown on page 67.

Mary Ellen Kiss inquired if the CAC could make a recommendation to investigate further the use of impact fees to fund the costs of transportation. D’Juan Harris noted that impact fees are capped. That is a County and State legislative issue and not in the MPO’s purview. He added that the MPO is not allowed to lobby.

Jill Hartman spoke regarding local impact fees, discussing a recent newspaper article about how Charlotte County was slow to raise these fees and is now caught up in legislative requirements. Laks Gurram commented that sidewalks are not required in Charlotte County as in neighboring Counties.

*Richard Russell made a motion to recommend the MPO Board adopt the identified 2024 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). Mary Ellen Kiss seconded the motion which was carried unanimously.*

#### **10. FY 2023/2024 – FY 2027/2028 Transportation Improvement Program (TIP) Amendment**

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 of the agenda packet.

D’Juan Harris noted that this funding goes into the old TIP. Projects must be kept in line. Regarding this funding for Transit, Heidi Maddox had clarified at the morning TAC meeting and Shirley Ciampi confirmed that this was two-year funding through Dec 2026 for spending purposes. This was effective through June 30 of the current TIP, as required for compliance.

At this point, Pam Barr joined the meeting and stated that the funding must stay congruent for Public Transportation Grant Agreement (PTGA) funding.

*James Kunard 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). Jill Hartman seconded the motion which was carried unanimously.*

Pam Barr also noted that Victoria Peters was transferring to FDOT District 4. Additionally, FDOT had other staff member liaison vacancies.

## **11. Public Comments**

Tim Ritchie introduced himself as a leader of the March Against Mosaic. He spoke regarding water quality and unchecked growth concerns in the region. He is in favor of a building moratorium for ten years. He wondered if developers' rights are more important than citizens' rights. He noted that air, land and water are key. He had flown over, photographed and documented all of the Mosaic properties to see how much land they are consuming. He noted that they are using 27 million gallons of water per day, which impacts Gulf Coast rivers from Tampa to further south. He noted that Mosaic, which does phosphate mining, wants to build off of Kings' Hwy. D'Juan Harris stated that these concerns were County issues. Community Development Director Shaun Cullinan sometimes attends the CAC Meetings. He also stated that Mr. Ritchie could come to the 2050 LRTP Workshop. Tim Ritchie requested that attendees check his Facebook page. D'Juan Harris thanked him for coming to the meeting.

## **12. Staff Comments**

Wendy Scott stated that the MPO had moved to new office space. She also noted that the Peggy Walters Award would be open for nominations until June 30, 2024.

Laks Gurram commented that the new MPO office address was 1050 Loveland Blvd in Port Charlotte (where the next CAC Meeting would be held). He also noted that the Long Range Transportation Plan (LRTP) will be adopted by the October 5, 2025 deadline. Several Workshops will be held. Meeting invites will be sent, and information will be on the MPO website. The Charlotte County Transit Development Plan (TDP) is also underway with public outreach opportunities.

D'Juan Harris discussed progress on the Comprehensive Safety Action Plan. He thanked Richard Russell and Mary Ellen Kiss for their participation on the project subcommittee. A high injury dashboard is being developed. Two recent pop-up events were held at Punta Gorda's Pedal and Play Day and a Port Charlotte High School bicycle safety event. Currently, public workshops were being held so citizens could voice their opinions at strategic locations County-wide.

D'Juan Harris stated that he would be leaving the MPO with a target date of February 14, 2025. He would be handling his health concerns. He wanted to finish up the Comprehensive Safety Action Plan and requested that that citizens encourage local governments to submit

applications for projects. He noted that a great deal of funding was available and stated that he will be here in spirit.

### **13. Member Comments**

Steve Hurt stated that he was sorry to hear about the upcoming departure of Mr. Harris. He noted that everyone wished him well.

Richard Russell asked if DeSoto County was covered by an MPO. D’Juan Harris described the new Heartland Regional Transportation Planning Organization composed of the six inland

counties of DeSoto, Glades, Hardee, Hendry, Highlands and Okeechobee and the urbanized area of Highlands County including the cities of Sebring and Avon Park.

[HRTPO – Heartland Regional Transportation Planning Organization](#)

[\(\[heartlandregionaltpo.org\]\(http://heartlandregionaltpo.org\)\)](http://heartlandregionaltpo.org) The Charlotte County-Punta Gorda MPO has coordinated with the HRTPO and has discussed an interlocal agreement to sync up projects on Kings Hwy improvements. Richard Russell stated that he hated to see you Mr. Harris leave and wished him good health.

### **14. Adjournment (Next CAC Meeting – June 19, 2024 @ 1050 Loveland Boulevard)**

*Richard Russell made a motion to adjourn the CAC meeting. Mary Ellen Kiss seconded the motion which was approved unanimously.*

There being no further business, the meeting was adjourned at 3:19 p.m. The next regularly scheduled CAC meeting will be held on Wednesday, June 19, 2024 in-person at 1050 Loveland Boulevard, Port Charlotte, Florida 33980 at 1:30 p.m.

MAY 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 10-C**  
**TECHNICAL ADVISORY COMMITTEE (TAC) CHAIR'S**  
**REPORT**





**CHARLOTTE COUNTY - PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION  
MINUTES OF THE APRIL 24, 2024  
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING  
Charlotte Community Foundation  
227 Sullivan Street, Punta Gorda, FL 33950**

**MEMBERS PARTICIPATING**

Mitchell Austin, Chair, City of Punta Gorda  
April Santos, Vice Chair, Charlotte County Public Works Grants Analyst  
Cory Elijah, Airport Authority  
Ron Gogoi, Lee County MPO  
Richard Lisenbee, Charlotte County Public Works Signal Systems Specialist  
Heidi Maddox, Charlotte County Transit Division

**OTHERS PARTICIPATING**

D’Juan Harris, MPO Director  
Laks Gurrarn, MPO Principal Planner  
Wendy Scott, MPO Planner  
Pamela Barr, FDOT District One (virtually)

**MEMBERS ABSENT**

Carl Benge, City of North Port  
Patrick Fuller, Charlotte County Emergency Management  
Shaun Cullinan, Charlotte County Community Development  
Robert Fakhri, Charlotte County Public Works  
Lynda Faieta, Charlotte County Public Schools  
Joshua Hudson, Charlotte County Economic Development  
Ravi Kamarajugadda, Charlotte County Public Works

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

Chair Austin called the TAC Meeting to order at 9:30 A.M. A quorum was present.

**2. Public Comments on Agenda Items**

There were no public comments received.

**3. Chairs Report**

Mitchell Austin had nothing to report.

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

Pam Barr reported virtually due to illness. She noted that FDOT had received many Congestion Management and Safety project applications which would be inserted into the Project Priorities document.

#### **5. Consent Agenda: A. Approval of Minutes: March 6, 2024 Meeting**

*Ron Gogoi made a motion to approve the March 6, 2024 TAC minutes. April Santos seconded the motion, and it was passed unanimously.*

#### **6. Final FY 2024/2025 – FY 2025/2026 Unified Planning Work Program (UPWP)**

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.

D’Juan Harris discussed a recent document revision due to comments received from FHWA. A recommendation had been made to display a 2.5% set aside on page 43 under Task 6 - Complete Streets Planning in the amount of \$15,556. All MPOs are already carrying out these tasks, however, FHWA wants multimodal planning efforts highlighted.

*Heidi Maddox made a motion to recommend the MPO Board adopt the Final Draft of the FY 2025 -FY 2026 UPWP/Metropolitan Planning Organization Agreement and authorize the MPO Board Chairman to sign all required documents. The motion allows 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. Ron Gogoi seconded the motion which carried unanimously.*

#### **7. Final FY 2024/2025 – FY 2028/2029 Transportation Improvement Program (TIP)**

The Draft FY 2024/2025 - FY 2028/2029 Transportation Improvement Program (TIP) in the meeting packet 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 in the agenda packets. 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. The MPO Board is scheduled to adopt the TIP at the May 20, 2024 MPO Board Meeting.

Laks Gurram noted revisions to the funding portion of the document. He reviewed the percentages located in the bulleted section above. Harbor View Road efforts were discussed. As revised in an FDOT email, revenues have declined due to increased costs, and this funding shortage is reflected in the Work Program. The TIP has been advertised for 30 calendar days as specified in the MPO's Public Participation Plan (PPP).

*Heidi Maddox made a motion to recommend the MPO Board adopt the Final – Draft FY 2024/2025 – FY 2028/2029 Transportation Improvement Program (TIP). April Santos seconded the motion, and it was approved unanimously.*

## **8. 2024 Draft Project Priorities**

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 reflects the changes that were proposed since the March 6, 2024 TAC/CAC meetings and March 21, 2024 MPO Board Meeting. The final draft provided includes the project recommendations from the State Road 776 and Veterans Boulevard study. 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

Laks Gurrum noted the projects listed on the left side are the County projects for next year's TIP document. This informs FDOT a year ahead that these are projects of local interest. \$43M is funded toward highways for Harbor View Road. He reviewed other projects such as those for the Sun Trail and carbon reduction (applied toward sidewalks). Ron Gogoi asked if these were projects funded going forward. It was noted that the spreadsheet displays previously funded projects. D'Juan Harris stated that it shows what carbon reduction funds were received last year. Laks Gurrum stated that just because a project is removed, it doesn't mean they are taken away. That is because the projects are funded and moving forward. D'Juan Harris indicated that construction will commence on the SR 31/CR 74 roundabout later this year. The US 41/Carmalita Street roundabout construction won't start until 2026. The Veterans Blvd at Cochran Blvd intersection project would be removed from the list.

A joint Lee/Charlotte Transportation Regional Incentive Program (TRIP) list discussion followed. There was one change received from Lee County which was related to Burnt Store Road. Local funds were discussed, since the Lee County MPO had provided some additional funding for the project. Mitchell Austin observed that this was not a new project, but rather one with funding changes. Laks Gurrum stated that the Sarasota/Manatee MPO also had a modification on their side. Regarding Burnt Store Road, D'Juan Harris noted that Charlotte County is asking for an extra \$2 million in funding on their portion north of the County Line (with funding based upon population). The project is a dynamic, moving target. Public meetings will be announced perhaps by this summer. Charlotte County's #4 priority on the list shows the Burnt Store Road request.

Richard Lisenbee stated that the County had a request to do a preemptive lighting project. Ron Gogoi described how six or seven years ago, Lee County's similar project had not come to pass. Currently, the Lee County Department of Transportation is trying to secure funding such as a

RAISE grant. Lee Tran had submitted the project application. He noted that Lee Tran is not sure if they will be resubmitting the request. Additionally in Lee County, an ITS project managed by FDOT is completed and putting Emergency Signal Preemps (ESP) along several roadways. This project is related to connected vehicles, and since that project is finished, these can't be implemented yet. The roadway from North Airport Rd to Gladiolis Drive does not have ESPs yet, because the RAISE grant application has never happened. FDOT District One has begun a bus study at Secretary Nandam's direction, and it will include Bus Rapid Transit (BRT). There are two ways to implement BRT, either an exclusive lane/or run buses in traffic using ESPs and right turn lanes. The four corridors in Lee County aren't good examples and may not be selected.

Richard Lisenbee stated that Charlotte County does not have ESPs for Fire & EMS. Conditions are very dangerous on US 41 and SR 776 when emergency vehicles are responding. He wanted to discuss the issue at the TAC Meeting to inquire about obtaining funding sources sooner. One option might be to present the matter to the Charlotte County Board of County Commissioners (BCC) to receive advance funding. Some fire districts successfully have solicited grant funds for ESPs. Lower response times saves lives, so a viable solution is needed. Mitchell Austin commented that the matter varies by states with different responses. From the City of Punta Gorda's perspective, he suggested that perhaps the City's roadway could be used as a pilot project. D'Juan Harris stated that he had brought up the matter, because it bodes well when an ESP project is an MPO Priority. Mitchell Austin stated that this important point could be put on the radar for the next cycle. Ron Gogoi described project differences from ESP and optigon concepts. He stated that preemption closes everything down with correction delays afterwards. Lee County is looking at an alternative AI-generated approach. He offered to forward information to Richard Lisenbee regarding the Lee MPO's partnering with Lee Tran on a project. Richard Lisenbee noted that the ATMS project currently underway could be linked to the ESP project (since connected vehicles will be part of the ATMS system in the next 5-6 years). He wanted to get various opinions on the subject. There are avenues in the timing which can shorten the time that it takes to get traffic signalization back into sync. Laks Gurram indicated that the MPO can make changes until the MPO Board adopts the document, but FDOT's grant application process (GAP) process is closed. Wendy Scott inquired if funding might be available through Safe Streets for All funding in the future. Richard Lisenbee stated that traffic is cleared ahead of the vehicles. D'Juan Harris noted that although it might be a stretch and applying to FDOT might not be fruitful, listing the project at the bottom of the project priority list could help check a box for other funding.

Ron Gogoi commented on item #6 in the table regarding LRTP funding. D'Juan Harris stated that it was listed because the MPO does not receive SU funding, so this amount helps to fund the LRTP. The MPO will receive no SU funding until 2032 when the 2030 Census population figures are available.

Heidi Maddox inquired if the projects were in order by priority. Mitchell Austin stated they were not, but rather bullet points for the twelve applications received. Laks Gurram stated that they were not ranked, and there had been a change on the slide.

Pam Barr requested that the projects be ranked in order by most needed to least. That way, she will have this list for the Executive Meeting. Laks Gurram noted that the order is listed in the attachment by rank. Pam Barr observed that the condensed version was very helpful.

*Heidi Maddox made a motion to recommend the MPO Board adopt the identified 2024 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). April Santos seconded the motion which carried unanimously.*

**9. FY 2023/2024 – FY 2027/2028 Transportation Improvement Program (TIP) Amendment**

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 in the agenda packet as Attachment 1. The funds received in the current year will cover a two-year period. The Charlotte County Board of County Commissioners (BCC) will review this item at an upcoming meeting.

*Heidi Maddox 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). Ron Gogoi seconded the motion which carried unanimously.*

**10. Public Comments**

There were no public comments.

**11. Staff Comments**

Wendy Scott stated that the MPO had moved to new office space. She also noted that the Peggy Walters Award would be open for nominations until June 30, 2024. Laks Gurram and D’Juan Harris commented that the next TAC Meeting would be held at the new MPO office which is located at 1050 Loveland Blvd in Port Charlotte.

D’Juan Harris discussed progress on the Comprehensive Safety Action Plan. The High Injury Network has been established and would be presented at the next round of committee meetings. An email blast had been sent with a survey link to gather opinions on unsafe roadways. He requested that everyone take the survey if they had not done so already. He noted that project consultants will be at the next round of committee meetings. Currently, public workshops were

being held so citizens could voice their opinions. Completion of the Community Safety Action Plan would allow all local entities to seek implementation dollars through the Safe Streets for All grant funding. Funding is currently rolling forward with few applicants. There will be two more opportunities to obtain funding in the future.

D’Juan Harris stated that he would be stepping away from the Charlotte County Punta Gorda MPO with a target date of February 14, 2025. He would be handling his health concerns and had verbally told the MPO Board members of his plans. He will address the matter further at the May 20, 2024 MPO Board Meeting. The MPO Board will make the decision regarding his replacement. Richard Lisenbee commented that he respected his decision. Mitchell Austin stated that it had always been a pleasure working with Mr. Harris over the years.

## **12. Member Comments**

There were no member comments.

## **13. Adjournment (Next TAC Meeting – June 19, 2024 @ 1050 Loveland Boulevard)**

There being no further business, the meeting was adjourned at 10:16 a.m. The next regularly scheduled TAC meeting will be held on Wednesday, June 19, 2024, in-person at 1050 Loveland Boulevard, Port Charlotte, Florida 33980 at 9:30 a.m.

MAY 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 10-D**  
**BICYCLE/PEDESTRIAN ADVISORY COMMITTEE**  
**(BPAC) CHAIR'S REPORT**





**CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION  
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)  
APRIL 25, 2024 DRAFT MINUTES**

Minutes of the APRIL 25, 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  
Lorenzo Daetz, Historical/Cultural/Environmental Representative  
Philipp Pfäeffli, Bicycle Business Representative  
Brian Blankinship, South County

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

Bekie Leslie, MPO  
Mitchell Austin, City of Punta Gorda  
Ravi Kamarajugadda, Charlotte County Public Works  
April Santos, Charlotte County Public Works  
Amanda Benton, Charlotte County Economic Development Office  
Shirley Ciampi, Charlotte County Transit

**MEMBERS ABSENT**

Pauline Klein, Bicycle Club Representative  
Robert Logan, Mid-County Representative  
Ben Turner, West County Representative  
Tony Conte, Charlotte County Public Schools  
Tanya Merkle, FDOT Bicycle Pedestrian Coordinator, District One

1. **Call to Order & Roll Call**  
Laura Rossi made a motion to allow an exception for virtual participants. Lorenzo Daetz seconded the motion. Chair Wernicke called the BPAC Meeting to order at 2:05 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**  
Chair Wernicke informed the following.

04 25 2024 DRAFT BPAC Minutes

- MPO Board discussed concerns about e-bikes and the demographics of the population using the e-bikes.
- SR 776 @ Charlotte Sports Park – Discussion about a possible Pedestrian Bridge and the cost to build an overpass. Laks Gurram informed that the 2018 Bicycle Pedestrian Master Plan considered an overpass at that location and indicated that anticipated lack of usage of the proposed bridge other than for special events and during games deterred any further vetting of funding opportunities.
- Committee discussed that there were no Bike lanes on the Lee County side of Burnt Store Road. Mitchell Austin briefly discussed the Bi-County Corridor Study and the Burnt Store Road Area Plan. Informed the committee on the status of proposed improvements to Burnt Store in Lee County including the status of the roadway widening.
- Pertaining to designated Bike lanes in Charlotte County; Laks Gurram indicated that the 2019 Bicycle/Pedestrian Master Plan illustrates sidewalk, bike lanes and Shared Use Pathways throughout Charlotte County. Laks also indicated that the plan will require an update.
- A member of the committee inquired about the USBR 15 route in Punta Gorda

5. **Consent Agenda:**

A. **Approval of Minutes March 7, 2024**

*Laura Rossi made a motion to approve the March 7, 2024, TAC minutes. Lorenzo Daetz seconded the motion, and it was passed unanimously. Motion was passed unanimously.*

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

There was no FDOT Staff present at the meeting.

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

Deputy Miller was unable to attend.

8. **Final FY 2024/2025 – FY 2025/2026 Unified Planning Work Program (UPWP)**

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.

Bekie Leslie discussed that this is final version of UPWP and a recent revision due to comments received from FHWA. A recommendation has been made to display a 2.5% set aside on page 43 under Task 6 - Complete Streets. Laks Gurram clarified comments regarding the new language in the UPWP while the MPO is already performing those specific tasks related to Complete Streets.

*Laura Rossi made a motion to recommend the MPO Board adopt the Final Draft of the FY 2025 -FY 2026 UPWP/Metropolitan Planning Organization Agreement and authorize the MPO Board Chairman to sign all required documents. The motion allows 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. Lorenzo Daetz seconded the motion which was carried unanimously.*

**9. Final FY 2024/2025 – FY 2028/2029 Transportation Improvement Program (TIP)**

Laks Gurram indicated the changes to the Section III and Section IV of the document and the revisions made to these sections with the information received from FDOT in April 2024. to the funding portion of the document. He reviewed the percentages located in the bulleted section above. Harbor View Road efforts were discussed. As revised in an FDOT email, revenues have declined due to increased costs, and this funding shortage is reflected in the Work Program. The TIP has been advertised for 30 calendar days as specified in the MPO’s Public Participation Plan (PPP).

A discussion took place regarding Vision Zero and Performance measures, Laks Gurram indicated that intersection improvement projects that are programmed in the Work program are to prevent rare end collisions at the intersections. He also informed the committee that he will be happy to provide more details about the data at the next meeting. Projects under Congestion Management do fall under the category.

The Draft FY 2024/2025 - FY 2028/2029 Transportation Improvement Program (TIP) in the meeting packet 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 in the agenda packets. 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. The MPO Board is scheduled to adopt the TIP at the May 20, 2024 MPO Board Meeting.

*Laura Rossi* made a motion to recommend the MPO Board adopt the Final – Draft FY 2024/2025 – FY 2028/2029 Transportation Improvement Program (TIP). *Lorenzo Daetz* seconded the motion, and it was approved unanimously.

#### 10. 2024 Draft Project Priorities

Laks Gurram indicated that the projects are not currently ranked. Prioritization will occur after MPO Board approval.

Laks Gurram stated that \$43M is funded toward highways. He also indicated that majority of the programmed funding for widening Segment One of Harbor View Road. He reviewed other projects funded under Congestion Management and Transportation Alternatives such as those for the Sun Trail and carbon reduction (applied toward sidewalks).

Laks Gurram explained that once a project is programmed for funding through construction, it will be removed from the List of Project Priorities.

*Laura Rossi* made a motion to recommend the MPO Board adopt the identified 2024 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). *Lorenzo Daetz* seconded the motion which carried unanimously.

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

Laks Gurram presented the amendments to the FY 2023/2024-2027/2028 TIP summarized in the attached FDOT letter addressed to D’Juan Harris.

**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.

*Lorenzo Daetz* 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. *Philipp Pfäeffli* seconded the motion, and it was approved unanimously.

**12. Charlotte County Report**

Ravi Kamarajugadda indicated that the County is installing cameras at various intersections to get the true traffic/bike counts. He indicated that Charlotte County is looking for supporting data to make improvements on any road. He also encouraged the members to send their questions or comments to the MPO and MPO staff will forward them to the County.

**13. City of Punta Gorda Report**

Mitchell Austin has no report. BPAC members questioned the renovations for the City Hall and Mitchell indicated that the needed renovations have been in works for almost 20 years.

Brain Blankinship asked if City of Punta Gorda has any plans to make improvements at Bal Harbor Blvd and Aqui Esta Dr. Mitchell Austin indicated the City Comprehensive Plan identifies several roads in the city and this is one of the intersections.

**14. Citizen Input**

There was no citizen input.

**15. Staff Comments**

Bekie Leslie informed the committee that the BPAC has an opening for a south County representative. Laks Gurrum indicated that the MPO is in process of updating the 2050 LRTP and encouraged all members to attend the upcoming public workshop dates that will be announced later in the year.

FHWA's hard deadline date for adoption of the 2050 LRTP is October 5, 2025, The MPO will ensure that the LRTP will be adopted before the October 5, 2025 date since that date falls on a Sunday.

**16. Member Comments**

Members discussed US 41 and Myakka Bridge cleaning schedules. Mitchell Austin informed the City of Punta Gorda has a maintenance contract to clean the US 41 bridges twice in a month and sometimes on an as needed basis. Lorenzo Daetz will provide routing of Waste Management dump trucks in Charlotte County

James Wernicke inquired about the maintenance agreement pertaining to the El Jobean Bridges. Laks Gurram will follow up with FDOT Staff.

James Wernicke, BPAC Chair and Laura Rossi BPAC Vice chair will not be available at the June 27, 2024, meeting.

**17. Adjournment**

The meeting adjourned at 4:13PM. (The next scheduled meeting of the BPAC is 2:00 p.m., June 27, 2024, at the 1050 Loveland Boulevard, Box C, Port Charlotte, Florida)

MAY 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 11**  
**LOCAL GOVERNMENT REPORTS**

MAY 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 11-A**  
**CHARLOTTE COUNTY AIRPORT AUTHORITY REPORT**

REPORT WILL BE PROVIDED AT THE MPO BOARD MEETING



MAY 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 11-B**  
**CITY OF PUNTA GORDA REPORT**

Replacement of 7.25 miles of damaged seawalls continues within PGI and BSI. Approximately 33 percent of the seawalls have been repaired as of April 2024.

The Lashley Park Splash Pad and playground construction continues. Rehabilitation and work continues on the splash pad/play area. Shade structure and wall foundations have been installed. Work continues on shade structure support columns and electrical work. The enhanced fountain area is scheduled to reopen late 2024.

The Boca Grande drainage project area bound by Taylor Road to the north, Cooper St. to the east, Palmera Drive to the south and the Seminole Gulf Railway ditch to the west continues to move forward. The area encompasses about 105 acres of which approximately 25 acres are commercial with the remaining 80 acres consisting of low density residential. This is a master drainage plan for water quality and drainage improvements to include installation of stormwater piping and inlets installation, swale improvements and construction of a stormwater management area. One hundred percent plans have been received and the City continues to work on the environmental review for the project with the consultant and coordination with Seminole Gulf Railway on approval for the project.

Hurricane Ian sidewalk repairs are nearing completion within the City.

The Ponce deLeon Park beach renourishment has been completed.

In coordination with FDOT the City of Punta Gorda will be removing the Hurricane Ian sign debris from Marion Ave. in front of the post office. The material will be stored at the Public Works campus until FDOT can pick up the debris.

The City continues the fiscal 2024 annual swale program to improve drainage to areas that are not meeting the City's 72-hour level of service policy. The project is nearly complete.

The City is working with our paving contractor to complete the annual paving program. The City is also in the process of evaluating paved streets to develop the future paving program list of streets for repaving.

Public Works has been working on removal of dead trees from the ROW.

City staff has completed rip rap enhancement and stabilization of the area surrounding the pavilion at Lashley Marina and U.S. 41 northbound bridge.

Public Works performed maintenance on the storm sewer system near the Charlotte County Justice Center that should improve drainage in the Retta Esplanade and Nesbit Avenue area.

City and County Public Works Department leadership teams met along with City Urban Design (transportation planning) staff to discuss areas of mutual interest. Topics at this meeting included Burnt Store Road area, Boca Grande drainage project, traffic signals (hurricane repair and regular maintenance), and Seminole Gulf railroad crossings. This was a general discussion intended to re-strengthen communication and cooperation between the two organizations. The plan moving forward is to conduct these meetings on a regular basis.

Noteworthy item from this meeting: Charlotte County staff at the request of City staff had reached out to Seminole Gulf Railway several times over the last few years to try and arrange a joint meeting with all three parties regarding the Airport Road extension of the Punta Gorda Pathways. These overtures have been rejected by the railroad; however, recently the railroad reached out to Charlotte County to set up a meeting regarding a drainage issue at another crossing in the County. The County Public Works Director, John Elias took that meeting as an opportunity to bring up the topic of the Airport Road Pathway crossing. The leadership of Seminole Gulf stated in no uncertain terms that the railroad had no interest in discussing this topic. The CEO of the railroad stated that no additional pedestrian crossings would be considered.

This is of critical concern to the City as two crossings of the Seminole Gulf tracks, one at Airport Road and another at Cooper Street are vital to completing the long-planned Punta Gorda Pathways system. These links of the Punta Gorda Pathways system are intended to serve historically minority, low income and transportation disadvantaged neighborhoods of our community. The Airport Road and Cooper Street segments of the Punta Gorda Pathways will better connect the people of these neighborhoods to employment opportunities, daily needs shopping, healthcare, government services, schools, parks, and other cultural, religious, and civic institutions. There is no technical transportation engineering or public safety reason to prohibit these crossings. The railroad's position, which has no technical merit appears to be based solely on philosophical/political considerations. The only way forward may be through direct action by the elected officials (at all levels of government) and more broadly by the people.

MAY 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 11-C**  
**CHARLOTTE COUNTY REPORT**

## Roadway Updates- for MPO May 2024 Meeting

### Various Intersection Improvements

#### Latest Updates:

- Veterans Boulevard @ Cochran Boulevard intersection. 100% plans have been received and is currently being reviewed by the Florida Department of Transportation. Comments are due by May 10th, 2024.
- Veterans Boulevard @ Torrington Street intersection. 90% plans have been reviewed by Charlotte County staff and returned to the Consultant for updates.
- Veterans Boulevard @ Loveland Boulevard intersection. 90% plans have been reviewed by Charlotte County staff and returned to the Consultant for updates.
- Peachland Boulevard @ Harbor Boulevard intersection. Design survey has started. 60% plans are due for review on October 18, 2024
- Veterans Boulevard @ Atwater Street intersection. Design survey has started. 60% plans are due for review on June 06, 2024
- Veterans Boulevard @ Yorkshire Street intersection. 90% plans have been reviewed by Charlotte County staff and returned to the Consultant for updates.
- Veterans Boulevard @ Harbor Boulevard intersection. 90% plans have been reviewed by Charlotte County staff and returned to the Consultant for updates.
- Veterans Boulevard @ Orlando Boulevard intersection. Design survey has started. 60% plans are due for review on April 4, 2024



**Design Development Forecast Completion Date: April 10<sup>th</sup>, 2025**

### Flamingo/Edgewater Widening

#### Latest Updates:

- 95% of field survey work has been completed.
- Protected species and wetlands evaluation in process.
- 95% of geotechnical field work has been completed.
- 90% roadway plans are in progress.
- 90% bridge plans are in progress.
- 90% utility plans are in progress.
- Property acquisition in progress. Including work leading up to imminent domain process.

- The process has started to obtain the necessary SWFWMD permit.
- Coordination to resolve outside utility conflicts is ongoing.
- FDOT Lap project review is in progress.
- Agency permitting review in progress.

**Design Development Forecast Completion Date: September 30<sup>th</sup> , 2024**

### **Charlotte Harbor CRA – Parmely Street Road Widening and Sidewalk**

#### **Project Description:**

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



#### **Latest Updates:**

- Final construction plans have been submitted. County staff is currently reviewing.

**Construction Forecast Completion Date: December 30<sup>th</sup> , 2024.**

### **Kings Highway Widening**

#### **Project Description:**

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



#### **Latest Updates:**

- 60% plans have been reviewed by county staff. Comments have been returned to Johnson Engineering for corrections.
- 90% plans are due on May 20<sup>th</sup>, 2024.

**Design Development Forecast Completion Date: October 15<sup>th</sup>, 2024**

**AGENDA ITEM # 12**  
**FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)**  
**REPORT**

**FDOT Led Discussion**

[FDOT Item PP](#)

	<b>FPID #</b>	<b>PROJECT DESCRIPTION</b>
A.	N/A	<a href="#"><u>SR 776 Hurricane Damaged Signs &amp; Poles</u></a>
B.	N/A	<a href="#"><u>US 41 at Olean Boulevard</u></a> (Pam Barr/Wayne Gaither-FDOT/Robert Fakhri-Charlotte County)
C.	N/A	<a href="#"><u>US 41 at Harbor View Rd/Edgewater Dr.</u></a> (Pam Barr/Wayne Gaither-FDOT/Robert Fakhri-Charlotte County)
D.	446340-1	<a href="#"><u>SR 776 at Flamingo Boulevard</u></a> (Pam Barr/Wayne Gaither -FDOT/ Robert Fakhri -Charlotte County)
E.	446393-1	<a href="#"><u>SR 776 at Charlotte Sports Park</u></a> – Intersection Improvements (Pam Barr/Wayne Gaither -FDOT/ Robert Fakhri -Charlotte County)
F.	N/A	<a href="#"><u>I-75 Possible New Interchange North of Kings Hwy Interchange</u></a> (Pam Barr/Wayne Gaither-FDOT)
G.	N/A	<a href="#"><u>SR 776 @ Toledo Blade Intersection Discussion</u></a>

**Joint Local and FDOT Discussion**

	<b>FPID #</b>	<b>PROJECT DESCRIPTION</b>
A.	434965-1 434965-2 434965-3 434965-4 434965-5	<a href="#"><u>Harbor View Road</u></a> Combined Funding Strategies (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)  <a href="#"><u>FDOT 12/05/2023 PUBLIC HEARING DOCUMENTS</u></a>
B.	446391-1	<a href="#"><u>US 41 from Kings Hwy to Peace River Bridge</u></a> Planning/Operational Improvements Study (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)
C.	N/A	<a href="#"><u>Bermont Road (CR 74)</u></a> Safety Discussion (FDOT/John Elias/Robert Fakhri-Charlotte County)
D.	436928-3	<a href="#"><u>Burnt Store Road – From Lee/Charlotte C/L to Wallaby Lane</u></a> (FDOT/John Elias/Robert Fakhri-Charlotte County)
E.	N/A	<a href="#"><u>Burnt Store Road @ Home Depot/ US 41 @ Madrid Blvd</u></a> Signal/Access Management
F.	N/A	<a href="#"><u>US 41 @ Rio Villa Drive/Baynard Drive</u></a> Discussion

**AGENDA ITEM # 13**  
**FINAL - DRAFT 2024 PROJECT PRIORITIES**

**Purpose:** To approve 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 21, 2024, MPO Board and April 24, 2024, TAC/CAC Meeting. The final draft provided today includes the project recommendations from the State Road 776 and Veterans Boulevard. The Final Draft LOPP applications received from member entities are listed below:

- Harbor View Road from Date Street to I-75
- Burnt Store Rd. from Lee County line to Wallaby Lane
- Veterans Blvd @ Loveland Blvd.
- Veterans Blvd @ Atwater St.
- Veterans Blvd @ Norman St.
- Veterans Blvd @ Yorkshire St.
- Veterans Blvd @ Torrington St.
- Veterans Blvd @ Harbor Blvd.
- Veterans Blvd @ Orlando Blvd.
- SR 776 @ Biscayne Drive
- SR 776 @ Charlotte Sports Park

**Recommendation:** Motion to adopt the identified 2024 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)

**Attachment:**

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 <sup>1</sup>	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 ( Entire segment) . Local funds for ROW is 11.3 Mil. Total CST is \$48.1 million. County requesting 27 million for CST Segment 2
2		Edgewater Dr / Flamingo Blvd Ext <sup>1</sup>	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 <sup>1</sup>	I-75	Piper Rd	Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor.	PE& CST			\$3.71					0.05 3.71	Segment 3 of Jones Loop Study is programmed through construction during the previous work program development cycle and will be removed from the 2024 LOPP.
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 <sup>1</sup>	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 and direction from FDOT Staff for proposed amendments for the entire segment of Jones Loop
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
<sup>1</sup> Regional projects						<sup>2</sup> TAP Project on SUN Trail network system				Notes : All project costs are in millions					
PE - Design			ROW - Right - of Way			New Project			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									US 41 Megasidewalk Project
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					
3B	446830-1	US 41 Eastside <sup>1,2</sup>	Kings Hwy	Conway Blvd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			\$5.10		\$1.50		\$4.07		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.
3C	438262-1	US 41 Eastside <sup>1,2</sup>	Conway Blvd	Midway Blvd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	CST			\$5.49			\$5.48			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.
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 . CST funds have been removed from 2024.
3E		US 41 Westside&East Side	Tuckers Grade	Taylor Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						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 <sup>1</sup> US 41 NB	W. Retta Esplanade	Peace River Bridge	Bridge Underpass & Lighting	CST			\$0.36						Considered part of the 441524-1 resurfacing project as indicated FDOT Staff on April 5, 2023
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.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.
11	446339-1	US 41 NB <sup>1</sup>		Multi Use Recreational Trail bridge over Alligator Creek - South	Bicycle/Ped Bridge	CST/CEI	\$3.75		\$3.75	\$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. <b>County Staff agreed to take a lead on this project.</b>
12	443602-3	SR 776 - SUN Trail	Myakka State Forest	Gillot Blvd	SUN Trail project with paved trail corridors for bicyclists and pedestrians.	CST/PE/CEI	\$0.189		\$8.60	\$0.189					Project is funded for Design in current 2024- 2028. CST unfunded. County is requesting additional funds approx . \$739,000 for PE based on the revised cost estimates submitted thourgh 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/PE/CEI	\$0.47		\$23.60	\$0.47					Project is funded for Design in current DTWP 2024-2028. CST unfunded.County is requesting additional funds approx . \$2 million for PE based on the revised cost estimates submitted thourgh GAP application Dec 20, 2023
<sup>1</sup> Regional projects						<sup>2</sup> TAP Project on SUN Trail network system						Notes : All project costs are in millions			
PE - Design			ROW - Right - of Way			New Project			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 <sup>1</sup>	Intersection Improvements	CST	\$2.61		2.61	\$1.46					Programmed in the current 2025-2029 work program. <b>Jan 11, 2024 email indicates a short fall of \$1 million for CST . County is seeking additional funds in 2024 PP</b>
2		Add Signal @ SR 776 & Biscayne Dr	Intersection Improvements	PE & CST	\$1.182		\$1.182						County is requesting CST funds
3	446393-1	Add turn lanes on SR 776 @ Charlotte Sports Park <sup>1</sup>	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. <b>County is requesting additional \$500, 000 Funds to subsidize the Design changes proposed</b>
4		Veterans Blvd @ Yorkshire St	Add/turns lanes Improvements at intersections	CST	\$1.16		\$1.16						County is requesting CST funds
5		Veterans Blvd @ Atwater St	Add/turns lanes Improvements at intersections	PE, ROW, CST	\$1.91		\$1.91						County is requesting CST funds
6		Veterans Blvd @ Harbor Blvd	Add/turns lanes Improvements at intersections	CST	\$0.43		\$0.43						County is requesting CST funds
7		Veterans Blvd @ Torrington St	Add/turns lanes Improvements at intersections	CST	\$0.43		\$0.43						County is requesting CST funds
8		Veterans Blvd @ Orlando Blvd	Add/turns lanes Improvements at intersections	CST	\$0.45		\$0.45						County is requesting CST funds
9		Veterans Blvd @ Norman St	Add/turns lanes Improvements at intersections	PE, ROW, CST	\$0.78		\$0.78						County is requesting CST funds
10		Veterans Blvd @ Loveland Blvd	Add/turns lanes Improvements at intersections	CST	\$0.39		\$0.39						County is requesting CST funds
11		Add turn lanes on SR 776 @ Cornelius Blvd <sup>1</sup>	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	CST			\$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						<b>Year 2025</b> : Add exclusive EB and WB right turn lanes Remove permissive phases for EB and WB left turn lanes. Extend queue length for SB left turn lane. Please refer to SR 776 corridor Study
16		SR 776 @ Winchester Boulevard	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
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
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	LOCAL FUNDS (In MII)	TOTAL COST-PDC ( In MII)	2025	2026	2027	2028	2029	Comments
					FUNDS (In MII)								
	446830 1	SR 45 ( US 41) CARL - CARB FOR URB. LESS THAN 200K CARM - CARB FOR SM. URB. SK - 49,999	KINGS HWY CONWAY BLVD	Mutli use Trails on East side of US 41			5.57					0.56	Project is funded with CARM & CARB totalling \$563,000

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 <sup>th</sup> 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			

May 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 14**  
**CHARLOTTE COUNTY-PUNTA GORDA MPO AMENDED AND RESTATED**  
**LEASE AGREEMENT**

**Purpose:** Review and consider approval of the Charlotte County-Punta Gorda MPO Lease Agreement with Charlotte County

**Presented by:** MPO Staff

**Discussion:**

The Charlotte County–Punta Gorda MPO is preparing to enter into a Lease Agreement with Charlotte County to lease an office suite located at the County’s Bob Pryor Employee Health Center, 1050 Loveland Boulevard, Port Charlotte FL 33980.

The terms of the lease agreement shall commence on March 31, 2024, and shall terminate after five years, on March 31, 2029, unless either party opts to terminate the lease prior to the date of termination. The office space rented is approximately 1,116 square feet with an annual cost amount which is determined and included in the yearly Cost Allocation Plan (CAP).

**Budget Action:** Annual lease cost paid to Charlotte County utilizing MPO Planning Funds (PL): \$7,000 additional cost in the CAP yearly.

**Recommendation:** Motion to approve the Charlotte County-Punta Gorda MPO Lease Agreement with Charlotte County and authorize the MPO Board Chair to sign all required documents. After lease agreement is signed by MPO Chair, lease agreement will be forwarded to the Charlotte County Board of County Commissioners for final approval.

**Attachment:** Amended and Restated Lease Agreement



## **AMENDED AND RESTATED LEASE AGREEMENT**

THIS LEASE AGREEMENT, (hereinafter the "Lease") is entered into this \_\_\_\_ day of \_\_\_\_\_ 2024, by and between Charlotte County, a political subdivision of the State of Florida, 18500 Murdock Circle, Port Charlotte, Florida 33948-1094, hereinafter referred to as the "LESSOR," and Charlotte County-Punta Gorda Metropolitan Planning Organization, 1050 Loveland Boulevard, Port Charlotte, FL 33980 hereinafter called the "LESSEE."

### **WITNESSETH:**

WHEREAS, on \_\_\_\_\_, 2024, LESSOR leased to LESSEE, a portion of the property located at the County's Bob Pryor Employee Health Center, 1050 Loveland Boulevard, Port Charlotte, FL 33980 in Charlotte County, Florida (the "Property"); and

WHEREAS, LESSEE desires to continue to lease a portion of such Property as envisioned by the Interlocal Agreement for Administrative Services; and

WHEREAS, the parties hereto desire to amend this Lease to make efficient use of their power and resources, and to provide for the best interests of LESSOR and LESSEE.

NOW, THEREFORE, in consideration of the mutual covenants and consideration contained herein, the parties hereto agree as follows:

**1. PREMISES.** The LESSOR hereby leases to the LESSEE, for the term and under the conditions hereinafter set out, a portion of the Property and having an area of approximately 1,116 square feet. The boundaries and location of the entire Leased Premises are highlighted on the floor plan diagram attached hereto as Exhibit "A".

**2. TERM / TERMINATION.**

2.1 The term of this agreement shall commence on \_\_\_\_\_, 2024, and shall terminate on March 31, 2029.

2.2 Either party shall have the option to terminate this lease if it provides the other party with 90 days written notice prior to the date of termination by hand delivery, registered or certified mail or courier. Should the lease be terminated by either party, the rent shall be prorated to the date of the termination.

**3. RENT.** The LESSOR hereby leases to the LESSEE and the LESSEE hereby leases from the LESSOR the above-described Leased Premises for the term set out in this Lease. LESSEE shall pay to the LESSOR for each year of the term of this Lease, an annual cost amount, which is determined and included in the yearly Cost Allocation Plan (CAP).

Such annual rent amount shall be reviewed in conjunction with the LESSEE's biennial Unified Planning Work Program budget process.

**4. USE OF LEASED PREMISES.** LESSEE will use the Leased Premises for conducting its official business and any other lawful purpose necessary to conduct its operations at the Leased Premises, and will make no unlawful, improper or offensive use of the Leased

Premises or any use or occupancy thereof contrary to the laws of the State of Florida or Charlotte County. Regarding the areas of the Property that are not part of the Leased Premises, and that are not specifically leased by another tenant, LESSEE shall be able to use these "Common Areas" for reasonable use associated with leasing the Leased Premises. The Common Areas shall include, but are not limited to: the parking lot, hallways, public restrooms, meeting rooms and break room. Should LESSEE desire to use the Common Areas for a "special use," or after normal business hours, such use shall require the consent from LESSOR or its designee. "Special use" of the common areas is defined as any event that requires extraordinary expenditure of County funds to support the event. Extraordinary expenditure of County funds does not include charges for equipment, supplies or furniture that normally support the function of the common areas. Special use of the Common Areas shall be on first come first served basis, with the ultimate discretion as to granting of the Special use given to the LESSOR. LESSOR reserves the right to charge a Special Event fee to reimburse LESSOR for any additional costs associated with the Special Event, including, but not limited to, costs associated with security, county personnel, or increased utilities costs. Should LESSOR determine a Special Event fee may be chargeable to LESSEE, LESSOR shall provide a good faith estimate of the fee prior to the use.

**5. IMPROVEMENTS.** Should the parties agree that certain improvements and renovations are needed at the Leased Premises, those improvements and renovations at the Leased Premises shall be performed solely by LESSEE. Improvements to the Common Areas and improvements to meet building code standards are to be paid for by the LESSOR. LESSEE agrees to pay for any and all costs for any improvements or renovations to the Leased Premises that have been agreed to by both LESSEE and LESSOR and further agrees to pay for said improvements and renovations in accordance with the provisions of Sections 218.70 through 218.80 Florida Statutes, the Local Government Florida Prompt Payment Act. No improvements or renovations shall be constructed or performed by LESSEE without the written consent of LESSOR.

**6. MAINTENANCE AND REPAIRS.** The LESSEE shall, during the term of this Lease, keep the interior of the Leased Premises in a good state of repair, reasonable wear and tear excepted. The LESSEE shall maintain the Leased premises in a clean, neat condition and shall not accumulate or permit the accumulation of any trash, refuse or debris, excluding such trash or refuse placed in an appropriate location for collection, or of anything that is unsightly, or which creates a fire hazard or nuisance to adjoining properties. In addition, LESSEE shall not commit waste on the Leased Premises nor maintain, commit, or permit the maintenance or commission of a nuisance thereon. The LESSEE shall not allow the storage or use of property, equipment or vehicles not associated with the operation of the LESSEE'S business. There shall be no living quarters, nor shall anyone be permitted to live or cook within the Leased Premises, or store personal property thereon. LESSEE shall conform to all applicable laws and ordinances including any existing rules and regulations of LESSOR respecting the use or occupancy of the Leased Premises. LESSOR shall be responsible for all exterior maintenance of the Leased Premises, including routine maintenance or repair of the roof, exterior painting, parking lot repair and maintenance (including stripe markings), as well as the repair and maintenance of exterior water and sewer lines and connections.

**7. HAZARDOUS WASTE.** The LESSEE shall ensure that all hazardous wastes or any other contaminating materials are properly disposed of, that no improper disposal is made and that the Leased Premises shall be kept free and clear of any contamination. At the termination of the Lease Agreement, the LESSEE will be required to certify to the LESSOR that during the LESSEE'S possession, there has been no spillage of any hazardous waste materials. If the Leased Premises are contaminated by LESSEE during LESSEE'S possession, the LESSEE shall

bear all costs and responsibility for the required clean up. In addition, the LESSEE agrees to comply with all applicable provisions of state and federal law regarding the storage and safe handling of any hazardous materials.

**8. OWNERSHIP OF BUILDING AND STRUCTURES.** At the termination of this Lease, any improvements, renovations or structures constructed or erected by or on behalf of LESSEE in, on or to the Leased Premises shall become or remain the property of LESSOR.

**9. UTILITIES.** LESSEE shall pay for all telephone and internet charges and fees. However, in LESSOR'S sole discretion, should LESSEE'S, electricity, gas or water usage be above a reasonable amount pursuant to the prevailing community standards for such type and size business, LESSOR may require LESSEE to reimburse LESSOR for the pro-rated share of these utilities that is above the community standard reasonable amount. Any additional charges will be based on square footage of leased space.

**10. INDEMNIFICATIONS.** Lessee, which is a state agency or subdivision, as defined in Section 768.28, Fla. Stat., agrees to be fully responsible for its negligent or tortious acts or omission which result in claims or suits against the County and agrees to be liable for any damages proximately caused by the acts or omissions to the extent set forth in Section 768.28, Fla. Stat. Nothing herein is intended to serve as a waiver of sovereign immunity by Lessee to which sovereign immunity applies. Nothing herein shall be construed as consent by either party to be sued by third parties in any matter arising out of any contract.

**11. INSURANCE.** If the LESSEE ceases to be part of the County's insurance program, LESSEE shall obtain a general liability insurance policy, to cover risk, physical damage, and public liability, for amounts and with provisions determined by LESSOR'S Risk Management Director to adequately protect the interests of the parties hereto.

**12. REMEDIES FOR BREACH OF AGREEMENT.** If LESSEE shall fail to perform, or shall breach, any part of this Lease, LESSOR may institute an action in a court of competent jurisdiction to terminate this Lease or to compel performance of the agreement; provided, however, that the LESSOR provides written notice to the LESSEE of its failure to perform or breach of such agreement, and also provides fifteen (15) days from the LESSEE'S receipt of such written notice to cure, or to make reasonable steps to cure, such failure to perform or breach. In the event an action is initiated in a court of competent jurisdiction pursuant to this paragraph or in connection with any of the provisions of this Lease, the venue for such action shall be in Charlotte County, Florida.

**13. NO WAIVER.** The waiver by LESSOR or LESSEE of any breach of any term, covenant or condition herein contained shall not be deemed to be a waiver of such term, covenant or condition or any subsequent breach of the same or any other term, covenant or condition herein contained.

**14. NOTICES.** In the event either party hereunder desires or is required to provide any notice to the other party, the party desiring or required to provide such notice shall provide it in writing, send it by certified mail, return receipt requested, postage prepaid, to the other party at the address listed below:

If to LESSOR:  
County Administrator  
18500 Murdock Circle  
Port Charlotte, FL 33948

If to LESSEE:  
MPO Director  
Charlotte County-Punta Gorda  
Metropolitan Planning Organization  
1050 Loveland Blvd.  
Port Charlotte, FL 33980

Copy to:  
Real Estate Services Manager  
Charlotte County Real Estates Services  
18500 Murdock Circle, Room 208  
Port Charlotte, FL 33948

**15. RIGHT OF ENTRY.** During the Lease Term, upon giving reasonable advanced notice, LESSOR may enter into and upon the Leased Premises for the purpose of inspecting the same and for the purpose of making any improvements or repairs as LESSOR may wish to make or is required to make under the terms of this Lease.

**16. SIGNS.** LESSEE shall not place, or cause to be placed, any sign or signs on the Leased Premises in addition to those currently in existence without the written consent of LESSOR. Any of LESSEE'S signs must comply with the provisions of state and local law and shall be in conformity with local custom and be in good taste.

**17. AMERICANS WITH DISABILITIES ACT.** The LESSEE agrees that any improvements or renovations performed or made at the Leased Premises shall conform, and be in compliance with, the requirements of the Americans With Disabilities Act.

**18. FIRE AND OTHER HAZARDS.**

(a). In the event that the Leased Premises, or the major part thereof, are destroyed by fire, lightning, storm or other force majeure events, LESSOR at its option may either repair the damage to the Leased Premises at its own cost and expense or terminate this Lease without penalty. Should the Leased Premises be only partly destroyed so that the major part thereof is still usable by the LESSEE, LESSOR, at its sole option, may permit LESSEE to continue with the Lease, or terminate the Lease without penalty.

(b). LESSOR shall provide for fire protection during the term of this lease in accordance with the fire safety standards of the State Fire Marshal. LESSOR shall be responsible for maintenance and repair of all fire protection equipment necessary to conform to the requirements of the State Fire Marshal, prior to occupancy by the LESSEE, and at any time thereafter.

**19. EXPIRATION OF TERM.** At the expiration of the term, the LESSEE will peaceably yield up to the LESSOR the Leased Premises in good repair. It is understood and agreed between the parties that the LESSEE shall have the right to remove from the Leased Premises all personal property of the LESSEE and all machinery, equipment, and appliances placed or installed on the Leased Premises by it, provided the LESSEE restores the Leased Premises to as good a state of repair as they were prior to the removal.

**20. ENTIRE AGREEMENT.** This Lease incorporates and includes all prior negotiations, correspondence, agreements or understandings between the parties, and the parties agree that there are no commitments, agreements or understandings concerning the

subject matter of this Lease that are not contained in this document.

**21. MODIFICATION OF AGREEMENT.** No modifications, amendment or alteration in the terms or conditions contained herein shall be effective unless contained in a written document executed with the same formality and of equal dignity herewith.

**22. SEVERABILITY.** In the event any provision of this Lease shall be held invalid and unenforceable, the remaining provisions shall be valid and binding upon the parties. One or more waivers by either party of any breach of any provision, term, condition or covenant shall not be construed as a waiver of a subsequent breach by the other party.

**23. AUTHORITY TO EXECUTE.** LESSEE warrants that it, and the person executing this Lease on behalf of them, have the right, power and authority to execute this Lease.

**24. PROHIBITION AGAINST ASSIGNMENT WITHOUT LESSOR'S CONSENT.** LESSEE shall not assign this Lease, or any interest therein or any right or privilege appurtenant thereto or to the Leased Premises, or allow any person other than LESSEE and LESSEE'S officers, agents, employees, licensees, invitees, or contractors, to occupy or use the Leased Premises or any part of them, without first obtaining the written consent of LESSOR. LESSOR'S consent to one assignment or occupancy or use by a party other than LESSEE shall not be a consent to any subsequent assignment or occupancy or use by any other person. Any unauthorized assignment shall be void, and shall terminate this Lease at LESSOR'S option.

**25. WAIVER OF DEFAULTS.** The waiver by the LESSOR of any breach of this lease by the LESSEE shall not be construed as a waiver of any subsequent breach of any duty or covenant imposed by this lease.

[SIGNATURE PAGE FOLLOWS]

**IN WITNESS WHEREOF**, the parties hereto have hereunto executed this instrument for the purpose here expressed, the day and year above written.

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

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

Date: \_\_\_\_\_

**STATE OF FLORIDA ) ss.  
COUNTY OF CHARLOTTE )**

The foregoing instrument was acknowledged before me by means of \_\_\_ physical presence or \_\_\_ online notarization, this \_\_\_\_ day of \_\_\_\_\_, 2024 by \_\_\_\_\_, as Charlotte County-Punta Gorda Metropolitan Planning Organization Chair, who is \_\_\_ personally known to me or \_\_\_ who has produced \_\_\_\_\_ as identification, and who \_\_\_ did / \_\_\_ did not take an oath.

SEAL:

\_\_\_\_\_  
NOTARY PUBLIC

\_\_\_\_\_  
PRINTED NAME OF NOTARY PUBLIC

**BOARD OF COUNTY COMMISSIONERS OF  
CHARLOTTE COUNTY, FLORIDA**

By: \_\_\_\_\_  
William G. Truex, Chairman

Date: \_\_\_\_\_

**ATTEST:**

Roger D. Eaton, Clerk of Circuit Court and  
Ex-officio Clerk to the Board of County  
Commissioners

By: \_\_\_\_\_  
Deputy Clerk

**APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY:**

By: \_\_\_\_\_  
Janette S. Knowlton, County Attorney  
LR24-0301 \_\_\_\_\_

Shared space 305 sf

REF.

Conference Room

Office 1

Office 2

120  
OFFICE

CASED  
OPENING

1116 sf

119  
HOUSE  
CRD

118  
OPEN  
OFF

Office 5

Office 4

Copy

Office 3

109

115

111

114

EXHIBIT A



WALL LEGEND			
	SERIES 338		SERIES 225
	338 GLASS		225 GLASS
	TAKEDOWN 338		TAKEDOWN 225

NAME:		CHARLOTTE COUNTY-PORT CHARLOTTE			
		HUMAN SERVICES BUILDING - TAKEDOWN PLAN			
PROPOSAL NO:	9767	JOB NO:	AWA:	DATE:	01/16/24
				SCALE:	1/4" = 1'-0"
<small>E2WALLS, INC. IS NOT AN ARCHITECTURAL FIRM. THEREFORE, THESE DRAWINGS ARE TO BE USED ONLY TO COMPILE ACTUAL CONSTRUCTION DRAWINGS EITHER BY THE CUSTOMER OR A CUSTOMER APPOINTED REPRESENTATIVE. E2WALLS, INC. ASSUMES NO LIABILITY NOR OFFERS ANY WARRANTY FOR THE FITNESS OR ADEQUACY OF THE PREMISES OR THE UTILITIES AVAILABLE AT THE PREMISES IN WHICH THE PRODUCT IS TO BE INSTALLED, USED OR STORED. THIS DRAWING AND THE DESIGN SHOWN IS THE PROPERTY OF E2WALLS, INC. THE REPRODUCTION, COPYING OR USE OF THIS DRAWING WITHOUT THE CONSENT OF E2WALLS, INC. IS PROHIBITED AND ANY INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION. COPYRIGHT E2WALLS, INC. 2019.</small>					

MAY 20, 2024  
MPO BOARD MEETING

**AGENDA ITEM # 15**  
**FINAL DRAFT -- REGIONAL LEE/CHARLOTTE-PUNTA GORDA/SARASOTA**  
**MANATEE MPO'S INTERLOCAL AGREEMENT**

**Purpose:** Review and consider approval of the revised Regional Interlocal Agreement between the Sarasota/Manatee MPO, Lee County MPO and Charlotte County-Punta Gorda MPO. The revised agreement guides the joint transportation planning and coordination efforts amongst all three MPOs.

**Agenda Item Presented by:** MPO Staff

**Discussion:**

The Lee and Charlotte-Punta Gorda MPO's and the Charlotte-Punta Gorda and Sarasota Manatee MPO's have separately had interlocal agreements to address our regional coordination activities. The recent census boundary changes from the United States Census Bureau impacted the Boca Grande community by including that area within the Sarasota Manatee MPO planning area. As a result of this, the Lee MPO is required to have an agreement with the Sarasota Manatee MPO to cover the MPO planning requirements of this area. To address our required coordination activities, the Sarasota Manatee MPO has drafted the attached updated regional agreement that covers the three MPO's which will also replace the current Charlotte-Punta Gorda and Sarasota Manatee Interlocal agreement.

**Recommendation:** Motion to approve the revised Regional Interlocal Agreement between the Sarasota/Manatee MPO, Lee County MPO and Charlotte County-Punta Gorda MPO.

**Attachment:** [Updated Regional Interlocal Agreement between the Sarasota/Manatee MPO, Lee County MPO and Charlotte County-Punta Gorda MPO](#)



THIS INSTRUMENT RETURN TO:  
David Hutchinson, Executive Director  
Sarasota/Manatee Metropolitan  
Planning Organization  
7632 15<sup>th</sup> Street East  
Sarasota, FL 34243

THIS INSTRUMENT PREPARED BY:  
Paul R. Gougelman, Esq.  
Weiss Serota Helfman Cole & Bierman, P.L.  
200 East Broward Blvd. – Suite 1900  
Ft. Lauderdale, FL 33301

**INTERLOCAL AGREEMENT FOR JOINT  
REGIONAL TRANSPORTATION PLANNING AND  
COORDINATION BETWEEN THE  
SARASOTA/MANATEE METROPOLITAN  
PLANNING ORGANIZATION, THE LEE COUNTY  
METROPOLITAN PLANNING ORGANIZATION,  
AND THE CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION**

This Interlocal Agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2024, by and between the Sarasota/Manatee Metropolitan Planning Organization, a legal entity created by interlocal agreement and existing pursuant to Section 339.175, Florida Statutes (hereinafter: the “Sarasota/Manatee MPO”), the Lee County Metropolitan Planning Organization, a legal entity created by interlocal agreement and existing pursuant to Section 339.175, Florida Statutes (hereinafter: the “Lee County MPO”), and the Charlotte County-Punta Gorda Metropolitan Planning Organization, a legal entity created by interlocal agreement and existing pursuant to Section 339.175, Florida Statutes (hereinafter: the “Charlotte County-Punta Gorda MPO”).

**RECITALS:**

WHEREAS, 23 USC §134(d) and 49 USC §5303(d), require that Metropolitan Planning Organizations (MPOs) must be designated for each urban area with population of more than 50,000 persons as determined by the United States Bureau of the Census, and

WHEREAS, the Port Charlotte-North Port urban area was designated and described by the U.S. Bureau of the Census in 2012 and includes portions of Sarasota and Charlotte Counties; and

WHEREAS, the Bradenton-Sarasota-Venice urban area was designated and described by the U.S. Bureau of the Census in 2012 and includes portions of Lee, Charlotte, Sarasota, and Manatee Counties; and

WHEREAS, pursuant to 23 CFR §450.310 and Section 339.175(2), Florida Statutes, the Sarasota/Manatee MPO was created decades ago and currently has transportation planning jurisdiction over portions of the Bradenton-Sarasota-Venice urban area and also currently has planning jurisdiction over a portion of the Port Charlotte-North Port urban area; and

WHEREAS, the Sarasota/Manatee MPO currently operates pursuant to that certain Interlocal Agreement for the Creation of the Metropolitan Planning Organization recorded on November 3, 2014, in Official Records Book 2542, Page 7416, Public Records of Mantee County, Florida, and recorded on November 14, 2014, in Official Records Instrument 2014136157, Public Records of Sarasota County, Florida; and

WHEREAS, pursuant to 23 CFR §450.310 and Section 339.175(2), Florida Statutes, the Charlotte County-Punta Gorda MPO was created decades ago and currently has transportation planning jurisdiction over portions of the Port Charlotte-North Port urban area and portions of the Bradenton-Sarasota-Venice urban area; and

WHEREAS, the Charlotte County-Punta Gorda MPO currently operates pursuant to that certain Interlocal Agreement for the Creation of the Metropolitan Planning Organization recorded on January 5, 2018, in Official Records Book 4270, Page 1308, Public Records of Charlotte County, Florida; and

WHEREAS, pursuant to 23 CFR §450.310 and Section 339.175(2), Florida Statutes, the Lee County MPO was created decades ago to have transportation planning jurisdiction and currently has planning jurisdiction over a portion of the Bradenton-Sarasota-Venice urban area; and

WHEREAS, the Lee County MPO currently operates pursuant to that certain Interlocal Agreement for the Creation of the Metropolitan Planning Organization recorded on March 24, 2016, in Official Records Instrument 2016000061742, Public Records of Lee County, Florida; and

WHEREAS, 23 CFR §450.312(h)(1) provides that:

(h) Subject to paragraph (i) of this section, where the Governor(s) and MPO(s) have determined that the size and complexity of the MPA make it appropriate to have more than one MPO designated for an MPA, the MPOs within the same MPA shall, at a minimum:

(1) Establish written agreements that clearly identify coordination processes, the division of transportation planning responsibilities among and between the MPOs, and procedures for joint decision making and the resolution of disagreements; and

WHEREAS, pursuant to 23 CFR §450.312 and agreement between the Governor of the State of Florida and the Lee County MPO, the boundaries of the metropolitan planning area for the Lee County MPO encompass a portion of the Bradenton-Sarasota-Venice urban area, plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan; and

WHEREAS, pursuant to 23 CFR §450.312 and agreement between the Governor of the State of Florida and the Charlotte County-Punta Gorda MPO, the boundaries of the metropolitan planning area for the Charlotte County-Punta Gorda MPO encompass a portion of the Bradenton-Sarasota-Venice urban area, plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan, and a portion of the Port Charlotte-North Port urban area, plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan; and

WHEREAS, pursuant to 23 CFR §450.312 and agreement between the Governor of the State of Florida and the Sarasota/Manatee MPO, the boundaries of the metropolitan planning area for the Sarasota/Manatee MPO encompass a portion of the Bradenton-Sarasota-Venice urban area, plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan, and a portion of the Port Charlotte-North Port

urban area, plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan; and

WHEREAS, 23 CFR §450.314(b) and (d) provides that:

§450.314 Metropolitan planning agreements.

\* \* \*

(e) If more than one MPO has been designated to serve an urbanized area there shall be a written agreement among the MPOs, the State(s), and the public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent metropolitan transportation plans and TIPs across the MPA boundaries, particularly in cases in which a proposed transportation investment extends across the boundaries of more than one MPA. If any part of the urbanized area is a nonattainment or maintenance area, the agreement also shall include State and local air quality agencies. The metropolitan transportation planning processes for affected MPOs should, to the maximum extent possible, reflect coordinated data collection, analysis, and planning assumptions across the MPAs. Alternatively, a single metropolitan transportation plan and/or TIP for the entire urbanized area may be developed jointly by the MPOs in cooperation with their respective planning partners. Coordination efforts and outcomes shall be documented in subsequent transmittals of the UPWP and other planning products, including the metropolitan transportation plan and TIP, to the State(s), the FHWA, and the FTA.

(emphasis supplied); and

WHEREAS, Section 339.175(6)(j), Florida Statutes, provides that:

(6) POWERS, DUTIES, AND RESPONSIBILITIES.—

\* \* \*

(j)1. To more fully accomplish the purposes for which M.P.O.'s have been mandated, M.P.O.'s shall develop coordination mechanisms with one another to expand and improve transportation within the state. The appropriate method of coordination between

M.P.O.'s shall vary depending upon the project involved and given local and regional needs. Consequently, it is appropriate to set forth a flexible methodology that can be used by M.P.O.'s to coordinate with other M.P.O.'s and appropriate political subdivisions as circumstances demand.

2. Any M.P.O. may join with any other M.P.O. or any individual political subdivision to coordinate activities or to achieve any federal or state transportation planning or development goals or purposes consistent with federal or state law. . . ; and

WHEREAS, Section 339.175(10)(a)2., Florida Statutes, provides that:

(10) AGREEMENTS.—

(a) Each M.P.O. shall execute the following written agreements, which shall be reviewed, and updated as necessary, every 5 years:

\* \* \*

2. An agreement with the metropolitan and regional intergovernmental coordination and review agencies serving the metropolitan areas, specifying the means by which activities will be coordinated and how transportation planning and programming will be part of the comprehensive planned development of the area; and

WHEREAS, the primary purpose of this Agreement is to implement 23 CFR §§450.312 and 450.314, to comply with Section 339.175(10)(a)2., Florida Statutes, and to implement Section 339.175(6)(j)1. and 2., Florida Statutes, by setting forth a process by which each of the three MPOs shall conduct the metropolitan planning process in their respective jurisdictional planning boundaries and by which the three MPOs will coordinate regarding their respective long-range transportation plan and transportation related matters needed to qualify for federal aid and to otherwise comply with federal and state law; and

WHEREAS, there is an existing agreement between Charlotte County-Punta Gorda MPO and Sarasota/Manatee MPO entitled as the Interlocal Agreement for Joint Regional Transportation Planning and Coordination between

the Sarasota/Manatee Metropolitan Planning Organization and the Charlotte County-Punta Gorda Metropolitan Planning Organization, recorded on January 25, 2018, in Official Records Book 2710, Page 7341, Public Records of Manatee County, Florida, and on January 29, 2018, in Official Records Book 4277, Page 679, Public Records of Charlotte County, Florida (the "Existing Interlocal Agreement")' and

WHEREAS, Section 7 of the Existing Interlocal Agreement provides that:

**Section 7. Term of Agreement.** This Agreement shall have a term of ten (10) years commencing on the Effective Date of this Agreement. The Agreement shall terminate on December 31, 2028, but the Agreement may be renewed or extended by amendment to the Agreement. In 2023 and 2028, the parties hereto shall examine the terms of this Agreement, and the parties may agree to amend the provisions of this Agreement as may be appropriate. The failure to amend, reaffirm, or re-examine the terms of this Agreement shall not invalidate or otherwise terminate this Agreement; and

WHEREAS, the Sarasota/Manatee MPO and the Charlotte County-Punta Gorda MPO have both reviewed the Existing Interlocal Agreement and have determined that this new Agreement is a suitable replacement agreement; and

WHEREAS, therefore the Sarasota/Manatee MPO and the Charlotte County-Punta Gorda MPO have decided that it is in the public interest to terminate the Existing Interlocal Agreement and to adopt this instrument as a replacement ; and

WHEREAS, the Lee County MPO has reviewed this Agreement and finds that it is in the public interest to adopt this Agreement for the purpose of coordination of transportation planning in the Bradenton-Sarasota-Venice urban area and with transportation planning efforts in the Port Charlotte-North Port urban area; and

WHEREAS, the economic health of the Southwest Florida region is greatly affected by availability and convenience of transportation services; and,

WHEREAS, there is a need to address transportation on a regional basis to meet growing travel demands and obtain federal and state funding in the current competitive funding process in Bradenton-Sarasota-Venice urban area and the Port Charlotte-North Port urban area, as well as the areas subject to the jurisdiction of the Sarasota/Manatee MPO, the Charlotte County-Punta MPO, and the Lee County MPO.

NOW, THEREFORE, in consideration of the covenants made by each party to the other and of the mutual benefits to be realized by the parties hereto, the sufficiency of consideration being agreed to by the parties hereto, and the parties desiring to be legally bound do agree as follows:

**Section 1. Recitals; Definitions.**

(a) Each and all of the above recitals is incorporated herein. The failure of any of the recitals to be true and correct shall not invalidate this Agreement.

(b) The terms as used in this Agreement shall be defined as follows, unless the usage and context clearly indicates to the contrary:

“Agreement” means this instrument, as amended from time to time.

“Charlotte County-Punta Gorda MPO” means the Charlotte County-Punta Gorda Metropolitan Planning Organization, currently created and operated pursuant to an interlocal agreement recorded on January 5, 2018, in Official Records Book 4270, Page 1308, Public Records of Charlotte County, Florida.

“Effective Date” of this Agreement, any amendment hereto, or any termination of this Agreement shall be the date on which the original instrument has been recorded in the Public Records of Charlotte, Manatee, Sarasota, and Lee Counties.

“Facilitator” means one who helps the Charlotte County-Punta Gorda MPO, the Sarasota/Manatee MPO, and/or the Lee County MPO, to design and follow a meeting agenda and assists the three MPOs to communicate more effectively throughout the dispute resolution process set forth in this Agreement. The facilitator has no authority to make or recommend a decision but may recommend alternatives as part of the facilitation process.

“FDOT” means the Florida Department of Transportation.

“Initiation Letter” means a letter from either the Charlotte County-Punta Gorda MPO, the Sarasota/Manatee MPO, or the Lee County MPO, to the other MPO(s), which formally identifies a dispute, asks the other MPO(s) and other named parties to engage in the dispute resolution process pursuant to this Agreement to resolve the dispute, and at a minimum, attend the initial settlement meeting.

“LRTP” means Long Range Transportation Plan as provided for in 23 CFR §45.306 and Section 339.175(7), Florida Statutes, and as amended from time to time.

“MPA” or “metropolitan planning area” means the geographic area determined by agreement between the MPO(s) for the area and the Governor(s), which must at a minimum include the entire urban area and the contiguous area expected to become urbanized within [at least] a 20-year forecast period for the metropolitan transportation plan [the LRTP], and may include additional areas. See 23 CFR §450.104.

“MPO” means a metropolitan planning organization as provided for in 23 USC §134, 49 USC §5303, and Section 339.175, Florida Statutes.

“Named Party” means any jurisdiction, public or private organization, group or individual who is named in an Initiation Letter, which is admitted by the Charlotte County-Punta Gorda MPO, the Sarasota/Manatee MPO, and/or the Lee County MPO, to participate in the settlement of a dispute, and which also automatically includes the Charlotte County-Punta Gorda MPO, the Sarasota/Manatee MPO, and the Lee County MPO. Being a Named Party in the conflict resolution process shall not be construed to convey or limit standing in any judicial or administrative proceeding.

“Port Charlotte-North Port urban area” means the Port Charlotte-North Port urban area as described by the U.S. Bureau of the Census in 87 Federal Register 80114 (December 29, 2022), and as subsequently identified or revised by the U.S. Bureau of the Census.

“Representative” means an individual who is given guidance and



authority to act, to the extent possible, by either the Charlotte County-Punta Gorda MPO, the Sarasota/Manatee MPO, or the Lee County MPO, in a conflict or dispute resolution case pursuant to this Agreement.

“Response Letter” means a letter by which a Representative formally notifies the initiator and other named parties of the responding MPO’s position, and whether the MPO is willing to participate in the process and, at a minimum, attend at least one settlement meeting.

“RTE” means the FDOT’s Regional Trails Enhancement program also known as the “Regional Transportation Alternatives Program (RTAP)”.

“Bradenton-Sarasota-Venice urban area” means the Bradenton-Sarasota-Venice urban area urbanized area as described by the U.S. Bureau of the Census in 87 Federal Register 80114 (December 29, 2022), and as subsequently identified or revised by the U.S. Bureau of the Census.

“Sarasota/Manatee MPO” means the Sarasota/Manatee Metropolitan Planning Organization currently created and operated pursuant to that certain Interlocal Agreement for the Creation of the Metropolitan Planning Organization recorded on November 3, 2014, in Official Records Book 2542, Page 7416, Public Records of Manatee County, Florida, and recorded on November 14, 2014, in Official Records Instrument 2014136157, Public Records of Sarasota County, Florida.

“Settlement Agreement” means an agreement tentatively approved by the Representatives authorized by the Named Parties. Final approval of the Agreements may take the form of memorandums of understanding, contracts, interlocal agreements, or other forms mutually agreed to by the Charlotte County-Punta Gorda MPO, the Lee County MPO, and/or the Sarasota/Manatee MPO, or as required by law. Not all of the Named Parties need to agree to a settlement.

“TIP” means transportation improvement plan as provided for in 23 USC §134(j) and Section 339.175(8), Florida Statutes, and as amended from time to time.

“TRIP” means the Transportation Regional Incentive Program as provided for in Section 339.2819, Florida Statutes, as amended from time to time.

“UPWP” means the Unified Planning Work Programs of each MPO signing this Agreement, as amended from time to time.

**Section 2. Purpose.**

(a) The purpose of this Agreement is to promote and establish an administrative entity for communication and coordination between the Charlotte County-Punta Gorda MPO, the Lee County MPO, and the Sarasota/Manatee MPO and to foster joint regional cooperation and conduct regarding transportation planning in accordance with the goals, policies, concepts, and requirements of 23 U.S.C. §134 and 49 U.S.C. §5303, all as amended by the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240, Dec. 18, 1991, 105 Stat. 1914), the Transportation Equity Act for the Twenty-first Century (Public Law 105-178, June 9, 1998, 112 Stat. 107), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Public Law 109-59, Aug. 10, 2005, 119 Stat. 1839; Moving Ahead for Progress in the 21st Century Act (MAP-21), Public Law 112-141, July 6, 2012, 126 Stat. 500, and Fixing America’s Surface Transportation Act (FAST Act), Public Law 114-94, December 4, 2015; 23 CFR §§450.306, and 450.312; and Section 339.175, Florida Statutes, and successor legislation and regulations. More specifically, this Agreement establishes the commitment by each party to this Agreement to develop joint regional transportation planning products and processes for the quad-county region of Manatee, Sarasota, Charlotte, and Lee Counties, subject to the jurisdiction of the Sarasota/Manatee MPO, the Charlotte County Punta Gorda MPO, and the Lee County MPO.

(b) Southwest Florida Transportation Planning Alliance.

(1) The purpose of this Agreement is also to create and provide a separate administrative entity to serve as a forum for transportation planning, coordination, and communication among the Charlotte County-Punta Gorda MPO, the Lee County MPO, and the Sarasota/Manatee MPO, pursuant to

this Agreement to be known as the Southwest Florida Transportation Planning Alliance.

(A) Notwithstanding the existence of this administrative entity consisting of the Charlotte County-Punta Gorda MPO, the Lee County MPO, and the Sarasota/Manatee MPO Governing Boards, no action affecting the Bradenton-Sarasota-Venice urban area within Sarasota or Manatee Counties shall be effective by the Southwest Florida Transportation Planning Alliance, unless approved separately by the Governing Board of the Sarasota/Manatee MPO. No action affecting the Bradenton-Sarasota-Venice urban area within Charlotte County shall be effective by the Southwest Florida Transportation Planning Alliance, unless approved separately by the Governing Board of the Charlotte County-Punta Gorda MPO. No action affecting the Bradenton-Sarasota-Venice urban area within Lee County shall be effective by the Southwest Florida Transportation Planning Alliance, unless approved separately by the Governing Board of the Lee County MPO.

(B) Notwithstanding the existence of this administrative entity consisting of the Charlotte County-Punta Gorda MPO and the Sarasota/Manatee MPO Governing Boards, no action affecting the Port Charlotte-North Port urban area within Sarasota or Manatee Counties shall be effective by the Southwest Florida Transportation Planning Alliance, unless approved separately by the Governing Board of the Sarasota/Manatee MPO. No action affecting the Port Charlotte-North Port urban area within Charlotte County shall be effective by the Southwest Florida Transportation Planning Alliance, unless approved separately by the Governing Board of the Charlotte County-Punta Gorda MPO

(2) Further, neither the Charlotte County-Punta Gorda MPO, the Lee County, and/or the Sarasota/Manatee MPO, need to meet jointly as the Southwest Florida Transportation Planning Alliance to take action. The Southwest Florida Transportation Planning Alliance is merely a name assigned to an administrative entity which structure and coordination will be conducted in accordance with the requirements of this Agreement. No funds will be handled,

incurred, obligated, or disbursed by the Southwest Florida Transportation Planning Alliance.

(3) The boundaries of the Southwest Florida Transportation Planning Alliance shall be the jurisdictional boundaries of the Charlotte County-Punta Gorda MPO, the Lee County MPO, and the Sarasota/Manatee MPO, as amended from time to time. The members of the Southwest Florida Transportation Planning Alliance shall be the Charlotte County-Punta Gorda MPO, the Lee County MPO, and the Sarasota/Manatee MPO.

(4) Record Keeping. If two or more MPOs meet jointly, the staff of the host MPO shall provide a recording secretary for any joint meetings of the MPOs. Record keeping and other clerical responsibilities shall be the duty of the MPO staff consistent with any MPO hosting a meeting. All minutes shall be distributed to all members of each MPO's Governing Board within not more than thirty (30) days after the holding of a meeting. Duplicate records of the official proceedings of the Southwest Florida Transportation Planning Alliance will be kept in the headquarters office of each MPO office. Records shall be maintained in accordance with the public records law, Chapter 119, Florida Statutes.

(5) Risk of Loss. The Charlotte County-Punta Gorda MPO, the Lee County MPO, and the Sarasota/Manatee MPO, each acknowledge that as a mere administrative entity, the Southwest Florida Transportation Planning Alliance cannot sue or be sued, nor bear any legal liability. Therefore, the parties to this Agreement agree that each MPO subject to this Agreement shall continue to maintain such insurance coverage as may be required to cover the additional risks associated with membership and participation in the Southwest Florida Transportation Planning Alliance forum. Members covered by a self-insurance program shall notify their respective covering-entities of this Agreement so that any added risk may be factored.

**Section 3. Planning Products.** The parties hereby agree to coordinate and collaborate in good faith and with due diligence to develop the following joint regional planning products:

(a) Joint Transportation Model Coordination; Joint LRTP Amendment.

(1) During the development and updates of each MPO's travel forecast model as part of each MPO's LRTPs, the Charlotte County MPO, the Lee County MPO, and the Sarasota/Manatee MPO, will each coordinate the development of each MPO's model's external stations. This effort, as deemed necessary, may include an exchange of necessary and current data and staff meetings.

(2) During the periodic development or updates of each MPO's LRTP, the Charlotte County MPO, the Lee County MPO, and the Sarasota/Manatee MPO, will each coordinate the development of each MPO's LRTP development and revision. Specifically, at a minimum prior to adoption of an amendment to the LRTP by an MPO which is a signatory to this Agreement, said MPO shall give notice to the other MPOs that are signatories to this Agreement of the proposed amendment with a copy of the amendment. Said notice shall be given at least 30 days prior to adoption. With regard to the adoption of a new LRTP by an MPO which is a signatory to this Agreement, said MPO shall give notice to the other MPOs that are signatories to this Agreement of the proposed new LRTP with a copy of the proposed new LRTP. Said notice shall be given at least 60 days prior to adoption. These efforts, as deemed necessary, may include an exchange of necessary and current data and staff meetings.

(b) Joint Regional Long Range Transportation Plan (LRTP) Component. The Charlotte County MPO, the Lee County MPO, and the Sarasota/Manatee MPO, will each identify and designate by mutual agreement of the three MPOs of the Joint Regional Multi-Modal Transportation System as a component of each MPO's LRTP. Specifically, this exercise will identify regionally significant corridors and facilities. This identified system will be studied

and refined as necessary as part of each MPO's LRTP update and considered throughout the LRTP process and analysis. Each MPO's Long Range Transportation Plan will be consistent with this regional plan.

(c) Joint Regional Project Priorities. Based on the determination of the Joint Regional Multi-Modal Transportation System described above in paragraph 3(b), the Charlotte County MPO, the Lee County MPO, and the Sarasota/Manatee MPO, will each annually identify their respective priorities on the identified Regional Multi-Modal Transportation System and include said projects in the respective MPO's Transportation Improvement Programs (TIP). Each MPO's TIP and Project Priorities will be consistent with the identified Regional Project Priorities. This collaboration and the products developed will reoccur annually during the term of this Agreement and will be a continuing obligation and commitment.

(d) Joint Regional Public Involvement Process Component. The Charlotte County MPO, the Lee County MPO, and the Sarasota/Manatee MPO, have each developed public participation plans as set forth in 23 CFR §450.316. Therefore, the parties agree that each MPO will utilize their own adopted public participation plan to obtain public input, and that each MPO may revise their public participation plan from time to time independent of action by the other MPOs in the Southwest Florida Transportation Planning Alliance.

(e) TRIP Collaboration.

(1) (A) In respect to the TRIP program, the Charlotte County-Punta Gorda MPO and the Sarasota/Manatee MPO, agree to rotate the number one (1) project priority between Charlotte, Manatee, and Sarasota Counties for each round of negotiation related to the TRIP program, which project is to occur within the Bradenton-Sarasota-Venice urban area.

(B) In respect to the TRIP program, the Charlotte County-Punta Gorda MPO and the Sarasota/Manatee MPO, agree to rotate the number one (1) project priority between Charlotte, Manatee, and Sarasota Counties for each round of negotiation related to the TRIP program, which project is to occur within the Port Charlotte-North Port urban area. If no project is

funded or the equity split set forth in sub-section (2) below hasn't been achieved, the county that hasn't had its share of TRIP funding would retain the number one priority slot until the equity split in sub-section (2) below is achieved. Thus, there are years in which potentially the rotation of the number priority would not be automatic or every year. If a county hasn't submitted a project in a particular cycle when it is occupying the number one priority position and or a project to achieve it's fair share of TRIP funds, as set forth in sub-section (2), TRIP funding would go to the MPO which is has not received it's fair share of TRIP funding

(C) The rotation or taking of turns, as described in section 3.(e)(1)(A) as the number one priority project upon the Effective Date of this Agreement shall be Sarasota County first which is the current priority position for Sarasota County immediately prior to the Effective Date of this Agreement, Charlotte County second, and Manatee County third. Thereafter, the rotation order will then begin all over again.

(2) The Charlotte County-Punta Gorda MPO and the Sarasota/Manatee MPO, each agree that the project funding requests will be submitted and ranked as reasonably practical in each negotiating round to equate to an equitable percentage of funding for both the TRIP program between the parties of approximately 33-1/3<sup>rd</sup> % for each of the three individual counties.

(3) The Charlotte County-Punta Gorda MPO and the Sarasota/Manatee MPO recognize, understand, and agree that the equity percentage of funding may fluctuate from year to year and round to round based upon FDOT's funding award decisions, but the overall intent and understanding is that between the three (3) counties there shall be a rotation or taking of turns as the number one priority for funding and awards equivalent to percentages as described above for each of the three (3) counties within the two MPOs.

(4) Notwithstanding the foregoing language in this Section 3., the Charlotte County-Punta Gorda separately adopts a TRIP Priority list with Lee County, and the Sarasota/Manatee MPO separately adopts a TRIP Priority list with the Polk TPO. While those priority lists aren't subject to this agreement; any TRIP funds that go to Manatee, Sarasota or Charlotte County

projects will count in calculating the 1/3, 1/3, 1/3 split regardless of whether the TRIP funded project appeared on the Joint TRIP Priority list adopted by the Sarasota/Manatee and Charlotte County-Punta Gorda MPOs.

**Section 4. Staff Services and Costs.** The Executive Directors and staffs of each MPO will be responsible for development of the joint regional products identified in this Agreement with review and final approval by each MPO Governing Board. In this regard, each MPO will cooperate to equitably assign and share in the needed staff resources to accomplish these regional efforts as specified in their respective UPWP. Similarly, non-MPO staff services and costs for the joint regional efforts and products identified in this Agreement will be borne by each individual MPO as described in its UPWP with deference to the size and budgets of the respective MPOs. The parties agree, as may be necessary in order to carry out the terms and commitments of this Agreement, to cooperate in seeking Federal, State and local funding for the joint regional products to be developed.

**Section 5. Planning Jurisdiction and Responsibilities.**

(a) All MPO transportation planning relating to the UPWP, TIP, LRTP, requirements of this Agreement, or any matters assigned by Federal or Florida law, relating to portions of the Port Charlotte-North Port urban area located within Sarasota County shall be within the exclusive jurisdiction and authority of the Sarasota/Manatee MPO. All MPO transportation planning relating to the UPWP, TIP, LRTP, requirements of this Agreement, or any matters assigned by Federal or Florida law, relating to portions of the Port Charlotte-North Port urban area located within Charlotte County shall be within the exclusive jurisdiction and authority of the Charlotte County-Punta Gorda MPO.

(b) All MPO transportation planning relating to the UPWP, TIP, LRTP, requirements of this Agreement, or any matters assigned by Federal or Florida law, relating to portions of the Bradenton-Sarasota-Venice urban area located within Manatee or Sarasota Counties shall be within the exclusive jurisdiction and authority of the Sarasota/Manatee MPO. All MPO transportation



planning relating to the UPWP, TIP, LRTP, requirements of this Agreement, or any matters assigned by Federal or Florida law, relating to portions of the Bradenton-Sarasota-Venice urban area located within Charlotte County shall be within the exclusive jurisdiction and authority of the Charlotte County-Punta Gorda MPO. All MPO transportation planning relating to the UPWP, TIP, LRTP, requirements of this Agreement, or any matters assigned by Federal or Florida law, relating to portions of the Bradenton-Sarasota-Venice urban area located within Lee County shall be within the exclusive jurisdiction and authority of the Lee County MPO.

(c) Notwithstanding the foregoing, the Sarasota/Manatee MPO, the Lee County MPO, and the Charlotte County-Punta Gorda MPO, each pledge to consult with one another in promotion of the common goal of comprehensive transportation planning with regard to matters relating to the Bradenton-Sarasota-Venice urban area located within Charlotte County, Lee County, Sarasota County, and Manatee County.

(d) Notwithstanding the foregoing, the Sarasota/Manatee MPO and the Charlotte County-Punta Gorda MPO, each pledge to consult with one another in promotion of the common goal of comprehensive transportation planning with regard to matters relating to the Port Charlotte-North Port urban area located within Charlotte County and in Sarasota County.

#### **Section 6. Conflict Resolution.**

(a) Purpose and Intent.

(1) The Charlotte County-Punta Gorda MPO, the Lee County MPO, and the Sarasota/Manatee MPO mutually commit to use the following described Conflict Resolution Process to resolve any conflicts related to issues covered in this Agreement. Notwithstanding the foregoing, the Charlotte County-Punta Gorda MPO, Lee County MPO, and Sarasota/Manatee MPO, do not waive their respective rights to seek declaratory judgments as provided in Chapter 86, Florida Statutes.

(2) It is the intent of the Charlotte County-Punta Gorda MPO, the Lee County MPO, and the Sarasota/Manatee MPO, to promote the

safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight within the urban areas of Manatee, Sarasota, Lee, and Charlotte Counties. To aide in the accomplishment of these objectives the Charlotte County-Punta Gorda MPO, the Lee County MPO, and the Sarasota/Manatee MPO, hereby establish a conflict resolution process to address any conflict that may arise in the planning and programming of regionally significant transportation projects and programs. If a conflict or dispute is between two of the MPOs to this Agreement, the third non-conflicting MPO need not participate in the conflict resolution procedure, unless it so opts to participate. It is the intent of the parties to this Agreement, as provided in Section 164.1041, Florida Statutes, that this Agreement sets forth an alternative dispute resolution process, and that the dispute resolution process in Chapter 164, Florida Statutes, shall not apply to disputes subject to this Agreement.

(3) Each MPO is responsible for the planning and programming of transportation facilities, including, but not limited to, major roadways, airports, seaports, transit systems and intermodal or multimodal terminals, within the MPO's jurisdictional area or county, that will function as an integrated regional metropolitan transportation system. This conflict resolution process set forth in this Agreement will primarily focus on regionally significant plans; programs and projects, as identified in this Agreement and as designed, approved, or amended from time to time, as provided in this Agreement.

(4) With regard to the conflict resolution process, each MPO shall retain the authority to limit its respective Representative's decision-making or negotiating authority to such action agreed to by a majority of its respective MPO Governing Board voting members present and voting at a MPO meeting at which a quorum is present. This conflict resolution process consists of two basic components; an Initiation/Response phase and a Settlement phase.

(b) Initiation /Response Phase of the Process.

(1) This process must be initiated through the issuance of an Initiation Letter, by either one of the Charlotte County-Punta Gorda MPO, the Lee County MPO, or the Sarasota/Manatee MPO, to the other affected MPO. Any public or private, individual or group can participate if requested and named by either of the affected MPOs. Other persons or legal entities may contribute at various points in a session by mutual agreement of the Representatives of the affected MPOs. Such an Initiation Letter shall identify the issues to be discussed, Named Parties to be involved in the conflict resolution process, the initiating MPO's Representative and others who will attend a negotiating session, and a brief history of the dispute indicating why it is appropriate for this process.

(2) If required deadlines or any other reason necessitates a quicker resolution of the issue, the affected MPOs through their Representatives may mutually agree to expedite this process.

(3) Within seven (7) days from receipt of the Initiation Letter, the MPO Executive Directors, or their designees, of the affected MPOs shall confer and agree to meet within thirty (30) days. The purpose of the settlement meeting shall be to review the issue in the Initiation Letter, determine if a resolution of the issue can be reached at the staff level, and make a joint report to each MPO's respective Governing Board regarding any conflict issue. Either the seven (7) day or the thirty (30) day time frame may be expanded by written Agreement of the representatives of the affected MPOs.

(4) The responding MPO Board will consider and provide a response letter regarding its Board's position within fifteen (15) days of the Governing Board's consideration of the issue. The fifteen (15) day time frame may be expanded by written Agreement of the representatives of the affected MPOs.

(5) If any conflict issue is not resolved through the expressed positions of the affected MPO Governing Boards, the affected MPOs will schedule a joint settlement meeting. Prior to the joint settlement

meeting, the affected MPOs shall produce and distribute to all parties a report assessing the issues identified in the dispute.

(c) Settlement Phase.

(1) Settlement Meetings. At the joint settlement meeting, the affected MPOs will explain their positions, explore options, and seek a mutually acceptable agreement. A neutral facilitator may, upon mutual agreement by the affected MPOs, facilitate the settlement meeting. Any cost or expenses for facilitators, attorneys, other consultants, or expenses associated with such an agreement or with this conflict resolution process shall be shared equally by the MPOs participating in the conflict resolution process. At the joint settlement meeting, the affected MPOs shall consider guidelines for participation, identify the issues to be addressed, and present their concerns. The affected MPOs will then explore options for a solution and seek agreement. If the initial joint settlement meeting produces no agreement, the parties can proceed to additional joint settlement meetings or other settlement measures through mutual agreement.

(2) Settlement Agreements and Reports. The form of all settlements reached through this process shall be determined by the affected MPOs, and may include interlocal agreements, concurrent resolutions, memoranda of understanding, plan amendments, or other forms as appropriate. Agreements signed by designated Representatives may be in the form of recommendations to the respective MPO Governing Boards and will be subject to their formal approval. The agreements may be included in the MPO LRTP and/or TIP where appropriate. The settlement agreement is not subject to challenge, but the implementing actions may be. After any settlement meeting(s), the MPOs shall develop a joint report to each respective Governing Board, which shall, at a minimum include:

- Identification of the issues discussed and copies of any agreements reached;
- A list of potentially affected or involved jurisdictions, organizations, groups, or individuals;

- A time frame for starting and ending informal negotiations, additional settlement meetings, or joint meetings of elected bodies, as agreed to by both MPOs;
- A written fee allocation agreement to cover any costs of agreed upon conflict resolution procedures, if agreed upon or applicable; and
- A description of responsibilities and schedules for implementing and enforcing agreements reached. The report shall include any statements that any named or affected party wishes to include.

(e) Designated Representative. Unless determined to the contrary by a particular MPO's Governing Board, the designated Representative for that MPO shall be the MPO's Executive Director. A particular MPO may designate a different Representative by giving notice as provided for herein of the appointment of a different Representative.

**Section 7. Term of Agreement.** This Agreement shall have a term of ten (10) years commencing on the Effective Date of this Agreement. The Agreement shall terminate on December 31, 2034, but the Agreement may be renewed or extended by amendment to the Agreement. In 2029 and 2034, the parties hereto shall examine the terms of this Agreement, and the parties may agree to amend the provisions of this Agreement as may be appropriate. The failure to amend, reaffirm, or re-examine the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.

**Section 8. Amendment or Modification.**

(a) This general terms of this Agreement applicable to all three MPOs or the specific terms of this Agreement applicable to the Bradenton-Sarasota-Vencie urban area, may only be modified with the approval of the Governing Boards of the Charlotte County-Punta Gorda MPO, the Lee County MPO, and the Sarasota/Manatee MPO, each by adopting the amendment hereto.

(b) The specific terms of this Agreement applicable to the Prot Charlotte-North Port urban area may only be modified with the approval of both

Governing Boards of the Charlotte County-Punta Gorda MPO and the Sarasota/Manatee MPO, each by adopting the amendment hereto.

(c) No amendment shall be effective until an executed original amendment signed by the Chair of the affected MPOs, which amendment is recorded in the Public Records of each county as required by Section 163.01(11), Florida Statutes.

**Section 9. Termination.** This Agreement shall continue in force, unless terminated with or without cause by any MPO that is a signatory to this Agreement by providing thirty (30) days written notice to the other MPOs. This Agreement may also be terminated by agreement of all of the MPOs in writing. Upon notice given by one MPO to the other MPO, or upon an agreement by the MPOs to terminate this Agreement, a written termination of this Agreement shall be recorded in the Public Records of the counties described in Section 163.01(11), Florida Statutes. No termination shall be effective until the written termination of this Agreement shall be recorded in the Public Records of the appropriate counties.

**Section 10. Liability.**

(a) The parties agree that nothing created or contained in this Agreement shall be construed, interpreted or inferred to establish any joint liability amongst or between the parties by the actions or omissions of its individual governing board members, officials, employees or agents, in their official or personal capacities acting pursuant to the terms of this Agreement.

(b) As provided by Section 768.28(19), Florida Statutes (2023), the Charlotte County-Punta Gorda MPO, the Lee County MPO, and the Sarasota/Manatee MPO, each further agree that no provision of this Agreement shall require one party to indemnify or insure another party to this Agreement for the other party's negligence or to assume any liability for the other party's negligence. Neither the Sarasota/Manatee MPO, the Lee County MPO, nor Charlotte County-Punta Gorda MPO, each by entry into this Agreement waives any defense of sovereign immunity, or increases the limits of its liability. Any liability of one MPO to another MPO for damages arising from an act or omission

under this Agreement shall not exceed \$25,000. Each MPO shall bear its own attorneys' and paralegal fees for any action for damages or to enforce this Agreement either at law or in equity.

**Section 11. No Joint Employment.** The parties agree that this Agreement is not intended, nor does it create any joint employment agreement status between the Charlotte County-Punta Gorda MPO, the Lee County MPO, and/or the Sarasota/Manatee MPO, or the employees of one MPO to the employees of another MPO. And further, it is agreed that each employee of the respective parties shall remain under the sole direction, control and employment of only that employer.

**Section 12. Notice.**

(a) A notice or communication, under this Agreement hereunder by one MPO to another MPO shall be sufficiently given or delivered if dispatched by hand delivery, by nationally recognized overnight courier (*i.e.* – Federal Express, United Parcel Services, *etc.*), or by U.S. certified mail, postage prepaid, return receipt requested. A receipt for giving notice by certified U.S. Mail or nationally recognized overnight courier must be obtained and maintained by the MPO giving notice. Notice is sufficient if given and addressed to the following:

To the Sarasota/Manatee MPO:

Executive Director  
Sarasota/Manatee MPO  
8100 15<sup>th</sup> Street East  
Sarasota, Florida 34243

With Copy To:

ATTN: Sarasota/Manatee MPO General Counsel  
Weiss, Serota, Helfman, Cole & Bierman, P.L.  
200 East Broward Blvd. – Suite 200  
Ft. Lauderdale, FL 33301

To the Charlotte County-Punta Gorda MPO:

Executive Director  
Charlotte County-Punta Gorda MPO  
1050 Loveland Boulevard  
Port Charlotte, FL 33980

To the Lee County MPO:

Executive Director  
Lee County MPO  
815 Nicholas Parkway East  
Cape Coral, FL 33990

(b) Notices; Addresses; Time. Any party to this Agreement may unilaterally change its addressee or address by giving written notice thereof to the other party but the change is not effective until the change notice is actually received by the other party. For all other noticed matters, notice given by U.S. certified mail, return receipt requested, properly addressed and with postage fully prepaid, is deemed given when deposited in the United States mail within the continental United States, if the notice is thereafter delivered in due course at the address to which properly sent. For all other noticed matters, notice given by nationally recognized overnight courier service prepaid, properly addressed is deemed given when deposited with the courier within the continental United States, if the notice is thereafter delivered in due course at the address to which properly sent. Notice given by manual hand delivery is deemed given only when actually received by the recipient.

(c) Relay of Official Notices and Communications. If either MPO receives any notice from a governmental body or governmental officer that pertains to this Agreement (including but not limited to those notices from FDOT, the Federal Transit Administration, or the Federal Highway Administration), or receives any notice of litigation or threatened litigation affecting this Agreement or matters subject to this Agreement, the receiving party shall promptly send it (or a copy of it) to the other party to this Agreement by giving notice.

**Section 13. Termination of Certain Agreements.** This Agreement terminates the Interlocal Agreement for Joint Regional Transportation Planning



and Coordination between the Sarasota/Manatee Metropolitan Planning Organization and the Charlotte County-Punta Gorda Metropolitan Planning Organization, recorded on January 25, 2018, in Official Records Book 2710, Page 7341, Public Records of Manatee County, Florida, and on January 29, 2018, in Official Records Book 4277, Page 679, Public Records of Charlotte County, Florida. This Agreement is intended to replace the aforementioned instrument.

**Section 14. Effective Date of Agreement or Amendment.** As required by Section 163.01(11), Florida Statutes, this Agreement shall not become effective until the executed original Agreement is filed with the Clerks of the Circuit Court of Lee, Charlotte, Manatee, and Sarasota Counties. The Sarasota/Manatee MPO shall coordinate the execution and recording of this Agreement in the public records of the four counties.

**Section 15. Execution by Use of Counterpart Signature Pages.** This Agreement may be executed by each MPO by use of separate counterpart signatures pages.

IN WITNESS WHEREOF, the foregoing parties through their authorized officers has set their respective hands and seals as follows:

INTERLOCAL AGREEMENT FOR JOINT REGIONAL TRANSPORTATION  
PLANNING AND COORDINATION BETWEEN THE SARASOTA/MANATEE  
METROPOLITAN PLANNING ORGANIZATION, THE LEE COUNTY  
METROPOLITAN PLANNING ORGANIZATION, AND THE CHARLOTTE  
COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

SARASOTA/MANATEE  
METROPOLITAN PLANNING  
ORGANIZATION, a legal entity  
created by interlocal agreement  
and existing pursuant to Section  
339.175, Florida Statutes

By: \_\_\_\_\_  
Gene Brown, Chair

ATTEST:

\_\_\_\_\_  
David Hutchinson, Agency Clerk

Date: \_\_\_\_\_, 2024

STATE OF FLORIDA                    )  
COUNTY OF MANATEE                )

The foregoing instrument was acknowledged before me this \_\_\_ day of \_\_\_\_\_, by Gene Brown, as Chair of the Sarasota/Manatee Metropolitan Planning Organization, a legal entity created by interlocal agreement and existing pursuant to Section 339.175, Florida Statutes. He is personally known to me or has produced \_\_\_\_\_ as identification.

\_\_\_\_\_  
Notary Public – State of Florida  
At Large – My Commission Expires:

**INTERLOCAL AGREEMENT FOR JOINT REGIONAL TRANSPORTATION  
PLANNING AND COORDINATION BETWEEN THE SARASOTA/MANATEE  
METROPOLITAN PLANNING ORGANIZATION, THE LEE COUNTY  
METROPOLITAN PLANNING ORGANIZATION, AND THE CHARLOTTE  
COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION**

LEE COUNTY METROPOLITAN  
PLANNING ORGANIZATION, a  
legal entity created by interlocal  
agreement and existing pursuant  
to Section 339.175, Florida  
Statutes

By: \_\_\_\_\_

\_\_\_\_\_, Chair

ATTEST:

\_\_\_\_\_

Date: \_\_\_\_\_, 2024

\_\_\_\_\_,  
Agency Clerk

STATE OF FLORIDA            )  
COUNTY OF LEE            )

The foregoing instrument was acknowledged before me by means of  physical presence or  online notarization, this \_\_\_ day of \_\_\_\_\_, 2024, by \_\_\_\_\_, as Chairman of the Lee County Metropolitan Planning Organization, a legal entity created by interlocal agreement and existing pursuant to Section 339.175, Florida Statutes, on behalf of the organization. \_\_\_\_\_ is personally known to me or has produced \_\_\_\_\_ as identification.

\_\_\_\_\_  
Notary Public – State of Florida  
At Large – My Commission Expires:

**INTERLOCAL AGREEMENT FOR JOINT REGIONAL TRANSPORTATION PLANNING AND COORDINATION BETWEEN THE SARASOTA/MANATEE METROPOLITAN PLANNING ORGANIZATION, THE LEE COUNTY METROPOLITAN PLANNING ORGANIZATION, AND THE CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION**

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION, a legal entity created by interlocal agreement and existing pursuant to Section 339.175, Florida Statutes

By: \_\_\_\_\_  
Christopher G. Constance, M.D.  
Chair

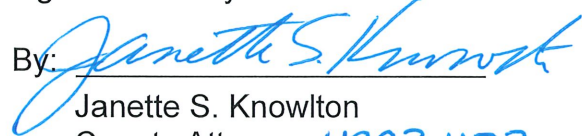
ATTEST:

\_\_\_\_\_

Date: \_\_\_\_\_, 2024

\_\_\_\_\_,  
Agency Clerk

Approved as to form and legal sufficiency

By:   
Janette S. Knowlton  
County Attorney **UR23-1173**  
*kmw*

STATE OF FLORIDA )  
COUNTY OF CHARLOTTE )

The foregoing instrument was acknowledged before me by means of  physical presence or  online notarization, this \_\_\_ day of \_\_\_\_\_, 2024, by \_\_\_\_\_, as Chairman of the Charlotte County-Punta Gorda Metropolitan Planning Organization, a legal entity created by interlocal agreement and existing pursuant to Section 339.175, Florida Statutes, on behalf of the organization. He is personally known to me or has produced \_\_\_\_\_ as identification.

\_\_\_\_\_  
Notary Public – State of Florida  
At Large – My Commission Expires: