

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION



TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021/2022 - 2025/2026

May 17, 2021

The preparation of this document has been financed in part through a grant from The U.S. Department of Transportation (Federal Highway Administration)

In cooperation with

The Florida Department of Transportation,

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

TABLE OF CONTENTS
CC-PG MPO TRANSPORTATION IMPROVEMENT PROGRAM
FY 2021/2022- 2025/2026

SECTION - I	I
RESOLUTION.....	I-1

SECTION - II..... II

EXECUTIVE SUMMARY.....	II-1
PURPOSE	II-1
FINANCIAL PLAN.....	II-1
PROJECT SELECTION	II-2
CONSISTENCY WITH OTHER PLANS.....	II-2
PROJECT PRIORITIES	II-2
TABLE -1 CHARLOTTE COUNTY-PUNTA GORDA MPO HIGHWAY PROJECT PRIORITIES 2020	II-3
TABLE - 2 TRANSPORTATION SYSTEM MANAGEMENT/ CONGESTION MITIGATION PROJECTS 2020.....	II-4
REGIONAL MULTI-MODAL TRANSPORTATION SYSTEM PROJECT PRIORITIES.....	II-5
TABLE - 3 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS	II-6
TABLE - 4 REGIONAL HIGHWAY TRANSPORTATION SYSYTEM PROJECT PRIORITIES - SARASOTA MANATEE	II-7
TABLE – 5 JOINT REGIONAL TRAILS PROJECT PRIORITY LIST CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO.....	II-8
TABLE – 6 REGIONAL HIGHWAY TRANSPORTATION SYSYTEM PROJECT PRIORITIES – LEE MPO.....	II-9
TABLE – 7 REGIONAL HIGHWAY PROJECT PRIORITIES.....	II-10
MAJOR PROJECTS IMPLEMENTED/IN PROGRESS/DELAYED/DELETED/ADDED.....	II-11
MAJOR PROJECTS IN PROGRESS.....	II-11
2022 THROUGH 2026 SUMMARY OF ADDITIONS, RESCHEDULING ANDDELETIONS.....	II-12
PUBLIC INVOLVEMENT.	II-13
PREVIOUS CONFORMING PROJECTS	II-13
CERTIFICATION	II-13

SECTION IIIIII

PROJECT LOCATION MAP.....	III-1
---------------------------	-------

SECTION IV.....IV

PROJECTS LISTING FOR FIVE FISCAL YEARS INCLUDING FUNDING SUMMARY.....	IV-1
PROJECTS ON THE STRATEGIC INTERMODAL SYSTEM (SIS).....	IV-1
NON-SIS PROJECTS.....	IV-2
TIP FISCAL CONSTRAINT-PROJECTED AVAILABLE REVENUE.....	IV-2
5 YEAR TIP FUNDING SUMMARY.	IV-3
PERFORMANCE MEASURES	IV-4
BACKGROUND	IV-5

SAFETY MEASURES (PM1)	IV-6
PAVEMENT AND BRIDGE CONDITION MEASURES (PM2).....	IV-11
SYSTEM PERFORMANCE, FREIGHT, AND CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3)	IV-17
LOTTR MEASURES	IV-17
TTTR MEASURE.....	IV-17
SYSTEM PERFORMANCE AND FREIGHT TARGETS.....	IV-19
TRANSIT ASSET MANAGEMENT AND CAPITAL ASSET STATE OF GOOD REPAIR.	IV-21
TRANSIT SAFETY PERFORMANCE.....	IV-36
TENTATIVE WORK PROGRAM REPORT HIGHWAYS.....	IV-39
MAINTENANCE PROJECTS.	IV- 52
MISCELLANEOUS	IV- 54
 SECTION V	 V
CHARLOTTE COUNTY CAPITAL IMPROVEMENTS PROGRAM.....	V-1
 SECTION VI.....	 VI
CITY OF PUNTA GORDA CAPITAL IMPROVEMENTS PROGRAM.....	VI-1
 SECTION VII	 VII
TRANSIT AND PLANNING PROJECTS.....	VII-1
TRANSPORTATION PLANNING.....	VII-5
 SECTION VIII.....	 VIII
AVIATION PROJECTS	VIII-1
 SECTION IX.....	 IX
2020 FEDERAL OBLIGATIONS	IX-1
 SECTION X	 X
TIP AMENDMENTS	X-1
 APPENDIX - A	 A
ACRONYMS AND FDOT FUNDING CODES.....	A-1
 APPENDIX- B	 B
PUBLIC COMMENTS.....	B

SECTION – I



**RESOLUTION
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 Transportation Improvement Program; and

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

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

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

NOW THEREFORE, BE IT RESOLVED, by the Charlotte County-Punta Gorda Metropolitan Planning Organization Board that the Transportation Improvement Program for 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:

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

By: _____

Gary D. Harrell

Designated Clerk of the MPO Board

By: _____

Janette S. Knowlton, County Attorney

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.ccmppo.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.ccmppo.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	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	CHARLOTTE COUNTY	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	CHARLOTTE COUNTY	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	CHARLOTTE COUNTY	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	CITY OF PUNTA GORDA	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	CHARLOTTE COUNTY	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				ROW - Right-Of- Way										New Project
		PD&E - Project Development & Environmental				CST - Construction										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	JURISDICTION	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						ROW - Right-Of-Way				New Project				
		PD&E - Project Development & Environmental						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.

TABLE 3

2020 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS

2020 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS																
RANK	FPN#	PROJECT NAME	FROM	TO	JURISDICTION	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	NJones 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		US 41 Eastside ^{1,2}	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		US 41 Eastside ^{1,2}	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		US 41 Westside ^{1,2}	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		Harbor Walk Phase IV ¹	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 Esplanade from Maude St to Berry St, FY21/22 \$367,208 – Construction (Changed scope)
10		US 41 NB ¹	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											

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 Programmed	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

2040 LONG RANGE TRANSPORTATION PLAN (LRTP) COST FEASIBLE PRIORITIES
Regional Roadway Investments

The regional roadway system includes roads that facilitate accessibility to the region's economic anchors, such as the downtowns, the port, and other key economic activity centers. These are the highest priority regional projects identified as financially feasible in the 2040 Long Range Transportation Plan (LRTP).

	Regional Roadway Rank	Local Requesting Jurisdiction	Project/Facility	Limits	Description of improvement	Phase Requested	Performance Measure	
							Score	Rank
Advancing	1	Manatee County	15th St East/ 301 Blvd (Center)	Magellan Drive to 49th Ave E	Multi Modal Capacity	Right of Way	7.00	3
	2	Manatee County	15th St East/ 301 Blvd (North)	49th Ave E to US 41	Multi Modal Capacity	Right of Way	6.65	6
	3	Manatee County	15th St East/ 301 Blvd (South)	From Tallevast Rd to Magellan	Multi Modal Intersection Improvements	Right of Way	5.40	23
New	4	Sarasota County	TRIP: River Road (Phase 1)	US 41 to north of West Villages Pkwy	Multi Modal Intersection Improvements	Construction	5.70	20
	5	Sarasota County	River Road (Phase 2)	West Villages Pkwy to Center Road	Multi Modal Intersection Improvements	Right of Way	3.85	45
	6	Sarasota County	River Road (Phase 3)	Center Road to I-75	Multi Modal Capacity	Right of Way	3.75	48
	7	North Port	Price Boulevard	Sumter to North Port High School/ Heron Creek *	Multi Modal Capacity	Project Development & Environment	3.40	55

*Limit change requires LRTP amendment

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

FLORIDA DEPARTMENT OF TRANSPORTATION
5 YEAR TRANSPORTATION WORK PROGRAM
FY 2022 THROUGH FY 2026 SUMMARY OF ADDITIONS, RESCHEDULINGS AND DELETIONS
Charlotte County

FPN #	Page #	Category	Description	Phase Description	Old Year	New Year	Sum of OLD Snapshot	Sum of NEW Snapshot	Comments
4101141	3	ADDITIONS	CHARLOTTE COUNTY - PUNTA GORDA MPO TRANSIT PLANNING -5305(D)	Planning		2026		\$93,434	New 5th year funding
4101191	3	ADDITIONS	CHARLOTTE COUNTY TRANSIT FTA SECTION 5311 OPERATING ASSISTANCE	Operations		2026		\$165,600	New 5th year funding
4101381	3	ADDITIONS	CHARLOTTE COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE	Operations		2026		\$950,374	New 5th year funding
4101451	3	ADDITIONS	CHARLOTTE COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE SMALL URBAN	Capital		2026		\$1,544,954	New 5th year funding
4126651	7	ADDITIONS	CHARLOTTE COUNTY TRAFFIC SIGNALS REIMBURSEMENT	Operations		2026		\$338,170	New 5th year funding
4130427	8	DEFERS	I-75 (SR 93) AT N JONES LOOP ROAD INTERCHANGE	Construction	2023	2024	\$1,211,801	\$1,214,043	Landscaping Project; Deferred 1 year
4136251	9	ADDITIONS	PUNTA GORDA TRAFFIC SIGNALS REIMBURSEMENT	Operations		2026		\$131,741	New 5th year funding
4349652	7	DELETIONS	HARBORVIEW ROAD FROM MELBOURNE RD TO I-75	Right of Way	2023		\$9,789,848	\$0	Moved to FPN# 4349653
	7	DELETIONS	HARBORVIEW ROAD FROM MELBOURNE RD TO I-75	Utilities	2026		\$900,000	\$0	Moved to FPN# 4349653
4349653	8	ADDITIONS	HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST	Construction		2026	\$0	\$19,098,564	Segmented due to overall cost and limits
	8	ADDITIONS	HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST	Right of Way		2023	\$0	\$7,010,000	Segmented due to overall cost and limits
	8	ADDITIONS	HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST	Utilities		2026	\$0	\$12,900,000	Segmented due to overall cost and limits
4371051	8	ADDITIONS	CHARLOTTE TMC OPS FUND COUNTY WIDE	Operations		2026		\$90,000	New 5th year funding
4382621	11	DEFERS	SR 45 (US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD	Construction	2025	2026	\$4,452,174	\$4,442,011	Deferred per Executive Management Direction
	11	DEFERS	SR 45 (US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD	Construction	2026	Out	\$4,442,011	\$0	Deferred per Executive Management Direction
4390051	8	ADDITIONS	I-75 (SR 93) AT US 17	Construction		2022		\$1,026,000	Landscaping Project
4393165	15	ADDITIONS	CHARLOTTE CTY/PUNTA GORDA FY24/25 - FY25/26 UPWP	Planning		2026		\$456,791	New 5th year funding
4404421	10	DEFERS	SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR	Construction	2024	2025	\$6,090,709	\$6,084,695	Deferred per Executive Management Direction
	10	DEFERS	SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR	Utilities	2024	2025	\$1,000,000	\$1,000,000	Deferred per Executive Management Direction
	10	DEFERS	SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR	Construction	2025	2026	\$6,084,695	\$6,264,780	Deferred per Executive Management Direction
	10	DEFERS	SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR	Utilities	2025	2026	\$1,000,000	\$1,000,000	Deferred per Executive Management Direction
4415241	13	ADDITIONS	TAMIAMI TRAIL (SR 45) FROM WILLIAM ST TO PEACE RIVER BRIDGE	Right of Way		2022	\$0	\$160,000	Resurfacing Project
	13	DEFERS	TAMIAMI TRAIL (SR 45) FROM WILLIAM ST TO PEACE RIVER BRIDGE	Construction	2022	2024	\$2,405,740	\$5,989,754	Deferred for RoW
4419501	9	ADDITIONS	SR 31 FROM CR 74 TO CR 74	Construction		2026	\$0	\$4,394,165	Construction Phase programmed
	9	DEFERS	SR 31 FROM CR 74 TO CR 74	Right of Way	2021	2022	\$485,000	\$513,319	RoW deferred 1 year
4419791	5	ADDITIONS	CHARLOTTE COUNTY TRANSIT FTA SECTION 5307 OPERATING SMALL URBAN	Operations		2026		\$1,534,874	New 5th year funding
4419801	5	ADDITIONS	CHARLOTTE COUNTY TRANSIT FTA SECTION 5339 SMALL URBAN SS	Capital		2026		\$634,670	New 5th year funding
4449071	11	ADDITIONS	SR 776 (EL JOBEAN RD) FROM MYAKKA RIVER TO MURDOCK CIRCLE	Construction		2026	\$0	\$852,000	Landscaping Project
4465941	-	DEFERS	SR 776 (MCCALL RD) FROM CR 775 (PINE ST) TO SPINNAKER BLVD	Project Development & Environment	2025	Out	\$2,001,000	\$0	Deferred per Executive Management Direction
4478521	12	ADDITIONS	STRUCTURAL STEEL BRIDGE PAINTING AT VARIOUS LOCATIONS	Construction		2022	\$0	\$1,181,701	Bridge Repair/Rehab

-Changes from Adopted Work Program (July 2020) to 12/17/2020 Snapshot

- Additional changes from 12/17/2020 Snapshot to 01/21/2021 Snapshot

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.ccmmpo.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



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.

HIGHWAYS

#	FPN	FACILITY	Phase	Fund	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
1	4436021	CAPE HAZE PIONEER TR FROM MYAKKA STATE FOREST TO US41(SR45)TAMIAMI TR Desc: BIKE PATH/TRAIL Project Length : 8.201 Begin Mile Post : 7.013 End Mile Post: 15.214	PDE	DIH	\$0	\$0	\$1,000	\$0	\$0
			Project Total:		\$0	\$0	\$1,000	\$0	\$0
2	4351052	CR 765A (TAYLOR RD) FROM N JONES LOOP TO AIRPORT RD PHASE I Desc: SIDEWALK Project Length : 2.920 Begin Mile Post : 0.675 End Mile Post: 3.595	PE	TALL	\$0	\$0	\$491,844	\$0	\$0
			PE	TALT	\$0	\$0	\$164,677	\$0	\$0
			Project Total:		\$0	\$0	\$656,521	\$0	\$0
3	4349652	HARBORVIEW ROAD FROM MELBOURNE ST TO I-75 Desc: ADD LANES & RECONSTRUCT Project Length : 2.799 Begin Mile Post : 0.890 End Mile Post: 3.335	ENV	TALT	\$0	\$0	\$10,000	\$0	\$0
			Project Total:		\$0	\$0	\$10,000	\$0	\$0
4	4349653	HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST Desc: ADD LANES & RECONSTRUCT Project Length : 1.181 Begin Mile Post : 0.890 End Mile Post: 1.981	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
5	4381571	HARBORWALK PHASE II- WEST RETTA ESPLANDE FROM MAUDE ST TO BERRY ST Desc: SIDEWALK Project Length : 0.400 Begin Mile Post : 0.000 End Mile Post: 0.400	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
6	4130427	I-75 (SR 93) AT N JONES LOOP ROAD INTERCHANGE Desc: LANDSCAPING Project Length : 1.155 Begin Mile Post : 11.500 End Mile Post: 12.100	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

#	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)	CST	DDR	\$0	\$955,743	\$0	\$0	\$0
		Desc: LANDSCAPING	CST	DIH	\$0	\$52,700	\$0	\$0	\$0
		Project Length : 0.640 Begin Mile Post : 20.770 End Mile Post: 21.410	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
		Desc: LANDSCAPING Project Length : 0.470 Begin Mile Post : 14.690 End Mile Post: 15.160	Project Total:		\$1,026,000	\$0	\$0	\$0	\$0
9	4420981	I-75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE	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 Desc: ROUNDABOUT Project Length : 0.239 Begin Mile Post : 12.008 End Mile Post: 12.247	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
11	4415631	SR 35 (US 17) FROM WASHINGTON LOOP ROAD TO DESOTO COUNTY LINE Desc: RESURFACING Project Length : 0.239 Begin Mile Post : 12.008 End Mile Post: 12.247	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

#	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	CST	ACSL	\$2,782,920	\$0	\$0	\$0	\$0
		Desc: RESURFACING	CST	SL	\$129,294	\$0	\$0	\$0	\$0
		Project Length : 0.800 Begin Mile Post : 12.489 End Mile Post: 13.289	Project Total:		\$2,912,214	\$0	\$0	\$0	\$0
13	4404421	SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR Desc: SIDEWALK Project Length : 2.652 Begin Mile Post : 19.668 End Mile Post: 22.320	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
14	4382621	SR 45 (US 41) TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD Desc: SIDEWALK Project Length : 2.136 Begin Mile Post : 17.532 End Mile Post: 19.668	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

#	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	CST	DDR	\$5,578,361	\$0	\$0	\$0	\$0
		Desc: RESURFACING	CST	DIH	\$51,300	\$0	\$0	\$0	\$0
		Project Length : 4.112 Begin Mile Post : 7.710 End Mile Post: 11.822	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
16	4449071	SR 776 (EL JOBEAN RD) FROM MYAKKA RIVER TO MURDOCK CIRCLE	CST	DDR	\$0	\$0	\$0	\$0	\$852,000
		Desc: LANDSCAPING	Project Total:		\$0	\$0	\$0	\$0	\$852,000
		Project Length : 5.681 Begin Mile Post : 11.403 End Mile Post: 17.084							
17	4463401	SR 776 (EL JOBEAN RD) AT FLAMINGO BLVD	CST	CM	\$0	\$0	\$0	\$756,582	\$0
		Desc: INTERSECTION IMPROVEMENT	CST	SL	\$0	\$0	\$0	\$703,418	\$0
		Project Length : 0.004 Begin Mile Post : 15.820 End Mile Post: 15.824	Project Total:		\$0	\$0	\$0	\$1,460,000	\$0
18	4463931	SR 776 AT CHARLOTTE SPORTS PARK	PE	LF	\$0	\$0	\$0	\$50,000	\$0
		Desc: ADD RIGHT TURN LANE(S)	PE	SL	\$0	\$0	\$0	\$101,000	\$0
		Project Length : 0.004 Begin Mile Post : 15.079 End Mile Post: 15.083	Project Total:		\$0	\$0	\$0	\$151,000	\$0
19	4454751	SR 776 FROM MYAKKA RIVER TO WILLOWBEND DR	CST	DDR	\$0	\$1,795,420	\$0	\$0	\$0
		Desc: RESURFACING	CST	DIH	\$0	\$1,054	\$0	\$0	\$0
		Project Length : 1.761 Begin Mile Post : 11.403 End Mile Post: 13.164	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
20	4415171	SR 776 FROM PINEDALE DRIVE TO MYAKKA RIVER	CST	DS	\$1,274,592	\$0	\$0	\$0	\$0
		Desc: RESURFACING	CST	DDR	\$5,404,014	\$0	\$0	\$0	\$0
		Project Length : 1.923 Begin Mile Post : 9.260 End Mile Post: 11.183	ENV	DDR	\$80,000	\$0	\$0	\$0	\$0
			Project Total:		\$6,758,606	\$0	\$0	\$0	\$0

#	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
22	4465961	US 17 FROM US 41 (SR 35) NB TO COOPER ST (SR 35) Desc: TRANSPORTATION PLANNING Project Length : 0.776 Begin Mile Post : 0.708 End Mile Post: 1.484	PDE	DIH	\$0	\$0	\$0	\$1,000	\$0
			PDE	SL	\$0	\$0	\$0	\$290,000	\$0
			Project Total:		\$0	\$0	\$0	\$291,000	\$0
23	4463391	US 41 (SR 45) AT S FORK ALLIGATOR CREEK Desc: PEDESTRIAN/WILDLIFE OVERPASS Project Length : 0.022 Begin Mile Post : 9.841 End Mile Post: 9.863	PE	TALL	\$0	\$0	\$0	\$290,000	\$0
			Project Total:		\$0	\$0	\$0	\$290,000	\$0
24	4463911	US 41 (SR 45) FROM KINGS HWY TO PEACE RIVER BRIDGE Desc: TRANSPORTATION PLANNING Project Length : 1.230 Begin Mile Post : 15.295 End Mile Post: 16.029	PLN	SL	\$0	\$0	\$0	\$150,000	\$0
			Project Total:		\$0	\$0	\$0	\$150,000	\$0

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

Non-SIS projects

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

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

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	2010-2014	2011-2015	2012-2016	2013-2017
Number of Fatalities	22.8	21.0	21.4	22.4	24.2
Rate of Fatalities per 100 Million VMT	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 per 100 Million VMT	7.555	6.864	6.128	5.668	4.898
Number Non-Motorized Fatalities and Serious Injuries	24.2	23	21.4	20.4	20.6

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.

CHARLOTTE COUNTY/PUNTA GORDA (MPO) - NHS STRUCTURES					07:
RANK	# BRIDGES	% BRIDGES	DECK AREA	% DECK AREA	
2-FAIR	11.00	22.92	608,384.27	31.35	
3-GOOD	37.00	77.08	1,332,130.25	68.65	
TOTAL	48.00	100.00	1,940,514.52	100.00	

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 (2019)	Statewide 4-year Target (2021)	MPO Performance (2017 Baseline)
Percent of Interstate pavements in good condition	66.1%	n/a	60%	70.6%
Percent of Interstate pavements in poor condition	0.0%	n/a	5%	0.0%
Percent of non-Interstate NHS pavements in good condition	44.0%	40%	40%	47.1%
Percent of non-Interstate NHS pavements in poor condition	0.4%	5%	5%	1.1%
Percent of NHS bridges (by deck area) in good condition	67.7%	50%	50%	72%
Percent of NHS bridges (by deck area) in poor condition	1.2%	10%	10%	1%

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.

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)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

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	Statewide Performance (2017 Baseline)	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)	MPO Performance (2017 Baseline)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	82.2%	75.0%	70.0%	N/A
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84.0%	n/a	50.0%	N/A
Truck travel time reliability 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 programmed for construction on SR 31 and CR 74 which is a high crash intersection involving freight and other vehicles.

The MPO continually seeks improvements to the freight system through the project prioritization 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 Transit ²
	Levy County Transit
	Nassau County Transit
	Ride Solution
	Suwannee River Economic Council
	Suwannee Valley Transit Authority
3	Big Bend Transit ²
	Calhoun Transit
	Gulf County ARC

	JTRANS
	Liberty County Transit
	Tri-County Community Council
	Wakulla Transit
4	<i>No participating providers</i>
5	Marion Transit
	Sumter Transit
6	Key West Transit
7	<i>No participating providers</i>

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

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

Charlotte County Transit

Transit Asset management Plan

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

Capital Asset Inventory

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

Table IV-10 Capital Asset Inventory Summary

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

Condition Assessment

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

Table IV-11 Asset Condition Inventory Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
Revenue Vehicles	41	5.3	94,687	N/A	\$94,057.41	29%
<i>AB - Articulated Bus</i>	0	-	-	N/A	-	-
<i>AO - Automobile</i>	1	5.0	18,869	N/A	\$25,980.00	0%
<i>BR - Over-the-road Bus</i>	0	-	-	N/A	-	-
<i>BU - Bus</i>	0	-	-	N/A	-	-
<i>CU - Cutaway Bus</i>	15	8.1	162,761	N/A	\$143,531.80	47%
<i>DB - Double Decked Bus</i>	0	-	-	N/A	-	-
<i>FB - Ferryboat</i>	0	-	-	N/A	-	-
<i>MB - Mini-bus</i>	20	2.5	47,568	N/A	\$71,988.95	0%
<i>MV - Mini-van</i>	2	9.0	78,315	N/A	\$66,222.00	100%
<i>RT - Rubber-tire Vintage Trolley</i>	0	-	-	N/A	-	-
<i>SB - School Bus</i>	0	-	-	N/A	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	N/A	-	-
<i>TB - Trolleybus</i>	0	-	-	N/A	-	-
<i>VN - Van</i>	3	8.0	104,634	N/A	\$35,058.00	100%
<i>Custom 1</i>	0	-	-	N/A	-	-
<i>Custom 2</i>	0	-	-	N/A	-	-
<i>Custom 3</i>	0	-	-	N/A	-	-
Equipment	3	6.3	0	N/A	\$116,776.33	100%
<i>Non Revenue/Service Automobile</i>	0	-	-	N/A	-	-
<i>Steel Wheel Vehicles</i>	0	-	-	N/A	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	0	-	-	N/A	-	-
<i>Bus Lift</i>	1	9.0	0	N/A	\$23,831.00	0%
<i>Data Equipment</i>	2	5.0	N/A	N/A	\$163,249.00	50%
<i>Custom 3</i>	0	-	-	N/A	-	-
Facilities	1	5.5	N/A	4.5	\$387,850.00	N/A
<i>Administration</i>	0	-	N/A	-	-	N/A
<i>Maintenance</i>	0	-	N/A	-	-	N/A
<i>Parking Structures</i>	0	-	N/A	-	-	N/A
<i>Passenger Facilities</i>	0	-	N/A	-	-	N/A
<i>Parking Lot</i>	1	9.0	N/A	4.0	\$18,878.00	N/A
<i>Bush Wash</i>	0	-	N/A	-	-	N/A

Decision Support

Investment Prioritization

Maintain capital investment levels and develop requirements for long-term funding requirement as population and projects are completed. Transit Operations Coordinators use their best judgement to prioritize 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	Acquisition Year	Vehicle Mileage	Replacement Cost / Value
Revenue Vehicles	CU - Cutaway Bus	32415	IHC	Champion/Defender	1	1HVBTAAL3AH245032	31	2010	194,579	\$225,148.00
Revenue Vehicles	CU - Cutaway Bus	32416	IHC	Champion/Defender	1	1HVBTAAL5AH245033	31	2010	172,517	\$225,148.00
Revenue Vehicles	CU - Cutaway Bus	32417	IHC	Champion/Defender	1	1HVBTAAL7AH245034	31	2010	194,681	\$225,148.00
Revenue Vehicles	CU - Cutaway Bus	32418	IHC	Champion/Defender	1	1HVBTAAL4AH250644	31	2010	161,593	\$225,148.00
Revenue Vehicles	CU - Cutaway Bus	32419	IHC	Champion/Defender	1	1HVBTAAL9AH245035	31	2010	160,141	\$225,148.00
Revenue Vehicles	CU - Cutaway Bus	32664	IHC	Champion/Defender	1	1HVBTAAN3BH339009	31	2011	226,226	\$216,610.00
Revenue Vehicles	CU - Cutaway Bus	33474	Chevy C4500	Champion/Defender	1	1GB6G5BG7B1162979	26	2011	179,300	\$80,384.00
Revenue Vehicles	CU - Cutaway Bus	33475	Chevy C4500	Champion/Defender	1	1GB6G5BG1B1162721	26	2011	229,681	\$80,384.00
Revenue Vehicles	MV - Mini-van	33531	Dodge	Chrysler	1	2C4RDGDG6CR172457	17	2012	76,410	\$87,782.00
Revenue Vehicles	MV - Mini-van	33735	Dodge	Chrysler	1	2C4RDGDG2CR399547	17	2012	79,152	\$44,662.00
Revenue Vehicles	CU - Cutaway Bus	33756	Ford F-450	Goshen/Thor	1	1FDGF4GT6CEB62416	28	2012	204,061	\$86,197.00
Revenue Vehicles	CU - Cutaway Bus	33757	Ford F-450	Goshen/Thor	1	1FDGF4GT8CEB62417	28	2012	168,465	\$86,197.00
Revenue Vehicles	VN - Van	33776	Ford	E-250	1	1FTNE2EL7DDA72091	18	2013	125,810	\$35,058.00
Revenue Vehicles	VN - Van	33777	Ford	E-250	1	1FTNE2EL9DDA72092	18	2013	85,944	\$35,058.00
Revenue Vehicles	VN - Van	34059	Ford	E-250	1	1FTNE2EL2DDA72094	18	2013	101,155	\$35,058.00
Revenue Vehicles	CU - Cutaway Bus	34082	Ford F-450	Glaval/Sport	1	1FDGF4GT1DEB37361	26	2013	242,603	\$88,344.00
Revenue Vehicles	CU - Cutaway Bus	34083	Ford F-450	Glaval/Sport	1	1FDGF4GTXDDB37360	26	2013	226,764	\$88,344.00
Revenue Vehicles	AO - Automobile	35632	Ford	Taurus	1	1FAHP2H86GG138332	17	2016	18,321	\$25,980.00
Revenue Vehicles	MB - Mini-bus	36242	Ford	Transit Connect	1	1FDZX2CM0JKA36706	20	2018	77,422	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36243	Ford	Transit Connect	1	1FDZX2CM2JKA36707	20	2018	69,201	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36249	Ford	Transit Connect	1	1FDZX2CM2JKA36710	20	2018	76,369	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36250	Ford	Transit Connect	1	1FDZX2CM4JKA36708	20	2018	78,148	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36328	Ford	Transit Connect	1	1FDZX2CMXJKA36714	20	2018	84,521	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36332	Ford	Transit Connect	1	1FDZX2CM4JKA36711	20	2018	66,797	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36336	Ford	Transit Connect	1	1FDZX2CM8JKA36713	20	2018	63,217	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36347	Ford	Transit Connect	1	1FDZX2CM6JKA36709	20	2018	62,405	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36348	Ford	Transit Connect	1	1FDZX2CM6JKA36712	20	2018	63,130	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36506	Ford	Transit Connect	1	1FDVU4XV0JKB11846	22	2018	38,452	\$65,720.00
Revenue Vehicles	MB - Mini-bus	36806	Ford	Transit Connect	1	1FDVU4XV0KKA11652	22	2019	23,032	\$65,720.00
Revenue Vehicles	MB - Mini-bus	37342	Ford	Transit Connect	1	1FDVU4XV6KKB31553	22	2019	5,773	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37343	Ford	Transit Connect	1	1FDVU4XV8KKB31554	22	2019	3,261	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37345	Ford	Transit Connect	1	1FDVU4XV8KKB31555	22	2019	1,586	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37437	Ford	Transit Connect	1	1FDVU4XV8KKB31556	22	2019	1,187	\$79,651.00
Revenue Vehicles	CU - Cutaway Bus	37438	Ford	Odyssey	1	1FDFE4FS3KDC43871	23	2020	5,797	\$100,259.00
Revenue Vehicles	MB - Mini-bus	37440	Ford	Transit Connect	1	1FDVU4XV8KKB31558	22	2019	5,517	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37442	Ford	Transit Connect	1	1FDVU4XV8KKB31557	22	2019	1,698	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37443	Ford	Transit Connect	1	1FDVU4XV8KKB31559	22	2019	1,815	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37447	Ford	Transit Connect	1	1FDVU4XV8KKB31560	22	2019	2,287	\$79,651.00
Revenue Vehicles	MB - Mini-bus	37450	Ford	Transit Connect	1	1FDVU4XV8KKB31561	22	2019	1,037	\$79,651.00
Revenue Vehicles	CU - Cutaway Bus	37475	Ford	Odyssey	1	1FDFE4FS5KDC43872	23	2020	7,889	\$100,259.00
Revenue Vehicles	CU - Cutaway Bus	37481	Ford	Odyssey	1	1FDFE4FS5KDC45346	23	2020	8,682	\$100,259.00
Facilities	Parking Lot	Airport Road			1			2012		\$18,878.00
Facilities	Bush Wash	18000 Paulson						2019		\$756,822.00
Equipment	Bus Lift	Port Charlotte			1			2010		\$23,831.00
Equipment	Data Equipment	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	1FDGF4GTXD37360	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	1FDGF4GTXD37360	8	228,752	\$88,344.00	10	No
RevenueVehicle	CU - Cutaway Bus	37438	1	1FDFF4FS3KDC43871	1	15,177	\$100,259.00	10	No
RevenueVehicle	CU - Cutaway Bus	37475	1	1FDFF4FS5KDC43872	1	12,996	\$100,259.00	10	No
RevenueVehicle	CU - Cutaway Bus	37481	1	1FDFF4FS5KDC45346	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	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Bus Lift	Port charlotte	1		9		\$23,831.00	20	No
Equipment	Data Equipment	RouteMatch			8		\$268,558.00	5	Yes
Equipment	Data Equipment	RouteMatch			2		\$57,940.00	5	No

Appendix B: Asset Condition Data

B3: Facilities Assets

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

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>

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>

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

Transit Provider Coordination with States and MPOs

Key considerations for MPOs and transit agencies:

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

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

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

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

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

Table IV-12 Charlotte County Transit Safety Performance Targets

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

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

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

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

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

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

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
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

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

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

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

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

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

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

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

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

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

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

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

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

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/RDWHY/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/RDWHY/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/RDWHY/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/RDWHY/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

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

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/RDWHY/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/RDWHY/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

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.

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.

**GENERAL CONSTRUCTION FUND
CAPITAL IMPROVEMENTS PROGRAM
FY 2021 - FY 2025
(All figures in thousands of dollars)**

PROJECT IDENTIFICATION	Page#	TOTAL PROJECT COST	Prior Years' Funding*	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
GENERAL FUNDING:								
National Pollutant Discharge Elimination System	405	174	74	20	20	20	20	20
Storm Sewer Reconstruction	406	453	78	75	75	75	75	75
Bridge Repair	407	58	8	10	10	10	10	10
Drainage Improvements	408	3,254	1,754	300	300	300	300	300
Fire Apparatus Replacement	409	875	0	875	0	0	0	0
Laishley Park Playground & Interactive Fountain	410	50	50	**	0	0	0	0
Wooden Pathways & Pier Pilings	412	725	225	100	100	100	100	100
GENERAL FUNDING TOTAL				1,380	505	505	505	505
GRANT FUNDING:								
US 41 Complete Street - Airport to Carmalita (plus \$349,000 1% ST)	414	3,061	150	0	2,911	0	0	0
GRANT FUNDING TOTAL				0	2,911	0	0	0
PARK IMPACTS:								
Park Improvements	416	705	180	105	105	105	105	105
PARK IMPACTS TOTAL				105	105	105	105	105
MOBILITY IMPACTS (previously Transportation):								
Sidewalk Improvements	418	493	98	75	80	80	80	80
MOBILITY IMPACTS TOTAL				75	80	80	80	80
PUBLIC SAFETY IMPACTS:								
Public Safety Building Expansion	420	665	0	0	0	0	**	665
PUBLIC SAFETY IMPACTS TOTAL				0	0	0	0	665
SPECIAL USE FUND:								
Ponce de Leon Park - Redesign/Construction	381	700	700	0	**	0	0	0
SPECIAL USE FUND TOTAL				0	0	0	0	0
TOTAL FUNDED PROJECTS FY 2021 - FY 2025				1,560	3,601	690	690	1,355

* Prior Years' funding is included for projects that have additional funding FY 21-25 or may not be complete at 9/30/20

** Funding from another source - See CIP detail sheet

PROJECTS WITHIN CITY BOUNDARIES SCHEDULED BY OTHER AGENCIES
US 41 @ Carmalita St Extension

1% SALES TAX EXTENSION REQUEST
1% Sales Tax Infrastructure Projects Requested
UNFUNDED PROJECTS
(All figures in thousands of dollars)
Planning Period FY 2021 - FY 2027

PROPOSED 1% SALES TAX FUNDING (pending election) PROJECT IDENTIFICATION	Page#	Total Requested Funding	Previous Sales Tax Extension FUNDED	Estimated Grants	Estimated Impact Fees	Estimated Sales Tax Tier 1 Request	Estimated Sales Tax Tier 2 Request	Estimated Unidentified Funding Source
EXPENDITURES:								
Historic City Hall Preservation and Rehabilitation	423	4,120		512		2,953	655	
Freeman House Preservation	425	208				208		
Henry St Property Improvements	427	3,067			250	1,817	1,000	
Drainage Improvements - Boca Grande Area	385	4,152	1,076	100		2,076	900	
ADA Improvements-Citywide	391	1,668	889			779		
Historic District Infrastructure	429	2,788			500	1,038	1,250	
Henry Street Crosswalks	431	249				249		
Henry Street Sidewalks	433	156				156		
Bayfront Activity Center	435	343				343		
Public Safety Building Expansion	420	5,591			1,000	4,432	159	
Shreve Street Complete Street Improvements	387	355	225			130		
Complete Street - US 17 Improvements	437	3,019		2,500		519		
Traffic Signal - Burnt Store Rd and Home Depot	439	1,100					345	755
Complete Street - Cooper Street Improvements	389	3,397	397				991	2,009
PROPOSED 1% SALES TAX FUNDING TOTAL		30,213	2,587	3,112	1,750	14,700	5,300	2,764

City in conjunction with Charlotte County will pursue extension of 1% sales tax through voter process in November 2020;
possible millage rate increase in future years for priority projects may be needed.

OTHER UNFUNDED PROJECTS

SOURCE OF FUNDING UNIDENTIFIED PROJECT IDENTIFICATION	Page#	Total Requested Funding
Baynard/Vasco Sidewalk Improvements	441	400
Harborwalk East - Phase II	443	1,000
Bicycle Capital Improvement Program	445	1,200
Sidewalk Connections W Marion: Bal Harbor to Shreve	447	1,500
Harborwalk - US 41 NB Bridge Underpass Improvements	449	200
Virginia Ave. Complete St. Improvements - Harvey to US 41	451	800
Maud Street Angled Parking	453	275
Royal Ponciana Improvements Complete Street	455	2,500
Tropicana & Marion Sidewalk Enhancement	457	300
Historic District Street Lights	459	330
Gilchrist Park-Harborwalk Improvements (Seating and Shade)	461	350
Historic District Interpretation Markers	463	375
Harborwalk - Laishley Park Marriage Point	465	500
Veteran's Park - Shade Structure(s)	467	350
Trabue Park Improvements	469	1,250
South Punta Gorda Park (Firestation 2)	471	875
Harborwalk West - Area 3	473	1,800
PROJECT CATEGORY - UNFUNDED TOTAL		14,005

City of Punta Gorda, FL
1% Local Option Sales Tax Fund
Revenue and Expenditure Comparison
Actual FY 2018 through Budget FY 2021

	Actual FY 2018	Actual FY 2019	Budget FY 2020	Projected FY 2020	Budget FY 2021
Revenues:					
1% Sales Tax	\$ 3,023,012	\$ 3,151,919	\$ 3,150,000	\$ 2,950,000	\$ 750,000
Miscellaneous Revenue	64,173	136,330	32,000	124,000	12,500
Transfer from Special Use Fund	0	0	0	175,000	0
	<u>3,087,185</u>	<u>3,288,249</u>	<u>3,182,000</u>	<u>3,249,000</u>	<u>762,500</u>
Projected Carryover-Beginning	2,422,699	4,201,667	54,000	5,606,352	1,555,523
Prior Yr. Encumbrances	<u>780,582</u>	<u>430,954</u>	<u>0</u>	<u>909,581</u>	<u>0</u>
Total Revenues	<u>\$ 6,290,466</u>	<u>\$ 7,920,870</u>	<u>\$ 3,236,000</u>	<u>\$ 9,764,933</u>	<u>\$ 2,318,023</u>
Expenditures:					
ADA Improvements - Citywide	\$ 18,434	\$ 180,187	\$ 150,000	\$ 763,814	\$ 125,000
Law Enforcement-Vehicles	107,620	100,001	100,000	100,000	0
Sidewalks	3,306	1,350	0	438,101	0
Drainage Improvements	157,450	55,650	0	785,359	0
Intersection Improvements	40,935	5,000	0	141,548	0
Road Improvements	24,640	2,779	1,485,000	2,439,277	1,058,000
Road Lighting	0	40,378	0	120,000	0
Park Improvements	205,263	32,957	0	725,000	0
Waterfront Activity Center	0	43,256	0	6,744	0
Harborwalk West @ Gilchrist Area 1	311,330	32,890	0	16,894	0
Harborwalk West Gilchrist Playground	393,138	2,816	0	3,942	0
Harborwalk West Area 2	220,388	597,391	0	2,578,731	0
Harborwalk - East Side	34,130	0	0	0	0
Audio/Visual Equipment	2,159	33,610	0	0	0
Computer Equipment	49,052	143,672	0	0	0
Transfer to General Fund for Proj. Mgr	90,000	90,000	90,000	90,000	90,000
Transfer to General Fund f/Pplex Proj.	0	43,000	0	0	0
Undesignated Projects	0	0	1,411,000	0	1,045,023
	<u>1,657,845</u>	<u>1,404,937</u>	<u>3,236,000</u>	<u>8,209,410</u>	<u>2,318,023</u>
Projected Carryover-End	<u>4,632,621</u>	<u>6,515,933</u>	<u>0</u>	<u>1,555,523</u>	<u>0</u>
Total Expenditures	<u>\$ 6,290,466</u>	<u>\$ 7,920,870</u>	<u>\$ 3,236,000</u>	<u>\$ 9,764,933</u>	<u>\$ 2,318,023</u>

FY 2015 New special revenue fund created to account for projects related to 1% Local Option Sales Tax.

November 2014 election extended the 1% Local Option Sales Tax beginning January 1, 2015 through December 31, 2020.

Budget FY 2021 is through December 31, 2020. Election for to extend beyond December 31, 2020 will take place November 2020.

If approved, an amendment to add additional revenue and approved projects will be made in FY 2021.

Prior to January 1, 2015, previous elections of 1% Local Option Sales Tax revenue were accounted for in the General Fund. Capital expenditures were transferred to the General Construction Fund, debt service payments were transferred to the Debt Service Fund, and capital outlay and project management were left in the General Fund. The special revenue fund was established to provide for transparency and keep all revenues and expenditures in one fund.

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.

Please Click on this link to view 2045 Long Range Transportation Plan: <http://www.ccmpto.com/wp/attachments/2045%20LRTP.pdf>

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

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

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

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

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

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.ccmpto.com/wp/attachments/2045%20LRTP.pdf>

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.

Please Click on this link to view 2045 Long Range Transportation Plan: <http://www.ccmpto.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

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.

ITEM NUMBER:413042 4	PROJECT DESCRIPTION:I-75 FROM S OF N JONES LOOP TO N OF US 17	*SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:01075000	PROJECT LENGTH: 4.232MI	LANES EXIST/IMPROVED/ADDED: 6/ 4/ 2
FUND 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	PROJECT DESCRIPTION:SR 45 (US 41) GATEWAY PROJECT BOARDWALK	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:CONSTRUCT SPECIAL STRUCTURE
ROADWAY ID:01010000	PROJECT LENGTH: .200MI	LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0
FUND 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	

HIGHWAYS
=====

ITEM NUMBER:430895 1	PROJECT DESCRIPTION:US 41 (SR 45) AT OLEAN BLVD		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		
ROADWAY ID:01010000	PROJECT LENGTH: .234MI		
			TYPE OF WORK:ADD TURN LANE(S)
			LANES EXIST/IMPROVED/ADDED: 6/ 0/ 1
FUND CODE		2020	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL		-972	
TOTAL 430895 1		-972	
TOTAL 430895 1		-972	

ITEM NUMBER:431219 1	PROJECT DESCRIPTION:US 41 (SR 45) AT HANCOCK AVENUE		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		
ROADWAY ID:01010000	PROJECT LENGTH: .272MI		
			TYPE OF WORK:INTERSECTION IMPROVEMENT
			LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0
FUND 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		
ROADWAY ID:01010000	PROJECT LENGTH: 5.485MI		
			TYPE OF WORK:RESURFACING
			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	PROJECT DESCRIPTION:HARBORVIEW ROAD FROM MELBOURNE RD TO I-75		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		
ROADWAY ID:01560000	PROJECT LENGTH: 2.445MI		
			TYPE OF WORK:ADD LANES & RECONSTRUCT
			LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND 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	

ITEM NUMBER:434988 1	PROJECT DESCRIPTION:US 41 FROM SOUTH OF RIO VILLA DR TO AIRPORT RD		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:LIGHTING	
ROADWAY ID:01010000	PROJECT LENGTH: .937MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND			
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		

HIGHWAYS
=====

ITEM NUMBER:438378 1	PROJECT DESCRIPTION:SR 776 FROM FLAMINGO BLVD TO SAM'S CLUB ENTRANCE	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:INTERSECTION IMPROVEMENT
ROADWAY ID:01050000	PROJECT LENGTH: 1.185MI	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND 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	PROJECT DESCRIPTION:SR 45 (US 41) FROM AIRPORT RD TO CARMALITA ST	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:RESURFACING
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	

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

SIS

TYPE OF WORK: ROUNDABOUT

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

2020

GFSN

SN

218,016

981, 984

1,200,000

1,200,000

15,660,087

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.

APPENDIX – A

ACRONYMS

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

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

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 21 st 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

FDOT FUNDING CODES

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