



Charlotte County-Punta Gorda METROPOLITAN PLANNING ORGANIZATION

East Port Environmental Campus

25550 Harbor View Road, Suite 4, Port Charlotte, FL 33980-2503 (941) 883-3535 883-3534 (F)
E-Mail: office@ccmpo.com Website: www.ccmpo.com

Commissioner Christopher G. Constance, MD
Chairman

D'Juan L. Harris
Director

July 15, 2022

Ms. Tanya Merkle, Community Liaison
Florida Department of Transportation
10041 Daniels Parkway
Fort Myers, FL 33913

RE: Transmittal of the Charlotte County-Punta Gorda Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) FY2022/2023 - FY2026/2027

Dear Tanya:

In accordance with the Metropolitan Planning Organization (MPO) Program Management Handbook dated July 30, 2021, and updated, please find digital copy of the Charlotte County-Punta Gorda Metropolitan Planning Organization's *Transportation Improvement Program for Fiscal Year 2022/2023 through Fiscal Year 2026/2027*. At the MPO Board meeting on May 16, 2022, this document was approved by a roll call vote following a public meeting that was advertised twice in the previous 30 days. The TIP meets all requirements stipulated in the Handbook for an "attainment" area.

Please contact me if you have any questions concerning this matter.

Sincerely,


D'Juan L. Harris
MPO Director

DH/lng
MPO/22-29

Enclosure

Cc: MPO Board Members
FDOT-Urban Manager
FDOT-Office of Policy Planning, Statewide Metropolitan Planning Coordinator
FDOT-Office of Policy Planning, Administrator for Metropolitan Planning
FDOT-Florida Commission for the Transportation Disadvantaged
Florida Department of Economic Opportunity, Bureau of Community Planning
Federal Transit Administration Region IV, Regional Administrator
FTA-Office of Planning & Program- Region IV
FHWA-Florida Division Administrator

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2022/2023 - 2026/2027



ADOPTION MAY 16, 2022

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

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SECTION – I



**RESOLUTION
NUMBER 2022-03**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION BOARD APPROVING
THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL
YEAR (FY) 2022/2023 THROUGH FY 2026/2027.**

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 2022/2023 through FY 2026/2027 on May 16, 2022; 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 2022/2023 through FY 2026/2027 is hereby approved.

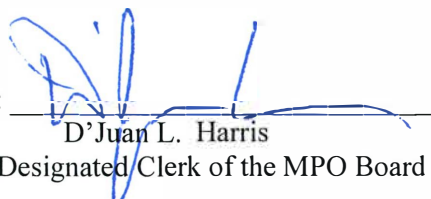
PASSED AND DULY ADOPTED this 16th day of May 2022.

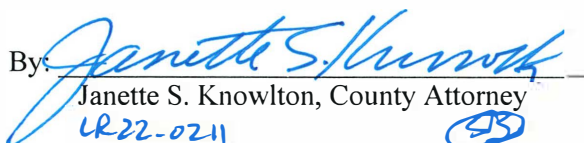
CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

By: 
Christopher G. Constance, MD, Chairman

ATTEST:

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

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

By: 
Janette S. Knowlton, County Attorney
2022-0211

SECTION – II

EXECUTIVE SUMMARY

The Transportation Improvement Program (TIP) is a staged, multi-year, intermodal program of transportation projects which is consistent with the Long-Range Transportation Plan (LRTP), [23 Code of Federal Regulation [C.F.R.] Part 450]. The Metropolitan Planning Organization (MPO) through a continuing, comprehensive and cooperative effort also known as 3-C process 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; 23 C.F.R.500.109, 500.110, 500.111(congestion management) and subsection 339.175(6) and (8), Florida Statutes (F.S.), and the Fixing America's Surface Transportation (FAST) Act. The FY 2022/2023 through 2026/2027 TIP includes: a resolution endorsing the plan by the MPO Board; 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 2045 Charlotte County-Punta Gorda LRTP. The TIP identifies all transportation projects funded by Title 23 U.S.C. and Title 49 U.S.C. The TIP contains all regionally significant transportation projects including highways, aviation, pedestrian and bicycle facilities, and transportation disadvantaged projects regardless of funding source. The costs are presented in "year of expenditure" (YOE) using inflation factors provided by Florida Department of Transportation (FDOT), District One. The TIP ensures coordination for transportation improvements by local, state, and federal agencies.

Financial Plan

The TIP serves as a five-year [subsection 339.175(8) (1), F.S.] financially feasible program of improvements to all modes of transportation within Charlotte County and the City of Punta Gorda. The TIP is developed in cooperation with the FDOT and public transit operators [23 C.F.R. 450.326(a)]. The federally funded projects identified in the TIP can be implemented using reasonably expected current and proposed revenue sources based on the State Tentative Work Program and locally dedicated transportation revenues (see Table on page IV-2 and IV-3 that shows total funds and funding sources programmed by year). The TIP projects are financially constrained and able to be implemented for each year using Year of Expenditure (YOE) dollars. YOE dollars are adjusted for inflation from the present time to the expected year of construction. Planning regulations require that revenue and cost estimates in the TIP must use inflation or growth rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the State, MPOs, and public transit operators.

Project Selection

The TIP is developed to meet the federal and state TIP requirements in 23 C.F.R. 450.332(b) as designated in the MPO Program Management Handbook updated July 30, 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 created in 1992 and adopted its first Long Range Transportation Plan in December of 1995. All projects listed in the current TIP are consistent with the 2045 Long Range Transportation Plan, the Charlotte County Comprehensive Plan (Smart Charlotte 2050 adopted July 20, 2010), the City of Punta Gorda Comprehensive Plan 2040, the 2018 Charlotte County Airport Master Plan, the Charlotte County Ten Year Transit Development Plan and the MPO's Public Participation Plan (PPP). MPO plan details can be found on the MPO's website www.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 17, 2021, 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 initiated by FDOT is adopted by the MPO Board at the October 18, 2021. The Study identified various intersections for future prioritization and programming for CM/TSM funds. A quantitative roadway project prioritization process helped guide the selection of projects of the LRTP Cost Feasible Plan. The project selection criteria can be found in the Charlotte County-Punta Gorda LRTP Chapter 8 Table 8-2: 2045 LRTP Project Prioritization Evaluation Criteria (www.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

2021 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)	2022	2023	2024	2025	2026	COMMENTS
1	2050 Long Range Transportation Plan (LRTP) Update, \$400,000.00 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).															
2	4349653	Harbor View Rd ¹	Melbourne St	Date St	Road widening from 2-lane to 4-lane	CHARLOTTE COUNTY	CST	\$4.00	\$8.25	\$45.63		\$6.38			\$31.90	Based on the FDOTs discussion with County Administration the project limits are changed with new # 4349653
3	434965-1/-434965-2	Harbor View Rd ¹	Date St	I-75	Road widening from 2-lane to 4-lane	CHARLOTTE COUNTY	ROW&CST	\$4.0		TBD					TBD	ROW Estimated approximately \$5 million and CST cost yet to be determined
4		Edgewater Dr / Flamingo Blvd Ext ¹	Midway Blvd	Collingswood Blvd	Road widening from 2-lane to 4-lane	CHARLOTTE COUNTY	PE, ROW&CST	\$2.20		\$38.08						County is requested \$2.2 million towards PE
5		SR 776	Sarasota County Line	US 41	Corridor study to gather/analyze crash data and prioritize improvements based on the recommendations from the Study					TBD						Number 10, SR 776 FPN # 4444851 is deffered until further notice from FDOT
6	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					PD&E Underway
<div><div>¹ Regional projects</div><div>² TAP Project on SUN Trail network system</div></div>																
		PE- Design					ROW- Right Of Way			New Project						
		PD&E - Project Development & Environment					CST - Construction									

TABLE 2

2021 TRANSPORTATION SYSTEM MANAGEMENT/ CONGESTION MITIGATION PROJECTS														
RANK	FPN#	PROJECT NAME	JURSDICTION	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST-PDC (in Mil)	2022	2023	2024	2025	2026	Comments
1	4463931	Add turn lanes on SR 776 @ Charlotte Sports Park ¹	CHARLOTTE COUNTY	Intersection Improvements	CST			\$0.82				\$0.15		County is requesting CST funds
	4463401	SR 776 @ Flamingo Blvd- Intersection modifications	CHARLOTTE COUNTY	Intersection Improvements								\$1.46		Funded - Flamingo Blvd to make a connection to SR776. A box culvert under Flamingo Blvd and making the traffic signal for a 4 way intersection
2		Add turn lanes on SR 776 @ Gulf Stream Blvd	CHARLOTTE COUNTY	Intersection Improvements	PE & CST			\$0.91						To be discussed with county and FDOT
3		Add turns lanes @ SR 776 @ Biscayne Blvd	CHARLOTTE COUNTY	Intersection Improvements	PE & CST	\$0.80		\$0.80						County is requesting PE & CST funds
4		Add turn lanes on SR 776 @ Cornelius Blvd ¹	CHARLOTTE COUNTY	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
5		US 41 @ Easy St	CHARLOTTE COUNTY	Intersection Improvements	PE & CST									County is requesting PE & CST funds
6		Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir	CHARLOTTE COUNTY	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
7		Add turn lanes on SR 776 @ Jacobs St ¹	CHARLOTTE COUNTY	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
8		Add turn lanes US 41 @ Carousel Plaza	CHARLOTTE COUNTY	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
9		SR 31 @ CR 74	CHARLOTTE COUNTY	Intersection Improvements	CST			4.39		\$0.51			\$4.39	Funded through CST- Will be removed
10		Add turn lanes US 41 @ AquiEsta Dr	CITY OF PUNTA GORDA	Intersection Improvements	PE&CST			TBD						City is requesting PE & CST Funds
		County wide ITS master plan implementation	CHARLOTTE COUNTY	County wide ITS improvements	PE, ROW, CST	TBD		TBD						The ITS master plan study was initiated to evaluate the County's information, communication and technology systems and to determine future needs.
		¹ Regional projects				² TAP Project on SUN Trail network system								
		PE- Design		ROW- Right Of Way		New Project								
		PD&E - Project Development & Environment		CST - Construction		Notes:All projects costs are in millions								

Regional Multi-Modal Transportation System Project Priorities

Regional Multi-Modal Transportation System Project Priorities are included in accordance with the *Inter-local Agreement for Joint Regional Transportation Planning and Coordination*, with Sarasota/Manatee MPO and the Lee County MPO. The Joint Regional Multi-Modal Transportation System was developed using agreed upon criteria (i.e. SIS, Emerging SIS, SIS Connectors, principal roadways that connect non-SIS freight and passenger inter-modal 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 and Transportation Regional Incentive Program (TRIP) for Charlotte County-Punta Gorda MPO and Lee MPO are listed below in Table 6; and in Table 7 for the Regional Highway projects.

2021 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS																TABLE 3
RANK	FPN	PROJECT NAME	FROM	TO	JURISDICTION	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2022	2023	2024	2025	2026	COMMENTS
1	4351052	Taylor Rd - Phase I	N.Jones Loop Rd	Airport Rd	CHARLOTTE COUNTY	Multi Use Recreational Trail (MURT) with 8 feet side walk	ROW&CST			\$4.94			\$0.66			Cost Estimate from WGI Consultant
2	4351051	Taylor Rd - Phase II	US 41 SB	N. Jones Loop Rd	CHARLOTTE COUNTY	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE&ROW&CST			\$4.92						Cost Estimate from WGI Consultant
3		US 41	Sidewalks - Morningside Drive	Sarasota County line	CHARLOTTE COUNTY	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST									Total Project, segments are below
3A	4463911	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			TBD				\$0.150		Funded for Study under Highways FPN # 4463911. Out come shall be determined.
3B		US 41 Eastside ^{1,2}	Kings Hwy	Conway Blvd	CHARLOTTE COUNTY	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST			TBD						Need costs for PE & CST
3C	4382621	US 41 Eastside ^{1,2}	Conway Blvd	Midway Blvd	CHARLOTTE COUNTY	Multi Use Recreational Trail (MURT) with 8 feet side walk	CST			\$4.44	\$0.840		\$0.030			CST Deffered beyond 2026
3D		US 41 Westside&East Side	Tuckers Grade	Taylor Rd	CHARLOTTE COUNTY	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST			TBD						Added East side to the project Need costs for PE & CST
3E		US 41 Westside	Morningside Dr	Tuckers Grade	CHARLOTTE COUNTY	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST			TBD						Need costs for PE & CST
3F		US 41 Westside	Taylor Rd	Burnt Store Rd	CHARLOTTE COUNTY	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST			TBD						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	1.67	\$1.50	\$3.17						
5		Sibley Bay (Trails and Way Finding)	Bayshore Rd	US 41	CHARLOTTE COUNTY	Trails and Way Findings in Charlotte Harbor CRA	PE & CST	\$0.845		\$0.845						Need Cost estimates from the County. Discussion required with Sunseekers
6		E. Elkcam Blvd	US 41	Midway Blvd	CHARLOTTE COUNTY	Street Lights & Pedestrian Bridge in Parkside CRA	PE & CST	\$1.720		\$1.720						Need costs for PE & CST- Confirm with County
7	4415241	US 41	Williams St	Peace River Bridge	CITY OF PUNTA GORDA	Resurfacing Project- Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts	CST			\$6.11	\$0.21		\$5.90			Need costs for PE & CST
8		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	\$0.30	\$0.30	\$0.60						
9	Harbor Walk Phase IV		Harbor walk @ US 41 NB		CITY OF PUNTA GORDA	Bridge Underpass & Lighting	PE & CST	\$0.12	\$0	\$0.14						Need costs for PE & CST
10		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	\$3.67	\$0.09	\$3.76						
11		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					\$0.29	
<div><div><div><div>¹ Regional projects</div><div></div><div>PE- Design</div><div></div><div>PD&E - Project Development & Environment</div></div><div><div></div><div></div><div></div><div></div><div></div></div></div><div><div><div>² TAP Project on SUN Trail network system</div><div></div><div>ROW- Right Of Way</div><div></div><div>CST - Construction</div></div><div><div></div><div></div><div></div><div></div><div></div></div><div>Notes:All projects costs are in millions</div></div></div>																

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**

Adopted by Lee MPO in May or June 2022
Adopted by Charlotte County - Punta Gorda MPO in May 2022

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Programmed	Year Funded	2022 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	2025/2026	
Lee County	Corkscrew Road	E. Ben Hil Griffin Road	Bella Terra	2L to 4L	CST	\$24,525,000	\$6,975,000	\$2,651,966	2021/2022	
Charlotte County	Edgewater Dr/Flamingo Blvd Ext.	Midway Blvd	Collingswood Blvd	2L to 4L	PE, CST	\$38,080,000	\$2,200,000			
Lee County	Ortiz Avenue	Colonial Blvd	SR 82	2L to 4L	CST	\$16,520,000	\$4,000,000			
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	\$16,068,000	\$4,000,000			
Lee County	Three Oaks Pkwy Ext.	Fiddlesticks Canal	Pony Drive	New 4L	CST	\$60,774,000	\$8,000,000			
Lee County	Three Oaks Pkwy	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$28,475,000	\$5,000,000			
Lee County	Alico Extension	Alico Road	SR 82	New 4L	CST	\$106,540,000	\$8,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$28,418,000	\$5,000,000			

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

Sarasota/Manatee is working on updating the regional project priorities. Will be updated accordingly.

Major Projects Implemented				
Number	Jurisdiction	Phase	Project	FPN
1	County	CST	I-75 at CR 776 (Harbor View Road) - Landscaping	4411221
2	County	CST	I-75 at Tucker's Grade Interchange - Landscaping	4419291
3	County	CST	US 41 Sidewalk from Midway Blvd. to Enterprise Dr.	4353901
4	County	CST	Lighting US 41 from Rio Villa Dr. to Airport Rd.	4349881
5	County	ENV	SR 776 From Pinedale Drive to Myakka River	4415171
6	FDOT	Study	SR 776 Corridor Study from Sarasota County line to US 41	
7	FDOT	Study	SUN - Trail Feasibility Study from Myakka State Forest to US 41	4436021
8	County	PD&E	Harbor View Rd from Melbourne St to I-75	4349651
9	County	PD&E	Taylor Rd from N. Jones Loop rd to Airport Rd	4351051

Major Projects in Progress				
Number	Jurisdiction	Phase	Project	FPN
1	County	Design/Build	Harborwalk Phase II West Retta Esplanade from Maude St to Berry St -ADA	4381571
2	County	Design/Build	US 41 from Airport Rd to William St - Complete Streets	4402681
3	County	PD&E	Taylor road Sidewalk from US 41 to Airport Road	4351051
4	County	PD&E	North Jones Loop Rd from Burnt Store Rd to Piper Rd - Add lanes	4365631
5	County	PD&E	Cape Haze Pioneer Trail from Myakka State Forest to US 41(SR 45)	4436021
6	County	ROW & ENV	SR 31 from CR 74 (Roundabout)	4419501
7	County	ROW & ENV	Tamiami Trail (SR 45) From William St To Peace River Bridge -Resurfacing	4415241
8	County	PE	Dynamic Message Sign I-75 from Lee County line to Sarasota County line	4420981
9	County	PE	SR 45 (US 41) Tamiami Trail from Conway Blvd to Midway Blvd-Sidewalk	4382621
10	County	CST	Burnt Store Rd add lanes and reconstruct from Zemel Rd to Notre Dame Blvd	4353881
11	County	CST	SR 776 From Pinedale Drive to Myakka River-Resurfacing	4415171
12	County	CST	Landscaping I-75 (SR 93) AT US 17	4390051
13	County	CST	SR 35 (US17) from Washington loop road to Desoto County line - Resurfacing	4415631
14	County	CST	SR 45 (US 41) from S of Payne St To N of Rio Villa Dr - Resurfacing	4444851
15	County	Study	Veterans Blvd from US 41 to Kings Hwy	
16	County	Design	Edgewater Dr/ Flamingo Blvd from Midway Blvd to SR 776	
17	County	PD&E	Burnt Store Rd from Vincent Ave (Lee County Line) to Wallaby lane	
18	FDOT	CST	I-75 at N. Jones Loop - Landscaping	4130427
19	County	Design	Harbor View Rd from Melbourne St to I-75	

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.ccmppo.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, 2022, 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.

CAPACITY, RESURFACING, TRAFFIC OPERATIONS AND OTHER PROJECTS

#	FPN	FACILITY	Phase	Fund	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
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	\$491,844	\$0	\$0	\$0
			PE	TALT	\$0	\$164,677	\$0	\$0	\$0
			Project Total:		\$0	\$656,521	\$0	\$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	ROW	ACSA	\$640,864	\$0		\$0	\$0
				CM		\$320,053			
				LF	\$4,990,000				
				SA		\$574,480			
				SL	\$606,046	\$5,908,787			
			ENV	TALT		\$10,000			
			Project Total:		\$6,236,910	\$6,813,320		\$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	\$9,935,382
			CST	SA	\$0	\$0	\$0	\$0	\$9,420,184
			CST	SL	\$0	\$0	\$0	\$0	\$2,472,240
			CST	CM	\$0	\$0	\$0	\$0	\$310,150
			RRU	LF	\$0	\$0	\$0	\$0	\$5,805,000
			Project Total:		\$0			\$0	\$27,942,956

#	FPN	FACILITY	Phase	Fund	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
5	4389961	I-75 (SR 93) AT CR 769 (KINGS HWY)	CST	DDR	\$0	\$1,007,908	\$0	\$0	\$0
		Desc: LANDSCAPING	CST	DIH	\$0	\$51,350	\$0	\$0	\$0
		Project Length : 0.640 Begin Mile Post : 20.770 End Mile Post: 21.410	Project Total:		\$0	\$1,059,258	\$0	\$0	\$0
6	4420981	I-75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE Desc: DYNAMIC MESSAGE SIGN Project Length : 28.996 Begin Mile Post : 0.000 End Mile Post: 22.008	DB	DDR	\$505,952	\$0	\$0	\$0	\$0
			DB	DITS	\$1,540,500	\$0	\$0	\$0	\$0
			PE	DITS	\$125,000	\$0	\$0	\$0	\$0
			PE	DIH	\$0	\$0	\$0	\$0	\$0
			PE	DDR	\$0	\$0	\$0	\$300,000	\$0
			Project Total:		\$2,176,587	\$0	\$0	\$300,000	\$0
7	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	ROW	SL	\$847,720	\$0	\$0	\$0	\$0
			CST	DI			\$7,033,379		
			CST	DIH			\$1,086		
			Project Total:		\$847,720	\$0	\$7,034,465	\$0	\$0
8	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	ENV	TALT	\$0	\$75,000	\$0	\$0	\$0
			CST	DIH	\$0	\$0	\$0	\$0	\$0
			CST	SN	\$0	\$0	\$0	\$0	\$0
			Project Total:		\$0	\$75,000		\$0	\$0
9	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	\$1,154
			CST	DS	\$0	\$0	\$0	\$0	\$323,487
			CST	SL	\$0	\$0	\$0	\$0	\$5,857
			CST	TALL	\$0	\$0	\$0	\$0	\$14,941
			CST	TALT	\$0	\$0	\$0	\$0	\$1,484,932
			CST	CM	\$0	\$0	\$0	\$0	\$2,803
			CST	DDR	\$0	\$0	\$0	\$0	\$2,642,502
			ENV	TALT	\$0	\$0	\$0	\$0	\$96,466
			ENV	TALL	\$0	\$0	\$0	\$0	\$3,534
			PE	TALL	\$212,996	\$0	\$0	\$0	\$0
			PE	TALT	\$31,666	\$0	\$0	\$0	\$0
			PE	SL	\$328,033	\$0	\$0	\$0	\$0
			PE	DS	\$257,305	\$0	\$0	\$0	\$0
			Project Total:		\$830,000	\$0	\$0	\$0	\$4,575,676

#	FPN	FACILITY	Phase	Fund	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
10	4444851	SR 45 (US 41) FROM S OF MORNINGSIDE DR TO N OF PIERRE RD Desc: RESURFACING Project Length : 2.562 Begin Mile Post : 5.562 End Mile Post: 7.670	PE	DIH	\$544,000	\$0	\$0	\$0	\$0
			CST	DDR		\$0	\$757,532	\$0	\$0
			CST	DIH		\$0	\$5,430	\$0	\$0
			CST	DS		\$0	\$6,124,729	\$0	\$0
			Project Total:		\$544,000	\$0	\$6,887,691	\$0	\$0
11	4449071	SR 776 (EL JOBEAN RD) FROM MYAKKA RIVER TO MURDOCK CIRCLE Desc: LANDSCAPING Project Length : 5.681 Begin Mile Post : 11.403 End Mile Post: 17.084	CST	DDR	\$0	\$0	\$0	\$852,000	\$0
			Project Total:		\$0	\$0	\$0	\$852,000	\$0
12	4463401	SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY LINE Desc: SAFETY PROJECT Project Length : 1.02 Begin Mile Post : 9.365 End Mile Post: 10.385	PE	ACSS	\$0	\$0	\$0	\$479,000	\$0
					\$0	\$0	\$0		\$0
			Project Total:		\$0	\$0	\$0	\$479,000	\$0
13	4454751	SR 776 FROM MYAKKA RIVER TO WILLOWBEND DR Desc: RESURFACING Project Length : 1.761 Begin Mile Post : 11.403 End Mile Post: 13.164	CST	DDR	\$1,749,428	\$0	\$0	\$0	\$0
			CST	DIH	\$1,027	\$0	\$0	\$0	\$0
			CST	DS	\$818,891	\$0	\$0	\$0	\$0
			CST	SL	\$344,393	\$0	\$0	\$0	\$0
			Project Total:		\$2,913,739	\$0	\$0	\$0	\$0
14	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	\$4,636,893	\$0	\$0	\$0
			CST	DIH	\$0	\$1,056	\$0	\$0	\$0
			CST	DS	\$0	\$321,462	\$0	\$0	\$0
			CST	LF	\$0	\$713,793	\$0	\$0	\$0
			CST	SA	\$0	\$621,948	\$0	\$0	\$0
			CST	SL	\$0	\$105,600	\$0	\$0	\$0
			ENV	TALT	\$20,000	\$50,000	\$0	\$0	\$0
			Project Total:		\$20,000	\$6,450,752	\$0	\$0	\$0
15	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	\$290,000	\$0	\$0
			Project Total:		\$0	\$0	\$290,000	\$0	\$0

SECTION – IV

PROJECTS LISTING FOR FIVE FISCAL YEARS INCLUDING FUNDING SUMMARY

The table below in this section consists of the highway capital improvement and transportation alternatives projects in the FDOT Tentative Work Program for fiscal years 2022/2023 through 2026/2027 as of February 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 2022/2023 through 2026/2027. In this table, funding levels are categorized into federal funding categories. In subsequent tables, projects are listed according to funding category along with the funding code and the appropriate fiscal year.

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

How to get full project costs and other project details:

Projects on the Strategic Intermodal System (SIS)

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

Costs on the TIP pages for projects on the SIS will have historical costs, five years of the current TIP and five years beyond the current TIP, which may or may not be the total project cost. The "Total Project Cost" amount displayed for each of the federal and state funded projects in the TIP represents 10 years of programming in the Florida Department of Transportation's (FDOT's) Work Program database for projects on the Strategic Intermodal System (SIS) (FY 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 (YOE), meaning that they must be adjusted for inflation to reflect the estimated purchasing power of a dollar in the year the project is expected to be built. The Table below is a five-year fund summary that demonstrates fiscal constraint showing the funding sources and their sum in the year of expenditure.

** Repayment Phases are not included in the Totals **

5 Year TIP - Fund Summary
CHARLOTTE-PUNTA GORDA MPO

Fund	Fund Name	<2023	2023	2024	2025	2026	2027	>2027	All Years
	TOTAL OUTSIDE YEARS	122,096,478	0	0	0	0	0	0	122,096,478
ACSA	ADVANCE CONSTRUCTION (SA)	869,359	640,864	0	0	0	0	0	1,510,223
ACSL	ADVANCE CONSTRUCTION (SL)	1,002,538	0	0	0	0	0	0	1,002,538
ACSN	ADVANCE CONSTRUCTION (SN)	79,672	0	0	0	0	0	0	79,672
BRRP	STATE BRIDGE REPAIR & REHAB	0	0	0	0	0	0	0	0
CM	CONGESTION MITIGATION - AQ	73,036	0	320,053		310,150	2,803	0	706,042
D	UNRESTRICTED STATE PRIMARY	27,063,096	2,597,751	2,835,807	2,236,231	2,236,231	2,236,231	0	39,205,347
DDR	DISTRICT DEDICATED REVENUE	10,328,306	5,568,930	7,792,021	7,792,021	2,187,098	3,137,070	0	36,805,446
DI	STATE - S/W INTER/INTERSTATE HWY				7,033,379				7,033,379
DIH	STATE IN-HOUSE PRODUCT SUPPORT	143,570	606,512	8,392	6,516	0	1,154	0	766,144
DIS	STRATEGIC INTERMODAL SYSTEM	393,364	0	0	0	0	0	0	393,364
DITS	STATEWIDE ITS - STATE 100%.	408,896	\$2,023,399	0	0	0	101905	0	2,534,200
DPTO	STATE - PTO	3,378,738	0	0	516,846	0	0	0	3,895,584
DS	STATE PRIMARY HIGHWAYS & PTO	1,394,667	1,076,196	8,312,981	6,124,729	0	323,487	0	17,232,060
DU	STATE PRIMARY/FEDERAL REIMB	1,073,780	82,000	82,000	50,000	82,800	82,800	0	1,453,380
FAA	FEDERAL AVIATION ADMIN	4,726,224		0	0	999,000	0	0	5,725,224
FTA	FEDERAL TRANSIT ADMINISTRATION	25,489,354	2,077,504	2,165,890	2,335,633	2,511,136	2,458,497	0	37,038,014
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	18,535,755	7,382,595	3,328,787	3,713,594	17,501,731	1,763,615	0	52,226,077
PL	METRO PLAN (85% FA; 15% OTHER)		628,867	587,963	593,056	598,252	598,252	0	3,006,390
SA	STP, ANY AREA	132,427	0	1196428		9420184		0	10,749,039
SL	STP, AREAS <= 200K	917,528	2,126,192	6,014,387	0	2,472,240	5,857	0	11,536,204
SN	STP, MANDATORY NON-URBAN <= 5K	981,984	0	0	0	0	0	0	981,984
TALL	TRANSPORTATION ALTS- <200K	178,872	212,996	491,844	290,000		14,941	0	1,188,653
TALN	TRANSPORTATION ALTS- < 5K	31,275	0	0	0	0	0	0	31,275
TALT	TRANSPORTATION ALTS- ANY AREA	273,916	51,666	249,677	0	0	1,484,932	0	2,060,191
TLWR	2015 SB2514A-TRAIL NETWORK	110,000	0	0	0	0	0	0	110,000
	Grand Total	224,381,535	25,075,472	33,386,230	30,694,030	38,318,822	12,211,544	0	364,067,633

Fund Type		<2023	2023	2024	2025	2026	2027	>2027	All Years
Federal		43,178,361.00	5,820,089	11,108,242	4,267,689	\$15,873,762	\$4,648,082		84,896,225
Local		18,535,755	7,382,595	3,328,787	3,713,594	17,501,731	1,763,615		52,226,077
State 100%		162,667,419	11,872,788	18,949,201	18,949,201	4,423,329	5,799,847		222,925,352
	Grand Total	224,381,535.00	25,077,495.00	33,386,230	26,932,509	\$37,798,822	\$12,211,544		347,836,110

This information on this spreadsheet is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to: Federal Aid Management [Cynthia Lorenzo: Cynthia.Lorenzo@dot.state.fl.us](mailto:Cynthia.Lorenzo@dot.state.fl.us) Or call 850-414-4448

PERFORMANCE MEASURES

1 - PURPOSE

This document provides language that Florida’s metropolitan planning organizations (MPO) may incorporate in Transportation Improvement Programs (TIP) to meet the federal transportation performance management rules.

MPOs may incorporate this template language and adapt it as needed as they update their TIPs. In most sections, there are two options for the text, to be used by MPOs supporting statewide targets or MPOs establishing their own targets. This can range from simply adding the MPO name and adoption dates to providing MPO-specific background information and relevant strategies and prioritization processes.

The document is consistent with the Transportation Performance Measures (TPM) Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council (MPOAC). 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 practicable 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).

The document is organized as follows:

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

2 - 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.

3 - HIGHWAY SAFETY MEASURES (PM1)

Safety is the first national goal identified in the FAST Act. In March 2016, FHWA finalized the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (PM1 Rule). The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

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

3.1 Highway Safety Targets

3.1.1 Statewide Targets

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2021, FDOT established statewide safety performance targets for calendar year 2022. Table 3.1 presents FDOT's statewide targets.

Table 3.1. Statewide Highway Safety Performance Targets

Performance Measure	Calendar Year 2022 Statewide Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

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

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

FDOT and Florida's traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by the FHWA, the death or serious injury of any person is unacceptable. The Florida Transportation Plan (FTP), the state's long-range transportation plan, identifies eliminating transportation-related fatalities and serious injuries as the state's highest transportation priority. Therefore, FDOT established 0 as the only acceptable target for all five federal safety performance measures.

3.1.2 MPO Safety Targets

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

The Charlotte County- Punta Gorda MPO, along with FDOT and other traffic safety partners, shares a high concern about the upward trending of traffic fatalities, both statewide and nationally. As such, on February 18, 2022, the Charlotte County- Punta Gorda MPO agreed to support FDOT's statewide safety performance targets for calendar year 2022, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

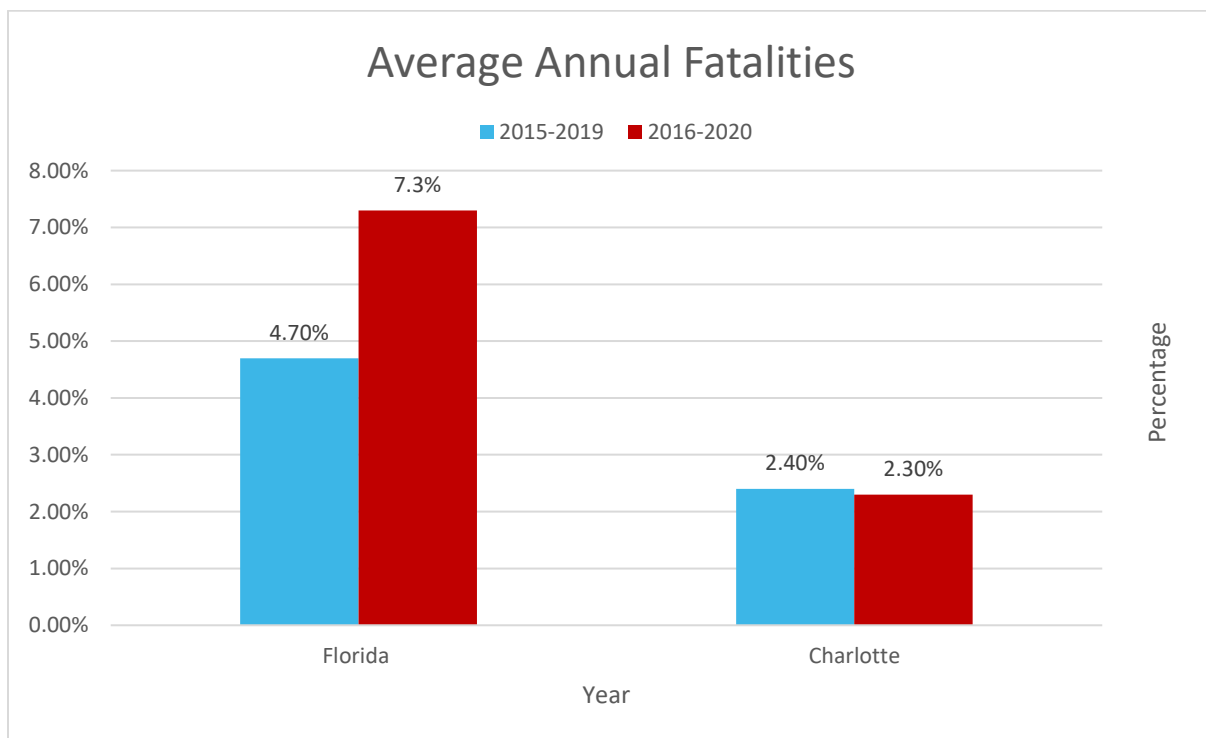
The Charlotte County-Punta Gorda MPO, along with FDOT and other traffic safety partners, shares a high concern about the upward trending of traffic fatalities, both statewide and nationally. As such, the Charlotte County-Punta Gorda MPO supports FDOT's statewide 2021 safety targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets. Table 3.2 presents MPO's targets consistent with FDOT's statewide targets

Table 3.2. MPO Safety Performance Targets

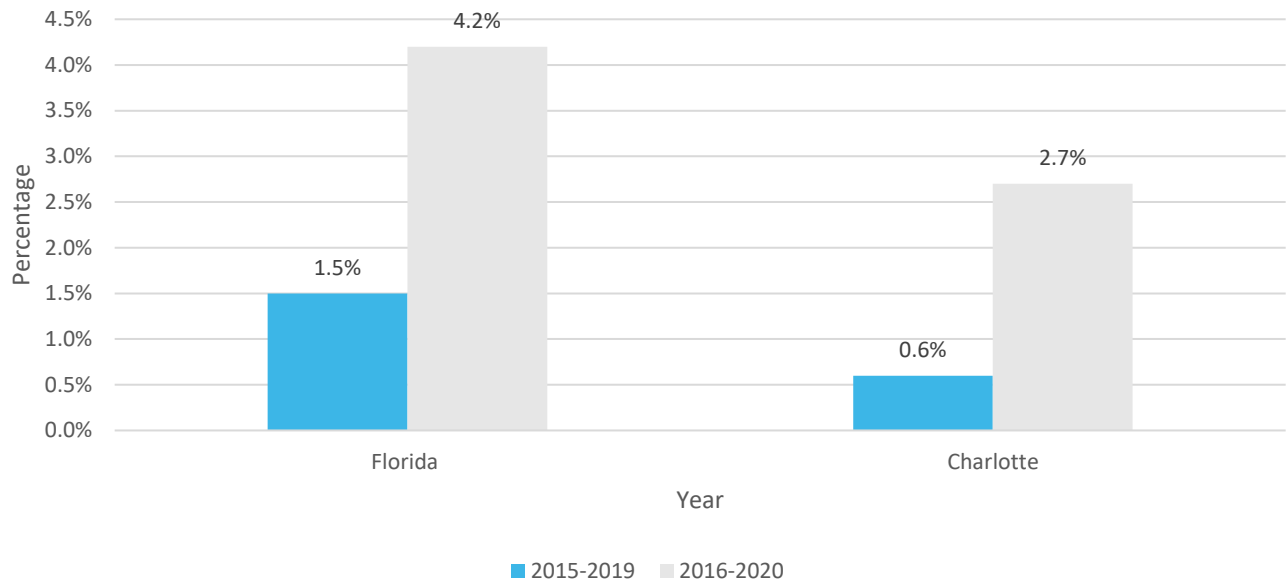
Performance Measure	Calendar Year 2022 MPO Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious Injuries	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

3.2 Safety Trends in the MPO Area

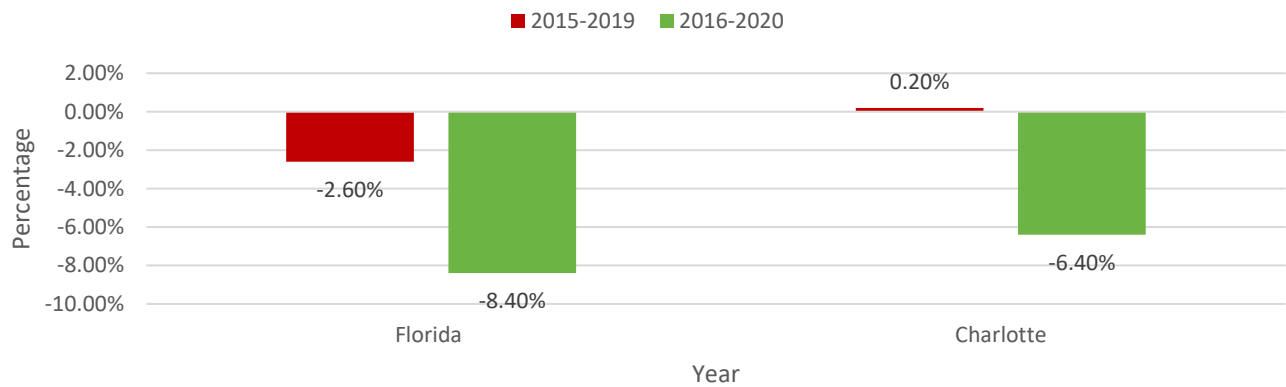
Charlotte County – Punta Gorda MPO adopted the 2022 FDOT Safety targets for the MPO area. Below are the trends for all five Vision Zero performance measures.

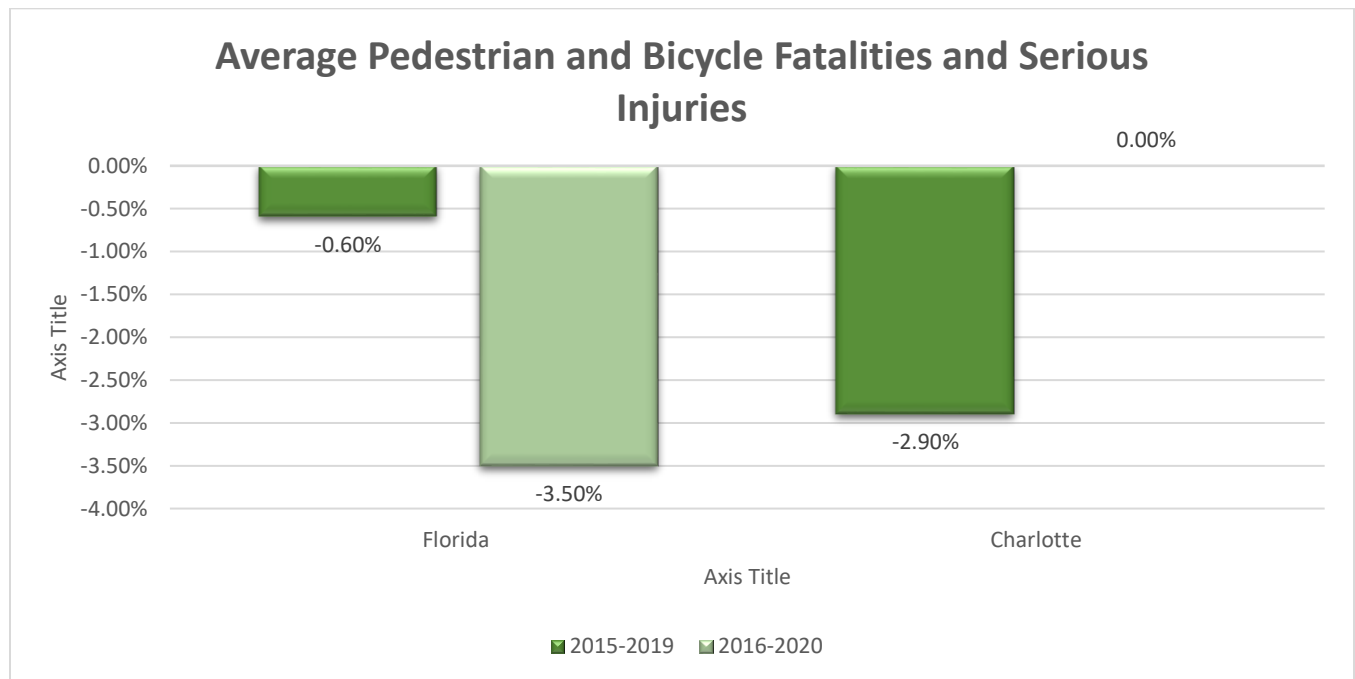
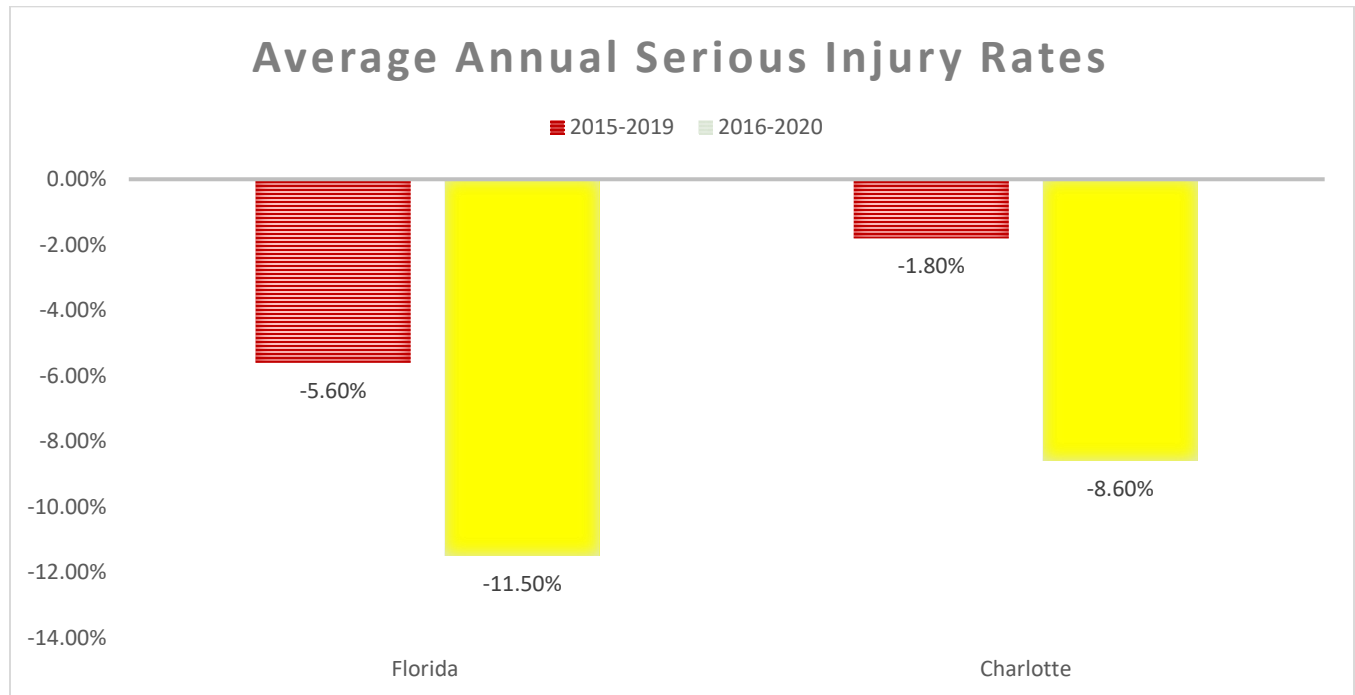


Average Annual Fatality rates



Average Serious Injuries





3.3 FDOT Safety Planning and Programming

3.3.1 Florida's Strategic Highway Safety Plan

Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Vision Zero and a new slogan and logo of 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, as well as other statewide traffic safety partners. The SHSP development process included review of safety-related goals,

objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

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

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

3.3.2 Florida's Highway Safety Improvement Program

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

As discussed above, in the 2021 HSIP Annual Report, FDOT reported 2022 statewide safety performance targets at "0" for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than baseline for at least four of the five measures. If this does not occur FDOT must submit an annual implementation plan with actions it will take to meet targets in the future.

On March 25, 2021, FHWA reported the results of its 2019 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2019 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than baseline. Subsequently, FDOT developed an HSIP Implementation Plan [HSIP Implementation Plan](#) to highlight additional strategies it will undertake in support of the safety targets. This plan was submitted with the HSIP Annual Report to FHWA on August 31, 2021. *Note: FDOT will send updated text once FHWA sends the 2020 safety target assessment.*

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

- Fully implement Florida’s SHSP, including the existing and evolving emphasis areas and the expanded list of strategies consistent with the Safe System approach.
- Advance safety priorities from the Department’s Vital Few Safety initiative, which is focusing FDOT leadership and staff on solutions to three primary safety emphasis areas: roadway departures, intersections, and pedestrians and bicyclists. These are the top three factors associated with fatalities statewide during the 2015-2019 period.
- Enhance the HSIP funding and allocation processes to ensure Florida’s safety challenges are evaluated from both a statewide perspective and a regional and local perspective. FDOT is applying new data and analysis tools to support better priority setting and decision making in the HSIP process.
- Continue to enhance coordination through FDOT’s District Offices to MPOs, local governments, community traffic safety teams, and other partners to ensure HSIP and other safety-related investments are focused on the greatest need and greater opportunity for benefit, including the nearly 40 percent of fatalities that occur off the State Highway System.

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

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

Florida received an allocation of approximately \$177 million in HSIP funds for use during the 2020 state fiscal year from July 1, 2020 through June 30, 2021, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas. This year’s HSIP allocated \$131 million in infrastructure investments on state-maintained roadways and \$33 million in infrastructure investments on local roadways. The remaining \$9 million included supporting activities such as transportation safety planning, preliminary engineering, traffic engineering studies, transportation statistics, and public information or education. A list of HSIP projects can be found in the [HSIP 2020 Annual Report](#).

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

3.3.3 Additional FDOT Safety Planning Activities

In addition to HSIP, safety is considered as a factor in FDOT planning and priority setting for projects in preservation and capacity programs. Data is analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The [Florida PD&E Manual](#) requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. Florida design and construction standards include safety criteria and countermeasures, which are incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Official (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

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

3.4 Safety Investments in the TIP

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

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

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

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

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

Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

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

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

Recent safety projects include SR 776 Corridor study, 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. The MPO continues monitoring and evaluating the investments in the projects like Bike lanes lighting, Traffic control devices and adding turn lanes. The TIP will continue to monitor the progress towards the goals of the MPO

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

4 - PAVEMENT & BRIDGE CONDITION MEASURES (PM2)

FHWA's Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 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 asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

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.

4.1 Pavement and Bridge Condition Targets

4.1.1 Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the pavement and bridge condition measures. On May 18, 2018, FDOT established statewide pavement and bridge targets for the first performance period ending in 2021. The two-year targets represent pavement and bridge condition at the end of calendar year 2019, while the four-year targets represent condition at the end of 2021. Table 4.1 presents the statewide targets.

Table 4.1. Statewide Pavement and Bridge Condition Performance Targets

Performance Measure	2019 Statewide Target	2021 Statewide Target
Percent of Interstate pavements in good condition	Not required	≥60%
Percent of Interstate pavements in poor condition	Not required	≤5%
Percent of non-Interstate NHS pavements in good condition	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	≤5%	≤5%
Percent of NHS bridges (by deck area) in good condition	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	≤10%	≤10%

For comparative purposes, the baseline (2017) conditions are as follows:

- 66.1 percent of the Interstate pavement is in good condition and 0.0 percent is in poor condition;
- 44.0 percent of the non-Interstate NHS pavement is in good condition and 0.4 percent is in poor condition; and
- 67.7 percent of NHS bridges (by deck area) is in good condition and 1.2 percent is in poor condition.

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. The TAMP will be updated in 2022.

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 FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. Reported pavement and bridge data for 2018 and 2019 show relatively stable conditions compared to the 2017 baseline and exceeded the established 2019 targets; 2020 data are being developed. In early 2021, FHWA determined that FDOT made significant progress toward the two-year targets.

4.1.2 MPO Targets

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

On February 18, 2022, MPO Board meeting, the Charlotte County – Punta Gorda MPO agreed to support FDOT's statewide pavement and bridge performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Charlotte County-Punta Gorda MPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

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

Performance Measure	2021 MPO Target
Percent of Interstate pavements in good condition	≥70.6%
Percent of Interstate pavements in poor condition	≤0%
Percent of non-Interstate NHS pavements in good condition	≥47.1%
Percent of non-Interstate NHS pavements in poor condition	≤1.1%
Percent of NHS bridges by deck area in good condition	≥72.0%
Percent of NHS bridges by deck area in poor condition	≤1%

In establishing the MPO's targets for the pavement and bridge condition performance measures, Charlotte County – Punta Gorda MPO considered many factors. The Charlotte County-Punta Gorda MPO agreed to support FDOT's pavement and bridge condition performance targets on February 18, 2022. By adopting FDOT's targets, the Charlotte County-Punta Gorda MPO agrees to plan and program projects that help FDOT achieve these targets.

Several resurfacing projects are underway or programmed in the MPO's Transportation Improvement Program for maintaining and improving pavement conditions in Charlotte County. The eastbound SR 776 bridge of the Myakka River, built in 1959, has been a topic of concern for the MPO Board. In Coordination with FDOT, review of the bridge condition has determined that a replacement is not eminent. The MPO will continue to coordinate with FDOT regarding the appropriate timing for needed repairs or replacement of this bridge. As the only connection in Charlotte County across the Myakka River, this connection is a critical piece of the regional transportation network.

4.2 Pavement and Bridge Investments in the TIP

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

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

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

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

1-75 Punta Gorda Weight Station – Resurfacing

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

SR 45 (US 41) from S OF Morningside Dr to N of ST Pierre Rd

Tamiami Trail (SR 45/US 41) from Williams St to N Peace River Bridge

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

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

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

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

USDOT's System Performance/Freight/CMAQ Performance Measures Final Rule established 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.

Because all areas in Florida meet current NAAQS, the last three measures 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.

5.1 System Performance and Freight Targets

5.1.1 Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On May 18, 2018, FDOT established statewide performance targets for the first performance period ending in 2021. The two-year targets represent performance at the end of calendar year 2019, while the four-year targets represent performance at the end of 2021. Table 5.1 presents the statewide targets.

Table 5.1. Statewide System Performance and Freight Targets

Performance Measure	2019 Statewide Target	2021 Statewide Target
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	≥75%	≥70%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required ⁷	≥50%
Truck travel time reliability (TTTR)	≤1.75	≤2.00

For comparative purposes, baseline (2017) statewide conditions are as follows:

- 82.2 percent of person-miles traveled on the Interstate are reliable;
- 84.0 percent of person-miles traveled on the non-Interstate are reliable; and
- 1.43 truck travel time reliability index.

In establishing these targets, FDOT reviewed external and internal factors that may affect reliability, analyzed travel time data from the National Performance Management Research Dataset (NPMRDS) 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. During 2018 and 2019, the percentage of person-miles that are reliable improved over the 2017 baseline 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. Actual performance in 2019 was better than the 2019 targets, and in early 2021 FHWA determined that FDOT made significant progress toward the 2019 targets. Performance improved for all measures in 2020. Final data for 2021 are under development.

System performance and freight are addressed through several statewide initiatives:

- Florida’s Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT’s capacity investments and is Florida’s primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and includes highways, are the workhorses of Florida’s transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT’s focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA’s TPM program. The SIS Policy Plan was updated in early 2022 consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT’s Strategic Investment Tool (SIT).
- In addition, FDOT’s Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida’s economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision. In February 2018, FHWA approved the FMTP as FDOT’s State Freight Plan. FDOT updated the plan in spring 2020.
- FDOT also developed and refined a methodology to identify freight bottlenecks on Florida’s SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT’s SIT to help identify the most important SIS capacity projects to relieve congestion.

5.1.2 MPO Targets

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

On February 18, 2022, the Charlotte County- Punta Gorda MPO agreed to support FDOT’s statewide system performance and freight targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Charlotte County-Punta Gorda MPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

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

Performance Measure	2021 MPO Target
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	$\geq 70.0\%$
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	$\geq 50.0\%$
Truck travel time reliability (TTTR)	$\leq 2.00\%$

5.2 System Performance and Freight Investments in the TIP

The Charlotte County – Punta Gorda MPOs TIP reflects investment priorities established in the 2045 LRTP. The focus of Charlotte County – Punta Gorda MPOs investments that address system performance and freight include A roundabout has been designed and programed for construction on SR 31 and CR 74 which is a high crash intersection involving freight and other vehicles.

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

6 - TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance Measures

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

Table 6.1 FTA TAM Performance Measures

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

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

Public transportation agencies are required to establish and report TAM 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 were required to establish initial TAM targets within 180 days of the date that public transportation providers established initial targets by October 1, 2018. However, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area. To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

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

provider has the option to establish its own targets or to participate in a Group Plan with other Tier II providers whereby targets are established for the entire group in coordination with a group plan sponsor, typically a state DOT.

6.2 Transit Asset Management Targets

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

6.2.1 Transit Provider Targets

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

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

Table 6.2 Transit Asset Management Targets for Charlotte County Transit

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 6.3 Charlotte County-Punta Gorda MPO Transit Asset Management Targets (From Charlotte County Transit)

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

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

Charlotte County Transit - Transit Asset Management Plan

Last modified by on 12 Feb 21 at 07:08

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 throughout Charlotte County. This worksheet provides a straightforward, high-level and structured way to calculate the remaining useful life of the CCT. The performance targets below inventory all CCT transportation system assets \$50,000 and above. For the purpose of the Transit Asset Management Plan (TAMP) and to reduce duplication of effort, CCT adopted definitions already established 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 6.4 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 6.5 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 6.6 Asset Condition Inventory Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
Revenue Vehicles	41	5.3	94,687	N/A	\$94,057.4	29%
<i>AB - Articulated Bus</i>	0	-	-	N/A	-	-
<i>AO - Automobile</i>	1	5.0	18,869	N/A	\$25,980.00	0%
<i>BR - Over-the-road Bus</i>	0	-	-	N/A	-	-
<i>BU - Bus</i>	0	-	-	N/A	-	-
<i>CU - Cutaway Bus</i>	15	8.1	162,761	N/A	\$143,531.80	47%
<i>DB - Double Decked Bus</i>	0	-	-	N/A	-	-
<i>FB - Ferryboat</i>	0	-	-	N/A	-	-
<i>MB - Mini-bus</i>	20	2.5	47,568	N/A	\$71,988.95	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	\$116,776.3	100%
<i>Non Revenue/Service Automobile</i>	0	-	-	N/A	-	-
<i>Steel Wheel Vehicles</i>	0	-	-	N/A	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	0	-	-	N/A	-	-
<i>Bus Lift</i>	1	9.0	0	N/A	\$23,831.00	0%
<i>Data Equipment</i>	2	5.0	N/A	N/A	\$163,249.00	50%
<i>Custom 3</i>	0	-	-	N/A	-	-
Facilities	1	5.5	N/A	4.5	\$387,850.00	N/A
<i>Administration</i>	0	-	N/A	-	-	N/A
<i>Maintenance</i>	0	-	N/A	-	-	N/A
<i>Parking Structures</i>	0	-	N/A	-	-	N/A
<i>Passenger Facilities</i>	0	-	N/A	-	-	N/A
<i>Parking Lot</i>	1	9.0	N/A	4.0	\$18,878.00	N/A
<i>Bush Wash</i>	0	-	N/A	-	-	N/A

Decision Support

Investment Prioritization

Maintain capital investment levels and develop requirements for long-term funding requirement as population and projects are completed. Transit Operations Coordinators use their best 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	1GBG5BG7B1162979	26	2011	179,300	\$80,384.00
Revenue/Vehicles	CU - Cutaway Bus	33475	Chevy C4500	Champion/Defender	1	1GBG5BG1B1162721	26	2011	229,681	\$80,384.00
Revenue/Vehicles	MV - Mini-van	33531	Dodge	Chrysler	1	2C4RDGDG6CR17245	17	2012	76,410	\$87,782.00
Revenue/Vehicles	MV - Mini-van	33735	Dodge	Chrysler	1	2C4RDGDG2CR39954	17	2012	79,152	\$44,662.00
Revenue/Vehicles	CU - Cutaway Bus	33756	Ford F-450	Goshen/Thor	1	1FDGF4GT6CEB62416	26	2012	204,061	\$86,197.00
Revenue/Vehicles	CU - Cutaway Bus	33757	Ford F-450	Goshen/Thor	1	1FDGF4GT8CEB62417	26	2012	168,465	\$86,197.00
Revenue/Vehicles	VN - Van	33776	Ford	E-250	1	1FTNE2EL7DDA72091	16	2013	125,810	\$35,058.00
Revenue/Vehicles	VN - Van	33777	Ford	E-250	1	1FTNE2EL9DDA72092	16	2013	85,944	\$35,058.00
Revenue/Vehicles	VN - Van	34059	Ford	E-250	1	1FTNE2EL2DDA72094	16	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	1FDGF4GTXDEB37360	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 Pautson						2019		\$756,822.00
Equipment	Bus Lift	Port Charlotte			1			2010		\$23,831.00
Equipment	Data Equipment	RouteMach	Trip Software		1			2011		\$268,558.00
Equipment	Data Equipment	RouteMach	Notification Module		1			2016		\$57,940.00

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicle	AO - Automobile	35632	1	1FAHP2H86GG138332	5	18,869	\$25,980.00	8	No
RevenueVehicle	CU - Cutaway Bus	32415	1	1HVBTAAL3AH245032	11	195,912	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32416	1	1HVBTAAL5AH245033	11	172,517	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32417	1	1HVBTAAL7AH245034	11	195,522	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32418	1	1HVBTAAL4AH250644	11	162,467	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32419	1	1HVBTAAL9AH245035	11	160,141	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32664	1	1HVBTAAN3BH339009	10	227,492	\$216,610.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	33474	1	1GB6G5BG7B1162979	10	179,383	\$80,384.00	10	No
RevenueVehicle	CU - Cutaway Bus	33475	1	1GB6G5BG1B1162721	10	229,952	\$80,384.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	33756	1	1FDGF4GT6CEB62416	9	205,325	\$86,197.00	10	No
RevenueVehicle	CU - Cutaway Bus	33757	1	1FDGF4GT8CEB62417	9	168,465	\$86,197.00	10	No
RevenueVehicle	CU - Cutaway Bus	34082	1	1FDGF4GT1DEB37361	8	253,098	\$88,344.00	10	No
RevenueVehicle	CU - Cutaway Bus	34083	1	1FDGF4GTXDEB37360	8	228,752	\$88,344.00	10	No
RevenueVehicle	CU - Cutaway Bus	37438	1	1FDFE4FS3KDC43871	1	15,177	\$100,259.00	10	No
RevenueVehicle	CU - Cutaway Bus	37475	1	1FDFE4FS5KDC43872	1	12,996	\$100,259.00	10	No
RevenueVehicle	CU - Cutaway Bus	37481	1	1FDFE4FS5KDC45346	1	34,220	\$100,259.00	10	No
RevenueVehicle	MB - Mini-bus	36242	1	1FDZX2CM0JKA36706	3	82,069	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36243	1	1FDZX2CM2JKA36707	3	84,178	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36249	1	1FDZX2CM2JKA36710	3	79,555	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36250	1	1FDZX2CM4JKA36708	3	82,423	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36328	1	1FDZX2CMXJKA36714	3	85,765	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36332	1	1FDZX2CM4JKA36711	3	78,730	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36336	1	1FDZX2CM8JKA36713	3	80,211	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36347	1	1FDZX2CM6JKA36709	3	68,425	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36348	1	1FDZX2CM6JKA36712	3	65,621	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36506	1	1FDVU4XV0JKB11846	3	47,886	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36806	1	1FDVU4XV0KKA11652	2	42,967	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	37342	1	1FDVU4XV6KKB31553	2	22,966	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37343	1	1FDVU4XV8KKB31554	2	15,353	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37345	1	1FDVU4XV8KKB31555	2	15,691	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37437	1	1FDVU4XV8KKB31556	2	11,527	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37440	1	1FDVU4XV8KKB31558	2	19,138	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37442	1	1FDVU4XV8KKB31557	2	14,313	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37443	1	1FDVU4XV8KKB31559	2	15,268	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37447	1	1FDVU4XV8KKB31560	2	27,795	\$79,651.00	10	No
RevenueVehicle	MB - Mini-bus	37450	1	1FDVU4XV8KKB31561	2	11,478	\$79,651.00	10	No
RevenueVehicle	MV - Mini-van	33531	1	2C4RDGDG6CR172457	9	76,912	\$87,782.00	8	Yes
RevenueVehicle	MV - Mini-van	33735	1	2C4RDGDG2CR399547	9	79,718	\$44,662.00	8	Yes
RevenueVehicle	VN - Van	33776	1	1FTNE2EL7DDA72091	8	124,162	\$35,058.00	8	Yes
RevenueVehicle	VN - Van	33777	1	1FTNE2EL9DDA72092	8	89,699	\$35,058.00	8	Yes
RevenueVehicle	VN - Van	34059	1	1FTNE2EL2DDA72094	8	100,042	\$35,058.00	8	Yes

RevenueVehicle	CU - Cutaway Bus	32415	1	1HVBTAAL3AH245032	11	195,912	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32416	1	1HVBTAAL5AH245033	11	172,517	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32417	1	1HVBTAAL7AH245034	11	195,522	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32418	1	1HVBTAAL4AH250644	11	162,467	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32419	1	1HVBTAAL9AH245035	11	160,141	\$225,148.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	32664	1	1HVBTAAN3BH339009	10	227,492	\$216,610.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	33474	1	1GB6G5BG7B1162979	10	179,383	\$80,384.00	10	No
RevenueVehicle	CU - Cutaway Bus	33475	1	1GB6G5BG1B1162721	10	229,952	\$80,384.00	10	Yes
RevenueVehicle	CU - Cutaway Bus	33756	1	1FDGF4GT6CEB62416	9	205,325	\$86,197.00	10	No
RevenueVehicle	CU - Cutaway Bus	33757	1	1FDGF4GT8CEB62417	9	168,465	\$86,197.00	10	No
RevenueVehicle	CU - Cutaway Bus	34082	1	1FDGF4GT1DEB37361	8	253,098	\$88,344.00	10	No
RevenueVehicle	CU - Cutaway Bus	34083	1	1FDGF4GTXDEB37360	8	228,752	\$88,344.00	10	No
RevenueVehicle	CU - Cutaway Bus	37438	1	1FDFE4FS3KDC43871	1	15,177	\$100,259.00	10	No
RevenueVehicle	CU - Cutaway Bus	37475	1	1FDFE4FS5KDC43872	1	12,996	\$100,259.00	10	No
RevenueVehicle	CU - Cutaway Bus	37481	1	1FDFE4FS5KDC45346	1	34,220	\$100,259.00	10	No
RevenueVehicle	MB - Mini-bus	36242	1	1FDZX2CM0JKA36706	3	82,069	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36243	1	1FDZX2CM2JKA36707	3	84,178	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36249	1	1FDZX2CM2JKA36710	3	79,555	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36250	1	1FDZX2CM4JKA36708	3	82,423	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36328	1	1FDZX2CMXJKA36714	3	85,765	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36332	1	1FDZX2CM4JKA36711	3	78,730	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36336	1	1FDZX2CM8JKA36713	3	80,211	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36347	1	1FDZX2CM6JKA36709	3	68,425	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36348	1	1FDZX2CM6JKA36712	3	65,621	\$65,720.00	10	No
RevenueVehicle	MB - Mini-bus	36506	1	1FDVU4XV0KJB11846	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

6.2.2 MPO Transit Asset Management Targets

As discussed above, MPOs established TAM targets within 180 days of the date that public transportation providers established their first targets in 2018. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

On October 29, 2018, the Charlotte County-Punta Gorda MPO agreed to support Charlotte County Transit's TAM targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the provider's targets.

6.3 Transit Asset Management Investments in the TIP

The Charlotte County-Punta Gorda MPO TIP was developed and is managed in cooperation with Charlotte County Transit. It reflects the investment priorities established in the Charlotte County - Punta Gorda MPO 2045 Long Range Transportation Plan (LRTP). Charlotte County Transit will be updating its Transit Development Plan in 2024. The Charlotte County-Punta Gorda MPO will play a role in supporting this update and monitoring potential changes that may impact transit planning, operations, capital asset management and state of good repair.

As previously noted, the Charlotte County-Punta Gorda MPO agreed on October 29, 2018, to support Charlotte County Transit's TAM targets established in the County's Asset Management and Capital Asset State of Good Repair policy document, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the provider's targets.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The focus of the Charlotte County-Punta Gorda MPO's investments that address transit state of good repair include

- Bus and other vehicle purchase and replacements
- Equipment purchases and replacements
- Maintain transit facilities

Transit asset condition and state of good repair is a consideration in the methodology Charlotte County-Punta Gorda MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area. The 2045 LRTP utilizes prioritization process that considers factors such as multimodal connectivity, as well as safety and security of the transit system. The TIP devotes resources to projects that will maintain and improve transit state of good repair.

The Charlotte County-Punta Gorda MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the TAM

performance targets. The Charlotte County-Punta Gorda MPO will continue to coordinate with Charlotte County Transit to maintain the region's transit assets in a state of good repair.

For more information on these programs and projects, see TIP Section-VII.

7 - TRANSIT SAFETY PERFORMANCE

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

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

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

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

In Florida, each Section 5307 or 5311 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.¹

Each provider of public transportation that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs had 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. 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 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 separate regional transit safety targets for the MPO planning area. In addition, the Charlotte County-Punta Gorda MPO must reflect those targets in LRTP and TIP updates.

The following transit provider(s) operate in the Charlotte County-Punta Gorda MPO planning area: Charlotte County Transit (CCT). This agency is responsible for developing a PTASP and establishing transit safety performance targets annually. It uses curb-to-curb paratransit only service with no fixed routes.

¹ FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://www.fdot.gov/transit/default.shtm>

Transit Agency Safety Targets

Charlotte County Transit established the transit safety targets identified in Table IV-12.1 on August 27, 2020:

Table IV-12.1 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

MPO Transit Safety Targets

As discussed above, MPOs established transit safety targets within 180 days of the date that public transportation providers established their first safety targets in 2020-2021. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional transit safety 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.

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 provider's targets.

Transit Safety Investments in the TIP

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

Charlotte County Transit established the Safety and Security Review Committee to bring management, employees, and employee representatives together to achieve and maintain a safe, healthful workplace.

Meetings will be held on an “as needed” basis, and may include safety reviews, injury reviews, and address employee concerns.

FTA funding, as programmed by the region’s transit providers and FDOT, is used for programs and products to improve the safety of the region’s transit systems. The focus of the Charlotte County-Punta Gorda MPO’s investments that address transit safety include. On Page 18 of the Charlotte County Transit Agency Safety Plan (ASP), safety issues and safety risk mitigation strategies are identified under the **Safety Management Policy Statement**.

Transit safety is a consideration in the methodology the Charlotte County-Punta Gorda MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO’s goals, including transit safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the MPO’s planning area. The 2045 LRTP utilizes prioritization process that considers factors such as multimodal connectivity, as well as safety and security of the transit system. 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.

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 have been revised by Charlotte County Transit one time since the original measures adopted in the LRTP.

The Charlotte County-Punta Gorda MPO’s TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. The Charlotte County-Punta Gorda MPO will continue to coordinate with Charlotte County Transit to maintain and improve the safety of the region’s transit system and maintain transit assets in a state of good repair. The TIP devotes resources to projects that will maintain and improve transit safety. For more information on these programs and projects, see Section – VII for transit projects and investments.

HIGHWAYS									
<div><div><div>Item Number: 413042 7</div><div>Project Description: I-75 (SR 93) AT N JONES LOOP ROAD INTERCHANGE</div><div>*SIS*</div></div><div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: LANDSCAPING</div><div>Project Length: 0.600MI</div></div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT		2045 LRTP: Goal 3 ; Objective 4; Page 2-2							
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT		5,000						5,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			1,182,720					1,182,720
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			1,056					1,056
Phase: CONSTRUCTION Totals				1,183,776					1,183,776
Item: 413042 7 Totals			5,000	1,183,776					1,188,776
Project Totals			5,000	1,183,776					1,188,776
<div><div><div>Item Number: 412665 1</div><div>Project Description: CHARLOTTE COUNTY TSMCA</div><div></div></div><div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM</div><div>Project Length: 8.201MI</div></div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / RESPONSIBLE AGENCY NOT AVAILABLE		2045 LRTP: Goal 1; Objective1& 4 ; Page 2-2							
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,979,858		312,686	322,067	338,170			2,952,781
	DITS-STATEWIDE ITS - STATE 100%.	431,270	268,766				101,905		801,941
Phase: OPERATIONS Totals		2,411,128	268,766	312,686	322,067	338,170	101,905		3,652,817
Item: 412665 1 Totals		2,411,128	268,766	312,686	322,067	338,170	101,905		3,652,817
Project Totals		2,411,128	268,766	312,686	322,067	338,170	101,905		3,652,817
<div><div><div>Item Number: 413625 1</div><div>Project Description: CITY OF PUNTA GORDA TSMCA</div><div></div></div><div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM</div><div>Project Length: 8.201MI</div></div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / RESPONSIBLE AGENCY NOT AVAILABLE		2045 LRTP: Goal 1; Objective1& 4 ; Page 2-2							
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	768,282		121,813	125,468	131,741			1,147,304
	DITS-STATEWIDE ITS - STATE 100%.		89,133						89,133
Phase: OPERATIONS Totals		768,282	89,133	121,813	125,468	131,741			1,236,437
Item: 413625 1 Totals		768,282	89,133	121,813	125,468	131,741			1,236,437
Project Totals		768,282	89,133	121,813	125,468	131,741			1,236,437

<div><div>Project Description: HARBORVIEW ROAD Item Number: 434965 2FROM MELBOURNE ST TO I-75</div><div>District: 01County: CHARLOTTE</div><div>Type of Work: ADD LANES & RECONSTRUCT</div><div>Project Length: 2.445MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP: Table 8-6; Map ID 51; Page 8-8									
Fund Code:	ACSL-ADVANCE CONSTRUCTION (SL)	1,002,538							1,002,538
	CM-CONGESTION MITIGATION - AQ	73,036							73,036
	GFSL-GF STPBG <200K	2,385,986							2,385,986
	LF-LOCAL FUNDS	500,000							500,000
	SL-STP, AREAS <= 200K	917,528							917,528
Phase: PRELIMINARY ENGINEERING Totals		4,879,088							4,879,088
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)		640,864						640,864
	CM-CONGESTION MITIGATION - AQ			320,053					320,053
	LF-LOCAL FUNDS		4,990,000						4,990,000
	SA-STP, ANY AREA			574,480					574,480
	SL-STP, AREAS <= 200K		606,046	5,908,787					6,514,833
Phase: RIGHT OF WAY Totals			6,236,910	6,803,320					13,040,230
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	TALT-TRANSPORTATION ALTS- ANY AREA			10,000					10,000
Item: 434965 2 Totals		4,879,088	6,236,910	6,813,320					17,929,318
<div><div>Project Description: HARBORVIEW ROAD Item Number: 434965 3FROM MELBOURNE ST TO DATE ST</div><div>District: 01County: CHARLOTTE</div><div>Type of Work: ADD LANES & RECONSTRUCT</div><div>Project Length: 1.091MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
RAILROAD & UTILITIES / MANAGED BY FDOT2045 LRTP: Table 8-6; Map ID 51; Page 8-8									
Fund Code:	LF-LOCAL FUNDS					5,805,000			5,805,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	CM-CONGESTION MITIGATION - AQ					310,150			310,150
	LF-LOCAL FUNDS					9,935,382			9,935,382
	SA-STP, ANY AREA					9,420,184			9,420,184
	SL-STP, AREAS <= 200K					2,472,240			2,472,240
Phase: CONSTRUCTION Totals						22,137,956			22,137,956
Item: 434965 3 Totals						27,942,956			27,942,956
Project Totals		4,879,088	6,236,910	6,813,320		27,942,956			45,872,274
<div><div>Project Description: CR 765A (TAYLOR RD) Item Number: 435105 2FROM N JONES LOOP TO AIRPORT RD PHASE I</div><div>District: 01County: CHARLOTTE</div><div>Type of Work: SIDEWALK</div><div>Project Length: 2.920MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP Table 7-3; Map ID 92; Page 7-17									
Fund Code:	TALL-TRANSPORTATION ALTS- <200K			491,844					491,844
	TALT-TRANSPORTATION ALTS- ANY AREA			164,677					164,677
Phase: PRELIMINARY ENGINEERING Totals				656,521					656,521
Item: 435105 2 Totals				656,521					656,521
Project Totals				656,521					656,521

<div><div>Project Description: PUNTA GORDA WEIGH Item Number: 437001 2IN MOTION (WIM) SCREENING</div><div>*SIS*</div><div>Type of Work: MCCO WEIGH STATION STATIC/WIM</div><div>District: 01County: CHARLOTTEProject Length: 1.198MI</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027All Years
CONSTRUCTION / MANAGED BY FDOT		2045 LRTP: Goal 1; Objective 3,4 & 5 ; Page 2-2						
Fund Code:	DWS-WEIGH STATIONS - STATE 100%			3,803,002				3,803,002
Item: 437001 2 Totals				3,803,002				3,803,002
Project Totals				3,803,002				3,803,002
<div><div>Project Description: CHARLOTTE TMC OPS Item Number: 437105 1FUND COUNTY WIDE</div><div></div><div>Type of Work: OTHER ITS</div><div>District: 01County: CHARLOTTEProject Length: 0.001MI</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027All Years
OPERATIONS / MANAGED BY CHARLOTTE COUNTY		2045 LRTP: Goal 1; Objective1& 4 ; Page 2-2						
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	91,000	90,000	90,000	90,000	90,000		451,000
Item: 437105 1 Totals		91,000	90,000	90,000	90,000	90,000		451,000
Project Totals		91,000	90,000	90,000	90,000	90,000		451,000
<div><div>Project Description: SR 45 (US 41) Item Number: 438262 1TAMIAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD</div><div></div><div>Type of Work: SIDEWALK</div><div>District: 01County: CHARLOTTEProject Length: 2.136MI</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT		2045 LRTP Table 7-3; Map ID 98; Page 7-17						
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO		257,305					257,305
	SL-STP, AREAS <= 200K		328,033					328,033
	TALL-TRANSPORTATION ALTS- <200K	10,366	212,996					223,362
	TALT-TRANSPORTATION ALTS- ANY AREA		31,666					31,666
Phase: PRELIMINARY ENGINEERING Totals		10,366	830,000					840,366
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	CM-CONGESTION MITIGATION - AQ						2,803	2,803
	DDR-DISTRICT DEDICATED REVENUE						2,642,502	2,642,502
	DIH-STATE IN-HOUSE PRODUCT SUPPORT						1,154	1,154
	DS-STATE PRIMARY HIGHWAYS & PTO						323,487	323,487
	SL-STP, AREAS <= 200K						5,857	5,857
	TALL-TRANSPORTATION ALTS- <200K						14,941	14,941
	TALT-TRANSPORTATION ALTS- ANY AREA						1,484,932	1,484,932
Phase: CONSTRUCTION Totals							4,475,676	
Item: 438262 1 Totals		10,366	830,000				4,475,676	840,366

<div><div>Item Number: 440442 1</div><div>Project Description: SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR</div></div>									
<div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: SIDEWALK</div><div>Project Length: 2.652MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP Table 7-3; Map ID 98; Page 7-17									
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	822,528							822,528
	DS-STATE PRIMARY HIGHWAYS & PTO	52							52
	SA-STP, ANY AREA	132,427							132,427
	TALL-TRANSPORTATION ALTS- <200K	168,506							168,506
	TALT-TRANSPORTATION ALTS- ANY AREA	273,916							273,916
Phase: PRELIMINARY ENGINEERING Totals		1,397,429							1,397,429
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	12,734							12,734
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	TALT-TRANSPORTATION ALTS- ANY AREA			75,000					75,000
Item: 440442 1 Totals		1,410,163		75,000					1,485,163
Project Totals		1,420,529	830,000	75,000			4,475,676		2,325,529
<div><div>Item Number: 438996 1</div><div>Project Description: I-75 (SR 93) AT CR 769 (KINGS HWY)</div></div>									
<div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: LANDSCAPING</div><div>Project Length: 0.640MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP: Goal 3 ; Objective 4; Page 2-2									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,000							10,000
	DS-STATE PRIMARY HIGHWAYS & PTO	204,097							204,097
Phase: PRELIMINARY ENGINEERING Totals		214,097							214,097
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		1,007,908						1,007,908
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		51,350						51,350
	DS-STATE PRIMARY HIGHWAYS & PTO		9,320						9,320
Phase: CONSTRUCTION Totals			1,068,578						1,068,578
Item: 438996 1 Totals		214,097	1,068,578						1,282,675
Project Totals		214,097	1,068,578						1,282,675

<div><div>Item Number: 441524 1</div><div>Project Description: TAMIAMI TRAIL (SR 45/US 41) FROM WILLIAM ST TO PEACE RIVER BRIDGE</div><div>District: 01County: CHARLOTTEType of Work: RESURFACINGProject Length: 0.910MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP: Goal 1 ; Objective 1; Page 2-2									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,665,112							1,665,112
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	51,714							51,714
	DS-STATE PRIMARY HIGHWAYS & PTO	102,235							102,235
Phase: PRELIMINARY ENGINEERING Totals		1,819,061							1,819,061
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	160,000							160,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,000							10,000
Phase: RIGHT OF WAY Totals		170,000							170,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	808		4,636,893					4,637,701
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			1,056					1,056
	DS-STATE PRIMARY HIGHWAYS & PTO	40		321,462					321,502
	LF-LOCAL FUNDS			713,793					713,793
	SA-STP, ANY AREA			621,948					621,948
	SL-STP, AREAS <= 200K			105,600					105,600
Phase: CONSTRUCTION Totals		848		6,400,752					6,401,600
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO			50,000					50,000
	TALT-TRANSPORTATION ALTS- ANY AREA		20,000						20,000
Phase: ENVIRONMENTAL Totals			20,000	50,000					70,000
Item: 441524 1 Totals		1,989,909	20,000	6,450,752					8,460,661
Project Totals		1,989,909	20,000	6,450,752					8,460,661
<div><div>Item Number: 441552 1</div><div>Project Description: SR 35 (US 17) FROM SR 45 (US 41) TO BERMONT ROAD (CR 74)</div><div>District: 01County: CHARLOTTEType of Work: RESURFACINGProject Length: 4.154MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP: Goal 1 ; Objective 1; Page 2-2									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	864	1,000,000						1,000,864
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	10,123							10,123
	DS-STATE PRIMARY HIGHWAYS & PTO	48,789							48,789
Phase: PRELIMINARY ENGINEERING Totals		59,776	1,000,000						1,059,776
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	8,475							8,475
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			5,280					5,280
	DS-STATE PRIMARY HIGHWAYS & PTO	124		7,941,519					7,941,643
Phase: CONSTRUCTION Totals		8,599		7,946,799					7,955,398
Item: 441552 1 Totals		68,375	1,000,000	7,946,799					9,015,174
Project Totals		68,375	1,000,000	7,946,799					9,015,174

<div><div>Project Description: SR 31 FROM CR 74 TO Item Number: 441950 1CR 74</div><div>*SIS*</div></div> <div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: ROUNDABOUT</div><div>Project Length: 0.239MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP Table 8-6; Map ID 60; Page 8-8									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,217							1,217
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	21,524							21,524
	DS-STATE PRIMARY HIGHWAYS & PTO	541							541
	GFSN-GF STPBG	218,016							218,016
	SN-STP, MANDATORY NON-URBAN <= 5K	981,984							981,984
Phase: PRELIMINARY ENGINEERING Totals		1,223,282							1,223,282
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	69,959							69,959
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	20,000							20,000
	SL-STP, AREAS <= 200K		847,720						847,720
Phase: RIGHT OF WAY Totals		89,959	847,720						937,679
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DI-ST. - S/W INTER/INTRASTATE HWY				500,000				500,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	471							471
	DI-ST. - S/W INTER/INTRASTATE HWY				6,533,379				6,533,379
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				1,086				1,086
	DS-STATE PRIMARY HIGHWAYS & PTO	6,069							6,069
Phase: CONSTRUCTION Totals		6,540			6,534,465				6,541,005
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	46,831							46,831
	ACSN-ADVANCE CONSTRUCTION (SN)	79,672							79,672
	TALN-TRANSPORTATION ALTS- < 5K	31,275							31,275
Phase: ENVIRONMENTAL Totals		157,778							157,778
Item: 441950 1 Totals		1,477,559	847,720		7,034,465				9,359,744
Project Totals		1,477,559	847,720		7,034,465				9,359,744
<div><div>Project Description: I-75 (SR 93) ADMS Item Number: 442098 1FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE</div><div>*SIS*</div></div> <div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: DYNAMIC MESSAGE SIGN</div><div>Project Length: 22.008MI</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT2045 LRTP: Goal 1 ; Objective 5; Page 2-2									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					300,000			300,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	5,000							5,000
	DITS-STATEWIDE ITS - STATE 100%.		125,000						125,000
Phase: PRELIMINARY ENGINEERING Totals		5,000	125,000			300,000			430,000
DESIGN BUILD / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		505,952						505,952
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		5,135						5,135
	DITS-STATEWIDE ITS - STATE 100%.		1,540,500						1,540,500
Phase: DESIGN BUILD Totals			2,051,587						2,051,587
Item: 442098 1 Totals		5,000	2,176,587			300,000			2,481,587
Project Totals		5,000	2,176,587			300,000			2,481,587

<div><div>Project Description: SR 776 (EL JOBEAN RD) FROM MYAKKA RIVER TO MURDOCK CIRCLE</div><div>Item Number: 444907 1</div></div>									
District: 01		County: CHARLOTTE		Type of Work: LANDSCAPING		Project Length: 5.681MI			
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / MANAGED BY CHARLOTTE COUNTY BOCC			2045 LRTP: Goal 3 ; Objective 4; Page 2-2						
Fund Code:	DDR-DISTRICT DEDICATED REVENUE					852,000			852,000
Item: 444907 1 Totals						852,000			852,000
Project Totals						852,000			852,000
<div><div>Project Description: SR 776 FROM MYAKKA RIVER TO WILLOWBEND DR</div><div>Item Number: 445475 1</div></div>									
District: 01		County: CHARLOTTE		Type of Work: RESURFACING		Project Length: 1.761MI			
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT			2045 LRTP: Goal 1 ; Objective 1; Page 2-2						
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	111							111
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	15,209							15,209
	DS-STATE PRIMARY HIGHWAYS & PTO	566,444							566,444
Phase: PRELIMINARY ENGINEERING Totals		581,764							581,764
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE		1,754,119						1,754,119
	DIH-STATE IN-HOUSE PRODUCT SUPPORT		1,027						1,027
	DS-STATE PRIMARY HIGHWAYS & PTO	1,573	1,784,014						1,785,587
	SL-STP, AREAS <= 200K		344,393						344,393
Phase: CONSTRUCTION Totals		1,573	3,883,553						3,885,126
Item: 445475 1 Totals		583,337	3,883,553						4,466,890
Project Totals		583,337	3,883,553						4,466,890
<div><div>Project Description: I-75 PUNTA GORDA WEIGH STATION - RESURFACING</div><div>Item Number: 446281 1</div></div>									
District: 01		County: CHARLOTTE		Type of Work: MCCO WEIGH STATION *SIS* STATIC/WIM		Project Length: 0.956MI			
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CONSTRUCTION / MANAGED BY FDOT			2045 LRTP: Goal 5 ; Objective 4; Page 2-3						
Fund Code:	DWS-WEIGH STATIONS - STATE 100%				12,282,882				12,282,882
Item: 446281 1 Totals					12,282,882				12,282,882
Project Totals					12,282,882				12,282,882
<div><div>Project Description: US 41 (SR 45) AT S FORK ALLIGATOR CREEK</div><div>Item Number: 446339 1</div></div>									
District: 01		County: CHARLOTTE		Type of Work: PEDESTRIAN/WILDLIFE OVERPASS		Project Length: 0.022MI			
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY CHARLOTTE COUNTY BOCC			2045 LRTP: Goal 5 ; Objective 4; Page 2-3						
Fund Code:	TALL-TRANSPORTATION ALTS- <200K				290,000				290,000
Item: 446339 1 Totals					290,000				290,000
Project Totals					290,000				290,000

<div><div>Item Number: 448931 1</div><div>Project Description: SR 45 (US 41) FROM S OF MORNINGSIDE DR TO N OF ST PIERRE RD</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: RESURFACING</div><div>Project Length: 2.794MI</div></div>									
Phase / Responsible Agency		Fiscal Year							
		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT		2045 LRTP: Goal 1 ; Objective 1; Page 2-2							
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT		544,000						544,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				757,532				757,532
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				5,430				5,430
	DS-STATE PRIMARY HIGHWAYS & PTO				6,124,729				6,124,729
Phase: CONSTRUCTION Totals					6,887,691				6,887,691
Item: 448931 1 Totals			544,000		6,887,691				7,431,691
Project Totals			544,000		6,887,691				7,431,691
<div><div>Item Number: 449652 1</div><div>Project Description: SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY LINE</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: SAFETY PROJECT</div><div>Project Length: 1.020MI</div></div>									
Phase / Responsible Agency		Fiscal Year							
		<2023	2023	2024	2025	2026	2027	>2027	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT		2045 LRTP: Table 8-6; Map ID 51; Page 8-8							
Fund Code:	ACSS-ADVANCE CONSTRUCTION (SS,HSP)					479,000			479,000
Item: 449652 1 Totals						479,000			479,000
Project Totals						479,000			479,000

MAINTENANCE								
<div><div>Project Description: CHARLOTTE CO ROADWAY & BRIDGE MAINT PRIMARY</div><div>Item Number: 408252 1 District: 01</div><div>SYSTEM County: CHARLOTTE</div><div>Type of Work: ROUTINE MAINTENANCE</div><div>Project Length: 0.000</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT		2045 LRTP: Goal 1 ; Objective 1; Page 2-2						
Fund Code:	D-UNRESTRICTED STATE PRIMARY	9,743,693	65,000	65,000				9,873,693
Item: 408252 1 Totals		9,743,693	65,000	65,000				9,873,693
Project Totals		9,743,693	65,000	65,000				9,873,693
<div><div>Project Description: CHARLOTTE CO ROADWAY & BRIDGE MAINT INTERSTATE</div><div>Item Number: 408253 1 District: 01</div><div>SYSTEM County: CHARLOTTE</div><div>*SIS* Type of Work: ROUTINE MAINTENANCE</div><div>Project Length: 0.000</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT		2045 LRTP: Goal 1 ; Objective 1; Page 2-2						
Fund Code:	D-UNRESTRICTED STATE PRIMARY	1,154,752	12,000	12,000				1,178,752
Item: 408253 1 Totals		1,154,752	12,000	12,000				1,178,752
Project Totals		1,154,752	12,000	12,000				1,178,752
<div><div>Project Description: CHARLOTTE COUNTY HIGHWAY LIGHTING</div><div>Item Number: 412573 1 District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: ROUTINE MAINTENANCE</div><div>Project Length: 0.000</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY CHARLOTTE COUNTY BOARD OF COUNT		2045 LRTP: Goal 1 ; Objective 1; Page 2-2						
Fund Code:	D-UNRESTRICTED STATE PRIMARY	965,992		252,335				1,218,327
	DDR-DISTRICT DEDICATED REVENUE	1,865,061						1,865,061
Phase: BRDG/RDWY/CONTRACT MAINT Totals		2,831,053		252,335				3,083,388
Item: 412573 1 Totals		2,831,053		252,335				3,083,388
Project Totals		2,831,053		252,335				3,083,388

Item Number: 413536 1 Project Description: PUNTA GORDA District: 01 County: CHARLOTTE Type of Work: ROUTINE MAINTENANCE Project Length: 0.000									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY PUNTA GORDA, CITY OF		2045 LRTP: Goal 1 ; Objective 1; Page 2-2							
Fund Code:	D-UNRESTRICTED STATE PRIMARY	897,297	187,520	173,241					1,258,058
	DDR-DISTRICT DEDICATED REVENUE	1,170,699							1,170,699
Phase: BRDG/RDWY/CONTRACT MAINT Totals		2,067,996	187,520	173,241					2,428,757
Item: 413536 1 Totals		2,067,996	187,520	173,241					2,428,757
Project Totals		2,067,996	187,520	173,241					2,428,757
Item Number: 427781 1 Project Description: ITS DEVICES ELECTRIC *SIS* District: 01 County: CHARLOTTE Type of Work: OTHER ITS Project Length: 0.000 Extra Description: ELECTRICITY FOR ITS DEVICES IN									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT		2045 LRTP: Goal 1 ; Objective 1; Page 2-2							
Fund Code:	D-UNRESTRICTED STATE PRIMARY	266,890	27,000	27,000					320,890
	DS-STATE PRIMARY HIGHWAYS & PTO	39							39
Phase: BRDG/RDWY/CONTRACT MAINT Totals		266,929	27,000	27,000					320,929
Item: 427781 1 Totals		266,929	27,000	27,000					320,929
Project Totals		266,929	27,000	27,000					320,929
Item Number: 432899 1 Project Description: CHARLOTTE COUNTY District: 01 County: CHARLOTTE Type of Work: ROUTINE MAINTENANCE Project Length: 0.000									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT		2045 LRTP: Goal 1 ; Objective 1; Page 2-2							
Fund Code:	D-UNRESTRICTED STATE PRIMARY	10,939,919	70,000	70,000					11,079,919
		10,939,919	70,000	70,000					11,079,919
Item Number: 432899 2 Project Description: CHARLOTTE COUNTY District: 01 County: CHARLOTTE Type of Work: ROUTINE MAINTENANCE Project Length: 0.000 ASSET MAINTENANCE									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT		2045 LRTP: Goal 1 ; Objective 1; Page 2-2							
Fund Code:	D-UNRESTRICTED STATE PRIMARY	3,099,553	2,236,231	2,236,231	2,236,231	2,236,231	2,236,231		14,280,708
		3,099,553	2,236,231	2,236,231	2,236,231	2,236,231	2,236,231		12,044,477
Item: 432899 2 Totals		3,099,553	2,236,231	2,236,231	2,236,231	2,236,231	2,236,231		12,044,477
Project Totals		14,039,472	2,306,231	2,306,231	2,236,231	2,236,231	2,236,231		23,124,396

MISCELLANEOUS								
Item Number: 443602 1 Project Description: CAPE HAZE PIONEER District: 01 County: CHARLOTTE Type of Work: BIKE PATH/TRAIL Project Length: 0.000								
	Fiscal Year							
Phase / Responsible Agency	<2023	2023	2024	2025	2026	2027	>2027	All Years
P D & E / MANAGED BY FDOT 2045 LRTP: Goal 5 ; Objective 4; Page 2-3								
Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT			1,000					1,000
Item: 443602 1 Totals			1,000					1,000
			1,000					1,000
Project Totals								
Grand Total	102,456,262	26,067,362	37,201,988	39,489,689	37,811,578	12,224,300		243,026,879

Fund Codes

Federal	ACSA - ADVANCE CONSTRUCTION (SA)	ACSS - ADVANCE CONSTRUCTION (SS,HSP)	CM - CONGESTION MITIGATION - AQ
	DU - STATE PRIMARY/FEDERAL REIMB	FAA - FEDERAL AVIATION ADMIN	FTA - FEDERAL TRANSIT ADMINISTRATION
	PL - METRO PLAN (85% FA; 15% OTHER)	SA - STP, ANY AREA	SL - STP, AREAS <= 200K
	TALL - TRANSPORTATION ALTS- <200K	TALT - TRANSPORTATION ALTS- ANY AREA	
Local	LF - LOCAL FUNDS		
State	D - UNRESTRICTED STATE PRIMARY	DDR - DISTRICT DEDICATED REVENUE	DIH - STATE IN-HOUSE PRODUCT SUPPORT
	DITS - STATEWIDE ITS - STATE 100%.	DPTO - STATE - PTO	DS - STATE PRIMARY HIGHWAYS & PTO
	DWS - WEIGH STATIONS - STATE 100%		

SECTION – V

CHARLOTTE COUNTY CAPITAL IMPROVEMENTS PROGRAM

The adopted FY 2022 through FY 2027 Charlotte County Capital Improvements Program was developed in accordance with Chapter 163, Florida Statutes, 1985), and the corresponding implementing rules (Rule 9J-5, Florida Administrative Code The Capital Budget/CIP serves as the implementing mechanism of the Capital Improvements Element (CIE) of the Comprehensive Plan by providing capital funding for CIE projects directly linked to maintaining adopted levels of service. In doing this, the County continues with its development of comprehensively utilizing "level of service" standards to define community needs, and compare public facility plans, funding levels, and expected results. The County Capital Improvements Program can be expected to be a central part of this system.

Capital Improvements Program Operating Costs by Infrastructure Type and Department

2022 Adopted CIP
(in thousands 000)

	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27
Parks Total	47.0	64.2	174.3	99.3	144.4	144.4
Roadway and Sidewalk Infrastructure	507.7	545.7	612.6	605.8	730.2	679.7
Public Works Engineering						
R-02 Road Improvements Right of Way Mapping	0.0	0.0	0.0	0.0	0.0	0.0
R-03 Sidewalks 2009 Sales Tax Extension	75.0	77.3	79.6	82.0	84.4	86.1
R-04 Sidewalks - Close Gaps on Road & Bridge Roads	0.0	0.0	0.0	0.0	0.0	30.0
R-05 Sidewalks - Road and Bridge Roads	0.0	0.0	0.0	0.0	90.0	90.0
R-06 Multi Use Trails and on-road bicycle lanes	0.0	15.0	15.0	15.0	15.0	15.0
R-07 Regional Bicycle-Pedestrian Trails & Sidewalks	0.0	0.0	0.0	3.0	3.0	3.0
R-08 Sidewalk Hazard Mitigation (HB41)	0.0	50.0	50.0	50.0	50.0	50.0
R-09 Intersection Improvements at Various Locations	0.0	0.0	0.0	0.0	0.0	0.0
R-10 Edgewater Corridor Ph 1/SR 776 to Collingswood Blvd.	0.0	0.0	0.0	0.0	0.0	0.0
R-11 Edgewater Corridor Ph 2 - Harbor to Midway 4 Lane	28.0	28.8	29.7	30.6	31.5	0.0
R-12 Edgewater Widening Ph 3- Midway to Collingswood	0.0	0.0	0.0	0.0	0.0	0.0
R-13 Edgewater/Flamingo Ph4 Corridor Connection	0.0	0.0	0.0	0.0	0.0	0.0
R-14 Edgewater/Flamingo Widening (Ph 5)	0.0	0.0	0.0	0.0	0.0	0.0
R-15 Harborview Road Widening	0.0	0.0	0.0	0.0	0.0	0.0
R-16 Hillsborough Blvd/Cranberry Blvd Intersection Improvements	0.0	0.0	0.0	0.0	0.0	0.0
R-17 Kings Highway Widening - I75 to Desoto County Line	0.0	0.0	0.0	0.0	0.0	0.0
R-18 Olean Blvd US 41 to Easy	0.0	18.0	18.5	18.5	18.5	18.5
R-19 Parkside CRA Multi-use Trails & Greenway	15.0	15.0	15.0	15.0	15.0	15.0
R-20 Sandhill Blvd Widening - Kings Hwy to Capricorn	0.0	0.0	0.0	0.0	0.0	40.0
R-21 West Port Infrastructure	0.0	0.0	0.0	0.0	0.0	0.0
R-22 Burnt Store Road Ph2 Widening from Notre Dame to Zemel	0.0	40.0	40.0	40.0	40.0	40.0
R-23 Burnt Store Road Phase 3 / From 3200' N of Zemel Road to Lee County Line	20.0	20.6	21.2	21.9	22.5	0.0
R-24 Piper Road North / Enterprise Charlotte Airport Park	0.0	0.0	30.0	30.9	31.8	0.0
R-25 CR 771 (Gasparilla Road) -SR 776 to Rotonda Blvd East	20.0	20.6	21.2	21.9	22.5	0.0
R-26 CR 775 (Placida Rd) Safety Impvts/Rotonda Blvd West to Boca Grande Cswy	15.0	15.5	15.9	16.4	16.9	0.0
R-27 Harbor Boulevard - US 41 to Olean Blvd (including Gateway)	25.0	25.0	25.0	25.0	25.0	25.0
R-28 Midway Blvd - Sharpe St to Kings Hwy (including US 41 pipes)	0.0	20.0	20.6	21.2	21.9	21.9
R-29 Burnt Store Road Ph 1 Safety & Widening from US 41 to Notre Dame	20.6	21.2	21.9	22.5	23.2	23.2
S-02 Deep Creek Sidewalks	0.0	4.0	4.0	4.0	4.0	4.0
S-03 Englewood East Sidewalks	0.0	20.0	20.0	20.0	20.0	20.0
S-04 Gasparilla Pines Sidewalk in Placida	0.0	0.0	10.0	10.0	10.0	10.0
S-05 Greater Port Charlotte Drainage Control Structure Replacement	0.0	0.0	0.0	0.0	0.0	0.0
S-06 Greater Port Charlotte Master Sidewalk Plan	100.0	10.0	12.0	15.0	17.0	20.0
S-07 Grove City Sidewalk - Ave Americas and San Casa Ave Americas to Worth	40.0	20.0	20.0	20.0	20.0	20.0
S-08 Gulf Cove Pathways	0.0	40.0	55.0	35.0	35.0	35.0
S-09 Lake 1 Excavation for Three Lakes Project	0.0	0.0	0.0	0.0	0.0	0.0
S-10 Manasota Key Community Plan	74.1	24.7	25.0	25.0	50.0	50.0
S-11 South Gulf Cove Multi-Use Pathway	75.0	60.0	60.0	60.0	60.0	60.0
S-12 Suncoast Blvd Sidewalks in Suncoast MSBU	0.0	0.0	3.0	3.0	3.0	3.0
S-13 GPC Drainage Pipes E/W Spring Lake	0.0	0.0	0.0	0.0	0.0	0.0
Public Works Engineering Total	507.7	545.7	612.6	605.8	730.2	679.7

SECTION – VI

CITY OF PUNTA GORDA CAPITAL IMPROVEMENTS PROGRAM

The adopted FY 2022 through FY 2026 City of Punta Gorda Capital Improvements Program was developed to provide guidance for obtaining the physical elements of the "Growth Management Plan" when they are needed and according to the City's ability to pay.

**UNFUNDED PROJECTS
CAPITAL IMPROVEMENTS PROGRAM
FY 2022 - FY 2026
(All figures in thousands of dollars)**

SOURCE OF FUNDING UNIDENTIFIED PROJECT IDENTIFICATION	Page#	TOTAL REQUESTED FUNDING (UNFUNDED)	APPLY FOR GRANT
<i>Only unfunded portion for partially funded projects:</i>			
Ponce de Leon Park Improvements	67	1,850	
Complete Street - Airport Rd Improvements	68	186	
Harborwalk - US 41 Bridge Approach Lighting	72	280	
Historic City Hall Preservation and Rehabilitation	76	512	
Freeman House Preservation	74	863	Yes
Henry St Property Improvements	77	1,000	
Drainage Improvements - Boca Grande Area	78	1,006	Yes
Historic District Infrastructure	83	1,250	Yes
Bayfront Activity Center	81	104	
Complete Street - US 17 Improvements	86	2,500	Yes
Traffic Signal - Burnt Store Rd and Home Depot	87	1,100	
Complete St - Cooper Street Improvements	85	3,307	
Channel and Basin Dredging at Boat Club Area	42	153	Yes
<i>Fully unfunded projects:</i>			
Unimproved Alleyway	48	750	
Baynard/Vasco Sidewalk Improvements	49	400	
Harborwalk East - Phase II	50	1,500	
Bicycle Capital Improvement Program	51	1,200	
Sidewalk Connections W Marion: Bal Harbor to Shreve Street	52	1,500	
Harborwalk - US 41 NB Bridge Underpass Improvements	53	200	
Virginia Ave Complete St Improvements - Harvey St. to US 41	54	800	
Maud Street Angled Parking	55	275	
Royal Poinciana Improvements Complete St	56	2,500	
Tropicana & Marion Sidewalk Enhancement	57	300	
Historic District Street Lights	58	550	
Gilchrist Park - Harborwalk Improvements (Seating and Shade)	59	350	
Historic District Interpretation Markers	60	500	
Harborwalk - Laishley Park Marriage Point	61	750	
Veteran's Park Shade Structure	62	350	
Trabue Park Improvements	63	1,250	
South Punta Gorda Park (Firestation 2)	64	1,000	
Harborwalk West - Area 3	65	1,800	
PROJECT CATEGORY - UNFUNDED TOTAL		30,086	

1% SALES TAX FUND
1% Sales Tax Infrastructure Projects
FY 2022 - FY 2027
(All figures in thousands of dollars)

PROJECT IDENTIFICATION	Page #	Total Project Cost	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Planned	Estimated Grant Application	Estimated Impacts or Other	Unfunded Tier 2	Unidentified Funding Source
1% SALES TAX REVENUE				3,650	3,650	3,650	3,650	3,650	913	19,163				
EXPENDITURES:														
Ponce de Leon Park Improvements	67	2,995	305	0	0	0	0	0	0	305	0	840	0	1,850
Complete Street - Airport Rd Improvements	68	1,786	1,350	0	0	0	0	0	0	1,350	0	250	0	186
US 41 Complete Street - Airport to Carmalita	69	3,410	349	0	0	0	0	0	0	349	3,061	0	0	0
Virginia Ave Complete St Improv.-US 41 to Nesbit	70	950	950	0	0	0	0	0	0	950	0	0	0	0
Harborwalk - ADA US 41 SB Bridge Ramp	71	457	90	0	0	0	0	0	0	90	367	0	0	0
Harborwalk - US 41 Bridge Approach Lighting	72	400	120	0	0	0	0	0	0	120	0	0	0	280
Harborwalk West - Area 2 - Final Phase	73	2,389	2,389	0	0	0	0	0	0	2,389	0	0	0	0
Freeman House Preservation (\$32,000 from ins.)	74	1,103	208	0	0	0	0	0	0	208	500	32	0	363
Henry Street Sidewalk	75	156	156	0	0	0	0	0	0	156	0	0	0	0
Historic City Hall Preservation and Rehabilitation	76	5,500	500	4,488	0	0	0	0	0	4,988	0	0	0	512
Henry St Property Improvements	77	3,067	144	700	973	0	0	0	0	1,817	0	250	1,000	0
Drainage Improvements - Boca Grande Area	78	5,158	1,376	700	1,076	0	0	0	0	3,152	1,000	0	900	106
ADA Improvements - Citywide	79	1,462	683	130	130	130	130	130	129	1,462	0	0	0	0
Henry Street Crosswalks	80	249	0	0	249	0	0	0	0	249	0	0	0	0
Bayfront Activity Center	81	447	0	0	30	313	0	0	0	343	0	0	0	104
Public Safety Building Expansion	82	5,591	0	0	0	550	2,000	1,882	0	4,432	0	1,000	159	0
Historic District Infrastructure	83	2,788	0	0	0	275	275	275	213	1,038	0	500	1,250	0
Shreve Street Complete Street Improvements	84	355	225	0	0	0	130	0	0	355	0	0	0	0
Complete Street - Cooper Street Improvements	85	3,397	90	0	0	0	0	0	0	90	0	0	991	2,316
Complete Street - US 17 Improvements	86	3,019	0	0	0	0	0	0	519	519	2,500	0	0	0
Traffic Signal - Burnt Store Rd and Home Depot	87	1,100	0	0	0	0	0	0	0	0	0	0	345	755
1% SALES TAX FUNDING TOTAL		45,779	8,935	6,018	2,458	1,268	2,535	2,287	861	24,362	7,428	2,872	4,645	6,472
Estimated Projected Carryover - Beg				1,864	(504)	688	3,070	4,185	5,548					
Estimated Projected Carryover - End				(504)	688	3,070	4,185	5,548	5,600					
Interfund Loan from Fishermans Village Sale (Special Use Fund)				2,000	0	0	0	0	0					
Interfund Loan Repayment from 1% Sales Tax				0	0	0	(2,000)	0	0					
Estimated Projected Carryover - End with Interfund Loan				1,496	2,688	5,070	4,185	5,548	5,600					

Schedule covers through December 31, 2026

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 2022/2023 through 2026/2027 as of October 21, 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 2022/2023 through 2026/2027

FLP: TRANSIT									
<div><div>Item Number: 410119 1</div><div>District: 01</div><div>Extra Description:</div></div> <div><div>Project Description: CHARLOTTE COUNTY TRANSIT FTA SECTION 5311 OPERATING ASSISTANCE</div><div>County: CHARLOTTE SECTION 5311 RURAL AND SMALL AREAS PARATRANSIT OPERATING</div></div> <div><div>Type of Work: OPERATING/ADMIN. ASSISTANCE</div><div>Project Length: 0.000</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / MANAGED BY CHARLOTTE COUNTY AREA TRANSIT									
Fund Code:		2045 LRTP: Transit Needs Page 7-12							
	DU-STATE PRIMARY/FEDERAL REIMB	1,073,780	82,000	82,000	50,000	82,800	82,800		1,453,380
	LF-LOCAL FUNDS	1,073,780	82,000	82,000	50,000	82,800	82,800		1,453,380
Phase: OPERATIONS Totals		2,147,560	164,000	164,000	100,000	165,600	165,600		2,741,160
Item: 410119 1 Totals		2,147,560	164,000	164,000	100,000	165,600	165,600		2,741,160
Project Totals		2,147,560	164,000	164,000	100,000	165,600	165,600		2,741,160
<div><div>Item Number: 410138 1</div><div>District: 01</div></div> <div><div>Project Description: CHARLOTTE COUNTY</div><div>County: CHARLOTTE</div></div> <div><div>Type of Work: OPERATING FOR FIXED</div><div>Project Length: 0.000</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / MANAGED BY CHARLOTTE COUNTY AREA TRANSIT									
Fund Code:		2045 LRTP: Transit Needs Page 7-12							
	DDR-DISTRICT DEDICATED REVENUE	1,489,017	439,417	447,909		475,187	494,568		3,346,098
	DPTO-STATE - PTO	3,028,738			461,346				3,490,084
	DS-STATE PRIMARY HIGHWAYS & PTO	467,674							467,674
	FTA-FEDERAL TRANSIT ADMINISTRATION	3,102,116							3,102,116
	LF-LOCAL FUNDS	4,563,232	439,417	447,909	461,346	475,187	494,568		6,881,659
Phase: OPERATIONS Totals		12,650,777	878,834	895,818	922,692	950,374	989,136		16,298,495
Item: 410138 1 Totals		12,650,777	878,834	895,818	922,692	950,374	989,136		16,298,495
Project Totals		12,650,777	878,834	895,818	922,692	950,374	989,136		16,298,495

<div><div>Item Number: 410145 1</div><div>Project Description: CHARLOTTE COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE SMALL URBAN</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: CAPITAL FOR FIXED ROUTE</div><div>Project Length: 0.000</div><div>Extra Description: SECTION 5307 URBANIZED AREAS LARGE URBAN CITIES TRANSIT IMPROVEMENTS</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / MANAGED BY CHARLOTTE COUNTY AREA TRANSIT		2045 LRTP: Transit Needs Page 7-12							
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION	16,775,221	928,598	1,021,457	1,123,603	1,235,963	1,227,473		22,312,315
	LF-LOCAL FUNDS	4,178,155	232,149	255,364	280,901	308,991	306,868		5,562,428
Phase: CAPITAL Totals		20,953,376	1,160,747	1,276,821	1,404,504	1,544,954	1,534,341		26,340,402
Item: 410145 1 Totals		20,953,376	1,160,747	1,276,821	1,404,504	1,544,954	1,534,341		26,340,402
Project Totals		20,953,376	1,160,747	1,276,821	1,404,504	1,544,954	1,534,341		26,340,402
<div><div>Item Number: 441979 1</div><div>Project Description: CHARLOTTE COUNTY</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: OPERATING FOR FIXED</div><div>Project Length: 0.000</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
OPERATIONS / MANAGED BY CHARLOTTE COUNTY AREA TRANSIT		2045 LRTP: Transit Needs Page 7-12							
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION	3,725,416	767,437	724,817	750,452	767,437	762,164		7,497,723
	LF-LOCAL FUNDS	3,725,416	767,437	724,817	750,452	767,437	762,164		7,497,723
Phase: OPERATIONS Totals		7,450,832	1,534,874	1,449,634	1,500,904	1,534,874	1,524,328		13,471,118
Item: 441979 1 Totals		7,450,832	1,534,874	1,449,634	1,500,904	1,534,874	1,524,328		13,471,118
Project Totals		7,450,832	1,534,874	1,449,634	1,500,904	1,534,874	1,524,328		13,471,118
<div><div>Item Number: 441980 1</div><div>Project Description: CHARLOTTE COUNTY</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: PUBLIC TRANSPORTATION</div><div>Project Length: 0.000</div></div>									
		Fiscal Year							
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027	All Years
CAPITAL / MANAGED BY CHARLOTTE COUNTY AREA TRANSIT		2045 LRTP: Transit Needs Page 7-12							
Fund Code:	FTA-FEDERAL TRANSIT ADMINISTRATION	1,886,601	381,469	419,616	461,578	507,736	468,860		4,125,860
	LF-LOCAL FUNDS	471,651	95,367	104,904	115,395	126,934	117,215		1,031,466
Phase: CAPITAL Totals		2,358,252	476,836	524,520	576,973	634,670	586,075		4,571,251
Item: 441980 1 Totals		2,358,252	476,836	524,520	576,973	634,670	586,075		4,571,251
Project Totals		2,358,252	476,836	524,520	576,973	634,670	586,075		4,571,251

TRANSPORTATION PLANNING								
<div><div>Item Number: 439316 4</div><div>Project Description: CHARLOTTE CTY/PUNTA GORDA FY 2022/2023-2023/2024 UPWP</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: TRANSPORTATION PLANNING</div><div>Project Length: 0.000</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE2045 LRTP: Goals and Objectives Page 2-1								
Fund Code: PL-METRO PLAN (85% FA; 15% OTHER)			641,623	600,719				1,242,342
Item: 439316 4 Totals			641,623	600,719				1,242,342
<div><div>Item Number: 439316 5</div><div>Project Description: CHARLOTTE CTY/PUNTA GORDA FY 2024/2025-2025/2026 UPWP</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: TRANSPORTATION PLANNING</div><div>Project Length: 0.000</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE2045 LRTP: Goals and Objectives Page 2-1								
Fund Code: PL-METRO PLAN (85% FA; 15% OTHER)					605,812	611,008		1,216,820
Item: 439316 5 Totals					605,812	611,008		1,216,820
<div><div>Item Number: 439316 6</div><div>Project Description: CHARLOTTE CTY/PUNTA GORDA FY 2026/2027-2027/2028 UPWP</div><div>District: 01</div><div>County: CHARLOTTE</div><div>Type of Work: TRANSPORTATION PLANNING</div><div>Project Length: 0.000</div></div>								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE2045 LRTP: Goals and Objectives Page 2-1								
Fund Code: PL-METRO PLAN (85% FA; 15% OTHER)							611,008	611,008
Item: 439316 6 Totals							611,008	
Project Totals			641,623	600,719	605,812	611,008	611,008	2,459,162

SECTION – VIII

AVIATION PROJECTS

The table in this section consists of aviation capital improvement projects in the FDOT Tentative Work Program for fiscal years 2022/2023 through 2026/2027 as of April 18, 2022. All these projects are consistent, to the extent feasible, with approved local government comprehensive plans.

FLP: AVIATION								
Item Number: 441866 1 Project Description: PUNTA GORDA ARPT T-District: 01County: CHARLOTTEType of Work: AVIATIONProject Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE		2045 LRTP : Airport Facilities Page 7-19						
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				1,000,000			1,000,000
	LF-LOCAL FUNDS				1,000,000			1,000,000
Phase: CAPITAL Totals					2,000,000			2,000,000
Item: 441866 1 Totals					2,000,000			2,000,000
Project Totals					2,000,000			2,000,000
Item Number: 441867 1 Project Description: PUNTA GORDA ARPT T-District: 01County: CHARLOTTEType of Work: AVIATION PRESERVATIONProject Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE		2045 LRTP : Airport Facilities Page 7-19						
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	185,459	776,225					961,684
	DIS-STRATEGIC INTERMODAL SYSTEM	393,364						393,364
	DPTO-STATE - PTO	150,000						150,000
	FAA-FEDERAL AVIATION ADMIN	4,726,224						4,726,224
	GMR-GROWTH MANAGEMENT FOR SIS	2,094,698						2,094,698
	LF-LOCAL FUNDS	2,823,521	776,225					3,599,746
Phase: CAPITAL Totals		10,373,266	1,552,450					11,925,716
Item: 441867 1 Totals		10,373,266	1,552,450					11,925,716
Project Totals		10,373,266	1,552,450					11,925,716
Item Number: 444091 1 Project Description: PUNTA GORDA ARPT GENERAL AVIATION TERMINAL DESIGN/CONSTRUCTDistrict: 01County: CHARLOTTEType of Work: AVIATION CAPACITY PROJECTProject Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE		2045 LRTP : Airport Facilities Page 7-19						
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,000,000		1,000,000	1,000,000			3,000,000
	DPTO-STATE - PTO	200,000						200,000
	LF-LOCAL FUNDS	1,200,000		1,000,000	1,000,000			3,200,000
Phase: CAPITAL Totals		2,400,000		2,000,000	2,000,000			6,400,000
Item: 444091 1 Totals		2,400,000		2,000,000	2,000,000			6,400,000
Project Totals		2,400,000		2,000,000	2,000,000			6,400,000
Item Number: 446356 1 Project Description: PUNTA GORDA ARPT T-District: 01County: CHARLOTTEType of Work: AVIATION PRESERVATIONProject Length: 0.000								
		Fiscal Year						
Phase / Responsible Agency		<2023	2023	2024	2025	2026	2027	>2027 All Years
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE		2045 LRTP : Airport Facilities Page 7-19						
Fund Code:	DPTO-STATE - PTO				55,500			55,500
	FAA-FEDERAL AVIATION ADMIN				999,000			999,000
	LF-LOCAL FUNDS				55,500			55,500
Phase: CAPITAL Totals					1,110,000			1,110,000
Item: 446356 1 Totals					1,110,000			1,110,000
Project Totals					1,110,000			1,110,000

SECTION – IX

2021 FEDERAL OBLIGATIONS

Federal obligations for the Federal fiscal year 2021(10/01/2021– 09/30/2022). The list has work projects that are continuing in this year's TIP or were started in previous year's TIPs. Included are the project details (phases that have been funded, i.e. Preliminary Engineering, Right-of-way acquisition etc.), system summaries for each work program fund, and overall summary.

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

HIGHWAYS
=====

DATE RUN: 10/01/2021
TIME RUN: 07.35.46
MBROBLTP

ITEM NUMBER:413042 4 PROJECT DESCRIPTION:I-75 FROM S OF N JONES LOOP TO N OF US 17
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID:01075000 PROJECT LENGTH: 4.232MI

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

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP	14,625
TOTAL 413042 4	14,625
TOTAL 413042 4	14,625

ITEM NUMBER:419379 5 PROJECT DESCRIPTION:HURRICANE IRMA INTERSTATE (01) SIGN REPAIR/REPLACEMENT
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:EMERGENCY OPERATIONS
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17	8,588
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17	11,656
TOTAL 419379 5	20,244
TOTAL 419379 5	20,244

ITEM NUMBER:431219 1 PROJECT DESCRIPTION:US 41 (SR 45) AT HANCOCK AVENUE
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID:01010000 PROJECT LENGTH: .272MI

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

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SL	1,000
TOTAL 431219 1	1,000
TOTAL 431219 1	1,000

ITEM NUMBER:434965 1 PROJECT DESCRIPTION:HARBORVIEW ROAD FROM MELBOURNE ST TO I-75
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID:01560000 PROJECT LENGTH: .135MI

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

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT CM	-883,065
TOTAL 434965 1	-883,065
TOTAL 434965 1	-883,065

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

HIGHWAYS
=====

DATE RUN: 10/01/2021
TIME RUN: 07.35.46
MBROBLTP

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

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

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

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	874,639
TOTAL 434965 2	874,639
TOTAL 434965 2	874,639

ITEM NUMBER:434988 1
DISTRICT:01
ROADWAY ID:01010000

PROJECT DESCRIPTION:US 41 FROM SOUTH OF RIO VILLA DR TO AIRPORT RD
COUNTY:CHARLOTTE
PROJECT LENGTH: .937MI

NON-SIS
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	-4,017
TOTAL 434988 1	-4,017
TOTAL 434988 1	-4,017

ITEM NUMBER:435390 1
DISTRICT:01
ROADWAY ID:01010000

PROJECT DESCRIPTION:US 41 FROM MIDWAY BLVD TO ENTERPRISE DR
COUNTY:CHARLOTTE
PROJECT LENGTH: 2.772MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 6/ 2/ 0

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-5,984
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	831,451
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	-76,537
TOTAL 435390 1	748,930
TOTAL 435390 1	748,930

ITEM NUMBER:436597 1
DISTRICT:01
ROADWAY ID:01050000

PROJECT DESCRIPTION:SR 776 FROM NORTH OF PLACIDA RD/PINE ST/CR 775 TO SPINNAKER BLVD
COUNTY:CHARLOTTE
PROJECT LENGTH: 3.178MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2021
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	529,865
TOTAL 436597 1	529,865
TOTAL 436597 1	529,865

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

HIGHWAYS
=====

DATE RUN: 10/01/2021
TIME RUN: 07.35.46
MBROBLTP

ITEM NUMBER:440442 1
DISTRICT:01
ROADWAY ID:01010000

PROJECT DESCRIPTION:SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR
COUNTY:CHARLOTTE
PROJECT LENGTH: 2.652MI

```

*NON-SIS*
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

```

FUND CODE	2021
<hr/>	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	132,427
TOTAL 440442 1	132,427
TOTAL 440442 1	132,427

ITEM NUMBER:440670 1	PROJECT DESCRIPTION:US 41 (SR 45) FROM CARMALITA STREET TO MARION AVENUE
DISTRICT:01	COUNTY:CHARLOTTE
ROADWAY ID:01010000	PROJECT LENGTH: .490MI

```

*NON-SIS*
TYPE OF WORK:TRAFFIC SIGNALS
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

```

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	5,412
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP	-21,107
SL	-26,337
TOTAL 440670 1	-42,032
TOTAL 440670 1	-42,032
TOTAL DIST: 01	1,392,616
TOTAL HIGHWAYS	1,392,616

CHARLOTTE-PUNTA GORDA MPO

PLANNING
=====

ITEM NUMBER:439316 2
DISTRICT:01
ROADWAY ID:

PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2018/2019-2019/2020 UPWP
COUNTY:CHARLOTTE
PROJECT LENGTH: .000

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

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	-112,924
TOTAL 439316 2	-112,924
TOTAL 439316 2	-112,924

ITEM NUMBER:439316 3
DISTRICT:01
ROADWAY ID:

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

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

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	467,149
SL	24,157
TOTAL 439316 3	491,306
TOTAL 439316 3	491,306
TOTAL DIST: 01	378,382
TOTAL PLANNING	378,382

MISCELLANEOUS
=====

ITEM NUMBER:419724 1	PROJECT DESCRIPTION:HURRICANE IRMA COUNTYWIDE (01) DISASTER RECOVERY	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17	28,475	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER17	494,946	
TOTAL 419724 1	523,421	
TOTAL 419724 1	523,421	

ITEM NUMBER:438261 1	PROJECT DESCRIPTION:CHARLOTTE COUNTY ATMS/ITS COUNTY WIDE	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	1,000	
TOTAL 438261 1	1,000	
TOTAL 438261 1	1,000	
TOTAL DIST: 01	524,421	
TOTAL MISCELLANEOUS	524,421	
GRAND TOTAL	2,295,419	

SECTION – X

TIP AMENDMENTS

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



Charlotte County-Punta Gorda METROPOLITAN PLANNING ORGANIZATION

Murdock Administration Center

18500 Murdock Circle, Building B, Suite 200, Port Charlotte, FL 33948 (941) 883-3535 (P) 883-3534 (F)
E-Mail: office@ccmpo.com Website: www.ccmpo.com

Commissioner Christopher Constance, MD
Chairman

D’Juan L. Harris
Director

March 23, 2023

Victoria Peters,
Florida Department of Transportation; D1
Southwest Urban Office
10041 Daniels Parkway
Ft Myers, FL 33913
Victoria.Peters@dot.state.fl.us

RE: Request for STIP/TIP Amendments to the Charlotte County – Punta Gorda Metropolitan Planning Organization’s Fiscal Years 2022/23 – FY 2026/27 Transportation Improvement Program (TIP).

Dear Ms. Peters:

In regard to the letter that we received from FDOT dated on February 15, 2023, the MPO Board amended the FY2022/23 – FY2026/27 Transportation Improvement Plan (TIP) at the March 20, 2023, meeting by a roll – call vote. The approval of the amendments will satisfy your request for planning consistency with the Statewide Transportation Improvement Program (STIP). Enclosed please find the amended projects.

If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Harris", with a stylized flourish at the end.

D’Juan L. Harris
MPO Executive Director

DLH/lng
MPO/23-10

Enclosure

Cc: Wayne Gaither, SWAO Director



Charlotte County - Punta Gorda MPO FY 2022 -2026 TIP - AMENDMENTS

434965-5
ROW phase is added to the New segment of 434965.

Project Description: HARBORVIEW ROAD FROM MELBOURNE ST TO I -75

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

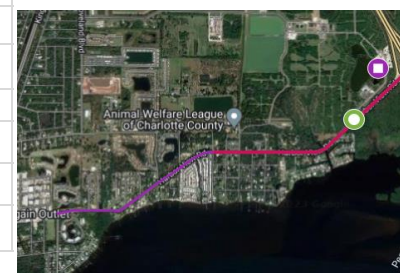
Work Summary: Add lanes and Re-construct

Lead Agency: Charlotte County

Length: 2.1

2045 LRTP 2045 CFP Page 8-8

Phase	Fund	< 2023	2023	2024	2025	2026	>2026	All Years
ROW	ACSA		\$477,185.00					\$477,185.00
ROW	CM			\$1,518,452.00				\$1,518,452.00
ROW	LF		\$3,750,000.00					\$3,750,000.00
ROW	SA - STP		\$0.00	\$5,688,363.00	\$0.00	\$0.00	\$0.00	\$5,688,363.00
ROW	SM- STBG		\$1,140,242.00	\$403,758.00	\$0.00	\$0.00	\$0.00	\$1,544,000.00
Total			\$5,367,427.00	\$7,610,573.00	\$0.00	\$0.00	\$0.00	\$12,978,000.00



Adopted 05/16/2022
Amendment #1- March 20, 2023

451358-1
Design phase is added to the project.

Project Description: US 41 AT MIDWAY BLVD

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

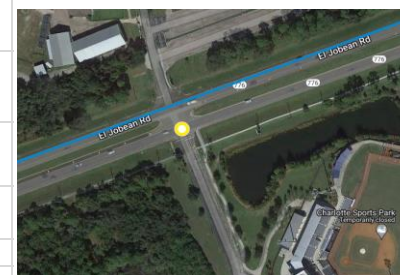
Work Summary: Intersection improvement

Lead Agency: Charlotte County

Length: N/A

2045 LRTP 2045 CFP Page 8-9

Phase	Fund	< 2023	2023	2024	2025	2026	>2026	All Years
PE	ACSS		\$254,891.00					\$254,891.00
PE	DDR	\$372.00						\$372.00
Total		\$372.00	\$254,891.00	\$0.00	\$0.00	\$0.00	\$0.00	\$255,263.00



Adopted 05/16/2022
Amendment #1- March 20, 2023

452491-1

5310 OPERATING-SMALL URBAN UZA-CHARLOTTE COUNTY BOCC

Project Description: 5310 OPERATING- SMALL URBAN UZA - CHARLOTTE

Prior Years Cost: N/A

Future Years Cost: N/A

Work Summary: Operating for Fixed route

Total Project Cost: N/A

Lead Agency: Charlotte County**Length:**

2045 LRTP

2045 CFP Page 8-11

Phase	Fund	< 2023	2023	2024	2025	2026	>2026	All Years
CAP	DU		\$100,000.00					\$100,000.00
CAP	LF		\$100,000.00					\$100,000.00
Total			\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200,000.00



Adopted 05/16/2022

Amendment #1- March 20, 2023

452200-4, -5

ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN PHASE I-75(SR93)

Project Description: Infrastructure deployment Phase I & II, 94 GRANTS AND MISCELLANEOUS

Prior Years Cost: N/A

Future Years Cost: N/A

Work Summary: ELECTRIC VEHICLE CHARGING

Total Project Cost: N/A

Lead Agency: FDOT**Length:**

2045 LRTP

2045 CFP Page 6-14

Phase	Fund	< 2023	2023	2024	2025	2026	>2026	All Years
OPS	GFEV		\$900,000.00					\$900,000.00
OPS	GFEV		\$900,000.00					\$900,000.00
Total			\$1,800,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,800,000.00



Adopted 05/16/2022

Amendment #1- March 20, 2023

APPENDIX – A

ACRONYMS

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

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