CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

DRAFT

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021/2022 - 2025/2026 May 17, 2021

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In cooperation with

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The City of Punta Gorda Public Works Department; and Charlotte County Public Works Division The Charlotte County Budget Office, Community Development Department, Transit Department and the

Charlotte County Airport Authority

##### [www.ccmpo.com](http://www.ccmpo.com/)

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# SECTION – I

**R E S O L U TION NUMBER 2021-05**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION BOARD APPROVING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEAR (FY) 2021/2022 THROUGH FY 2025/2026.**

**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 Transpmtation Improvement Program; and

WHEREAS, the MPO has reviewed the proposed Transpo1tation Improvement Program and determined that it is consistent with its adopted plans and programs; and

WHEREAS, the MPO has approved said Transpmtation Improvement Program for Fiscal Year 2021/2022 through FY 2025/2026 on May 17, 2021; and

WHEREAS, in accordance with the Florida Depa1tment of Transpmtation (FDOT) directive and procedures, the Transpo1tation 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 Transpo1tation Improvement Program for FY 2021/2022 through

FY 2025/2026 is hereby approved.

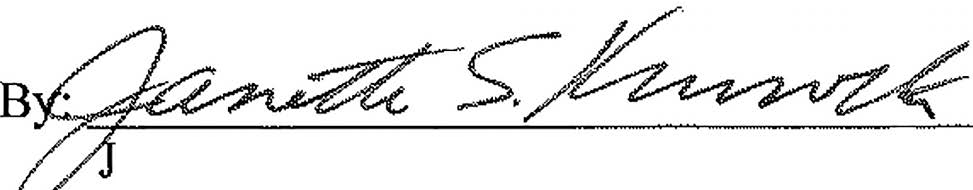
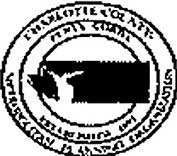
PASSED AND DULY ADOPTED this 17th day of May 2021.

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

By:

Joseph Tiseo, Chairman

ATTEST:



By: ------cc ­

Gary D. Harrell

Designated Clerk of the MPO Board

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

anette S. Knowlton, County Attorney

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# 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 develops the TIP which is a primary obligation of the MPO 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(c); 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 Act (FAST- ACT). The FY 2021/2022 through 2025/2026 TIP includes: a resolution endorsing the plan by the MPO; executive summary; project location map; five year federally funded project lists including funding summary; local road project lists for five fiscal years; transit and transportation disadvantaged section; aviation section; and maintenance and transportation planning projects section; 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 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 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 Florida Department of Transportation (FDOT) and public transit operators [23 C.R.F. 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. Year of Expenditure dollars are dollars that 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 transportation operators.

**Project Selection.** The TIP was developed per the federal and state TIP requirements in 23 C.F.R. 450.330(b) as designated in the MPO Program Management Handbook updated June 6, 2017 (revised Jan 29, 2021). It has been compiled from the FDOT Tentative Work Program, the individual Capital Improvement Programs (CIPs) 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 authorized 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 current updated Charlotte County-Punta Gorda MPO 2045 Long Range Transportation Plan, the Charlotte County Comprehensive Plan (Smart Charlotte 2050 adopted July 20, 2010), the City of Punta Gorda Comprehensive Plan 2025, the 2018 Charlotte County Airport Master Plan, the Charlotte County Ten Year Transit Development Plan and the Charlotte County-Punta Gorda MPO’s Public Participation Plan (PPP). MPO plan details can be found on the MPO’s website [www.ccmpo.com.](http://www.ccmpo.com/)

**Project Priorities.** The MPO’s priority listing of projects (Tables 1 to 6) was developed to provide FDOT with a sequence of projects for advancement in their Work Program as it is updated during the next Work Program development cycle. The MPO’s priorities listed were adopted by the MPO Board on May 18, 2020 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. SR 776 Corridor study has been under taken to identify SR 776 intersections for future prioritization and programming for CM/TSM funds. A quantitative roadway project prioritization process helped guide the selection of projects of the LRTP Cost Feasible Plan. The project selection criteria can be found in the Charlotte County-Punta Gorda LRTP Chapter 8 Table 8-2: 2045 LRTP Project Prioritization Evaluation Criteria (www.ccmpo.com). 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

2020 CHARLOTTE COUNTY-PUNTA GORDA MPO HIGHWAY PROJECT PRIORITIES

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **2020 HIGHWAY PROJECT PRIORITIES** | | | | | | | | | | | | | | | | |
| **RANK** | **FPN#** | **PROJECT NAME** | **FROM** | **TO** | **TYPE OF WORK** | **JURISDICTION** | **UNFUNDED PHASE** | **REQUESTED FUNDS (In Mil)** | **LOCAL FUNDS**  **(In Mil)** | **TOTAL COST-**  **PDC ( in Mil)** | **2020-2021** | **2021-2022** | **2022-2023** | **2023-2024** | **2024-2025** | **Comments** |
| **1** | 4402671 | Burnt Store RD Phase II 1 | North of Zemel Rd | North of Notre Dame Blvd | Road widening from 2-lane to 4-lane | CHARLOTTE COUNTY | CST | $5.0 | $25.40 | $30.40 | $3.00 |  |  |  |  |  |
| **2** | 434965 1/  434965 2 | Harbor View Rd 1 | Melbourne St | I-75 | Road widening from 2-lane to 4-lane | CHARLOTTE COUNTY  CHARLOTTE COUNTY  CHARLOTTE COUNTY  CHARLOTTE COUNTY  CITY OF PUNTA GORDA  CHARLOTTE COUNTY | CST | TBD |  | $45.63 | $4.02 |  |  | $9.27 | | CST phase in partnership with  FDOT and Charlotte County. Contributions from 1% sales Trax contribution $8.25 mil |
| **3** |  | Edgewater Dr/ Flamingo Blvd Ext 1 | Midway Blvd | Collingswood Blvd | Road widening from 2-Lane to 4-Lane | PE, ROW & CST |  |  | $38.08 |  |  |  |  | N/A | County is requested $2.2 million towards PE |
| **4** |  | SR 776 1 | CR 775 | Spinnaker Blvd | Road widening from 4-lane to 6-lane | PE, CST |  |  | $48.72 |  |  |  |  | $2.01 | 2045 LRTP Estimate |
| **5** | 435563 1 | N. Jones Loop Rd 1 | Burnt Store Rd | Piper Rd | Planning Feasibility Study to perform a PD&E for widening from 4-Lane to 6-Lane | PE & CST |  |  | $45.09 | $1.22 |  |  |  |  |  |
| **6** |  | US 17 ( On E.Marion Ave and E.Olympia Ave ) 1 | Cooper St | US 41 NB | FUNDED- Planning Study and considers  Complete Streets which includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes,  roundabouts | PE & CST | $3.29 | $0 | $3.00 |  |  |  |  | $291,000.00 |  |
| **7** |  | Prineville Dr 1 | Paulson Dr | Hillsborough Blvd | Road widening from 2-Lane to 4-Lane | PE & CST |  |  | $42.45 |  |  |  |  | N/A | 2045 LRTP Estimate |
| **8** | 2050 Long Range Transportation Plan (LRTP) Update, $350,000.00 requested for FY 2023//2024 funds from SL funds STP, Areas <= 200K to augment PL Funds. (MPO anticipates the population of Charlotte County to exceed 200k triggering the federal requirements of a TMA that may necessitate additional planning funds to support the 2050 LRTP development needs). | | | | | | | | | | | | | | | |
| **9** |  | SR 776 | Sarasota County Line | US 41 | Corridor study to gather/analyze crash data and prioritize improvements based on the recommendations from the Study | | | N/A | N/A | TBD |  |  |  |  |  |  |
| 1 Regional projects | | | | | 2 TAP Project on SUN Trail network system | | | | | | | | | | |  |
|  | | PE - Design  PD&E - Project Development & Environmental | | |  | ROW - Right-Of- Way  CST - Construction | |  | New Project  Requesting additional TRIP dollars, if they become available, through the Construction Phase | | | | | | | |
|  | |  |  |

Cost estimates for some projects were not available at the time of 2020 project priorities approval. The 2021 Project Priority sheet will be updated with cost estimates for the 2021 project priorities list to be approved at the next MPO Board meeting.

TABLE 2

2020 TRANSPORTATION SYSTEM MANAGEMENT / CONGESTION MITIGATION PROJECTS

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **2020 TRANSPORTATION SYSTEM MANAGEMENT/ CONGESTION MITIGATION PROJECTS** | | | | | | | | | | | | | | | | |
| **RANK** | **FPN#** | **PROJECT NAME** | **FROM** | **TO** | **JURSIDICTION** | **TYPE OF WORK** | **UNFUNDED PHASE** | **REQUESTED FUNDS (In Mil)** | **LOCAL FUNDS**  **(In Mil)** | **TOTAL COST-PDC (**  **in Mil)** | **2020-2021** | **2021-2022** | **2022-2023** | **2023-2024** | **2024-2025** | **Comments** |
| 1 | 4382611 | County wide Intelligent Transportation System (ITS) | | | CHARLOTTE COUNTY | ITS Master Plan | CST |  |  |  | 500,000 |  |  |  |  |  |
| 2 |  | Add turn lanes on SR 776 @ Charlotte Sports park  1 | | | CHARLOTTE COUNTY | Intersection Improvements | CST |  |  | N/A |  |  |  |  | 151,000 | Need costs for CST |
| 3 |  | Add turn lanes on SR 776 @ Gulf Stream Blvd | | | CHARLOTTE COUNTY | Intersection Improvements | PE & CST |  |  | 915,000 |  |  |  |  |  | Need more accurate costs for PE & CST |
| 4 |  | Add turns lanes @ SR 776 @ Biscayne Blvd | | | CHARLOTTE  COUNTY | Intersection  Improvements | PE & CST |  |  |  |  |  |  |  |  | Need more accurate costs  for PE & CST |
| 5 |  | Add turn lanes on SR 776 @ Cornelius Blvd 1 | | | CHARLOTTE COUNTY | Intersection Improvements | PE & CST |  |  | 620,000 |  |  |  |  |  | Need more accurate costs for PE & CST |
| 6 |  | US 41 @ Easy St | | | CHARLOTTE COUNTY | Intersection Improvements | PE & CST |  |  |  |  |  |  |  |  | Need more accurate costs for PE & CST |
| 7 |  | Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir | | | CHARLOTTE COUNTY | Intersection Improvements | PE & CST |  |  | 620,000 |  |  |  |  |  | Need more accurate costs for PE & CST |
| 8 |  | Add turn lanes on SR 776 @ Jacobs St 1 | | | CHARLOTTE COUNTY | Intersection Improvements | PE & CST |  |  | 620,000 |  |  |  |  |  | Need more accurate costs for PE & CST |
| 9 |  | Add turn lanes US 41 @ Carousel Plaza | | | CHARLOTTE COUNTY | Intersection Improvements | PE & CST |  |  | 620,000 |  |  |  |  |  | Need more accurate costs for PE & CST |
| 10 |  | SR 31 @ CR 74 | | | CHARLOTTE COUNTY | Intersection Improvements | CST |  |  | 810,000 | 635,000 |  |  |  |  |  |
| **Notes:** | | | | | | | | | | | | | | | | |
| 1 Regional projects | | | | | | | | | | | | | | | | |
|  | | PE - Design  PD&E - Project Development & Environmental | | | |  | ROW - Right-Of- Way New Project  CST - Construction | | | | | | | | | |
|  | |  |

Cost estimates for some projects were not available at the time of 2020 project priorities approval. The 2021 Project Priority sheet will be updated with cost estimates for the 2021 project priorities list to be approved at the next MPO Board meeting

**Regional Multi-Modal Transportation System Project Priorities.** Regional Multi-Modal Transportation System Project Priorities are included in accordance with the *Interlocal 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. The Regional Sarasota/Manatee MPO’s Project lists are listed below in Table 4 &5 for Transportation Regional Incentive Program (TRIP) and TAP projects for Charlotte County-Punta Gorda MPO and Lee MPO are listed below in Table 6; and in Table 7 for the Regional Highway projects.

II‐5

TABLE 3

2020 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **2020 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS** | | | | | | | | | | | | | | | | |
| **RANK** | **FPN#** | **PROJECT NAME** | **FROM** | **TO** | **JURSIDICTION** | **TYPE OF WORK** | **UNFUNDED PHASE** | **REQUESTED FUNDS**  **(In Mil)** | **LOCAL FUNDS**  **(In Mil)** | **TOTAL COST- PDC (In Mil)** | **2020/2021** | **2021/2022** | **2022/2023** | **2023/2024** | **2024/2025** | **Comments** |
| 1 | 4351052 | Taylor Rd - Phase I | N.Jones Loop Rd | Airport Rd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT ) with 8 feet side walk | ROW&CST |  |  | $4.94 |  |  |  | $0.66 |  | Cost Estimate from WGI Consultant |
| 2 | 4351051 | Taylor Rd - Phase II | US 41 SB | N.Jones Loop Rd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT ) with 8 feet side walk | PE, ROW, CST |  |  | $4.92 |  |  |  |  |  | Cost Estimate from WGI Consultant |
| 3 |  | US 41 | Sidewalks - Morningside Drive | Sarasota County line | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT ) with 8 feet side walk | PE & CST |  |  |  |  |  |  |  |  | Total Project, segments are below |
| 3A |  | 1,2  US 41 Eastside | Melbourne St | Kings Hwy | CHARLOTTE COUNTY | Planning Study -Multi Use Recreational Trail (MURT  ) with 8 feet side walk | PE & CST |  |  | Not Available |  |  |  |  | $150,000.000 | PE & CST cost TBD by Study. |
| 3B |  | 1,2  US 41 Eastside | Kings Hwy | Conway Blvd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT ) with 8 feet side walk | PE & CST |  |  | Not Available |  |  |  |  |  | Need costs for PE & CST |
| 3C |  | US 41 Westside | Tuckers Grade | Taylor Rd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT ) with 8 feet side walk | PE & CST |  |  | Not Available |  |  |  |  |  | Need costs for PE & CST |
| 3D |  | US 41 Westside | Morningside Dr | Tuckers Grade | CHARLOTTE COUNTY | A | PE & CST |  |  | Not Available |  |  |  |  |  | Need costs for PE & CST |
| 3E |  | US 41 Westside | Taylor Rd | Burnt Store Rd | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT ) with 8 feet side walk | PE & CST |  |  | Not Available |  |  |  |  |  | Need costs for PE & CST |
| 3F |  | 1,2  US 41 Westside | Burnt Store Rd | Aqui Esta Dr | CHARLOTTE COUNTY | Multi Use Recreational Trail (MURT ) with 8 feet side walk | PE & CST |  |  | Not Available |  |  |  |  |  | Need costs for PE & CST |
| 4 |  | Cooper St | Airport Rd | E.Marion Ave | CITY OF PUNTA GORDA | Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts | PE & CST | $1,670,000.00 | $1,500,000.00 | $3,170,000.00 |  |  |  |  |  |  |
| 5 |  | Sibley Bay ( Trails and Way Finding) | Bayshore Rd | US 41 | CHARLOTTE COUNTY | Trails and Way Findings in Charlotte Harbor CRA | PE & CST | $845,000.000 |  | $845,000.000 |  |  |  |  |  |  |
| 6 |  | E. Elkcam Blvd | US 41 | Midway Blvd | CHARLOTTE COUNTY | Street Lights & Pedestrian Bridge in Parkside CRA | PE & CST | $1,719,000.000 |  | $1,719,000.000 |  |  |  |  |  | Need costs for PE & CST |
| 7 |  | Shreve St | Airport Rd/Pompano Terrace | Virginia Ave/Linear Park | CITY OF PUNTA GORDA | Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts | PE & CST | $300,000.00 | $300,000.00 | $600,000.00 |  |  |  |  |  |  |
| 8 |  | 1  Harbor Walk Phase IV | Harbor walk @ US 41 NB | | CITY OF PUNTA GORDA | Bridge Underpass & Lighting | PE & CST | $120,000.00 | $20,000 | $140,000.00 |  |  |  |  |  |  |
| 9 |  | Harborwalk Phase II | ADA ramps at US 41 SB | | | US 41 SB at the Albert Gilchrist Bridge connecting the City’s Harborwalk to the existing US 41 SB sidewalk | PE& CST | $367,208.00 | $90,000 | $457,208.00 |  |  |  |  |  | FPN 4381571 – Harborwalk Phase II – West Retta Esplande from Maude St to Berry St, FY21/22 $367,208 –  Construction (Changed scope ) |
| 10 |  | 1  US 41 NB | Multi Use Recreational Trail bridge over Alligator Creek - South branch | | CITY OF PUNTA GORDA | Bicycle/Ped Bridge | CST | $1.736 |  | $1.74 |  |  |  |  | 290,000 |  |
| **Notes:** | | | | | | | | | | | | | | | | |
| 1 Regional projects | | | |  | 2 TAP Project on SUN Trail network system | | | | | | | | | | | |
|  | | PE - Design Phase | | ROW - Right-Of- Way | | | | | |  |  |  |  |  |  |  |
|  | | | |  | | | | | | | | | | | | |
|  | PD&E - Project Development & Environmental Phase | | | CST - Construction Phase New Project | | | | | | | |  |  |  |  |  |

Cost estimates for some projects were not available at the time of 2020 project priorities approval. The 2021 Project Priority sheet will be updated with cost estimates for the 2021 project priorities list to be approved at the next MPO Board meeting.

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TABLE 4

2021 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT PRIORITY LIST

CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO

|  |  |  |  |
| --- | --- | --- | --- |
| Draft – January 2021  2021 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT PRIORITY LIST CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO | | | |
| Priority Rank | Project | Jurisdiction | TRIP Funds Requested |
| 1 | Moccasin Wallow from I-75 to US 301 | Manatee County | $33,353,750 |
| 2 | Harborview Rd from Melbourne St to Date St | Charlotte County | $4,000,000 |
| 3 | Edgewater Dr/Flamingo Blvd Extension from Midway Blvd to Collingswood Blvd | Charlotte County | 2,200,000 |
| 4 | Jones loop Rd from Burnt Store Rd to Piper Rd | Charlotte County | TBD |

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 5

JOINT REGIONAL TRAILS PROJECT PRIORITY LIST CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO

|  |  |  |  |
| --- | --- | --- | --- |
| **Adopted June 27, 2016**  **2016 JOINT REGIONAL TRAILS PROJECT PRIORITY LIST CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO** | | | |
| Priority Rank | Project | Jurisdiction | RTAP funds Requested |
| 1 | **Legacy Trail, Osprey Junction Trailhead (Legacy Trail at East end of Bay Street)**  Design and construct a 10-ft. wide multi-use trail connecting Legacy Trail to Osprey Park, including parking, restrooms and additional amenities. | Sarasota County | $2,000,000 |
| 2 | **US 41 Sidewalks**  (Morningside Drive to Sarasota County), 8-foot sidewalk, PE/Construction). Next segment:  a. US 41 East side (Conway Blvd to Midway Blvd.), 8-foot sidewalk, estimated cost $1.88 Million | Charlotte County | $1,880,000 |
| 3 | **Willow-Ellenton Greenway Multi-Use Trail from US 301 (Ellenton) to US 301 (Parrish)**  Design and construction of enhanced trail system for pedestrians and bicycles adjacent to the railroad tracks from Ellenton-Gillette Rd to Erie Rd. | Manatee County | $10,399,451 |
| 4 | **US 41 Multi-Use Recreational Trail (MURT) Bridge** Design and Construct bicycle/pedestrian bridge over Alligator Creek along US 41 MURT south of US 41 Burnt Store Road intersection. | City of Punta Gorda | $1,600,000 |

TABLE 6

2021 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT PRIORITY LIST

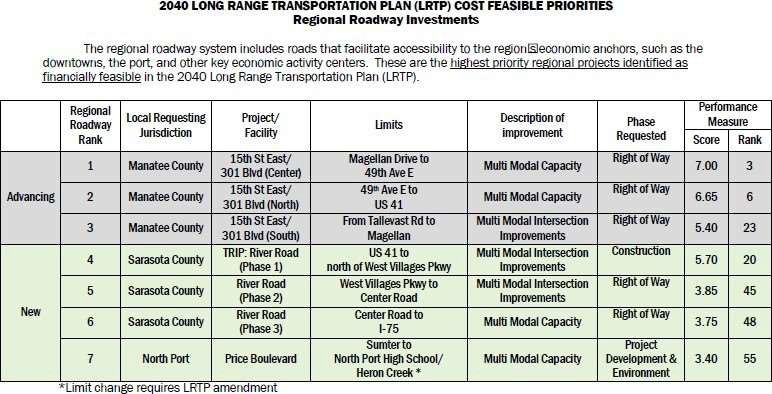
CHARLOTTE COUNTY-PUNTA GORDA MPO - LEE MPO

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO**  To be Adopted by Lee MPO in June 2021  To be Adopted by Charlotte County-Punta Gorda MPO in May 2021 | | | | | | | | | | |
|  |  |  |  |  |  |  |  |  |  |  |
| **Sponsor** | **Route** | **From** | **To** | **Proposed Improvement** | **Requested Phase** | **Total Cost** | **Requested TRIP Funds** | **Amount of TRIP Funds**  **Prgrammed** | **Year Funded** | **2021 Joint Priority** |
| Lee County | Burnt Store Rd | Van Buren Pkwy | Charlotte Co/L | 2L to 4L | PE | $8,320,000 | $4,100,000 |  |  |  |
| Charlotte County | Harborview RD | Melbourne St | Date St | 2L to 4L | CST | $45,630,000 | $4,000,000 | TBD | 2024/2025 |  |
| Lee County | Corkscrew Road | E. Ben Hil Griffin Road | Bella Terra | 2L to 4L | CST | $23,590,800 | $6,975,000 | $2,651,966 |  |  |
| 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 | $20,025,000 | $5,000,000 |  |  |  |
| Charlotte County | Jones loop Rd | Us 41 | Piper Rd | 4L to 6L | PE, CST | $45,020,000 | TBD |  |  |  |
| Lee County | Corkscrew Road | Bella Terra | Alico Road | 2L to 4L | CST | $17,795,300 | $4,500,000 |  |  |  |
| Lee County | Ortiz Avenue | SR 82 | Luckett Road | 2L to 4L | CST | $20,500,000 | $5,000,000 |  |  |  |
| Lee County | Ortiz Avenue | Luckett Road | Palm Beach Blvd | 2L to 4L | CST | $15,000,000 | $3,750,000 |  |  |  |
| Lee County | Three Oaks Pkwy Ext. | Fiddlesticks Canal Crossing | | New 4L | CST | $20,900,000 | $4,000,000 |  |  |  |
| Lee County | Three Oaks Pkwy Ext. | N. Fiddlesticks Canal | Pony Drive | New 4L | CST | $20,930,000 | $5,000,000 |  |  |  |
| Lee County | Three Oaks Pkwy | Pony Drive | Daniels Parkway | New 4L | CST | $31,720,000 | $7,500,000 |  |  |  |
| Lee County | Veterans Parkway | Chiquita Blvd. | Skyline Blvd. | 4L to 6L | CST | $11,000,000 | $3,000,000 |  |  |  |

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

TABLE 7

REGIONAL HIGHWAY TRANSPORTATION SYSTEM PROJECT PRIORITIES - SARASOTA/MANATEE COUNTIES



###### Major Projects Implemented/In Progress/Delayed/Deleted/Added.

The major projects in Charlotte County include the improvements of transportation facilities that serve the regional and transportation needs. The following major projects were listed in the previous FY 2020/2021 – FY 2024/2025 TIP. The status is identified as implemented, in progress, or delayed. Also noted are new projects in the FY 2021/2022 – FY 2025/2026 TIP.

|  |  |  |  |
| --- | --- | --- | --- |
| **Major Projects Implemented** | | | |
| **#** | **Phase** | **Project** | **FPN** |
| 1 | CST | Landscaping I-75 at CR 776 (Harbor View Road) | 4411221 |
| 2 | CST | Landscaping I-75 at Tucker’s Grade Interchange | 4419291 |
| 3 | CST | US 41 Sidewalk from Midway Blvd. to Enterprise Dr. | 4353901 |
| 4 | CST | Lighting US 41 from Rio Villa Dr. to Airport Rd. | 4349881 |
| 5 | ENV | SR 776 From Pinedale Drive to Myakka River | 4415171 |
| 6 | Design | SR 31 from CR 74 (Roundabout) | 4419501 |

|  |  |  |  |
| --- | --- | --- | --- |
| **Major Projects in Progress** | | | |
| **#** | **Phase** | **Project** | **FPN** |
| 1 | Design/Build | Harborwalk Phase II West Retta Esplanade from Maude St to Berry St -ADA | 4381571 |
| 2 | Design/Build | US 41 from Airport Rd to William St - Complete Streets | 4402681 |
| 3 | PD&E | Taylor road Sidewalk from US 41 to Airport Road | 4351051 |
| 4 | PD&E | North Jones Loop Rd from Burnt Store Rd to Piper Rd - Add lanes | 4365631 |
| 5 | PD&E | Cape Haze Pioneer Trail from Myakka State Forest to US 41(SR 45) | 4436021 |
| 6 | ROW & ENV | SR 31 from CR 74 (Roundabout) | 4419501 |
| 7 | ROW & ENV | Tamiami Trail (SR 45) From William St To Peace River Bridge -Resurfacing | 4415241 |
| 8 | PE | Dynamic Message Sign I-75 from Lee County line to Sarasota County line | 4420981 |
| 9 | PE | SR 45 (US 41) Tamiami Trail from Conway Blvd to Midway Blvd-Sidewalk | 4382621 |
| 10 | CST | Burnt Store Rd add lanes and reconstruct from Zemel Rd to Notre Dame Blvd | 4353881 |
| 11 | CST | SR 776 From Pinedale Drive to Myakka River-Resurfacing | 4415171 |
| 12 | CST | Landscaping I-75 (SR 93) AT US 17 | 4390051 |
| 13 | CST | SR 35 (US17) from Washington loop road to Desoto County line - Resurfacing | 4415631 |
| 14 | CST | SR 45 (US 41) from S of Payne St To N of Rio Villa Dr - Resurfacing | 4444851 |

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FLORIDA DEPARTMENT OF TRANSPORTATION 5 YEAR TRANSPORTATION PROGRAM

2022 THROUGH 2026 SUMMARY OF ADDITIONS, RESCHEDULINGS AND DELETIONS

As of February 18, 2021 Charlotte County - Punta Gorda

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| FLORIDA DEPARTMENT OF TRANSPORTATION  5 YEAR TRANSPORTATION WORK PROGRAM | | | | | | | | | | |
| **FP N #** | **Pag e**  **#** | **Categ ory** | | **Descrip tion** | **P h ase**  **Descrip tion** | **O ld Y ear** | **New**  **Y ear** | **Su m of**  **OL D** | **Su m of**  **NE W** | **Comments** |
| 4101141 | 3 | ADDIT IONS | | CHARLOT T E COUNT Y - PUNT A GORDA MPO T RANSIT  PLANNING -5305(D) | Planning |  | 2026 |  | $93,434 | New 5th year funding |
| 4101191 | 3 | ADDIT IONS | | CHARLOT T E COUNT Y T RANSIT FT A SECT ION 5311  OPERAT ING ASSIST ANCE | Operations |  | 2026 |  | $165,600 | New 5th year funding |
| 4101381 | 3 | ADDIT IONS | | CHARLOT T E COUNT Y ST AT E T RANSIT BLOCK GRANT  OPERAT ING ASSIST ANCE | Operations |  | 2026 |  | $950,374 | New 5th year funding |
| 4101451 | 3 | ADDIT IONS | | CHARLOT T E COUNT Y FT A SECT ION 5307 CAPIT AL  ASSIST ANCE SMALL URBAN | Capital |  | 2026 |  | $1,544,954 | New 5th year funding |
| 4126651 | 7 | ADDIT IONS | | CHARLOT T E COUNT Y T RAFFIC SIGNALS REIMBURSEMENT | Operations |  | 2026 |  | $338,170 | New 5th year funding |
| 4130427 | 8 | DEFERS | | I-75 (SR 93) AT N JONES LOOP ROAD INT ERCHANGE | Construction | 2023 | 2024 | $1,211,801 | $1,214,043 | Landscaping Project; Deferred 1 year |
| 4136251 | 9 | ADDIT IONS | | PUNT A GORDA T RAFFIC SIGNALS REIMBURSEMENT | Operations |  | 2026 |  | $131,741 | New 5th year funding |
| 4349652 | 7 | DELET IONS | | HARBORVIEW ROAD FROM MELBOURNE RD T O I-75 | Right of W ay | 2023 |  | $9,789,848 | $0 | Moved to FPN# 4349653 |
|  | 7 | DELET IONS | | HARBORVIEW ROAD FROM MELBOURNE RD T O I-75 | Utilities | 2026 |  | $900,000 | $0 | Moved to FPN# 4349653 |
| 4349653 | 8 | ADDIT IONS | | HARBORVIEW ROAD FROM MELBOURNE ST T O DAT E ST | Construction |  | 2026 | $0 | $19,098,564 | Segmented due to overall cost and limits |
|  | 8 | ADDIT IONS | | HARBORVIEW ROAD FROM MELBOURNE ST T O DAT E ST | Right of W ay |  | 2023 | $0 | $7,010,000 | Segmented due to overall cost and limits |
|  | 8 | ADDIT IONS | | HARBORVIEW ROAD FROM MELBOURNE ST T O DAT E ST | Utilities |  | 2026 | $0 | $12,900,000 | Segmented due to overall cost and limits |
| 4371051 | 8 | ADDIT IONS | | CHARLOT T E T MC OPS FUND COUNT Y W IDE | Operations |  | 2026 |  | $90,000 | New 5th year funding |
| 4382621 | 11 | DEFERS | | SR 45 (US 41) T AMIAMI T RAIL FROM CONW AY BLVD T O  MIDW AY BLVD | Construction | 2025 | 2026 | $4,452,174 | $4,442,011 | Deferred per Executive Management  Direction |
|  | 11 | DEFERS | | SR 45 (US 41) T AMIAMI T RAIL FROM CONW AY BLVD T O  MIDW AY BLVD | Construction | 2026 | Out | $4,442,011 | $0 | Deferred per Executive Management  Direction |
| 4390051 | 8 | ADDIT IONS | | I-75 (SR 93) AT US 17 | Construction |  | 2022 |  | $1,026,000 | Landscaping Project |
| 4393165 | 15 | ADDIT IONS | | CHARLOT T E CT Y/PUNT A GORDA FY24/25 - FY25/26 UPW P | Planning |  | 2026 |  | $456,791 | New 5th year funding |
| 4404421 | 10 | DEFERS | | SR 45 (US 41) FROM MIDW AY BLVD T O PAULSON DR | Construction | 2024 | 2025 | $6,090,709 | $6,084,695 | Deferred per Executive Management  Direction |
|  | 10 | DEFERS | | SR 45 (US 41) FROM MIDW AY BLVD T O PAULSON DR | Utilities | 2024 | 2025 | $1,000,000 | $1,000,000 | Deferred per Executive Management  Direction |
|  | 10 | DEFERS | | SR 45 (US 41) FROM MIDW AY BLVD T O PAULSON DR | Construction | 2025 | 2026 | $6,084,695 | $6,264,780 | Deferred per Executive Management  Direction |
|  | 10 | DEFERS | | SR 45 (US 41) FROM MIDW AY BLVD T O PAULSON DR | Utilities | 2025 | 2026 | $1,000,000 | $1,000,000 | Deferred per Executive Management  Direction |
| 4415241 | 13 | ADDIT IONS | | T AMIAMI T RAIL (SR 45) FROM W ILLIAM ST T O PEACE RIVER  BRIDGE | Right of W ay |  | 2022 | $0 | $160,000 | Resurfacing Project |
|  | 13 | DEFERS | | T AMIAMI T RAIL (SR 45) FROM W ILLIAM ST T O PEACE RIVER  BRIDGE | Construction | 2022 | 2024 | $2,405,740 | $5,989,754 | Deferred for RoW |
| 4419501 | 9 | ADDIT IONS | | SR 31 FROM CR 74 T O CR 74 | Construction |  | 2026 | $0 | $4,394,165 | Construction Phase programmed |
|  | 9 | DEFERS | | SR 31 FROM CR 74 T O CR 74 | Right of W ay | 2021 | 2022 | $485,000 | $513,319 | RoW deferred 1 year |
| 4419791 | 5 | ADDIT IONS | | CHARLOT T E COUNT Y T RANSIT FT A SECT ION 5307  OPERAT ING SMALL URBAN | Operations |  | 2026 |  | $1,534,874 | New 5th year funding |
| 4419801 | 5 | ADDIT IONS | | CHARLOT T E COUNT Y T RANSIT FT A SECT ION 5339 SMALL  URBAN SS | Capital |  | 2026 |  | $634,670 | New 5th year funding |
| 4449071 | 11 | ADDIT IONS | | SR 776 (EL JOBEAN RD) FROM MYAKKA RIVER T O  MURDOCK CIRCLE | Construction |  | 2026 | $0 | $852,000 | Landscaping Project |
| 4465941 | - | DEFERS | | SR 776 (MCCALL RD) FROM CR 775 (PINE ST ) T O SPINNAKER  BLVD | Project  Development & | 2025 | Out | $2,001,000 | $0 | Deferred per Executive Management  Direction |
| 4478521 | 12 | ADDIT IONS | | ST RUCT URAL ST EEL BRIDGE PAINT ING AT VARIOUS  LOCAT IONS | Construction |  | 2022 | $0 | $1,181,701 | Bridge Repair/Rehab |
|  | | |  |  |  |  |  |  |  |  |
|  | | | | | | | | | | |

**Public Involvement**. Charlotte County-Punta Gorda MPO's Public Participation Plan (PPP) stipulates requirements for TIP adoption, amending and setting project priorities taking into regard public comment 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.ccmpo.com](http://www.ccmpo.com/) under documents. Techniques used to reach citizens include: sending agendas/ announcements by mail and email to interested citizens from an MPO maintained contact database; advertising in local media and/or interviews with reporters; publishing an electronic newsletter; televising MPO Board meetings on the Charlotte County TV local government channel; advertising in local newspapers public meetings that are open for comments such as TAC, CAC, BPAC and MPO meetings. A Public Hearing is held prior to TIP adoption which is advertised at least 30 days prior to the Hearing 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 March 8, 2021 a joint certification review was conducted by FDOT and the Charlotte County-Punta Gorda MPO. Certification statement and certification checklists were completed. The FDOT and MPO Chairman recommended that the MPO Area Transportation Planning Process for Charlotte County- Punta Gorda MPO be certified.

# SECTION – III

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Add Turn Lane Bike Path/Trail

Intersection Improvement Landscaping

Lighting

Sidewalk

**FLORIDA DEPARTMENT OF TRANSPORTATION TENTATIVE WORK PROGRAM**

**FY 2021/2022 -- FY 2025/2026**

***C h a r l o t t e H a r b o r***

Capacity- Construction Phase Capacity- PD & E Phase Resurfacing Projects

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State Roads and US Highways City/County Roads

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Map Source: FDOT Roads/Linear Referencing System DISCLAIMER: This map is for reference purposes only. FDOT assumes no responsibility for errors or omissions in the data.

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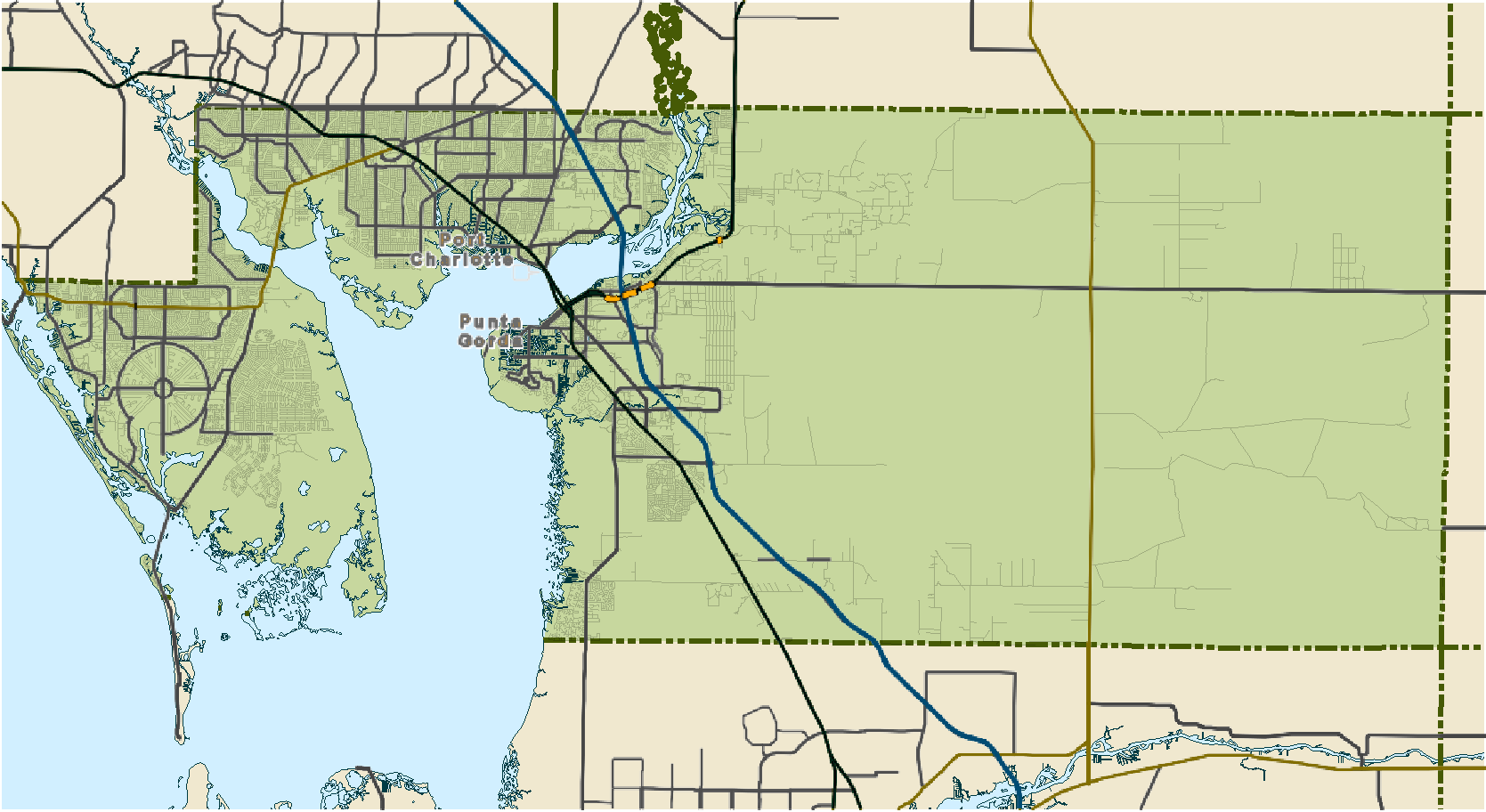
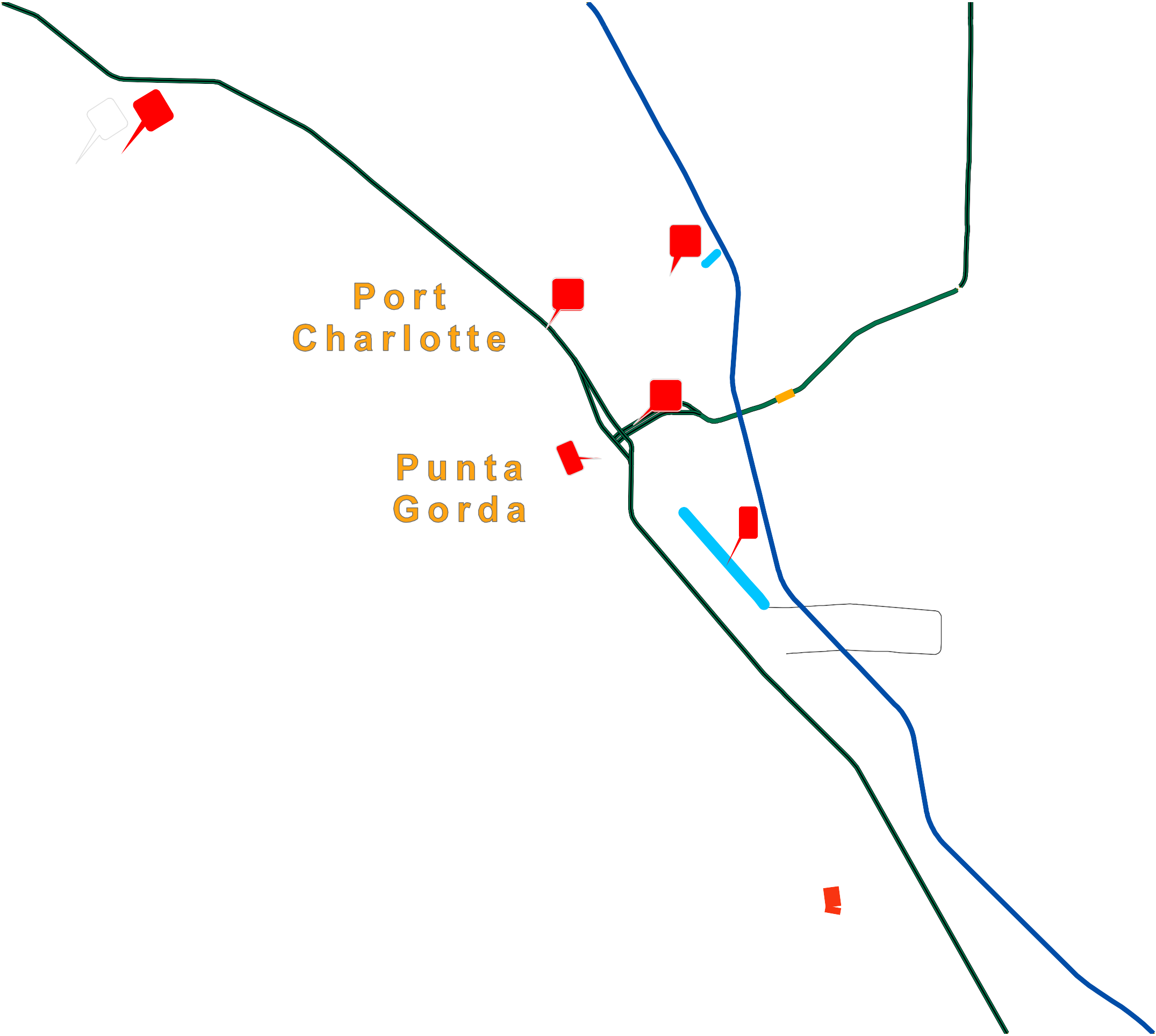
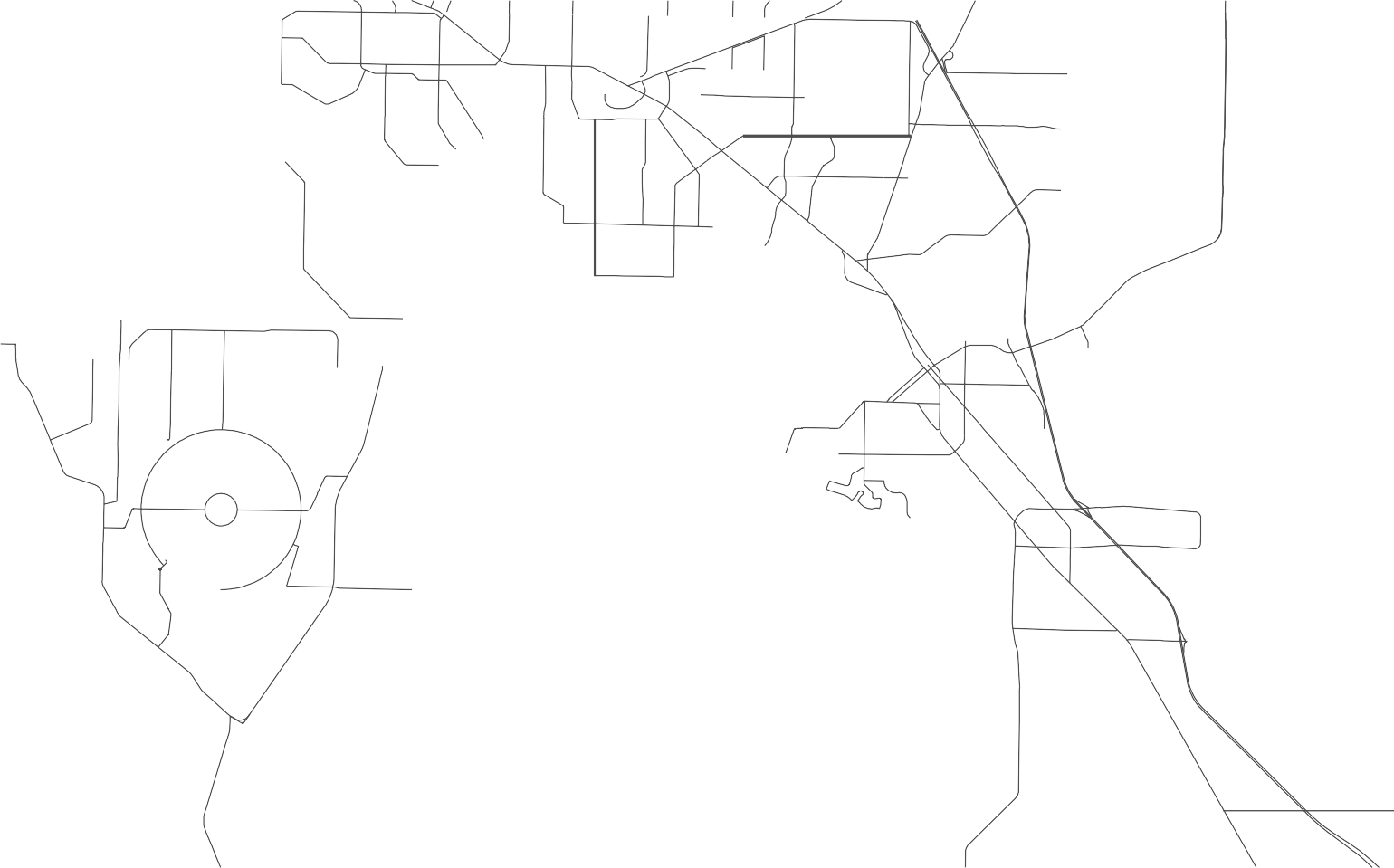
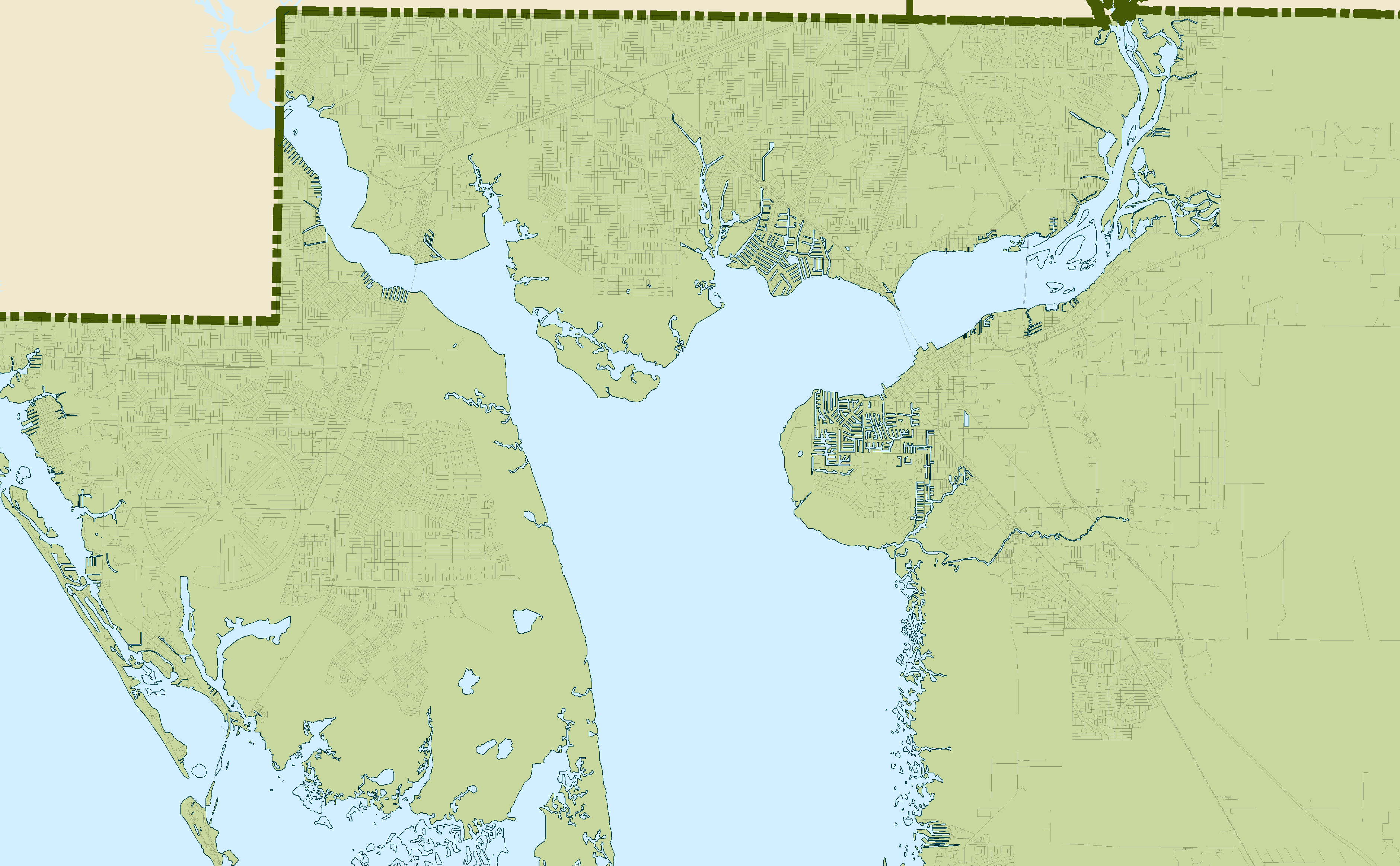
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**T U C K E R S G R A D E**

**O I L W E L L R D**

**Z E M E L R D**

**C O O K B R O W N R D**

**R**

**G l a dGe s Clo\ L**

**R O T O N D A B L V D**

**B U R N T S T O R E R D**

**P I P E R R D**

**R D**

**B R I E R W O O D R D**

**G R A N V I L L E R D**

III‐1

10/01/2015

HIGHWAYS

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| # FPN FACILITY | *Phase* | *Fund* | *FY 21/22* | *FY 22/23* | *FY 23/24* | *FY 24/25* | *FY 25/26* |
| 4436021 CAPE HAZE PIONEER TR FROM MYAKKA STATE  1 FOREST TO US41(SR45)TAMIAMI TR  Desc: BIKE PATH/TRAIL | PDE | DIH | $0 | $0 | $1,000 | $0 | $0 |
| *Project Total:* | | $0 | $0 | $1,000 | $0 | $0 |

Project Length : 8.201 Begin Mile Post : 7.013 End Mile Post: 15.214

1. 4351052 CR 765A (TAYLOR RD) FROM N JONES LOOP TO AIRPORT RD PHASE I Desc: SIDEWALK

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| PE | TALL | $0 | $0 | $491,844 | $0 | $0 |
| PE | TALT | $0 | $0 | $164,677 | $0 | $0 |
| *Project Total:* | | $0 | $0 | $656,521 | $0 | $0 |

Project Length : 2.920 Begin Mile Post : 0.675 End Mile Post: 3.595

1. 4349652 HARBORVIEW ROAD FROM MELBOURNE ST TO I‐75 Desc: ADD LANES & RECONSTRUCT

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| ENV | TALT | $0 | $0 | $10,000 | $0 | $0 |
| *Project Total:* | | $0 | $0 | $10,000 | $0 | $0 |

Project Length : 2.799 Begin Mile Post : 0.890 End Mile Post: 3.335

1. 4349653 HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST Desc: ADD LANES & RECONSTRUCT

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| CST | LF | $0 | $0 | $0 | $0 | $8,250,000 |
| CST | SA | $0 | $0 | $0 | $0 | $10,848,564 |
| ROW | SL | $0 | $1,843,339 | $4,546,608 | $0 | $0 |
| ROW | CM | $0 | $0 | $620,053 | $0 | $0 |
| RRU | LF | $0 | $0 | $0 | $0 | $12,900,000 |
| *Project Total:* | | $0 | $1,843,339 | $5,166,661 | $0 | $31,998,564 |

Project Length : 1.181 Begin Mile Post : 0.890 End Mile Post: 1.981

1. 4381571 HARBORWALK PHASE II‐ WEST RETTA ESPLANDE FROM MAUDE ST TO BERRY ST

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| CST | SL | $13,605 | $0 | $0 | $0 | $0 |
| CST | TALL | $49,879 | $0 | $0 | $0 | $0 |
| CST | TALT | $304,603 | $0 | $0 | $0 | $0 |
| *Project Total:* | | $368,087 | $0 | $0 | $0 | $0 |

Desc: SIDEWALK

Project Length : 0.400 Begin Mile Post : 0.000 End Mile Post: 0.400

1. 4130427 I‐75 (SR 93) AT N JONES LOOP ROAD INTERCHANGE Desc: LANDSCAPING

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| CST | DDR | $0 | $0 | $1,212,960 | $0 | $0 |
| CST | DIH | $0 | $0 | $1,083 | $0 | $0 |
| PE | DIH | $0 | $5,000 | $0 | $0 | $0 |
| *Project Total:* | | $0 | $5,000 | $1,214,043 | $0 | $0 |

Project Length : 1.155 Begin Mile Post : 11.500 End Mile Post: 12.100

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| # FPN FACILITY | *Phase* | *Fund* | *FY 21/22* | *FY 22/23* | *FY 23/24* | *FY 24/25* | *FY 25/26* |
| 7 4389961 I‐75 (SR 93) AT CR 769 (KINGS HWY) Desc: LANDSCAPING  Project Length : 0.640 Begin Mile Post : 20.770 End Mile Post: 21.410 | CST | DDR | $0 | $955,743 | $0 | $0 | $0 |
| CST | DIH | $0 | $52,700 | $0 | $0 | $0 |
| *Project Total:* | | $0 | $1,008,443 | $0 | $0 | $0 |

8 4390051 I‐75 (SR 93) AT US 17

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| CST | DS | $1,026,000 | $0 | $0 | $0 | $0 |
| *Project Total:* | | $1,026,000 | $0 | $0 | $0 | $0 |

Desc: LANDSCAPING

Project Length : 0.470 Begin Mile Post : 14.690 End Mile Post: 15.160

9 4420981

I‐75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE Desc: DYNAMIC MESSAGE SIGN

Project Length : 28.996 Begin Mile Post : 0.000 End Mile Post: 22.008

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| CST | DDR | $0 | $519,253 | $0 | $0 | $0 |
| CST | DIH | $0 | $5,270 | $0 | $0 | $0 |
| CST | DITS | $0 | $1,581,000 | $0 | $0 | $0 |
| PE | DITS | $0 | $125,000 | $0 | $0 | $0 |
| PE | DIH | $5,000 | $0 | $0 | $0 | $0 |
| PE | DDR | $300,000 | $0 | $0 | $0 | $0 |
| *Project Total:* | | $305,000 | $2,230,523 | $0 | $0 | $0 |

10 4419501 SR 31 FROM CR 74 TO CR 74

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| CST | SL | $0 | $0 | $0 | $0 | $1,588,638 |
| CST | SN | $0 | $0 | $0 | $0 | $746,200 |
| CST | CM | $0 | $0 | $0 | $0 | $562,193 |
| CST | DDR | $0 | $0 | $0 | $0 | $1,495,986 |
| CST | DIH | $0 | $0 | $0 | $0 | $1,148 |
| ROW | DIH | $20,000 | $0 | $0 | $0 | $0 |
| ROW | DDR | $294,537 | $0 | $0 | $0 | $0 |
| ROW | SN | $198,782 | $0 | $0 | $0 | $0 |
| *Project Total:* | | $513,319 | $0 | $0 | $0 | $4,394,165 |

Desc: ROUNDABOUT

Project Length : 0.239 Begin Mile Post : 12.008 End Mile Post: 12.247

11 4415631 SR 35 (US 17) FROM WASHINGTON LOOP ROAD TO DESOTO COUNTY LINE

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| CST | DDR | $1,524,520 | $0 | $0 | $0 | $0 |
| CST | DS | $5,207,586 | $0 | $0 | $0 | $0 |
| *Project Total:* | | $6,732,106 | $0 | $0 | $0 | $0 |

Desc: RESURFACING

Project Length : 0.239 Begin Mile Post : 12.008 End Mile Post: 12.247

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| # FPN FACILITY | *Phase* | *Fund* | *FY 21/22* | *FY 22/23* | *FY 23/24* | *FY 24/25* | *FY 25/26* |
| 12 4402681 SR 45 (US 41) FROM AIRPORT RD TO W. WILLIAM STREET Desc: RESURFACING  Project Length : 0.800 Begin Mile Post : 12.489 End Mile Post: 13.289 | CST | ACSL | $2,782,920 | $0 | $0 | $0 | $0 |
| CST | SL | $129,294 | $0 | $0 | $0 | $0 |
| *Project Total:* | | $2,912,214 | $0 | $0 | $0 | $0 |

1. 4404421 SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR Desc: SIDEWALK

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| CST | DDR | $0 | $0 | $0 | $0 | $3,735,945 |
| CST | DIH | $0 | $0 | $0 | $0 | $5,740 |
| CST | SN | $0 | $0 | $0 | $0 | $877,921 |
| CST | TALT | $0 | $0 | $0 | $0 | $1,530,374 |
| CST | LF | $0 | $0 | $0 | $0 | $114,800 |
| ENV | TALT | $0 | $75,000 | $228,730 | $0 | $0 |
| ENV | DS | $0 | $0 | $11,270 | $0 | $0 |
| RRU | LF | $0 | $0 | $0 | $0 | $1,000,000 |
| *Project Total:* | | $0 | $75,000 | $240,000 | $0 | $7,264,780 |

Project Length : 2.652 Begin Mile Post : 19.668 End Mile Post: 22.320

1. 4382621 SR 45 (US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD Desc: SIDEWALK

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| CST | DIH | $0 | $0 | $0 | $0 | $0 |
| CST | DS | $0 | $0 | $0 | $0 | $0 |
| CST | SL | $0 | $0 | $0 | $0 | $0 |
| CST | TALL | $0 | $0 | $0 | $0 | $0 |
| CST | TALT | $0 | $0 | $0 | $0 | $0 |
| CST | CM | $0 | $0 | $0 | $0 | $0 |
| CST | DDR | $0 | $0 | $0 | $0 | $0 |
| ENV | TALT | $0 | $0 | $30,000 | $0 | $96,466 |
| ENV | TALL | $0 | $0 | $0 | $0 | $3,534 |
| PE | TALL | $10,000 | $212,996 | $0 | $0 | $0 |
| PE | TALT | $0 | $538,074 | $0 | $0 | $0 |
| PE | SL | $0 | $70,819 | $0 | $0 | $0 |
| PE | DDR | $0 | $8,111 | $0 | $0 | $0 |
| *Project Total:* | | $10,000 | $830,000 | $30,000 | $0 | $100,000 |

Project Length : 2.136 Begin Mile Post : 17.532 End Mile Post: 19.668

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| # FPN FACILITY | *Phase* | *Fund* | *FY 21/22* | *FY 22/23* | *FY 23/24* | *FY 24/25* | *FY 25/26* |
| 15 4444851 SR 45 (US 41) FROM S OF PAYNE ST TO N OF RIO VILLA DR Desc: RESURFACING  Project Length : 4.112 Begin Mile Post : 7.710 End Mile Post: 11.822 | CST | DDR | $5,578,361 | $0 | $0 | $0 | $0 |
| CST | DIH | $51,300 | $0 | $0 | $0 | $0 |
| CST | DS | $8,884,179 | $0 | $0 | $0 | $0 |
| RRU | LF | $1,500,000 | $0 | $0 | $0 | $0 |
| *Project Total:* | | $16,013,840 | $0 | $0 | $0 | $0 |

1. 4449071 SR 776 (EL JOBEAN RD) FROM MYAKKA RIVER TO MURDOCK CIRCLE Desc: LANDSCAPING

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| CST | DDR | $0 | $0 | $0 | $0 | $852,000 |
| *Project Total:* | | $0 | $0 | $0 | $0 | $852,000 |

Project Length : 5.681 Begin Mile Post : 11.403 End Mile Post: 17.084

1. 4463401 SR 776 (EL JOBEAN RD) AT FLAMINGO BLVD Desc: INTERSECTION IMPROVEMENT

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| CST | CM | $0 | $0 | $0 | $756,582 | $0 |
| CST | SL | $0 | $0 | $0 | $703,418 | $0 |
| *Project Total:* | | $0 | $0 | $0 | $1,460,000 | $0 |

Project Length : 0.004 Begin Mile Post : 15.820 End Mile Post: 15.824

1. 4463931 SR 776 AT CHARLOTTE SPORTS PARK

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| PE | LF | $0 | $0 | $0 | $50,000 | $0 |
| PE | SL | $0 | $0 | $0 | $101,000 | $0 |
| *Project Total:* | | $0 | $0 | $0 | $151,000 | $0 |

Desc: ADD RIGHT TURN LANE(S)

Project Length : 0.004 Begin Mile Post : 15.079 End Mile Post: 15.083

1. 4454751 SR 776 FROM MYAKKA RIVER TO WILLOWBEND DR Desc: RESURFACING

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| CST | DDR | $0 | $1,795,420 | $0 | $0 | $0 |
| CST | DIH | $0 | $1,054 | $0 | $0 | $0 |
| CST | DS | $0 | $923,662 | $0 | $0 | $0 |
| CST | SL | $0 | $336,830 | $0 | $0 | $0 |
| *Project Total:* | | $0 | $3,056,966 | $0 | $0 | $0 |

Project Length : 1.761 Begin Mile Post : 11.403 End Mile Post: 13.164

1. 4415171 SR 776 FROM PINEDALE DRIVE TO MYAKKA RIVER Desc: RESURFACING

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| CST | DS | $1,274,592 | $0 | $0 | $0 | $0 |
| CST | DDR | $5,404,014 | $0 | $0 | $0 | $0 |
| ENV | DDR | $80,000 | $0 | $0 | $0 | $0 |
| *Project Total:* | | $6,758,606 | $0 | $0 | $0 | $0 |

Project Length : 1.923 Begin Mile Post : 9.260 End Mile Post: 11.183

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| # FPN FACILITY | *Phase* | *Fund* | *FY 21/22* | *FY 22/23* | *FY 23/24* | *FY 24/25* | *FY 25/26* |
| 21 4415241 TAMIAMI TRAIL (SR 45) FROM WILLIAM ST TO PEACE RIVER BRIDGE Desc: RESURFACING  Project Length : 0.910 Begin Mile Post : 13.250 End Mile Post: 14.160 | CST | DDR | $0 | $0 | $4,488,544 | $0 | $0 |
| CST | DIH | $0 | $0 | $1,083 | $0 | $0 |
| CST | DS | $0 | $0 | $481,973 | $0 | $0 |
| CST | LF | $0 | $0 | $738,115 | $0 | $0 |
| CST | SA | $0 | $0 | $270,386 | $0 | $0 |
| CST | SL | $0 | $0 | $9,653 | $0 | $0 |
| ENV | TALT | $50,000 | $0 | $0 | $0 | $0 |
| ROW | DIH | $10,000 | $0 | $0 | $0 | $0 |
| ROW | DDR | $150,000 | $0 | $0 | $0 | $0 |
| *Project Total:* | | $210,000 | $0 | $5,989,754 | $0 | $0 |

1. 4465961 US 17 FROM US 41 (SR 35) NB TO COOPER ST (SR 35) Desc: TRANSPORTATION PLANNING

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| PDE | DIH | $0 | $0 | $0 | $1,000 | $0 |
| PDE | SL | $0 | $0 | $0 | $290,000 | $0 |
| *Project Total:* | | $0 | $0 | $0 | $291,000 | $0 |

Project Length : 0.776 Begin Mile Post : 0.708 End Mile Post: 1.484

1. 4463391 US 41 (SR 45) AT S FORK ALLIGATOR CREEK Desc: PEDESTRIAN/WILDLIFE OVERPASS

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| PE | TALL | $0 | $0 | $0 | $290,000 | $0 |
| *Project Total:* | | $0 | $0 | $0 | $290,000 | $0 |

Project Length : 0.022 Begin Mile Post : 9.841 End Mile Post: 9.863

1. 4463911 US 41 (SR 45) FROM KINGS HWY TO PEACE RIVER BRIDGE Desc: TRANSPORTATION PLANNING

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| PLN | SL | $0 | $0 | $0 | $150,000 | $0 |
| *Project Total:* | | $0 | $0 | $0 | $150,000 | $0 |

Project Length : 1.230 Begin Mile Post : 15.295 End Mile Post: 16.029

# SECTION – IV

###### PROJECTS LISTING FOR FIVE FISCAL YEARS INCLUDING FUNDING SUMMARY

The table in this section consists of the highway capital improvement and transportation alternatives projects in the FDOT Tentative Work Program for fiscal years 2021/2022 through 2025/2026 as of March 18, 2021.

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 2021/2022 through 2025/2026. 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 and US 17 are SIS facilities. The CSX Railroad, the Charlotte County Airport and SR 31 are classified as an SIS. All projects on the SIS will have a SIS identifier on the project. The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project.

Costs on the TIP pages for projects on the SIS will have historical costs, five years of the current TIP and five years beyond the current TIP, which may or may not be the total project cost. The “Total Project Cost” amount displayed for each of the federal and state funded projects in the TIP represents 10 years of programming in the Florida Department of Transportation’s (FDOT’s) Work Program database for projects on the Strategic Intermodal System (SIS) (FY 2020 through 2029), and 5 years of programming in the FDOT Work Program for non-SIS projects (FY 2020 through 2024) plus historical cost information for all projects having expenditures paid by FDOT prior to FY 2021. For a more comprehensive view of a particular project’s anticipated total project

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

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

The TIP must be fiscally constrained; that is the cost of projects programed in the TIP cannot exceed revenues “reasonably expected to be available” during the TIP period. All federally funded projects must be in the TIP. Additionally, any non-federally funded but regionally significant project must also be included. In these cases, project submitters demonstrate that funding is available and what sources of non-federal funding are to be utilized. Projects must also be programed in the year of expenditure dollars, 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.

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Effective Date: 03/03/2021 Florida Department of Transportation Run: 03/18/2021**  **5 Year TIP - Fund Summary**  **CHARLOTTE-PUNTA GORDA MPO** | | | | | | | | | |
| **Fund** | **Fund Name** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
|  | TOTAL OUTSIDE YEARS | 124,264,985 | 0 | 0 | 0 | 0 | 0 | 0 | 124,264,985 |
| ACSA | ADVANCE CONSTRUCTION (SA) | 869,359 | 0 | 0 | 0 | 0 | 0 | 0 | 869,359 |
| ACSL | ADVANCE CONSTRUCTION (SL) | 1,837,920 | 2,782,920 | 0 | 0 | 0 | 0 | 0 | 4,620,840 |
| ACSN | ADVANCE CONSTRUCTION (SN) | 79,672 | 0 | 0 | 0 | 0 | 0 | 0 | 79,672 |
| BRRP | STATE BRIDGE REPAIR & REHAB | 100,000 | 1,180,675 | 0 | 0 | 0 | 0 | 0 | 1,280,675 |
| CM | CONGESTION MITIGATION - AQ | 73,036 | 0 | 0 | 620,053 | 756,582 | 562,193 | 0 | 2,011,864 |
| D | UNRESTRICTED STATE PRIMARY | 24,735,082 | 2,319,399 | 2,823,412 | 2,835,807 | 2,236,231 | 2,236,231 | 0 | 37,186,162 |
| DDR | DISTRICT DEDICATED REVENUE | 9,950,497 | 13,920,683 | 5,225,234 | 7,673,912 | 2,537,535 | 7,119,029 | 0 | 46,426,890 |
| DIH | STATE IN-HOUSE PRODUCT SUPPORT | 194,426 | 87,326 | 64,024 | 3,166 | 1,000 | 6,888 | 0 | 356,830 |
| DIS | STRATEGIC INTERMODAL SYSTEM | 0 | 393,364 | 0 | 0 | 0 | 0 | 0 | 393,364 |
| DITS | STATEWIDE ITS - STATE 100%. | 104,231 | 0 | 1,706,000 | 0 | 0 | 0 | 0 | 1,810,231 |
| DPTO | STATE - PTO | 3,044,659 | 1,426,690 | 6,146 | 6,146 | 523,672 | 9,343 | 0 | 5,016,656 |
| DS | STATE PRIMARY HIGHWAYS & PTO | 2,589,382 | 16,392,357 | 923,662 | 493,243 | 0 | 0 | 0 | 20,398,644 |
| DU | STATE PRIMARY/FEDERAL REIMB | 1,893,665 | 132,022 | 131,167 | 131,167 | 104,612 | 157,547 | 0 | 2,550,180 |
| DWS | WEIGH STATIONS - STATE 100% | 0 | 0 | 0 | 3,454,780 | 12,610,877 | 0 | 0 | 16,065,657 |
| FAA | FEDERAL AVIATION ADMIN | 4,726,224 | 19,780,216 | 0 | 0 | 999,000 | 0 | 0 | 25,505,440 |
| FTA | FEDERAL TRANSIT ADMINISTRATION | 23,673,901 | 1,958,407 | 2,077,504 | 2,165,890 | 2,335,633 | 2,511,136 | 0 | 34,722,471 |
| GFSL | GF STPBG <200K<5K (SMALL URB) | 2,385,986 | 0 | 0 | 0 | 0 | 0 | 0 | 2,385,986 |
| GFSN | GF STPBG <5K (RURAL) | 218,016 | 0 | 0 | 0 | 0 | 0 | 0 | 218,016 |
| GMR | GROWTH MANAGEMENT FOR SIS | 2,094,698 | 0 | 0 | 0 | 0 | 0 | 0 | 2,094,698 |
| LF | LOCAL FUNDS | 17,227,597 | 4,568,089 | 2,617,962 | 3,359,255 | 3,770,420 | 24,035,493 | 0 | 55,578,816 |
| PL | METRO PLAN (85% FA; 15% OTHER) | 467,149 | 457,669 | 456,791 | 456,791 | 456,791 | 456,791 | 0 | 2,751,982 |
| SA | STP, ANY AREA | 132,427 | 0 | 0 | 270,386 | 0 | 10,848,564 | 0 | 11,251,377 |
| SL | STP, AREAS <= 200K | 224,103 | 142,899 | 2,250,988 | 4,556,261 | 1,244,418 | 1,588,638 | 0 | 10,007,307 |
| SN | STP, MANDATORY NON-URBAN <= 5K | 981,984 | 198,782 | 0 | 0 | 0 | 1,624,121 | 0 | 2,804,887 |
| TALL | TRANSPORTATION ALTS- <200K | 188,506 | 59,879 | 212,996 | 491,844 | 290,000 | 3,534 | 0 | 1,246,759 |
| TALN | TRANSPORTATION ALTS- < 5K | 31,275 | 0 | 0 | 0 | 0 | 0 | 0 | 31,275 |
| TALT | TRANSPORTATION ALTS- ANY AREA | 273,916 | 354,603 | 613,074 | 433,407 | 0 | 1,626,840 | 0 | 3,301,840 |
| TLWR | 2015 SB2514A-TRAIL NETWORK | 110,000 | 0 | 0 | 0 | 0 | 0 | 0 | 110,000 |
| **Grand Total** |  | **222,472,696** | **66,155,980** | **19,108,960** | **26,952,108** | **27,866,771** | **52,786,348** | **0** | **415,342,863** |

IV-3

###### PERFORMANCE MEASURES

**Purpose**

This document provides language that Florida’s metropolitan planning organizations (MPO) may incorporate in Transportation Improvement program (TIP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the TIP must incorporate a System Performance Report that addresses these measures and related information no later than:

* May 27, 2018 for Highway Safety measures (PM1);
* October 1, 2018 for Transit Asset Management measures;
* May 20, 2019 for Pavement and Bridge Condition measures (PM2);
* May 20, 2019 for System Performance measures (PM3); and
* July 20, 2021 for Transit Safety measures.

(Due to the emergency declaration resulting from the COVID-19 pandemic, FTA issued a Notice of enforcement discretion which delayed the initial deadline of July 20, 2020 for one-year)

The document is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council (MPOAC). This 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 possible in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

###### Background

Performance management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which progress is assessed using available data. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires state departments of transportation (DOT) and MPOs to conduct performance-based planning by tracking performance measures and establishing data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals:

* + 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.

The Fixing America’s Surface Transportation (FAST) Act supplements MAP-21 by establishing timelines for state DOTs and MPOs to comply with the requirements of MAP-21. FDOT and MPOs must coordinate when selecting PM1, PM2, and PM3 performance targets, and public transportation providers must coordinate with states and MPOs in the selection of state and MPO transit asset management and transit safety performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management and target setting.

###### Highway Safety Measures (PM1)

Safety is the first national goal identified in the FAST Act. In March 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register.* The rule requires MPOs to establish targets for the following safety-related performance measures and report progress to the state DOT:

* 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 vehicle miles traveled (VMT); and
  5. Number of non-motorized fatalities and non-motorized serious injuries.

On August 31, 2020, FDOT established statewide performance targets for the safety measures for calendar year 2021. The Charlotte County-Punta Gorda MPO adopted/approved safety performance targets on December 7, 2020. **Table IV-1** indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT, as well as those areas in which the MPO has adopted a target specific to the MPO planning area.

***Table IV-1 Highway Safety (PM1) Targets***

###### Performance Target

**MPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT safety target of zero**

###### MPO has adopted a target specific to the MPO Planning Area

Number of fatalities 

Rate of fatalities per 100

million vehicle miles traveled 

(VMT)

Number of serious injuries 

Rate of serious injuries per 100 million VMT 

Number of non-motorized

fatalities and non-motorized 

serious injuries.

FDOT adopted Vision Zero 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 Federal Highway Administration, the death or serious injury of any person is unacceptable. Therefore, FDOT has established 0 as the only acceptable target for all five of the federal safety performance measures. FDOT reaffirms this commitment each year in setting annual safety targets. 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. Florida’s Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida’s 27 MPOs and the MPOAC. 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 could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies.

The Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance toward the zero deaths vision. For the 2020 HSIP annual report, FDOT established 2021 statewide safety performance targets at “0” for each safety performance measure to reflect the Department’s vision of zero deaths.

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, the Charlotte County-Punta Gorda MPO supports FDOT’s statewide 2021 safety targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports the following year’s targets in the HSIP Annual Report. Each MPO is required to either adopt FDOT’s targets or establish its own targets by the following February.

In early 2020, FHWA completed an assessment of target achievement for FDOT’s 2018 safety targets, based on actual five-year averages for each measure for 2014-2018. Per FHWA’s PM1

rule, a state has met or made significant progress toward its safety targets when at least four of the targets have been met or the actual outcome is better than the baseline performance. Based on FHWA’s review, Florida did not make significant progress toward achieving its safety targets. Both the total number of fatalities and the fatality rate increased. The total number of serious injuries has begun to decline on a five-year rolling average basis, while the serious injury rate has declined steadily over this timeframe. Based on these trends, 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 has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets. The HSIP Implementation Plan documents Florida’s HSIP funding and project decisions for the upcoming fiscal year to meet or make significant progress toward meeting its safety performance targets in subsequent years.

As documented in the HSIP Implementation Plan, Florida received an allocation of approximately

$155 million in HSIP funds during the 2018 state fiscal year from July 1, 2018 through June 30, 2019, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete 391 projects, which address the safety categories of intersections, lane departure mitigation, pedestrian and bicyclist safety, and other programs representing SHSP emphasis areas.

FDOT’s State Safety Office works closely with FDOT districts and regional and local traffic safety partners to update the HSIP annually. 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.

Trend and Baseline Conditions

To evaluate baseline Safety Performance Measures, the most recent five-year rolling average (2013-2017) of crash data and Vehicle Miles Traveled (VMT) were utilized. **Table IV-2** presents the Baseline Safety Performance Measures for Charlotte County-Punta Gorda MPO. Trend data is also presented which covers the previous four reporting periods.

***Table IV-2 Baseline and Trend Crash Data for Charlotte County-Punta Gorda MPO***

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Performance Measures 2009-2013 2010-** | | **2011-2015** | **2012-2016 2013-2017** | |
|  | **2014** |  |  |  |
| Number of Fatalities 22.8 | 21.0 | 21.4 | 22.4 | 24.2 |
| Rate of Fatalities per 1.048 | 0.964 | 0.969 | 0.990 | 1.041 |
| Number Serious Injuries 164.2 | 149.2 | 134.6 | 126.8 | 113.0 |
| Rate of Serious Injuries 7.555 | 6.864 | 6.128 | 5.668 | 4.898 |
| Number Non-  Motorized Fatalities 24.2 | 23 | 21.4 | 20.4 | 20.6 |

100 Million VMT

per 100 Million VMT

and Serious Injuries

Coordination with Statewide Safety Plans and Processes

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 ultimate 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.

* Recent safety projects include SR 776 Corridor study, SR 31 at CR 74 Roundabout construction project. Also, extensive partnering local agencies with Community Traffic Safety Team (CTST) to identify needs and areas of concern.

###### Investment Priorities 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.

###### Pavement and Bridge Condition Measures (PM2)

Pavement and Bridge Condition Performance Measures and Targets Overview

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as 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 all asphalt and concrete pavements;
* Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to all asphalt and concrete pavements;
* Rutting - extent of surface depressions; applicable to asphalt pavements;
* Faulting - vertical misalignment of pavement joints; applicable to certain types of concrete pavements; 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.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Using these metrics and thresholds, pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS. Asphalt pavement is assessed using the IRI, cracking, and rutting metrics, while jointed concrete is assessed using IRI, cracking, and faulting. For these two pavement types, a pavement section is rated good if the ratings for all three metrics are good, and poor if the ratings for two or more metrics are poor.

Continuous concrete pavement is assessed using the IRI and cracking metrics. For this pavement type, a pavement section is rated good if both metrics are rated good, and poor if both metrics are rated poor.

If a state collects and reports PSR for any applicable segments, those segments are rated according to the PSR scale. For all three pavement types, sections that are not good or poor are rated fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

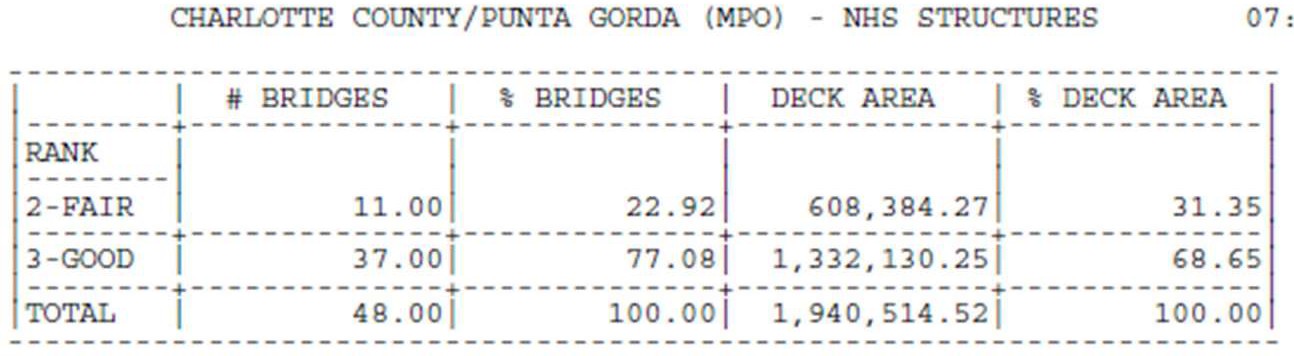
* + Four-year targets for the percent of Interstate pavements in good and poor condition;
  + Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
  + Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

MPOs must set four-year targets for all six 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.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021, respectively.

Pavement and Bridge Condition Baseline Performance and Established Targets

On May 18, 2018, FDOT established statewide performance targets for the pavement and bridge measures. On July 30, 2018 the Charlotte County-Punta Gorda MPO agreed to support FDOT’s statewide pavement and bridge 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 IV-3** presents baseline performance for each PM2 measure for the State and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the State.

***Table IV-3 Pavement and Bridge Condition (PM2) Performance and Targets***

###### Performance Measures

**Statewide Performance (2017 Baseline)**

###### Statewide 2-year Target

**Statewide 4-year Target**

**MPO**

###### Performance (2017 Baseline)

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

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | | **(2019)** | **(2021)** |  |
| Percent of Interstate |  |  |  |  |
| pavements in good | 66.1% | n/a | 60% | 70.6% |
| condition |  |  |  |  |
| Percent of Interstate |  |  |  |  |
| pavements in poor | 0.0% | n/a | 5% | 0.0% |
| condition |  |  |  |  |
| Percent of non-Interstate |  |  |  |  |
| NHS pavements in good | 44.0% | 40% | 40% | 47.1% |
| condition |  |  |  |  |
| Percent of non-Interstate |  |  |  |  |
| NHS pavements in poor | 0.4% | 5% | 5% | 1.1% |
| condition |  |  |  |  |
| Percent of NHS bridges (by |  |  |  |  |
| deck area) in good | 67.7% | 50% | 50% | 72% |
| condition |  |  |  |  |
| Percent of NHS bridges (by |  |  |  |  |
| deck area) in poor | 1.2% | 10% | 10% | 1% |
| condition |  |  |  |  |

In addition, MAP-21 requires FDOT to develop 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 DOT targets for asset condition and performance of the NHS. FDOT’s TAMP was updated to reflect initial MAP-21 requirements in 2018 and the final TAMP was approved on June 28, 2019.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the 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.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial pavement and bridge condition targets. It is the intent of FDOT to meet or exceed the established performance targets.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. Reported pavement and bridge data for 2018 and 2019 show relatively stable conditions compared to the 2017 baseline and exceeded the established two-year targets. In early 2021, FHWA determined that FDOT made significant progress toward the two- year targets.

The Charlotte County-Punta Gorda MPO agreed to support FDOT’s pavement and bridge condition performance targets on July 30, 2018. 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.

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.

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

System Performance/Freight/CMAQ Performance Measures and Targets Overview

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The 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 on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

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

1. Truck Travel Time Reliability index (TTTR);

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

1. Annual hours of peak hour excessive delay per capita (PHED);
2. Percent of non-single occupant vehicle travel (Non-SOV); and
3. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three listed measures above pertaining to the CMAQ Program do not currently apply in Florida. A description of the applicable measures follows.

###### LOTTR Measures

The LOTTR performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over of all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day. The measure is expressed as the percent of person-miles traveled on the Interstate or Non-Interstate NHS system that are reliable. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments.

###### TTTR Measure

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a

normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or metropolitan planning area to determine the TTTR index.

Federal rules require state DOTs and MPOs to coordinate when setting LOTTR and TTTR performance targets and monitor progress towards achieving the targets. States must establish:

* + Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
  + Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable1; and
  + Two-year and four-year targets for truck travel time reliability.

MPOs must establish four-year targets for all three 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.

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

PM3 Baseline Performance and Established Targets

On May 18, 2018, FDOT established statewide performance targets for the system performance measures. On July 30, 2018, the Charlotte County-Punta Gorda MPO agreed to support FDOT’s statewide system 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. 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 IV-4** presents baseline performance for each PM3 measure for the state and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the state.

1 Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two-year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.

***Table IV-4 System Performance and Freight (PM3) - Performance and Targets***

###### Performance Measures

Percent of person-miles on

###### Statewide Performance (2017

**Baseline)**

###### Statewide 2-year Target (2019)

**Statewide 4-year Target (2021)**

**MPO**

###### Performance (2017 Baseline)

the Interstate system that are reliable (Interstate LOTTR)

Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR

Truck travel time reliability

82.2% 75.0% 70.0% N/A

84.0% n/a 50.0% N/A

index (TTTR) 1.43% 1.75 2.00% N/A

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) for the years 2014 to 2017; and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable.

The federal travel time reliability measures follow a new methodology that differ from prior Florida efforts. In addition, beginning in 2017, the NPMRDS expanded its coverage of travel segments, and a new vendor began to supply the dataset, creating a difference in reliability performance results on non-Interstate NHS segments between pre-2017 trends and later trends. These factors create challenges for establishing a confident trend line to inform target setting for the next two to four years.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial statewide system performance and freight targets.

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. The percentage of person-miles that are reliable improved since 2017 on both the Interstate and non-Interstate NHS. The truck travel time reliability index improved slightly from the 2017 baseline to 2018 but declined slightly in 2019. The data all indicate performance that exceeded the applicable two-year targets. In early 2021, FHWA determined that FDOT made significant progress toward the two-year targets.

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 will be updated in 2021 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 February 2018, 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.

The Route to 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements.

Charlotte County-Punta Gorda MPO has requested rest areas be constructed on I-75, but due to the pandemic the projects have been moved out of the 5-year work program.

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

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

###### Transit Asset Management Measures

Transit Asset Performance

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans and establishes state of good repair standards and performance measures for four asset categories: transit equipment, rolling stock, transit infrastructure, and facilities. The rule became effective on October 1, 2018.

**Table IV-5** below identifies performance measures outlined in the final rule for transit asset management.

***Table IV-5 FTA TAM Performance Measures***

|  |  |
| --- | --- |
| **Asset Category** | **Performance Measure and Asset Class** |
| 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 agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP. MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional

transit asset management 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, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM rule 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 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management 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 by a plan sponsor, typically a state DOT, for the entire group.

A total of 18 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table IV-6). These are FDOT’s Section 5311 Rural Program subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018- 2019 through 2021-2022. Updated targets were submitted to NTD in March 2021. *Note: MPO has the option of including the full table below for context, or just identifying those Tier II providers in the MPO planning area that participated in the Group TAM Plan, if any.*

***Table IV-6 Florida Group TAM Plan Participants1***

###### District Participating Transit Providers

**1** Central Florida Regional Planning Council

**2** Baker County Transit

Big Bend Transit2 Levy County Transit Nassau County Transit Ride Solution

Suwannee River Economic Council Suwannee Valley Transit Authority

**3**

Big Bend Transit2 Calhoun Transit

Gulf County ARC

JTRANS

Liberty County Transit

Tri-County Community Council Wakulla Transit

**4** *No participating providers*

**5**

Marion Transit

Sumter Transit

**6** Key West Transit

**7** *No participating providers*

***1*** *The Central Florida Regional Planning Council now handles transit service in DeSoto County,*

*so DeSoto-Arcadia Regional Transit no longer included in the list of providers. Good Wheels, Inc. is no longer in business.*

***2*** *Provider service area covers portions of Districts 2 and 3.*

MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management 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 asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit asset management 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.

To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM rule 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 or more 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 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management 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 by a plan sponsor, typically a state DOT, for the entire group.

As a Tier II provider, Charlotte County Transit provides demand response service to Charlotte County residents and does not participate in the FDOT group TAM plan.

On October 29, 2018, the Charlotte County-Punta Gorda MPO agreed to support Charlotte County Transit’s transit asset management 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.

For the purposes of complying with applicable federal regulations, Charlotte county Transit developed a TAM plan which includes the following required elements:

1. An inventory of the number and type of capital assets that includes all capital assets owed by the agency except “non-service vehicle” equipment with an acquisition value under $50,000.
2. A condition assessment of inventoried assets in a level of detail sufficient to:
   1. Monitor and predict the performance of the assets
   2. Inform the investment prioritization
3. A description of analytical processes or decision-support tools that allows CCT to estimate capital investment needs over time and develop an investment prioritization.
4. A project-based prioritization of investments developed in accordance with CFR 49 Section 625.33.

The Charlotte County-Punta Gorda MPO FY 2021/22 to 2025/26 TIP was developed and is managed in cooperation with Charlotte County Transit. It reflects the investment priorities established in the current 2045 LRTP. The investments addressing transit state of good repair are included in Section VII- Transit & Planning Projects. Projects in this section of the TIP include the funding of equipment, vehicles, infrastructure, maintenance and/or facilities in the MPO planning area.

Transit asset condition and state of good repair is a consideration in the methodology used by the public transit providers and the Charlotte County-Punta Gorda MPO to select projects for inclusion in the TIP. As such, the TIP includes specific investment priorities that support all of the MPO’s goals, including transit state of good repair, using priorities established in the LRTP. This includes the allocation of a portion of the Transportation Management Area (TMA) funding available to the MPO to support the replacement of capital assets. The Charlotte County-Punta Gorda MPO evaluates, prioritizes and funds transit projects that, once implemented, are anticipated to improve state of good repair in the MPO’s planning area. The MPO’s goal of supporting local transit providers to achieve transit asset condition targets is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The Transit Asset Management targets set by Charlotte County Transit and adopted by the Charlotte County-Punta Gorda MPO are summarized in **Table IV-7**.

***Table IV-7 Charlotte County-Punta Gorda MPO Transit Asset Management Targets***

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Asset Category - Performance Measure | Asset Class | FY 2017 Asset Condition | FY2021  Target | FY2025 Target |
| Revenue Vehicles | | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB | Bus | X | 11%% | 4% |
| Mini-Bus | X | 0% | 0% |
| Van | X | 40% | 0% |
| Equipment | | | | |
| Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB | Bus Lift | X | 50% | 65% |
| Data Equipment | X | 0% | 60% |
| Facilities | | | |  |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Parking Lot | n/a | 22%% | 30% |
| Bus Wash | n/a | 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 MEASURE**  **(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** | **PERFORMANCE TARGET MEASURE**  **AVG**  **CONDITION (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** | **PERFORMANCE TARGET**  **MEASURE**  **AVG (Percentage of Facilities Rated CONDITION 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.

IV-26

**Charlotte County Transit Transit Asset management Plan** Introduction

The Board of County Commissioners‐Transit Division, also known as Charlotte County Transit (CCT)is a small transit agency that provides limited bus service through out 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 inventories all CCT transportation system assets $50,000 and above. For the purpose of the Transit Asset Management Plan (TAMP) and to reduce duplication of effort, CCT adopted definitions already established the Department of Transportation (DOT). The CCT's asset management objective is to meet the required level of services in the most cost effective manner through long‐term management of assets for present and future.

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

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Asset Category ‐ Performance**  **Measure** | **Asset Class** | **2022**  **Target** | **2023**  **Target** | **2024**  **Target** | **2025**  **Target** | **2026**  **Target** |
| **REVENUE VEHICLES** | | | | | | |
| **Age ‐ % of revenue vehicles within a particular asset classthat 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 havemet 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 witha 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** |
| **RevenueVehicles** | **41** | **5.3** | **87,723** | **$94,057.41** |
| *AB ‐ Articulated Bus* | 0 | ‐ | ‐ | ‐ |
| *AO ‐ Automobile* | 1 | 5.0 | 18,321 | $25,980.00 |
| *BR ‐ Over‐the‐road Bus* | 0 | ‐ | ‐ | ‐ |
| *BU ‐ Bus* | 0 | ‐ | ‐ | ‐ |
| *CU ‐ Cutaway Bus* | 15 | 8.1 | 158,865 | $143,531.80 |
| *DB ‐ Double Decked Bus* | 0 | ‐ | ‐ | ‐ |
| *FB ‐ Ferryboat* | 0 | ‐ | ‐ | ‐ |
| *MB ‐ Mini‐bus* | 20 | 2.5 | 36,343 | $71,988.95 |
| *MV ‐ Mini‐van* | 2 | 9.0 | 77,781 | $66,222.00 |
| *RT ‐ Rubber‐tire Vintage*  *Trolley* | 0 | ‐ | ‐ | ‐ |
| *SB ‐ School Bus* | 0 | ‐ | ‐ | ‐ |
| *SV ‐ Sport Utility Vehicle* | 0 | ‐ | ‐ | ‐ |
| *TB ‐ Trolleybus* | 0 | ‐ | ‐ | ‐ |
| *VN ‐ Van* | 3 | 8.0 | 104,303 | $35,058.00 |
| *Custom 1* | 0 | ‐ | ‐ | ‐ |
| *Custom 2* | 0 | ‐ | ‐ | ‐ |
| *Custom 3* | 0 | ‐ | ‐ | ‐ |
| **Equipment** | **3** | **8.7** | **N/A** | **$116,776.33** |
| *Non Revenue/Service*  *Automobile* | 0 | ‐ | ‐ | ‐ |
| *Steel Wheel Vehicles* | 0 | ‐ | ‐ | ‐ |
| *Trucks and other Rubber Tire*  *Vehicles* | 0 | ‐ | ‐ | ‐ |
| *Bus Lift* | 1 | 11.0 | N/A | $23,831.00 |
| *Data Equipment* | 2 | 7.5 | N/A | $163,249.00 |
| *Custom 3* | 0 | ‐ | ‐ | ‐ |
| **Facilities** | **1** | **5.5** | **N/A** | **$387,850.00** |
| *Administration* | 0 | ‐ | N/A | ‐ |
| *Maintenance* | 0 | ‐ | N/A | ‐ |
| *Parking Structures* | 0 | ‐ | N/A | ‐ |
| *Passenger Facilities* | 0 | ‐ | N/A | ‐ |
| *Parking Lot* | 1 | 9.0 | N/A | $18,878.00 |
| *Bus Wash* | 1 | 1.0 | N/A | $756,822.00 |
| *Custom 3* | 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** |
| **RevenueVehicles** | **41** | **5.3** | **94,687** | **N/A** | **$94,057.41** | **29%** |
| *AB ‐ Articulated Bus* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| *AO ‐ Automobile* | 1 | 5.0 | 18,869 | N/A | $25,980.00 | 0% |
| *BR ‐ Over‐the‐road Bus* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| *BU ‐ Bus* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| *CU ‐ Cutaway Bus* | 15 | 8.1 | 162,761 | N/A | $143,531.80 | 47% |
| *DB ‐ Double Decked Bus* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| *FB ‐ Ferryboat* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| *MB ‐ Mini‐bus* | 20 | 2.5 | 47,568 | N/A | $71,988.95 | 0% |
| *MV ‐ Mini‐van* | 2 | 9.0 | 78,315 | N/A | $66,222.00 | 100% |
| *RT ‐ Rubber‐tire Vintage Trolley* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| *SB ‐ School Bus* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| *SV ‐ Sport Utility Vehicle* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| *TB ‐ Trolleybus* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| *VN ‐ Van* | 3 | 8.0 | 104,634 | N/A | $35,058.00 | 100% |
| *Custom 1* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| *Custom 2* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| *Custom 3* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| **Equipment** | **3** | **6.3** | **0** | **N/A** | **$116,776.33** | **100%** |
| *Non Revenue/Service Automobile* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| *Steel Wheel Vehicles* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| *Trucks and other Rubber Tire Vehicles* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| *Bus Lift* | 1 | 9.0 | 0 | N/A | $23,831.00 | 0% |
| *Data Equipment* | 2 | 5.0 | N/A | N/A | $163,249.00 | 50% |
| *Custom 3* | 0 | ‐ | ‐ | N/A | ‐ | ‐ |
| **Facilities** | **1** | **5.5** | **N/A** | **4.5** | **$387,850.00** | **N/A** |
| *Administration* | 0 | ‐ | N/A | ‐ | ‐ | N/A |
| *Maintenance* | 0 | ‐ | N/A | ‐ | ‐ | N/A |
| *Parking Structures* | 0 | ‐ | N/A | ‐ | ‐ | N/A |
| *Passenger Facilities* | 0 | ‐ | N/A | ‐ | ‐ | N/A |
| *Parking Lot* | 1 | 9.0 | N/A | 4.0 | $18,878.00 | N/A |
| *Bush Wash* | 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 judgement to prioritze needs and update the Sr. Division 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 Data Appendix B2 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** | **Acqui**  **sition Year** | **Vehicle Mileage** | **ReplacementCost**  **/Value** |
| RevenueVehicles | CU ‐ Cutaway Bus | 32415 | IHC | Champion/Defender | 1 | 1HVBTAAL3AH245032 | 31 | 2010 | 194,579 | $225,148.00 |
| RevenueVehicles | CU ‐ Cutaway Bus | 32416 | IHC | Champion/Defender | 1 | 1HVBTAAL5AH245033 | 31 | 2010 | 172,517 | $225,148.00 |
| RevenueVehicles | CU ‐ Cutaway Bus | 32417 | IHC | Champion/Defender | 1 | 1HVBTAAL7AH245034 | 31 | 2010 | 194,681 | $225,148.00 |
| RevenueVehicles | CU ‐ Cutaway Bus | 32418 | IHC | Champion/Defender | 1 | 1HVBTAAL4AH250644 | 31 | 2010 | 161,593 | $225,148.00 |
| RevenueVehicles | CU ‐ Cutaway Bus | 32419 | IHC | Champion/Defender | 1 | 1HVBTAAL9AH245035 | 31 | 2010 | 160,141 | $225,148.00 |
| RevenueVehicles | CU ‐ Cutaway Bus | 32664 | IHC | Champion/Defender | 1 | 1HVBTAAN3BH339009 | 31 | 2011 | 226,226 | $216,610.00 |
| RevenueVehicles | CU ‐ Cutaway Bus | 33474 | Chevy C4500 | Champion/Defender | 1 | 1GB6G5BG7B1162979 | 26 | 2011 | 179,300 | $80,384.00 |
| RevenueVehicles | CU ‐ Cutaway Bus | 33475 | Chevy C4500 | Champion/Defender | 1 | 1GB6G5BG1B1162721 | 26 | 2011 | 229,681 | $80,384.00 |
| RevenueVehicles | MV ‐ Mini‐van | 33531 | Dodge | Chrysler | 1 | 2C4RDGDG6CR17245  7 | 17 | 2012 | 76,410 | $87,782.00 |
| RevenueVehicles | MV ‐ Mini‐van | 33735 | Dodge | Chrysler | 1 | 2C4RDGDG2CR39954  7 | 17 | 2012 | 79,152 | $44,662.00 |
| RevenueVehicles | CU ‐ Cutaway Bus | 33756 | Ford F‐450 | Goshen/Thor | 1 | 1FDGF4GT6CEB62416 | 28 | 2012 | 204,061 | $86,197.00 |
| RevenueVehicles | CU ‐ Cutaway Bus | 33757 | Ford F‐450 | Goshen/Thor | 1 | 1FDGF4GT8CEB62417 | 28 | 2012 | 168,465 | $86,197.00 |
| RevenueVehicles | VN ‐ Van | 33776 | Ford | E‐250 | 1 | 1FTNE2EL7DDA72091 | 18 | 2013 | 125,810 | $35,058.00 |
| RevenueVehicles | VN ‐ Van | 33777 | Ford | E‐250 | 1 | 1FTNE2EL9DDA72092 | 18 | 2013 | 85,944 | $35,058.00 |
| RevenueVehicles | VN ‐ Van | 34059 | Ford | E‐250 | 1 | 1FTNE2EL2DDA72094 | 18 | 2013 | 101,155 | $35,058.00 |
| RevenueVehicles | CU ‐ Cutaway Bus | 34082 | Ford F‐450 | Glaval/Sport | 1 | 1FDGF4GT1DEB37361 | 26 | 2013 | 242,603 | $88,344.00 |
| RevenueVehicles | CU ‐ Cutaway Bus | 34083 | Ford F‐450 | Glaval/Sport | 1 | 1FDGF4GTXDEB37360 | 26 | 2013 | 226,764 | $88,344.00 |
| RevenueVehicles | AO ‐ Automobile | 35632 | Ford | Taurus | 1 | 1FAHP2H86GG138332 | 17 | 2016 | 18,321 | $25,980.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 36242 | Ford | Transit Connect | 1 | 1FDZX2CM0JKA36706 | 20 | 2018 | 77,422 | $65,720.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 36243 | Ford | Transit Connect | 1 | 1FDZX2CM2JKA36707 | 20 | 2018 | 69,201 | $65,720.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 36249 | Ford | Transit Connect | 1 | 1FDZX2CM2JKA36710 | 20 | 2018 | 76,369 | $65,720.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 36250 | Ford | Transit Connect | 1 | 1FDZX2CM4JKA36708 | 20 | 2018 | 78,148 | $65,720.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 36328 | Ford | Transit Connect | 1 | 1FDZX2CMXJKA36714 | 20 | 2018 | 84,521 | $65,720.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 36332 | Ford | Transit Connect | 1 | 1FDZX2CM4JKA36711 | 20 | 2018 | 66,797 | $65,720.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 36336 | Ford | Transit Connect | 1 | 1FDZX2CM8JKA36713 | 20 | 2018 | 63,217 | $65,720.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 36347 | Ford | Transit Connect | 1 | 1FDZX2CM6JKA36709 | 20 | 2018 | 62,405 | $65,720.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 36348 | Ford | Transit Connect | 1 | 1FDZX2CM6JKA36712 | 20 | 2018 | 63,130 | $65,720.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 36506 | Ford | Transit Connect | 1 | 1FDVU4XV0JKB11846 | 22 | 2018 | 38,452 | $65,720.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 36806 | Ford | Transit Connect | 1 | 1FDVU4XV0KKA11652 | 22 | 2019 | 23,032 | $65,720.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 37342 | Ford | Transit Connect | 1 | 1FDVU4XV6KKB31553 | 22 | 2019 | 5,773 | $79,651.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 37343 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31554 | 22 | 2019 | 3,261 | $79,651.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 37345 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31555 | 22 | 2019 | 1,586 | $79,651.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 37437 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31556 | 22 | 2019 | 1,187 | $79,651.00 |
| RevenueVehicles | CU ‐ Cutaway Bus | 37438 | Ford | Odyssey | 1 | 1FDFE4FS3KDC43871 | 23 | 2020 | 5,797 | $100,259.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 37440 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31558 | 22 | 2019 | 5,517 | $79,651.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 37442 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31557 | 22 | 2019 | 1,698 | $79,651.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 37443 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31559 | 22 | 2019 | 1,815 | $79,651.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 37447 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31560 | 22 | 2019 | 2,287 | $79,651.00 |
| RevenueVehicles | MB ‐ Mini‐bus | 37450 | Ford | Transit Connect | 1 | 1FDVU4XV8KKB31561 | 22 | 2019 | 1,037 | $79,651.00 |
| RevenueVehicles | CU ‐ Cutaway Bus | 37475 | Ford | Odyssey | 1 | 1FDFE4FS5KDC43872 | 23 | 2020 | 7,889 | $100,259.00 |
| RevenueVehicles | 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 Charlott e |  |  | 1 |  |  | 2010 |  | $23,831.00 |
| Equipment | Data Equipment | RouteM atch | Trip Software |  | 1 |  |  | 2011 |  | $268,558.00 |
| Equipment | Data Equipment | RouteM atch | 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** |
| RevenueVehicle | AO ‐ Automobile | 35632 | 1 | 1FAHP2H86GG138332 | 5 | 18,869 | $25,980.00 | 8 | No |
| RevenueVehicle | CU ‐ Cutaway Bus | 32415 | 1 | 1HVBTAAL3AH245032 | 11 | 195,912 | $225,148.00 | 10 | Yes |
| RevenueVehicle | CU ‐ Cutaway Bus | 32416 | 1 | 1HVBTAAL5AH245033 | 11 | 172,517 | $225,148.00 | 10 | Yes |
| RevenueVehicle | CU ‐ Cutaway Bus | 32417 | 1 | 1HVBTAAL7AH245034 | 11 | 195,522 | $225,148.00 | 10 | Yes |
| RevenueVehicle | CU ‐ Cutaway Bus | 32418 | 1 | 1HVBTAAL4AH250644 | 11 | 162,467 | $225,148.00 | 10 | Yes |
| RevenueVehicle | CU ‐ Cutaway Bus | 32419 | 1 | 1HVBTAAL9AH245035 | 11 | 160,141 | $225,148.00 | 10 | Yes |
| RevenueVehicle | CU ‐ Cutaway Bus | 32664 | 1 | 1HVBTAAN3BH339009 | 10 | 227,492 | $216,610.00 | 10 | Yes |
| RevenueVehicle | CU ‐ Cutaway Bus | 33474 | 1 | 1GB6G5BG7B1162979 | 10 | 179,383 | $80,384.00 | 10 | No |
| RevenueVehicle | CU ‐ Cutaway Bus | 33475 | 1 | 1GB6G5BG1B1162721 | 10 | 229,952 | $80,384.00 | 10 | Yes |
| RevenueVehicle | CU ‐ Cutaway Bus | 33756 | 1 | 1FDGF4GT6CEB62416 | 9 | 205,325 | $86,197.00 | 10 | No |
| RevenueVehicle | CU ‐ Cutaway Bus | 33757 | 1 | 1FDGF4GT8CEB62417 | 9 | 168,465 | $86,197.00 | 10 | No |
| RevenueVehicle | CU ‐ Cutaway Bus | 34082 | 1 | 1FDGF4GT1DEB37361 | 8 | 253,098 | $88,344.00 | 10 | No |
| RevenueVehicle | CU ‐ Cutaway Bus | 34083 | 1 | 1FDGF4GTXDEB37360 | 8 | 228,752 | $88,344.00 | 10 | No |
| RevenueVehicle | CU ‐ Cutaway Bus | 37438 | 1 | 1FDFE4FS3KDC43871 | 1 | 15,177 | $100,259.00 | 10 | No |
| RevenueVehicle | CU ‐ Cutaway Bus | 37475 | 1 | 1FDFE4FS5KDC43872 | 1 | 12,996 | $100,259.00 | 10 | No |
| RevenueVehicle | CU ‐ Cutaway Bus | 37481 | 1 | 1FDFE4FS5KDC45346 | 1 | 34,220 | $100,259.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36242 | 1 | 1FDZX2CM0JKA36706 | 3 | 82,069 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36243 | 1 | 1FDZX2CM2JKA36707 | 3 | 84,178 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36249 | 1 | 1FDZX2CM2JKA36710 | 3 | 79,555 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36250 | 1 | 1FDZX2CM4JKA36708 | 3 | 82,423 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36328 | 1 | 1FDZX2CMXJKA36714 | 3 | 85,765 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36332 | 1 | 1FDZX2CM4JKA36711 | 3 | 78,730 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36336 | 1 | 1FDZX2CM8JKA36713 | 3 | 80,211 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36347 | 1 | 1FDZX2CM6JKA36709 | 3 | 68,425 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36348 | 1 | 1FDZX2CM6JKA36712 | 3 | 65,621 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36506 | 1 | 1FDVU4XV0JKB11846 | 3 | 47,886 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36806 | 1 | 1FDVU4XV0KKA11652 | 2 | 42,967 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37342 | 1 | 1FDVU4XV6KKB31553 | 2 | 22,966 | $79,651.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37343 | 1 | 1FDVU4XV8KKB31554 | 2 | 15,353 | $79,651.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37345 | 1 | 1FDVU4XV8KKB31555 | 2 | 15,691 | $79,651.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37437 | 1 | 1FDVU4XV8KKB31556 | 2 | 11,527 | $79,651.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37440 | 1 | 1FDVU4XV8KKB31558 | 2 | 19,138 | $79,651.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37442 | 1 | 1FDVU4XV8KKB31557 | 2 | 14,313 | $79,651.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37443 | 1 | 1FDVU4XV8KKB31559 | 2 | 15,268 | $79,651.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37447 | 1 | 1FDVU4XV8KKB31560 | 2 | 27,795 | $79,651.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37450 | 1 | 1FDVU4XV8KKB31561 | 2 | 11,478 | $79,651.00 | 10 | No |
| RevenueVehicle | MV ‐ Mini‐van | 33531 | 1 | 2C4RDGDG6CR172457 | 9 | 76,912 | $87,782.00 | 8 | Yes |
| RevenueVehicle | MV ‐ Mini‐van | 33735 | 1 | 2C4RDGDG2CR399547 | 9 | 79,718 | $44,662.00 | 8 | Yes |
| RevenueVehicle | VN ‐ Van | 33776 | 1 | 1FTNE2EL7DDA72091 | 8 | 124,162 | $35,058.00 | 8 | Yes |
| RevenueVehicle | VN ‐ Van | 33777 | 1 | 1FTNE2EL9DDA72092 | 8 | 89,699 | $35,058.00 | 8 | Yes |

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| RevenueVehicle | VN ‐ Van | 34059 | 1 | 1FTNE2EL2DDA72094 | 8 | 100,042 | $35,058.00 | 8 | Yes |
| RevenueVehicle | CU ‐ Cutaway Bus | 32415 | 1 | 1HVBTAAL3AH245032 | 11 | 195,912 | $225,148.00 | 10 | Yes |
| RevenueVehicle | CU ‐ Cutaway Bus | 32416 | 1 | 1HVBTAAL5AH245033 | 11 | 172,517 | $225,148.00 | 10 | Yes |
| RevenueVehicle | CU ‐ Cutaway Bus | 32417 | 1 | 1HVBTAAL7AH245034 | 11 | 195,522 | $225,148.00 | 10 | Yes |
| RevenueVehicle | CU ‐ Cutaway Bus | 32418 | 1 | 1HVBTAAL4AH250644 | 11 | 162,467 | $225,148.00 | 10 | Yes |
| RevenueVehicle | CU ‐ Cutaway Bus | 32419 | 1 | 1HVBTAAL9AH245035 | 11 | 160,141 | $225,148.00 | 10 | Yes |
| RevenueVehicle | CU ‐ Cutaway Bus | 32664 | 1 | 1HVBTAAN3BH339009 | 10 | 227,492 | $216,610.00 | 10 | Yes |
| RevenueVehicle | CU ‐ Cutaway Bus | 33474 | 1 | 1GB6G5BG7B1162979 | 10 | 179,383 | $80,384.00 | 10 | No |
| RevenueVehicle | CU ‐ Cutaway Bus | 33475 | 1 | 1GB6G5BG1B1162721 | 10 | 229,952 | $80,384.00 | 10 | Yes |
| RevenueVehicle | CU ‐ Cutaway Bus | 33756 | 1 | 1FDGF4GT6CEB62416 | 9 | 205,325 | $86,197.00 | 10 | No |
| RevenueVehicle | CU ‐ Cutaway Bus | 33757 | 1 | 1FDGF4GT8CEB62417 | 9 | 168,465 | $86,197.00 | 10 | No |
| RevenueVehicle | CU ‐ Cutaway Bus | 34082 | 1 | 1FDGF4GT1DEB37361 | 8 | 253,098 | $88,344.00 | 10 | No |
| RevenueVehicle | CU ‐ Cutaway Bus | 34083 | 1 | 1FDGF4GTXDEB37360 | 8 | 228,752 | $88,344.00 | 10 | No |
| RevenueVehicle | CU ‐ Cutaway Bus | 37438 | 1 | 1FDFE4FS3KDC43871 | 1 | 15,177 | $100,259.00 | 10 | No |
| RevenueVehicle | CU ‐ Cutaway Bus | 37475 | 1 | 1FDFE4FS5KDC43872 | 1 | 12,996 | $100,259.00 | 10 | No |
| RevenueVehicle | CU ‐ Cutaway Bus | 37481 | 1 | 1FDFE4FS5KDC45346 | 1 | 34,220 | $100,259.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36242 | 1 | 1FDZX2CM0JKA36706 | 3 | 82,069 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36243 | 1 | 1FDZX2CM2JKA36707 | 3 | 84,178 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36249 | 1 | 1FDZX2CM2JKA36710 | 3 | 79,555 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36250 | 1 | 1FDZX2CM4JKA36708 | 3 | 82,423 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36328 | 1 | 1FDZX2CMXJKA36714 | 3 | 85,765 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36332 | 1 | 1FDZX2CM4JKA36711 | 3 | 78,730 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36336 | 1 | 1FDZX2CM8JKA36713 | 3 | 80,211 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36347 | 1 | 1FDZX2CM6JKA36709 | 3 | 68,425 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36348 | 1 | 1FDZX2CM6JKA36712 | 3 | 65,621 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36506 | 1 | 1FDVU4XV0JKB11846 | 3 | 47,886 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 36806 | 1 | 1FDVU4XV0KKA11652 | 2 | 42,967 | $65,720.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37342 | 1 | 1FDVU4XV6KKB31553 | 2 | 22,966 | $79,651.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37343 | 1 | 1FDVU4XV8KKB31554 | 2 | 15,353 | $79,651.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37345 | 1 | 1FDVU4XV8KKB31555 | 2 | 15,691 | $79,651.00 | 10 | No |

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| RevenueVehicle | MB ‐ Mini‐bus | 37437 | 1 | 1FDVU4XV8KKB31556 | 2 | 11,527 | $79,651.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37440 | 1 | 1FDVU4XV8KKB31558 | 2 | 19,138 | $79,651.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37442 | 1 | 1FDVU4XV8KKB31557 | 2 | 14,313 | $79,651.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37443 | 1 | 1FDVU4XV8KKB31559 | 2 | 15,268 | $79,651.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37447 | 1 | 1FDVU4XV8KKB31560 | 2 | 27,795 | $79,651.00 | 10 | No |
| RevenueVehicle | MB ‐ Mini‐bus | 37450 | 1 | 1FDVU4XV8KKB31561 | 2 | 11,478 | $79,651.00 | 10 | No |
| RevenueVehicle | MV ‐ Mini‐van | 33531 | 1 | 2C4RDGDG6CR172457 | 9 | 76,912 | $87,782.00 | 8 | Yes |
| RevenueVehicle | MV ‐ Mini‐van | 33735 | 1 | 2C4RDGDG2CR399547 | 9 | 79,718 | $44,662.00 | 8 | Yes |
| RevenueVehicle | VN ‐ Van | 33776 | 1 | 1FTNE2EL7DDA72091 | 8 | 124,162 | $35,058.00 | 8 | Yes |
| RevenueVehicle | VN ‐ Van | 33777 | 1 | 1FTNE2EL9DDA72092 | 8 | 89,699 | $35,058.00 | 8 | Yes |
| RevenueVehicle | VN ‐ Van | 34059 | 1 | 1FTNE2EL2DDA72094 | 8 | 100,042 | $35,058.00 | 8 | Yes |

**Appendix B: Asset Condition Data B2: Equipment Assets**

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Asset Category** | **Asse t Clas s** | **Asset Name** | **Count** | **ID/Serial No.** | **Age (Yrs)** | **Vehicle Mileage** | **Replacement Cost/Value** | **Useful Life Benchm ark (Yrs)** | **Past Useful Life Bench**  **mark** |
| 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** | **Replaceme nt**  **Cost/Value** |
| Facilities | Bush Wash | 18000 Paulson |  |  | 2 | 5 | $756,822.00 |
| Facilities | Parking Lot | Airport Road | 1 |  | 9 | 4 | $18,878.00 |

###### 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:

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

In Florida, each Section 5307 or 5311 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.2

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

2 FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at https://[www.fdot.gov/transit/default.shtm](http://www.fdot.gov/transit/default.shtm)

###### Transit Safety Performance Measures

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](http://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**

###### 2021 Target

**(2019)**

Total number of reportable fatalities

|  |  |
| --- | --- |
| 0 | 0 |
| 0 | 0 |
| 0 | 7 |
| 0 | 0.2 |
| Not Available | 9 |
| Not Available | 0.3 |
| 18,002 | 19,768 |

Rate of reportable fatalities per total vehicle revenue miles by mode

Total number of reportable injuries

Rate of reportable injuries per total vehicle revenue miles by mode

Total number of reportable safety events

Rate of reportable safety events per total vehicle revenue miles by mode

Mean distance between major mechanical failures by mode

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

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

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

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

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

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| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| **HIGHWAYS** | | | | | | | | |
| Item Number: 413042 7 Project Description: I-75 (SR 93) AT N JONES LOOP ROAD INTERCHANGE\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: LANDSCAPING Project Length: .600 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT 2045 LRTP: Goal 3 ; Objective 4; Page 2-2 | | | | | | | | |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 5,000 | 0 | 0 | 0 | 0 | 5,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 0 | 1,212,960 | 0 | 0 | 0 | 1,212,960 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 0 | 1,083 | 0 | 0 | 0 | 1,083 |
| **Item 413042 7 Totals:** | **0** | **0** | **5,000** | **1,214,043** | **0** | **0** | **0** | **1,219,043** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 412665 1 Project Description: CHARLOTTE COUNTY TRAFFIC SIGNALS REIMBURSEMENT\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: TRAFFIC SIGNALS Project Length: 8.201 | | | | | | | | |
| OPERATIONS / MANAGED BY CHARLOTTE COUNTY 2045 LRTP: Goal 1; Objective1& 4 ; Page 2-2 | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 1,690,274 | 289,584 | 303,579 | 312,686 | 322,067 | 338,170 | 0 | 3,256,360 |
| DITS -STATEWIDE ITS - STATE 100%. | 351,250 | 0 | 0 | 0 | 0 | 0 | 0 | 351,250 |
| **Item 412665 1 Totals:** | **2,041,524** | **289,584** | **303,579** | **312,686** | **322,067** | **338,170** | **0** | **3,607,610** |
| **Project Total:** | **2,041,524** | **289,584** | **303,579** | **312,686** | **322,067** | **338,170** | **0** | **3,607,610** |
|  | | | | | | | | |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 413625 1 Project Description: PUNTA GORDA TRAFFIC SIGNALS REIMBURSEMENT\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: TRAFFIC SIGNALS Project Length: 8.201 | | | | | | | | |
| OPERATIONS / MANAGED BY CITY OF PUNTA GORDA 2045 LRTP: Goal 1; Objective1& 4 ; Page 2-2 | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 658,615 | 109,667 | 118,265 | 121,813 | 125,468 | 131,741 | 0 | 1,265,569 |
| **Item 413625 1 Totals:** | **658,615** | **109,667** | **118,265** | **121,813** | **125,468** | **131,741** | **0** | **1,265,569** |
| **Project Total:** | **658,615** | **109,667** | **118,265** | **121,813** | **125,468** | **131,741** | **0** | **1,265,569** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 434965 2 Project Description: HARBORVIEW ROAD FROM MELBOURNE ST TO I-75\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: ADD LANES & RECONSTRUCT Project Length: 2.445 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT 2045 LRTP: Table 8-6; Map ID 51; Page 8-8 | | | | | | | | |
| ACSL -ADVANCE CONSTRUCTION (SL) | 1,837,920 | 0 | 0 | 0 | 0 | 0 | 0 | 1,837,920 |
| CM -CONGESTION MITIGATION - AQ | 73,036 | 0 | 0 | 0 | 0 | 0 | 0 | 73,036 |
| GFSL -GF STPBG <200K<5K (SMALL URB) | 2,385,986 | 0 | 0 | 0 | 0 | 0 | 0 | 2,385,986 |
| LF -LOCAL FUNDS | 500,000 | 0 | 0 | 0 | 0 | 0 | 0 | 500,000 |
| SL -STP, AREAS <= 200K | 22,246 | 0 | 0 | 0 | 0 | 0 | 0 | 22,246 |
| ENVIRONMENTAL / MANAGED BY FDOT | | | | | | | | |
| TALT -TRANSPORTATION ALTS- ANY AREA | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 |
| **Item 434965 2 Totals:** | **4,819,188** | **0** | **0** | **10,000** | **0** | **0** | **0** | **4,829,188** |
| Item Number: 434965 3 Project Description: HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: ADD LANES & RECONSTRUCT Project Length: 1.091 | | | | | | | | |
| RIGHT OF WAY / MANAGED BY FDOT 2045 LRTP: Table 8-6; Map ID 51; Page 8-8 | | | | | | | | |
| CM -CONGESTION MITIGATION - AQ | 0 | 0 | 0 | 620,053 | 0 | 0 | 0 | 620,053 |
| SL -STP, AREAS <= 200K | 0 | 0 | 1,843,339 | 4,546,608 | 0 | 0 | 0 | 6,389,947 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | |
| LF -LOCAL FUNDS | 0 | 0 | 0 | 0 | 0 | 12,900,000 | 0 | 12,900,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| LF -LOCAL FUNDS | 0 | 0 | 0 | 0 | 0 | 8,250,000 | 0 | 8,250,000 |
| SA -STP, ANY AREA | 0 | 0 | 0 | 0 | 0 | 10,848,564 | 0 | 10,848,564 |
| **Item 434965 3 Totals:** | **0** | **0** | **1,843,339** | **5,166,661** | **0** | **31,998,564** | **0** | **39,008,564** |
| **Project Total:** | **5,634,672** | **0** | **1,843,339** | **5,176,661** | **0** | **31,998,564** | **0** | **44,653,236** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| 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 Type of Work: SIDEWALK Project Length: 2.920 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT 2045 LRTP Table 7-3; Map ID 92; Page 7-17 | | | | | | | | |
| TALL -TRANSPORTATION ALTS- <200K | 0 | 0 | 0 | 491,844 | 0 | 0 | 0 | 491,844 |
| TALT -TRANSPORTATION ALTS- ANY AREA | 0 | 0 | 0 | 164,677 | 0 | 0 | 0 | 164,677 |
| **Item 435105 2 Totals:** | **0** | **0** | **0** | **656,521** | **0** | **0** | **0** | **656,521** |
| **Project Total:** | **723,786** | **0** | **0** | **656,521** | **0** | **0** | **0** | **1,380,307** |
|  | | | | | | | | |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 437001 2 Project Description: PUNTA GORDA WEIGH IN MOTION (WIM) SCREENING\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: MCCO WEIGH STATION STATIC/WIM Project Length: 1.198 | | | | | | | | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DWS -WEIGH STATIONS - STATE 100% | 0 | 0 | 0 | 3,454,780 | 0 | 0 | 0 | 3,454,780 |
| **Item 437001 2 Totals:** | **0** | **0** | **0** | **3,454,780** | **0** | **0** | **0** | **3,454,780** |
| **Project Total:** | **2,170,229** | **0** | **0** | **3,454,780** | **0** | **0** | **0** | **5,625,009** |
|  | | | | | | | | |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 437105 1 Project Description: CHARLOTTE TMC OPS FUND COUNTY WIDE\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: OTHER ITS Project Length: .001 | | | | | | | | |
| OPERATIONS / MANAGED BY CHARLOTTE COUNTY 2045 LRTP: Goal 1; Objective 3,4 & 5 ; Page 2-2 | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 1,000 | 90,000 | 90,000 | 90,000 | 90,000 | 90,000 | 0 | 451,000 |
| **Item 437105 1 Totals:** | **1,000** | **90,000** | **90,000** | **90,000** | **90,000** | **90,000** | **0** | **451,000** |
| **Project Total:** | **1,000** | **90,000** | **90,000** | **90,000** | **90,000** | **90,000** | **0** | **451,000** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 438157 1 Project Description: HARBORWALK PHASE II- WEST RETTA ESPLANDE FROM MAUDE ST TO BERRY ST\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: SIDEWALK Project Length: .400 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY CITY OF PUNTA GORDA 2045 LRTP: Goal 5 ; Objective 4; Page 2-3 | | | | | | | | |
| LF -LOCAL FUNDS | 90,000 | 0 | 0 | 0 | 0 | 0 | 0 | 90,000 |
| CONSTRUCTION / MANAGED BY CITY OF PUNTA GORDA | | | | | | | | |
| SL -STP, AREAS <= 200K | 0 | 13,605 | 0 | 0 | 0 | 0 | 0 | 13,605 |
| TALL -TRANSPORTATION ALTS- <200K | 0 | 49,879 | 0 | 0 | 0 | 0 | 0 | 49,879 |
| TALT -TRANSPORTATION ALTS- ANY AREA | 0 | 304,603 | 0 | 0 | 0 | 0 | 0 | 304,603 |
| **Item 438157 1 Totals:** | **90,000** | **368,087** | **0** | **0** | **0** | **0** | **0** | **458,087** |
| **Project Total:** | **90,000** | **368,087** | **0** | **0** | **0** | **0** | **0** | **458,087** |
|  | | | | | | | | |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 438262 1 Project Description: SR 45 (US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: SIDEWALK Project Length: 2.136 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT 2045 LRTP Table 7-3; Map ID 98; Page 7-17 | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 8,111 | 0 | 0 | 0 | 0 | 8,111 |
| SL -STP, AREAS <= 200K | 0 | 0 | 70,819 | 0 | 0 | 0 | 0 | 70,819 |
| TALL -TRANSPORTATION ALTS- <200K | 0 | 10,000 | 212,996 | 0 | 0 | 0 | 0 | 222,996 |
| TALT -TRANSPORTATION ALTS- ANY AREA | 0 | 0 | 538,074 | 0 | 0 | 0 | 0 | 538,074 |
| ENVIRONMENTAL / MANAGED BY FDOT | | | | | | | | |
| TALL -TRANSPORTATION ALTS- <200K | 0 | 0 | 0 | 0 | 0 | 3,534 | 0 | 3,534 |
| TALT -TRANSPORTATION ALTS- ANY AREA | 0 | 0 | 0 | 30,000 | 0 | 96,466 | 0 | 126,466 |
| **Item 438262 1 Totals:** | **0** | **10,000** | **830,000** | **30,000** | **0** | **100,000** | **0** | **970,000** |
| **Project Total:** | **0** | **10,000** | **830,000** | **30,000** | **0** | **100,000** | **0** | **970,000** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 438996 1 Project Description: I-75 (SR 93) AT CR 769 (KINGS HWY)\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: LANDSCAPING Project Length: .640 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT 2045 LRTP: Goal 3 ; Objective 4; Page 2-2 | | | | | | | | |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 204,070 | 0 | 0 | 0 | 0 | 0 | 0 | 204,070 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 955,743 | 0 | 0 | 0 | 0 | 955,743 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 52,700 | 0 | 0 | 0 | 0 | 52,700 |
| **Item 438996 1 Totals:** | **214,070** | **0** | **1,008,443** | **0** | **0** | **0** | **0** | **1,222,513** |
| **Project Total:** | **214,070** | **0** | **1,008,443** | **0** | **0** | **0** | **0** | **1,222,513** |
|  | | | | | | | | |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 439005 1 Project Description: I-75 (SR 93) AT US 17\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: LANDSCAPING Project Length: .470 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT 2045 LRTP: Goal 3 ; Objective 4; Page 2-2 | | | | | | | | |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 5,000 | 0 | 0 | 0 | 0 | 0 | 0 | 5,000 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 188,298 | 0 | 0 | 0 | 0 | 0 | 0 | 188,298 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DS -STATE PRIMARY HIGHWAYS & PTO | 0 | 921,510 | 0 | 0 | 0 | 0 | 0 | 921,510 |
| **Item 439005 1 Totals:** | **193,298** | **921,510** | **0** | **0** | **0** | **0** | **0** | **1,114,808** |
| **Project Total:** | **193,298** | **921,510** | **0** | **0** | **0** | **0** | **0** | **1,114,808** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 440268 1 Project Description: SR 45 (US 41) FROM AIRPORT RD TO W. WILLIAM STREET\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: RESURFACING Project Length: .800 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY CITY OF PUNTA GORDA 2045 LRTP: Goal 1 ; Objective 1; Page 2-2 | | | | | | | | |
| SL -STP, AREAS <= 200K | 151,000 | 0 | 0 | 0 | 0 | 0 | 0 | 151,000 |
| CONSTRUCTION / MANAGED BY CITY OF PUNTA GORDA | | | | | | | | |
| ACSL -ADVANCE CONSTRUCTION (SL) | 0 | 2,782,920 | 0 | 0 | 0 | 0 | 0 | 2,782,920 |
| SL -STP, AREAS <= 200K | 0 | 129,294 | 0 | 0 | 0 | 0 | 0 | 129,294 |
| **Item 440268 1 Totals:** | **151,000** | **2,912,214** | **0** | **0** | **0** | **0** | **0** | **3,063,214** |
| **Project Total:** | **151,000** | **2,912,214** | **0** | **0** | **0** | **0** | **0** | **3,063,214** |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 440442 1 Project Description: SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: SIDEWALK Project Length: 2.652 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT 2045 LRTP Table 7-3; Map ID 98; Page 7-17 | | | | | | | | |
| ACSA -ADVANCE CONSTRUCTION (SA) | 822,528 | 0 | 0 | 0 | 0 | 0 | 0 | 822,528 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| SA -STP, ANY AREA | 132,427 | 0 | 0 | 0 | 0 | 0 | 0 | 132,427 |
| TALL -TRANSPORTATION ALTS- <200K | 168,506 | 0 | 0 | 0 | 0 | 0 | 0 | 168,506 |
| TALT -TRANSPORTATION ALTS- ANY AREA | 273,916 | 0 | 0 | 0 | 0 | 0 | 0 | 273,916 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | |
| LF -LOCAL FUNDS | 0 | 0 | 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 0 | 0 | 0 | 3,735,945 | 0 | 3,735,945 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 0 | 0 | 0 | 5,740 | 0 | 5,740 |
| LF -LOCAL FUNDS | 0 | 0 | 0 | 0 | 0 | 114,800 | 0 | 114,800 |
| SN -STP, MANDATORY NON-URBAN <= 5K | 0 | 0 | 0 | 0 | 0 | 877,921 | 0 | 877,921 |
| TALT -TRANSPORTATION ALTS- ANY AREA | 0 | 0 | 0 | 0 | 0 | 1,530,374 | 0 | 1,530,374 |
| ENVIRONMENTAL / MANAGED BY FDOT | | | | | | | | |
| DS -STATE PRIMARY HIGHWAYS & PTO | 0 | 0 | 0 | 11,270 | 0 | 0 | 0 | 11,270 |
| TALT -TRANSPORTATION ALTS- ANY AREA | 0 | 0 | 75,000 | 228,730 | 0 | 0 | 0 | 303,730 |
| **Item 440442 1 Totals:** | **1,397,429** | **0** | **75,000** | **240,000** | **0** | **7,264,780** | **0** | **8,977,209** |
| **Project Total:** | **1,397,429** | **0** | **75,000** | **240,000** | **0** | **7,264,780** | **0** | **8,977,209** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 441517 1 Project Description: SR 776 FROM PINEDALE DRIVE TO MYAKKA RIVER\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: RESURFACING Project Length: 1.923 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT 2045 LRTP: Goal 1 ; Objective 1; Page 2-2 | | | | | | | | |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 14,973 | 0 | 0 | 0 | 0 | 0 | 0 | 14,973 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 760,467 | 0 | 0 | 0 | 0 | 0 | 0 | 760,467 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 2,454,858 | 0 | 0 | 0 | 0 | 0 | 2,454,858 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 0 | 1,417,022 | 0 | 0 | 0 | 0 | 0 | 1,417,022 |
| ENVIRONMENTAL / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 11,004 | 80,000 | 0 | 0 | 0 | 0 | 0 | 91,004 |
| **Item 441517 1 Totals:** | **786,666** | **3,951,880** | **0** | **0** | **0** | **0** | **0** | **4,738,546** |
| **Project Total:** | **786,666** | **3,951,880** | **0** | **0** | **0** | **0** | **0** | **4,738,546** |
|  | | | | | | | | |
| Fund | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 441563 1 Project Description: SR 35 (US 17) FROM WASHINGTON LOOP ROAD TO DESOTO COUNTY LINE\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: RESURFACING Project Length: 2.678 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT 2045 LRTP: Goal 1 ; Objective 1; Page 2-2 | | | | | | | | |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 130,139 | 0 | 0 | 0 | 0 | 0 | 0 | 130,139 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 39,863 | 0 | 0 | 0 | 0 | 0 | 0 | 39,863 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 1,729,287 | 0 | 0 | 0 | 0 | 0 | 1,729,287 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 0 | 2,701,493 | 0 | 0 | 0 | 0 | 0 | 2,701,493 |
| **Item 441563 1 Totals:** | **170,002** | **4,430,780** | **0** | **0** | **0** | **0** | **0** | **4,600,782** |
| **Project Total:** | **170,002** | **4,430,780** | **0** | **0** | **0** | **0** | **0** | **4,600,782** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 441524 1 Project Description: TAMIAMI TRAIL (SR 45) FROM WILLIAM ST TO PEACE RIVER BRIDGE\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: RESURFACING Project Length: .910 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT 2045 LRTP: Goal 1 ; Objective 1; Page 2-2 | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 1,288,873 | 0 | 0 | 0 | 0 | 0 | 0 | 1,288,873 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 23,790 | 0 | 0 | 0 | 0 | 0 | 0 | 23,790 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 24,691 | 0 | 0 | 0 | 0 | 0 | 0 | 24,691 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 150,000 | 0 | 0 | 0 | 0 | 0 | 150,000 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 0 | 4,488,544 | 0 | 0 | 0 | 4,488,544 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 0 | 1,083 | 0 | 0 | 0 | 1,083 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 0 | 0 | 0 | 481,973 | 0 | 0 | 0 | 481,973 |
| LF -LOCAL FUNDS | 0 | 0 | 0 | 738,115 | 0 | 0 | 0 | 738,115 |
| SA -STP, ANY AREA | 0 | 0 | 0 | 270,386 | 0 | 0 | 0 | 270,386 |
| SL -STP, AREAS <= 200K | 0 | 0 | 0 | 9,653 | 0 | 0 | 0 | 9,653 |
| ENVIRONMENTAL / MANAGED BY FDOT | | | | | | | | |
| TALL -TRANSPORTATION ALTS- <200K | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 20,000 |
| TALT -TRANSPORTATION ALTS- ANY AREA | 0 | 50,000 | 0 | 0 | 0 | 0 | 0 | 50,000 |
| **Item 441524 1 Totals:** | **1,357,354** | **210,000** | **0** | **5,989,754** | **0** | **0** | **0** | **7,557,108** |
| Item Number: 441524 2 Project Description: TAMIAMI TRAIL (SR 45) FROM WILLIAM ST TO PEACE RIVER BRIDGE\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: PD&E/EMO STUDY Project Length: .910 | | | | | | | | |
| P D & E / MANAGED BY FDOT | | | | | | | | |
| -TOTAL OUTSIDE YEARS | 5,000 | 0 | 0 | 0 | 0 | 0 | 0 | 5,000 |
| **Item 441524 2 Totals:** | **5,000** | **0** | **0** | **0** | **0** | **0** | **0** | **5,000** |
| **Project Total:** | **1,362,354** | **210,000** | **0** | **5,989,754** | **0** | **0** | **0** | **7,562,108** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 441950 1 Project Description: SR 31 FROM CR 74 TO CR 74\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: ROUNDABOUT Project Length: .239 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT 2045 LRTP Table 8-6; Map ID 60; Page 8-8 | | | | | | | | |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 18,524 | 0 | 0 | 0 | 0 | 0 | 0 | 18,524 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| GFSN -GF STPBG <5K (RURAL) | 218,016 | 0 | 0 | 0 | 0 | 0 | 0 | 218,016 |
| SN -STP, MANDATORY NON-URBAN <= 5K | 981,984 | 0 | 0 | 0 | 0 | 0 | 0 | 981,984 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 294,537 | 0 | 0 | 0 | 0 | 0 | 294,537 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 20,000 | 0 | 0 | 0 | 0 | 0 | 20,000 |
| SN -STP, MANDATORY NON-URBAN <= 5K | 0 | 198,782 | 0 | 0 | 0 | 0 | 0 | 198,782 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| CM -CONGESTION MITIGATION - AQ | 0 | 0 | 0 | 0 | 0 | 562,193 | 0 | 562,193 |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 0 | 0 | 0 | 1,495,986 | 0 | 1,495,986 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 0 | 0 | 0 | 1,148 | 0 | 1,148 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 4,788 | 0 | 0 | 0 | 0 | 0 | 0 | 4,788 |
| SL -STP, AREAS <= 200K | 0 | 0 | 0 | 0 | 0 | 1,588,638 | 0 | 1,588,638 |
| SN -STP, MANDATORY NON-URBAN <= 5K | 0 | 0 | 0 | 0 | 0 | 746,200 | 0 | 746,200 |
| ENVIRONMENTAL / MANAGED BY FDOT | | | | | | | | |
| ACSA -ADVANCE CONSTRUCTION (SA) | 46,831 | 0 | 0 | 0 | 0 | 0 | 0 | 46,831 |
| ACSN -ADVANCE CONSTRUCTION (SN) | 79,672 | 0 | 0 | 0 | 0 | 0 | 0 | 79,672 |
| TALN -TRANSPORTATION ALTS- < 5K | 31,275 | 0 | 0 | 0 | 0 | 0 | 0 | 31,275 |
| **Item 441950 1 Totals:** | **1,381,195** | **513,319** | **0** | **0** | **0** | **4,394,165** | **0** | **6,288,679** |
| **Project Total:** | **1,381,195** | **513,319** | **0** | **0** | **0** | **4,394,165** | **0** | **6,288,679** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 442098 1 Project Description: I-75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: DYNAMIC MESSAGE SIGN Project Length: 22.008 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT 2045 LRTP: Goal 1 ; Objective 5; Page 2-2 | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 300,000 | 0 | 0 | 0 | 0 | 0 | 300,000 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 5,000 | 0 | 0 | 0 | 0 | 0 | 5,000 |
| DITS -STATEWIDE ITS - STATE 100%. | 0 | 0 | 125,000 | 0 | 0 | 0 | 0 | 125,000 |
| DESIGN BUILD / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 519,253 | 0 | 0 | 0 | 0 | 519,253 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 5,270 | 0 | 0 | 0 | 0 | 5,270 |
| DITS -STATEWIDE ITS - STATE 100%. | 0 | 0 | 1,581,000 | 0 | 0 | 0 | 0 | 1,581,000 |
| **Item 442098 1 Totals:** | **0** | **305,000** | **2,230,523** | **0** | **0** | **0** | **0** | **2,535,523** |
| **Project Total:** | **0** | **305,000** | **2,230,523** | **0** | **0** | **0** | **0** | **2,535,523** |
|  | | | | | | | | |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 444485 1 Project Description: SR 45 (US 41) FROM S OF PAYNE ST TO N OF RIO VILLA DR\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: RESURFACING Project Length: 4.112 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT 2045 LRTP: Goal 1 ; Objective 1; Page 2-2 | | | | | | | | |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 11,000 | 0 | 0 | 0 | 0 | 0 | 0 | 11,000 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 857,949 | 0 | 0 | 0 | 0 | 0 | 0 | 857,949 |
| RAILROAD & UTILITIES / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 50,000 | 0 | 0 | 0 | 0 | 0 | 0 | 50,000 |
| LF -LOCAL FUNDS | 0 | 1,500,000 | 0 | 0 | 0 | 0 | 0 | 1,500,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 4,448,677 | 0 | 0 | 0 | 0 | 0 | 4,448,677 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 51,300 | 0 | 0 | 0 | 0 | 0 | 51,300 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 0 | 5,633,651 | 0 | 0 | 0 | 0 | 0 | 5,633,651 |
| ENVIRONMENTAL / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 50,000 | 0 | 0 | 0 | 0 | 0 | 0 | 50,000 |
| **Item 444485 1 Totals:** | **968,949** | **11,633,628** | **0** | **0** | **0** | **0** | **0** | **12,602,577** |
| **Project Total:** | **968,949** | **11,633,628** | **0** | **0** | **0** | **0** | **0** | **12,602,577** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 444907 1 Project Description: SR 776 (EL JOBEAN RD) FROM MYAKKA RIVER TO MURDOCK CIRCLE\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: LANDSCAPING Project Length: 5.681 | | | | | | | | |
| CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE 2045 LRTP: Goal 3 ; Objective 4; Page 2-2 | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 0 | 0 | 0 | 852,000 | 0 | 852,000 |
| **Item 444907 1 Totals:** | **0** | **0** | **0** | **0** | **0** | **852,000** | **0** | **852,000** |
| **Project Total:** | **0** | **0** | **0** | **0** | **0** | **852,000** | **0** | **852,000** |
|  | | | | | | | | |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 445475 1 Project Description: SR 776 FROM MYAKKA RIVER TO WILLOWBEND DR\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: RESURFACING Project Length: 1.761 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT 2045 LRTP: Goal 1 ; Objective 1; Page 2-2 | | | | | | | | |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 565,326 | 0 | 0 | 0 | 0 | 0 | 0 | 565,326 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 1,795,420 | 0 | 0 | 0 | 0 | 1,795,420 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 1,054 | 0 | 0 | 0 | 0 | 1,054 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 0 | 0 | 923,662 | 0 | 0 | 0 | 0 | 923,662 |
| SL -STP, AREAS <= 200K | 0 | 0 | 336,830 | 0 | 0 | 0 | 0 | 336,830 |
| **Item 445475 1 Totals:** | **575,326** | **0** | **3,056,966** | **0** | **0** | **0** | **0** | **3,632,292** |
| **Project Total:** | **575,326** | **0** | **3,056,966** | **0** | **0** | **0** | **0** | **3,632,292** |
|  | | | | | | | | |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 446281 1 Project Description: I-75 PUNTA GORDA WEIGH STATION - RESURFACING\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: MCCO WEIGH STATION STATIC/WIM Project Length: .956 | | | | | | | | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| DWS -WEIGH STATIONS - STATE 100% | 0 | 0 | 0 | 0 | 12,610,877 | 0 | 0 | 12,610,877 |
| **Item 446281 1 Totals:** | **0** | **0** | **0** | **0** | **12,610,877** | **0** | **0** | **12,610,877** |
| **Project Total:** | **0** | **0** | **0** | **0** | **12,610,877** | **0** | **0** | **12,610,877** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 446339 1 Project Description: US 41 (SR 45) AT S FORK ALLIGATOR CREEK\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: PEDESTRIAN/WILDLIFE OVERPASS Project Length: .022 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY CHARLOTTE COUNTY BOCC 2045 LRTP: Goal 5 ; Objective 4; Page 2-3 | | | | | | | | |
| TALL -TRANSPORTATION ALTS- <200K | 0 | 0 | 0 | 0 | 290,000 | 0 | 0 | 290,000 |
| **Item 446339 1 Totals:** | **0** | **0** | **0** | **0** | **290,000** | **0** | **0** | **290,000** |
| **Project Total:** | **0** | **0** | **0** | **0** | **290,000** | **0** | **0** | **290,000** |
|  | | | | | | | | |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 446340 1 Project Description: SR 776 (EL JOBEAN RD) AT FLAMINGO BLVD\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: INTERSECTION IMPROVEMENT Project Length: .004 | | | | | | | | |
| CONSTRUCTION / MANAGED BY CHARLOTTE COUNTY BOCC 2045 LRTP Table 8-6; Map ID 61; Page 8-8 | | | | | | | | |
| CM -CONGESTION MITIGATION - AQ | 0 | 0 | 0 | 0 | 756,582 | 0 | 0 | 756,582 |
| SL -STP, AREAS <= 200K | 0 | 0 | 0 | 0 | 703,418 | 0 | 0 | 703,418 |
| **Item 446340 1 Totals:** | **0** | **0** | **0** | **0** | **1,460,000** | **0** | **0** | **1,460,000** |
| **Project Total:** | **0** | **0** | **0** | **0** | **1,460,000** | **0** | **0** | **1,460,000** |
|  | | | | | | | | |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 446391 1 Project Description: US 41 (SR 45) FROM KINGS HWY TO PEACE RIVER BRIDGE\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: TRANSPORTATION PLANNING Project Length: .734 | | | | | | | | |
| PLANNING / MANAGED BY CHARLOTTE COUNTY BOCC 2045 LRTP: Goal 5 ; Objective 4; Page 2-3 | | | | | | | | |
| SL -STP, AREAS <= 200K | 0 | 0 | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| **Item 446391 1 Totals:** | **0** | **0** | **0** | **0** | **150,000** | **0** | **0** | **150,000** |
| **Project Total:** | **0** | **0** | **0** | **0** | **150,000** | **0** | **0** | **150,000** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 446393 1 Project Description: SR 776 AT CHARLOTTE SPORTS PARK\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: ADD RIGHT TURN LANE(S) Project Length: .004 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY CHARLOTTE COUNTY BOCC 2045 LRTP: Goal 5 ; Objective 4; Page 2-3 | | | | | | | | |
| LF -LOCAL FUNDS | 0 | 0 | 0 | 0 | 50,000 | 0 | 0 | 50,000 |
| SL -STP, AREAS <= 200K | 0 | 0 | 0 | 0 | 101,000 | 0 | 0 | 101,000 |
| **Item 446393 1 Totals:** | **0** | **0** | **0** | **0** | **151,000** | **0** | **0** | **151,000** |
| **Project Total:** | **0** | **0** | **0** | **0** | **151,000** | **0** | **0** | **151,000** |
|  | | | | | | | | |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 446596 1 Project Description: US 17 FROM US 41 (SR 35) NB TO COOPER ST (SR 35)\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: TRANSPORTATION PLANNING Project Length: .776 | | | | | | | | |
| P D & E / MANAGED BY CHARLOTTE COUNTY BOCC 2045 LRTP: Goal 5 ; Objective 4; Page 2-3 | | | | | | | | |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 0 | 0 | 1,000 | 0 | 0 | 1,000 |
| SL -STP, AREAS <= 200K | 0 | 0 | 0 | 0 | 290,000 | 0 | 0 | 290,000 |
| **Item 446596 1 Totals:** | **0** | **0** | **0** | **0** | **291,000** | **0** | **0** | **291,000** |
| **Project Total:** | **0** | **0** | **0** | **0** | **291,000** | **0** | **0** | **291,000** |
|  | | | | | | | | |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 447852 1 Project Description: STRUCTURAL STEEL BRIDGE PAINTING AT VARIOUS LOCATIONS\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: BRIDGE-REPAIR/REHABILITATION Project Length: .182 | | | | | | | | |
| Extra Description: BRIDGE #S 010065, 010066, 010075 - OVERPASS BRIDGES ON I-75 | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT 2045 LRTP: Goal 1 ; Objective 1; Page 2-2 | | | | | | | | |
| BRRP -STATE BRIDGE REPAIR & REHAB | 100,000 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| BRRP -STATE BRIDGE REPAIR & REHAB | 0 | 1,212,640 | 0 | 0 | 0 | 0 | 0 | 1,212,640 |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 1,026 | 0 | 0 | 0 | 0 | 0 | 1,026 |
| **Item 447852 1 Totals:** | **101,000** | **1,213,666** | **0** | **0** | **0** | **0** | **0** | **1,314,666** |
| **Project Total:** | **101,000** | **1,213,666** | **0** | **0** | **0** | **0** | **0** | **1,314,666** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| **MAINTENANCE** | | | | | | | | |
| Item Number: 408252 1 Project Description: CHARLOTTE CO ROADWAY & BRIDGE MAINT PRIMARY SYSTEM\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: ROUTINE MAINTENANCE Project Length: .000 | | | | | | | | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT 2045 LRTP: Goal 1 ; Objective 1; Page 2-2 | | | | | | | | |
| D -UNRESTRICTED STATE PRIMARY | 9,710,573 | 65,000 | 65,000 | 65,000 | 0 | 0 | 0 | 9,905,573 |
| **Item 408252 1 Totals:** | **9,710,573** | **65,000** | **65,000** | **65,000** | **0** | **0** | **0** | **9,905,573** |
| **Project Total:** | **9,710,573** | **65,000** | **65,000** | **65,000** | **0** | **0** | **0** | **9,905,573** |
|  | | | | | | | | |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 408253 1 Project Description: CHARLOTTE CO ROADWAY & BRIDGE MAINT INTERSTATE SYSTEM\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: ROUTINE MAINTENANCE Project Length: .000 | | | | | | | | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT 2045 LRTP: Goal 1 ; Objective 1; Page 2-2 | | | | | | | | |
| D -UNRESTRICTED STATE PRIMARY | 1,153,761 | 12,000 | 12,000 | 12,000 | 0 | 0 | 0 | 1,189,761 |
| **Item 408253 1 Totals:** | **1,153,761** | **12,000** | **12,000** | **12,000** | **0** | **0** | **0** | **1,189,761** |
| **Project Total:** | **1,153,761** | **12,000** | **12,000** | **12,000** | **0** | **0** | **0** | **1,189,761** |
|  | | | | | | | | |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 412573 1 Project Description: CHARLOTTE COUNTY HIGHWAY LIGHTING\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: ROUTINE MAINTENANCE Project Length: .000 | | | | | | | | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY CHARLOTTE COUNTY BOARD OF COUNT 2045 LRTP: Goal 1 ; Objective 1; Page 2-2 | | | | | | | | |
| D -UNRESTRICTED STATE PRIMARY | 965,992 | 0 | 244,986 | 252,335 | 0 | 0 | 0 | 1,463,313 |
| DDR -DISTRICT DEDICATED REVENUE | 1,448,640 | 0 | 0 | 0 | 0 | 0 | 0 | 1,448,640 |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 416,421 | 0 | 0 | 0 | 0 | 0 | 0 | 416,421 |
| **Item 412573 1 Totals:** | **2,831,053** | **0** | **244,986** | **252,335** | **0** | **0** | **0** | **3,328,374** |
| **Project Total:** | **2,831,053** | **0** | **244,986** | **252,335** | **0** | **0** | **0** | **3,328,374** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 413536 1 Project Description: PUNTA GORDA HIGHWAY LIGHTING\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: ROUTINE MAINTENANCE Project Length: .000 | | | | | | | | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT 2045 LRTP: Goal 1 ; Objective 1; Page 2-2 | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 265,823 | 0 | 0 | 0 | 0 | 0 | 0 | 265,823 |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY PUNTA GORDA, CITY OF | | | | | | | | |
| D -UNRESTRICTED STATE PRIMARY | 725,809 | 176,187 | 168,195 | 173,241 | 0 | 0 | 0 | 1,243,432 |
| DDR -DISTRICT DEDICATED REVENUE | 904,876 | 0 | 0 | 0 | 0 | 0 | 0 | 904,876 |
| **Item 413536 1 Totals:** | **1,896,508** | **176,187** | **168,195** | **173,241** | **0** | **0** | **0** | **2,414,131** |
| **Project Total:** | **1,896,508** | **176,187** | **168,195** | **173,241** | **0** | **0** | **0** | **2,414,131** |
|  | | | | | | | | |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 427781 1 Project Description: ITS DEVICES ELECTRIC\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: OTHER ITS Project Length: .000 | | | | | | | | |
| Extra Description: ELECTRICITY FOR ITS DEVICES IN CHARLOTTE COUNTY ON I-75 | | | | | | | | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT 2045 LRTP: Goal 1 ; Objective 5; Page 2-2 | | | | | | | | |
| D -UNRESTRICTED STATE PRIMARY | 242,764 | 27,000 | 27,000 | 27,000 | 0 | 0 | 0 | 323,764 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| **Item 427781 1 Totals:** | **242,803** | **27,000** | **27,000** | **27,000** | **0** | **0** | **0** | **323,803** |
| **Project Total:** | **242,803** | **27,000** | **27,000** | **27,000** | **0** | **0** | **0** | **323,803** |



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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 432899 1 Project Description: CHARLOTTE COUNTY ASSET MAINTENANCE\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: ROUTINE MAINTENANCE Project Length: .000 | | | | | | | | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT 2045 LRTP: Goal 1 ; Objective 1; Page 2-2 | | | | | | | | |
| D -UNRESTRICTED STATE PRIMARY | 10,873,844 | 70,000 | 70,000 | 70,000 | 0 | 0 | 0 | 11,083,844 |
| **Item 432899 1 Totals:** | **10,873,844** | **70,000** | **70,000** | **70,000** | **0** | **0** | **0** | **11,083,844** |
| Item Number: 432899 2 Project Description: CHARLOTTE COUNTY ASSET MAINTENANCE\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: ROUTINE MAINTENANCE Project Length: .000 | | | | | | | | |
| BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT 2045 LRTP: Goal 1 ; Objective 1; Page 2-2 | | | | | | | | |
| D -UNRESTRICTED STATE PRIMARY | 1,038,544 | 1,969,212 | 2,236,231 | 2,236,231 | 2,236,231 | 2,236,231 | 0 | 11,952,680 |
| **Item 432899 2 Totals:** | **1,038,544** | **1,969,212** | **2,236,231** | **2,236,231** | **2,236,231** | **2,236,231** | **0** | **11,952,680** |
| **Project Total:** | **11,912,388** | **2,039,212** | **2,306,231** | **2,306,231** | **2,236,231** | **2,236,231** | **0** | **23,036,524** |

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| **MISCELLANEOUS** | | | | | | | | |
| Item Number: 443602 1 Project Description: CAPE HAZE PIONEER TR FROM MYAKKA STATE FOREST TO US41(SR45)TAMIAMI TR\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: BIKE PATH/TRAIL Project Length: .000 | | | | | | | | |
| P D & E / MANAGED BY FDOT 2045 LRTP: Goal 5 ; Objective 4; Page 2-3 | | | | | | | | |
| DIH -STATE IN-HOUSE PRODUCT SUPPORT | 0 | 0 | 0 | 1,000 | 0 | 0 | 0 | 1,000 |
| **Item 443602 1 Totals:** | **0** | **0** | **0** | **1,000** | **0** | **0** | **0** | **1,000** |
| **Project Total:** | **0** | **0** | **0** | **1,000** | **0** | **0** | **0** | **1,000** |
| **District 01 Totals:** | **221,689,489** | **56,595,191** | **19,108,960** | **26,952,108** | **27,866,771** | **52,786,348** | **0** | **404,998,867** |

# SECTION – V

###### CHARLOTTE COUNTY CAPITAL IMPROVEMENTS PROGRAM

The adopted FY 2021 through FY 2026 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.

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| **Capital Improvements Program Totals by Department & Project**  ***(in thousands 000)***  **2021 Adopted CIP** | | | | | | | | | | |
| **Title** | | **Prior Actuals** | **FY 20 Est** | **FY 21** | **FY 22** | **FY 23** | **FY 24** | **FY 25** | **FY 26** | **Total** |
| **Road Improvements** | | **204,633** | **14,289** | **70,123** | **1,398** | **1,469** | **477** | **317** | **291** | **292,997** |
| **Q‐02** | Landscaping Gateways, Entry Features &  Thoroughfares | 1,041 | 699 | 3,848 | 713 | 962 | ‐ | ‐ | ‐ | **7,263** |
| **Q‐02 Total** | | **1,041** | **699** | **3,848** | **713** | **962** | **‐** | **‐** | **‐** | **7,263** |
| **Q‐03** | Sidewalks 2009 Sales Tax Extension | 8,888 | 700 | 2,577 | ‐ | ‐ | ‐ | ‐ | ‐ | **12,165** |
| **Q‐03 Total** | | **8,888** | **700** | **2,577** | **‐** | **‐** | **‐** | **‐** | **‐** | **12,165** |
| **Q‐04** | Multi‐use Trails and on‐road bicycle lanes | 406 | 87 | 3,306 | ‐ | ‐ | ‐ | ‐ | ‐ | **3,800** |
| **Q‐04 Total** | | **406** | **87** | **3,306** | **‐** | **‐** | **‐** | **‐** | **‐** | **3,800** |
| **Q‐05** | Sidewalk Hazard Mitigation (HB41) | 428 | 1,112 | 4,716 | ‐ | ‐ | ‐ | ‐ | ‐ | **6,255** |
| **Q‐05 Total** | | **428** | **1,112** | **4,716** | **‐** | **‐** | **‐** | **‐** | **‐** | **6,255** |
| **Q‐06** | Intersection Improvements at Various  Locations | 40 | 403 | 2,136 | ‐ | ‐ | ‐ | ‐ | ‐ | **2,578** |
| **Q‐06 Total** | | **40** | **403** | **2,136** | **‐** | **‐** | **‐** | **‐** | **‐** | **2,578** |
| **Q‐07** | Edgewater Corridor Ph 1/SR 776 to  Collingswood Blvd. | 19,704 | 100 | 1,012 | ‐ | ‐ | ‐ | ‐ | ‐ | **20,816** |
| **Q‐07 Total** | | **19,704** | **100** | **1,012** | **‐** | **‐** | **‐** | **‐** | **‐** | **20,816** |
| **Q‐08** | Edgewater Corridor Ph 2 ‐ Harbor to  Midway 4 Lane | 29,684 | 29 | 115 | ‐ | ‐ | ‐ | ‐ | ‐ | **29,828** |
| **Q‐08 Total** | | **29,684** | **29** | **115** | **‐** | **‐** | **‐** | **‐** | **‐** | **29,828** |
| **Q‐10** | Midway Blvd ‐ Sharpe St to Kings Hwy  (including US 41 pipes) | 30,183 | 30 | 235 | ‐ | ‐ | ‐ | ‐ | ‐ | **30,448** |
| **Q‐10 Total** | | **30,183** | **30** | **235** | **‐** | **‐** | **‐** | **‐** | **‐** | **30,448** |
| **Q‐11** | Olean Blvd US 41 to Easy | 1,322 | 3,633 | 8,395 | ‐ | ‐ | ‐ | ‐ | ‐ | **13,350** |
| **Q‐11 Total** | | **1,322** | **3,633** | **8,395** | **‐** | **‐** | **‐** | **‐** | **‐** | **13,350** |
| **Q‐12** | Sandhill Blvd Widening ‐ Kings Hwy to  Capricorn | 320 | 21 | 8,981 | 150 | ‐ | ‐ | ‐ | ‐ | **9,472** |
| **Q‐12 Total** | | **320** | **21** | **8,981** | **150** | **‐** | **‐** | **‐** | **‐** | **9,472** |
| **Q‐13** | Burnt Store Road Ph 1 Safety & Widening  from US 41 to Notre Dame | 27,867 | 180 | 412 | 145 | 140 | 135 | ‐ | ‐ | **28,879** |
| **Q‐13 Total** | | **27,867** | **180** | **412** | **145** | **140** | **135** | **‐** | **‐** | **28,879** |
| **Q‐14** | Burnt Store Road Ph2 Widening from Notre  Dame to Zemel | 10,890 | 6,371 | 30,306 | 390 | 367 | 342 | 317 | 291 | **49,274** |
| **Q‐14 Total** | | **10,890** | **6,371** | **30,306** | **390** | **367** | **342** | **317** | **291** | **49,274** |
| **Q‐15** | Burnt Store Road Phase 3 / From 3200' N of  Zemel Road to Lee County Line | 28,537 | 76 | 471 | ‐ | ‐ | ‐ | ‐ | ‐ | **29,084** |
| **Q‐15 Total** | | **28,537** | **76** | **471** | **‐** | **‐** | **‐** | **‐** | **‐** | **29,084** |
| **Q‐16** | Piper Road North / Enterprise Charlotte  Airport Park | 12,020 | 77 | 2,233 | ‐ | ‐ | ‐ | ‐ | ‐ | **14,329** |
| **Q‐16 Total** | | **12,020** | **77** | **2,233** | **‐** | **‐** | **‐** | **‐** | **‐** | **14,329** |
| **Q‐17** | CR 771 (Gasparilla Road) ‐SR 776 to  Rotonda Blvd East | 20,924 | 700 | 696 | ‐ | ‐ | ‐ | ‐ | ‐ | **22,320** |
| **Q‐17 Total** | | **20,924** | **700** | **696** | **‐** | **‐** | **‐** | **‐** | **‐** | **22,320** |
| **Q‐18** | CR 775 (Placida Rd) Safety Impvts/Rotonda Blvd West to Boca Grande Cswy | 12,380 | 73 | 457 | ‐ | ‐ | ‐ | ‐ | ‐ | **12,910** |
| **Q‐18 Total** | | **12,380** | **73** | **457** | **‐** | **‐** | **‐** | **‐** | **‐** | **12,910** |
| **Q‐09** | Hillsborough Blvd/Cranberry Blvd  Intersection Improvements | ‐ | ‐ | 225 | ‐ | ‐ | ‐ | ‐ | ‐ | **225** |
| **Q‐09 Total** | | **‐** | **‐** | **225** | **‐** | **‐** | **‐** | **‐** | **‐** | **225** |

# SECTION – VI

###### CITY OF PUNTA GORDA CAPITAL IMPROVEMENTS PROGRAM

The adopted FY 2018 through FY 2022 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.

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# SECTION – VII

###### TRANSIT AND PLANNING PROJECTS

This section consists of the transit and transportation disadvantaged projects in the FDOT Tentative Work Program for fiscal years 2021/2022 through 2025/2026 as of March 18, 2021. These projects are consistent, to the extent feasible, with approved local government comprehensive plans. The Charlotte County-Punta Gorda MPO is the designated official planning agency for the transportation disadvantaged program while Charlotte County Transit is the Community Transportation Coordinator (CTC) for this program. As the CTC for Charlotte County, Charlotte County transit provides services under a memorandum of agreement with the Florida Commission for the Transportation Disadvantaged. Transportation disadvantaged program projects are provided for fiscal years 2020/2021 through 2021/2022.

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**Please Click on this link to view 2045 Long Range Transportation Plan:** [**http://www.ccmpo.com/wp/attachments/2045%20LRTP.pdf**](http://www.ccmpo.com/wp/attachments/2045%20LRTP.pdf)

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| **FLP: TRANSIT** | | | | | | | | |
| Item Number: 410114 1 Project Description: CHARLOTTE COUNTY - PUNTA GORDA MPO TRANSIT PLANNING -5305(D)\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: MODAL SYSTEMS PLANNING Project Length: .000 | | | | | | | | |
| Extra Description: SECTION 5305(D) METROPOLITAN PLANNING | | | | | | | | |
| PLANNING / MANAGED BY CHARLOTTE CO - PUNTA GORDA MPO 2045 LRTP: Transit Needs Page 7-12 | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 15,372 | 0 | 0 | 0 | 0 | 0 | 0 | 15,372 |
| DPTO -STATE - PTO | 88,118 | 0 | 0 | 0 | 0 | 0 | 0 | 88,118 |
| DU -STATE PRIMARY/FEDERAL REIMB | 902,685 | 74,747 | 74,747 | 74,747 | 0 | 0 | 0 | 1,126,926 |
| LF -LOCAL FUNDS | 103,492 | 9,344 | 9,344 | 9,344 | 0 | 0 | 0 | 131,524 |
| **Item 410114 1 Totals:** | **1,109,667** | **84,091** | **84,091** | **84,091** | **0** | **0** | **0** | **1,361,940** |
| **Project Total:** | **1,109,667** | **84,091** | **84,091** | **84,091** | **0** | **0** | **0** | **1,361,940** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 410119 1 Project Description: CHARLOTTE COUNTY TRANSIT FTA SECTION 5311 OPERATING ASSISTANCE\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: OPERATING/ADMIN. ASSISTANCE Project Length: .000 | | | | | | | | |
| Extra Description: SECTION 5311 RURAL AND SMALL AREAS PARATRANSIT OPERATING | | | | | | | | |
| OPERATIONS / MANAGED BY CHARLOTTE COUNTY AREA TRANSIT 2045 LRTP: Transit Needs Page 7-12 | | | | | | | | |
| DU -STATE PRIMARY/FEDERAL REIMB | 990,980 | 82,855 | 82,000 | 82,000 | 50,000 | 82,800 | 0 | 1,370,635 |
| LF -LOCAL FUNDS | 990,980 | 82,855 | 82,000 | 82,000 | 50,000 | 82,800 | 0 | 1,370,635 |
| **Item 410119 1 Totals:** | **1,981,960** | **165,710** | **164,000** | **164,000** | **100,000** | **165,600** | **0** | **2,741,270** |
| **Project Total:** | **1,981,960** | **165,710** | **164,000** | **164,000** | **100,000** | **165,600** | **0** | **2,741,270** |

VII-2

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 410138 1 Project Description: CHARLOTTE COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: OPERATING FOR FIXED ROUTE Project Length: .000 | | | | | | | | |
| OPERATIONS / MANAGED BY CHARLOTTE COUNTY AREA TRANSIT 2045 LRTP: Transit Needs Page 7-12 | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 1,489,017 | 0 | 434,863 | 447,909 | 0 | 475,187 | 0 | 2,846,976 |
| DPTO -STATE - PTO | 2,606,541 | 422,197 | 0 | 0 | 461,346 | 0 | 0 | 3,490,084 |
| DS -STATE PRIMARY HIGHWAYS & PTO | 467,674 | 0 | 0 | 0 | 0 | 0 | 0 | 467,674 |
| FTA -FEDERAL TRANSIT ADMINISTRATION | 3,102,116 | 0 | 0 | 0 | 0 | 0 | 0 | 3,102,116 |
| LF -LOCAL FUNDS | 4,563,232 | 422,197 | 434,863 | 447,909 | 461,346 | 475,187 | 0 | 6,804,734 |
| **Item 410138 1 Totals:** | **12,228,580** | **844,394** | **869,726** | **895,818** | **922,692** | **950,374** | **0** | **16,711,584** |
| **Project Total:** | **12,228,580** | **844,394** | **869,726** | **895,818** | **922,692** | **950,374** | **0** | **16,711,584** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 410145 1 Project Description: CHARLOTTE COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE SMALL URBAN\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: CAPITAL FOR FIXED ROUTE Project Length: .000 | | | | | | | | |
| Extra Description: SECTION 5307 URBANIZED AREAS LARGE URBAN CITIES TRANSIT IMPROVEMENTS | | | | | | | | |
| CAPITAL / MANAGED BY CHARLOTTE COUNTY AREA TRANSIT 2045 LRTP: Transit Needs Page 7-12 | | | | | | | | |
| FTA -FEDERAL TRANSIT ADMINISTRATION | 16,013,057 | 844,180 | 928,598 | 1,021,457 | 1,123,603 | 1,235,963 | 0 | 21,166,858 |
| LF -LOCAL FUNDS | 3,987,614 | 211,045 | 232,149 | 255,364 | 280,901 | 308,991 | 0 | 5,276,064 |
| **Item 410145 1 Totals:** | **20,000,671** | **1,055,225** | **1,160,747** | **1,276,821** | **1,404,504** | **1,544,954** | **0** | **26,442,922** |
| **Project Total:** | **20,000,671** | **1,055,225** | **1,160,747** | **1,276,821** | **1,404,504** | **1,544,954** | **0** | **26,442,922** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 441979 1 Project Description: CHARLOTTE COUNTY FTA SECTION 5307 OPERATING SMALL URBAN\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: OPERATING FOR FIXED ROUTE Project Length: .000 | | | | | | | | |
| OPERATIONS / MANAGED BY CHARLOTTE COUNTY AREA TRANSIT 2045 LRTP: Transit Needs Page 7-12 | | | | | | | | |
| FTA -FEDERAL TRANSIT ADMINISTRATION | 2,963,252 | 767,437 | 767,437 | 724,817 | 750,452 | 767,437 | 0 | 6,740,832 |
| LF -LOCAL FUNDS | 2,963,252 | 767,437 | 767,437 | 724,817 | 750,452 | 767,437 | 0 | 6,740,832 |
| **Item 441979 1 Totals:** | **5,926,504** | **1,534,874** | **1,534,874** | **1,449,634** | **1,500,904** | **1,534,874** | **0** | **13,481,664** |
| **Project Total:** | **5,926,504** | **1,534,874** | **1,534,874** | **1,449,634** | **1,500,904** | **1,534,874** | **0** | **13,481,664** |

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| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 441980 1 Project Description: CHARLOTTE COUNTY TRANSIT FTA SECTION 5339 SMALL URBAN SS\*NON-SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: PUBLIC TRANSPORTATION SHELTER Project Length: .000 | | | | | | | | |
| CAPITAL / MANAGED BY CHARLOTTE COUNTY AREA TRANSIT 2045 LRTP: Transit Needs Page 7-12 | | | | | | | | |
| FTA -FEDERAL TRANSIT ADMINISTRATION | 1,595,476 | 346,790 | 381,469 | 419,616 | 461,578 | 507,736 | 0 | 3,712,665 |
| LF -LOCAL FUNDS | 398,870 | 86,698 | 95,367 | 104,904 | 115,395 | 126,934 | 0 | 928,168 |
| **Item 441980 1 Totals:** | **1,994,346** | **433,488** | **476,836** | **524,520** | **576,973** | **634,670** | **0** | **4,640,833** |
| **Project Total:** | **1,994,346** | **433,488** | **476,836** | **524,520** | **576,973** | **634,670** | **0** | **4,640,833** |

**Please Click on this link to view 2045 Long Range Transportation Plan:** [**http://www.ccmpo.com/wp/attachments/2045%20LRTP.pdf**](http://www.ccmpo.com/wp/attachments/2045%20LRTP.pdf)

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| **Fund** | | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| **TRANSPORTATION PLANNING** | | | | | | | | | |
| Item Number: 439316 1 Project Description: CHARLOTTE/PUNTA FY 2016/2017-2017/2018 UPWP\*NON-SIS\* | | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: TRANSPORTATION PLANNING Project Length: .000 | | | | | | | | | |
| PLANNING | / MANAGED BY CHARLOTTE CO - PUNTA GORDA MPO 2045 LRTP: Goals and Objectives Page 2-1 | | | | | | | | |
| -TOTAL OUTSIDE YEARS | | 772,791 | 0 | 0 | 0 | 0 | 0 | 0 | 772,791 |
| **Item 439316 1 Totals:** | | **772,791** | **0** | **0** | **0** | **0** | **0** | **0** | **772,791** |
| Item Number: 439316 2 Project Description: CHARLOTTE CTY/PUNTA GORDA FY 2018/2019-2019/2020 UPWP\*NON-SIS\* | | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: TRANSPORTATION PLANNING Project Length: .000 | | | | | | | | | |
| PLANNING | / MANAGED BY CHARLOTTE CO - PUNTA GORDA MPO 2045 LRTP: Goals and Objectives Page 2-1 | | | | | | | | |
| -TOTAL OUTSIDE YEARS | | 988,330 | 0 | 0 | 0 | 0 | 0 | 0 | 988,330 |
| **Item 439316 2 Totals:** | | **988,330** | **0** | **0** | **0** | **0** | **0** | **0** | **988,330** |
| Item Number: 439316 3 Project Description: CHARLOTTE CTY/PUNTA GORDA FY 2020/2021-2021/2022 UPWP\*NON-SIS\* | | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: TRANSPORTATION PLANNING Project Length: .000 | | | | | | | | | |
| PLANNING | / MANAGED BY CHARLOTTE CO - PUNTA GORDA MPO 2045 LRTP: Goals and Objectives Page 2-1 | | | | | | | | |
| PL -METRO PLAN (85% FA; 15% OTHER) | | 467,149 | 457,669 | 0 | 0 | 0 | 0 | 0 | 924,818 |
| SL -STP, AREAS <= 200K | | 50,857 | 0 | 0 | 0 | 0 | 0 | 0 | 50,857 |
| **Item 439316 3 Totals:** | | **518,006** | **457,669** | **0** | **0** | **0** | **0** | **0** | **975,675** |
| Item Number: 439316 4 Project Description: CHARLOTTE CTY/PUNTA GORDA FY 2022/2023-2023/2024 UPWP\*NON-SIS\* | | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: TRANSPORTATION PLANNING Project Length: .000 | | | | | | | | | |
| PLANNING | / MANAGED BY CHARLOTTE CO - PUNTA GORDA MPO 2045 LRTP: Goals and Objectives Page 2-1 | | | | | | | | |
| PL -METRO PLAN (85% FA; 15% OTHER) | | 0 | 0 | 456,791 | 456,791 | 0 | 0 | 0 | 913,582 |
| **Item 439316 4 Totals:** | | **0** | **0** | **456,791** | **456,791** | **0** | **0** | **0** | **913,582** |
| Item Number: 439316 5 Project Description: CHARLOTTE CTY/PUNTA GORDA FY 2024/2025-2025/2026 UPWP\*NON-SIS\* | | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: TRANSPORTATION PLANNING Project Length: .000 | | | | | | | | | |
| PLANNING | / MANAGED BY CHARLOTTE CO - PUNTA GORDA MPO 2045 LRTP: Goals and Objectives Page 2-1 | | | | | | | | |
| PL -METRO PLAN (85% FA; 15% OTHER) | | 0 | 0 | 0 | 0 | 456,791 | 456,791 | 0 | 913,582 |
| **Item 439316 5 Totals:** | | **0** | **0** | **0** | **0** | **456,791** | **456,791** | **0** | **913,582** |
| **Project Total:** | | **2,279,127** | **457,669** | **456,791** | **456,791** | **456,791** | **456,791** | **0** | **4,563,960** |

# SECTION – VIII

###### AVIATION PROJECTS

The table in this section consists of aviation capital improvement projects in the FDOT Tentative Work Program for fiscal years 2021/2022 through 2025/2026 as of March 18, 2021. All these projects are consistent, to the extent feasible, with approved local government comprehensive plans.

VIII‐1

**Please Click on this link to view 2045 Long Range Transportation Plan:** [**http://www.ccmpo.com/wp/attachments/2045%20LRTP.pdf**](http://www.ccmpo.com/wp/attachments/2045%20LRTP.pdf)

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| **FLP: AVIATION** | | | | | | | | |
| Item Number: 441849 1 Project Description: PUNTA GORDA ARPT TAXIWAY D REHABILITATION AND INTERSECTIONS\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000 | | | | | | | | |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE 2045 LRTP : Airport Facilities Page 7-19 | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 100,000 |
| FAA -FEDERAL AVIATION ADMIN | 0 | 1,800,000 | 0 | 0 | 0 | 0 | 0 | 1,800,000 |
| LF -LOCAL FUNDS | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 100,000 |
| **Item 441849 1 Totals:** | **0** | **2,000,000** | **0** | **0** | **0** | **0** | **0** | **2,000,000** |
| **Project Total:** | **0** | **2,000,000** | **0** | **0** | **0** | **0** | **0** | **2,000,000** |

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 441866 1 Project Description: PUNTA GORDA ARPT T-HANGARS\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: AVIATION REVENUE/OPERATIONAL Project Length: .000 | | | | | | | | |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE 2045 LRTP : Airport Facilities Page 7-19 | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 0 | 0 | 0 | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| LF -LOCAL FUNDS | 0 | 0 | 0 | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| **Item 441866 1 Totals:** | **0** | **0** | **0** | **0** | **2,000,000** | **0** | **0** | **2,000,000** |
| **Project Total:** | **0** | **0** | **0** | **0** | **2,000,000** | **0** | **0** | **2,000,000** |

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 441867 1 Project Description: PUNTA GORDA ARPT RUNWAY 15/33 REHABILITATION/EXTENSION\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000 | | | | | | | | |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE 2045 LRTP : Airport Facilities Page 7-19 | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 185,459 | 0 | 1,000,000 | 0 | 0 | 0 | 0 | 1,185,459 |
| DIS -STRATEGIC INTERMODAL SYSTEM | 0 | 393,364 | 0 | 0 | 0 | 0 | 0 | 393,364 |
| DPTO -STATE - PTO | 150,000 | 0 | 0 | 0 | 0 | 0 | 0 | 150,000 |
| FAA -FEDERAL AVIATION ADMIN | 4,726,224 | 0 | 0 | 0 | 0 | 0 | 0 | 4,726,224 |
| GMR -GROWTH MANAGEMENT FOR SIS | 2,094,698 | 0 | 0 | 0 | 0 | 0 | 0 | 2,094,698 |
| LF -LOCAL FUNDS | 2,430,157 | 393,364 | 1,000,000 | 0 | 0 | 0 | 0 | 3,823,521 |
| **Item 441867 1 Totals:** | **9,586,538** | **786,728** | **2,000,000** | **0** | **0** | **0** | **0** | **12,373,266** |
| **Project Total:** | **9,586,538** | **786,728** | **2,000,000** | **0** | **0** | **0** | **0** | **12,373,266** |

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 444091 1 Project Description: PUNTA GORDA ARPT GENERAL AVIATION TERMINAL DESIGN/CONSTRUCT\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: AVIATION CAPACITY PROJECT Project Length: .000 | | | | | | | | |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE 2045 LRTP : Airport Facilities Page 7-19 | | | | | | | | |
| DDR -DISTRICT DEDICATED REVENUE | 1,000,000 | 0 | 0 | 1,000,000 | 1,000,000 | 0 | 0 | 3,000,000 |
| DPTO -STATE - PTO | 200,000 | 0 | 0 | 0 | 0 | 0 | 0 | 200,000 |
| LF -LOCAL FUNDS | 1,200,000 | 0 | 0 | 1,000,000 | 1,000,000 | 0 | 0 | 3,200,000 |
| **Item 444091 1 Totals:** | **2,400,000** | **0** | **0** | **2,000,000** | **2,000,000** | **0** | **0** | **6,400,000** |
| **Project Total:** | **2,400,000** | **0** | **0** | **2,000,000** | **2,000,000** | **0** | **0** | **6,400,000** |

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 444674 1 Project Description: PUNTA GORDA ARPT RUNWAY 4-22 REHABILITATION\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000 | | | | | | | | |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE 2045 LRTP : Airport Facilities Page 7-19 | | | | | | | | |
| DPTO -STATE - PTO | 0 | 793,347 | 0 | 0 | 0 | 0 | 0 | 793,347 |
| FAA -FEDERAL AVIATION ADMIN | 0 | 14,280,216 | 0 | 0 | 0 | 0 | 0 | 14,280,216 |
| LF -LOCAL FUNDS | 0 | 793,347 | 0 | 0 | 0 | 0 | 0 | 793,347 |
| **Item 444674 1 Totals:** | **0** | **15,866,910** | **0** | **0** | **0** | **0** | **0** | **15,866,910** |
| **Project Total:** | **0** | **15,866,910** | **0** | **0** | **0** | **0** | **0** | **15,866,910** |

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 446355 1 Project Description: PUNTA GORDA ARPT TAXIWAY E EXTENSION\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: AVIATION CAPACITY PROJECT Project Length: .000 | | | | | | | | |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE 2045 LRTP : Airport Facilities Page 7-19 | | | | | | | | |
| DPTO -STATE - PTO | 0 | 205,000 | 0 | 0 | 0 | 0 | 0 | 205,000 |
| FAA -FEDERAL AVIATION ADMIN | 0 | 3,700,000 | 0 | 0 | 0 | 0 | 0 | 3,700,000 |
| LF -LOCAL FUNDS | 0 | 205,000 | 0 | 0 | 0 | 0 | 0 | 205,000 |
| **Item 446355 1 Totals:** | **0** | **4,110,000** | **0** | **0** | **0** | **0** | **0** | **4,110,000** |
| **Project Total:** | **0** | **4,110,000** | **0** | **0** | **0** | **0** | **0** | **4,110,000** |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Fund** | **<2022** | **2022** | **2023** | **2024** | **2025** | **2026** | **>2026** | **All Years** |
| Item Number: 446356 1 Project Description: PUNTA GORDA ARPT HOLDING BAY\*SIS\* | | | | | | | | |
| District: 01 County: CHARLOTTE Type of Work: AVIATION PRESERVATION PROJECT Project Length: .000 | | | | | | | | |
| CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE 2045 LRTP : Airport Facilities Page 7-19 | | | | | | | | |
| DPTO -STATE - PTO | 0 | 0 | 0 | 0 | 55,500 | 0 | 0 | 55,500 |
| FAA -FEDERAL AVIATION ADMIN | 0 | 0 | 0 | 0 | 999,000 | 0 | 0 | 999,000 |
| LF -LOCAL FUNDS | 0 | 0 | 0 | 0 | 55,500 | 0 | 0 | 55,500 |
| **Item 446356 1 Totals:** | **0** | **0** | **0** | **0** | **1,110,000** | **0** | **0** | **1,110,000** |
| **Project Total:** | **0** | **0** | **0** | **0** | **1,110,000** | **0** | **0** | **1,110,000** |

# SECTION – IX

###### 2020 FEDERAL OBLIGATIONS

Federal obligations for the Federal fiscal year 2020(10/01/2020– 09/30/2021). 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.

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PAGE **1** FLORIDA DEPARTMENT OF TRANSPORTATION

OFFICE OF WORK PROGRAM

DATE RUN: 10/01/2020 TIME RUN: 09.29.25

CHARLOTTE-PUNTA GORDA MPO

ANNUAL OBLIGATIONS REPORT

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**HIGHWAYS**

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MBROBLTP

ITEM NUMBER:413042 4 PROJECT DESCRIPTION:I-75 FROM S OF N JONES LOOP TO N OF US 17 \*SIS\*

7

DISTRICT:01 ROADWAY ID:01075000

FUND

COUNTY:CHARLOTTE

PROJECT LENGTH: 4.232MI

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

CODE 2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

NHPP 98,403

**TOTAL 413042 4 98,403**

**TOTAL 413042 4 98,403**

ITEM NUMBER:429820 1 DISTRICT:01

ROADWAY ID:01010000

FUND

PROJECT DESCRIPTION:SR 45 (US 41) GATEWAY PROJECT BOARDWALK

COUNTY:CHARLOTTE

PROJECT LENGTH: .200MI

\*NON-SIS\* TYPE OF WORK:CONSTRUCT SPECIAL STRUCTURE

LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0

CODE 2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CHARLOTTE COUNTY BOCC

SA 161,345

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA 82

**TOTAL 429820 1 161,427**

**TOTAL 429820 1 161,427**

ITEM NUMBER:429959 1 PROJECT DESCRIPTION:US 41 (SR 45) AT TARPON BOULEVARD \*NON-SIS\* DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:ADD TURN LANE(S)

ROADWAY ID:01010000 PROJECT LENGTH: .227MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 1

FUND

CODE 2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SL -1,666

**TOTAL 429959 1 -1,666**

**TOTAL 429959 1 -1,666**

ITEM NUMBER:430120 1 PROJECT DESCRIPTION:US 41 (SR 45) AT KINGS HIGHWAY-PARMELY STREET \*NON-SIS\* DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:ADD TURN LANE(S)

ROADWAY ID:01010000 PROJECT LENGTH: .225MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 1

FUND

CODE 2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

CM -834

**TOTAL 430120 1 -834**

**TOTAL 430120 1 -834**

PAGE **2** FLORIDA DEPARTMENT OF TRANSPORTATION

OFFICE OF WORK PROGRAM

DATE RUN: 10/01/2020 TIME RUN: 09.29.25

CHARLOTTE-PUNTA GORDA MPO

ANNUAL OBLIGATIONS REPORT

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**HIGHWAYS**

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MBROBLTP

ITEM NUMBER:430895 1 PROJECT DESCRIPTION:US 41 (SR 45) AT OLEAN BLVD \*NON-SIS\*

DISTRICT:01 ROADWAY ID:01010000

FUND

COUNTY:CHARLOTTE

PROJECT LENGTH: .234MI

TYPE OF WORK:ADD TURN LANE(S)

LANES EXIST/IMPROVED/ADDED: 6/ 0/ 1

CODE 2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SL -972

**TOTAL 430895 1 -972**

**TOTAL 430895 1 -972**

ITEM NUMBER:431219 1 DISTRICT:01

ROADWAY ID:01010000

FUND

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

CODE 2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SL 649,405

**TOTAL 431219 1 649,405**

**TOTAL 431219 1 649,405**

ITEM NUMBER:431316 1 PROJECT DESCRIPTION:US 41/TAMIAMI TRAIL FROM CROSS STREET TO COCHRAN BLVD \*NON-SIS\* DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:RESURFACING

ROADWAY ID:01010000 PROJECT LENGTH: 5.485MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND

CODE 2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA -10,405

**TOTAL 431316 1 -10,405**

**TOTAL 431316 1 -10,405**

ITEM NUMBER:434965 2 DISTRICT:01

ROADWAY ID:01560000

FUND

PROJECT DESCRIPTION:HARBORVIEW ROAD FROM MELBOURNE RD TO I-75

COUNTY:CHARLOTTE

PROJECT LENGTH: 2.445MI

\*NON-SIS\* TYPE OF WORK:ADD LANES & RECONSTRUCT

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

CODE 2020

|  |  |  |
| --- | --- | --- |
| PHASE: PRELIMINARY ENGINEE | ING / RESPONSIBLE AGENCY: MANAGED BY FDOT |  |
| CM |  | 73,036 |
| GFSL |  | 2,385,986 |
| **TOTAL 434965 2** |  | **2,459,022** |
| **TOTAL 434965 2** |  | **2,459,022** |

PAGE **3** FLORIDA DEPARTMENT OF TRANSPORTATION

OFFICE OF WORK PROGRAM

DATE RUN: 10/01/2020 TIME RUN: 09.29.25

CHARLOTTE-PUNTA GORDA MPO

ANNUAL OBLIGATIONS REPORT

================

**HIGHWAYS**

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MBROBLTP

ITEM NUMBER:434988 1 PROJECT DESCRIPTION:US 41 FROM SOUTH OF RIO VILLA DR TO AIRPORT RD \*NON-SIS\*

DISTRICT:01 ROADWAY ID:01010000

FUND

COUNTY:CHARLOTTE

PROJECT LENGTH: .937MI

TYPE OF WORK:LIGHTING

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

CODE 2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SL -1,771

**TOTAL 434988 1 -1,771**

**TOTAL 434988 1 -1,771**

ITEM NUMBER:435390 1 PROJECT DESCRIPTION:US 41 FROM MIDWAY BLVD TO ENTERPRISE DR \*NON-SIS\* DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:SIDEWALK

ROADWAY ID:01010000 PROJECT LENGTH: 2.772MI LANES EXIST/IMPROVED/ADDED: 6/ 2/ 0

FUND

CODE 2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SL 2,860,757

**TOTAL 435390 1 2,860,757**

**TOTAL 435390 1 2,860,757**

ITEM NUMBER:436563 1 PROJECT DESCRIPTION:NORTH JONES LOOP RD FROM BURNT STORE ROAD TO PIPER ROAD \*NON-SIS\* DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:PD&E/EMO STUDY

ROADWAY ID:01511000 PROJECT LENGTH: 1.805MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND

CODE 2020

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SL 136,940

SN 429,558

**TOTAL 436563 1 566,498**

**TOTAL 436563 1 566,498**

ITEM NUMBER:436597 1 PROJECT DESCRIPTION:SR 776 FROM NORTH OF PLACIDA RD/PINE ST/CR 775 TO SPINNAKER BLVD \*NON-SIS\* DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:RESURFACING

ROADWAY ID:01050000 PROJECT LENGTH: 3.178MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND

CODE 2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

NHRE 619,570

|  |  |
| --- | --- |
| SA | 1,302,016 |
| SL | 2,879,464 |
| **TOTAL 436597 1** | **4,801,050** |
| **TOTAL 436597 1** | **4,801,050** |

PAGE **4** FLORIDA DEPARTMENT OF TRANSPORTATION

OFFICE OF WORK PROGRAM

DATE RUN: 10/01/2020 TIME RUN: 09.29.25

CHARLOTTE-PUNTA GORDA MPO

ANNUAL OBLIGATIONS REPORT

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**HIGHWAYS**

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MBROBLTP

ITEM NUMBER:438378 1 PROJECT DESCRIPTION:SR 776 FROM FLAMINGO BLVD TO SAM'S CLUB ENTRANCE \*NON-SIS\*

DISTRICT:01 ROADWAY ID:01050000

FUND

COUNTY:CHARLOTTE

PROJECT LENGTH: 1.185MI

TYPE OF WORK:INTERSECTION IMPROVEMENT LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

CODE 2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

HSP 1,063,591

**TOTAL 438378 1 1,063,591**

**TOTAL 438378 1 1,063,591**

ITEM NUMBER:440268 1 DISTRICT:01

PROJECT DESCRIPTION:SR 45 (US 41) FROM AIRPORT RD TO CARMALITA ST

COUNTY:CHARLOTTE TYPE OF WORK:RESURFACING

\*NON-SIS\*

ROADWAY ID:01010000 PROJECT LENGTH: .880MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND

CODE 2020

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF PUNTA GORDA

SL 150,000

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SL 1,000

**TOTAL 440268 1 151,000**

**TOTAL 440268 1 151,000**

ITEM NUMBER:440442 1 PROJECT DESCRIPTION:SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR \*NON-SIS\* DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:SIDEWALK

ROADWAY ID:01010000 PROJECT LENGTH: 2.652MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND

CODE 2020

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

TALL 167,506

TALT 273,916

**TOTAL 440442 1 441,422**

**TOTAL 440442 1 441,422**

ITEM NUMBER:440670 1 PROJECT DESCRIPTION:US 41 (SR 45) FROM CARMALITA STREET TO MARION AVENUE \*NON-SIS\* DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:TRAFFIC SIGNALS

ROADWAY ID:01010000 PROJECT LENGTH: .490MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND

CODE 2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

|  |  |
| --- | --- |
| HSP | 1,207,986 |
| SL | 15,174 |
| **TOTAL 440670 1** | **1,223,160** |
| **TOTAL 440670 1** | **1,223,160** |

PAGE **5** FLORIDA DEPARTMENT OF TRANSPORTATION

OFFICE OF WORK PROGRAM

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CHARLOTTE-PUNTA GORDA MPO

ANNUAL OBLIGATIONS REPORT

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**HIGHWAYS**

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MBROBLTP

ITEM NUMBER:441950 1 PROJECT DESCRIPTION:SR 31 FROM CR 74 TO CR 74 \*SIS\* DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:ROUNDABOUT

ROADWAY ID:01030000 PROJECT LENGTH: .239MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND

CODE 2020

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

GFSN 218,016

|  |  |
| --- | --- |
| SN | 981,984 |
| **TOTAL 441950 1** | **1,200,000** |
| **TOTAL 441950 1** | **1,200,000** |
| **TOTAL DIST: 01** | **15,660,087** |
| **TOTAL HIGHWAYS** | **15,660,087** |

# SECTION – X

##### TIP AMENDMENTS

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

X‐1

# APPENDIX – A

**ACRONYMS**

|  |  |
| --- | --- |
| **FTA** | Federal Transit Administration |
| **FTC** | Florida Transportation Commission |
| **FTP** | Florida Transportation Plan |
| **FY** | Fiscal Year |
| **GA** | General Aviation |
| **GIS** | Geographic Information Systems |
| **IT** | Information Technology |
| **ITS** | Intelligent Transportation System |
| **IMS** | Incident Management System |
| **ISTEA** | Intermodal Surface Transportation Efficiency Act of 1991 |
| **JARC** | Job Access and Reverse Commute |
| **JPA** | Joint Participation Agreement |
| **LAP** | Local Area Program |
| **LCB** | Local Coordinating Board |
| **LOS** | Level of Service |
| **LRTP** | Long Range Transportation Plan |
| **MOA** | Memorandum of Agreement |
| **M&O** | Maintenance and Operations |
| **MPA** | Metropolitan Planning Area |
| **MPO** | Metropolitan Planning Organization |
| **MPOAC** | Metropolitan Planning Organization Advisory Council |
| **NEPA** | National Environmental Policy |
| **NHS** | National Highway System |
| **NS/EW** | North South/East West |
| **PD&E** | Project Development and Environmental Study |
| **PE** | Preliminary Engineering (Design) |
| **PEA** | Planning Emphasis Area |
| **PL** | Planning |
| **PMS** | Pavement Management System |
| **PIP** | Public Involvement Plan |
| **PPP** | Public Participation Plan |
| **PTO** | Public Transportation Organization |
| **RFP** | Request for Proposal |
| **R/W , ROW** | Right of Way |
| **SAFETEA- LU** | Safe, Accountable, Flexible, Efficient, Transportation Equity Act- A Legacy for Users |
| **SEIR** | State environmental Impact Report |
| **SIB** | State Infrastructure Bank |
| **SIS** | Strategic Intermodal System |
| **SR** | State Route |
| **SRTS** | Safe Routes to School |
| **STIP** | Statewide Transportation Improvement Program |
| **STP** | Surface Transportation Program |
| **STTF** | State Transportation Trust Fund |

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| **AADT** | Average Annual Daily Traffic |
| **AASHTO** | American Association of State Highway and Transportation Officials |
| **ADA** | Americans with Disabilities Act |
| **ATMS** | Advanced Traffic Management System |
| **BOCC** | Board of County Commissioners |
| **BPAC** | Bicycle/Pedestrian Advisory Committee |
| **CAC** | Citizens Advisory Committee |
| **CCAA** | Charlotte County Airport Authority |
| **CDMS** | Crash Data Management System |
| **CFR** | Code of Federal Regulations |
| **CHHT** | Charlotte Harbor Heritage Trails Master Plan |
| **CIGP** | County Incentive Grant Program |
| **CIP** | Capital Improvements Program |
| **CM/TSM** | Congestion Mitigation/Transportation System Management. |
| **CMP** | Congestion Management Process |
| **CMS** | Congestion Management System |
| **COOP** | Continuity of Operation Plan |
| **CRA** | Community Redevelopment Agency |
| **CST** | Construction |
| **CTC** | Community Transportation Coordinator |
| **CTD** | Florida Commission for the Transportation Disadvantaged |
| **CTST** | Community Traffic Safety Team |
| **CUTS** | Coordinated Urban Transportation System |
| **DPTO** | Department of Public Transportation Organization |
| **EST** | Environmental Screening Tool |
| **ETAT** | Environmental Technical Advisory Team |
| **ETDM** | Efficient Transportation Decision Making |
| **FAC** | Florida Administrative Code |
| **FAP** | Federal Aid Program |
| **FAA** | Federal Aviation Administration |
| **FDOT** | Florida Department of Transportation |
| **FGTS** | Florida Greenways and Trails System |
| **FHWA** | Federal Highway Administration |
| **FIHS** | Florida Intrastate Highway System |
| **FS** | Florida Statutes |
| **FSUTMS** | Florida Standard Urban Transportation Model Structure |

**FDOT FUNDING CODES**

|  |  |
| --- | --- |
| **SWFRPC** | Southwest Florida Regional Planning Council |
| **TAC** | Technical Advisory Committee |
| **TAZ** | Traffic Analysis Zone |
| **TD** | Transportation Disadvantaged |
| **TDM** | Transportation Demand Management |
| **TDP** | Transit Development Plan |
| **TDSP** | Transportation Disadvantaged Service Plan |
| **TEA-21** | Transportation Equity Act for the 21st Century |
| **TIP** | Transportation Improvement Program |
| **TMA** | Transportation Management Area |
| **TRB** | Transportation Research Board |
| **TRIP** | Transportation Regional Incentive Program |
| **TSM** | Transportation System Management |
| **UPWP** | Unified Planning Work Program |
| **USC** | United States Code |
| **USDOT** | United States Department of Transportation |
| **UZA** | Urbanized Area |
| **VMT** | Vehicle Miles Traveled |
| **VPD** | Vehicles Per Day |
| **YOE** | Year of Expenditure |

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| --- | --- |
| **ACSA** | ADVANCE CONSTRUCTION (SA) |
| **ACSL** | ADVANCE CONSTRUCTION (SL) |
| **ACSN** | ADVANCE CONSTRUCTION (SN) |
| **ACTL** | ADVANCE CONSTRUCTION TALL |
| **ACTN** | ADVANCE CONSTRUCTION TALN |
| **CM** | CONGESTION MITIGATION - AQ |
| **D** | UNRESTRICTED STATE PRIMARY |
| **DDR** | DISTRICT DEDICATED REVENUE |
| **DIH** | STATE IN-HOUSE PRODUCT SUPPORT |
| **DIS** | STRATEGIC INTERMODAL SYSTEM |
| **DITS** | STATEWIDE ITS - STATE 100%. |
| **DPTO** | STATE - PTO |
| **DRA** | REST AREAS - STATE 100% |
| **DS** | STATE PRIMARY HIGHWAYS & PTO |
| **DU** | STATE PRIMARY/FEDERAL REIMB |
| **DWS** | WEIGH STATIONS - STATE 100% |
| **FAA** | FEDERAL AVIATION ADMIN |
| **FTA** | FEDERAL TRANSIT ADMINISTRATION |
| **GFSL** | GF STPBG <200K<5K (SMALL URB) |
| **GFSN** | GF STPBG <5K (RURAL) |
| **GMR** | GROWTH MANAGEMENT FOR SIS |
| **LF** | LOCAL FUNDS |
| **PL** | METRO PLAN (85% FA; 15% OTHER) |
| **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**