



BICYCLE/PEDESTRIAN ADVISORY COMMITTEE MEETING

CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

AGENDA

2:00 p.m., Thursday, March 7, 2024

Charlotte County Transit Facility 545 Theresa Boulevard Port Charlotte Florida

1. Call to Order & Roll Call
2. Pledge of Allegiance
3. Public Comments on Agenda Items
4. Chair's Report
5. Consent Agenda:
 - A. Approval of Minutes November 16, 2024
6. 2025 - 2034 Transit Development Plan (TDP) Update
7. FDOT Bicycle/Pedestrian Coordinator Report
8. Sheriffs' Office Report-Public Safety
9. FY 2022/2023 – FY 2023/2024 Unified Planning Work Program (UPWP) – De-obligation/Amendment
10. Draft FY 2024/2025 – FY 2025/2026 Unified Planning Work Program (UPWP)
11. FY 2023/2024 – FY 2027/2028 Transportation Improvement Program (TIP) Amendments
12. Draft FY 2024/2025 – FY 2028/2029 Transportation Improvement Program (TIP)
13. 2024 Draft List of Project Priorities (LOPP)
14. 2023 Florida Department of Transportation (FDOT)/Charlotte County-Punta Gorda MPO Joint Certification
15. 2050 Long Range Transportation Plan Scope – Update
16. Southwest Florida Passenger Rail Feasibility Study
17. Charlotte County Report
18. City of Punta Gorda Report

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE MEETING
CHARLOTTE COUNTY – PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION
2:00 p.m., Thursday, March 7, 2024

19. Citizen Input
20. Staff Comments
21. Member Comments
22. Adjournment (The next scheduled meeting of the BPAC is 2:00pm, April 25, 2024 at the Charlotte County Transit Facility 545 Theresa Boulevard Port Charlotte, Florida)

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 Charlotte County Administration Center, Building B, Room 200 18500 Murdock Circle, Port Charlotte, Florida 33948

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION
Charlotte County Administration Center, Building B, Room 200 18500 Murdock Circle, Port Charlotte, Florida 33948 Telephone: (941) 883-3535 Fax: (941) 883-3534

MARCH 7, 2024
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 5
APPROVAL OF MINUTES: NOVEMBER 16, 2023 BPAC MEETING

- Purpose:** To review and approve the minutes of the November 16, 2023, BPAC meeting
- Presented by:** MPO Staff
- Discussion:** To Be Determined
- Recommendation:** Motion to approve the minutes of the November 16, 2023, BPAC meeting
- Attachment:** Minutes of the November 16, 2024, BPAC meeting



**CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
NOVEMBER 16, 2023
DRAFT MINUTES**

Minutes of the meeting held in a hybrid format on November 16, 2023, utilizing Microsoft Teams® for virtual participation and in person at the Charlotte County Transit Facility 545 Theresa Boulevard Port Charlotte, Florida

MEMBERS ATTENDING EITHER IN PERSON OR VIRTUALLY

James Wernicke, (Vice Chair) West County Representative
Robert Logan, Mid-County Representative
Laura Rossi, South County Representative
Betty Staugler, Historical/Cultural/Environmental Representative
Philipp Pfäeffli, Bicycle Business Representative
Ben Turner, West County Representative (Virtual)

ADVISORY AND OTHERS ATTENDING EITHER IN PERSON OR VIRTUALLY

D’Juan Harris, MPO Director
Bekie Leslie, MPO (Virtual)
Laks Gurram, MPO
Betty-Ann Sherer, MPO
Ravi Kamarajugadda, Charlotte County Public Works (Virtual)
April Santos, Charlotte County Public Works
Joshua Hudson, Charlotte County Economic Development (Virtual)
Tanya Merkle, FDOT Bicycle Pedestrian Coordinator, District One
Tony Conte, Charlotte County Public Schools
Mike Koenig, Charlotte County Parks & Recreation (Virtual)
Brett Kamm, Kimley-Horn (Virtual)

ABSENT

Wendy Zurstadt, South County Representative (excused)
Pauline Klein, Bicycle Club Representative (excused)

1. Call to Order & Roll Call

11 16 2023 DRAFT BPAC Minutes

Vice Chair Wernicke called the BPAC Meeting to order at 2:00 P.M.; 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. Election of 2024 Officers

D’Juan Harris chaired the meeting and entertained nominations for BPAC Chair. He also reminded members this will be the last hybrid meeting as 2024 will be full in person meeting.

Bob Logan nominated James Wernicke as BPAC Chair. Betty Staugler seconded the nomination, and James Wernicke was elected unanimously.

D’Juan Harris asked for nominations for BPAC Vice Chair

James Wernicke nominated Laura Rossi as BPAC Vice Chair. Tony Conte seconded the nomination, and Laura Rossi was elected unanimously.

James Wernicke resumed the duties of chair.

5. Chair’s Report

Chair Wernicke welcomed the new Bicycle Business representative Philipp Pfäeffli.

6. Consent Agenda:

A. Approval of Minutes October 5, 2023

Laura Rossi made a motion to approve the minutes. Bob Logan seconded the motion, and it was passed unanimously.

7. FDOT Bicycle/Pedestrian Coordinator Report

Tanya Merkle reminded everyone the deadline for SUN Trails applications is 2:00 p.m. on December 20, 2023.

The new 2024 Florida Design Manual (FDM) is now available online, she highlighted a few design changes made for Bicycle Pedestrian facilities. There was a brief discussion on sloped curb bicycle lanes to encourage cyclists to ride closer to the curb and further from motorists, allowing them to feel safer in the bike lane.

SUN Trails – there are a few SUN trails projects in the process for funding; such as Myakka Forrest to US 41 which is programmed for Design , County Staff is working to revise cost estimates and will submit an application with the updated estimates. There are some projects along the SUN Trail network, which are not funded through this program, they are funded as transportation alternatives. There are discussions with FDOT on whether these facilities could be designed to SUN Trails standards which are 12’ wide and asphalt paths. It was noted there are some gaps in the system and each year they seek to add projects to close these gaps in facilities.

Chair Wernicke discussed some concerns noted not in Charlotte but in Sarasota County- specifically the Ponce De Leon Blvd overpass on I 75 and raised issues with Debris on the overpass Ms. Merkle noted each overpass may have a different agreement in place for maintaining these facilities, they would have to be looked individually. Although the State may have constructed the overpass, local municipalities usually maintain them.

There was a brief discussion regarding the right lane in front of Sunseekers which is currently closed. Director Harris noted this is a temporary closure, they are modifying the entrance and will place a temporary traffic signal in place.

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

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

9. Charlotte County Report

Ravi Kamarajugadda has nothing to report.

Members discussed street signs still down since hurricane Ian, it was noted the County sign shop is focusing on regulatory signs first such as stop signs and address the missing or damaged street signs. He indicated that the Radar Speed Feed back signs are not functional in in West County and NB Burnt Store Road.

10. City of Punta Gorda Report

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

Chair Wernicke requested Mitchell Austin provide an update on the route for USBR 15, as it is proposed in the City limits for the next meeting.

11. [FDOT Draft Tentative Five-Year Work Program FY 2025 to FY 2029 \(DTWP\)](#)

FDOT Five-Year Work Program [Video Shown](#)

Director Harris reviewed the phases of the work program and how projects are reviewed and programmed for funding. The work program cycles open in July and end in the September/October depending on the Legislature.

Members were encouraged to review and send any comments to Director Harris for submission to FDOT.

D'Juan Harris presented an interactive PowerPoint highlighting some projects which have been programmed for funding in the Five-Year Work Program:

- I-75 Jones Loop Truck Parking Facility (where the park and ride portion of this project may be eliminated)
- Jones Loop Road and Piper Road Roundabout project and discussions on assignment of project management.
- US 41 Northbound at South Fork Alligator Creek Pedestrian/Wildlife Overpass project (where a SUN Trails funding being sought)
- ADA Ramp from Harborwalk to West Retta Esplanade project.

It was noted in past meetings the Committee had discussed improvements to the signage on the NS side of the US41 bridge. The directional signage needs to better define the separated pedestrian walkway and bicycle lane.

12. [2050 Socio-Economic \(SE\) Data Development – Final Update](#)

Laks Gurram introduced Brett Kamm of Kimley-Horn who gave a brief update on the SE Data. He enjoyed working with County and MPO staff to develop an accurate data set.

Laks Gurram informed that the final version includes all County developments and will be invaluable in LRTP preparation.

Laks Gurram encouraged committee members to submit comments, questions or feedback so they can be addressed by the consultants.

One member thought it might be good to see the conservation /preservation land taken out of the TAZ blocks, so the map shows just the areas of growth. It was explained that although the land is included in the TAZ block, it is known there is zero development allowed in these areas.

***Tony Conte** a motion to recommend that the MPO Board adopt the 2050 SE Data forecast with adjustments as needed. **Bob Logan** seconded the motion, and it was approved unanimously.*

13. [2024 FDOT Safety Performance Measures Discussion](#)

Director Harris informed that MPOs are required annually to adopt Safety Performance Measure Targets for tracking progress towards the Statewide/MPO targets for each of the transportation performance measures and meet Federal Highway Administration (FHWA) requirements.

FHWA has established five national Safety Performance Measures which all State Departments of Transportation and MPOs must address. Unlike other performance measures applicable only to the National Highway System (NHS), the Safety Performance Measures apply to all public roads.

The 2024 Safety Performance Measures and target goals are:

PERFORMANCE MEASURES	STATEWIDE TARGET	CC-PG MPO TARGET
Number of Fatalities	0	0
Number of Serious Injuries	0	0
Fatality Rate per 100 million Vehicle Miles Traveled (VMT)	0	0
Serious Injuries per 100 million Vehicle Miles Traveled (VMT)	0	0
Total Number of Non-Motorized Fatalities and Serious Injuries	0	0

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The MPO Board last adopted the FDOT’s “Vision Zero” targets (goal of no fatalities or injuries) for all five of the Safety Performance Measures at the December 15, 2022, MPO Board Meeting. The MPO has until February 27, 2024, to accept the FDOT targets for 2024 or develop its own targets. MPO Staff recommends the MPO Board support and adopt FDOT’s 2024 targets.

The heat map was discussed: [2022 Heat Map of Crashes in Charlotte County – Five Year Crash Data 2018 through 2022](#)

D’Juan Harris noted as we move forward in developing the Safe Streets and Roads for All Comprehensive Safety Action Plan, all roads of concern in Charlotte County will be given a deeper look.

***Tony Conte** made a motion to recommend MPO Board approval of the 2024 Safety Performance Measures and Target Goals. **Laura Rossi** seconded the motion, and it was approved unanimously.*

14. Citizen Input

There was no citizen’s input.

15. Staff Comments

Laks Gurram noted that the next step in the development of the SE data is the 2050 Long Range Transportation Plan. MPO Staff provide more information at our next meeting in March.

D’Juan Harris announced December 5, 2023, is the FDOT Public Hearing on Harbor View Road. It will be held at the Punta Gorda Isles Civic Association from 5:00-6:00 pm. An email and printed materials were circulated. He encouraged members to attend the meeting and provide feedback.

He also shared drone footage taken during an incident on I-75 and explained the impacts on local roads during an incident on the the interstate.

D’Juan Harris informed the future Brightline rail extension from Orlando to Tampa and expressed the interest in extending the connection to southwest Florida . The four MPOs in the Southwest Florida region (Collier/Lee County/Charlotte County-Punta Gorda and Sarasota/Manatee) are trying to piggyback onto the effort with Lee County MPO taking the lead in requesting a Feasibility Study for providing service from Tampa to Naples.

Safe Streets and Roads for All Comprehensive Safety Action Plan Kick Off Meeting at the November 29, 2023, Community Traffic Safety Team (CTST) meeting which will be at 2:00 p.m. at the Charlotte Community Foundation, 227 Sullivan Street, Punta Gorda, Florida 33950.

He encouraged members to take a look at the new MPO email signatures as we have a new logo to announce our transition from CCMPO.com to CCPGMPO.gov. Currently our previous addresses are forwarding, please make note of the new address.

16. Member Comments

Ben Turner Aapologized for not attending in person and thanked everyone for the great information

Chair Wernicke was interested in adding a new section to the agenda which would provide an ongoing list of active cycling routes, rides and events by the many bicycle clubs and groups throughout the County and City. He felt this would be a great way to keep local government informed of when and where they can expect to see groups of cyclists on the roadways.

He felt this committee should be responsible for identifying and passing on this list. Philipp Pfaeffli agreed to support this idea.

Betty Staugler asked for clarification on what the purpose was for gathering this information, there are so many resources.

James Wernicke responded that this could be an opportunity to make the public aware there would be riders on the road, safety issues, possibly to share routes so people can take a ride like a shared information idea.

Director Harris indicated to forward the information to the MPO Staff for further clarification.

Laks Gurram was unsure if adding this information as an official agenda item would be better than including this as part of comments.

Chair Wernicke felt as the representatives of the bicycle community it's our responsibility to the county to feed this information; we can become a major resource to the County. He noted his cycling group has routes mapped and standing dates they ride.

Director Harris noted that further discussion is required to be considered on the agenda that the MPO can't speak to, but we should talk further. MPO Staff will look into this request.

Laks Gurram thanked Chair Wernicke for his comments in the past and have been valuable to both the MPO and the County

17. Adjournment The BPAC meeting adjourned at 3:41 P.M. (The next scheduled meeting of the BPAC is 2:00 p.m., March 7, 2024 at the Charlotte County Transit Facility 545 Theresa Boulevard Port Charlotte, Florida)

a)

MARCH 7, 2024
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 6
2025 - 2034 TRANSIT DEVELOPMENT PLAN (TDP) UPDATE

Purpose: To provide a brief update on the *Charlotte Rides* 2025-2034 Transit Development Plan (TDP) activities

Presented by: Heidi Maddox, Charlotte County Transit Manager

Discussion:

In accordance with Florida Administrative Code 14-73.001, Charlotte County Transit is currently developing the *Charlotte Rides* 2025-2034 Transit Development Plan (TDP). The project consultant is Benesch. Charlotte County Transit staff will provide 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).

Recommendation: Informational Item

Attachment: [Transit Development Plan Presentation](#)

A large, stylized graphic in the background features a yellow sun with rays on the left, a green leaf on the right, and a teal wave-like shape at the bottom. The text is overlaid on this graphic.

Charlotte County Transit Development Plan (TDP)

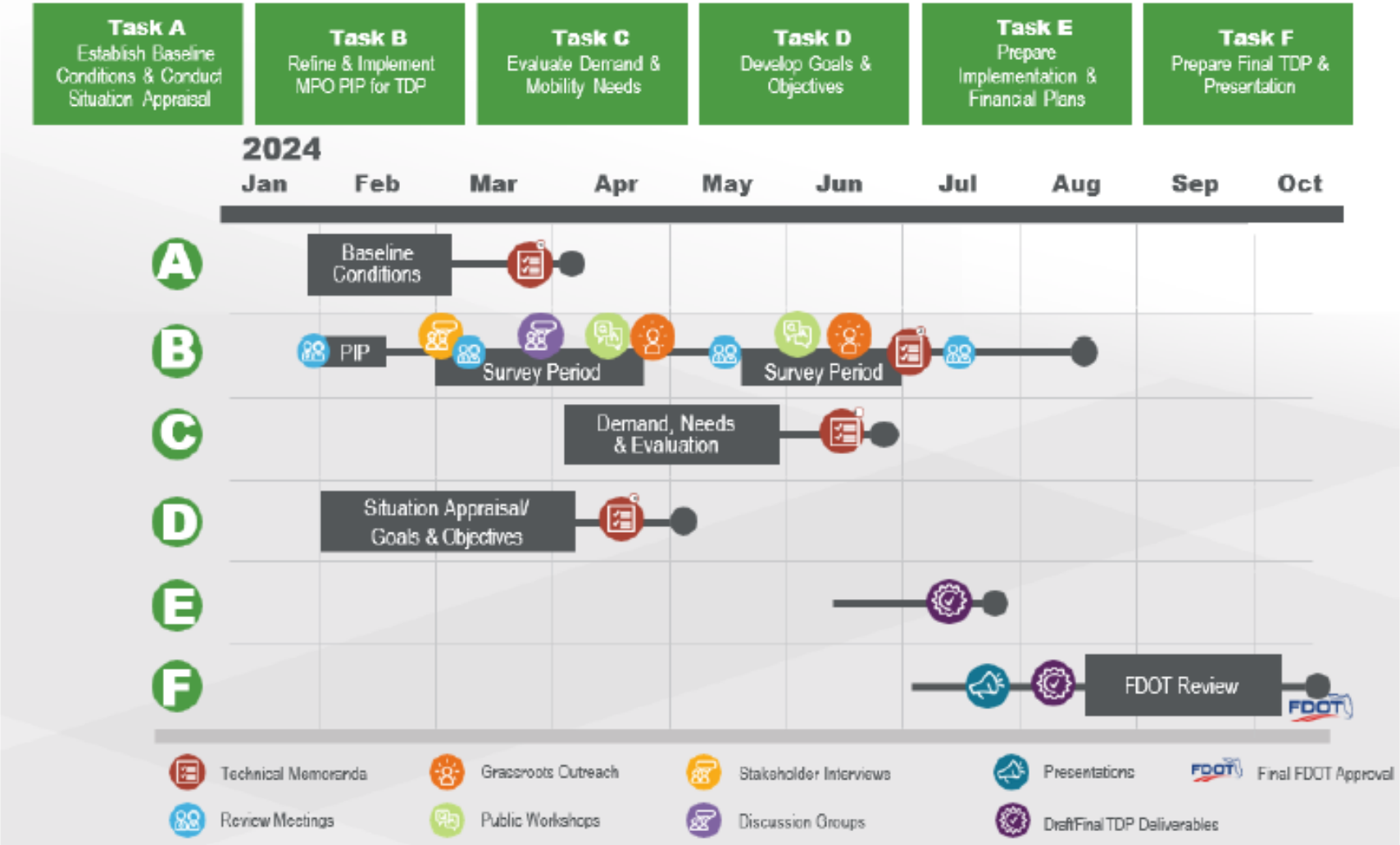
BCC Workshop

February 20, 2024



CHARLOTTE COUNTY
FLORIDA

Timeline



TDP Public Outreach



Public workshops



Transit rider and non-rider surveys (print & on-line)



Stakeholder interviews



Web & social media outreach



Grassroots efforts

Next Steps

- Complete Public Outreach
 - Stakeholder Interviews
 - Discussion Groups
 - Workshops
 - Surveys
 - Grassroots
- Develop draft 10-year plan
- Present draft & final plans
 - July 2024

MARCH 7, 2024
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 7
FDOT BICYCLE/PEDESTRIAN COORDINATOR REPORT

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

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

Recommendation: None, for informational purposes only

Attachment: None

MARCH 7, 2024
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 8
SHERIFF'S OFFICE REPORT- PUBLIC SAFETY

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

Presented by: Charlotte County Sheriff's Office

Discussion: To be determined

Recommendation: None

MARCH 7, 2024
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 9
FY 2023 – FY 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)
DE-OBLIGATION OF (PL) FUNDS/AMENDMENT

Purpose: To recommend the MPO Board consider amending the FY 2022/2023 and FY 2023/2024 Unified Planning Work Program (UPWP) De-Obligation of Federal Highway Administration (FHWA) Metropolitan Planning (PL) Funds/Amendment to the Metropolitan Planning Organization Agreement

Presented by: MPO Staff

Discussion: All MPO's in Florida are required to prepare a two-year Unified Planning Work Program (UPWP) which describes the transportation planning activities for the MPO in narrative form and establishes the MPO budget over a 2-year time period. This 2-year UPWP was approved by the MPO Board at their May 16, 2022 meeting. Federal and State regulations govern the types of activities that are eligible for federal and state funding. MPO staff recommends amending FY 2024 UPWP by deobligating \$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 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.

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.

Recommendation: Motion to recommend the MPO Board amend the current FY 2023/2024 Unified Planning Work Program (UPWP) by de-obligation of PL Funds totaling \$238,531. This will also require amending the Metropolitan Planning Organization Agreement and allow staff to make appropriate minor revisions as recommended by FDOT/FHWA.

Attachments:

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

TASK 4 LONG RANGE TRANSPORTATION PLANNING (LRTP)

Purpose:

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

Previous Work:

- Adopted 2040 Long Range Transportation Plan (LRTP) Update October 2015
- Endorsed Model Validation (Spring 2015)
- Endorsed Goals, Objectives and Socio-Economic Data for 2045 LRTP
- Hazard Mitigation planning element documentation included in the 2040 LRTP Update
- Adopted FDOT District One Regional Planning Model (D1RPM)
- Adopted 2045 LRTP Socio-Economic Data and endorsed 2015 Model Validation Data
- Refined 2045 Socio-Economics Data control totals completed in December 2019
- Refined 2045 D1RPM Model March 2020
- 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 FDOTs Vision Zero safety performance targets.

Required Activities:

- Incorporate the 2020 Validated Network and Socio-Economic Data into the FSUTMS models
- 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 2021 and 2022.
- 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 measure
- Establish performance-based planning in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act/Fixing America’s Surface Transportation (FAST) Act
- Utilize the FDOT District One model for analysis of the existing network as needed
- Coordinate the FDOT District One Consultant to update and validate the 2015 DIRPM model as needed
- Adopt 2050 LRTP by October 3, 2025
- Adopt 2050 Goals and Objectives, Needs Plan and Cost Feasible Plan
- Utilize General Planning Consultant services. - (See Appendix H)

End Products:

- Inclusion of the ETDM process into the overall planning process (Ongoing)
- Refine 2045 LRTP with updated Transportation Performance Measures October 2020
- Refine 2045 LRTP with updated Autonomous, Connected Electric, and Shared (ACES) – October 2020
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of Jan 2022.
- Adopted 2050 LRTP
- Adopted 2050 Goals and Objectives, Needs Plan and Cost Feasible Plan
- 2050 travel demand model.
- Federal Safety Performance targets.

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 - FY 2023	FHWA (PL)	\$98,904	\$40,000
		TOTAL	\$98,904	\$40,000
	Year 2 - FY 2024	FHWA (PL)	\$219,627	\$40,000
		FHWA (SL)	\$ 31,469	
		TOTAL	\$251,096	\$71,469

3-21-24 UPWP de-obligation moving from FY 2023 consultant line \$58,904 and from FY 2024 consultant line \$179,627 adding total of \$238,531 in new FY 2025, Task 4-LRTP consultant line. These monies will be utilized for the production of the LRTP major update.

Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP)					
2023					
Funding Source	FHWA		FHWA		FY 2023 Total
Contract Number	G2813		G2813		
Source Level	PL	Total		Total	
Lookup Name	2023 FHWA G2813 (PL)	FHWA G2813 (Total)		FHWA (Total)	
Personnel (salary and benefits)					
Salaries, Benefits and other deductions	\$ 40,000	-		-	\$ 40,000
Personnel (salary and benefits)	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ 40,000
Consultant					
2050 LRTP Update	\$ -	-		-	\$ -
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ 40,000
2024					
Funding Source	FHWA		FHWA		FY 2024 Total
Contract Number	G2813		G2813		
Source	PL	Total	SL	Total	
Lookup Name	2024 FHWA G2813 (PL)	FHWA G2813 (Total)	2024 FHWA G2813 (SL)	FHWA G2813 (Total)	
Personnel (salary and benefits)					
Salaries, Benefits and other	\$ 40,000	-		-	\$ 40,000
Personnel (salary and benefits)	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ 40,000
Consultant					
2050 LRTP Update	\$ -	-	\$ 31,469	-	\$ 31,469
Consultant Subtotal	\$ -	\$ -	\$ 31,469	\$ 31,469	\$ 31,469
Total	\$ 40,000	\$ 40,000	\$ 31,469	\$ 31,469	\$ 71,469
3-21-24 UPWP de-obligation moving from FY 2023 consultant line \$58,904 and from FY 2024 consultant line \$179,627 adding total of \$238,531 in new FY 2025, Task 4-LRTP consultant line. These monies will be utilized for the production of the LRTP major update.					

Contract	Funding Source	Source Level			FY 2023 Funding Source				FY 2024 Funding Source			
			2023	2024	Soft Match	Federal	State	Local	Soft Match	Federal	State	Local
G2923	CTD	State	\$ 23,887	\$ 25,124	\$ -	\$ -	\$ 23,887	\$ -	\$ -	\$ -	\$ 25,124	\$ -
		CTD G2923 TOTAL	\$ 23,887	\$ 25,124	\$ -	\$ -	\$ 23,887	\$ -	\$ -	\$ -	\$ 25,124	\$ -
	Federal Other	Federal	\$ -	\$ 249,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 249,500	\$ -	\$ -
		Federal Other TOTAL	\$ -	\$ 249,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 249,500	\$ -	\$ -
G2446	FFY 21 FTA 5305(d)	Federal	\$ 48,836	\$ -	\$ 12,209	\$ 48,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		FFY 21 FTA 5305(d) G2446 TOTAL	\$ 48,836	\$ -	\$ 12,209	\$ 48,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G2813	FHWA	PL	\$ 543,671	\$ 629,590	\$ 119,909	\$ 543,671	\$ -	\$ -	\$ 138,859	\$ 629,590	\$ -	\$ -
		SL	\$ -	\$ 31,469	\$ -	\$ -	\$ -	\$ -	\$ 6,940.62	\$ 31,469	\$ -	\$ -
		FHWA G2813 TOTAL	\$ 543,671	\$ 661,059	\$ 119,909	\$ 543,671	\$ -	\$ -	\$ 145,799	\$ 661,059	\$ -	\$ -
	FHWA		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		FHWA TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	FTA 5307	Federal	\$ 39,418	\$ 300,000	\$ -	\$ 39,418	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -
		FTA 5307 TOTAL	\$ 39,418	\$ 300,000	\$ -	\$ 39,418	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -
	Local	Local	\$ 12,717	\$ 75,217	\$ -	\$ -	\$ -	\$ 12,717	\$ -	\$ -	\$ -	\$ 75,217
		Local TOTAL	\$ 12,717	\$ 75,217	\$ -	\$ -	\$ -	\$ 12,717	\$ -	\$ -	\$ -	\$ 75,217
TOTAL			\$ 668,529	\$ 1,310,900	\$ 132,118	\$ 631,925	\$ 23,887	\$ 12,717	\$ 145,799	\$ 1,210,559	\$ 25,124	\$ 75,217
<p>3-21-24 UPWP de-obligation moving from FY 2023 consultant line \$58,904 and from FY 2024 consultant line \$179,627 adding total of \$238,531 in new FY 2025, Task 4-LRTP consultant line. These monies will be utilized for the production of the LRTP major update.</p>												

**Agency Participation
March 21, 2024**

Funding Source	CTD G2923		Federal Other	Y 21 FTA 5305 G2446	FHWA G2813		FTA 5307		Local	
Contract	2023	2024	2024	2023	2023	2024	2023	2024	2023	2024
Fiscal Year	2023	2024	2024	2023	2023	2024	2023	2024	2023	2024
Total Budget	\$ 23,887	\$ 25,124	\$ 249,500	\$ 48,836	\$ 543,671	\$ 661,059	\$ 39,418	\$ 300,000	\$ 12,717	\$ 75,217
Task 1 ADMINISTRATION										
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ 230,132	\$ 238,244	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ -	\$ -	\$ 5,500	\$ 5,500	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ 82,469	\$ 80,669	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ 2,627	\$ 2,427	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ 500	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ 321,228	\$ 327,340	\$ -	\$ -	\$ -	\$ -
Task 2 DATA COLLECTION, ANALYSIS AND MAPPING										
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ 35,000	\$ 55,519	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ 10,952	\$ 39,048	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ 45,952	\$ 94,567	\$ -	\$ -	\$ -	\$ -
Task 3 PUBLIC PARTICIPATION PLAN (PPP)										
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ 13,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ 13,000	\$ -	\$ -	\$ -	\$ -
Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP)										
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,469	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 71,469	\$ -	\$ -	\$ -	\$ -
Task 5 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)										
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -
Task 6 SPECIAL PROJECT PLANNING										
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ 249,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,500
Sub Total	\$ -	\$ -	\$ 249,500	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 62,500
Task 7 REGIONAL PLANNING AND COORDINATION										
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ 12,000	\$ 12,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ 12,000	\$ 12,000	\$ -	\$ -	\$ -	\$ -
Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING										
Personnel (salary and benefits)	\$ 23,887	\$ 25,124	\$ -	\$ 46,806	\$ 52,691	\$ 84,183	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,418	\$ 300,000	\$ -	\$ -
Travel	\$ -	\$ -	\$ -	\$ 1,080	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ -	\$ 950	\$ 2,300	\$ 2,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 23,887	\$ 25,124	\$ -	\$ 48,836	\$ 56,491	\$ 87,683	\$ 39,418	\$ 300,000	\$ -	\$ -
Task 9 AGENCY EXPENDITURE USING LOCAL FUNDS										
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,667	\$ 10,667
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700	\$ 700
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,350	\$ 1,350
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,717	\$ 12,717
TOTAL PROGRAMMED	\$ 23,887	\$ 25,124	\$ 249,500	\$ 48,836	\$ 543,671	\$ 661,059	\$ 39,418	\$ 300,000	\$ 12,717	\$ 75,217

3-21-24 UPWP de-obligation moving from FY 2023 consultant line \$58,904 and from FY 2024 consultant line \$179,627 adding total of \$238,531 in new FY 2025, Task 4-LRTP consultant line. These monies will be utilized for the production of the LRTP major update.

**AMENDMENT TO THE
METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

Financial Project No.: <u>439316-4-14-01</u> <u>and 439316-4-14-02</u> (item-segment-phase-sequence)	Fund: <u>PL and SL</u> Function: <u>615 and 215</u> Federal Award Project No.: <u>0408-060-</u> <u>M</u>	FLAIR Approp.: <u>088854</u> FLAIR Obj.: <u>780000</u> Org. Code: <u>55012010130</u> Vendor No.: <u>F596000541056</u>
Contract No.: <u>G2813</u>	MPO SAM No.: <u>CAF5J662SND5</u>	
CFDA Number & Title: <u>20.205 Highway Planning and Construction</u>		

THIS AMENDMENT TO THE METROPOLITAN PLANNING ORGANIZATION AGREEMENT (Amendment) is made and entered into on this day of , 2023 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 25550 Harbor View Road, Suite 4, Port Charlotte FL 33980 and whose System for Award Management (SAM) Number is: CAF5J662SND5 (collectively the “parties”).

RECITALS

WHEREAS, the Department and the MPO on May 16, 2022 entered into a Metropolitan Planning Organization Agreement (Agreement), whereby the Department passed through Federal funds to the MPO to assist the MPO in performing transportation planning activities set forth in its Unified Planning Work Program (UPWP).

WHEREAS, the Parties have agreed to modify the Agreement on the terms and conditions set forth herein.

NOW THEREFORE, in consideration of the mutual covenants in this Amendment, the Agreement is amended as follows:

1. Paragraph 4 of the Agreement is amended to reflect:

Project Cost: The total budgetary ceiling for the Project is currently at: \$1,443,261.00. Once it is fully executed, this de-obligation Amendment will reduce the budgetary ceiling down to: \$1,204,730. 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 7, 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
439316-4-14-01 FY2023 PL	\$641,623.00
439316-4-14-01 FY2024 PL	\$770,169.00
439316-4-14-01 DE obligation	(\$238,531.00)
439316-4-14-02 FY2024 SL	\$31,469.00

- Exhibit A (Scope of Work) of the Agreement is amended as follows: the total PL funds received for FY23 and FY24 total \$ 1,411,792.00 PL Funds – This Amendment is to “De-Obligate” a total of \$ 238,531.00 of PL funds from the total, with a remaining PL amount of \$1,173,261.00 . This amendment is fully described in the attached UPWP Revision Form # 4. Task #4-Long Range Transportation Planning (LRTP) – (\$238,531.00);. The MPO is conducting a Major Update to their 2050 LRTP. This will be taken for approval at the March 18, 2024 MPO Board Meeting.This amendment is more fully described in the attached UPWP Revision Form #4.

Except as modified, amended, or changed by this Amendment, all of the terms and conditions of the Agreement and any amendments thereto shall remain in full force and effect.

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 Metropolitan Planning Organization

MPO Name

Christopher G. Constance, MD

District Secretary

Signatory (Printed or Typed)

Department of Transportation

Signature

Signature

MPO Chairman

Senior Attorney

Title

Title

^{DS}
DC

02/15/2024 | 9:25

Legal Review

MPO

Legal Review

Department of Transportation



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 2023 – FY 2024

Amended 3/21/2024

Revision Number: Revision 4

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
Title and District

Signature

5/13/2024

AGENDA ITEM # 10

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

Purpose: To recommend the MPO Board approve the Draft Fiscal Year 2024/2025 – FY 2025/2026 Unified Planning Work Program (UPWP)/Metropolitan Planning Organization Agreement and MPO Staff will forward to appropriate reviewing agencies.

Agenda Item Presented by: MPO Staff

Discussion: 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 action needed. This agenda item defines the MPO budget for two years using funds from state, federal and local sources.

Recommendation: Recommend the MPO Board approve the Draft FY 2024/2025– FY 2025/2026 UPWP/Metropolitan Planning Organization Agreement for MPO staff to forward to appropriate reviewing agencies. Per comments and recommendations, MPO staff is allowed to make appropriate revisions accordingly.

Attachment: Draft FY 2024/2025 through FY 2025/2026 UPWP/Metropolitan Planning Organization Agreement

Unified Planning Work Program

Charlotte County-Punta Gorda Metropolitan Planning Organization
25550 Harbor View Road, Suite 4, 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-0408-060-M
FDOT Financial Project Number – 439316-5-14-01 – PL Funds
FDOT Financial Project Number – 439316-5-14-02 – 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 or contact Wendy W. Scott with the Charlotte County-Punta Gorda MPO at 941-883-3535 or by email at 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



JARED W. PERDUE, P.E.
SECRETARY

605 Suwannee Street
Tallahassee, FL 32399-0450

Cost Analysis Certification

Charlotte County-Punta Gorda MPO

Unified Planning Work Program - FY 2025-FY 2026

Adopted: 5/13/2024

Revision Number: Initial Adoption

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

Name: Pamela Barr

Community Liaison, District 1
Title and District

Signature

Resolution



RESOLUTION NUMBER 2024-01

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

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

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

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

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

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

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

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

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

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

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

PASSED AND DULY ADOPTED this 20th day of May 2024.
 CHARLOTTE COUNTY-PUNTA GORDA
 METROPOLITAN PLANNING ORGANIZATION

 Christopher G. Constance, MD, Chairman

ATTEST:

APPROVED AS TO FORM
 AND LEGAL SUFFICIENCY

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

By: 
 Janette S. Knowlton, County Attorney
 LR24-0152

R4D2

Acronyms used in this UPWP

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

AADT Average Annual Daily Traffic

[AARP](#) American Association of Retired Persons

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

[ADA](#) Americans with Disabilities Act

ADS Autonomous Driving System

AER Annual Expenditure Report

[AHCA](#) Agency for Health Care Administration

AI Artificial Intelligence

[AMPO](#) Association of Metropolitan Planning Organizations

APR Annual Performance Report

[APTA](#) American Public Transit Association

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

ATMS Automatic Traffic Management System

AV Autonomous Vehicles

[BCC](#) Board of County Commissioners

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

[BPAC](#) Bicycle/Pedestrian Advisory Committee

BMS Bridge Management System

[CAC](#) Citizens Advisory Committee

CAMP Corridor Access Management Plan

CAP Commuter Assistance Program

[CCAA](#) Charlotte County Airport Authority

CCC Continuing, Comprehensive and Cooperative Planning Process

CDMS Crash Data Management System

[CFR](#) Code of Federal Regulations

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

CHHT Charlotte Harbor Heritage Trails Master Plan

[CHIP](#) Community Health Improvement Plan

[CIA](#) Community Impact Assessment

CIP Capital Improvements Program

[CMAQ](#) Congestion Mitigation Air Quality

[CMP](#) Congestion Management Process

CMS Congestion Management System

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

<u>FPTA</u>	Florida Public Transportation Association	IT	Information Technology
FM	Financial Management	ITS	Intelligent Transportation System
<u>FSUTMS</u>	Florida Standard Urban Transportation Model Structure	IVHS	Intelligent Vehicle Highway Systems
<u>FS</u>	Florida Statutes	JARC	Job Access Reverse Commute
<u>FTA</u>	Federal Transit Administration	JPA	Joint Participation Agreement
<u>FTC</u>	Florida Transportation Commission	LAP	Local Area Program
<u>FTP</u>	Florida Transportation Plan	<u>LCB</u>	Local Coordinating Board
FY	Fiscal Year	LEP	Limited English Proficiency
GIS	Geographic Information Systems	LIDAR	Light Detection and Radar
GPC	General Planning Consultant	LOS	Level of Service
HOA	Homeowners Association	LRT	Light Rail Transit
HOV	High Occupancy Vehicle Lanes	<u>LRTP</u>	Long Range Transportation Plan
HP&R/D	Highway Planning and Research/Department also known as state “D” funds	<u>MAP-21</u>	Moving Ahead for Progress in the 21 st Century
HSR	High Speed Rail	MOA	Memorandum of Agreement
ICAR	Intergovernmental Coordination and Review	MOE	Measurement of Effectiveness
IIJA	Infrastructure Investment and Jobs Act (IIJA)	MPA	Metropolitan Planning Area
IMS	Intermodal Management System	<u>MPO</u>	Metropolitan Planning Organization
ISTEA	Intermodal Surface Transportation Efficiency Act	<u>MPOAC</u>	Metropolitan Planning Organization Advisory Council
		MPM	Mobility Performance Measures

MSTU	Municipal Service Tax Unit	RTAP	Rural Transit Assistance Plan
<u>MTP</u>	Metropolitan Transportation Plan	RTCA	Rivers, Trails, and Conservation Assistance Program
<u>NEPA</u>	National Environmental Policy	RTP	Regional Transportation Plan
NHS	National Highway System	R/W or ROW	Right of Way
<u>NPS</u>	National Park Service	<u>SAFETEA-LU</u>	Safe, Accountable, Flexible, Efficient, Transportation Equity Act-A Legacy for Users
<u>NTSB</u>	National Transportation Safety Board	SCAT	Sarasota County Area Transit
OPA	Official Planning Agency	SGA	State of Good Repair
PD&E	Project Development and Environmental Study	SIS	Strategic Intermodal System
P+R	Park and Ride	SMS	Safety Management System
PE	Preliminary Engineering (Design)	SPR	State Planning and Research
PEA	Planning Emphasis Area	SR	State Route
PL	FHWA Metropolitan Planning Funds	SRTS	Safe Routes to School
PMS	Pavement Management System	STIP	Statewide Transportation Improvement Program
PPE	Public Participation Element	STP	Surface Transportation Program
PPP	Public Participation Plan	STTF	State Transportation Trust Fund
RFLI	Request for Letters of Interest	<u>SWFRPC</u>	Southwest Florida Regional Planning Council
RFP	Request for Proposals	SWFTI	Southwest Florida Transportation Initiative
RPC	Regional Planning Council	<u>TAC</u>	Technical Advisory Committee
RSF	Regionally Significant Facility		

TAM	Transit Asset Management	TOD	Transit Oriented Development
TAMP	Transportation Asset Management Plan	TOP	Transportation Outreach Program
TAZ	Traffic Analysis Zone	TPO	Transportation Planning Organization
TD	Transportation Disadvantaged	TRB	Transportation Research Board
TDM	Transportation Demand Management	<u>TRIP</u>	Transportation Regional Incentive Program
<u>TDP</u>	Transit Development Plan	TSM	Transportation System Management
<u>TDSP</u>	Transportation Disadvantaged Service Plan	TTF	Transit Task Force
TPM	Transportation Performance Management	<u>UPWP</u>	Unified Planning Work Program
T/E	Trip and Equipment	<u>USC</u>	United States Code
TE	Transportation Enhancement	<u>USBC</u>	United States Bureau of the Census
<u>TEA-21</u>	Transportation Equity Act for the 21 st Century	<u>USDOT</u>	United States Department of Transportation
TIGER	Transportation Investment Generating Economic Recovery	UZA	Urbanized Area
TIM	Traffic Incident Management	VMT	Vehicle Miles Traveled
<u>TIP</u>	Transportation Improvement Program	VPD	Vehicles per Day
TMA	Transportation Management Area	YOE	Year of Expenditure

Introduction

Definition of the MPO Unified Planning Work Program

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

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

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

Comprehensive Transportation Planning Activities

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

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

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

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

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

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

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

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

Statement of CPG Participation

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

Soft Match Definition

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

Local Planning Priorities

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

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

Air Quality Planning Activities

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

Transit Planning

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

Public Participation including Title VI and Title VIII

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

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

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

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

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

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

Organization & Management

The MPO Board Membership:

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

Non-Voting Advisory Member

Florida Department of Transportation	District One Secretary L.K. Nandam
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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.

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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
18500 Murdock Circle, Building B #200
Port Charlotte, Florida 33980-2503
Tel: (941) 883-3535 Fax: (941) 883-3534
Website: www.ccpgmpo.gov
Email: office@ccpgmpo.gov

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

Task 1 Administration

Purpose:

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

Previous Work:

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

Required Activities: MPO staff will provide the following services:

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

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

End Products:

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

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

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 - FY 2025	FHWA (PL)	<u>\$ 292,182</u>
		TOTAL	\$ 292,182
	Year 2 – FY 2026	FHWA (PL)	<u>\$337,378</u>
		TOTAL	\$337,378

Task 1 ADMINISTRATION			
2025			
Funding Source	FHWA		FY 2025 Total
Contract Number	xxxxxx		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2025 FHWA xxxxxx (PL)	FHWA xxxxxx (Total)	
Personnel (salary and benefits)			
Salaries, Benefits and other deduction	\$ 194,363	-	\$ 194,363
Personnel (salary and benefits)	\$ 194,363	\$ 194,363	\$ 194,363
Travel			
Employees and MPO Board Members travel on Charlotte County business including conferences, seminars, public meetings, MPOAC meetings, etc. as well as any in county and outside the County mileage	\$ 4,000	-	\$ 4,000
MPO Board and Committees costs related to MPO meeting travels	\$ 1,500	-	\$ 1,500
Travel Subtotal	\$ 5,500	\$ 5,500	\$ 5,500
Direct Expenses			
Governmental Indirect Cost: These services include Attorney Services, IT Support, HR, Fleet services, Finance, Fiscal Purchasing & other support services provided by Charlotte County for Charlotte MPO	\$ 44,847	-	\$ 44,847
MPO Self Insurance Costs	\$ 1,172	-	\$ 1,172
Building Lease-Rent/Storage Cost/moving expense	\$ 25,000	-	\$ 25,000
Subscriptions - newspapers, MPO website updates, improvements/maintenance, books & publication	\$ 2,500	-	\$ 2,500
Advertising Costs-Boards, Committee meetings, committee vacancies, PPP, LRTP, TIP, job vacancies, etc.	\$ 2,500		\$ 2,500
Postage and Freight Costs	\$ 2,000		\$ 2,000
Janitorial Cleaning Services Costs	\$ 800		\$ 800
Printing and Binding /Other Changes & Obligation	\$ 500		\$ 500
Equipment Leases/overage costs for copier	\$ 4,500		\$ 4,500
Gas/Oil/Lubricants	\$ 700		\$ 700
Repair/Maintenance -Building			\$ -
Educational Expenses-staff training, sponsorship, training registration, continue education	\$ 2,000		\$ 2,000
Communication -cell phone	\$ 800		\$ 800
R/M Equipment/vehicle	\$ 2,000		\$ 2,000
Direct Expenses Subtotal	\$ 89,319	\$ 89,319	\$ 89,319
Supplies			
Departmental/Office Supplies	\$ 2,000	-	\$ 2,000
Supplies Subtotal	\$ 2,000	\$ 2,000	\$ 2,000
Equipment			
Peripherals Equipment	\$ 1,000	-	\$ 1,000
Equipment Subtotal	\$ 1,000	\$ 1,000	\$ 1,000
Total	\$ 292,182	\$ 292,182	\$ 292,182

2026			
Funding Source	FHWA		FY 2026 Total
Contract Number	xxxxxx		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2026 FHWA xxxxxx (PL)	FHWA xxxxxx (Total)	
Personnel (salary and benefits)			
Salaries, Benefits and other deduction	\$ 240,859	-	\$ 240,859
Personnel (salary and benefits)	\$ 240,859	\$ 240,859	\$ 240,859
Travel			
Employees and MPO Board Members travel on Charlotte County business including conferences, seminars, public meetings, MPOAC meetings, etc. as well as any in county and outside the County mileage	\$ 4,000	-	\$ 4,000
MPO Board and Committees costs related to MPO meeting travels	\$ 1,500	-	\$ 1,500
Travel Subtotal	\$ 5,500	\$ 5,500	\$ 5,500
Direct Expenses			
Governmental Indirect Cost: These services include Attorney Services, IT Support,HR, Fleet services, Finance, Fiscal Purchasing & other support services provided by Charlotte County for Charlotte MPO	\$ 44,847	-	\$ 44,847
MPO Self Insurance Costs	\$ 1,172	-	\$ 1,172
Building Lease-Rent/Storage Cost/moving Expenses	\$ 23,700		\$ 23,700
Subcriptions - newspapers, MPO website updates, improvements/maintenance, books & publication	\$ 2,550		\$ 2,550
Advertising Costs-Boards, Committee meetings, committee vacancies, PPP, LRTP, TIP, job vacancies,etc.	\$ 2,000		\$ 2,000
Postage and Freight Costs	\$ 2,000		\$ 2,000
Janitorial Cleaning Services Costs	\$ 850		\$ 850
Printing and Binding /Other Charges & Obligation	\$ 800		\$ 800
Equipment Leases/overage costs for copier	\$ 4,500		
Gas/Oil/Lubricants	\$ 700		\$ 700
Repair/Maintenance -Building			\$ -
Educational Expenses-staff training,sponsorship, training registration, continue education	\$ 2,000		\$ 2,000
Communication -cell phone	\$ 900		\$ 900
R/M Equipment/vehicle	\$ 2,000	-	\$ 2,000
Direct Expenses Subtotal	\$ 88,019	\$ 88,019	\$ 88,019
Supplies			
Departmental/Office Supplies	\$ 2,000	-	\$ 2,000
Supplies Subtotal	\$ 2,000	\$ 2,000	\$ 2,000
Equipment			
Peripherals Equipment	\$ 1,000	-	\$ 1,000
Equipment Subtotal	\$ 1,000	\$ 1,000	\$ 1,000
Total	\$ 337,378	\$ 337,378	\$ 337,378

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 2024/2025 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 DIRPM 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
- 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 (DIRPM) for regional transportation modeling as needed
- PTV Vissim transportation model scenarios as required throughout FY 2022 and FY 2023 target completion September 2023
- Prioritize lists of projects addressing congestion management in 2022 and 2023, target completion July

2022 and July 2023

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

End Products:

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

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources: Year 1 – FY 2025 FHWA (PL) \$42,000
TOTAL **\$42,000**

Year 2 – FY 2026 FHWA (PL) \$42,000
TOTAL **\$42,000**

DRAFT

Task 2 DATA COLLECTION, ANALYSIS AND MAPPING			
2025			
Funding Source	FHWA		FY 2025 Total
Contract Number	xxxxxx		
Source Level	PL	Total	
Lookup Name	2025 FHWA xxxxxx (PL)	FHWA xxxxxx (Total)	
Personnel (salary and benefits)			
Salaries, benefits and other deductions	\$ 42,000	-	\$ 42,000
Personnel (salary and benefits)	\$ 42,000	\$ 42,000	\$ 42,000
Consultant			
Consultant Subtotal	\$ -	\$ -	\$ -
Total	\$ 42,000.00	\$ 42,000	\$ 42,000
2026			
Funding Source	FHWA		FY 2026 Total
Contract Number	xxxxxx		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2026 FHWA xxxxxx (PL)	FHWA xxxxxx (Total)	
Personnel (salary and benefits)			
Salaries, benefits and other deductions	\$ 42,000	-	\$ 42,000
Personnel (salary and benefits) Subtotal	\$ 42,000	\$ 42,000	\$ 42,000
Consultant			
Consultant Subtotal	\$ -	\$ -	\$ -
Total	\$ 42,000.00	\$ 42,000	\$ 42,000.00

Task 3 Public Participation Plan

Purpose:

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

Previous Work:

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

Required Activities:

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

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

End Products

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

Responsible Agency: Charlotte County-Punta Gorda MPO

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

Task 4 Long Range Transportation Plan (LRTP)

Purpose:

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

Previous Work:

- Adopted 2040 Long Range Transportation Plan (LRTP) Update October 2015
- Endorsed Model Validation (Spring 2015)
- Endorsed Goals, Objectives and Socio-Economic Data for 2045 LRTP
- Hazard Mitigation planning element documentation included in the 2040 LRTP Update
- Adopted FDOT District One Regional Planning Model (D1RPM)
- Adopted 2045 LRTP Socio-Economic Data and endorsed 2015 Model Validation Data
- Refined 2045 Socio-Economics Data control totals completed in December 2019
- Refined 2045 D1RPM Model March 2020
- Adopted 2050 Socio-Economics Data by the MPO Board in December 2023
- Validated 2015 District One Regional Planning Model (DIRPM) – November 2020
- Three signed GPC contracts.
- Amendments to the 2045 LRTP as needed
- Adopt 2045 LRTP - October 2020
- Updated 2045 computerized transportation planning model (FSUTMS) for traffic impact and alternative analysis
- Adopted 2020 FDOTs 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 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 measures
- Establish performance-based planning in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act/Fixing America's Surface Transportation (FAST) Act
- Utilize the FDOT District One model for analysis of the existing network as needed
- Coordinate the FDOT District One Consultant to update and validate the 2015 DIRPM model as needed.
- Adopt 2050 LRTP by October 3, 2025
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of Jan 2022
- Utilize General Planning Consultant services. - (See Appendix H)

End Products:

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

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 - FY 2025	FHWA (PL)	\$328,531
		FHWA (SL)	<u>\$ 80,000</u>
		TOTAL	\$408,531
	Year 2 - FY 2026	FHWA (PL)	<u>\$50,000</u>
		TOTAL	\$50,000

Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP)

2025					
Funding Source	FHWA			FY 2025 Total	
Contract Number	xxxxxx				
Source Level	PL	SL	Total		
Lookup Name	2025 FHWA xxxxxx (PL)	2025 FHWA xxxxxx (SL)	FHWA xxxxxx (Total)		
Personnel (salary and benefits)					
Salaries, Benefits and other deductions	\$ 50,000			-	\$ 50,000
Personnel (salary and benefits)	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000
Consultant					
2050 LRTP Update	\$ 278,531	\$ 80,000		-	\$ 358,531
Consultant Subtotal	\$ 278,531	\$ 80,000	\$ -	\$ 358,531	\$ 358,531
Total	\$ 328,531	\$ 80,000	\$ -	\$ 408,531	\$ 408,531

2026					
Funding Source	FHWA			FY 2026 Total	
Contract Number	xxxxxx				
Source	PL		Total		
Lookup Name	2026 FHWA xxxxxx (PL)		FHWA xxxxxx (Total)		
Personnel (salary and benefits)					
Salaries, Benefits and other	\$ 30,000			-	\$ 30,000
Personnel (salary and benefits)	\$ 30,000	\$ -	\$ -	\$ 30,000	\$ 30,000
Consultant					
2050 LRTP Update	\$ 20,000			-	\$ 20,000
Consultant Subtotal	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
Total	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000

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 utilize in producing the 2050 LRTP update.

Task 5 Transportation Improvement Program (TIP)

Purpose:

Develop Transportation Improvement Programs (TIP) for FY 2021/2022 and 2022/2023 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 FDOTs statewide Highway Safety Improvement Program (HSIP) interim safety performance measures and FDOT's 2018 safety targets as MPOs vision zero targets
- FY 2021/2022 through 2025/2026 Transportation Improvement Programs (TIP) adopted by May 2021
- FY 2022/2023 through 2026/2027 Transportation Improvement Programs (TIP) adopted by May 2022
- FY 2023/2024 through 2027/2028 Transportation Improvement Programs (TIP) adopted by May 2023
- Project Priorities Lists for FY 2022/2023 and FY 2023/2024 in May 2022 and May 2023 respectively
- FDOT Tentative Work Programs for FY 2022/2027 and FY 2023/2028 to be reviewed by MPO Board by December 2021 and December 2022 respectively
- Amendments to the Transportation Improvement Program (TIP) as needed
- Performance based planning incorporated in TIP in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act/Fixing America's Surface Transportation (FAST) Act adopted by May 2021 and May 2022 respectively
- Update FDOT performance measures and safety targets in FY 2022/2023 through 2026/2027 TIP and FY 2023/2024 through 2027/2028 TIP adopted by May 2022 and May 2023 respectively

Required Activities:

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

- Establish performance-based planning in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act
- Coordinate TIP Amendments with FDOT, the City of Punta Gorda and Charlotte County, as required
- Review recommended TIP Amendments with FDOT, TAC, CAC and BPAC while obtaining public input through the Committee process as needed
- Coordinate with Charlotte County and City of Punta Gorda in developing 2022 and 2023 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 20500 LRTP Update as needed
- Maintain the Congestion Management System (CMS) per Federal transportation legislation, FDOT and local agency requirements (annually)
- 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
- Utilize the FDOT's safety-related performance measures targets and report progress for all five performance measures targets
- Continue to support FDOT statewide Highway Safety Improvement Program (HSIP) interim safety performance measures and FDOT's 2020 safety targets, which set the target at "0" for each performance measure
- Utilize a General Planning Consultant services as needed

End Products:

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

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 – FY 2025	FHWA (PL)	\$ <u>30,000</u>
		TOTAL	\$ 30,000
	Year 2 – FY 2026	FHWA (PL)	\$ <u>30,000</u>
		TOTAL	\$ 30,000

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 by-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 2022
- 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 Street and Roads for All (SS4All) 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

End Products:

- 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
- CTST coordination and participation (bi-monthly)
- BPAC coordination and participation (quarterly)
- Three signed GPC contracts
- Final report for the Charlotte County Comprehensive Safety Action Plan – March 2025

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

Funding Sources:	Year 1 – FY 2025	FHWA (PL)	\$25,000
	Year 1 – FY 2025	FEDERAL (SS4A)	\$249,500
	Year 1 – FY 2025	LOCAL (SS4A)	<u>\$62,500</u>
		TOTAL	\$337,000
	Year 2 – FY 2026	FHWA (PL)	<u>\$ 25,000</u>
		TOTAL	\$ 25,000

Task 6: Estimated Budget Detail For “Planning Task”

Task 6 SPECIAL PROJECT PLANNING							
2025							
Funding Source	FHWA		Federal Other				FY 2025 Total
Contract Number	xxxxxx						
Source Level	PL	Total	Federal	Total		Total	
Lookup Name	2025 FHWA xxxxxx (PL)	FHWA xxxxxx (Total)	2025 Federal Other (Federal)	Federal Other (Total)		(Total)	
Personnel (salary and benefits)							
Salaries, Benefits and other deductions	\$ 25,000	-		-		-	\$ 25,000
Personnel (salary and benefits) Subtotal	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000
Total	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000
2026							
Funding Source	FHWA		Federal Other		Local		FY 2026 Total
Contract Number	xxxxxx						
Source	PL	Total	Federal	Total	Local	Total	
MPO Budget Reference							
Lookup Name	2026 FHWA xxxxxx (PL)	FHWA xxxxxx (Total)	Other (Federal)	Federal Other (Total)	2026 Local (Local)	Local (Total)	
Personnel (salary and benefits)							
Salaries, Benefits and other	\$ 25,000	-		-		-	\$ 25,000
		-		-		-	\$ -
Personnel (salary and benefits) Subtotal	\$ 25,000	\$ 25,000		\$ -	\$ -	\$ -	\$ 25,000
Consultant							
Charlotte County Comprehensive Action Plan		-	\$ 249,500	-	\$ 62,500	-	\$ 312,000
		-		-		-	\$ -
Consultant Subtotal	\$ -	\$ -	\$ 249,500	\$ 249,500	\$ 62,500	\$ 62,500	\$ 312,000
Total	\$ 25,000	\$ 25,000	\$ 249,500	\$ 249,500	\$ 62,500	\$ 62,500	\$ 337,000

	FY 2025 & 2026 TOTAL
Personnel (salary and benefits)	\$ 50,000
Consultant	\$ 312,000
Total	\$ 362,000

Task 7 Regional Planning and Coordination

Purpose:

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

Previous Work:

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

Required Activities:

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

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

End Products:

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

Responsible Agency: Charlotte County-Punta Gorda MPO

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

Task 8 Transit & Transportation Disadvantaged (TD) Planning

Purpose:

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

Previous Work:

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

Required Activities:

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

Develop LCB Grievance Procedures – November 2024 and November 2025

End Products:

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

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 – FFY 2025	FHWA (PL)	\$ 82,845
	Year 1 – FY 2025	FTA Section 5307(County)	\$ 306,946
	Year 1 – FY 2025	TD Planning Grant	\$ 26,380
		TOTAL	\$417,171
	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	\$ 26,380
		TOTAL	\$157,254

Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING									
2025									
Funding Source	FHWA			CTD		FTA 5307			FY 2025 Total
Contract Number	xxxxx			xxxxx		xxxxx			
Source Level	Federal	Total	PL	Total	State	Total	Federal	Total	
Lookup Name	2025 (Federal)	(Total)	2025 FHWA xxxxx (PL)	FHWA xxxxxx (Total)	2025 CTD xxxxxx (State)	CTD xxxxxx (Total)	2025 FTA 5307 xxxxx (Federal)	FTA 5307 xxxxx (Total)	
Personnel (salary and benefits)									
Salaries, Benefits and other deductions	\$ -	-	\$ 79,445	-	\$ 26,380	-		-	\$ 105,825
Personnel (salary and benefits)	\$ -	\$ -	\$ 79,445	\$ 79,445	\$ 26,380	\$ 26,380	\$ -	\$ -	\$ 105,825
Consultant									
TDP Major Update/Progress Report		-		-		-	\$ 306,946	-	\$ 306,946
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 306,946	\$ 306,946	\$ 306,946
Travel									
Travel for Staff and LCB Board Member for trainings, meetings and conference	\$ -	-	\$ 1,500	-		-		-	\$ 1,500
Travel Subtotal	\$ -	\$ -	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Direct Expenses									
Advertising Costs	\$ -	-	\$ 1,000	-		-		-	\$ 1,000
Registrations, training and conference	\$ -	-	\$ 900	-		-		-	\$ 900
Direct Expenses Subtotal	\$ -	\$ -	\$ 1,900	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ 1,900
Total	\$ -	\$ -	\$ 82,845	\$ 82,845	\$ 26,380	\$ 26,380	\$ 306,946	\$ 306,946	\$ 416,171
2026									
Funding Source	FHWA			CTD		FTA 5307			FY 2026 Total
Contract Number	xxxxx			xxxxx		xxxxx			
Source	PL	Total	State	Total	Federal	Total		Total	
Lookup Name	2026 FHWA xxxxx (PL)	FHWA xxxxxx (Total)	2026 CTD xxxxxx (State)	CTD xxxxxx (Total)	2026 FTA 5307 xxxxx (Federal)	FTA 5307 xxxxx (Total)		(Total)	
Personnel (salary and benefits)									
Salaries, benefits and other deductions	\$ 79,445	-	\$ 26,380	-		-		-	\$ 105,825
Personnel (salary and benefits)	\$ 79,445	\$ 79,445	\$ 26,380	\$ 26,380	\$ -	\$ -	\$ -	\$ -	\$ 105,825
Consultant									
TDP Major Update/Progress Report		-		-	\$ 48,029	-	\$ -	-	\$ 48,029
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 48,029	\$ 48,029	\$ -	\$ -	\$ 48,029
Travel									
Travel for Staff and LCB Board Member for trainings, meetings and conference	\$ 1,500	-		-		-		-	\$ 1,500
Travel Subtotal	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Direct Expenses									
Advertising Costs	\$ 1,000	-		-		-		-	\$ 1,000
Registrations, training and conference	\$ 900	-		-		-		-	\$ 900
Direct Expenses Subtotal	\$ 1,900	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,900
Total	\$ 82,845	\$ 82,845	\$ 26,380	\$ 26,380	\$ 48,029	\$ 48,029	\$ -	\$ -	\$ 157,254

Task 9 Agency Expenditures Using Local Funds

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

Required Activities:

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

End Products:

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

Responsible Agency: Charlotte County-Punta Gorda MPO

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

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

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

Table 1: Agency Participation Table FY 2025- FY2026

**Agency Participation
March 21, 2024**

Funding Source	CTD XXXXX		Federal Other	FHWA XXXXX		FTA 5307 XXXXX		Local	
Contract	XXXXX			XXXXX		XXXXX		XXXXX	
Fiscal Year	2025	2026	2026	2025	2026	2025	2026	2025	2026
Total Budget	\$ 26,380	\$ 26,380	\$ 249,500	\$ 919,558	\$ 606,223	\$ 306,946	\$ 48,029	\$ 16,569	\$ 79,069
Task 1 ADMINISTRATION									
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ 194,363	\$ 240,859	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ -	\$ 5,500	\$ 5,500	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ -	\$ 89,319	\$ 88,019	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ 292,182	\$ 337,378	\$ -	\$ -	\$ -	\$ -
Task 2 DATA COLLECTION, ANALYSIS AND MAPPING									
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ 42,000	\$ 42,000	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ 42,000	\$ 42,000	\$ -	\$ -	\$ -	\$ -
Task 3 PUBLIC PARTICIPATION PLAN (PPP)									
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -
Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP)									
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ 50,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ 358,531	\$ 20,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ 408,531	\$ 50,000	\$ -	\$ -	\$ -	\$ -
Task 5 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)									
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -
Task 6 SPECIAL PROJECT PLANNING									
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ 249,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,500
Sub Total	\$ -	\$ -	\$ 249,500	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 62,500
Task 7 REGIONAL PLANNING AND COORDINATION									
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ 19,000	\$ 19,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ 19,000	\$ 19,000	\$ -	\$ -	\$ -	\$ -
Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING									
Personnel (salary and benefits)	\$ 26,380	\$ 26,380	\$ -	\$ 79,445	\$ 79,445	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 306,946	\$ 48,029	\$ -	\$ -
Travel	\$ -	\$ -	\$ -	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ -	\$ 1,900	\$ 1,900	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 26,380	\$ 26,380	\$ -	\$ 82,845	\$ 82,845	\$ 306,946	\$ 48,029	\$ -	\$ -
Task 9 AGENCY EXPENDITURE USING LOCAL FUNDS									
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,450	\$ 13,450
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700	\$ 700
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,419	\$ 2,419
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,569	\$ 16,569
TOTAL PROGRAMMED	\$ 26,380	\$ 26,380	\$ 249,500	\$ 919,558	\$ 606,223	\$ 306,946	\$ 48,029	\$ 16,569	\$ 79,069

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.

Table 2: Agency Funding Source Table FY 2025 - FY2026

Funding Source
March 21, 2024

Contract	Funding Source	Source Level			FY 2025 Funding Source				FY 2026 Funding Source			
			2025	2026	Soft Match	Federal	State	Local	Soft Match	Federal	State	Local
XXXXX	CTD	State	\$ 26,380	\$ 26,380	\$ -	\$ -	\$ 26,380	\$ -	\$ -	\$ -	\$ 26,380	\$ -
		CTD XXXXX TOTAL	\$ 26,380	\$ 26,380	\$ -	\$ -	\$ 26,380	\$ -	\$ -	\$ -	\$ 26,380	\$ -
	Federal Other	Federal	\$ -	\$ 249,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 249,500	\$ -	\$ -
		Federal Other TOTAL	\$ -	\$ 249,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 249,500	\$ -	\$ -
XXXXX	FHWA	PL	\$ 839,558	\$ 606,223	\$ 185,168	\$ 839,558	\$ -	\$ -	\$ 133,705	\$ 606,223	\$ -	\$ -
		SL	\$ 80,000	\$ -	\$ 17,644	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		FHWA XXXXX TOTAL	\$ 919,558	\$ 606,223	\$ 202,812	\$ 919,558	\$ -	\$ -	\$ 133,705	\$ 606,223	\$ -	\$ -
XXXXX	FTA 5307	Federal	\$ 306,946	\$ 48,029	\$ -	\$ 306,946	\$ -	\$ -	\$ -	\$ 48,029	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		FTA 5307 XXXXX TOTAL	\$ 306,946	\$ 48,029	\$ -	\$ 306,946	\$ -	\$ -	\$ -	\$ 48,029	\$ -	\$ -
	Local	Local	\$ 16,569	\$ 79,069	\$ -	\$ -	\$ -	\$ 16,569	\$ -	\$ -	\$ -	\$ 79,069
		Local TOTAL	\$ 16,569	\$ 79,069	\$ -	\$ -	\$ -	\$ 16,569	\$ -	\$ -	\$ -	\$ 79,069
TOTAL			\$ 1,269,453	\$ 1,009,201	\$ 202,812	\$ 1,226,504	\$ 26,380	\$ 16,569	\$ 133,705	\$ 903,752	\$ 26,380	\$ 79,069

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.

Appendices

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

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**

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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 "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, [*Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*](#), outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The Florida Transportation Plan seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. The MPOs are key to identifying and implementing improvements based on data-driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community. The UPWP should address approaches to furthering transportation equity.

Resilience

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

conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts.

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

Emerging Mobility

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

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

Contact Information:

Abra Horne, FDOT, Metropolitan Planning

Administrator

850-414-4901

Abra.Horne@dot.state.fl.us

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



Federal Transit Administration

December 30, 2021

Attention: FHWA Division Administrators
FTA
Regional Administrators

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

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

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

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Acting Administrator
Federal Highway Administration

Enclosure

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

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

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

Equity and Justice in Transportation Planning

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

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

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

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

Complete Streets

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

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

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

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

A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles

Public Involvement

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

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

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

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands.

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

Planning and Environment Linkages (PEL)

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

Data in Transportation Planning

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

Appendix D - Statements & Assurances

Debarment and Suspension

Lobbying

DBE

Title VI Nondiscrimination Agreement

Appendix A and Appendix E

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

525-010-08
POLICY PLANNING
05/18

DEBARMENT and SUSPENSION CERTIFICATION

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

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

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

Date

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
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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, "Disclosure Form 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 not less than \$10,000 and not more than \$100,000 for each failure.

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

Date

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

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

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

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

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

Date

TITLE VI/ NONDISCRIMINATION ASSURANCE

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

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

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

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

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

Date

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

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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 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 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**

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Planning Studies Matrix for the City of Punta Gorda FY 2025 -FY 2026				
Project Info.	Lead Agency/Dept.	FY Project Started	Cost	Source of Funds
Parks and Recreation Master Plan Update	Urban Design Staff	Ongoing - 2024	TBD - Staff and volunteer time	Local
Boca Grande Stormwater Mitigation Project	Consultant & City Staff	FY2024/FY2025	\$ 7,390,673	Local, State Grant, Federal Grant, Other Grant Funds
Comprehensive Plan Updates	Consultant	Complete (2024)	\$ 125,000	Local
Land Development Regulation Rewrite	Consultant	Complete (2024)	\$ 225,000	Local

FY 2023 - FY 2024 Planning Studies Information in Charlotte County

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

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

CAPITAL IMPROVEMENT PROGRAM MASTER FINANCIAL SUMMARY

Last Update: December 12, 2023

2023													
Project List	SCOT ESTIMATE	FAA Entitlement	FAA-BIL Infrastructure	FAA-BIL Terminal	FAA Discretionary	FDOT 2% or Max	FDOT 20%	FDOT Future	TSA	CCAA	PEC Existing	PEC Future	PEC
Maintenance & Operations Center	\$ 7,375,200						\$ 300,000	\$ 3,150,000		\$ 4,225,200			
Trailway G - GA Apron to Trailway A (MPU #15) Group II	\$ 7,385,478		\$ 6,647,110			\$ 150,000					\$ 183,000	\$ 343,000	
Local Farm - Access Control	\$ 400,000						\$ 150,000	\$ 150,000		\$ 200,000			
2023 Totals	\$ 15,160,678	\$ -	\$ 6,647,110	\$ -	\$ -	\$ 450,000	\$ 650,000	\$ 3,300,000	\$ -	\$ 4,425,200	\$ 183,000	\$ 343,000	\$ -
2023 Financial Summary	Carryover	\$ -	\$ 4,330,760							\$ 4,225,042	\$ 3,164,029		\$ 100,000
	Allocated FY 23	\$ 3,418,221	\$ 4,324,373							\$ 2,000,000	\$ 4,500,000		\$ 1,000,000
	Year Budget	\$ 3,418,221	\$ 8,655,133							\$ 6,225,042	\$ 7,664,029		\$ 1,000,000
	Total Estimate	\$ -	\$ 6,647,110							\$ 4,425,200	\$ 368,029		\$ -
	Variance/Carryover	\$ 3,418,221	\$ 2,008,023							\$ 1,800,762	\$ 7,275,461		\$ 1,000,000

2024														
Project List	SCOT ESTIMATE	FAA Entitlement	FAA-BIL Infrastructure	FAA-BIL Terminal	FAA Discretionary	FDOT 2% or Max	FDOT 20%	FDOT Future	TSA	CCAA	PEC Existing	PEC Future	PEC	Insurance
RFQ Storage Hangar	\$ 4,151,000							\$ 2,000,000		\$ 2,151,000				
Building 611 - B207 Replacement	\$ 3,381,342									\$ 3,381,342				
AGF Building - Turn Key	\$ 1,500,000									\$ 500,000				\$ 1,000,000
Soft Course Blvd / Challenge Blvd Improvements (Was FY22)	\$ 5,900,000						\$ 1,000,000	\$ 1,950,000			\$ 1,000,000	\$ 1,950,000		
Customer Road P1 (TW 2 to Henry) MPU #14	\$ 460,000	\$ 810,000									\$ 70,000	\$ 20,000		
Terminal Building Expansion	\$ 21,512,800	\$ -	\$ -	\$ 15,000,000	\$ -	\$ -	\$ 326,440	\$ 18,881,200	\$ 11,962,842	\$ 975,716	\$ 20,514,007	\$ 294,996	\$ -	\$ 3,825,000
Phase 1 - Baggage Handling System	\$ 23,124,532						\$ 301,440	\$ 3,031,200	\$ 11,962,842	\$ 488,375	\$ 3,314,817			
Phase 2 - Terminal Expansion	\$ 62,744,360			\$ 15,000,000			\$ 25,000	\$ 3,975,000		\$ 85,340	\$ 11,000,000	\$ 254,966		
Phase 3 - Rental Car Facility Phase 1	\$ 7,650,000							\$ 3,825,000						\$ 3,825,000
Purchase ADF Vehicle (W/ M/FAA#17 (2023))	\$ 1,500,000	\$ 1,300,000										\$ 150,000		
Northside Infrastructure	\$ 1,800,411									\$ 1,045,411				
Recon/Sign Trailway C/D Intersection (MPU #6)	\$ 1,200,000				\$ 2,000,000	\$ 100,000							\$ 100,000	
Isabel Trailway C (MPU #12) (Was FY 22)	\$ 6,000,000		\$ 5,400,000			\$ 300,000					\$ 10,000	\$ 170,000		
Master Drainage Plan Update	\$ 300,000						\$ 250,000			\$ 250,000				
2024 Totals	\$ 99,875,281	\$ 2,160,000	\$ 5,400,000	\$ 15,000,000	\$ 2,000,000	\$ 400,000	\$ 1,326,440	\$ 22,781,200	\$ 11,962,842	\$ 2,798,159	\$ 21,549,837	\$ 2,664,964	\$ -	\$ 4,825,000
2024 Financial Summary	Carryover	\$ 3,418,221	\$ 2,008,013							\$ 1,800,762	\$ 7,275,461		\$ 1,000,000	
	Allocated FY 24	\$ 3,800,000	\$ 4,330,760							\$ 2,000,000	\$ 4,500,000		\$ 1,000,000	
	Year Budget	\$ 7,218,221	\$ 6,338,773							\$ 3,800,762	\$ 11,775,461		\$ 2,000,000	
	Total Estimate	\$ 2,160,000	\$ 5,400,000							\$ 4,298,119	\$ 24,339,833		\$ -	
	Variance/Carryover	\$ 5,058,221	\$ 968,773							\$ (4,497,357)	\$ (12,064,332)		\$ 3,000,000	



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

DRAFT

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

(FY 2025- FY 2026)

Contract Work
GIS Application Development and System Maintenance
System Planning 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 Systems Corridor Studies
Complete Street Studies
Freight Mobility Support
Promoting and coordinating Safety for all modes of Transportation, including bicycle and pedestrian

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

DRAFT

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

DRAFT

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

Available upon request

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

Purpose: To recommend the MPO Board approve two STIP/TIP amendments in the MPO’s Fiscal Year (FY) 2023/24 through FY 2027/28 Transportation Improvement Program (TIP). Review and comment on three administrative modification requests.

Agenda Item Presented by: MPO Staff

Discussion:

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.

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). Administrative modification requests are for informational purposes only.

Attachment:

FDOT TIP Amendment letter dated 02/19/2024 for:

- 434965-5 Harborview Road from Melbourne Street to I-75

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



Florida Department of Transportation

RON DESANTIS GOVERNOR

801 N Broadway Avenue Bartow, Florida 33830

JARED W. PERDUE, P.E. SECRETARY

February 19, 2024

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

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

Dear Mr. Harris:

The purpose of this letter is to request the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) to approve the following STIP/TIP Amendment to the FY2023/24 – FY2027/28 Transportation Improvement Plan (TIP) at the March 18,2024 MPO Board Meeting.

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

Please adjust the funding amounts currently listed in your TIP to align with the below funding amounts.

Table with columns: Item Number, District, County, Type of Work, Project Length, Phase / Responsible Agency, Fiscal Year (<2024, 2024, 2025, 2026, 2027, >2027, All Years). Rows include fund codes like ACCM-ADVANCE CONSTRUCTION (CM) and totals for Phase, Item, Project, and Grand Total.

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

Sincerely, [Signature] Pamela Barr Community Liaison



Florida Department of Transportation

RON DESANTIS GOVERNOR

801 N Broadway Avenue Bartow, Florida 33830

JARED W. PERDUE, P.E. SECRETARY

January 10, 2024

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

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

Dear Mr. Harris:

The purpose of this letter is to request the Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) to approve the following STIP/TIP Amendment the following project in the FY2023/24 – 2027/28 TIP.

436928-3 BURNT STORE FROM LEE/CHARLOTTE C/L TO WALLABY LN

This project segment was added. In order to receive funds for this project, these changes are required to be amended into the Charlotte County MPO’s FY2023/24 – FY2027/28 TIP.

Table with columns: Item Number, Project Description, District, County, Type of Work, Project Length, Fiscal Year (2024-2027), All Years. Total funding: 150,000.

If you have any questions, please feel free to contact me at (239) 292-1520.

Sincerely, DocuSigned by: Pamela Barr Pamela Barr Community Liaison

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N Broadway Avenue
Bartow, Florida 33830

JARED W. PERDUE, P.E.
SECRETARY

February 22, 2024

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

RE: Request for Administrative Modification 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 purpose of this letter is to request the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) administratively modify the following projects in the FY2023/24 – 2027/28 TIP. The projects below are currently not in the MPO’s TIP. Please add these projects to your FY2023/24 – 2027/28 TIP for consistency and transparency.

452857-1 CHARLOTTE COUNTY-KINGS HWY & HARBOR VIEW RD INTERESCTION IMPROVEMENTS

HIGHWAYS								
Item Number: 452857 1		Project Description: CHARLOTTE COUNTY-KINGS HWY & HARBOR VIEW RD INTERESCTION IMPROVEMENTS						
District: 01	County: CHARLOTTE	Type of Work: TRAFFIC SIGNAL UPDATE				Project Length: 0.440MI		
		Fiscal Year						
Phase / Responsible Agency		<2024	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: GR24-GAA EARMARKS FY2024			2,500,000					2,500,000
Item: 452857 1 Totals			2,500,000					2,500,000
Project Totals			2,500,000					2,500,000
Grand Total			2,500,000					2,500,000

Improve Safety, Enhance Mobility, Inspire Innovation

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452858-1 VETERANS BLVD CORRIDOR IMPROVEMENTS AT VETERANS AND COCHRAN BLVD

HIGHWAYS								
Item Number: 452858 1		Project Description: VETERANS BLVD CORRIDOR IMPROVEMENTS AT VETERANS AND COCHRAN BLVD						
District: 01	County: CHARLOTTE	Type of Work: INTERSECTION IMPROVEMENT				Project Length: 6.950MI		
		Fiscal Year						
Phase / Responsible Agency		<2024	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code:	GR24-GAA EARMARKS FY2024		3,320,000					3,320,000
	LF-LOCAL FUNDS		205,243					205,243
Phase: CONSTRUCTION Totals			3,525,243					3,525,243
Item: 452858 1 Totals			3,525,243					3,525,243
Project Totals			3,525,243					3,525,243
Grand Total			3,525,243					3,525,243

453669-1 HURRICANE IDALIA DISASTER RECOVERY - CHARLOTTE COUNTY

MISCELLANEOUS								
Item Number: 453669 1		Project Description: HURRICANE IDALIA DISASTER RECOVERY - CHARLOTTE COUNTY						
District: 01	County: CHARLOTTE	Type of Work: EMERGENCY OPERATIONS				Project Length: 0.000		
		Fiscal Year						
Phase / Responsible Agency		<2024	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	D-UNRESTRICTED STATE PRIMARY		155,000					155,000
	DER-EMERGENCY RELIEF - STATE FUNDS		100,000					100,000
Phase: CONSTRUCTION Totals			255,000					255,000
MISCELLANEOUS / MANAGED BY FDOT								
Fund Code:	D-UNRESTRICTED STATE PRIMARY		96,718					96,718
	DER-EMERGENCY RELIEF - STATE FUNDS		70,000					70,000
Phase: MISCELLANEOUS Totals			166,718					166,718
Item: 453669 1 Totals			421,718					421,718
Project Totals			421,718					421,718
Grand Total			421,718					421,718

If you have any questions, please feel free to contact me at (239) 292-1520.

Sincerely,
 DocuSigned by:

 Pamela Barr
 7809551140/0149
 Community Liaison

AGENDA ITEM # 12
DRAFT FY 2024/2025 THROUGH FY 2028/2029 TRANSPORTATION
IMPROVEMENT PROGRAM

Purpose: Review and comment on the Draft Fiscal Year (FY) 2024/2025 through FY 2028/2029 Transportation Improvement Program Transportation Improvement Program (TIP)

Presented by: MPO Staff

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

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

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

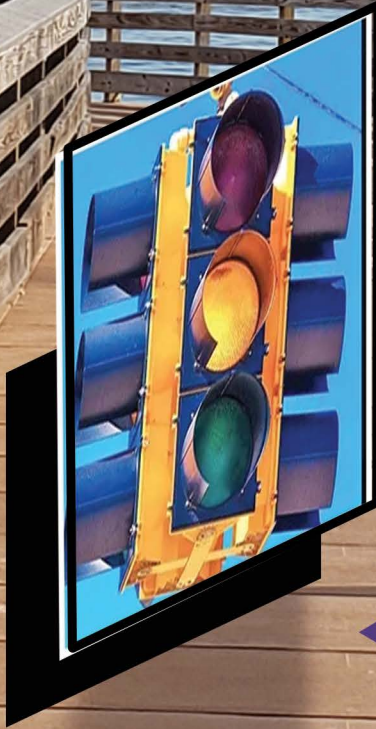
Recommendation: Review and comment on the Draft FY 2024/2025 through FY 2028/2029 Transportation Improvement Program

Attachment: Draft 2024/2025 through FY 2028/2029 Charlotte County-Punta Gorda MPO Transportation Improvement Program (TIP)

FY 2025 - FY 2029

DRAFT

Transportation Improvement Program



ADOPTED MAY 20, 2024



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



CONTACT US
1-941-883-3535

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DRAFT

SECTION-I



**RESOLUTION
NUMBER 2024-04**

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

RECITALS

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

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

WHEREAS, the MPO has approved said Transportation Improvement Program for Fiscal Year 2024/2025 through FY 2028/2029 on May 20th, 2024; and

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

NOW THEREFORE, BE IT RESOLVED, by the Charlotte County-Punta Gorda Metropolitan Planning Organization Board that the Transportation Improvement Program for 2024/2025 through FY 2028/2029 is hereby approved.

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

CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

By: _____
Christopher G. Constance, MD, Chairman

ATTEST:

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

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

By: *Janette S Knowlton*
Janette S. Knowlton, County Attorney
LR 24-0194
KMD

SECTION – II

EXECUTIVE SUMMARY

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

Section 1 – Resolution endorsing the plan by the MPO Board
Section II - Executive Summary.
Section III - Project location map;
Section IV - Five year federally funded project lists including funding summary.
Section V - Local Road project lists for five fiscal years;
Section VI - Transit and Transportation disadvantaged section;
Section VII - Aviation section; and
Section VIII - Maintenance and Transportation planning projects section;
Section IX - Federal Obligations
and a section for adopted amendments to the TIP.

Purpose

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

Financial Plan

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

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

Project Selection

The TIP is developed to meet the federal and state TIP requirements in 23 C.F.R. 450.330(b) as designated in the MPO Program Management Handbook updated August 2023. It has been compiled from the FDOT Tentative Work Program, the Capital Improvement Programs (CIPs) from local entities and project priorities developed by Charlotte County, the Charlotte County transit in cooperation with the MPO, the City of Punta Gorda, the Charlotte County Airport Authority, and FDOT.

Consistency with Other Plans

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

Project Priorities

The MPO’s priority listing of projects (Tables 1 to 6) was developed to provide FDOT with a sequence of projects for advancement in their Work Program as it is updated during the next Work Program development cycle. The MPO’s priorities listed were adopted by the MPO Board on May 15, 2023, based on the LRTP Cost Feasible Plan for the 2045 horizon and recommendations from the MPO’s Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and Bicycle Pedestrian Advisory Committee (BPAC). The Congestion Mitigation/Transportation Systems Management (CM/TSM) is described in the MPO’s 2045 LRTP, Chapter 6. The MPO’s Congestion Management Process established in the 2035 LRTP, identified US 41 as the main congested arterial in Charlotte County. Based on a US 41 corridor study completed in 2009, certain US 41 intersections have been prioritized and programmed for funding with CM/TSM funds (Table 2). Upon completion of the US 41 intersection improvements, the Number One Congestion Management project is the Intelligent Transportation System (ITS) County-wide Master Plan Communications System. MPO Board at the October 18, 2021 adopted the SR 776 Corridor study initiated by FDOT. Veterans Blvd Corridor Study initiated by FDOT recommended by the MPO Board was completed in October 2022. Both studies identified various intersections for future

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

TABLE 1 2023 HIGHWAY PROJECT PRIORITIES

RANK	FPN	PROJECT NAME	FROM	TO	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2024	2025	2026	2027	2028	COMMENTS
1	434965-2	Harbor View Rd ¹	Date St	I-75	Road widening from 2-lane to 4-lane	CST	\$16.3	\$8.00	\$24.30	\$7.6		TBD			ROW Funded for entire segment of Harborview Rd for \$7.6 million. CST for segment 2 is unfunded.
2		Edgewater Dr / Flamingo Blvd Ext ¹	Midway Blvd	SR 776	Road widening from 2-lane to 4-lane	ROW&CST	\$2.50		\$54.50						County is requested \$2.2 million towards PE
3	435563-1	N. Jones Loop Rd ¹	I-75	Piper Rd	Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor.	PE& CST	\$3.78		\$3.78						Segment 3 County is asking funds towards PE .
4		N. Jones Loop Rd ¹	Burnt Store Rd	Knights Dr	Road widening from 4-lane to 6-lane	ROW, PE & CST									Requesting funds for Segment One, Pending 2045 LRTP amendment. MPO Staff is looking for advice from FDOT Staff for propose amendments for the entire segment of Jones Loop at May 2023 Board meeting
¹ Regional projects						² TAP Project on SUN Trail network system			Notes : All project costs are in millions						
PE - Design			ROW - Right - of Way			New Project			MPO Project						
PD&E Project Development & Environment			CST- Construction			Charlotte County			City of Punta Gorda						

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

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

TABLE 2 2023 TRANSPORTATION SYSTEM MANAGEMENT/ CONGESTION MITIGATION PROJECTS

RANK	FPN#	PROJECT NAME	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST-PDC (in Mil)	2024	2025	2026	2027	2028	Comments
1	446393-1	Add turn lanes on SR 776 @ Charlotte Sports Park ¹	Intersection Improvements	CST	\$0.425		\$0.425		\$0.151				Year 2025 : Signal warrant study/pedestrian signal/HAWK evaluation Year 2035: Add exclusive EB and WB right turn lanes . County is requesting CST funds.
2	446340-1	SR 776 @ Flamingo Blvd ¹	Intersection Improvements	CST	\$1.46				\$1.46				Funded in the current 2024-2028 work program. Project will be deleted
3		Add Signal @ SR 776 & Biscayne Dr	Intersection Improvements	PE & CST	\$0.995		\$0.995						Year 2025: Add exclusive WB right turn lane and signalization. Year 2045: Consider a roundabout. County is requesting PE & CST funds
4		Add turn lanes on SR 776 @ Cornelius Blvd ¹	Intersection Improvements	PE & CST	\$0.18		\$0.18						Year 2025:Signalization (or RCUT). Year 2035: Add exclusive WB right turn lane. County is requesting PE & CST funds
5		US 41 @ Easy St	Intersection Improvements	PE & CST									County is requesting PE & CST funds
6		Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
7		Add turn lanes on SR 776 @ Jacobs St ¹	Intersection Improvements	PE & CST	\$0.18		\$0.18						County is requesting PE & CST funds
8		Add turn lanes US 41 @ Carousel Plaza	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
9	441950-1	SR 31 @ CR 74	Intersection Improvements					\$9.790					CST in the current 2024-2028 work program -March Feb 2023 snapshot. Project will be deleted
11		SR 776 @ Toledo Blade Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						Year 2025 : Add exclusive EB and WB right turn lanes Remove permissive phases for EB and WB left turn lanes. Extend queue length for SB left turn lane. Please refer to SR 776 corridor Study
12		SR 776 @ Winchester Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
13		SR 776@ US 41	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
14		SR 776 @Beach Rd	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
15		SR 776 @CR 771/ Gasprilla Rd/Sailors Way	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
16		SR 776 @Murdock Cir/Enterprise Dr	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
17		SR 776 @San Casa Dr	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study

RANK	FPN#	PROJECT NAME	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST-PDC (in Mil)	2024	2025	2026	2027	2028	COMMENTS
18		SR 776 @ Sunnybrook Blvd	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study
19		SR 776 @ Placida Rd/ Pine St	Intersection Improvements	PE, ROW, CST	TBD		TBD						
20		SR 776 @Wilmington Boulevard/Gulfstream Boulevard (West)	Intersection Improvements	PE, ROW, CST	TBD		TBD						
21		SR 776 @ Coliseum Boulevard/Pinedale Drive	Intersection Improvements	PE, ROW, CST	TBD		TBD						
22		SR 776 @ Oriole Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						
23		SR 776 @ Gillot Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						
24		SR 776 @ Jacobs St	Intersection Improvements	PE, ROW, CST	TBD		TBD						
25		SR 776 @ Points of Pines Rd	Intersection Improvements	PE, ROW, CST	TBD		TBD						
26		SR 776 @ Merchants Crossing	Intersection Improvements	PE, ROW, CST	TBD		TBD						
27		SR 776 @ Spinnaker Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						
28		SR 776 @ Riverwood Drive	Intersection Improvements	PE, ROW, CST	TBD		TBD						
29		SR 776 @ Bay Heights Road	Intersection Improvements	PE, ROW, CST	TBD		TBD						
		Veterans Blvd @ Cochran Blvd	Complete Intersection Improvements. Add/turns lanes Improvements at intersections	CST	\$3.10		\$3.10						Year 2025 : Add exclusive EB Right. Provide 2 NB Lefts, 2 NB Throughs, and exclusive NB Right. Provide exclusive SB Left, 1 SB Through, and 1 SB Through/Right. Year 2035 - Add additional WB Left
		Veterans Blvd @ Kings Hwy	Add/turns lanes Improvements at intersections	PE, ROW, CST	TBD		TBD						Refer to Veterans Blvd Corridor Study
		Veterans Blvd @ Peachland Blvd/J.C Center Court	Add/turns lanes Improvements at intersections	PE, ROW, CST	TBD		TBD						Refer to Veterans Blvd Corridor Study
		Veterans Blvd@ Murdock Cir/Paulson Drive	Add/turns lanes Improvements at intersections	PE, ROW, CST	TBD		TBD						Refer to Veterans Blvd Corridor Study
		Veterans Blvd @ Atwater St	Add/turns lanes Improvements at intersections	PE, ROW, CST	\$0.35		\$0.35						Refer to Veterans Blvd Corridor Study
		Veterans Blvd @ Orlando Blvd	Add/turns lanes Improvements at intersections	CST	\$0.25		\$0.25						Year 2025: Signalization or Roundabout. Convert SB approach into SB Left & SB Through/Right. Convert NB approach into NB Left & NB Through/Right. Convert NB approach into NB Left & NB Through/Right
		Veterans Blvd @ Harbor Blvd	Add/turns lanes Improvements at intersections	CST	\$0.21		\$0.21						Year 2025: Signalization or Roundabout. Add exclusive EB Right
		Veterans Blvd @ Yorkshire St	Add/turns lanes Improvements at intersections	CST	\$0.30		\$0.30						Year 2025: Unsignalized RCUT (must provide U-turns east and west of this location) Add exclusive EB Right and WB Right. Year 2035: consider a full median opening or roundabout based on approval of I-75 Interchange

RANK	FPN#	PROJECT NAME	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST-PDC (in Mil)	2024	2025	2026	2027	2028	Comments
		Veterans Blvd @ Norman St	Add/turns lanes Improvements at intersections	PE, ROW, CST	\$0.25		\$0.25						Year 2025 : Add exclusive EB Right Unsignalized RCUT (must provide U-turns east of this location)
		Veterans Blvd @ Loveland Blvd	Add/turns lanes Improvements at intersections	CST	\$0.23		\$0.23						Year 2025: Median U-turn (outside the curve) on Veterans Boulevard - east of Loveland Boulevard Year 2035: Roundabout (connecting Loveland Boulevard and N Orlando Boulevard) Add exclusive EB Right
		Veterans Blvd @ Torrington St	Add/turns lanes Improvements at intersections	CST	\$0.25		\$0.25						Year 2025: Unsignalized R-CUT Add exclusive WB Right and EB Right
10		Countywide ITS master plan implementation	County wide ITS improvements	PE, ROW, CST	TBD		TBD						The ITS master plan study is underway and scheduled to be completed in Spring 2023.
		¹ Regional projects	² TAP Project on SUN Trail network system		Notes: All projects costs are in millions								
		PE - Design	ROW - Right - of Way			New Project		MPO Project					
		PD&E Project Development & Environment	CST- Construction			Charlotte County		City of Punta Gorda					
		SR 776 Corridor Study Projects	Veterans Blvd Projects										

TABLE 3 2023 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS

RANK	FPN	PROJECT NAME	FROM	TO	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2024	2025	2026	2027	2028	COMMENTS
1	435105-2	Taylor Rd - Phase I	N. Jones Loop Rd	Airport Rd	Multi Use Recreational Trail (MURT) with 8 feet side walk	CST & CEI			\$6.56	\$0.65					Design advanced to current year in 2024-2028 DTWP.
2	435105-3	Taylor Rd - Phase II	Royal Rd	N. Jones Loop Rd	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE&CST&CEI			\$7.29						FDOT Consultant recommends to change the project limits from US 41 NB to Royal Rd based on PPT March 6, 2022
3		US 41	Sidewalks - Morningside Drive	Sarasota County line	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST									Total Project, segments are below
3B	446830-1	US 41 Eastside ^{1,2}	Kings Hwy	Conway Blvd	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST		\$5.10			\$1.50			\$3.63	Project is funded through Construction and will be deleted.
3C	438262-1	US 41 Eastside ^{1,2}	Conway Blvd	Midway Blvd	Multi Use Recreational Trail (MURT) with 8 feet side walk	CST		\$5.53					\$5.53		Design is underway, CST funded in current DTWP - Project will be deleted
3D	440442-1	US 41 East side	Midway Blvd	Paulson Dr	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE&CST		TBD		\$0.075					Need costs estimates for PE & CST. PE & CST funds removed in the current DTWP
3E		US 41 Westside&East Side	Tuckers Grade	Taylor Rd	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST		TBD							Added East side to the project Need costs for PE & CST
3F		US 41 Westside	Morningside Dr	Tuckers Grade	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST		TBD							Need costs estimates for PE & CST
3H		US 41 Westside	Taylor Rd	Burnt Store Rd	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST		TBD							Need costs estimates for PE & CST
4	452221-1	Cooper St	Airport Rd	E.Marion Ave	Complete Streets includes sidewalks, bike lanes, paved shoulders or roundabouts	PE & CST	\$3.21					\$0.30		\$2.90	The project is funded through construction in the current DTWP . Project will be DELETED
5		Harborwalk Phase IV ¹ US 41 NB	W. Retta Esplanade	Peace River Bridge	Bridge Underpass & Lighting	PE & CST	\$0.12	\$0.02	\$0.14						Based on the e-mail received from FDOT Staff on April 5, 2023 further clarification in required to be considered part of the 441524-1 resurfacing Project.
6	446339-1	US 41 NB ¹	Multi Use Recreational Trail bridge over Alligator Creek - South branch		Bicycle/Ped Bridge	CST	\$1.74		\$1.74		\$0.29				In current 2024-2028 DTWP for design. City do not intend to apply for CST dollars since the City's CIP is not consistent . The project falls in County limits and will be submitting an application for SUN Trail funds in the upcoming cycle
7	443602-3	SR 776 - SUN Trail	Myakka State Forest	Gillot Blvd	SUN Trail project with paved trail corridors for bicyclists and pedestrians.	CST	\$0.189		\$1.44	\$0.189					Project is funded for Design in current DTWP 2024-2028. CST unfunded
8	443602-2	SR 776 - SUN Trail	Gillot Blvd	US 41	SUN Trail project with paved trail corridors for bicyclists and pedestrians.	CST	\$0.47		\$2.80	\$0.47					Project is funded for Design in current DTWP 2024-2028. CST unfunded

¹ Regional projects

² TAP Project on SUN Trail network system

Notes : All project costs are in millions



TABLE 4

CARBON REDUCTION STRATEGIES PROJECTS

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



CARL - CARB FOR URB. LESS THAN 200K



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

2023 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

PROJECT PRIORITY LIST

CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO

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

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

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

TABLE 6

2023 JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO

Adoption by Lee MPO in May or June

Adoption by Charlotte County-Punta Gorda MPO in May 2023

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Prgrammed	Year Funded	2023 Joint Priority
Lee County	Burnt Store Rd	Van Buren Pkwy	~1000' North of Charlotte Co/L	2L to 4L	ROW	\$32,000,000	\$4,000,000			
Charlotte County	Harborview RD	Melbourne St	I-75	2L to 4L	CST	\$45,630,000	\$4,000,000	TBD	2025/2026	
Lee County	Corkscrew Road	E. Ben Hil Griffin Road	Bella Terra	2L to 4L	CST	\$24,525,000	\$6,975,000	\$2,651,966	2021/2022	
Charlotte County	Edgewater Dr/Flamingo Blvd Ext.	Midway Blvd	Collingswood Blvd	2L to 4L	PE, CST	\$38,080,000	\$2,200,000			
Lee County	Ortiz Avenue	Colonial Blvd	SR 82	2L to 4L	CST	\$34,566,000	\$4,000,000			
Charlotte County	Jones loop Rd	Burnt Store Rd	Piper Rd	4L to 6L	PE, CST	\$45,020,000	TBD			
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$35,600,000	\$4,000,000			
Charlotte County	Kings Hwy	Sandhill Blvd	DeSoto County Line	2L to 4L	CST		\$5,000,000			
Lee County	Three Oaks Pkwy Ext.	Fiddlesticks Canal	Pony Drive	New 4L	CST	\$60,774,000	\$8,000,000			
Lee County	Three Oaks Pkwy	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$43,635,000	\$5,000,000			
Lee County	Alico Extension - Phase I	Airport Haul Rd	East of Alico Road	2L to 4L/New 4L	CST	\$30,000,000	\$3,000,000			
Lee County	Alico Extension - Phase II & III	East of Alico Rd	SR 82	New 4L	CST	\$200,000,000	\$8,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$37,188,000	\$5,000,000			

Major Projects Implemented/Progress

Major Projects Implemented				
Number	Jurisdiction	Phase	Project	FPN
1	County	CST	I-75 at CR 776 (Harbor View Road) - Landscaping	4411221
2	County	CST	I-75 at Tucker's Grade Interchange - Landscaping	4419291
3	County	CST	US 41 Sidewalk from Midway Blvd. to Enterprise Dr.	4353901
4	County	CST	Lighting US 41 from Rio Villa Dr. to Airport Rd.	4349881
5	County	ENV	SR 776 From Pinedale Drive to Myakka River	4415171
6	FDOT	Study	SR 776 Corridor Study from Sarasota County line to US 41	
7	FDOT	Study	SUN - Trail Feasibility Study from Myakka State Forest to US 41	4436021
8	County	PD&E	Harbor View Rd from Melbourne St to I-75	4349651
9	FDOT	PD&E	SR 31 from Bayshore Rd to Cook Brown Rd	428917-1
10	FDOT	Study	Jones Loop Rd from Burnt Store Rd to Piper Rd	436563 1
11	FDOT	Study	Veterans Blvd from US 41 to Kings Hwy/Peachland Blvd	
12	FDOT	PD&E	SR 31 @ Bermont Rd (CR 74) Roundabout	441950-1
13	County	PD&E	Taylor Rd from N. Jones Loop Rd to Airport Rd	4351051
14	County	PE	SR 31 from CR 74 (Roundabout)	4419501
15	County	PD&E	Cape Haze Pioneer Trail from Myakka State Forest to US 41(SR 45)	4436021
Major Projects in Progress				
Number	Jurisdiction	Phase	Project	FPN
1	County	Design/Build	Harborwalk Phase II West Retta Esplanade from Maude St to Berry St -ADA	4381571
2	County	Design/Build	US 41 from Airport Rd to William St - Complete Streets	4402681
3	County	PE	Taylor Road Sidewalk from US 41 to Jones Loop Rd	4351051
4	County	PE	Taylor Road Sidewalk from Jones Loop Rd to Airport Road	4351051
5	County	PD&E	North Jones Loop Rd from Burnt Store Rd to Piper Rd - Add lanes	4365631
6	County	PE	Cape Haze Pioneer Trail from Myakka State Forest to US 41(SR 45)	4436021
7	County	PE	SR 31 from CR 74 (Roundabout)	4419501
8	County	PE	Tamiami Trail (SR 45) From William St To Peace River Bridge - Resurfacing	4415241
9	County	PE	Dynamic Message Sign I-75 from Lee County line to Sarasota County line	4420981
10	County	PE	SR 45 (US 41) Tamiami Trail from Conway Blvd to Midway Blvd-Sidewalk	4382621
11	County	CST	Burnt Store Rd add lanes and reconstruct from Zemel Rd to Notre Dame Blvd	4353881
12	County	CST	SR 776 From Pinedale Drive to Myakka River-Resurfacing	4415171
13	FDOT	CST	I-75 Punta Gorda Weigh Station- Resurfacing	4462811
14	County	CST	Landscaping I-75 (SR 93) AT US 17	4390051
15	County	CST	SR 35 (US17) from Washington loop road to Desoto County line - Resurfacing	4415631
16	County	CST	SR 45 (US 41) from S of Payne St To N of Rio Villa Dr - Resurfacing	4444851
17	FDOT	CST	SR 31 @ Bermont Rd (CR 74) Roundabout	441950-1
18	County	PE	Edgewater Dr/ Flamingo Blvd from Midway Blvd to SR 776	
19	County	PE	SR 31 from N. of CR 74 to DeSoto County line	451103 1
20	County	PE	SR 35 (US 17) From SR 45 (US 41) to Bermont Rd (CR 74)	441552-1

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

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

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

Public Involvement

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

Previous Conforming Projects

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

Certification

On February 21, 2024, a joint certification review was conducted by FDOT and the Charlotte County - Punta Gorda MPO. Certification statement and certification checklists were completed. The FDOT and MPO Chairman recommended that the MPO Area Transportation Planning Process for Charlotte County - Punta Gorda MPO be certified.

SECTION – III

PERFORMANCE MEASURES

PURPOSE

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

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

The document is organized as follows:

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

BACKGROUND

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

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

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

HIGHWAY SAFETY MEASURES (PM1)

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

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

3.1 Highway Safety Targets

3.1.1 Statewide Targets

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2023, FDOT established statewide safety performance targets for calendar year 2024. Table 3.1 presents FDOT’s statewide targets.

Table 3.1. Statewide Highway Safety Performance Targets

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

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

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

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

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

3.1.2 MPO Safety Targets

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

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

The Charlotte County-Punta Gorda MPO acknowledges FDOT statewide 2024 safety targets, which are set at “0” for each performance measure to reflect FDOT’s goal of zero deaths. However, the MPO established safety performance targets specific to the MPO planning area. On December 18, 2023, the Charlotte County- Punta Gorda MPO established the calendar year 2024 safety targets listed in Table 3.2.

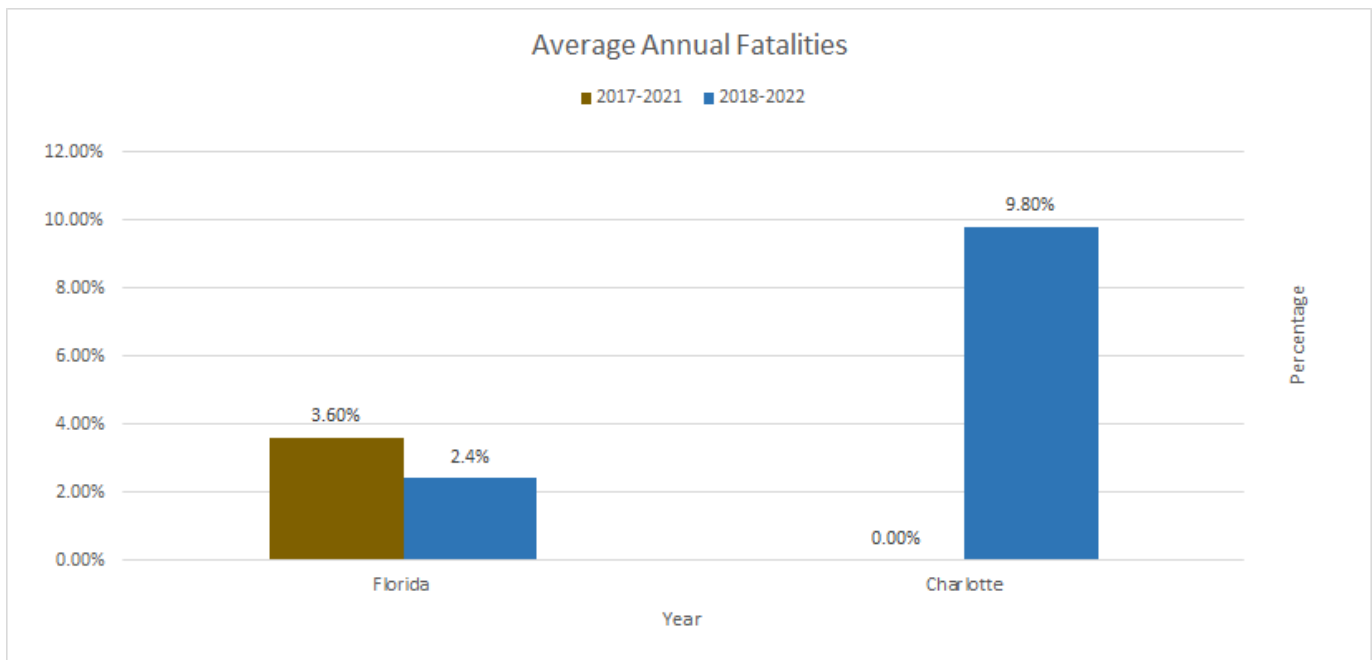
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Table 3.2. MPO Safety Performance Targets

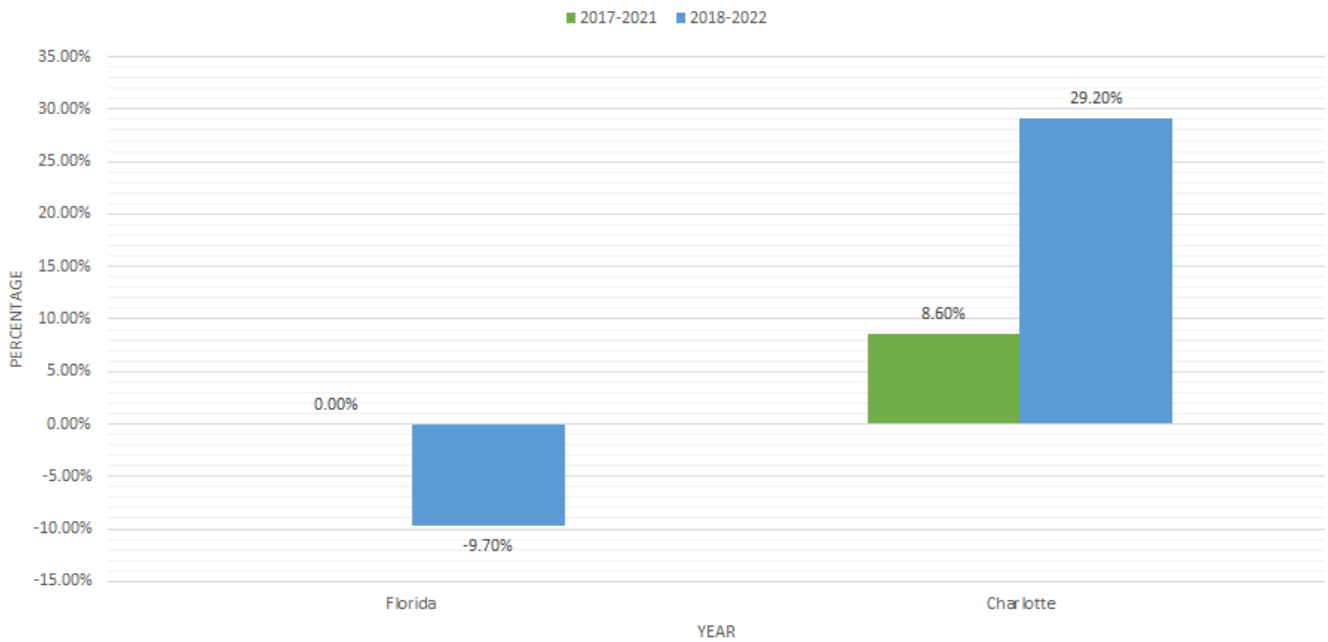
Performance Measure	Calendar Year 2024 MPO Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious Injuries	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

3.2 Safety Trends in the MPO Area

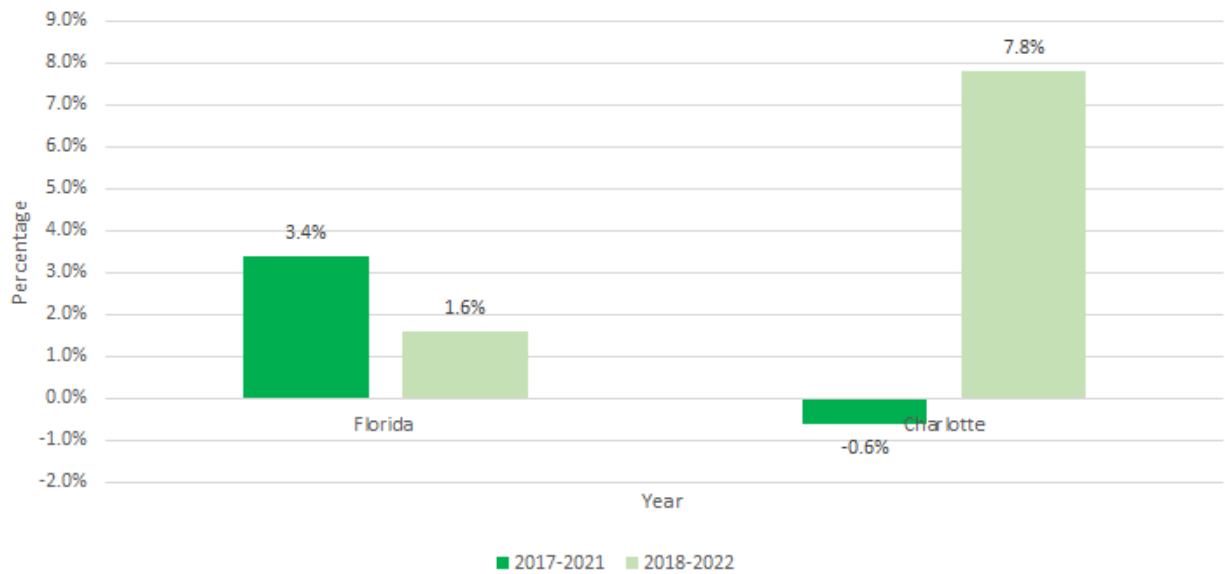
Charlotte County – Punta Gorda MPO adopted the 2022 FDOT Safety targets for the MPO area. Below are the trends for all five Vision Zero performance measures.

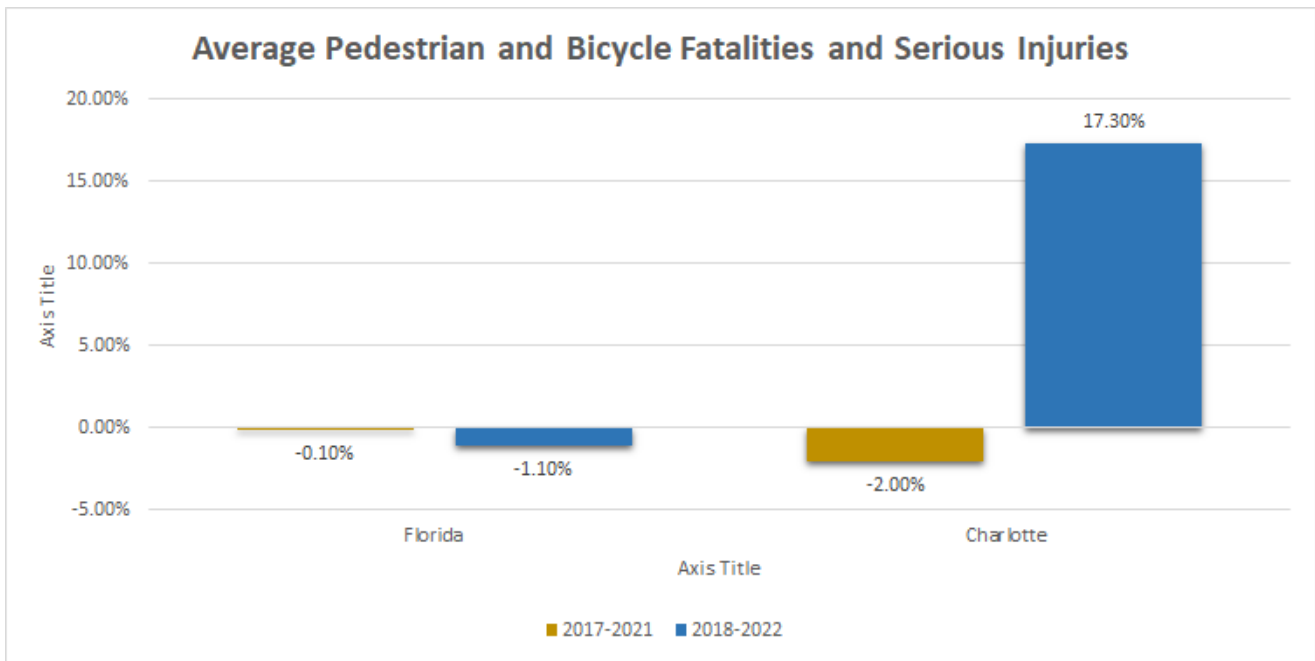
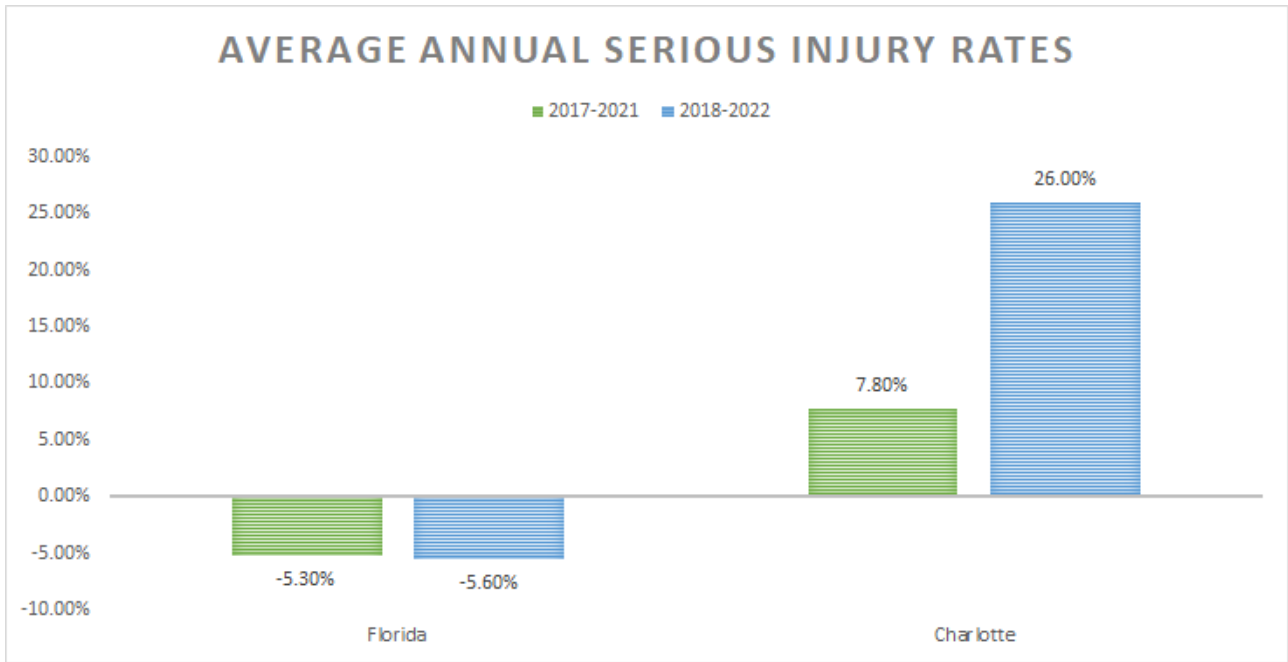


Average Serious Injuries



Average Annual Fatality rates





3.3 FDOT Safety Planning and Programming

3.3.1 Florida's Strategic Highway Safety Plan

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

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

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

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

3.3.2 Florida's Highway Safety Improvement Program

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

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

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

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

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

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

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

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

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

3.3.3 Additional FDOT Safety Planning Activities

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

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

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

3.4 Safety Investments in the TIP

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

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

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

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

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

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

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

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

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

PMI: Safety (All Public Roads)



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

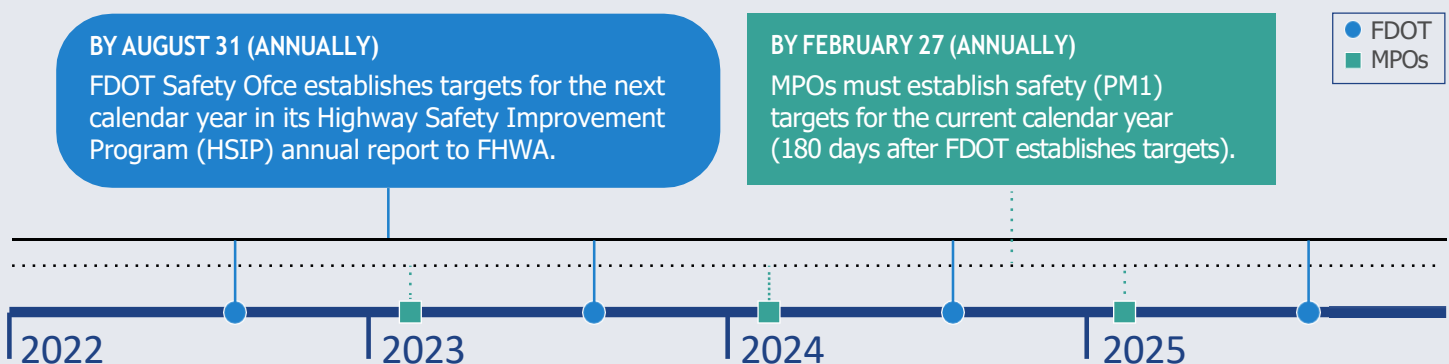
OVERVIEW

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

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

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

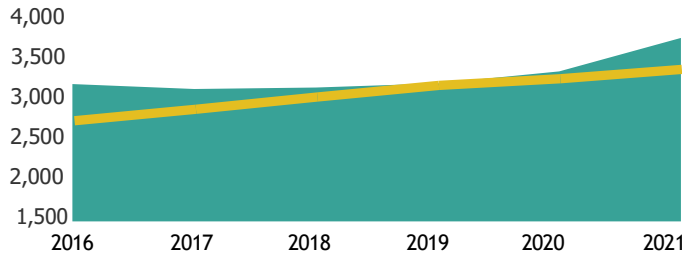
TIMELINE



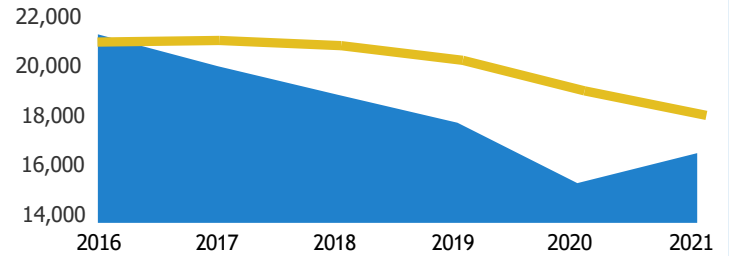
* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

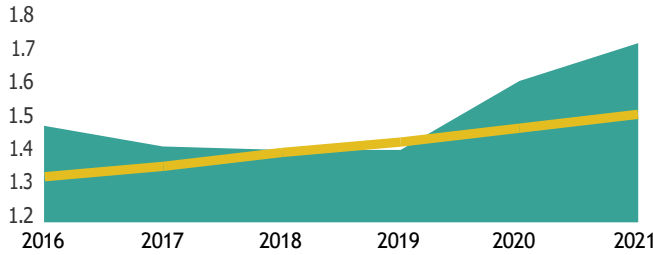
ANNUAL FATALITIES



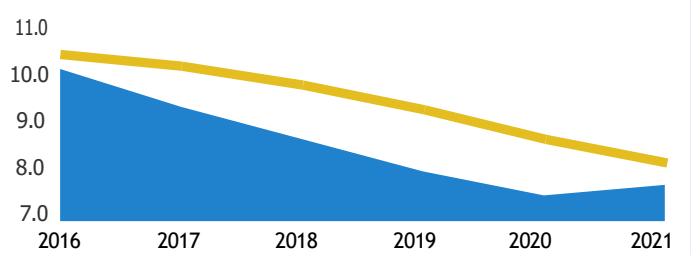
ANNUAL SERIOUS INJURIES



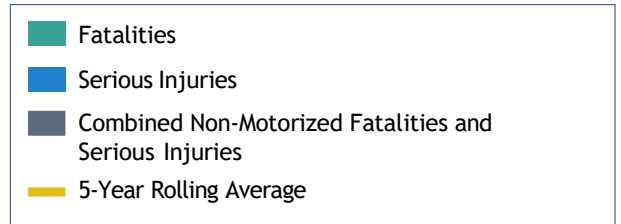
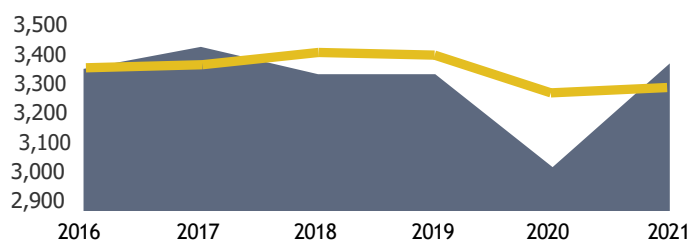
FATALITY RATE



SERIOUS INJURY RATE



NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



Source: FLHSMV, 2022.

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four of the five safety targets are met or the actual outcome is better than baseline performance. Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users.

As requested by FHWA, FDOT annually develops an [HSIP Implementation Plan](#) to highlight strategies it will undertake in support of these targets. MPOs are encouraged to review this Plan each year to identify strategies appropriate for their planning area.

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

FOR MORE INFORMATION PLEASE CONTACT

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PAVEMENT & BRIDGE CONDITION MEASURES (PM2)

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

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

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

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

4.1 Bridge & Pavement Condition Targets

4.1.1 Statewide Targets

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

Table 4.1. Statewide Pavement and Bridge Condition Performance Targets

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

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

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

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

In addition, FDOT develops a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the State’s targets for asset condition and performance of the NHS. FDOT’s first TAMP was approved on June 28, 2019. The TAMP has since been updated in 2022 and is waiting final approval from FHWA.

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

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

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

4.1.2 MPO Targets

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

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

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

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.

PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

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

PAVEMENT PERFORMANCE MEASURES

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

BRIDGE PERFORMANCE MEASURES

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

GOOD CONDITION

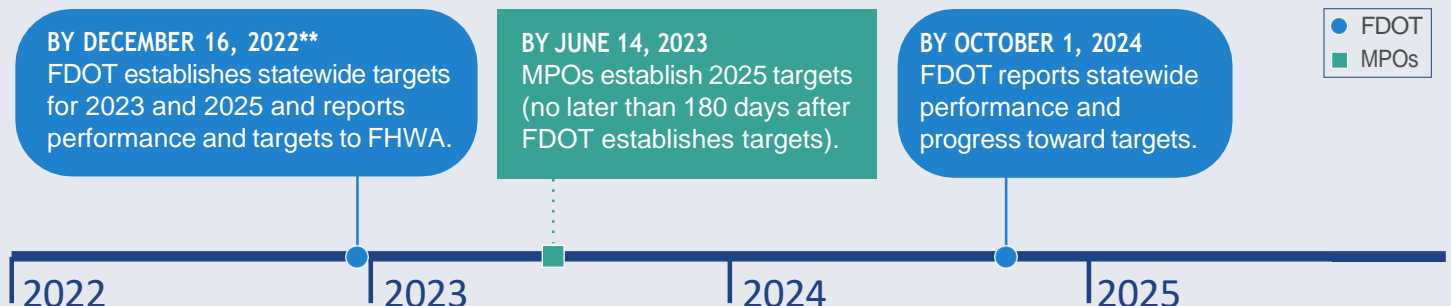
Suggests no major investment is needed.

POOR CONDITION

Suggests major investment is needed.

TIMELINE

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



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

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

EXISTING STATEWIDE CONDITIONS

NHS Bridges

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

Interstate Pavements

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

Non-Interstate NHS Pavements

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

Source: FDOT and FHWA.

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

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

MINIMUM CONDITIONS

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

FDOT IS ON TRACK TO MEET MINIMUM CONDITION STANDARDS

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

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4.2 Bridge & Pavement Investments in the TIP

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

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

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

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

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

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

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

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

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

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

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles traveled on the Interstate system that are reliable
2. Percent of person-miles traveled on the non-Interstate NHS that are reliable;

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO_x, VOC, CO, PM₁₀, and PM_{2.5}) for CMAQ funded projects.

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

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

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

5.1 System Performance and Freight Targets

5.1.1 Statewide Targets

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

Table 5.1. Statewide System Performance and Freight Targets

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

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

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

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

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

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

System performance and freight are addressed through several statewide initiatives:

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

- In addition, FDOT’s Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida’s economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision. In May 2020, FHWA approved the FMTP as FDOT’s State Freight Plan.
- FDOT also developed and refined a methodology to identify freight bottlenecks on Florida’s SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT’s SIT to help identify the most important SIS capacity projects to relieve congestion.

5.1.2 MPO Targets

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

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

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

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

5.2 System Performance and Freight Investments in the TIP

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

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

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

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

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

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

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

PM3: System Performance



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

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

PERFORMANCE MEASURES

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

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

TIMELINE



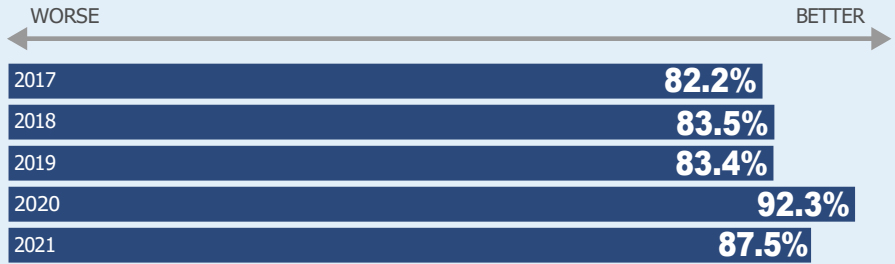
* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

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

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

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



NON-INTERSTATE NHS RELIABILITY

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



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



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

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

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

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TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance Measures

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

Table 6.1. FTA TAM Performance Measures

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

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

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

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

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

6.2 Transit Asset Management Targets

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

6.2.1 Transit Provider Targets

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

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

Table 6.3. Transit Asset Management Targets for Charlotte County Transit

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

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

Table 6.4. Transit Asset Management Targets for Charlotte County

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

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

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

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

Charlotte County Transit - Transit Asset management Plan

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

Table IV-9 Performance Targets & Measures

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

Capital Asset Inventory

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

Table IV-10 Capital Asset Inventory Summary

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

Condition Assessment

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

Table IV-11 Asset Condition Inventory Summary

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

Decision Support Investment Prioritization

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

Decision Support Tools

The following tools are used in making investment decisions:

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

Investment Prioritization

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

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Revenue Vehicles	CU - Cutaway Bus	32415	IHC	Champion/Defender	1	1HVBTAAAL3AH245032	31	2010	194,579	\$225,148.00
Revenue Vehicles	CU - Cutaway Bus	32416	IHC	Champion/Defender	1	1HVBTAAAL5AH245033	31	2010	172,517	\$225,148.00
Revenue Vehicles	CU - Cutaway Bus	32417	IHC	Champion/Defender	1	1HVBTAAAL7AH245034	31	2010	194,681	\$225,148.00
Revenue Vehicles	CU - Cutaway Bus	32418	IHC	Champion/Defender	1	1HVBTAAAL4AH250644	31	2010	161,593	\$225,148.00
Revenue Vehicles	CU - Cutaway Bus	32419	IHC	Champion/Defender	1	1HVBTAAAL9AH245035	31	2010	160,141	\$225,148.00
Revenue Vehicles	CU - Cutaway Bus	32664	IHC	Champion/Defender	1	1HVBTAAAN3BH339009	31	2011	226,226	\$216,610.00
Revenue Vehicles	CU - Cutaway Bus	33474	Chevy C4500	Champion/Defender	1	1GB6G5BG7B1162979	26	2011	179,300	\$80,384.00
Revenue Vehicles	CU - Cutaway Bus	33475	Chevy C4500	Champion/Defender	1	1GB6G5BG1B1162721	26	2011	229,681	\$80,384.00
Revenue Vehicles	MV - Mini-van	33531	Dodge	Chrysler	1	2C4RDGDG6CR172457	17	2012	76,410	\$87,782.00
Revenue Vehicles	MV - Mini-van	33735	Dodge	Chrysler	1	2C4RDGDG2CR399547	17	2012	79,152	\$44,662.00
Revenue Vehicles	CU - Cutaway Bus	33756	Ford F-450	Goshen/Thor	1	1FDGF4GT6CEB62416	28	2012	204,061	\$86,197.00
Revenue Vehicles	CU - Cutaway Bus	33757	Ford F-450	Goshen/Thor	1	1FDGF4GT8CEB62417	28	2012	168,465	\$86,197.00
Revenue Vehicles	VN - Van	33776	Ford	E-250	1	1FTNE2EL7DDA72091	18	2013	125,810	\$35,058.00
Revenue Vehicles	VN - Van	33777	Ford	E-250	1	1FTNE2EL9DDA72092	18	2013	85,944	\$35,058.00
Revenue Vehicles	VN - Van	34059	Ford	E-250	1	1FTNE2EL2DDA72094	18	2013	101,155	\$35,058.00
Revenue Vehicles	CU - Cutaway Bus	34082	Ford F-450	Glaval/Sport	1	1FDGF4GT1DEB37361	26	2013	242,603	\$88,344.00
Revenue Vehicles	CU - Cutaway Bus	34083	Ford F-450	Glaval/Sport	1	1FDGF4GTXDDB37360	26	2013	226,764	\$88,344.00
Revenue Vehicles	AO - Automobile	35632	Ford	Taurus	1	1FAHP2H86GG138332	17	2016	18,321	\$25,980.00
Revenue Vehicles	MB - Mini-bus	36242	Ford	Transit Connect	1	1FDZX2CM0JKA36706	20	2018	77,422	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36243	Ford	Transit Connect	1	1FDZX2CM2JKA36707	20	2018	69,201	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36249	Ford	Transit Connect	1	1FDZX2CM2JKA36710	20	2018	76,369	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36250	Ford	Transit Connect	1	1FDZX2CM4JKA36708	20	2018	78,148	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36328	Ford	Transit Connect	1	1FDZX2CMXJKA36714	20	2018	84,521	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36332	Ford	Transit Connect	1	1FDZX2CM4JKA36711	20	2018	66,797	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36336	Ford	Transit Connect	1	1FDZX2CM8JKA36713	20	2018	63,217	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36347	Ford	Transit Connect	1	1FDZX2CM6JKA36709	20	2018	62,405	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36348	Ford	Transit Connect	1	1FDZX2CM6JKA36712	20	2018	63,130	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36506	Ford	Transit Connect	1	1FDVU4XV0JKB11846	22	2018	38,452	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36806	Ford	Transit Connect	1	1FDVU4XV0KKA11652	22	2019	23,032	\$65,720.00
Revenue Vehicles	MB - Mini-bus	37342	Ford	Transit Connect	1	1FDVU4XV6KKB31553	22	2019	5,773	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37343	Ford	Transit Connect	1	1FDVU4XV8KKB31554	22	2019	3,261	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37345	Ford	Transit Connect	1	1FDVU4XV8KKB31555	22	2019	1,586	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37437	Ford	Transit Connect	1	1FDVU4XV8KKB31556	22	2019	1,187	\$79,651.00
Revenue Vehicles	CU - Cutaway Bus	37438	Ford	Odyssey	1	1FDFE4FS3KDC43871	23	2020	5,797	\$100,259.00
Revenue Vehicles	MB - Mini-bus	37440	Ford	Transit Connect	1	1FDVU4XV8KKB31558	22	2019	5,517	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37442	Ford	Transit Connect	1	1FDVU4XV8KKB31557	22	2019	1,698	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37443	Ford	Transit Connect	1	1FDVU4XV8KKB31559	22	2019	1,815	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37447	Ford	Transit Connect	1	1FDVU4XV8KKB31560	22	2019	2,287	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37450	Ford	Transit Connect	1	1FDVU4XV8KKB31561	22	2019	1,037	\$79,651.00
Revenue Vehicles	CU - Cutaway Bus	37475	Ford	Odyssey	1	1FDFE4FS5KDC43872	23	2020	7,889	\$100,259.00
Revenue Vehicles	CU - Cutaway Bus	37481	Ford	Odyssey	1	1FDFE4FS5KDC45346	23	2020	8,682	\$100,259.00
Facilities	Parking Lot	Airport Road			1			2012		\$18,878.00
Facilities	Bush Wash	18000 Paulson						2019		\$756,822.00
Equipment	Bus Lift	Port Charlotte			1			2010		\$23,831.00
Equipment	Data Equipment	Route Match		Trip Software	1			2011		\$268,558.00
Equipment	Data Equipment	Route Match		Notification Module	1			2016		\$57,940.00

Appendix B: Asset Condition Data
B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Revenue Vehicle	AO - Automobile	35632	1	1FAHP2H86GG138332	5	18,869	\$25,980.00	8	No
Revenue Vehicle	CU - Cutaway Bus	32415	1	1HVBTAAL3AH245032	11	195,912	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32416	1	1HVBTAAL5AH245033	11	172,517	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32417	1	1HVBTAAL7AH245034	11	195,522	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32418	1	1HVBTAAL4AH250644	11	162,467	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32419	1	1HVBTAAL9AH245035	11	160,141	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32664	1	1HVBTAAN3BH339009	10	227,492	\$216,610.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	33474	1	1GB6G5BG7B1162979	10	179,383	\$80,384.00	10	No
Revenue Vehicle	CU - Cutaway Bus	33475	1	1GB6G5BG1B1162721	10	229,952	\$80,384.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	33756	1	1FDGF4GT6CEB62416	9	205,325	\$86,197.00	10	No
Revenue Vehicle	CU - Cutaway Bus	33757	1	1FDGF4GT8CEB62417	9	168,465	\$86,197.00	10	No
Revenue Vehicle	CU - Cutaway Bus	34082	1	1FDGF4GT1DEB37361	8	253,098	\$88,344.00	10	No
Revenue Vehicle	CU - Cutaway Bus	34083	1	1FDGF4GTXDDB37360	8	228,752	\$88,344.00	10	No
Revenue Vehicle	CU - Cutaway Bus	37438	1	1FDFE4FS3KDC43871	1	15,177	\$100,259.00	10	No
Revenue Vehicle	CU - Cutaway Bus	37475	1	1FDFE4FS5KDC43872	1	12,996	\$100,259.00	10	No
Revenue Vehicle	CU - Cutaway Bus	37481	1	1FDFE4FS5KDC45346	1	34,220	\$100,259.00	10	No
Revenue Vehicle	MB - Mini-bus	36242	1	1FDZX2CM0JKA36706	3	82,069	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36243	1	1FDZX2CM2JKA36707	3	84,178	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36249	1	1FDZX2CM2JKA36710	3	79,555	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36250	1	1FDZX2CM4JKA36708	3	82,423	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36328	1	1FDZX2CMXJKA36714	3	85,765	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36332	1	1FDZX2CM4JKA36711	3	78,730	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36336	1	1FDZX2CM8JKA36713	3	80,211	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36347	1	1FDZX2CM6JKA36709	3	68,425	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36348	1	1FDZX2CM6JKA36712	3	65,621	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36506	1	1FDVU4XV0KKB11846	3	47,886	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36806	1	1FDVU4XV0KKA11652	2	42,967	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	37342	1	1FDVU4XV6KKB31553	2	22,966	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37343	1	1FDVU4XV8KKB31554	2	15,353	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37345	1	1FDVU4XV8KKB31555	2	15,691	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37437	1	1FDVU4XV8KKB31556	2	11,527	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37440	1	1FDVU4XV8KKB31558	2	19,138	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37442	1	1FDVU4XV8KKB31557	2	14,313	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37443	1	1FDVU4XV8KKB31559	2	15,268	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37447	1	1FDVU4XV8KKB31560	2	27,795	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37450	1	1FDVU4XV8KKB31561	2	11,478	\$79,651.00	10	No
Revenue Vehicle	MV - Mini-van	33531	1	2C4RDGDG6CR172457	9	76,912	\$87,782.00	8	Yes
Revenue Vehicle	MV - Mini-van	33735	1	2C4RDGDG2CR399547	9	79,718	\$44,662.00	8	Yes
Revenue Vehicle	VN - Van	33776	1	1FTNE2EL7DDA72091	8	124,162	\$35,058.00	8	Yes
Revenue Vehicle	VN - Van	33777	1	1FTNE2EL9DDA72092	8	89,699	\$35,058.00	8	Yes
Revenue Vehicle	VN - Van	34059	1	1FTNE2EL2DDA72094	8	100,042	\$35,058.00	8	Yes

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

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

Appendix B: Asset Condition Data

B2: Equipment Assets

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

Appendix B: Asset Condition Data

B3: Facilities Assets

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

ASSET MANAGEMENT

Public Transit



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

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

STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit Asset Categories and TAM Performance Measures

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

“State of good repair”

is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

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

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

TIMEFRAME

PUBLIC TRANSPORTATION PROVIDERS

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

MPOs

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

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

TAM PLAN

Tier I versus Tier II Agencies

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

TIER I

Operates rail

OR

≥ 101 vehicles across all fixed route modes

OR

≥ 101 vehicles in one non-fixed route mode

TIER II

Subrecipient of 5311 funds

OR

American Indian Tribe

OR

≤ 100 vehicles across all fixed route modes

OR

≤ 100 vehicles in one non-fixed route mode

Required Elements of Provider TAM Plans

1. Inventory of Capital Assets

TIERS I AND II

2. Condition Assessment

3. Decision Support Tools

4. Investment Prioritization

5. TAM and SGR Policy

TIER I ONLY

6. Implementation Strategy

7. List of Key Annual Activities

8. Identification of Resources

9. Evaluation Plan

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

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

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

MPO AND PUBLIC TRANSPORTATION PROVIDER COORDINATION

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

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TRANSIT SAFETY PERFORMANCE

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

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

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

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

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

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

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

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

Transit Provider Coordination with States and MPOs

Key considerations for MPOs and transit agencies:

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

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

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

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

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

Table IV-12 Charlotte County Transit Safety Performance Targets

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

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

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

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

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

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

SAFETY

Public Transit



Performance Management

February 2023

OVERVIEW

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

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

Recipients and Sub-recipients of FTA 5307 funds

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

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

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

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES	<i>Total number of reportable fatalities and rate per total vehicle revenue miles by mode.</i>
INJURIES	<i>Total number of reportable injuries and rate per total vehicle revenue miles by mode.</i>
SAFETY EVENTS	<i>Total number of reportable events and rate per total vehicle revenue miles by mode.</i>
SYSTEM RELIABILITY	<i>Mean distance between major mechanical failures by mode.</i>

TIMEFRAME

PUBLIC TRANSPORTATION PROVIDERS

- Update safety targets annually

MPOs

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

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

RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

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

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

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

REQUIREMENTS

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

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

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SECTION – IV

DRAFT

PROJECTS LISTING FOR FIVE FISCAL YEARS INCLUDING FUNDING SUMMARY

The table below in this section consists of the highway capital improvement and transportation alternatives projects in the FDOT Tentative Work Program for FY 2024/2025 - FY 2028/2029 Transportation Improvement Program as of October 6, 2023.

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

This section is designed to comply with the Moving Ahead for Progress in the 21st Century (MAP- 21) and the Fixing America's Surface Transportation Act (FAST-ACT) requirements and federal guidelines. The first table in this section consists of a funding summary table which lists all transportation projects funded by Title 23, U.S.C., and the Federal Transit Act for fiscal years 2024/2025 through 2028/2029. In this table, funding levels are categorized into federal funding categories. In subsequent tables, projects are listed according to funding category along with the funding code and the appropriate fiscal year.

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

How to get full project costs and other project details:

Projects on the Strategic Intermodal System (SIS)

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

Costs on the TIP pages for projects on the SIS will have historical costs, five years of the current TIP and five years beyond the current TIP, which may or may not be the total project cost. The "Total Project Cost" amount displayed for each of the federal and state funded projects in the TIP represents 10 years of programming in the Florida Department of Transportation's (FDOT's) Work Program database for projects on the Strategic Intermodal System (SIS) (FY 2024 through 2028), and 5 years of programming in the FDOT Work Program for non-SIS projects (FY 2025 through 2029) plus historical cost information for all projects having expenditures paid by FDOT prior to FY 2024.

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

Non-SIS projects

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

TIP fiscal constraint-Projected available revenue

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

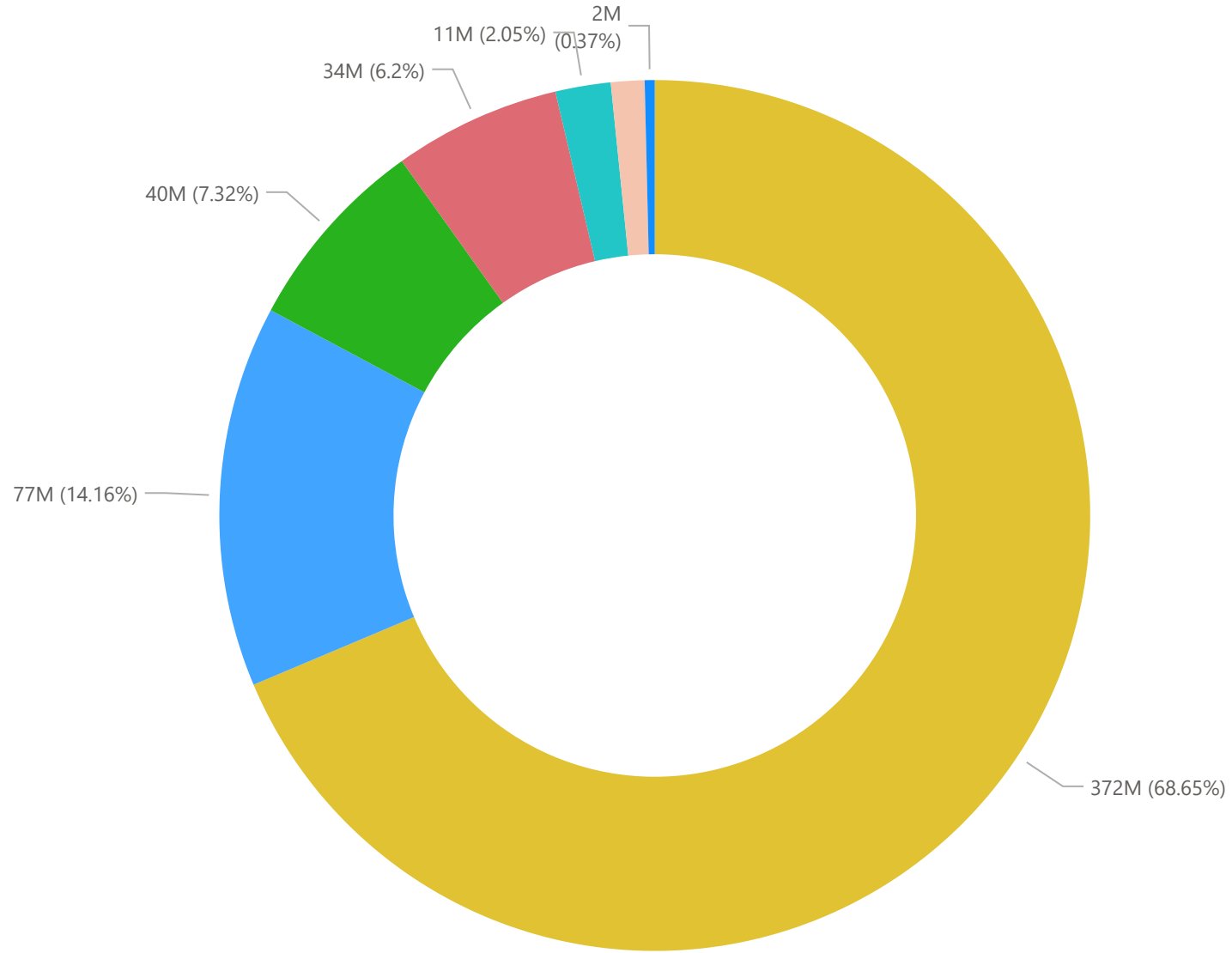
Charlotte County - Punta Gorda MPO - Project Detail and Summary Report

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

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

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

FY 2024/2025 - FY 20208/2029 Work Program - Funding by Type



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

FY 2025 - FY 2029 Highway Projects

Project: CAPE HAZE PIONEER TR FROM MYAKKA STATE FOREST

Project Type: Bike Path / Trail
 FM Number: 4436201

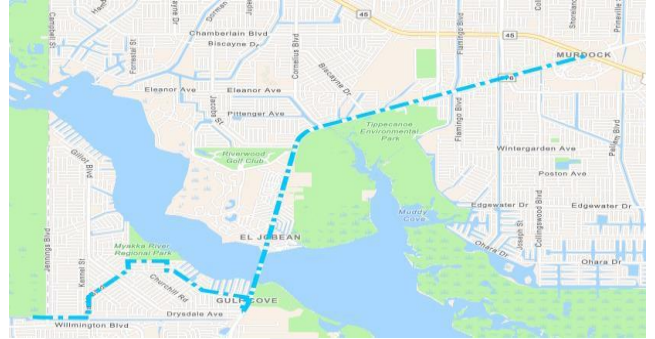
Lead Agency: 

Length: 8.201

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

SIS Project No

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




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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County TSMCA

Project Type: Traffic Control Devices/System

FM Number: 412665-1

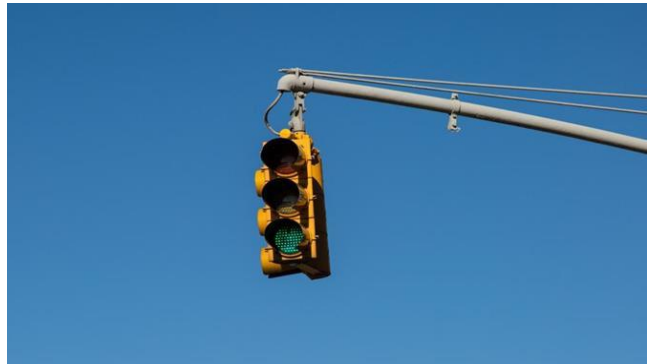
Lead Agency: 

Length: N/A

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

SIS Project No

Description: Traffic Control Devices



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
OPS	DDR	State	\$0	\$321,616	\$335,651	\$350,613	\$264,783		\$1,272,663
OPS	DITS			\$321,616		\$300,000	\$366,688		
Total:			\$0	\$645,256	\$335,651	\$652,639	\$633,498		\$1,272,663

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Landscaping

FM Number: 412665-1

Lead Agency: 

Length: N/A

LRTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project: Yes

Description: Traffic Controls devices



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County TSMCA

Project Type: Traffic Control Devices/System

FM Number: 413625-1

Lead Agency: 

Length: N/A

LRTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project: No

Description: Traffic Controls devices



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
OPS	DDR	State	\$0	\$97,381	\$101,035	\$104,919	\$109,066	\$113,455	\$412,401
Total:			\$0	\$97,381	\$101,035	\$106,945	\$111,093	\$113,455	\$412,401

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Harborview RD from Melbourne St to Date St

Project Type: Add lanes and reconstruct

FM Number: 434965-2

Lead Agency:

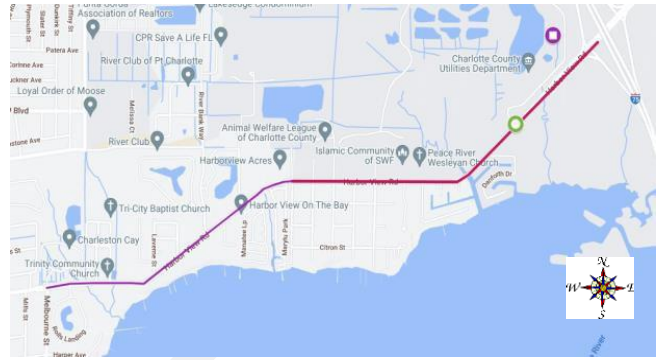


Length: N/A

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

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Harborview RD from Melbourne St to Date St

Project Type: Add lanes and reconstruct

FM Number: 434965-3

Lead Agency:

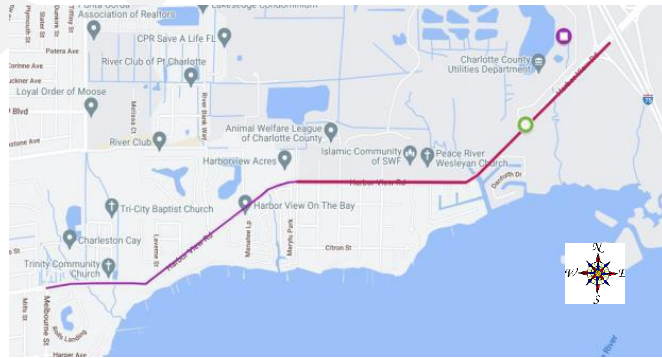


Length: N/A

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

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Harborview RD from Melbourne St to I-75

Project Type: Add lanes and reconstruct

FM Number: 434965-5

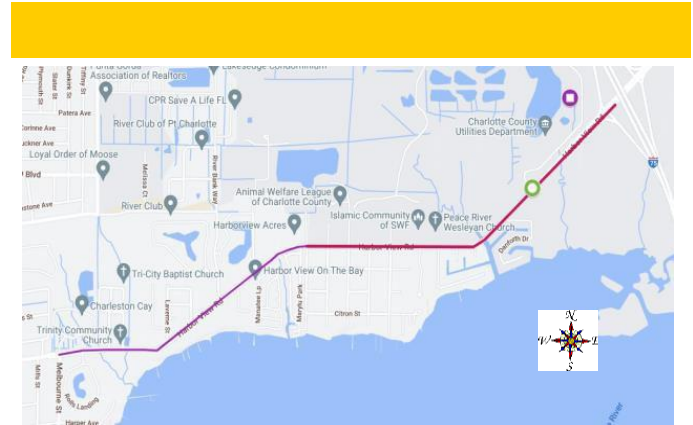
Lead Agency:



Length: N/A

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

SIS Project No



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

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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Bike Path / Trail

FM Number: 435105-2

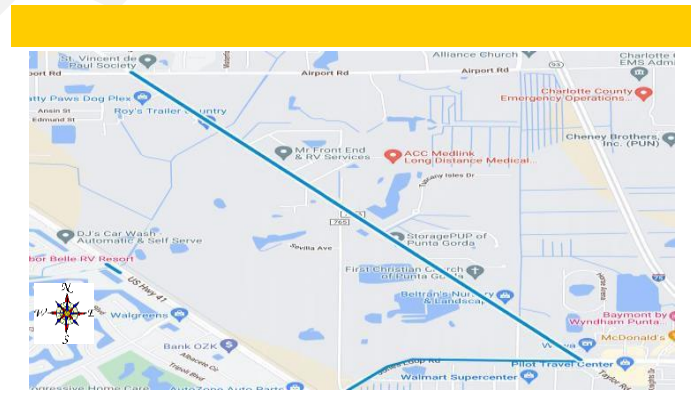
Lead Agency:



Length: 2.06 mile

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

SIS Project No



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


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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Weigh in Motion (WIM) Screening

Project Type: MCCO Weigh Station Static /WIM

FM Number: 437001-2

Lead Agency: 

Length: None

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

SIS Project No

Description: MCCO WEIGH STATION STATIC/WIM



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: CHARLOTTE TMC OPS FUND COUNTY WIDE

Project Type: ITS Architecture

FM Number: 437105-1

Lead Agency: 

Length: None

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

SIS Project No

Description: Intelligent Transportation system projects



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
OPS	DDR	State	\$0	\$90,000	\$90,000	\$90,000	\$0	\$0	\$270,000
Total:			\$0	\$90,000	\$90,000	\$90,000	\$0	\$0	\$270,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: CHARLOTTE TMC OPS FUND COUNTY WIDE

Project Type: ITS Architecture
 FM Number: 437105-1

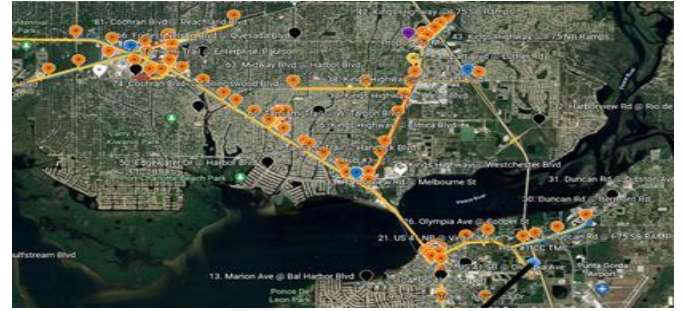
Lead Agency: 

Length: None

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

SIS Project No

Description: Intelligent Transportation system projects



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Sidewalk

FM Number: 438262-1

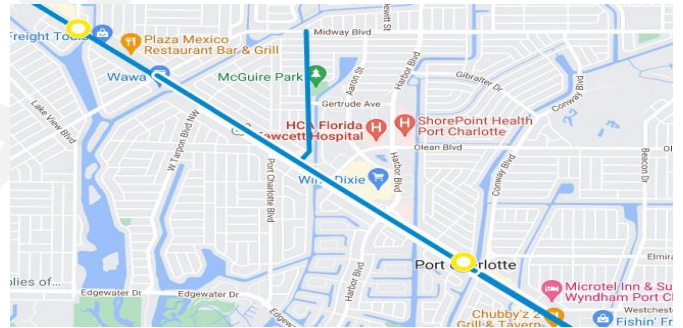
Lead Agency: 

Length: None

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

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Sidewalk

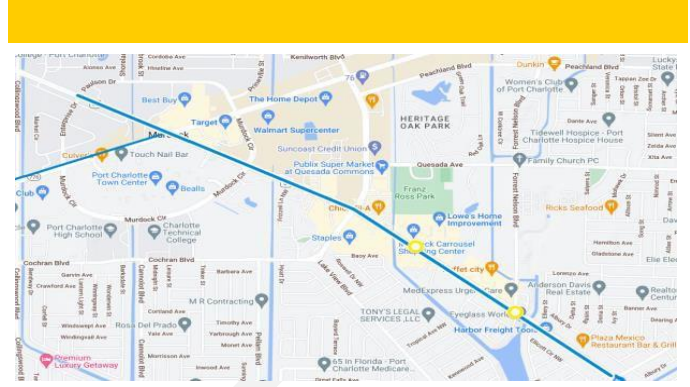
FM Number: 438262-1

Lead Agency: 

Length: None

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

SIS Project No



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

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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Resurfacing

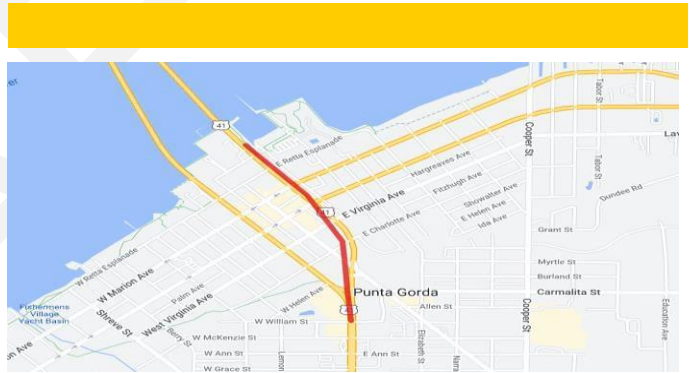
FM Number: 438262-1

Lead Agency: 

Length: None

L RTP Reference Page #: 2045 LRTP Full report . Goal 1: Page 2-2

SIS Project No



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

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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Resurfacing

FM Number: 441552-1

Lead Agency:

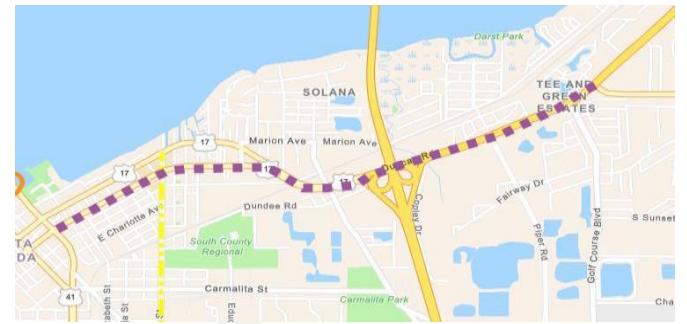


Length: None

L RTP Reference Page #:

SIS Project No

Description: Resurfacing Project



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: SR 31 from CR 74 to CR 74

Project Type: Roundabout

FM Number: 441950-1

Lead Agency:

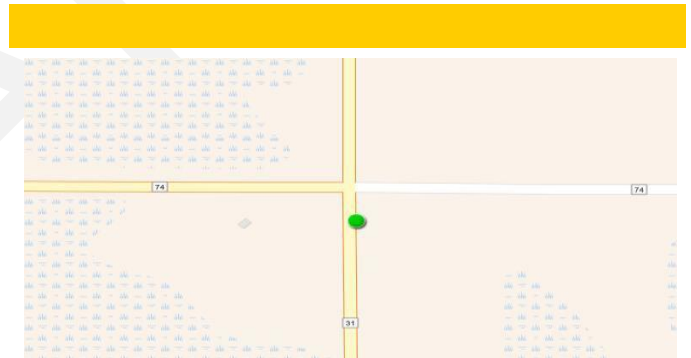


Length: None

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

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Dynamic Message Sign

FM Number: 442098-1

Lead Agency:

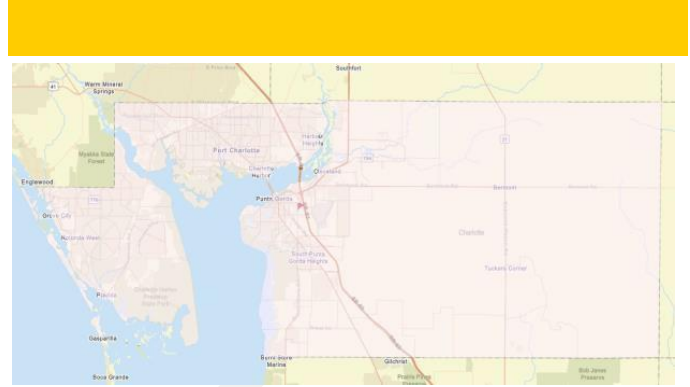


Length: None

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

SIS Project No

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



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	DDR	State	\$0	\$0	\$0	\$300,000			\$300,000
Total:			\$0	\$0	\$0	\$300,000	\$0		\$300,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Landscaping

FM Number: 444907-1

Lead Agency:

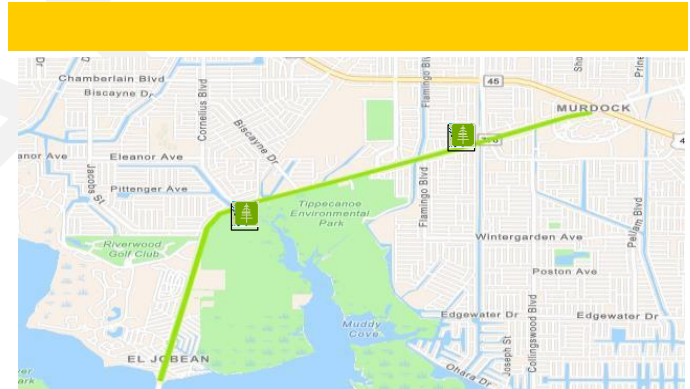


Length: None

LRTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

Description: Landscaping project



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	DDR	State	\$0	\$0	\$0	\$852,000			\$852,000
Total:			\$0	\$0	\$0	\$852,000	\$0		\$852,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: I-75 Punta Gorda Weigh Station - Resurfacing

Project Type: Resurfacing

FM Number: 446281-1

Lead Agency:



Length: None

LRTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

Description: Resurfacing of MCCO WEIGH STATION STATIC/WIM



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Overpass

FM Number: 446339-1

Lead Agency:



Length: None

LRTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

Description: Pedestrian/ Wildlife overpass over US 41 on East



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Intersection Improvement

FM Number: 446340-1

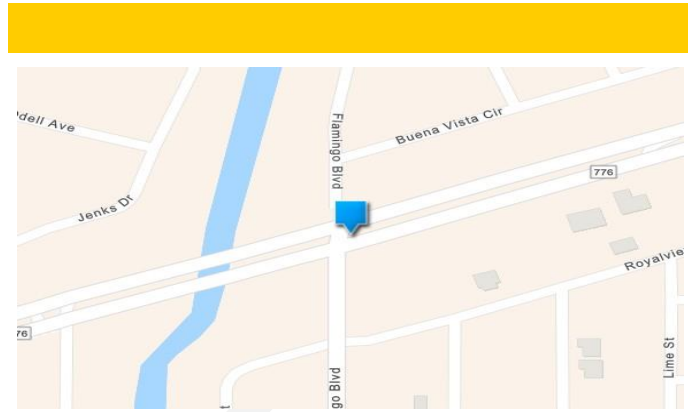
Lead Agency:



Length: None

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

SIS Project No



Description: Intersection improvements at SR 776 and Flamingo Blvd.

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

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

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

Project Type: Planning

FM Number: 446391-1

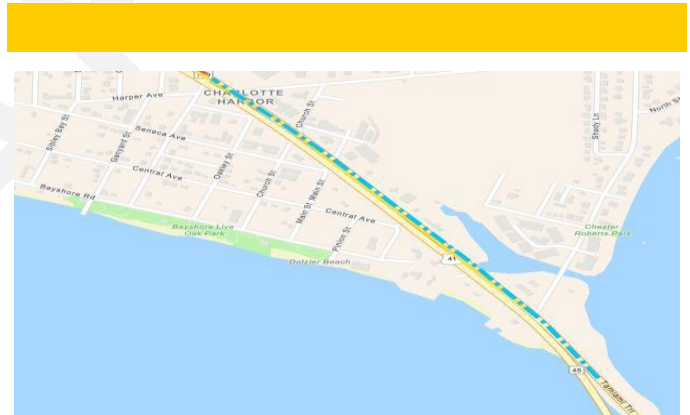
Lead Agency:



Length: None

LRTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No




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

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

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

Project: SR 776 at Charlotte Sports park

Project Type: Design
 FM Number: 446393-1

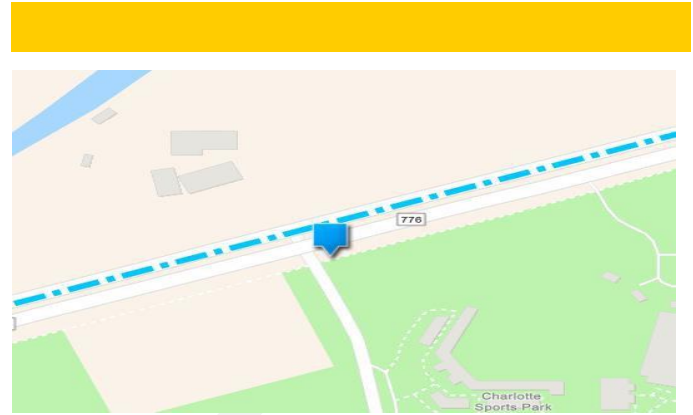
Lead Agency: 

Length: None

L RTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Sidewalk
 FM Number: 438262-1

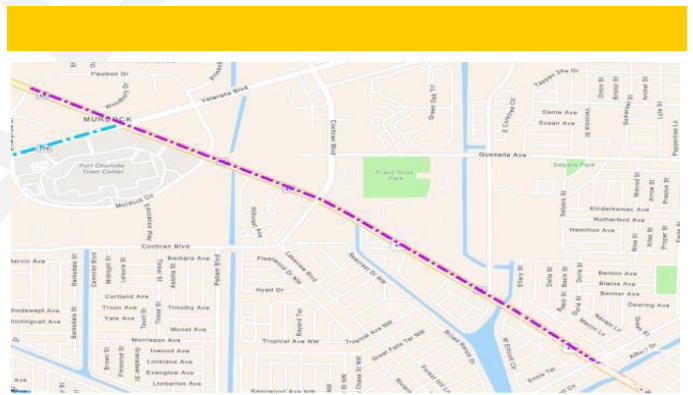
Lead Agency: 

Length: None

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

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: MCCO Weigh Station Static /WIM

FM Number: 447869-1

Lead Agency:

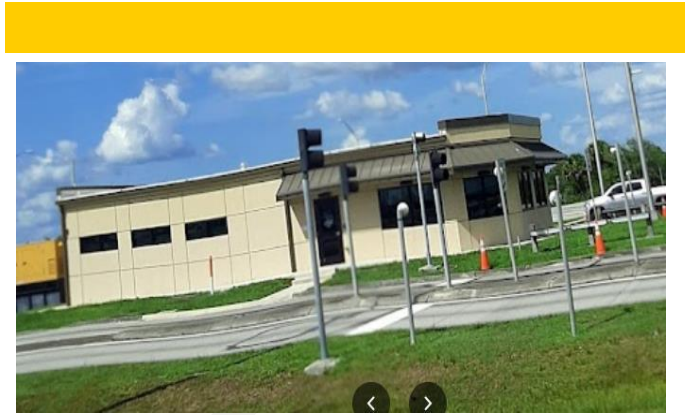


Length: None

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

SIS Project No

Description: MCCO WEIGH STATION STATIC/WIM



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Construction

FM Number: 448931-1

Lead Agency:

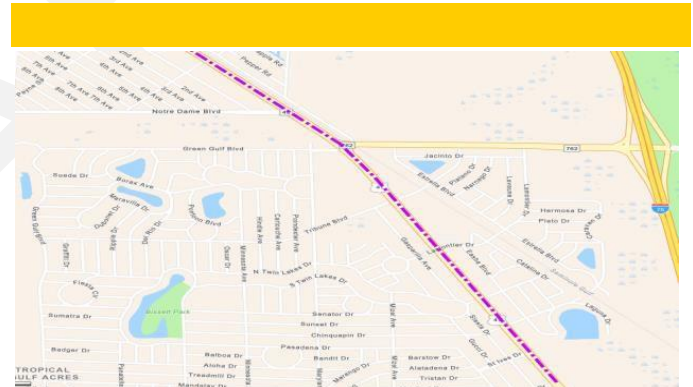


Length: None

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

SIS Project No

Description: Resurfacing project



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: SR 776 from Merchants Crossing to Sarasota County line

Project Type: Design and Construction

FM Number: 449652-1

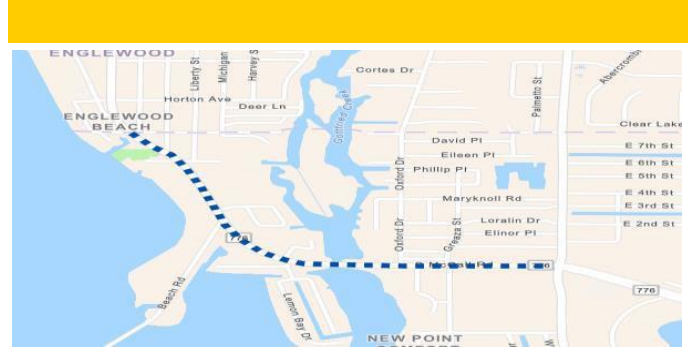
Lead Agency: 

Length: None

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

SIS Project No

Description: Safety project with proposed median improvements



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Construction

FM Number: 451101-1

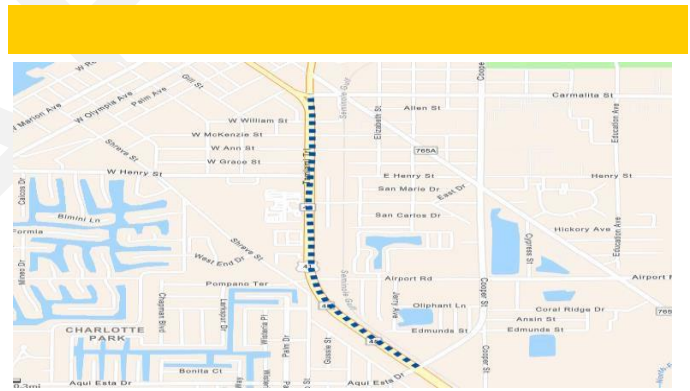
Lead Agency: 

Length: None

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

SIS Project No

Description: Resurfacing project



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Construction

FM Number: 451102-1

Lead Agency:



Length: None

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

SIS Project No

Description: Resurfacing project



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Design & Construction

FM Number: 451102-1

Lead Agency:

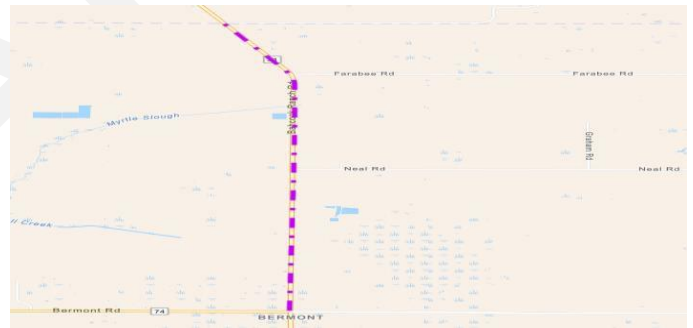


Length: None

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

SIS Project No

Description: Resurfacing project



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Design & Construction

FM Number: 451102-1

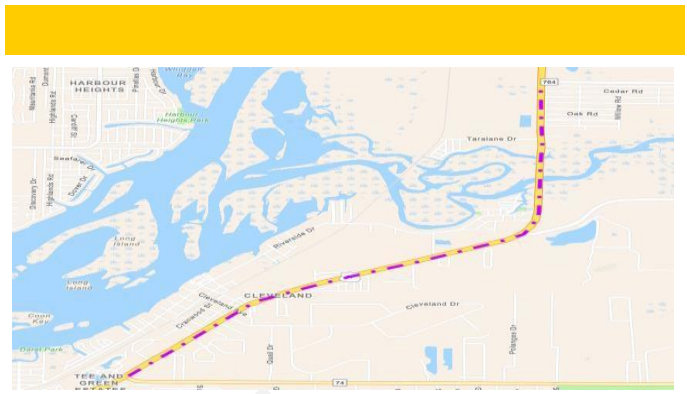
Lead Agency: 

Length: None

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

SIS Project No

Description: Resurfacing project



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: US 41 at Midway Blvd

Project Type: Construction

FM Number: 451358-1

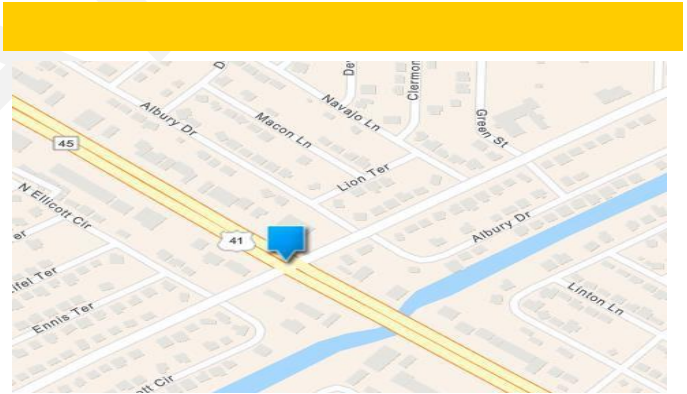
Lead Agency: 

Length: None

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

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: SR 776 at Ocean spray Blvd

Project Type: Design & Construction

FM Number: 451360-1

Lead Agency:

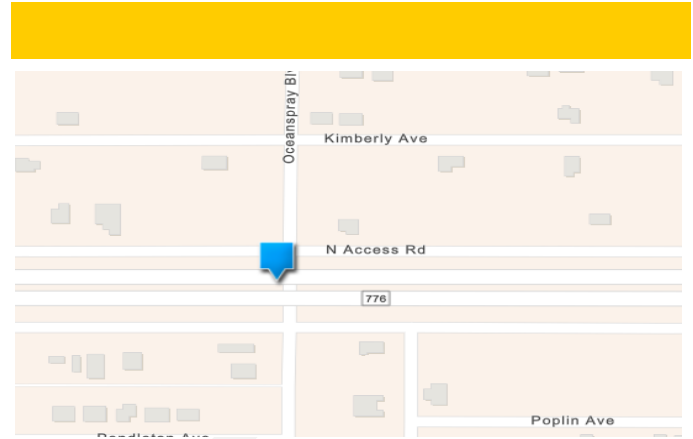


Length: None

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

SIS Project No

Description: Median modifications at the intersection to avoid accidents



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: I-75 at Jones Loop Truck parking

Project Type: Design & Construction

FM Number: 452154-1

Lead Agency:

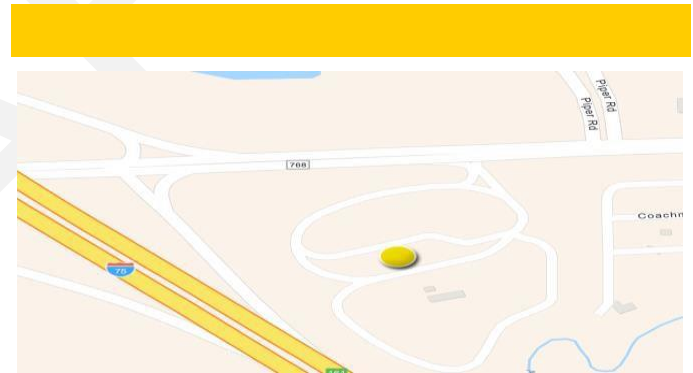


Length: None

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

SIS Project No

Description: Truck Parking facilities at Jones loop rest area



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Operations

FM Number:

Lead Agency:



Length: None

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

SIS Project No

Description: Electric Vehicle charging stations



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
OPS	GFEV			\$1,700,000					\$1,700,000
CAP	GFEV			\$900,000					\$900,000
Total:			\$0	\$2,600,000	\$0	\$0	\$0	\$0	\$2,600,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Operations

FM Number: 452200-5

Lead Agency:



Length: None

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

SIS Project No

Description: Electric Vehicle charging stations



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
OPS	GFEV			\$1,700,000					\$1,700,000
				\$900,000					\$900,000
Total:			\$0	\$2,600,000	\$0	\$0	\$0	\$0	\$2,600,000

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Cooper St from Airport Rd to Marion Ave

Project Type: Design and Construction

FM Number: 452221-1

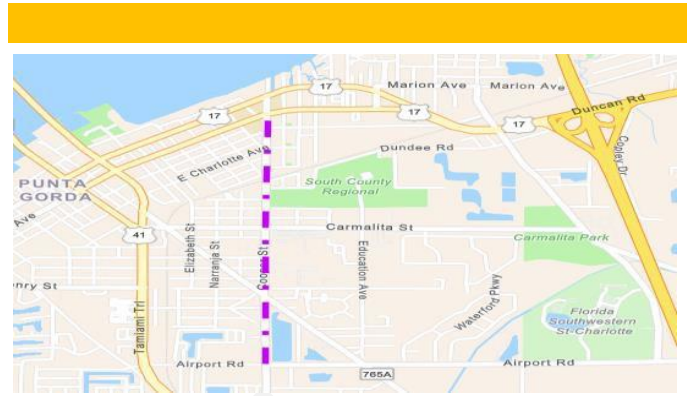
Lead Agency: 

Length: None

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

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Design and Construction

FM Number: 452236-1

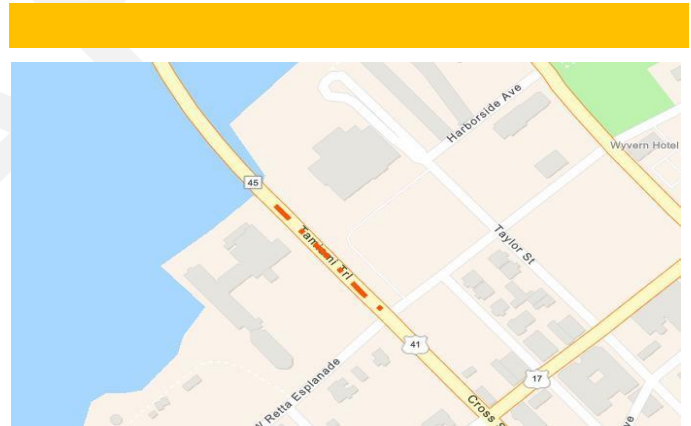
Lead Agency: 

Length: None

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

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

FY 2024 - FY 2028 Aviation Projects

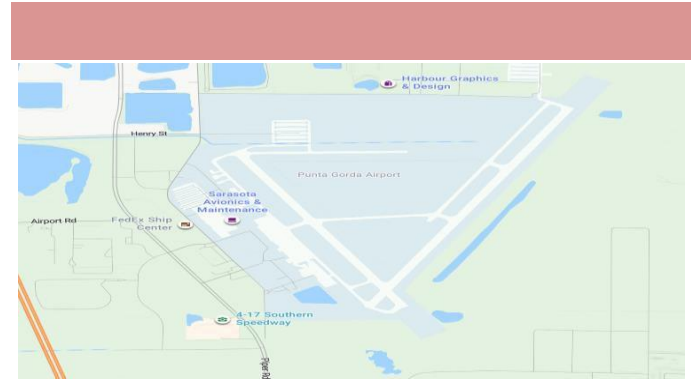
Project: Punta Gorda Airport Holding Bay

Project Type: Capital
 FM Number: 446356-1

Lead Agency: 

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

SIS Project No



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

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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Program Project: Punta Gorda Airport Holding Bay

Project Type: Capital
 FM Number: 451203-1

Lead Agency: 

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

SIS Project No



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

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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Realign Taxiway F

Project Type: Capital

FM Number: 451214-1

Lead Agency:

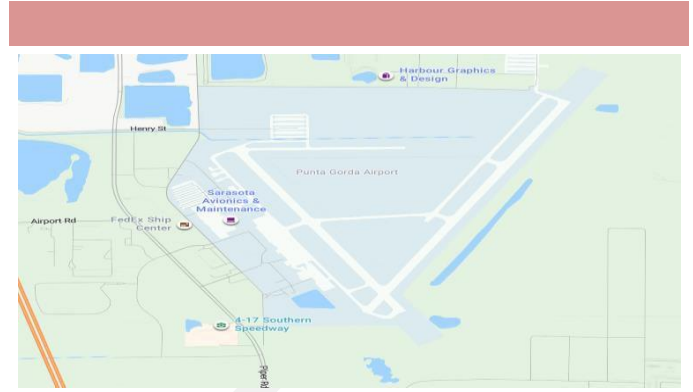


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LRTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Holding Bay

Project Type: Capital

FM Number: 451215-1

Lead Agency:

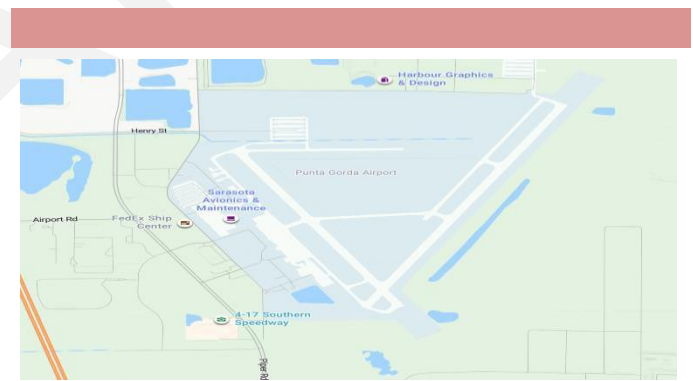


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LRTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Maintenance & Operations Center

Project Type: Capital

FM Number: 451216-1

Lead Agency:

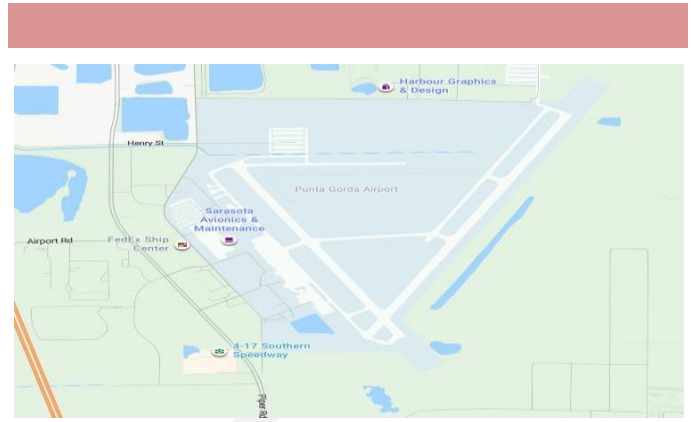


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L RTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Runway 4-22 Extension

Project Type: Capital

FM Number: 451489-1

Lead Agency:

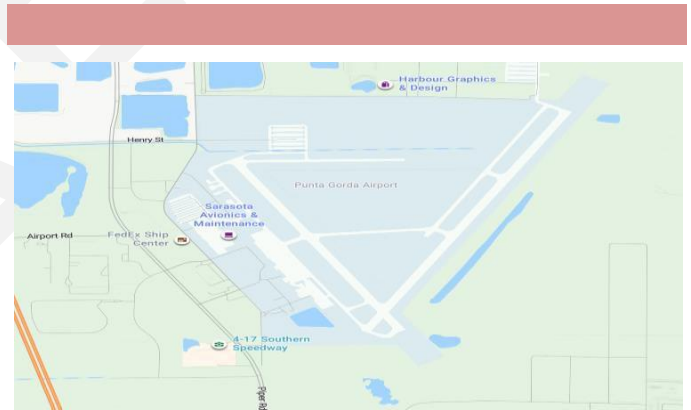


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L RTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Rehabilitate Taxiway A&C

Project Type: Capital

FM Number: 451993-1

Lead Agency:

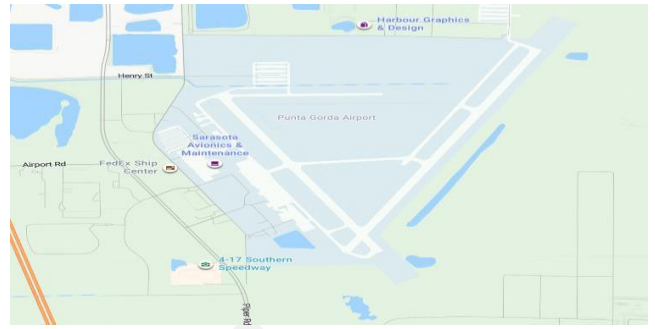


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L RTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Roadway Network improvements

Project Type: Capital

FM Number: 449864-1

Lead Agency:

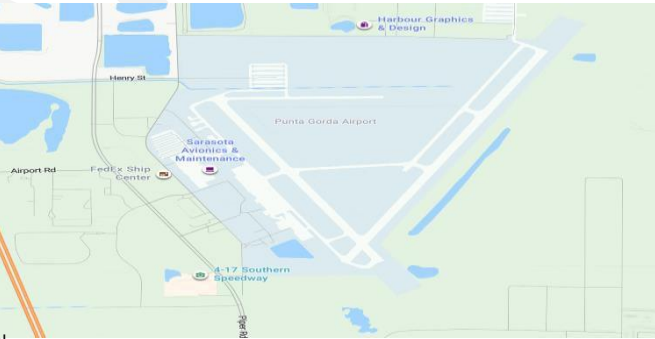


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L RTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

FY 2024 - FY 2028 Transit Projects

Project: Charlotte County Transit FTA Section 5311 Operating Assistance

Project Type: Operations

FM Number: 410119-1

Lead Agency:



Length:

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

SIS Project No

Description: Operating/Administration Assistance



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County State Transit Block Grant Operating Assistance

Project Type: Operations

FM Number: 410138-1

Lead Agency:



Length:

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

SIS Project No

Description: Operating/Administration Assistance



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County State Transit Block Grant Operating Assistance

Project Type: Capital
 FM Number: 410145-1

Lead Agency: 

Length:

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

SIS Project No

Description: Capital for fixed route



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County FTA Section 5307 Capital Assistance small urban

Project Type: Capital
 FM Number: 410145-1

Lead Agency: 

Length:

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

SIS Project No

Description: Capital for fixed route



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County FTA Section 5307 Operating small urban

Project Type: Operations

FM Number: 441979-1

Lead Agency:



Length:

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

SIS Project No

Description: Capital for fixed route



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County FTA Section 5339 small urban

Project Type: Operations

FM Number: 441979-1

Lead Agency:



Length:

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

SIS Project No

Description: Capital for fixed route



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County Transit FTA Section 5339 small urban SS

Project Type: Capital
 FM Number: 441980-1

Lead Agency: 

Length:

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

SIS Project No

Description: Capital for fixed route



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

DRAFT

FY 2024 - FY 2028 Maintenance Projects

Project: Charlotte County Roadway and Bridge Maintenance Primary system

Project Type: Maintenance
 FM Number: 408252-1

Lead Agency: 

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

SIS Project: No
 Description: Routine maintenance of bridges



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County Roadway and Bridge Maintenance Interstate system

Project Type: Maintenance
 FM Number: 408253-1

Lead Agency: 

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

SIS Project: No
 Description: Routine maintenance of bridges



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County Highway Lighting

Project Type: Maintenance

FM Number: 412573-1

Lead Agency: 

Length:

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

SIS Project No

Description: Routine maintenance of Highway Lighting



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program
Project: Punta Gorda Highway Lighting

Project Type: Maintenance

FM Number: 413536-1

Lead Agency: 

Length:

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

SIS Project No

Description: Routine maintenance of Highway Lighting



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program
Project: ITS Devices Electric

Project Type: Maintenance

FM Number: 427781-1

Lead Agency: 

Length:

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

SIS Project No

Description: Intelligent Transportation system Maintenance



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County Asset Maintenance

Project Type: Maintenance

FM Number: 432899-1

Lead Agency: 

Length:

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

SIS Project No

Description: Routine Maintenance



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County Asset Maintenance

Project Type: Maintenance

FM Number: 432899-2

Lead Agency: 

Length:

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

SIS Project No

Description: Routine Maintenance



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

FY 2023 to 2027 Transportation Improvement Program

FY 2024 - FY 2028 Miscellaneous Projects

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

Project Type: Feasibility Study

FM Number: 443602-1

Lead Agency:

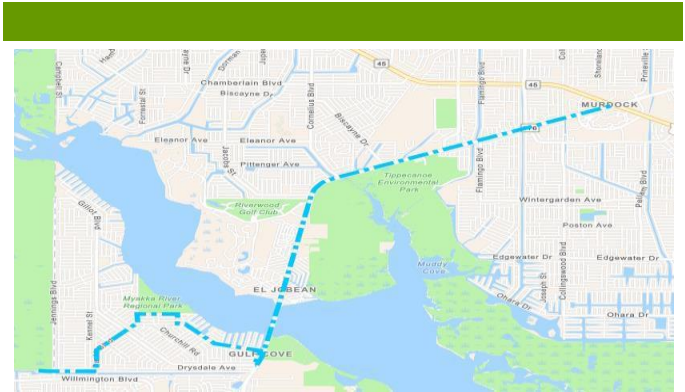


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LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-15

SIS Project No

Description: Residual funding from completed Feasibility Study



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

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

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

Project Type: Design

FM Number: 443602-1

Lead Agency:

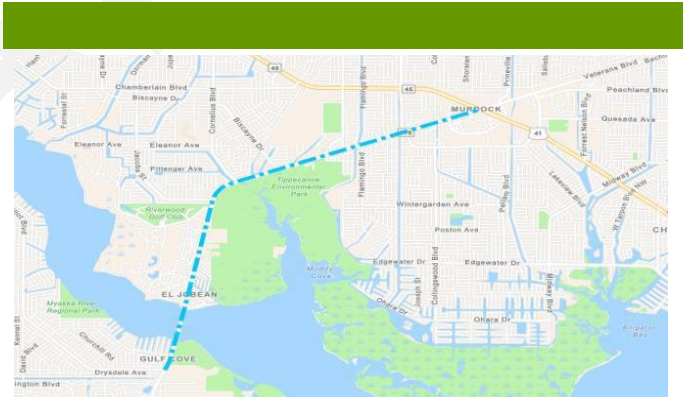


Length:

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

SIS Project No

Description: SUN Trail Network Shared Use Path



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

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

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

Project Type: Design
 FM Number: 443602-3

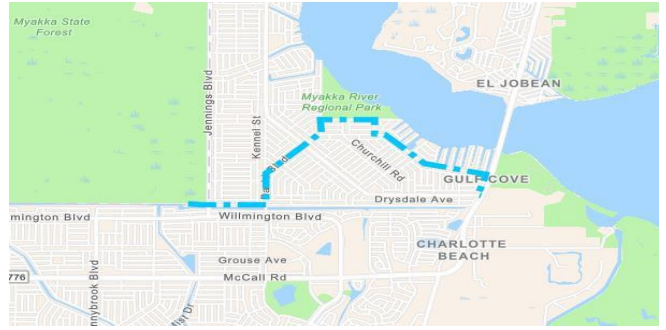
Lead Agency: 

Length:

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

SIS Project No

Description: Bike Path/ Share Used Non motorized network trails



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

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

DRAFT

FY 2024 - FY 2028 Transportation Planning

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

Project Type: Planning

FM Number: 439316-4

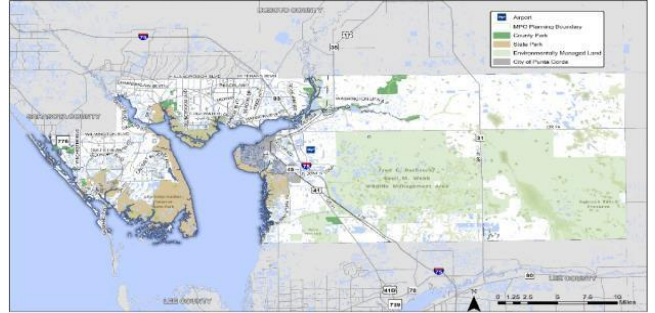
Lead Agency: 

Length:

LRTP Reference Page #:

SIS Project No

Description: MPOs Transportation Planning funds



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

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

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

Project Type: Planning

FM Number: 439316-5

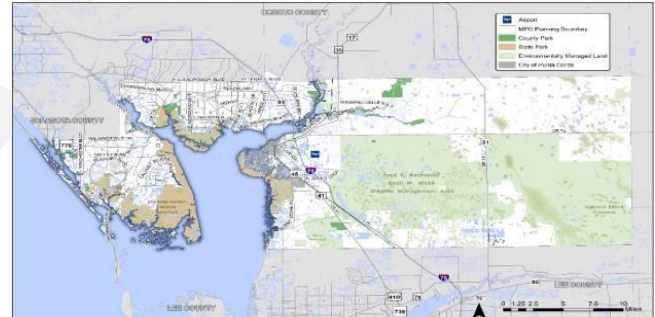
Lead Agency: 

Length:

LRTP Reference Page #:

SIS Project No

Description: MPOs Transportation Planning funds




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

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

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

Project Type: Planning

FM Number: 439316-5

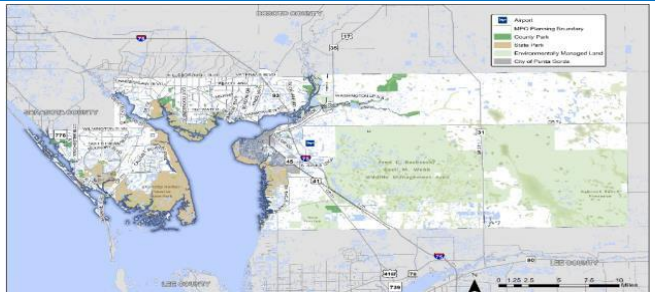
Lead Agency: 

Length:

LRTP Reference Page #:

SIS Project No

Description: MPOs Transportation Planning funds



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

FY 2023 to 2027 Transportation Improvement Program

SECTION – V



CHARLOTTE COUNTY CAPITAL IMPROVEMENTS PROGRAM

The adopted FY 2024 through FY 2029 Charlotte County Capital Improvements Program was developed in accordance with Chapter 163, Florida Statutes, 1985), and the corresponding implementing rules (Rule 9J-5, Florida Administrative Code The Capital Budget/CIP serves as the implementing mechanism of the Capital Improvements Element (CIE) of the Comprehensive Plan by providing capital funding for CIE projects directly linked to maintaining adopted levels of service. In doing this, the County continues with its development of comprehensively utilizing "level of service" standards to define community needs, and compare public facility plans, funding levels, and expected results. The County Capital Improvements Program can be expected to be a central part of this system.

Capital Improvements Program Operating Costs by Infrastructure Type and Department

2023 Adopted CIP
(in thousands 000)

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

SECTION – VI



CITY OF PUNTA GORDA CAPITAL IMPROVEMENTS PROGRAM

The adopted FY 2024 through FY 2028 City of Punta Gorda Capital Improvements Program was developed to provide guidance for obtaining the physical elements of the "Growth Management Plan" when they are needed and according to the City's ability to pay.

DRAFT

Need to be updated

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

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

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

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

Schedule covers through December 31, 2026

SECTION – VII

2023 FEDERAL OBLIGATIONS

Federal obligations for the Federal fiscal year 2023(10/01/2023- 09/30/2024). The list has work projects that are continuing in this year's TIP or were started in previous year's TIPs. Included are the project details (phases that have been funded, i.e. Preliminary Engineering, Right-of-way acquisition etc.), system summaries for each work program fund, and overall summary.

DRAFT

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

HIGHWAYS
=====

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

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

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

FUND
CODE

2023

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHPP

-14,524

TOTAL 413042 4

-14,524

TOTAL 413042 4

-14,524

ITEM NUMBER:431219 1
DISTRICT:01
ROADWAY ID:01010000

PROJECT DESCRIPTION:US 41 (SR 45) AT HANCOCK AVENUE
COUNTY:CHARLOTTE
PROJECT LENGTH: .272MI

NON-SIS
TYPE OF WORK:INTERSECTION IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND
CODE

2023

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
SL

51,395

TOTAL 431219 1

51,395

TOTAL 431219 1

51,395

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

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

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

FUND
CODE

2023

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

300

TOTAL 434965 1

300

TOTAL 434965 1

300

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

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

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

FUND
CODE

2023

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

86,246

SL

213,391

TOTAL 434965 2

299,637

TOTAL 434965 2

299,637

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

HIGHWAYS
=====

ITEM NUMBER:435105 2 PROJECT DESCRIPTION:CR 765A (TAYLOR RD) FROM N JONES LOOP TO AIRPORT RD PHASE I *NON-SIS*
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID:01530000 PROJECT LENGTH: 2.046MI TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0

FUND CODE	2023
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	1,000
TOTAL 435105 2	1,000
TOTAL 435105 2	1,000

ITEM NUMBER:438262 1 PROJECT DESCRIPTION:SR 45 (US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD *NON-SIS*
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID:01010000 PROJECT LENGTH: 2.136MI TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND CODE	2023
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
CARL	728,929
TALL	69,405
TALT	486,892
TOTAL 438262 1	1,285,226
TOTAL 438262 1	1,285,226

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

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

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

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

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

HIGHWAYS
=====

ITEM NUMBER:441524 1 PROJECT DESCRIPTION:TAMIAMI TRAIL (SR 45/US 41) FROM WILLIAM ST TO PEACE RIVER BRIDGE *NON-SIS*
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:RESURFACING
ROADWAY ID:01010000 PROJECT LENGTH: .910MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2023	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT		20,000
TOTAL 441524 1		20,000
TOTAL 441524 1		20,000

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

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

ITEM NUMBER:442322 2 PROJECT DESCRIPTION:HURRICANE IAN ON STATE (01) SIGN REPAIR/REPLACEMENT *NON-SIS*
DISTRICT:01 COUNTY:CHARLOTTE 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		83,669
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		697,241
TOTAL 442322 2		780,910
TOTAL 442322 2		780,910

ITEM NUMBER:442322 5 PROJECT DESCRIPTION:HURRICANE IAN INTERSTATE (01) SIGN REPAIR/REPLACEMENT *NON-SIS*
DISTRICT:01 COUNTY:CHARLOTTE 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		57,623
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		480,195
TOTAL 442322 5		537,818
TOTAL 442322 5		537,818

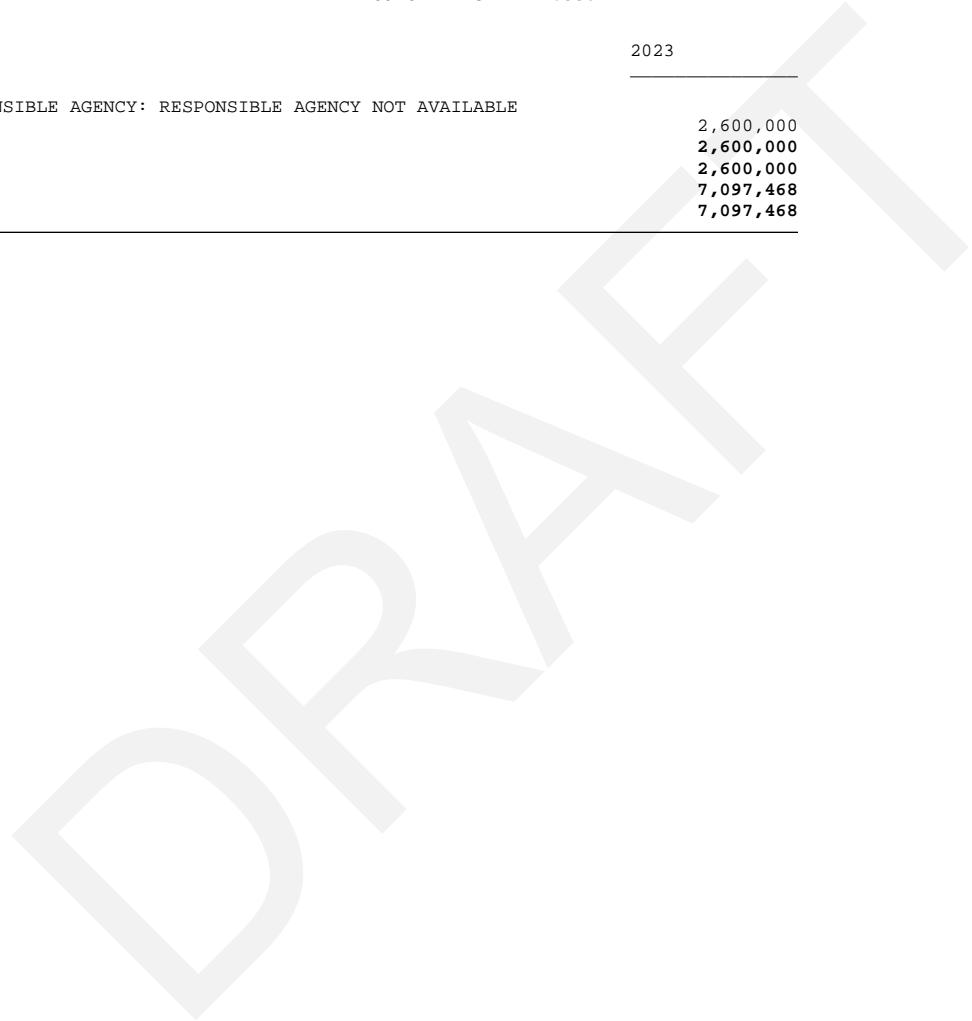
FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 ANNUAL OBLIGATIONS REPORT
 =====
HIGHWAYS
 =====

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

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

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

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



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

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
TOTAL 439316 3	-168,258
TOTAL 439316 3	-168,258

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

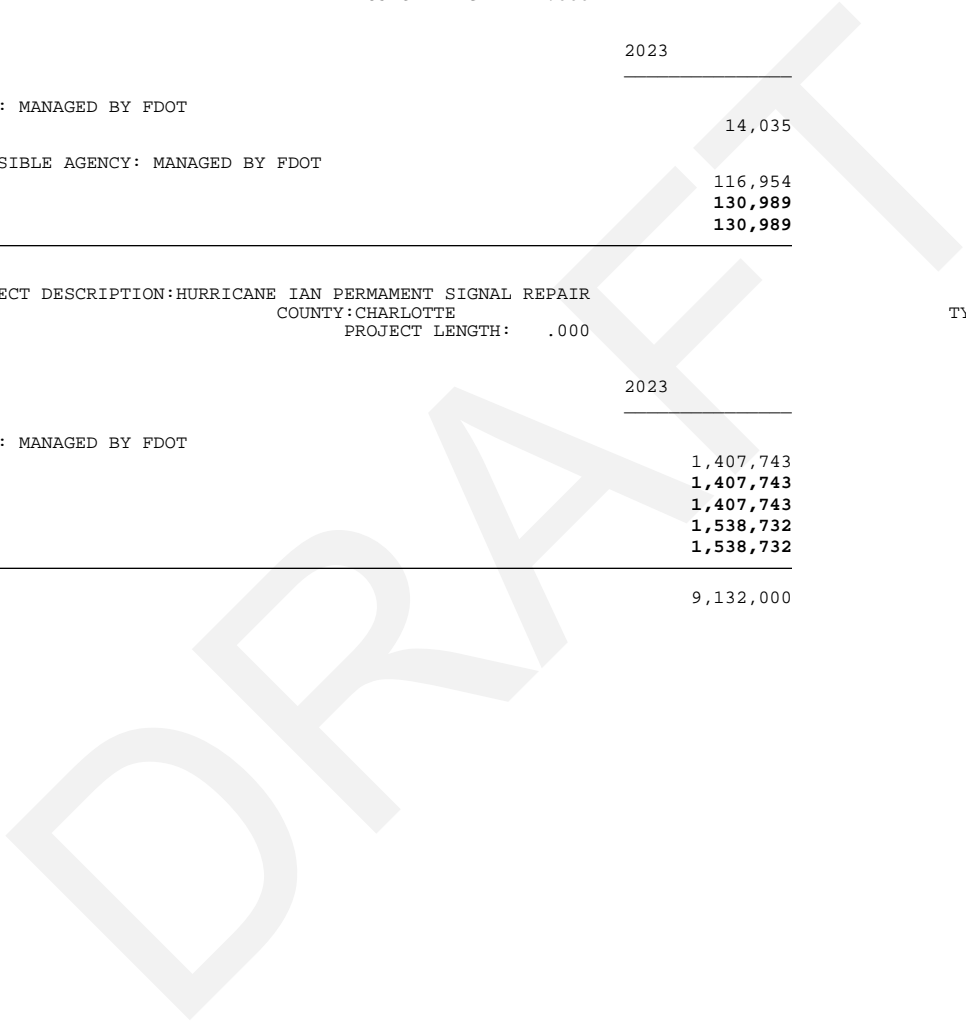
FUND CODE	2023
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	632,589
SL	31,469
TOTAL 439316 4	664,058
TOTAL 439316 4	664,058
TOTAL DIST: 01	495,800
TOTAL PLANNING	495,800

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	
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		14,035
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		116,954
TOTAL 451804 1		130,989
TOTAL 451804 1		130,989

ITEM NUMBER:451923 1	PROJECT DESCRIPTION:HURRICANE IAN PERMAMENT SIGNAL REPAIR	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
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		1,407,743
TOTAL 451923 1		1,407,743
TOTAL 451923 1		1,407,743
TOTAL DIST: 01		1,538,732
TOTAL MISCELLANEOUS		1,538,732

GRAND TOTAL		9,132,000
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SECTION – VIII

TIP AMENDMENTS

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

Include TIP Amendments from March 2024 MPO Board meeting

DRAFT

APPENDIX- A

DRAFT

ACRONYMS

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

FDOT FUNDING CODES

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

APPENDIX- B

Public Comments

AGENDA ITEM # 13
2024 PROJECT PRIORITIES DISCUSSION-DRAFT

Purpose: Review and discussion of the Draft 2024 List of Project Priorities (LOPP)

Agenda Item Presented by: MPO Staff

Discussion:

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

Below is the Draft LOPP MPO Staff anticipates submittal of a project priority application in 2024:

- Harbor View Road from Date Street to I-75 – Road Widening (CST)
- Edgewater Drive from Midway Blvd. to SR 776 – Road Widening (ROW & CST)
- N. Jones Loop @ Piper Road – Roundabout – (PE)
- SR 776 @ Charlotte Sports Park - Turn Lanes (CST)*
- SR 776 @ Flamingo Blvd – (CST)*
- SR 776 at Biscayne Drive – Design and Construction Turn lanes and Signal (PE & CST)
- SR 776 at Cornelius Blvd. – Design and Construction Turn Lanes (PE & CST)
- SR 776 at Jacobs Street – Design and Construction Turn Lanes (PE & CST)
- SUN Trail – from SR 776 at Gulf Cove to US 41 (CST)

- US 41 Bridge Approach Decorative Finish Street Lights
- US 41 MURT Bridge at S. Alligator Creek – (CST) *
- US 41 SB Harborwalk Phase II – ADA ramp improvements

*County staff requesting additional funding to supplement cost increases

Recommendation: Review and comment on the 2024 Project Priorities (Highway, TAP, CM/TSM and TRIP) for the upcoming FDOT Draft Tentative Work Program Cycle FY 2026 to FY 2030

Attachment: 2024 Draft Project Priority Lists
2024 TRIP Regional Project Priorities

DRAFT - 2024 HIGHWAY PROJECT PRIORITIES

RANK	FPN	PROJECT NAME	FROM	TO	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2025	2026	2027	2028	2029	COMMENTS
1	434965 3	Harbor View Rd ¹	Melbourne St	I-75	Road widening from 2-lane to 4-lane	CST		\$9.60	\$78.50		\$39.8				ROW Funded FY 2024 for \$12.9 Mil . Estimated ROW cost is \$20 million for entire segment . Total CST is \$48.1 million. LF includes Utilities /CST (\$20.4 million) .Segment Two CST is unfunded.(Expecting an application from the County Staff - received Jan 23, 2024)
2		Edgewater Dr / Flamingo Blvd Ext ¹	Midway Blvd	SR 776	Road widening from 2-lane to 4-lane	ROW&CST	\$2.50		\$61.50						County is requested \$2.2 million towards PE (CST may be)
3	435563 1	N. Jones Loop Rd ¹	I-75	Piper Rd	Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor.	PE& CST			\$3.71					0.05 3.71	Segment 3 of Jones Loop Study is funded through CST . Project will be deleted.
4		Burnt Store Rd	Lee County Line	Wallably Lane	Road widening from 2-lane to 4-lane	ROW&CST	\$2.00		TBD*						Cost of the project subject to change based on the Design of the intersection at Vincent Ave. (Expecting an application from the County Staff email received Jan 23, 2024)
5		N. Jones Loop Rd ¹	Burnt Store Rd	Knights Dr	Road widening from 4-lane to 6-lane	ROW, PE & CST			TBD						Requesting funds for Segment One, Pending 2045 LRTP amendment. MPO Staff is looking for advice from FDOT Staff for propose amendments for the entire segment of Jones Loop at May 2023 Board meeting
6		2055 Long Range Transportation Plan (LRTP) Update. Additional Planning dollars were allocating in the current 2028- 2030 WP to supplement MPO complete 2055 LRTP Task over the three fiscal years											0.03	0.02	Requested approximately \$500,000 to perform the federally required update
¹ Regional projects						² TAP Project on SUN Trail network system				Notes : All project costs are in millions					
PE - Design						ROW - Right - of Way				New Project		MPO Project			
PD&E Project Development & Environment						CST- Construction				Charlotte County		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 . NEED Clarification if an Application is required
2	435105-3	Taylor Rd - Phase II	Royal Rd	N. Jones Loop Rd	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE&CST&CEI			\$7.29						Design,CST and CEI is unfunded
3		US 41	Sidewalks -Morningside Drive	Sarasota County line	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST									Total Project, segments are below
3A	446391-1	US 41	Peace River Bridge	Kings Hwy	Traffic Operational Analysis Study to improve safety and operational efficiency along this corridor	PD&E, PE & CST	\$0.15				\$0.15				At October 16, 2023 District One Sectrary L.K Nandam indicated that this project will be put back in the 2025-2029 work program since it was not shown on Oct 6, 2023 Snapshot. County Staff agreed to lead this Study - Jan 2023
3B	446830-1	US 41 Eastside ^{1,2}	Kings Hwy	Conway Blvd	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST			\$5.10		\$1.50		\$4.07		Project is funded through Construction in the current Draft Tentative Work Program,and will be deleted. Coordinatd with DOT&SUN Trail on Feb 14, 2024 to bring to SUN Trail standards
3C	438262-1	US 41 Eastside ^{1,2}	Conway Blvd	Midway Blvd	Multi Use Recreational Trail (MURT) with 8 feet side walk	CST			\$5.49			\$5.48			Design is underway. CST funded in current DTWP - Project will be deleted Coordinatd with DOT&SUN Trail on Feb 14, 2024 to bring to SUN Trail standards
3D	440442-1	US 41 East side	Midway Blvd	Paulson Dr	Multi Use Recreational Trail (MURT) with 8 feet side walk	CST			TBD						PE funded in 2024 . Need costs estimates CST. CST funds have been removed from 2024. Coordinatd with DOT&SUN Trail on Feb 14, 2024 to bring SUN Trail standards
3E		US 41 Westside&East Side	Tuckers Grade	Taylor Rd	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST			TBD						Added East side to the project Need costs for PE & CST
3F		US 41 Westside	Morningside Dr	Tuckers Grade	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
3H		US 41 Westside	Taylor Rd	Burnt Store Rd	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
4	452221-1	Cooper St	Airport Rd	E.Marion Ave	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST	\$3.21				\$0.30		\$2.90		The project is funded through construction in the current DTWP . Project will be DELETED.
9		Harborwalk Phase IV ¹ US 41 NB	W. Retta Esplanade	Peace River Bridge	Bridge Underpass & Lighting	CST			\$0.36						Based on the e-mail received from FDOT Staff on April 5, 2023 further clarification in required to be considered part of the 441524-1 resurfacing Project.
10	452236-1	Harborwalk Phase II	ADA ramps at US 41 SB		US 41 SB at the Albert Gilchrist Bridge connecting the City's Harborwalk to the existing US 41 SB sidewalk	CST	\$0.60	\$0.09	\$0.69						FDOT Staff will be handling this project as an In- House project since it is too close to the bridge.Project is funded through CST and will be deleted
11	446339-1	US 41 NB ¹	Multi Use Recreational Trail bridge over Alligator Creek - South		Bicycle/Ped Bridge	CST	\$1.74		\$1.74	\$0.29					In current 2025-2029 DTWP for design. City do not intend to apply for CST dollars since the City's CIP is not consistent. County Staff agreed to take a lead on this project.
12	443602-3	SR 776 - SUN Trail	Myakka State Forest	Gillot Blvd	SUN Trail project with paved trail corridors for bicyclists and pedestrians.	CST	\$0.189		\$1.44	\$0.189					Project is funded for Design in current 2024- 2028. CST unfunded. County is requesting additional funds for PE based on the revised cost estimates submitted thorough GAP application Dec 20, 2023
13	443602-2	SR 776 - SUN Trail	Gillot Blvd	US 41	SUN Trail project with paved trail corridors for bicyclists and pedestrians.	CST	\$0.47		\$2.80	\$0.47					Project is funded for Design in current DTWP 2024-2028. CST unfunded.County is requesting additional funds for PE based on the revised cost estimates submitted thorough GAP application Dec 20, 2023

¹ Regional projects	² TAP Project on SUN Trail network system	Notes : All project costs are in millions
PE - Design	ROW - Right - of Way	New Project
PD&E Project Development & Environment	CST- Construction	Charlotte County
		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	446393-1	Add turn lanes on SR 776 @ Charlotte Sports Park ¹	Intersection Improvements	CST	\$0.750		\$0.750	\$0.151		\$0.6			County is requesting additional funds to accommodate changes proposed at Oct 16, 2023 Board meeting. Nov 1, 2023 e-mail indicates , County is requesting additional Funds to subsidize the Design changes
2	446340-1	SR 776 @ Flamingo Blvd ¹	Intersection Improvements	CST	\$1.46			\$1.46					Programmed in the current 2025-2029 work program. Jan 11, 2024 email indicates a short fall of \$1 million for CST . County is seeking additional funds
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 (Expecting an application from the County Staff email received Jan 23, 2024)
4		Add turn lanes on SR 776 @ Cornelius Blvd ¹	Intersection Improvements	PE & CST	\$0.18		\$0.18						Programmed in the current Draft work program 2025-2029. PE : FY 2027 \$0.046 & CST ; FY 2029 \$0.145 . Project will be deleted as it is funded through CST
5		US 41 @ Easy St	Intersection Improvements	PE & CST			TBD						County is requesting PE & CST funds
6		Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
7		Add turn lanes on SR 776 @ Jacobs St ¹	Intersection Improvements	PE & CST	\$0.18		\$0.18						Programmed in the current Draft work program 2025-2029. PE : FY 2027 \$0.046 & CST ; FY 2029 \$0.145 . Project will be deleted as it is funded through CST
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	0.51					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)	2025	2026	2027	2028	2029	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						FUNDED \$3.1 million (Appropriations) Will be deleted 1/23/2024
		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						(Expecting an application from the County Staff email received Jan 23, 2024)
		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. (Expecting an application from the County Staff email received Jan 23, 2024)
		Veterans Blvd @ Harbor Blvd	Add/turns lanes Improvements at intersections	CST	\$0.21		\$0.21						Year 2025: Signalization or Roundabout. Add exclusive EB Right. (Expecting an application from the County Staff email received Jan 23, 2024)
		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.(Expecting an application from the County Staff email received Jan 23, 2024)

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) (Expecting an application from the County Staff email received Jan 23, 2024)
		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. (Expecting an application from the County Staff email received Jan 23, 2024)
		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. (Expecting an application from the County Staff email received Jan 23, 2024)
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 December 2023.
		¹ Regional projects	² TAP Project on SUN Trail network system				Notes: All projects costs are in millions						
		PE - Design	ROW - Right - of Way				New Project	MPO Project					
		PD&E Project Development & Environment	CST- Construction				Charlotte County	City of Punta Gorda					
		SR 776 Corridor Study Projects	Veterans Blvd Projects										

2024 CARBON REDUCTION PROJECTS

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

CARL - CARB FOR URB. LESS THAN 200K

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

Draft

2024 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

PROJECT PRIORITY LIST

CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO

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

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

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			

MARCH 7, 2024
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 14
2023 FDOT/MPO JOINT CERTIFICATION STATEMENT

Purpose: To recommend to the MPO Board approval of the MPO's 2023 FDOT/MPO Joint Certification Statement

Agenda Item Presented by: MPO Staff

Discussion:

Each year the FDOT and the MPO must jointly certify the metropolitan transportation planning process as described in **23 U.S.C. 134(k) (15)** and **23 C.F.R. 450.334 (a)**. The joint certification begins in January. This allows time to incorporate recommended changes into the Draft 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.

Recommendation: Recommend to the MPO Board approval of the 2023 FDOT/MPO Joint Certification, authorizing the MPO Board Chair to sign the FDOT/MPO Joint Certification Statement.

Attachments:

1. 2023 FDOT/MPO Joint Certification/Noteworthy Achievements
2. 2023 FDOT/MPO Joint Certification Statement



Charlotte County-Punta Gorda MPO

Calendar Year of Review Period: January 1, 2023, through December 31, 2023.

2/21/2024

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Purpose

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

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

Certification Process

Please read and answer each question using the checkboxes to provide a “yes” or “no.” Below each set of checkboxes is a box where an explanation for each answer is to be inserted. The explanation given must be in adequate detail to explain the question.

FDOT's [MPO Joint Certification Statement](#) document must accompany the completed Certification report. Please use the electronic form fields to fill out the document. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and email it with this completed Certification Document to your District MPO Liaison.

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

Part 1

Part 1 of the Joint Certification is to be completed by the MPO.

Part 1 Section 1: MPO Overview

1. Does the MPO have up-to-date agreements such as the interlocal agreement that creates the MPO, the intergovernmental coordination and review (ICAR) agreement; and any other applicable agreements? Please list all agreements and dates that they need to be readopted. The ICAR Agreement should be reviewed every five years and updated as necessary. Please note that the ICAR Agreement template was updated in 2020.

Please Check: Yes No

The State of Florida Department of Transportation Metropolitan Planning Organization Agreement- expires 6/30/2024

Staff Services Agreement - Charlotte County - 7/27/2010; Partnership Agreement between Budget & Administrative Services Department/Fiscal Services Division and MPO – 9/10/2018

Interlocal Agreement for Joint Regional Transportation Planning - Sarasota/Manatee MPO - 1/22/2018 - (under review)

Interlocal Agreement for Joint Transportation Planning - Lee MPO - 12/13/2013 - (under review)

Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (ICAR) – The Agreement was executed on February 22, 2006. MPO reached out to FDOT to determine if the ICAR agreement requires readoption to reflect the evolved role of the Southwest Florida Regional Planning Council.(under review)

2. Does the MPO coordinate the planning of projects that cross MPO boundaries with the other MPO(s)?

Please Check: Yes No

The MPO has Interlocal Agreements with the Sarasota/Manatee and Lee County MPOs to ensure Regional Planning takes place. The MPO's urbanized area also includes a small portion of DeSoto County in the Lake Suzy area, so coordination is done with the new Heartland TPO. Additionally, DeSoto County has a representative on the Technical Advisory Committee. The MPO is also actively coordinating with the Heartland TPO to possibly hold a Joint MPO Board Meeting and establish an interlocal agreement.

3. How does the MPOs planning process consider the 10 Federal Planning Factors ([23 CFR § 450.306](#))?

Please Check: Yes No

The MPO planning process targets economic vitality, transportation safety, security, accessibility and mobility of people and freight, environmental protection, multi-modal system integration, management and operation, improve the resiliency and reliability of

the transportation system, enhance travel and tourism and the overall preservation of the existing transportation system in all MPO Planning strategies, as referenced in FY 2023 and FY 2024 UPWP, Appendix A.

4. How are the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process?

Please Check: Yes No

Yes, as reflected in the UPWP tasks, all MPO plans and programs excluding Long Range Transportation Plan (LRTP) are reviewed and/or updated annually. The LRTP is updated every five years (continuing). They are continually reviewed for completeness and accuracy (comprehensive). Reasonable opportunities for the public and MPO member entities to comment on them are provided before being approved by the MPO Board (cooperative)

5. When was the MPOs Congestion Management Process last updated?

Please Check: Yes No N/A

The MPO's Congestion Management Process was last updated on October 5, 2020 and will be updated as part of the 2025 LRTP around July 2025.

6. Has the MPO recently reviewed and/or updated its Public Participation Plan (PPPs)? If so, when? For guidance on PPPs, see the Federal Highway Administration (FHWA) checklist in the [Partner Library](#) on the MPO Partner Site.

Please Check: Yes No

The MPO has a comprehensive and citizen-friendly Public Participation Plan that was last amended on December 15, 2022 to include language that allows for virtual and hybrid (in-person and virtual) public involvement in the MPO's planning processes. This revision effectively allows efficient and practical accessibility for public engagement in all the MPO's meetings from a remote location. Additionally, Federal Highway Administration (FHWA) provided several comments pertaining to the verbosity of the document. MPO Staff worked relentlessly to abridge the PPP from over 80 pages down to about 30 to address FHWA's comments. The revised final PPP document is now more graphic intensive and easier to decipher for individuals not as familiar with the principles of transportation planning

7. Was the Public Participation Plan made available for public review for at least 45 days before adoption?

Please Check: Yes No

The Public Participation Plan was made available to the public for review for at least 45 days before adoption. Document was posted in newspaper, at Libraries, and on the MPO website for review and comments

Part 1 Section 2: Finances and Invoicing

1. How does the MPO ensure that Federal-aid funds are expended 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 FDOT and the Division Administrator of FHWA?

The MPO follows policies and procedures prescribed by the Division Administrator of FHWA by complying with Federal and State laws and by following FDOT directives contained in the MPO Program Management Handbook

2. How often does the MPO submit invoices to the District for review and reimbursement?

The MPO submits invoices to the District for review and reimbursement on a quarterly basis

3. Is the MPO, as a standalone entity, a direct recipient of federal funds and in turn, subject to an annual single audit?

The MPO is a leaning independent MPO that receives some services from Charlotte County Government under a severable contract. The MPO is subject to the Charlotte County single audit procedures

4. How does the MPO ensure their financial management system complies with the requirements set forth in [2 C.F.R. §200.302?](#)

The MPO financial management system complies with requirements set forth in 2 C.F.R. 200.302 by coordinating with Charlotte County and the Clerk's Office

5. How does the MPO ensure records of costs incurred under the terms of the MPO Agreement maintained and readily available upon request by FDOT at all times during the period of the MPO Agreement, and for five years after final payment is made?

The MPO ensures records of costs incurred under the terms of the MPO Agreement are maintained and readily available upon request by FDOT at all times during the period of the MPO Agreement, and five years after final payment is made by maintaining records and invoices both digital and paper copies

6. Is supporting documentation submitted, when required, by the MPO to FDOT in detail sufficient for proper monitoring?

Yes, the MPO provides detailed supporting documentation when requested by FDOT.

7. How does the MPO comply with, and require its consultants and contractors to comply with applicable Federal law pertaining to the use of Federal-aid funds and applicable State laws?

The MPO contracts and scopes of service reflect applicable Federal law pertaining to the use of Federal-aid funds.

8. Does the MPO have an existing negotiated indirect cost rate from the Federal government or use the de minimis rate (currently set at 10% of modified total direct costs which may be used indefinitely ([2 C.F.R. 200.414\(f\)](#))?

In general, only those MPOs that are hosted by agencies that receive direct Federal funding in some form (not necessarily transportation) will have available a Federally approved indirect cost rate. If the MPO has a staffing services agreement or the host agency requires the MPO to pay a monthly fee, the MPO may be reimbursed for indirect costs.

Please Check: Indirect Rate De Minimis Rate N/A

- a. If the MPO has an existing negotiated indirect cost rate, did the MPO submit a cost allocation plan?

The MPO does have a Staff Services Agreement with the County, in which the County has an existing negotiated indirect cost rate from the Federal government using the current set 10% de minimis rate

Part 1 Section 3: Title VI and ADA

1. Has the MPO signed an FDOT Title VI/Nondiscrimination Assurance, identified a person responsible for the Title VI/ADA Program, and posted for public view a nondiscrimination policy and complaint filing procedure?"

Please Check: Yes No

The MPO has a signed FDOT Title VI/Nondiscrimination Assurance. Ms. Wendy W. Scott is the MPO staff person assigned to handle Title VI and ADA-related issues. A Nondiscrimination policy and complaint filing procedure is posted in the office lobby and displayed on the MPO website.

2. Do the MPO's contracts and bids include the appropriate language, as shown in the appendices of the [Nondiscrimination Agreement](#) with the State?

Please Check: Yes No

The MPO's contracts and bids include the appropriate language, as shown in the appendices of the Nondiscrimination Agreement with the State.

3. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with FDOT's procedure?

Please Check: Yes No

The MPO has a Discrimination Complaint Procedure in place that outlines the methods to be followed should the MPO receive a Title VI and/or Title VIII complaint. It complies with FDOT's procedure.

4. Does the MPO collect demographic data to document nondiscrimination and equity in its plans, programs, services, and activities?

Please Check: Yes No

The MPO includes demographic data in its Evaluation/Comment Form, used at all MPO Public Involvement functions.

5. Has the MPO participated in any recent Title VI training, either offered by the State, organized by the MPO, or some other form of training, in the past three years?

Please Check: Yes No

Yes, the MPO's Title VI/ADA Program Coordinator and other staff members have participated in recent Title VI training provided by various agencies and organizations. Additionally, Title VI training has been provided in house. All these events are recorded in a digital office log (MPO Title VI Program Activity Log).

6. Does the MPO keep on file for five years all complaints of ADA noncompliance received, and for five years a record of all complaints in summary form?

Please Check: Yes No

The MPO has never received an ADA noncompliance complaint to date. The MPO will retain all records related to any future ADA complaints for a minimum of five years.

Part 1 Section 4: MPO Procurement and Contract Review and Disadvantaged Business Enterprises

1. Is the MPO using a qualifications based selection process that is consistent with [2 C.F.R. 200.320 \(a-c\)](#), [Appendix II to Part 200 - Contract Provision](#), and [23 C.F.R. 172](#), and Florida statute as applicable?

Please Check: Yes No

Participation in the FDOT Unified Certification Program (UCP) was approved by the MPO Board. Annually, the UPWP contains a DBE Certification Statement.

2. Does the MPO maintain sufficient records to detail the history of procurement, management, and administration of the contract? These records will include but are not limited to: rationale for the method of procurement, selection of contract type, contractor selection or rejection, the basis for the contract price, contract, progress reports, and invoices.

Note: this documentation is required by [2 C.F.R. 200.325](#) to be available upon request by the Federal awarding agency, or pass-through entity when deemed necessary.

Please Check: Yes No

The MPO maintains sufficient records to detail the history of procurement.

3. Does the MPO have any intergovernmental or inter-agency agreements in place for procurement or use of goods or services?

Please Check: Yes No

The MPO follows the County's procurement process that complies with all State requirements.

4. What methods or systems does the MPO have in place to maintain oversight to ensure that consultants or contractors are performing work in accordance with the terms, conditions and specifications of their contracts or work orders?

Please Check: Yes No

The MPO has recently executed the 2021-2024 General Planning Consultant (GPC) Agreement with the top three consultants. The MPO intends to issue a Work Assignment Order in the beginning of next year to hire a Consultant to perform the MPOs 2050 LRTP and other tasks related to the LRTP update. The work assignment order and specifications are monitored by the Program Manager.

5. Does the MPO's contracts include all required federal and state language from the MPO Agreement?

Please Check: Yes No

Yes, The MPO's Contracts include all required federal and state language from the MPO Agreement. MPO Staff contacted the Central Office and FHWA personnel in regard to the current GPC and made changes to the contract based on their Staffs comments.

6. Does the MPO follow the FDOT-approved Disadvantaged Business Enterprise (DBE) plan?

Please Check: Yes No

The FDOT Unified Certification Program (UCP) was approved by the MPO Board. Annually, the UPWP contains a DBE Certification Statement.

7. Are the MPOs tracking all commitments and payments for DBE compliance?

Please Check: Yes No

The MPO reports DBE payments to FDOT through the Uniform Report of DBE Commitment/Awards and Payments. The MPO follows FDOT rules and regulations for consultants to follow regarding the use of DBEs. Section 7 of the current contract includes the DBE commitments and payments

8. The MPO must be prepared to use the Grant Application Process (GAP) to record their professional services contract information starting on July 1, 2022. Has the MPO staff been trained on the GAP system? If yes, please provide the date of training. If no, please provide the date by when training will be complete (Recordings are available on the FDOT Local Programs [webpage](#)).

Please Check: Yes No

The MPO Staff participated in a GAP webinar hosted by FDOT on January 25, 2022 and will be participating in upcoming training 2024

9. Does the MPO include the DBE policy statement in its contract language for consultants and subconsultants?

Please Check: Yes No

The MPO includes its DBE policy statement in its contract language for consultants and subconsultants.

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

Please Check: Yes No N/A

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

Please Check: Yes No N/A

12. Please identify all locally required preference programs applied to contract awards by local ordinance or rule that will need to be removed from Federal-Aid solicitations and contract.

- a) Minority business
- b) Local business
- c) Disadvantaged business
- d) Small business
- e) Location (physical location in proximity to the jurisdiction)
- f) Materials purchasing (physical location or supplier)
- g) Locally adopted wage rates
- h) Other: _____

13. Do the MPO contracts only permit the use of the approved FDOT race-neutral program?

Please Check: Yes No N/A

14. Do the MPO contracts specify the race neutral or 'aspirational' goal of 10.65%?

Please Check: Yes **No** **N/A**

15. Are the MPO contracts free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

Please Check: Yes **No** **N/A**

16. Do the MPO contracts contain required civil rights clauses, including:

- a. Nondiscrimination in contracting statement (49 CFR 26.13)
- b. Title VI nondiscrimination clauses Appendices A and E (DBE Nondiscrimination Assurance & 49 CFR 21)
- c. FDOT DBE specifications

Please Check: Yes **No** **N/A**

Part 1 Section 5: Noteworthy Practices & Achievements

One purpose of the certification process is to identify improvements in the metropolitan transportation planning process through recognition and sharing of noteworthy practices. Please provide a list of the MPOs noteworthy practices and achievements below.

Please see attached

Part 1 Section 6: MPO Comments

The MPO may use this space to make any additional comments or ask any questions, if they desire. This section is not mandatory, and its use is at the discretion of the MPO.

No additional comments



Charlotte County-Punta Gorda MPO

Calendar Year of Review Period: January 1, 2023, through December 31, 2023.

2/21/2024

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Purpose

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

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

Certification Process

Please read and answer each question within this document.

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

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

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

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

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

Risk Assessment Process

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

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

- (1) The subrecipient's prior experience with the same or similar subawards;*
- (2) The results of previous audits including whether the subrecipient receives a Single Audit in accordance with Subpart F—Audit Requirements of this part, and the extent to which the same or similar subaward has been audited as a major program;*
- (3) Whether the subrecipient has new personnel or new or substantially changed systems; and*
- (4) The extent and results of Federal awarding agency monitoring (e.g., if the subrecipient also receives Federal awards directly from a Federal awarding agency).*

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

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

- (1) Reviewing financial and performance reports required by the pass-through entity.*

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

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

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

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

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

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

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

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

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

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

Table 1. Risk Assessment Scoring

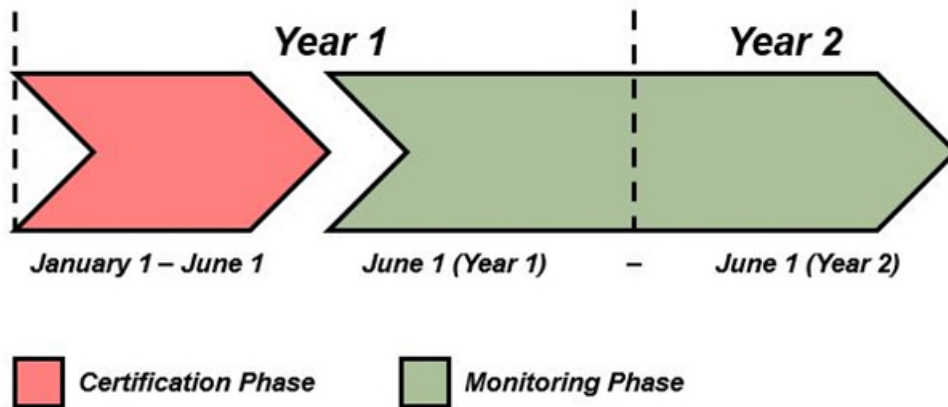
Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

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

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

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

Figure 1. Risk Assessment: Certification and Monitoring Phases



Part 2

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

Part 2 Section 1: Risk Assessment

MPO Invoice Submittal

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

Table 2. MPO Invoice Submittal Summary

Invoice #	Invoice Period	Date the Invoice was Forwarded to FDOT for Payment	Was the Invoice Submitted More than 90 days After the End of the Invoice Period? (Yes or No)
FHWA-G2813- #3	1/1/2023-4/7/2023	8/18/2023	yes
FHWA-G2813- #4	4/1/2023-6/30/2023	8/28/2023	no
FHWA-G2813- #5	7/1/2023-9/30/2023	11/08/2023	no
FHWA-G2813 -#6	10/1/2023-12/31/2023	2/2/2024	no
MPO Invoice Submittal Total			
Total Number of Invoices that were Submitted on Time			3
Total Number of Invoices Submitted			4

MPO Invoice Review Checklist

List all MPO Invoice Review Checklists that were completed in the certification period in **Table 3** and attach the checklists to this risk assessment. Identify the total number of materially significant finding questions that were correct on each MPO Invoice Review Checklist (i.e. checked yes). The

MPO Invoice Review Checklist identifies questions that are considered materially significant with a red asterisk. Examples of materially significant findings include:

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

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

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

Table 3. MPO Invoice Review Checklist Summary

MPO Invoice Review Checklist	Number of Correct Materially Significant Finding Questions
FHWA-G2813-#3	7
FHWA-G2813-#4	7
FHWA-G2813-#5	7
FHWA-G2813-#6	7
MPO Invoice Review Checklist Total	

Total Number of Materially Significant Finding Questions that were Correct	28
---	-----------

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

MPO Supporting Documentation Review Checklist

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

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

Table 4. MPO Supporting Documentation Review Checklist Summary

MPO Supporting Documentation Review Checklist	Number of Correct Materially Significant Finding Questions
FHWA-G2813-# 4 Invoice period 4/1/2023-6/30/2023	23
Please Note: The number of “Materially Significant Findings” in the below Total box has been changed to 23 from the pre-populated 25 – which is the total number of possible Material Significant Findings for <i>this</i> Doc Review. Several sections received “N/A” due to not being applicable in this Review.	

MPO Supporting Documentation Review Checklist Total	
Total Number of Materially Significant Finding Questions that were Correct	23

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

Technical Memorandum 19-04: Incurred Cost and Invoicing Practices

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

Please Check: Yes No N/A

Risk Assessment Score

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

Table 5. Risk Assessment Scoring

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

Risk Assessment Percentage: 93%

Level of Risk: **Low**

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

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

Please Check: Yes **No**

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

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

N/A

Part 2 Section 3: Transportation Improvement Program (TIP)

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

Please Check: Yes No

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

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

The Adopted TIP has been uploaded to the Portal on 5/24/2023

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

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

Please Check: Yes **No**

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

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

N/A

Part 2 Section 5: Clean Air Act

The requirements of [Sections 174](#) and [176 \(c\) and \(d\)](#) of the Clean Air Act.

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

Title(s) of Attachment(s)

N/A

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

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

Please Check: Yes No N/A

Part 2 Section 7: MPO Procurement and Contract Review

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

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

Please Check: Yes No N/A

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

Please Check: Yes No N/A

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

Please Check: Yes No N/A

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

Please Check: Yes No N/A

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

Please Check: Yes No N/A

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

Please Check: Yes No N/A

Part 2 Section 8: District Questions

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

1. Question

PLEASE EXPLAIN

2. Question

PLEASE EXPLAIN

3. Question

PLEASE EXPLAIN

4. Question

PLEASE EXPLAIN

5. Question

PLEASE EXPLAIN

Part 2 Section 9: Recommendations and Corrective Actions

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

Status of Recommendations and/or Corrective Actions from Prior Certifications

According to the 2023 Joint Certification, Charlotte County-Punta Gorda MPO did not have any recommendations or corrections. The MPO staff demonstrated an outstanding collaboration and submitted most of required documents in a timely manner throughout the year. FDOT was notified of issues with the County Finance completing invoice information for the MPO by the required dates.

Recommendations

PLEASE EXPLAIN

Corrective Actions

PLEASE EXPLAIN

Part 2 Section 10: Attachments

Please attach any documents required from the sections above or other certification related documents here or through the [MPO Document Portal](#). Please also sign and attached the [MPO Joint Certification Statement](#).

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

Click or tap here to enter text.

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



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

Table 1. Risk Assessment Score							
Question Category	Question	Example Response	Directions	Number Correct	Subtotal	Weight Percentage	Total Score
MPO Invoice Submittal	Was invoice submitted within 90 days from the end of the invoice period?	All invoices were submitted within 90 days from the end of the invoice period.	Number Correct Column: Enter the number of invoices that were submitted on time. Subtotal Column: Enter the total number of invoices that were submitted.	3	4	30%	23%
MPO Invoice Review Checklist	How many materially significant findings questions are correct?	There were 21 opportunities for materially significant findings, 18 of the materially significant finding questions were answered correctly.	Number Correct Column: Enter the number of correct materially significant questions. Subtotal Column: Enter the total number of materially significant questions.	28	28	30%	30%
MPO Supporting Documentation Review Checklist	How many materially significant findings questions are correct?	There were 75 opportunities for materially significant findings, 72 of the materially significant finding questions were answered correctly.	Number Correct Column: Enter the number of correct materially significant questions. Subtotal Column: Enter the total number of materially significant questions.	23	23	35%	35%
Technical Memorandum 19-04: Incurred Cost and Invoicing Practices	Were incurred costs billed appropriately at the end of the contract period?	The MPO billed incurred costs appropriately at the end of the invoice period.	Number Correct Column: Enter a 1 if incurred costs were billed appropriately at the end of the contract period, or if this question is not applicable. Enter a 0 if incurred costs were not billed appropriately at the end of the contract period.	1	1	5%	5%
Risk Assessment Score							93%



MPO FHWA Funds Invoice Supporting Documentation Review Checklist

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

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

* **Indicates a Materially Significant Finding**

MPO: **Charlotte County-Punta Gorda MPO**

Contract: G2813	Date of Review: 02/01/2024	Review #: 1
Invoice No.: 4	Invoice Period: 4/1/2023-6/30/2023	Reviewed By: Dasha Kosheleva

Personnel Service (MPO staff salary & fringe)

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

Were personnel service expenses incurred within the Invoice Period ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Employee's time sheet selected for review? <i>Lakshmi Gurrum, Principal Planner</i>		
Does the payroll register fall within the dates match Invoice Period ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Do the hours shown on the payroll register match hours requested?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Does the employee's timesheet match the expenses being requested for reimbursement?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Are amounts shown on payroll register and task charges accurately recorded on Itemized Expenditure Detail Report ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Are fringe charges equitably distributed to all grants?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Is the timesheet signed by an authorized MPO official?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Technical Memorandum 19-05Rev: Director's Timesheets and Expenses

Were the Director's timesheets and expenses reviewed at least quarterly by the MPO Board, Executive Committee, Board Chair, or Board Treasurer?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
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Comments and Recommendations on Personnel Services Expenses

Click to enter details

Findings on Personnel Services Expenses

Click to enter details

Consultant Services

Select one consultant invoice and confirm details below.

Were consultant service expenses incurred within the **Invoice Period**? Yes No

Consultant invoice selected for review? *Kimley Horn Invoice#24943751*

*Are charges shown on invoice accurately recorded on **Itemized Expenditure Detail Report**? Yes No

Are the consultant services invoice dates of service within the **Invoice Period**? Yes No

*Are the task services documented in the progress report? Yes No

*Is there documentation to show that invoice was paid? Yes No

Comments and Recommendations on Consultant Services Expenses

Click to enter details

Findings on Consultant Services Expenses

Click to enter details

Travel Reimbursement

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

Were travel expenses incurred within the **Invoice Period**? Yes No

Employee's travel reimbursement selected for review? *D'Juan L. Harris. 4.27 – 4.28.2023. MPOAC, Orlando*

*Are charges shown on the travel form accurately recorded on the task's **Itemized Expenditure Detail Report**? Yes No

Has the MPO established its own travel policy? Yes No

Does the travel reimbursement comply with MPO or State travel policies and regulations? Yes No

Are charges recorded on FDOT Contractor Travel Form (300-000-06)? Yes No

Is travel request signed by an MPO authorized official? Yes No

*Are travel charges supported by documentation as required by travel policy? Yes No

Technical Memorandum 19-02: Car Allowance or Mileage Reimbursements

Was car allowance or mileage recorded appropriately based on the number of business-related miles an employee drives and the cost associated with operating a personal vehicle? Yes No

Comments and Recommendations on Travel Reimbursement Expenses

Click to enter details

Findings on Travel Reimbursement Expenses

Click to enter details

Direct Expenses

Select and review five direct expense line items.

Were direct expenses incurred within the Invoice Period ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
#1 Direct expense selected for review <i>Sun Newspapers Invoice 04/16/2023</i>		
Was the cost incurred within the Invoice Period ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Is the expense for purchase of equipment under \$5,000? (If over \$5,000, indicate prior approval in findings/recommendation below)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Is the expense allowable?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Is there documentation to show that invoice was paid?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Are charges shown on the invoice accurately recorded on the Itemized Expenditure Detail Report ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
#2 Direct expense selected for review <i>Sun Newspapers Invoice 04/06/2023</i>		
Was the cost incurred within the Invoice Period ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Is the expense for purchase of equipment under \$5,000? (If over \$5,000, indicate prior proper approval in findings/recommendation below)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Is the expense allowable?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Is there documentation to show that invoice was paid?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Are charges shown on the invoice accurately recorded on the Itemized Expenditure Detail Report ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
#3 Direct expense selected for review <i>Amazon Order #111-7314034-9625847</i>		
Was the cost incurred within the Invoice Period ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Is the expense for purchase of equipment under \$5,000? (If over \$5,000, indicate prior approval in findings/recommendation below)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Is the expense allowable?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Is there documentation to show that invoice was paid?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Are charges shown on the invoice accurately recorded on the Itemized Expenditure Detail Report ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
#4 Direct expense selected for review <i>Sun Newspapers Legal Advertising Invoice 04/06/2023</i>		
Was the cost incurred within the Invoice Period ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Is the expense for purchase of equipment under \$5,000? (If over \$5,000, indicate prior approval in findings/recommendation below)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Is the expense allowable?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Is there documentation to show that invoice was paid?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Are charges shown on the invoice accurately recorded on the Itemized Expenditure Detail Report ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
#5 Direct expense selected for review <i>ClikWiz Invoice # R20095</i>		
Was the cost incurred within the Invoice Period ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Is the expense for purchase of equipment under \$5,000? (If over \$5,000, indicate prior approval in findings/recommendation below)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Is the expense allowable?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Is there documentation to show that invoice was paid?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*Are charges shown on the invoice accurately recorded on the Itemized Expenditure Detail Report ?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Does the MPO direct bill for indirect costs?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
* If yes, does the MPO provide documentation that supports the indirect costs charged? N/A	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Comments and Recommendations on Direct Expenses

Click to enter details

Findings on Direct Expenses

Click to enter details

Indirect Rate

If applicable, review MPO's APPROVED Indirect Rate.

Does the MPO have an FDOT APPROVED indirect rate?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
*If yes, does the indirect rate that is charged on the invoice agree with the approved indirect cost allocation plan documented in the MPO's UPWP? N/A	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Comments and Recommendations on Indirect Rate Charges

Click to enter details

Findings on Indirect Rate Charges

Click to enter details

General Comments, Recommendations, and Findings

Was the invoice's supporting documentation found to be in good order?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Was there evidence that a quality control process or procedure is in place?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

General Comments and Recommendations

Click to enter details

General Findings

Click to enter details

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

Table 1. Invoice Supporting Documentation Review Checklist Summary

Please Note: The number of “Materially Significant Findings” in the below Total box has been changed to 23 from the pre-populated 25 – which is the total number of possible Material Significant Findings for *this* Doc Review. Several sections above received “N/A” due to not being applicable in this Review.

Description	Yes	Total
*Materially Significant Findings	23	23

2023 CHARLOTTE COUNTY-PUNTA GORDA MPO NOTEWORTHY ACHIEVEMENTS

Recovery after Hurricane Ian is still ongoing as the Charlotte County-Punta Gorda (CC-PG) MPO continues to do business out of a conference room on the Murdock Administration Campus. MPO staff recently scouted potential office space owned by Charlotte County that would sufficiently meet the needs of current staff. Despite working from a conference room for over a year, MPO staff has successfully prepared packets for all MPO Committee and Board meetings in 2023.

Additionally, the MPO successfully kicked off the effort to develop Charlotte County's first Comprehensive Safety Action Plan in October of 2023. The funding was awarded out of the Safe Streets and Roads for All discretionary grant program. MPO staff along with prime consultant, Vanasse Hangen Brustlin, Inc. will leverage \$312,000 to develop the Action Plan. The goal of the Action Plan is to mitigate and or reduce the occurrence of serious injury or fatal crashes on public roadways in Charlotte County. The anticipated date for MPO Board adoption of the Action Plan is December 16, 2024



PROGRAM MANAGEMENT/ADMINISTRATION

All in all 2023, was another productive year of meetings, trainings, and virtual webinars for the CC-PG MPO's staff. In fact, an MPO staff member calculated that as a cohesive unit, MPO staff likely attended over 149 meetings pertaining to transportation planning over the course of last year.

Of note, three MPO staff successfully completed a nine- hour training course on 200 CFR Uniform Guidance Requirements for federal funding awards. This training provided MPO Staff with a refresher on the principal requirements of recipients of federal awards. Since the MPO is a direct recipient of the Safe Streets and Roads for All discretionary grant funding, the knowledge gained in this training provides a confidence boost to MPO staff so that the fiscal responsibility that comes with federal awards remains in compliance per federal requirements.

PUBLIC OUTREACH & PARTICIPATION



The Charlotte County-Punta Gorda MPO continue to deploy extensive public outreach efforts to engage the community in the MPO's transportation planning processes. The MPO's Website remains the initial starting point. The MPO migrated all website files from a .com domain to a more digitally secure .gov domain in October 2023. The MPO's "Transportation Planning 101" website continues to be a popular destination for stakeholders seeking transportation planning educational materials.

Other highlighted public outreach events attended by MPO staff include:

1. Burnt Store Road Homeowners Association Alliance Town Hall Meetings
2. Port Charlotte High School 2nd Annual Bike Safety Event
3. During Mobility Week: City of Punta Gorda Proclamation and Transit Trunk-or- Treat Event
4. Senior Veterans Holiday Event

REGIONAL COORDINATION



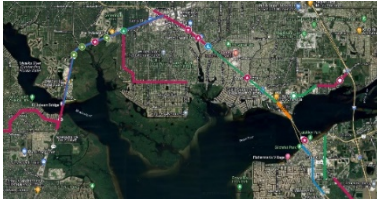
The Southwest Florida MPOs in District 1 have a long-standing documented history of strong regional coordination efforts. The CC-PG MPO Board meets annually with the Sarasota/Manatee and Lee County MPO Boards to discuss projects of regional significance. These meetings typically occur in January and February every year. The joint MPO Board Meetings were very well-attended last year with record "standing room only" participation observed at the joint Lee County MPO Board Meeting in February 2023.



The CC-PG MPO attended and participated in all of the "in-person only" MPOAC Staff Directors, Governing Board and Committee Meetings last year. This participation greatly enhances staff knowledge and coordination of key regional and statewide transportation initiatives.

Staff from both the MPO and County Transit hosted and facilitated a public statewide Florida Commission for the Transportation Disadvantaged (CTD) Business meeting last year at the Charlotte Harbor Event and Conference Center. Two MPO Board Members (the MPO Board Chair and the Mayor of Punta Gorda) provided the opening welcome remarks. Along with a tour of the County's Transit Facility the day prior, this event spotlighted the local area and its transit service, as well as contributed to the local economy as the area started to rebound from Hurricane Ian.

DATA COLLECTION ANALYSIS & MAPPING



In October of 2023, Charlotte County-Punta Gorda MPO staff developed a Google Maps- based mapping tool. The mapping tool provides an easy-to-use mapping interface that stakeholders can utilize to get quick status updates of the MPO's priority projects. The tool utilizes the data from the most recent Draft Tentative Work

Program and will be updated accordingly as priority projects progress through the production pipeline from planning to construction.

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

525-010-05c
POLICY PLANNING
02/18

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Charlotte County-Punta Gorda MPO with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on February 21, 2024.

Based on a joint review and evaluation, the Florida Department of Transportation and the Charlotte County-Punta Gorda MPO recommend that the Metropolitan Planning Process for the Charlotte County-Punta Gorda MPO be certified.

Name: Secretary LK Nandam
Title: District Secretary (or designee)

Date

Name:
Title: MPO Chairman (or designee)

Date

AGENDA ITEM # 15
DRAFT - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP) SCOPE OF SERVICES

Purpose: To endorse Draft 2050 LRTP Scope of Services to undertake the MPO's 2050 Long Range Transportation Plan (LRTP) Update, Authorize MPO Staff to negotiate scope of services and authorize the MPO chair to sign the Work Assignment Order.

Agenda Item Presented by: MPO Staff

Discussion:

On May 15, 2023, MPO Board executed a contract with Kimley Horn & Associates to undertake tasks of developing Task 1 - 2050 Socio - Economic Data Development and Task 2 2050 LRTP. The scope of work under the Task 1 is to complete the 2050 Socio - Economic Data Development. At the December 18, 2023, MPO Board meeting, the Board unanimously approved 2050 SE Data Development. 2050 LRTP development will be undertaken under Task 2 which will occur during FY 2024. The proposed budget for this task service is allocated over three fiscal years. (i.e., FY 2023/2024, FY 2024/2025, and FY 2025/2026).

MPO Staff had been working with the Consultant in developing a Scope of Services to undertake 2050 LRTP development (Attachment 1) The cost to develop the 2050 LRTP Update is \$349,998.35. The MPO Staff has developed a Draft Scope of Services to be approved by the MPO Board and a Work Assignment Order to be signed by the MPO Chair. Once a Work Assignment is executed between the MPO and the Consultant a Notice to Proceed will be issued to begin work on the project which must be adopted not later than October 5, 2025.

Recommendation: Review and recommend of a GPC Consultant to undertake the MPO's 2050 LRTP Update, so that the MPO Board may authorize Staff to negotiate a Work Assignment Order and Scope of Services with the selected consultant; and the MPO Chair may sign the adopted Work Assignment Order when finalized.

Attachments:

1. 2050 LRTP Update Scope of Services
2. Work Assignment Order

Exhibit -1
SCOPE OF SERVICES
2050 LONG RANGE TRANSPORTATION PLAN – SCOPE B
CHARLOTTE COUNTY PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION
(UPDATED FEBRUARY 15, 2024)

TASK OBJECTIVE DESCRIPTION

Background

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

Overview

This scope of services provides support to the Charlotte County-Punta Gorda MPO in the development of the 2050 Long Range Transportation Plan. The tasks in this scope will assist the MPO in the following plan elements:

- Long Range Transportation Plan Development
- Public & Stakeholder Outreach
- Plan Adoption

All appropriate products will be prepared in a manner that allows them to be efficiently inserted into the MPO's Long Range Transportation Plan Final Report. It should be noted that long range transportation planning efforts will be coordinated with FDOT District 1 as appropriate.

Purpose and Objectives

The purpose of this project is to support the MPO Staff in the development of the 2050 LRTP.

SCOPE OF SERVICES

Task 1: Goals, Objectives, Performance Measures, & Performance Targets

This task involves substantial modification of the goals and objectives from the 2045 Transportation Plan. The current goals and objectives found in the 2045 Long Range Transportation Plan will be reviewed as a starting point with initial discussion on desired changes to the performance measures while also considering the update to the local government Comprehensive Plans as available. MPO staff will ensure that the updated goals, objectives, and performances are consistent with the updated Comprehensive Plans and Airport Master Plan of Local entities (Future Land Use and Transportation Elements) once completed. Additionally, the Consultant will review the Long Range Transportation Plans of Sarasota/Manatee, Heartland TPO, and Lee County MPOs . The Consultant will address the specific legislative requirements of Florida and the Federal Highway Administration (FHWA) including the Bipartisan Infrastructure Law (BIL) and existing and associated rulemaking. The Consultant will prepare a summary of potential issues and changes relating to the update of the 2045 goals and objectives.

The Consultant will review and address prior certification questions (as available). In addition, a schedule and outline will be created for the plan, and the associated planning emphasis areas will be reviewed.

The performance measures and potential performance targets will be developed, reviewed, and updated to determine if any changes, additions, or deletions are necessary based on revisions to goals and objectives. These measures will be analyzed in future phases of the LRTP.

One meeting will occur with MPO staff to review and finalize changes to the goals, objectives, performance measures, and performance targets. The updated goals, objectives, and performance measures will be reviewed and approved by the MPO Board.

Responsibilities of Consultant:

- Review goals, objectives, and policies of the current Florida Transportation Plan , adjacent MPO Transportation Plans and other local Comprehensive Plans (Land Use and Transportation Elements).
- Summarize and document potential issues, inconsistencies and revisions to goals and objectives, as appropriate.
- Review and address prior certification questions (as applicable).

- Create schedule, outline for plan, and update planning emphasis areas.
- Review Bipartisan Infrastructure Law rulemaking and additional FDOT guidance concerning the development of performance measures and performance targets across all appropriate modes.
- Develop performance measures and performance targets based on revisions to goals and objectives as appropriate.
- Develop a Vision statement for 2050 LRTP.
- One meeting with MPO staff/ LRTP subcommittee to review goals and objectives and review results of certification, and Goals, Objectives, and Performance Targets.

Responsibilities of MPO:

- Assist in collecting goals, objectives, and policies from other Comprehensive Plans, jurisdictions and the FDOT for review by the Consultant.
- Review Consultant identified issues, inconsistencies and potential revisions to goals, objectives, and policies.
- One meeting with Consultant concerning revised goals, objectives and policies, issues to be addressed and measures of effectiveness and performance reports.
- Present revised goals, objectives, and proposed performance measures to CAC, TAC, BPAC, and MPO Board for endorsement.

Task 2: Transportation Database

The MPO's relevant existing transportation databases will be updated to reflect revised roadway variables that are being revised by state policy and by other action. This update will include updates to the existing and existing plus committed networks. Maps depicting the updated functional classification as well as the area types and Level of Service (LOS) Standards will be created and provided for MPO review and confirmation. This task includes coordination with FDOT District 1.

Responsibilities of Consultant:

- Review and update existing functional classification and area types and LOS Standards. Provide maps depicting the updated functional classification and area types and LOS Standards.
- Conduct one meeting to discuss/update and provide final set of maps.
- Obtain latest available traffic count information and adjustment factors.

Responsibilities of MPO

- Review and provide comment on the maps depicting updated functional classification, area types and LOS Standards.

Task 3: Revenues and Unit Costs

The Consultant will summarize revenues and costs through the year 2050, as outlined below.

Revenue Estimates – Revenue forecast information will be obtained from the Florida Department of Transportation (FDOT) and will provide revenue estimates for State and Federal revenue sources. Local revenues generated with the assistance from MPO staff and the staff from Charlotte County and the City of Punta Gorda., These efforts include the estimation of revenues designated for capital, operating, and maintenance of transportation facilities (roads, bicycle and pedestrian facilities, and public transportation) in Charlotte County. In addition, private development and other sources of revenue that can be reasonably expected to be available will also be reviewed, evaluated, and documented.

Based on the information from the FDOT and the MPOAC the Consultant will estimate annualized revenues through the year 2050 in 5-year or 10-year increments for the purpose of developing the 2050 Cost Feasible Plan. A draft Technical Appendix will be prepared to summarize the revenue estimates developed for the MPO, along with a description of the assumptions used in preparing the revenue estimates. The Appendix will supplement a chapter created for the LRTP report and will be reviewed in the MPO's LRTP Consensus Building Workshop's (CBW's). The report chapter and Appendix will be submitted to MPO staff for review. Final revenue estimates and assumptions will be documented in a final Technical Appendix as well as a chapter for the Final LRTP report. This effort sets the structure for the LRTP report, and the snapshot of revenues gets added to the tech appendix. Toward the end of the plan the chapter gets updated, and info is added to a new section of the technical appendix as needed.

Cost Estimates – Unit costs to develop project specific costs will be developed (Using LRTP Costing tool developed by FDOT). These costs will be reviewed and updated based upon average cost categories applied to each improvement as appropriate. Cost assumptions developed previously by the City and County Engineering staffs will be reviewed and updated, as appropriate. These average cost estimates will be formatted for the type of improvements that the County anticipates (0 to 2 lane widening, 2 to 4 lanes widening, etc.). Additional emphasis will be placed on estimating the operating cost of maintaining the existing and future multi-modal transportation system as part of this Transportation Plan update. For State Roads, the general planning cost

guidelines provided by the updated FDOT “Transportation Costs” document, or specific capital cost estimates provided by FDOT District 1 for improvements on the State Highway System and other federally funded projects will be used. The results of the cost estimation process will be summarized in a draft Technical Appendix as well as the draft LRTP report chapter.

A meeting will be held with the MPO and FDOT staff to review the Technical Appendix and draft LRTP report chapter. Based on comments received at this meeting and through the public involvement process, the Consultant will produce a Final Technical Appendix for Revenue and Cost Estimates as well as a final LRTP report chapter.

Responsibilities of Consultant:

- Utilize information provided by FDOT and Charlotte County to update annual revenue estimates and costs for the MPO through the year 2050,
- Prepare draft Technical Appendix summarizing updated revenue estimates and associated assumptions as well as a draft LRTP report chapter.
- Submit draft Technical Appendix and draft LRTP report chapter to MPO for review.
- Meet with MPO staff to review and discuss revenue and cost information.
- Meet with MPO and FDOT staff to review and discuss the revenue and cost estimates.
- Prepare final Technical Appendix and LRTP report chapter and provide to MPO.

Responsibilities of the MPO:

- Review draft Technical Appendix and LRTP report chapter and provide comments.
- Meet with Consultant and FDOT to review and discuss revenue and cost estimates.
- Receive final Technical Appendix and LRTP report chapter.

Task 4: 2050 Multi-modal Needs Plan

The Needs Plan will be multimodal in nature and will address needs related to alternative modes. This task will provide analysis to address needs related to highways, transit, bicycle and pedestrian facilities, intermodal facilities, and goods movement. This task sets the foundation for technical information that will be utilized to develop needed transportation projects. The Consultant will identify Context Classification designations for non-state roadways included in the MPO major roadway network.

Once the 2050 Multi-modal Needs Plan is completed, the MPO Prioritization Process will be reviewed and updated by the MPO to establish road widening project priorities for the final Needs

Plan. The Consultant will work closely with MPO staff in the subsequent prioritization process. The results of the project prioritization process will be used subsequently in the development of the 2050 Multi-modal Cost Feasible Transportation Plan. This task will include two meetings with MPO staff to review and finalize the 2050 Multi-modal Needs Plan network. The Consultant will also develop preliminary present-day costs and year of expenditures costs for the 2050 Multimodal Roadway Needs Plan that will then be used to develop the Cost Feasible (2050 and Interim Year) as well as document the Unfunded Roadway Needs Plan costs.

The Consultant will review bicycle and pedestrian plans provided by MPO staff as well as the 2045 Long Range Transportation Plan for initial development of the needs. In addition, the Consultant will review existing documents, including the 2045 LRTP and conduct one meeting with MPO staff to discuss intermodal facilities and truck traffic movement in Charlotte County. The Consultant will prepare a multi-modal map series for review with staff. Input from staff will be incorporated as appropriate, into the final 2050 Needs Plan. In addition, this task will include a minor update of the Transit Element to the 2050 horizon time frame with assistance from the MPO staff and coordination with the local transit agency with attention given to the 2024 Charlotte County Transit Development Plan .

The Consultant, with assistance from the MPO staff, will document the final 2050 LRTP Needs Plan, prioritization process and evaluation, and Long-Range Transit Element for inclusion in FDOT required Document “A” as necessary, and 2050 LRTP Summary Report. The MPO staff will review the documentation and provide written comments to the Consultant. Comments received from the MPO staff will be addressed in Task 9 for the development of Document “A” and the 2050 LRTP Summary Report.

Responsibilities of Consultant:

- Establish an updated Project Prioritization criteria specific to 2050 LRTP.
- Review and update project priorities using the MPO’s Project Prioritization Process and the final 2050 Highway Needs Plan.
- Final 2050 Highway Needs
- Address intermodal facilities and truck traffic movement as part of the development of the 2050 Needs Plan (Prepare map series and conduct one meeting with MPO staff.
- Participate in CUTS meetings as necessary.
- Coordinate with local transit agencies and the regional transit planning.
- Prepare initial text and maps for 2050 LRTP Needs Plan.

- Develop 2050 Needs Plan and meet MPO Staff/LRTP Subcommittee to review the Draft and Final Needs

Responsibilities of the MPO:

- Coordinate with Consultant as necessary.
- Review Prioritization Process and the final 2050 Highway Needs Plan
- Participate in meetings with consultant as documented above.
- Review draft maps and reports.
- Review draft documentation for 2050 LRTP Needs Plan and provide written comments to consultant.

Task 5: Develop the Multi-modal 2050 Cost Feasible and Interim Cost Feasible Plan

The Consultant will review travel demand model for further analysis for the Initial Needs Plan, Final Needs Plan, and Initial Cost Feasible Plan. The Consultant will use this process to create the final 2050 Cost Feasible Plan. The 2040 Interim Cost Feasible Plan will be created by interpolating the Existing + Committed volumes with the final 2050 Cost Feasible Plan volumes, adjusting and determining Interim Plan improvements in coordination with MPO staff.

Cost Feasible Plan Development and Mapping

After reviewing the final 2050 Multimodal Needs Plan, the costs associated with the high priority Multimodal Needs Plan improvements, the initial 2050 Cost Feasible Plan, results of model run provided by FDOT, public input, the revenues available, and the project priorities, the final 2050 Cost Feasible Plan network will be developed. This will be a joint effort between the Consultant and MPO staff/LRTP Steering committee. As appropriate, the Consultant and MPO staff will coordinate with the regional long-range transportation planning process in updating and finalizing the 2050 Cost Feasible Plan.

As indicated above, the Existing + committed projects, 2030,2035 and 2040 Interim Cost Feasible Plan will be created by interpolating the Existing + Committed volumes with the final 2050 Cost Feasible Plan volumes, reviewing other FDOT model runs, adjusting and determining Interim Plan improvements in coordination with MPO staff.

The products for the 2050 Needs and Cost Feasible Plans are listed below. It may be determined that one or more of these products (reports and maps) are not necessary for every network being developed in this task work effort. Specific needed products will be jointly agreed upon between the Consultant and MPO staff.

- Performance Report.
- Road Improvement Cost Summary.
- Number of Lanes Map.
- Road Improvement Map.
- Average Annual Daily Travel Map.

Alternative Modes, Truck Routes and Hurricane Evacuation Routes

The 2050 Multi-modal Needs Plan will be used to develop the Cost Feasible Plan for transit, bicycle and pedestrian facilities, intermodal facilities and truck routes consistent with the 2050 Cost Feasible and the Interim Cost Feasible Plan. Additionally, hurricane evacuation routes will be documented in GIS and map files.

Cost and Revenue Balancing and Project Phasing

The Consultant will balance project costs and revenues as reasonable, by five-year increments and the last ten years for highway projects for the 2050 plan. Both the highway , multimodal projects) and transit projects will be summarized in a user-friendly format that displays present day and year of expenditure costs as well as the phase (i.e., for highways - PD&E/Design, Right of Way, Construction, O & M) as well as the phased year and funding type. Transit projects will include capital and operations and maintenance costs. MPO staff will provide the latest TIP information to be placed within FDOT’s spreadsheet in tabular format as well as specific project information as available contemplated beyond the TIP. Bicycle/Pedestrian/Multi-use modes will also be summarized by present day and year of expenditure costs. Several tools will be used to help document the phasing of projects within the five and ten-year windows of the spreadsheet including feedback from the public, a review of highway prioritization as well as feedback from MPO staff which will include direction on desired funding type (i.e., State or Local funds) for certain projects as applicable. The Consultant will conduct one review meeting with the MPO staff to discuss the balancing of costs and revenues and project phases of multi-modal projects. Additionally, the Consultant will attend up to two FDOT coordination meetings to help coordinate the 2050 Cost Feasible Plan and Interim Cost Feasible Plan networks.

The Consultant will prepare the 2050 Multimodal Cost Feasible Plan documentation for inclusion in FDOT required Document “A” as necessary, and 2050 LRTP Summary Report. The MPO staff will review the documentation and provide written comments to the Consultant. Comments.

Responsibilities of Consultant:

- Create Interim Cost Feasible Plan data file.
- Map estimated volumes and roadway performance for the 2050 and interim Cost Feasible Plans.
- Create revenue vs. cost summary sheets for 2050 Cost Feasible Plan and Interim Plan networks (final alternative), including costs for operations, maintenance, capacity expansion, etc. as appropriate. (Note this is intended to address PAR comments on the previously adopted plan for 2045.
- Address public transportation, bicycle/pedestrian facilities, intermodal facilities and goods movement as part of the development of the 2050 Cost Feasible Plan.
- Map hurricane evacuation routes.
- Participate in meetings with the MPO staff/LRTP Steering Committee to review and finalize the 2050 Cost Feasible Plan network as well as to review the FDOT Cost Feasible spreadsheet provide direction on project phasing and funding type.
- Participate in CUTS Meetings as necessary
- Prepare 2050 Multimodal Cost Feasible Plan documentation.

Responsibilities of the MPO:

- Review tabular listing of changes to the final 2050 Needs Plan network necessary in order to create the initial 2050 Cost Feasible Plan network and subsequent networks, as provided by Consultant.
- Provide all model output files for each iteration of the 2050 Cost Feasible Plan network.
- Coordination and attendance, as necessary, with the Consultant in meetings to review and finalize the Cost Feasible Plan network alternatives.
- Provide latest TIP information to be placed within FDOT's spreadsheet in tabular format as well as specific project information as available contemplated beyond the horizon year of the TIP.
- Review draft documentation for 2050 Multimodal Cost Feasible Plan and provide written comments to the Consultant.

Task 6: Develop Performance Evaluation Reporting Process

The purpose of this task will be to gather and report performance information for the existing plus committed, Needs Plan, Cost Feasible Plan, and Interim Cost Feasible Plan networks. Information will be gathered as available from FDOT's model outputs and the resulting information will be summarized in a standard report format that will allow comparison of alternatives. The performance evaluation information will also be related back to the Goals and Objectives as well as to the Measures of Effectiveness. This information will be incorporated into the 2050 Multi-modal Transportation Plan performance evaluation.

Responsibilities of Consultant:

- Document process and create standard performance report.
- Summarize FDOT transportation demand model performance information and other MOE information.
- Document performance evaluation.

Responsibilities of the MPO:

- Review and provide written comments to consultant on the performance evaluation information, standard performance report and draft documentation for 2050 Multimodal Cost Feasible Plan.

Task 7: Key Emphasis Areas (Safety, Emerging Technology/ITS, Resiliency, and Affordable Housing)

The rapid pace of change in the nation and state of Florida has resulted many impacts to MPO's. This item is intended to an educational outreach to the public and stakeholders and is not intended to be a comprehensive analysis of these issues. This task will involve a summary of several key federal and state emerging issues to ensure they are better understood, and how they must be integrated into the transportation planning process. Each emerging issue will be summarized in a condensed format meant for general public understanding, including specific implications for future transportation planning in Charlotte County. Appropriate past or ongoing work by the MPO involving these emerging areas will be referenced and included in the documentation. The following emerging issues will be part of this task:

Safety

A safety component will be summarized for the 2050 LRTP Update using crash data from the latest MPOs Safe Streets for All project data and analysis.

Emerging Technology/ITS

This focus area will focus on emerging transportation technologies (Automated, Connected, Electric, Shared (ACES) Vehicles and Micro mobility).

This task also includes documenting and mapping the County's ITS integration into the 2050 LRTP Update. This effort will be completed by the MPO staff and will summarize existing data and information from the FDOT District 1 ITS architecture and other information available from FDOT and Charlotte County. The ITS Plan will include the following:

- Updated summary of existing ITS projects and plans for ITS in the future from Integration of the FDOT District1 ITS architecture Charlotte County.

Resiliency

This element will document the potential vulnerability of the major roadway network to wildfires, nuisance flooding, and hurricane related storm surge. This will include a planning level GIS analysis to identify vulnerable facilities. This information will be used to identify needs and cost feasible projects which may be candidates for resilience funding. Resiliency will also be addressed the Goals and Objectives section of the plan.

Affordable Housing

This element will summarize the relationship between the transportation network and anticipated growth based on the 2050 socioeconomic data. The Consultant will also document affordable housing initiatives identified by the MPO staff and Technical Advisory Committee members.

The Consultant will prepare draft documentation for Safety, Emerging Technology/ITS, Resiliency, and Affordable Housing for inclusion in the 2050 LRTP Final Report. A meeting will be held with MPO and County staff to discuss the draft documentation.

Responsibilities of the Consultant:

- Development documentation and presentation materials for Safety, Emerging Technology/ITS, Resiliency, and Affordable Housing.
- Document and map ITS initiatives as compiled and provided by MPO staff.
- Display crash information from the MPOs Safe Streets and Roads for All project.

Responsibilities of the MPO:

- Provide State Data, Maps, and Lists of potential projects from the Safe Streets and Roads for All project.
- Identify ITS initiatives and provide to consultant.
- Identify local affordable housing initiatives.
- Review draft documentation and attend consultant meeting to discuss documentation.

Task 8: Conduct Public Involvement and Public Presentations

The purpose of the task will also be to build on the initial stakeholder interviews conducted during the development of the socioeconomic forecast and alternative revenues analysis. These Public Involvement efforts will be consistent with the MPO's Public Participation Plan (PPP).

The Consultant will coordinate with MPO staff to gauge public input that has been received through efforts described below and other efforts.

Consensus Building Workshops (Two)

Two Consultant led Consensus Building Workshops will be conducted during the development of the Multi-modal Cost Feasible Plan (as agreed by MPO and Consultant staff). A Consensus Building Workshop is a half day public forum where stakeholders and other citizens participate in a breakout group setting to discuss existing and future transportation issues, projects, costs, revenues and services. The MPO staff will assist in inviting participants, selecting and securing the workshop locations and assisting the consultant in facilitating the workshops.

Project Workshops/Open Houses

The Consultant will provide support and materials for MPO staff for two series of MPO staff led project workshops or open houses that may be more geographic in nature to engage groups of the community identified by the MPO. The MPO staff will conduct these workshops using information provided by the Consultant. The MPO staff will provide documentation of these workshops to the consultant for inclusion in FDOT required Document "A", as necessary, and the 2050 Summary Report.

Environmental Justice Workshops

The Consultant will conduct two Environmental Justice Workshops. In order to engage participants in these workshops, the Consultant will provide MPO staff with agreed upon materials, including Socio-Cultural Effects (SCE) and Environmental Justice (EJ) content. This effort will require an assessment of countywide performance about SCE and EJ. Proposed transportation projects will be evaluated as they impact areas of the county with a high concentration of minority, low-income, or other traditionally under-served populations.

Virtual Workshops

The Consultant will support the MPO staff and present at up to three virtual meetings of 60 to 90 minutes in duration. This may include outreach to students or other members of the community not typically involved in the transportation planning process.

Public Information Notifications and Theme/Branding Support

The Consultant will provide MPO staff with agreed upon materials for MPO staff to develop newsletters, a project website, or email announcements. The Consultant will also support MPO staff in the development of a theme or brand for the 2050 multimodal LRTP.

Presentations

The Consultant will prepare materials for and attend the following meetings during the development and approval of the 2050 Long Range Transportation Plan:

- Prepare for and attend 3 TAC, 3 CAC, and 2 BPAC meetings.
- Prepare for and attend 3 MPO Board meetings.

Responsibilities of the Consultant:

- Prepare for and conduct 2 Consensus Building Workshops
- Support MPO staff with materials for MPO staff to conduct 2 series of Project/Open House Workshops
- Support MPO staff with materials and attendance at up to 3 virtual meetings
- Prepare for and conduct up to 2 Environmental Workshops
- Provide support on public Information and theme/branding support.
- Prepare for and attend 3 TAC, 3 CAC, and 2 BPAC meetings.
- Prepare for and attend 3 MPO Board meetings.
- Prepare public outreach documentation materials.

Responsibilities of the MPO:

- Assist in inviting participants to two Consensus Building Workshop (CBW) and provide venue and appropriate security.
- Discuss materials needed for two environmental justices workshops.
- Discuss materials needed for 3 TAC, 3 CAC, and 2 BPAC meetings.
- Discuss materials needed for 3 MPO Board meetings.
- Review and provide written comments to consultant on public outreach documentation.

Task 9: Plan Documentation

This task results in the completion of the MPO Adoption Package (Document A), Final Report, Technical Appendix, and Summary Report. This work effort includes tabular listings and maps of the recommended 2050 Multimodal Needs and Cost Feasible Plans and the 2040 Interim Cost Feasible Plan.

MPO Adoption Package Document A

A series of draft MPO Adoption Packages (Document A) will be prepared as summarized below:

1. An initial draft will be provided for MPO staff review.
2. A draft version will be formally submitted to the FDOT. A meeting will be held with the MPO and FDOT staffs to review comments on the draft Document A report.
3. A final version of Document A will be developed based on comments from the FDOT, MPO, public, etc., that will serve as the adoption package that will be used to present the plan for the public hearing as part of the plan adoption. The CONSULTANT will provide the Final MPO Adoption Package to the MPO in an electronic version only.

It is anticipated that changes to the Adoption Document A will occur between each draft.

Responsibilities of the Consultant:

- Prepare initial draft MPO Adoption Package (Document A) for MPO Staff review and comment.
- Prepare a revised draft MPO Adoption Package (Document A) and submit to FDOT for review and comment by FDOT.
- Meet with MPO and FDOT Staffs to Review Draft Package.
- Prepare Final MPO Adoption Package (Document A); and
- Provide the final MPO Adoption Package to the MPO (electronic version only).

Responsibilities of the MPO:

- Review initial draft MPO Adoption Package Document A.
- Meet with Consultant and FDOT to Review Draft Package Document A; and
- Receive Final MPO Adoption Package Document A.
- Additional hard copies as necessary will be provided by MPO staff.

2050 LRTP Final Report, Technical Appendix, and Summary Report

This task results in the completion of the 2050 LRTP Final Report, Technical Appendix, and Summary Report that will summarize the key components of the plan, specifically the Multi-modal Needs Plan, Cost Feasible Plan, Interim Cost Feasible Plan as well as other sections as agreed upon by the Consultant and MPO staff. The report could include but not limited to the following in a summary format:

- Certification of Adoption
- Introduction
- Goals, Objectives, Policies, and Performance Targets
- Planning Assumptions
- Transportation Plan (Needs and Cost Feasible)
- Public Involvement
- Performance Measurement
- Plan Implementation

A revised table of contents will be prepared and provided to the MPO for review and comment prior to preparing the report.

Drafts of the 2050 Long-Range Transportation Plan Final Report, Technical Appendix, and Summary Report will be prepared and submitted to the MPO and FDOT for review. A meeting will be held with the MPO staff to review comments on the draft reports. The Consultant will provide electronic versions of the reports to the MPO staff.

The Summary Report will be designed to be visually appealing and will be in color to enhance the document's user-friendliness. This document will capture the core elements of the plan making use of graphics, maps, and tables to present the key highlights of the plan. The Consultant and MPO staff will discuss necessary documentation components needed in addition to the Summary Report. It is the intent that the Summary Report will be the final report that will be developed as part of the adoption package.

Responsibilities of the CONSULTANT:

- Prepare Draft Summary Report
- Prepare Final Summary Report
- Prepare Draft Final Report
- Prepare Final Report
- Prepare Draft Technical Appendix
- Prepare Final Technical Appendix
- Meet with MPO staff to review draft Final Reports
- Prepare final reports and the electronic version.

Responsibilities of the MPO:

- Review table of contents and provide direction on format and content.
- Meet with Consultant staff (as well as FDOT staff if necessary).
- Review and provide comments draft reports.
- Printing will be provided by MPO staff.

Task 10: Regional Coordination and Technical Support

The Consultant will provide on-going technical support to the CCPG MPO staff in the plan development process. This includes preparation and attendance at regional coordination meetings. Preparation and attendance at meetings under this task will only occur at the direction of the MPO staff. This task also provides for technical support to the MPO staff as requested. This task has a limit of \$4,854.

DELIVERABLES

Deliverables are identified within the specific scope tasks.

Appropriate documents and presentations intended for posting on the Internet will be provided by the Consultant in substantial compliance with ADA WCAG 2.1 standards. This compliance does not include items such as maps or other materials which cannot be reasonably accommodated. Technical Appendix materials are not intended to be posted on the Internet. The Consultant will provide documents in an editable form and the MPO may revise the documents to provide for enhanced ADA accessibility.

MANAGEMENT TEAM

The LRTP will be prepared using the management team which includes William Roll (Project Manager), Jared Schneider (Deputy Project Manager), and Jim Wood (Technical Advisor/QA/QC). Changes to the leadership team if needed will be communicated to the MPO project manager as appropriate.

TIME OF COMPLETION

This scope of services will be conducted within sixteen months of Notice to Proceed. A specific project schedule by major milestones will be developed following the receipt of notice to proceed.

COMPENSATION

The budget for this scope of services is provided in Attachment A.

RECORD KEEPING

The Consultant shall invoice this lump sum task assignment on a monthly basis. The invoice will be based on the percent complete achieved for each authorized task. The invoice will also show the total amount previously invoiced and the net amount due for the current invoice. The Consultant shall provide a monthly status report illustrating the work accomplished during the monthly reporting period.

Attachment A

**CHARLOTTE COUNTY PUNTA GORDA MPO GPC
ATTACHMENT "A" TASK FEE QUOTATION PROPOSAL**

PROJECT NAME: 2050 Long Range Transportation Plan: Scope B Task Order 24-01

TASK	PROJECT ACTIVITY	Principal		Project Manager		Senior Professional		Professional 2		Analyst		Support Staff		Basic	Man Hrs	Avg	
		\$322.74		\$269.67		\$261.43		\$201.86		\$130.82		\$88.75		Activity	by	Hrly	
		Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	\$ AMOUNT	Activity	Rate	
1	Goals, Objectives, Performance Measures, & Performance Targets	2	\$645.48	12	\$3,236.04		\$0.00	40	\$8,074.40	24	\$3,139.68	16	\$1,420.00	\$16,515.60	94	\$175.70	
2	Transportation Database	0	\$0.00	16	\$4,314.72	20	\$5,228.60		\$0.00	80	\$10,465.60	4	\$355.00	\$20,363.92	120	\$169.70	
3	Revenues and Unit Costs	4	\$1,290.96	24	\$6,472.08	32	\$8,365.76	12	\$2,422.32	60	\$7,849.20	9	\$798.75	\$27,199.07	141	\$192.90	
4	2050 Multi-modal Needs Plan	4	\$1,290.96	40	\$10,786.80	50	\$13,071.50	70	\$14,130.20	95	\$12,427.90	22	\$1,952.50	\$53,659.86	281	\$190.96	
5	Develop the Multi-modal 2050 Cost Feasible and Interim Cost Feasible Plan	8	\$2,581.92	42	\$11,326.14	70	\$18,300.10	90	\$18,167.40	130	\$17,006.60	30	\$2,662.50	\$70,044.66	370	\$189.31	
6	Develop Performance Evaluation Reporting Process	2	\$645.48	12	\$3,236.04	12	\$3,137.16	8	\$1,614.88	60	\$7,849.20	18	\$1,597.50	\$18,080.26	112	\$161.43	
7	Key Emphasis Areas (Safety, Emerging Technology/ITS, Resiliency, and Housing)	4	\$1,290.96	24	\$6,472.08	4	\$1,045.72	50	\$10,093.00	48	\$6,279.36	12	\$1,065.00	\$26,246.12	142	\$184.83	
8	Conduct Public Involvement and Public Presentations	8	\$2,581.92	140	\$37,753.80	24	\$6,274.32	88	\$17,763.68	86	\$11,250.52	20	\$1,775.00	\$77,399.24	366	\$211.47	
9	Plan Documentation	12	\$3,872.88	10	\$2,696.70	12	\$3,137.16	48	\$9,689.28	97	\$12,689.54	40	\$3,550.00	\$35,635.56	219	\$162.72	
10	Regional Coordination and Technical Support	0	\$0.00	18	\$4,854.06		\$0.00		\$0.00		\$0.00		\$0.00	\$4,854.06	18	\$269.67	
												SUB-TOTAL HOURLY COSTS		\$	\$349,998.35		
												Market Expenses (actual cost - not to exceed)		\$			
												Miscellaneous Expenses (Subconsultant)		\$	\$0.00		
												TOTAL LUMP SUM COST		\$	\$349,998.35		

Appendix 1
Charlotte County – Punta Gorda MPO

WORK ASSIGNMENT ORDER NUMBER: 24-01

GENERAL PLANNING CONSULTANT (GPC)

Pursuant to the Standard Professional Services Agreement entered into by and between the **Charlotte County – Punta Gorda MPO**, hereinafter referred to as the “MPO” and **Kimley Horn & Associates**, hereinafter referred to as the “Consultant,” a determination has been made by the MPO that there is a need for the performance of or the rendering of services by the Consultant of a certain “Work Assignment Order” under the purview of said Agreement, and the Consultant is hereby authorized to perform or render the services described below. THIS WORK ASSIGNMENT ORDER has been made and entered into this _____ day of **2024** between the parties referenced above.

UPWP TASK No.: **#4 LONG RANGE TRANSPORTATION PLAN**

WORK ITEM(S): **2050 Long Range Transportation Plan**

“Develop and produce the Charlotte County – Punta Gorda Metropolitan Planning Organization 2050 LRTP with anticipated adoption date is October 5, 2025.”

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

Consultant shall perform the work items listed more specifically detailed in **Exhibit “1”, 2050 Long Range Transportation Plan - Scope of Services**. Compensation to the Consultant for rendering all of the above identified services shall not exceed **\$ 349,995.35**. Additions or deletions to the work and compensation detailed in **Exhibit “A” Cost Estimate** will be accomplished through a supplemental agreement, consistent with the executed Standard Professional Services Agreement. Partial compensation may be requested on a periodic basis for unit prices and actual hours incurred. For purposes of this Work Assignment Order, the following sections of the Standard Professional Services Agreement are applicable:

The Consultant stated herein is bound to complete the Charlotte County – Punta Gorda MPO 2050 Long Range Transportation Plan per the terms of the Standard Professional Services Agreement with the Charlotte County-Punta Gorda MPO regardless of the GPC contract with the Consultant ends on January 14, 2025 (Refer to the standard professional services agreement).

SIGNATURE PAGE FOLLOWS

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

Kimley Horn & Associates.
Consultant Name

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

BY: _____
Authorized Signature

BY: _____
Authorized Signature

(Print/Type)

(Print/Type)

Title: _____

Title: _____ MPO Board Chair

ATTEST: _____
Authorized Signature

ATTEST: _____
Authorized Signature

(Print/Type)

(Print/Type)

Title: _____

Title: _____ MPO Director

AGENDA ITEM # 16
SOUTHWEST FLORIDA PASSENGER RAIL FEASIBILITY STUDY

Purpose: Review and discuss MPOAC's Passenger Rail Priority Program and recommend MPO Board adoption of a joint resolution to support the application for funding consideration of a Southwest Florida Passenger Rail Feasibility Study

Agenda Item Presented by: D'Juan Harris

Discussion:

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 and connecting all four metropolitan areas with existing and planned passenger rail network currently in planning phases to Tampa.

Recommendation: Recommend the MPO Board adopt the attached Joint Resolution to support the MPOAC Passenger Rail Program Priority Application for a Southwest Florida Passenger Rail Feasibility Study

Attachment:

1. Southwest Florida Passenger Rail Presentation
2. Southwest Florida MPOs Joint Resolution
3. MPOAC Passenger Rail Passenger Priorities Application

SOUTHWEST FLORIDA *Passenger Rail Initiative*

Charlotte County-Punta Gorda
MPO Board Meeting – December 18, 2023

Attachment 1

1

Passenger Rail Initiative Overview

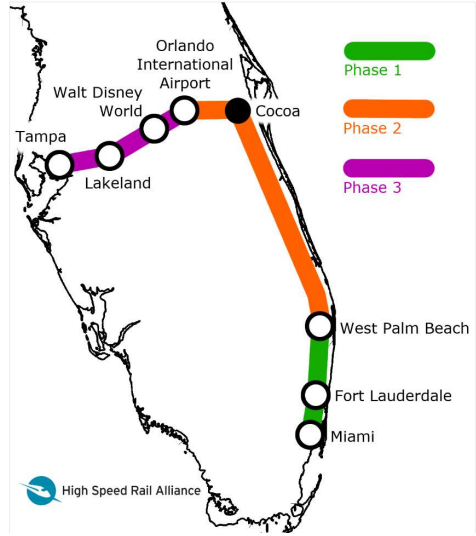
- Brightline recently implemented an extension to Orlando Airport
- MPOAC developing a List of Passenger Rail Priorities
- No existing passenger rail service in Southwest Florida
- Feasibility Study is first step in making future passenger rail in SW Florida a reality
- MPOAC Developing a List of Passenger Rail Priorities for consideration of funding
 - Federal Discretionary Rail Grants
 - Florida Rail Enterprise Funds
- Application

• Four SW Florida MPO's to adopt Joint Resolution to show support of application that was submitted on December 1st for consideration of Rail Study

2

Previous Brightline PR Service Expansion Phases and Timeline

- **Miami to West Palm Beach**
 - 65-mile shared-use line with freight, 79-mph
 - To be shared with Tri-Rail commuter trains.
 - Opened 2018
- **West Palm Beach to Cocoa**
 - 120-mile shared-use line with freight, 110-mph
 - Opened 2023
 - Cocoa to Orlando International Airport
 - 35-mile dedicated line, 125-mph
 - Opened 2023
- **Orlando International Airport to Tampa**
 - 85-mile proposed dedicated line, 125-mph
 - A portion to be shared with Sun-Rail commuter trains.
 - Still in planning phases
- **Future Phases and Expansion Routes**
 - Justifies need for Feasibility/Planning Study



3



4

RESOLUTION

NUMBER 2024-03

Joint resolution by the Metropolitan Planning Organizations of Collier, Lee, Charlotte County - Punta Gorda, and Sarasota/Manatee supporting the submission of an application to make the case for the inclusion of a Southwest Florida Rail Study among the Passenger Rail Priorities of the Metropolitan Planning Organization Advisory Council

Whereas, there are no existing and planned intercity or high speed rail service serving the major urban centers in Southwest Florida;

Whereas, the Federal Railroad Administration's (FRA) long term regional passenger rail vision plan for the Southeast Region, developed in December 2020, identifies passenger rail service from Tampa to Naples via Bradenton, Sarasota, Port Charlotte, and Fort Myers, as shown in **Exhibit A**;

Whereas, FDOT's Rail System Plan, updated in October 2023, illustrates three tiers of Conceptual Intercity Passenger Rail Corridor Connections;

Whereas, one of those rail corridor connections serving new passenger rail markets include a Miami-Naples-Tampa passenger rail alignment under Tier III as shown in **Exhibit B**;

Whereas, FDOT will be evaluating all three tiers of corridors at some point of time to assess their ability to help achieve the statewide vision for passenger rail;

Whereas, the Metropolitan Planning Organization Advisory Council has launched a Passenger Rail Priorities Program (PRPP) Pilot and is identifying priority intercity passenger rail projects that can enhance Florida's rail projects;

Whereas, the list of potential passenger rail priorities will allow Florida to take advantage of new funding opportunities available through the Bipartisan Infrastructure Bill, and planning grants available through the Florida Rail Enterprise;

Whereas, a Southwest Florida Rail Study among the list of priorities would highlight the lack of existing and planned passenger rail service in Southwest Florida, and brings urgency to fund and undertake the study;

Whereas, the Southwest Florida Rail Study would investigate the feasibility of running an intercity (Amtrak) or high speed rail on I -75 using the multi-modal transit envelope and connecting all four metropolitan areas with existing and planned passenger rail network in Tampa;

Whereas, the results and recommendations from the study would help guide FDOT, the four Metropolitan Planning Organizations of Collier, Lee, Charlotte County-Punta Gorda and Sarasota/Manatee (together, the BOARDS). The study would also assist local governments to coordinate, collaborate, plan, and fund the next phases for establishing intercity or high speed passenger rail service in Southwest Florida.

NOW THEREFORE, BE IT RESOLVED BY ALL FOUR (4) METROPOLITAN PLANNING ORGANIZATION BOARDS IN SOUTHWEST FLORIDA THAT:

1. The BOARDS support the submission of an application by all four MPOs to make the case for the inclusion of a Southwest Florida Rail Study among the Metropolitan Planning Organization Advisory Council's Passenger Rail Priorities.
2. That this resolution may be executed and sent in counterparts, each of which shall be deemed original, but all of which shall constitute one and the same instrument.

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION

Adopted at Public Meeting on November 17, 2023

Commissioner Cecil Pendergrass, MPO Chair

Derek Rooney, MPO Attorney

Donald Scott, MPO Director

COLLIER METROPOLITAN PLANNING ORGANIZATION

Adopted at Public Meeting on December 8, 2023

Council Member Greg Folley, MPO Chair

Scott Teach, Deputy County Attorney

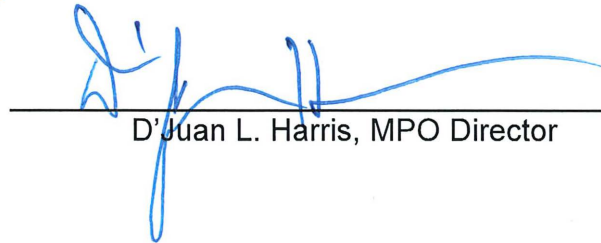
Anne McLaughlin, MPO Director

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING
ORGANIZATION Adopted at Public Meeting on March 21, 2024

Commissioner Christopher G. Constance, MD
MPO Chair



Janette S. Knowlton, MPO Legal Advisor



D'Juan L. Harris, MPO Director

SARASOTA MANATEE METROPOLITAN PLANNING ORGANIZATION

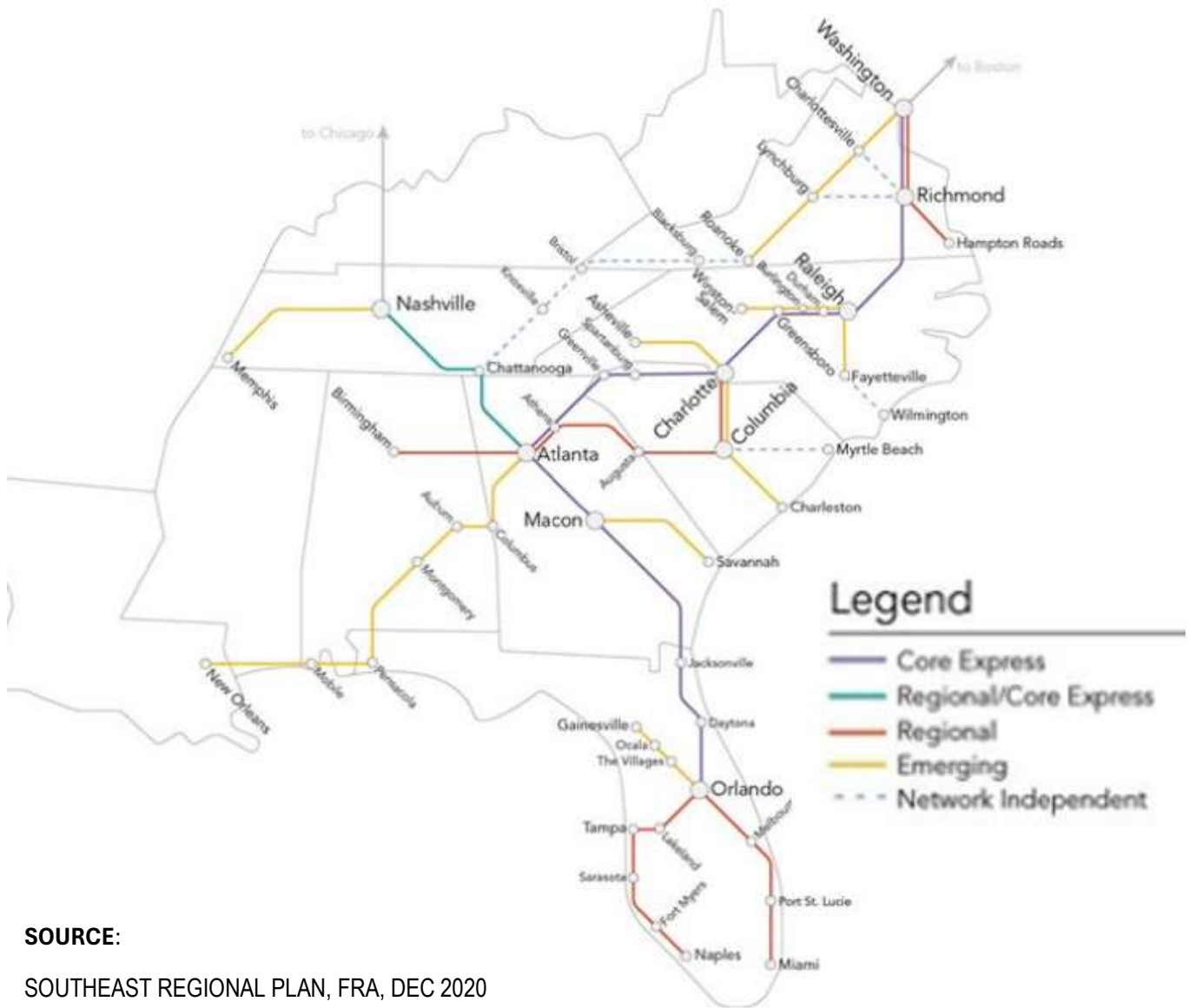
Adopted at Public Meeting on January 29, 2024

Commissioner Ron Cutsinger, MPO Chair

Nanette Eubanks, Clerk to the Board

David Hutchinson, MPO Director

EXHIBIT A



SOURCE:

SOUTHEAST REGIONAL PLAN, FRA, DEC 2020

PHASE I

A baseline network that includes the regional Miami-Orlando corridor

PHASE II

A backbone network that includes an Atlanta to Orlando Core Express spine and the extension of the regional Miami to Orlando corridor to Tampa

PHASE III

A full network that includes an extension of the regional Miami to Tampa corridor to Naples and an emerging corridor between Orlando and Gainesville

EXHIBIT B



SOURCE:
FLORIDA RAIL SYSTEM PLAN, OCT. 2023

TIER I

Core intrastate corridors that serve the major activity centers of the state with the highest travel demand

- Miami-Orlando
- Miami-Tampa
- Orlando-Tampa
- Orlando-Jacksonville
- Jacksonville-Miami

TIER 2

Corridors and services that serve other travel markets and connect to other existing intercity passenger rail services

- Jacksonville-Atlanta
- Orlando-Jacksonville-New Orleans

TIER 3

Corridors serving new passenger rail markets that may require new passenger rail alignments (potential long-term possibilities)

- Orlando-Gainesville
- Miami-Naples-Tampa

PASSENGER RAIL PRIORITIES PROGRAM PROJECT SUBMISSION FORM

GENERAL PROJECT INFORMATION	
Project Name:	Southwest Florida Rail Feasibility Study
Project Sponsor:	Joint Application by the MPOs of Collier County, Lee, Charlotte County-Punta Gorda, and Sarasota Manatee
Sponsoring MPO:	Lee MPO
FDOT Coordinator:	Jennifer Gaona, District 1
Project Description:	A study to evaluate the feasibility of running intercity and high speed passenger rail services along the I 75 corridor in Southwest Florida.
Purpose and Need Statement:	<p>Population is booming in Southwest Florida. Per the 2020 Census, the region gained around 354,600 residents in Collier, Lee, Charlotte, Sarasota, and Manatee County over a 10 year period. Annual visitors to the region have been surging as well with the region's two major highways (US 41 and I 75) connecting all five counties continuing to face challenges in roadway capacity and congestion. This upward trajectory in population and visitors will only continue into the future and there will be even more pressure on these north south roadways. In a scenario like this, having other multimodal transportation choices such as passenger rail can relieve roadway congestion, reduce crashes, and improve overall air quality. But there is no existing or proposed intercity or high speed rail service serving the major urban centers in Southwest Florida. A passenger rail study will investigate the feasibility of running both intercity (Amtrak) and high speed rail on I 75 using the multimodal transit envelope and connecting these metro areas to Tampa and its existing intercity (Amtrak) and planned high speed (Brightline extension from Orlando to Tampa) rail network. Results and recommendations from the study will help guide FDOT, the four (4) Southwest Florida MPOs, and local governments within these metropolitan areas to coordinate, collaborate, and fund the next phases for establishing intercity and/or high speed passenger rail services in Southwest Florida.</p>
Project Type (Select One):	Develop New Services
Passenger Rail Service Type (Select One):	Long-distance Intercity Passenger Rail
Define the Project Limits (e.g., area, corridor, grade crossing, milepost, etc.):	Interstate 75 from Golden Gates Parkway (Mile Post 53.594, Collier County) to Interstate 4 (Mile Post 27.109, Hillsborough County)

GENERAL PROJECT INFORMATION	
List the Counties involved in the Project:	Collier-Lee-Charlotte-Sarasota-Manatee
Provide a Map showing the location of the Project (URL/Link): Maps showing potential alignment, study area, and project limits can be downloaded from https://leempo.com/wp-content/uploads/Rail-Study-Location-Maps.pdf	
Total Estimated Project Costs: \$1.75 Million	
Total Estimated Unfunded Costs: \$1.75 Million	
Total Requested Amount: \$1.75 Million	
List any other MPOs involved in the Project: Collier County MPO, Charlotte County – Punta Gorda MPO, Sarasota/Manatee MPO	
List any Private Partners (e.g., railroads, private companies, public authorities involved in transportation, other municipal jurisdictions, etc.) involved in the Project: Not Applicable	
Is this Project identified in an Existing Transportation Plan or Study? (Choose all that apply)	<input checked="" type="checkbox"/> FDOT State Rail Plan <input type="checkbox"/> FDOT SIS Plan <input type="checkbox"/> MPO Transportation Plan <input type="checkbox"/> Amtrak Plan/Study <input type="checkbox"/> Transit Development Plan <input checked="" type="checkbox"/> Other Transportation Plan/Study <input type="checkbox"/> No, Requesting Funds for a Plan/Study
Is the Project Related to an Existing State Rail Plan Corridor (Choose all that apply)	<input type="checkbox"/> Miami – Orlando <input type="checkbox"/> Orlando – Tampa <input type="checkbox"/> Miami – Tampa <input type="checkbox"/> Jacksonville – Orlando <input type="checkbox"/> Jacksonville – Miami <input type="checkbox"/> Jacksonville – Mobile – New Orleans <input type="checkbox"/> Jacksonville – Macon – Atlanta

GENERAL PROJECT INFORMATION

- Amtrak Long-Distance (Silver Meteor)
- Amtrak Long-Distance (Silver Star)
- Amtrak Long-Distance (Auto Train)
- Orlando – Gainesville
- Miami – Naples – Tampa
- Undefined, Potential New Corridor

List any previous Federal Grant Applications submitted on behalf of this Project: None

PROJECT SCREENING		
Eligibility Criteria: (Select all that apply)	<input checked="" type="checkbox"/> Documented in an Existing Transportation Plan or Study <input checked="" type="checkbox"/> Connects at least two Major Metropolitan Areas <input type="checkbox"/> Has Support from Railroad Owners and Operators <input checked="" type="checkbox"/> Includes Total Project Cost and Funding Request <input type="checkbox"/> Identifies Operations & Maintenance Financial Support	
<i>Project Elements (Select all that apply based on Project Type):</i>		
<u>Enhance Former Services</u>	<u>Restore Former Services</u>	<u>Develop New Services</u>
<input type="checkbox"/> Accessibility <input type="checkbox"/> Connectivity <input type="checkbox"/> Efficiency <input type="checkbox"/> Frequency <input type="checkbox"/> Reliability <input type="checkbox"/> Safety <input type="checkbox"/> Technology	<input type="checkbox"/> Passenger Service on a current Freight Line <input type="checkbox"/> Discontinued Amtrak Service <input type="checkbox"/> Former Railroad ROW for Passenger Operations <input type="checkbox"/> Reopen a Station	<input checked="" type="checkbox"/> Corridor <input type="checkbox"/> Station <input type="checkbox"/> Rolling Stock <input type="checkbox"/> Safety Improvements
Upload a Link to any previous Plans or Studies that identify the Project (URL/Link): Florida Rail System Plan, October 2023 (windows.net)		
Upload Letters of Support for the Project (URL/Link): The Joint Resolution can be downloaded at https://leempo.com/wp-content/uploads/Rail-Study-Joint-Resolution.pdf . At the time of submission of this Application, only the Lee MPO had adopted the resolution. The Resolution will be adopted by Collier County MPO on December 8, 2023, by Charlotte County-Punta Gorda MPO on December 18, 2023, and by Sarasota Manatee MPO on January 29, 2024. A copy of the resolution signed by all 4 MPOs will be transmitted to MPOAC staff and consultants after January 29 th .		
Identify Potential Applicable Funding Sources (Select all that apply):	<input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/> Public Financing <input type="checkbox"/> Private Funds <input type="checkbox"/> Private Financing	

PROJECT SCREENING	
Does the Project have a Financial Sponsor committed to Operations & Maintenance?	No
Define the Action Requesting Financial Support:	<input type="checkbox"/> Construction for Safety Improvement <input type="checkbox"/> Construction for New Track/Restored Track <input type="checkbox"/> Construction for New Station/Existing Station Improvements <input checked="" type="checkbox"/> Passenger Rail Corridor Feasibility Study <input type="checkbox"/> Passenger Rail Service Plan <input type="checkbox"/> PD&E <input type="checkbox"/> PE <input type="checkbox"/> ROW Acquisition <input type="checkbox"/> Rolling Stock Acquisition <input type="checkbox"/> Scope of Work <input type="checkbox"/> Other (Describe):
Identify the Florida State Rail Plans goal(s) supported by the Project: (Select all that apply)	<input checked="" type="checkbox"/> Safety and Security for all Residents, Visitors, and Businesses <input checked="" type="checkbox"/> Agile, Resilient, and Quality Transportation Infrastructure <input checked="" type="checkbox"/> Connected, Efficient, and Reliable Mobility for People and Freight <input checked="" type="checkbox"/> Transportation Choices that Improve Accessibility and Equity <input checked="" type="checkbox"/> Transportation Solutions that Strengthen Florida's Economy <input checked="" type="checkbox"/> Transportation Systems that Enhance Florida's Communities <input checked="" type="checkbox"/> Transportation Solutions that Enhance Florida's Environment

PROJECT SCREENING

Provide a Brief Statement explaining how the Project supports the State Rail Plan goal(s): The proposed project will look into the feasibility of running intercity passenger and high speed rail services. If the project is found viable and results in the programming of project development phases leading to establishment of an intercity and/or high speed passenger rail service, it will have supported all the goals and objectives in the Rail System Plan including:

Goal - *Transportation Choices that Improve Accessibility and Equity*

- Open up modal choices and reduce the use of single occupancy vehicles
- Increase access to jobs, education, health for all residents

Goal - *Transportation Solutions that Strengthen Florida's Economy & Transportation Systems that Enhance Florida's Communities*

- Support job creation and economic development

Goal - *Transportation Solutions that Enhance Florida's Environment*

- Reduce carbon emissions and improve air quality

Goal - *Safety and Security for Residents, Visitors, and Business*

- Reduce overall crashes, fatalities, and serious injuries

Goal - *Agile, Resilient, and Quality Transportation Infrastructure*

- Increase resiliency on both highway and rail infrastructure

Goal - *Connected, Efficient, and Reliable Mobility for People and Freight*

- While the I 75 multimodal transit envelope is not expected to be running freight rail service, the system will still increase reliability and efficiency of people and freight trips on the I 75 corridor by transferring automobile trips from the freeway to passenger rail