



Charlotte County, Florida

State Legislative Session 2015 Funding Requests

| | |
|----------------------------------------------------------|---------------------|
| Burnt Store Road | \$28,000,000 |
| East and West Spring Lake Central Sewer Expansion | \$ 2,000,000 |
| Stump Pass Dredge and Construction | \$ 7,500,000 |
| Economic Development Project | |
| Justice Center | \$ 1,000,000 |
| Parkside Community | \$ 1,500,000 |
| River Road | |



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State Legislative Session 2015 Funding Requests

| Project | Background | Funding Request |
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| Burnt Store Road | The road is a vital transportation link connecting Charlotte County, portions of city of Punta Gorda, city of Cape Coral/Lee County to U.S. 41 and I-75. It is also a critical hurricane evacuation route to enable expeditious traffic flows out of this region during times of such an emergency. | The county is requesting from the state, funding assistance in the amount of \$28M which equates to 50% of the estimated total project costs. |
| East and West Spring Lake Central Sewer Expansion | <p>This project includes constructing central wastewater service to 2,455 properties, of which 75% are developed, in order to replace inadequate OSTDSs (On-Site Wastewater Treatment and Disposal Systems), restoring the storm water conveyance system to improve removal of sediment and pollutants, and educating property owners on Best Management Practices (BMPs) when applying pesticides, herbicides and fertilizers.</p> <p>Based upon census tract information, over fifty percent (50%) of the families within this sewer expansion area have low to moderate incomes.</p> | Charlotte County is seeking \$2M in funds through grants and legislative appropriations to offset some of the construction costs in order to maintain property owner's assessments at the affordable level determined for this project. |
| Stump Pass Dredge and Construction | Charlotte County and FDEP have been jointly working together and are taking a holistic approach to dredge Stump Pass and renourish critically eroded beaches at Chadwick Park, the County's public beach park, and the southerly area along Palm/Knight/Bocilla/Don Pedro Islands Gulf frontage to | Total estimated construction and monitoring costs (physical & environmental) for initial construction of the stabilization structure and dredging/beach renourishment are approximately \$7.5M. |

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| | <p>Don Pedro State Park. Included within this project is a proposed beach stabilization structure to be placed on Manasota Key north of Stump Pass.</p> | |
| <p>Economic Development Project</p> | <p>Florida SouthWest State College (FSW) has been invited to tie into a nationally recognized AMT (Aircraft Maintenance Technician) Program with Western Michigan University (WMU). The opportunity would provide WMU expertise in developing a two-year degree program provided by FSW, articulating into a 4-year bachelor degree from WMU as the second part of a 2+2 program.</p> <p>FSW would need a facility built at the airport where engines could be assembled and disassembled, where one or more classroom planes could be housed, and programmatic supplies could be procured to provide for all aspects of the program. With this program in place, the SW Florida region would provide a skilled workforce to a growing avionics industry.</p> | <p>Specific request is being developed.</p> |
| <p>Justice Center</p> | <p>When Charlotte County Justice Center (Courthouse) opened in 1999, it was planned to provide space for all judicial system functions through 2010. Encompassing a total of 197,131 gross square feet, the Courthouse is now full, exceeding its operational growth projections.</p> <p>Population, trends, caseload, judgeship and staffing projections all lead to a need for 40% space increase of 78,722 gross square feet to accommodate judicial needs out to year 2032.</p> | <p>Charlotte County is seeking \$1M in funds through grants and legislative appropriations to offset some of the construction costs. A preliminary implementation plan has been developed that sequences both the interim spatial adjustments and long term expansion.</p> |
| <p>Parkside Community</p> | <p>Parkside CRA is Charlotte County's initiative to revitalize a 1,100 acre mixed use neighborhood central to Charlotte County. Parkside consists of one of the County's largest and most developed business and residential centers, including</p> | <p>Charlotte County is seeking \$1.5M to continue the implementation of the Parkside Community Redevelopment project. Specifically, the funds would be used to create walking paths throughout the</p> |

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| | <p>the County's two main hospitals, over 600 businesses, and approximately 8,000 residents.</p> <p>Charlotte County has recently invested \$5M in the revitalization plan.</p> | <p>community and to build children's recreational equipment to enhance a neighborhood park.</p> |
| <p>River Road</p> | <p>Supporting the request of Sarasota County.</p> <p>Winchester Boulevard, a segment of the Englewood Interstate Connector (EIC) that was completed by Charlotte County in 2004, was the first segment of the EIC constructed. This segment, also known as Winchester Boulevard Phase 1, is approximately 3.7 miles long and extends from South River Road in Sarasota County to SR-776 (S. McCall Road) in Charlotte County. Charlotte County has started construction to widen an additional three (3) miles of Winchester Boulevard from SR-776 (S. McCall Road) south to SR-775 (Placida Road).</p> | |

Charlotte County Commission 2015 State Legislative Priorities

Guiding statement- State and Local Governments are partners in the promotion and protection of the health and welfare of our Community. To preserve this partnership:

- Promote state policies which benefit the economic development, environmental and social health of Charlotte County and its citizens.
- Avoid legislative changes or fiscal decisions which impact County revenues such as unfunded mandates, revenue limitations, trust fund diversions or cost shifts.
- Maintain local flexibility to address problems by honoring home rule, and avoiding unnecessary preemptions of local authority.

Charlotte County Legislative Agenda

Support Economic Development and Job Creation

- Continue Enterprise Zones as an incentive for redevelopment and create additional incentives
- Maintain or increase funding for local government affordable housing programs
- Monitor National Flood Insurance Protection Program and related state efforts
- Develop economic development and job training programs and innovation clusters
- Development of Regional Impact Review
 - Monitor changes to or elimination of program and avoid changes which disadvantage the County in economic development

Support Fiscal Responsibility

- Avoid shifting costs for state programs to local governments without a funding source
- Communications Services Taxes
 - Ensure any amendment to current law is revenue neutral and allows for growth
- Recognize that local government has tremendous demands for infrastructure growth and maintenance, and support of law enforcement, court and jail functions and do not put any additional limits on local government revenue growth or spending.
- Support methods to enable local efforts to collect due and payable local taxes, fees, fines and other revenues

Support the Environment

- Partner with the county and federal government in continuing the East/West Spring Lake Sewer Service Program
 - Funding is needed to convert properties with old septic tank systems to a new, centralized sewer service
- Seek funding for Stump Pass beach 10 Year Management Plan
 - Financial assistance needed for implementation of beach erosion control/restoration project
- Reclaimed Water
 - To preserve groundwater resources, promote funding for reclaimed water transmission lines and mandate connection to reclaimed water sources when available.
- Waters of the U.S.
 - Monitor proposed EPA Rule on wetlands jurisdiction (Federal)
- Dedication of 1/3 of doc stamp revenues implementation should include:
 - State support of projects which assist in meeting state and federal water quality standards and endangered species protection
 - Matching programs for local acquisition programs
- Do not preempt local regulation of fertilizer application

Support Public Health

- Health Department Funding - assist with the delivery of basic health services by addressing inequities in funding
- Expand the Clean Indoor Air Act to allow local regulation of smoking at youth athletic facilities and beaches
- Combat Abuse of Prescription Drugs
 - Support the Prescription Drug Monitoring Program
 - Avoid preemption of Local Pain Clinic Ordinances

Support Transportation Funding

- Support funding assistance to local roads which are critical evacuation routes and those that are access roads to state parks.
 - Financial assistance needed for the construction of Burnt Store Road
- Support a restructure of the formula and methodology used in the distribution of gas tax funds and a review of methodology of state prioritization (criteria) and funding for transportation projects.
- Support a review of state criteria for roads to be designated SIS (state roads). Charlotte County believes there are roads within Charlotte County that meet the criteria to be designated state roads.
- Seek accountability for Railroad expenditures for Crossing Expenses

Support Public Safety

- Provide equitable state funding for juvenile justice detention costs
- Ensure local authority and flexibility to protect the community through local ordinances to regulate pain clinics

Burnt Store Road

History

During the late 1969 to 1970 timeframe, the Florida Department of Transportation (FDOT) completed construction of Burnt Store Road lying between U.S. 41 (Tamiami Trail) and the Lee County line. In subsequent years, FDOT conveyed road and drainage maintenance responsibilities to Charlotte County. The road cross-section was typical 1960's road standards and design being of rural nature – 2 lane (total asphalt width 19-20 ft +/-), including drainage ditches on both sides of the roadway.

The road is a vital transportation link connecting Charlotte County, portions of the City of Punta Gorda, City of Cape Coral/Lee County to U.S. 41 and I-75. It is also a critical hurricane evacuation route to enable expeditious traffic flows out of this region during times of such an emergency.

Traffic volumes on this road have increased tremendously over the past decade and have made it apparent the road needs to be widened to 4-lanes meeting current FDOT safety and design standards, with potential to add 2 more lanes (ultimate 6 lane configuration) in each direction to accommodate future growth.

At the April 12, 2012 joint Lee/Charlotte County-Punta Gorda MPO meeting it was agreed that the Burnt Store Road corridor is a regional road that is critical to evacuation efforts for Lee and Charlotte Counties. However, funds have not been identified to fully complete the needed roadway expansion to serve growth in the corridor. The MPO boards have agreed to make completion of the needed improvements their top project priority to be submitted annually to FDOT until completion of all segments of the roadway improvement are funded and completed.

Improvements

In 2012, Charlotte County completed widening phase 1 of the project that lies between U.S. 41 and Notre Dame Boulevard. Part of the funding for phase 1 was derived from \$4m in FDOT grants.

The Charlotte County Board of County Commissioners recently awarded a construction contract for phase 3 which is the road segment that lies from just south of the Tern Bay development to the Lee County line. Construction is ongoing.

Request

Phase 2 is the remaining unfinished portion between phases 1 and 3. The length of phase 2 is approximately 4.8 miles. Total project costs comprised of; engineering & permitting; land acquisition; road, drainage and utilities construction are approximately \$56,000,000. The county is requesting from the state, funding assistance in the amount of \$28,000,000 which equates to 50% of the estimated total project costs.

November 6, 2014



Public Works
Department

Burnt Store Road Phases

Charlotte County Government

"To exceed expectations in the delivery of public services."

www.CharlotteCountyFL.gov



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|-----------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------|----------------------|--|
| Stateplane Projection Datum: NAD83 Units: Feet Source: Public Works Metadata available upon request | PRJ_NAME Burntstore Rd Ph1(N) Burntstore Rd Ph2 Burntstore Rd Ph3(S) | City of Punta Gorda | General Location | |
|-----------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------|----------------------|--|

This map is a representation of compiled public information. It is believed to be an accurate and true depiction for the stated purpose, but Charlotte County and its employees make no guarantee, implied or otherwise, as to the accuracy or completeness. We therefore do not accept any responsibility as to its use. This is not a survey or is to be used for design. Reflective Dimensions are for informational purposes only and may have been rounded to the nearest tenth. For precise dimensions, please refer to recorded plans and related documents.

East and West Spring Lake Central Sewer Expansion

Project Description

Charlotte County has developed a county-wide plan to provide central sewer to prioritized areas with aging and failing On-Site Wastewater Treatment and Disposal Systems (OSTDSs a.k.a. septic tanks) that are contributing to the pollution of the impaired water bodies of Charlotte Harbor, the Peace River and the Myakka River. The first project within this priority area, Area 1-1A East and West Spring Lakes, is scheduled to begin construction in November 2014. This first project is part of an on-going and phased initiative to revitalize Charlotte Harbor and the Peace River both of which are designated by the State and Federal governments as impaired waters due to nutrient pollution. The OSTDSs in these priority areas were largely constructed in the 1970's and early 1980's and are inadequate with many known to be in failure. The OSTDSs in these priority areas have exceeded their useful life and do not meet current design criteria. During large rain events, these failing OSTDSs pose a significant health, as well as environmental, risk. This first project includes constructing central wastewater service to 2,455 properties, of which 75% are developed, in order to replace inadequate OSTDSs, restoring the storm conveyance system to improve removal of sediment and pollutants, and educating property owners on Best Management Practices (BMPs) when applying pesticides, herbicides and fertilizers. The remaining projects within this priority area would address other properties.

Request

The estimated total project cost is \$17,757,947. Property owners in East and West Spring Lakes have been assessed an annualized assessment over 20 years to cover the cost of the sewer expansion. Charlotte County is seeking funds through grants and legislative appropriations to offset some of the construction costs in order to maintain assessments to the property owners at the affordable level determined for this project. Based upon census tract information, over fifty percent (50%) of the families within this sewer expansion area have low to moderate incomes. Even though Charlotte County has implemented and funded a hardship program to assist the most financially stressed property owners that cannot afford to pay the annual assessment, without the aid of grants, affordability would not be accomplished for the project as a whole.

Stump Pass Beach Erosion Control/Restoration Project

History

Between 2002 and 2003, Charlotte County applied for and obtained permits to dredge Stump Pass and use the resultant sand to renourish and restore critically eroded beaches adjacent to Stump Pass. Charlotte County recognized the critical need to conduct a project sustaining safe boat navigation through Stump Pass; renourish critically eroded beach areas providing storm protection for Gulf front properties; enhance/improve water quality of Lemon Bay; and allow for and enhance economic growth in the west county region via tourism and ancillary impacts resulting from boating and beach activities.

Since 2003, Charlotte County has been authorized by the Florida Department of Environmental Protection (FDEP) to perform and has completed 3 dredging/beach renourishment projects. Each project has had a similar scope comprised of dredging Stump Pass and placing sand adjacent to Stump Pass State Park (north of Stump Pass) and placement of sand adjacent to residential Gulf front properties (south of Stump Pass) a distance of approximately 2.5 miles.

Funding for previous work has primarily been provided by West Charlotte County property owners, West Coast Inlet Navigation District (WCIND) and FDEP.

Recently

Charlotte County and FDEP have been jointly working together and are taking a holistic approach to dredge Stump Pass and renourish critically eroded beaches at Chadwick Park, the County's public beach park, thence southerly along Palm/Knight/Bocilla/Don Pedro Islands Gulf frontage to Don Pedro State Park. Included within this project is a proposed beach stabilization structure to be place on Manasota Key north of Stump Pass. The main purpose of this structure is to reduce the rate of which sand migrates into the Pass thus, reducing the frequency of dredging cycles. This overall effort – known as the *10 Year Management Plan*, is currently being reviewed by FDEP for permitting.

Request

Total estimated construction and monitoring costs (physical & environmental) for initial construction of the stabilization structure and dredging/beach renourishment are approximately \$7.5M. An early Summer 2015 construction start is anticipated.

November 6, 2014

Charlotte County Justice Center Expansion

History

Charlotte County lies within the 20th Judicial Circuit of Florida. The Charlotte County Justice Center (Courthouse) opened in 1999, planned to provide for all judicial system functions through 2010. Encompassing a total of 197,131 gross square feet, the Courthouse is full, exceeding its operational growth projections. In addition to growth pressures, the Courthouse cannot adequately meet integrated security needs that have emerged over the last two decades.

Recently

In response to growth pressures, Charlotte County secured a prominent court planning firm to conduct a judicial system strategic space plan. Through defensible analysis and projection methodologies, this study reached significant conclusions. While the existing facility is suitable to continue providing for its intended purpose, it currently experiences an existing space deficit. Population, trends, caseload, judgeship and staffing projections all lead to a need for 40% space increase of 78,722 gross square feet to accommodate judicial needs out to year 2032. Neither more efficient use of courtrooms and existing space, nor operational adjustments diminish the need for additional space. The existing 10-acre site in the City of Punta Gorda is sufficient to accommodate facility expansion and a needed parking garage. Security perimeter and internal upgrades are needed.

Request

Charlotte County must embark on a Justice Center expansion project in 2015. A preliminary implementation plan has been developed that sequences both the interim spatial adjustments and long term expansion. The expansion is expected to be a phased process culminating in 2022 at an estimated construction cost of \$36,000,000. Project elements will include existing facility renovations, horizontal expansion of a new building wing, security and IT upgrades, and a parking garage.

Parkside Community Redevelopment

Request: Charlotte County is seeking \$1.5M to continue the implementation of the Parkside Community Redevelopment project. This funding would supplement \$5M that the County has recently invested in the revitalization plan. Specifically, the funds would be used to create walking paths throughout the community and to build children's recreational equipment to enhance a neighborhood park. These improvements would play a significant role in making the area more attractive to residents and investors.

Problem: Parkside CRA is Charlotte County's initiative to revitalize a 1,100 acre mixed use neighborhood central to Charlotte County. Parkside consists of one of the County's largest and most developed business and residential centers, including the County's two main hospitals, over 600 businesses, and approximately 8,000 residents.

In recent years, the district has been in severe decline. A general lack of reinvestment in the area has occurred. The housing market crash and Hurricane Charley storm recovery accelerated the decline and most new investment moved from central Charlotte County to the suburbs. A high rate of foreclosures has only exacerbated the situation. Approximately 20% of residences are vacant and only 56% of the occupied residences are owner-occupied. Poverty, foreclosures, unemployment, crime, drug use, emergency service use and property maintenance issues are the highest in the County within this area.

Solution: Public investment coupled with the County's regulatory updates, incentives, entitlements and citizen-led blight intervention strategies are essential to restore private investment in the district. Charlotte County residents and businesses invested approximately 1 year developing the "Citizens' Master Plan" for the District. The Plan provides the framework for Parkside's revitalization. A key to promoting private reinvestment in the properties in this area is the transformation of Parkside from a suburban-style, automobile-oriented area to a modern, walkable, mixed-use center which, combined with existing foreclosure assistance projects, will make the community attractive again for residential owner purchase as well as commercial property investment.

Charlotte County has approved an initial investment of \$9 million.

Benefits:

- Revitalize the community as an attractive residential community
- Short and long-term job creation
- Jobs sustainability
- Reduction in poverty
- Promotion of aging in place
- Reduction of vehicle miles traveled
- Sustainable economic growth
- Improvement in the appearance of abandoned properties due to foreclosure

River Road – Interstate 75 to Dearborn Street

Project Description

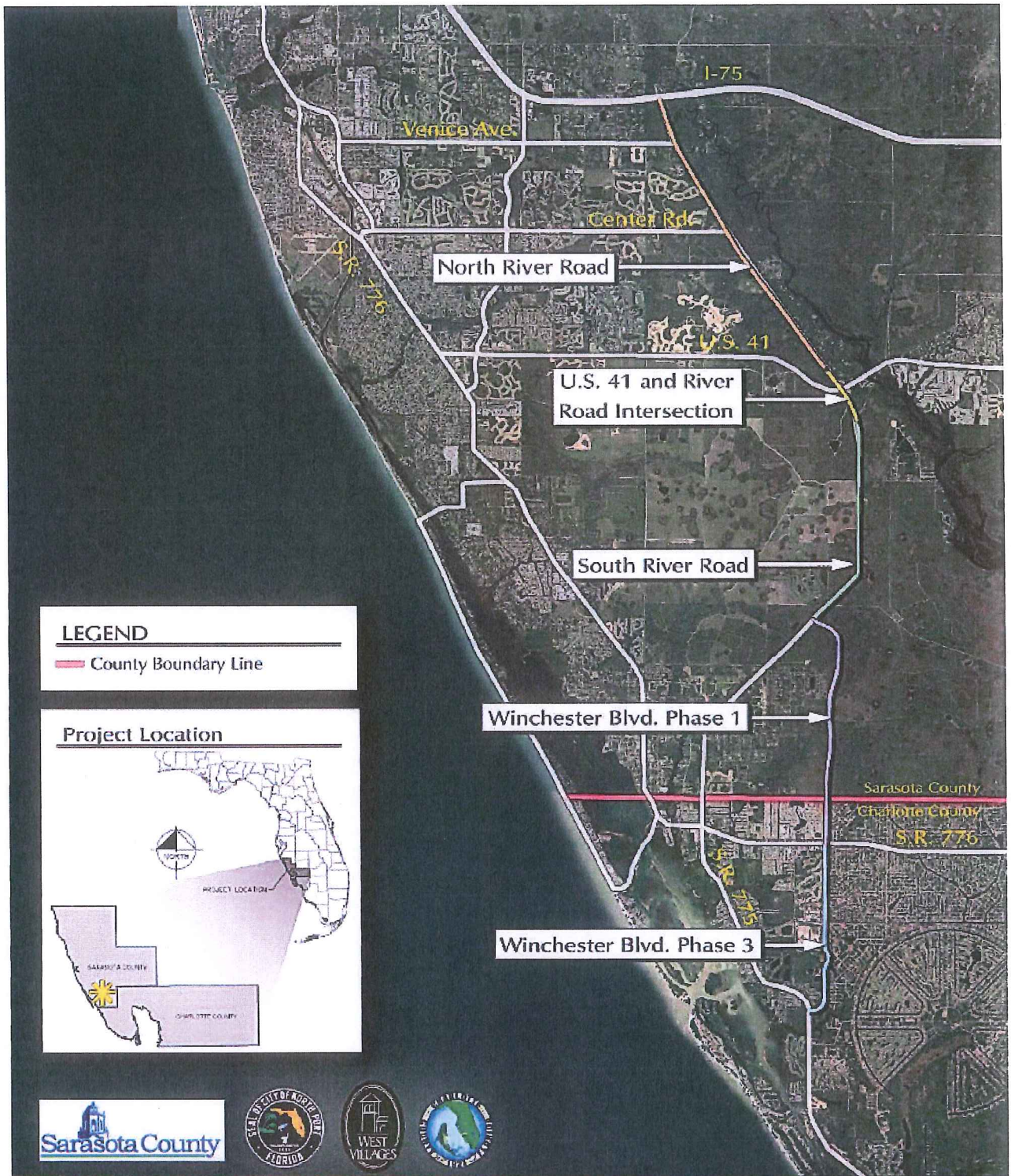
The Englewood Interstate Connector (EIC) currently serves over 130,000 residents. The EIC also serves as the primary hurricane evacuation route for the Cape Haze Peninsula, including portions of Sarasota County, Charlotte County, Lee County, the City of North Port and the West Villages Improvement District. In addition to the EIC serving as the primary hurricane evacuation route for the Cape Haze peninsula, it also benefits those communities of Sarasota County, Charlotte County, Lee County, the City of North Port and Englewood through tourism, real estate, and commerce by serving the regional mobility needs for those businesses and residents using the EIC on a daily basis. The Englewood Interstate Connector serves as a key north-south corridor supporting daily commuter traffic between several southwest Florida communities and the major employment centers in the City of Sarasota and City of Bradenton.

Additionally, Winchester Boulevard, a segment of the EIC that was completed by Charlotte County in 2004, was the first segment of the EIC constructed. This segment, also known as Winchester Boulevard Phase 1, is approximately 3.7 miles long and extends from South River Road in Sarasota County to SR-776 (S. McCall Road) in Charlotte County. Winchester Boulevard is located at the southern end of the EIC and is part of the EIC; however, no additional improvements to Winchester Boulevard are being proposed as a part of this grant application. Charlotte County has started construction to widen an additional three (3) miles of Winchester Boulevard from SR-776 (S. McCall Road) south to SR-775 (Placida Road).

Request

The project includes two major phases:

1. North River Road from Interstate 75, south five (5) miles to the intersection of River Road and US 41. Total estimated cost is \$66.4 million.
2. South River Road from the intersection of US 41 and River Road, south three and one-half (3.5) miles to the intersection of River Road and Winchester Boulevard. Total estimated cost is \$30.3 million.



LEGEND

— County Boundary Line

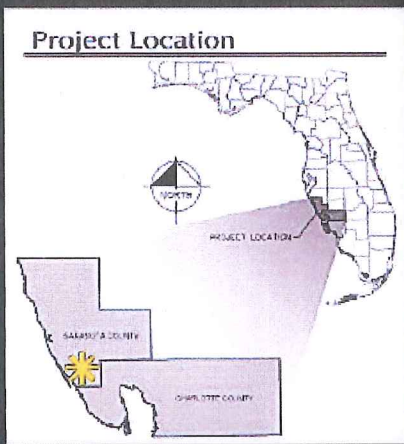


Exhibit C1 Project Location and Segment Map
 TIGER Discretionary Grant Application
Englewood Interstate Connector



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