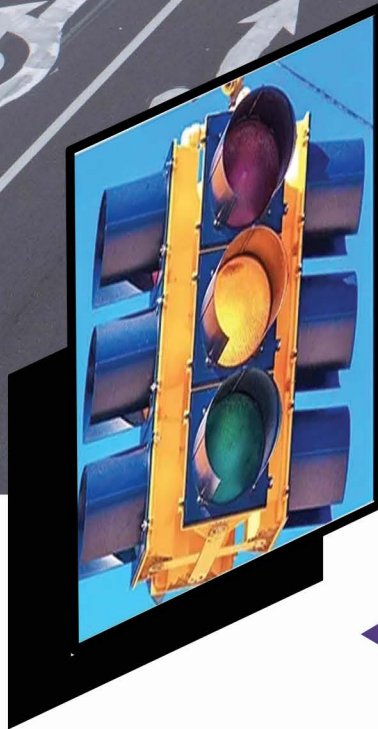


FY 2024 - FY 2028

Transportation Improvement Program



ADOPTED MAY 15, 2023



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



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SECTION – I



**RESOLUTION
NUMBER 2023-06**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION BOARD APPROVING
THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL
YEAR (FY) 2023/2024 THROUGH FY 2027/2028.**

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 2023/2024 through FY 2027/2028 on May 15, 2023; 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 2023/2024 through FY 2027/2028 is hereby approved.

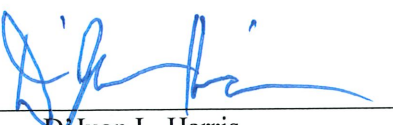
PASSED AND DULY ADOPTED this 15th day of May 2023.

CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

By: 
Christopher G. Constance, MD, Chairman

ATTEST:

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

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

By: 
Janette S. Knowlton, County Attorney
LR23-0253 

SECTION – II

EXECUTIVE SUMMARY

The Transportation Improvement Program (TIP) is a staged, multi-year, intermodal program of transportation projects which is consistent with the Long-Range Transportation Plan (LRTP), [23 Code of Federal Regulation [C.F.R.] Part 450]. The Metropolitan Planning Organization (MPO) through a continuing, comprehensive and cooperative effort also known as 3-C process. MPOs primary obligation is to develop a TIP as required by 23 United States Code (U.S.C.) 134(j) and (k) (3) and (4); 23 C.F.R. Part 450 Sections 320,322(c),324,326,328,330, and 332; 23 C.F.R.500.109, 500.110, 500.111(Congestion Management) and subsection 339.175(6) and (8), Florida Statutes (F.S.), and the Fixing America's Surface Transportation (FAST) Act. On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. The BIL continues planning programs that provide funding and set procedural requirements for multi modal transportation planning in metropolitan areas and states that result in long-range plans and short the requirements applied by the FAST Act

The FY 2023/2024 through 2027/2028 TIP includes:

Section I – Resolution endorsing the plan by the MPO Board

Section II - Executive Summary.

Section III - Performance Measures;

Section IV - Five year federally funded project lists including funding summary.

Section V - Charlotte County Capital Improvements project;

Section VI- City of Punta Gorda Capital Improvements projects;

Section VII - Federal Obligations ; and

Section VIII - Transportation Improvement Program amendments;

Appendix A - Acronyms

and a section for public comments 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 November 2022. It has been compiled from the FDOT Tentative Work Program, the Capital Improvement Programs (CIPs) from local entities and project priorities developed by Charlotte County, the Charlotte County transit in cooperation with the MPO, the City of Punta Gorda, the Charlotte County Airport Authority, and FDOT.

Consistency with Other Plans

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

Project Priorities

The MPO's priority listing of projects (Tables 1 to 6) was developed to provide FDOT with a sequence of projects for advancement in their Work Program as it is updated during the next Work Program development cycle. The MPO's priorities listed were adopted by the MPO Board on May 16, 2022, 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 SR 776 @ Charlotte Sports Park, intersection improvement. SR 776 Corridor study initiated by FDOT was adopted by the MPO Board at the October 18, 2021 meeting. The Veterans Blvd. Corridor Planning Study initiated by FDOT and recommended by the MPO Board, was adopted at the October 2022 meeting. Both studies identified various intersections for future prioritization and programming for CM/TSM funds. A quantitative roadway project prioritization process helped guide the selection of projects of the LRTP Cost Feasible Plan.

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

Transportation Disadvantaged Services

Each county in the state has a Transportation Disadvantaged (TD) program to provide transportation to those who, because of physical or mental disability, income status, or age, are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk. The MPO serves as the Designated Official Planning Agency for Charlotte County pursuant to s. 427.015(1) F.S. and 41-2.009(2), F.A.C.

In Charlotte County, TD transportation service is provided by Charlotte County Transit (CCT), and governed by the Charlotte County Board of County Commissioners (BCC), serving as the Community Transportation Coordinator (CTC). The BCC has designated CCT as the responsible agency for administering all grants and contracts for paratransit service and the management of the CTC program. The Transit Division is empowered to act for the County Commission in these matters. Statewide each county has a TD Local Coordinating Board (LCB) to oversee the transit agency providing the service to the transportation disadvantaged population. The Charlotte County TD LCB is comprised of a cross-section of users or user representatives including, but not limited to, a local elected official, state social service agencies, local agencies, users of the system, elderly citizens, and school board representatives. The LCB Members approve the Transportation Disadvantaged Service Plan (TDSP) which consists of a major update every five years and a minor update annually in the off years. The LCB provides information, advice, and direction to the CTC on the coordination of TD services and development of service standards that are consistent with the needs and resources of the community.

A copy of the Charlotte County TDSP can be found at: [Transportation Disadvantaged Service Plan \(TDSP\) – Charlotte County-Punta Gorda Metropolitan Planning Organization \(ccmpo.com\)](#)

More detailed information on the statewide TD program is found here: [Florida Commission for the Transportation Disadvantaged - Home \(fdot.gov\)](#). The Commission for the Transportation Disadvantaged (CTD) Trust Fund subsidizes a portion of the transportation cost for those who are transportation disadvantaged, for trips which are not sponsored by an agency, and only with a cash or in-kind match. These non-sponsored transportation funds are for "...persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation..." and includes children at-risk as defined by FS 411.202

Charlotte County Transit also provides "paratransit only" (curb-to-curb) services for the general public in compliance with the Americans with Disabilities Act of 1990 and funded in part with an FTA Section 5307 grant. There is no fixed-route service provided in Charlotte County, and all transit vehicles are ADA-compliant.

TABLE 1

2022 HIGHWAY PROJECTS

2022 HIGHWAY PROJECT PRIORITIES															
RANK	FPN	PROJECT NAME	FROM	TO	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2023	2024	2025	2026	2027	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).										\$0.12	\$0.20	\$0.08		Allocated by Year based on FDOT Liasion recommendation 11/03/2021
3	434965 2	Harbor View Rd ¹	Date St	I-75	Road widening from 2-lane to 4-lane	CST	\$14.0		TBD	\$13.1				TBD	ROW Funded for entire segment of Harborview Rd . CST for this segment is unfunded.
4		Edgewater Dr / Flamingo Blvd Ext ¹	Midway Blvd	SR 776	Road widening from 2-lane to 4-lane	ROW&CST	\$2.50		\$54.50						County is requested \$2.2 million towards PE
6	435563 1	N. Jones Loop Rd ¹	I-75	Piper Rd	Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor	PE& CST	\$1.00								At the MPO Board recommendation this project is divided into 2 segments. For Segment 1 County is asking funds towards PE . Final report available to Staff in Feb/Mar 2022
¹ Regional projects									² TAP Project on SUN Trail network system			Notes : All project costs are in millions			
		PE - Design				ROW - Right - of Way			New Project			MPO Project			
		PD&E Project Development & Environment				CST- Construction			Charlotte County			City of Punta Gorda			

Cost estimates for some projects were not available at the time of 2022 project priorities approval. The 2023 Project Priority sheet will be updated with cost estimates for the 2023 project priorities list to be approved at the next MPO Board meeting.

Regional Multi-Modal Transportation System Project Priorities. Regional Multi-Modal Transportation System Project Priorities are included in accordance with the *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 Tables 2 and 3. The Regional Sarasota/Manatee MPO's Projects are listed below in Table 4 for the Transportation Regional Incentive Program projects (TRIP). The Transportation Regional Incentive Program projects (TRIP) for Charlotte County - Punta Gorda MPO and Lee MPO are listed below in Table 5.

TABLE 2 - 2022 TRANSPORTATION SYSTEM MANAGEMENT / CONGESTION MITIGATION PROJECTS

2022 TRANSPORTATION SYSTEM MANAGEMENT/ CONGESTION MITIGATION PROJECTS													
RANK	FPN#	PROJECT NAME	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST-PDC (in Mil)	2023	2024	2025	2026	2027	Comments
1	4463931	Add turn lanes on SR 776 @ Charlotte Sports Park ¹	Intersection Improvements	PE & CST	\$0.187		\$0.187						County is requesting CST funds
2		SR 776 @ Flamingo Blvd ¹	Intersection Improvements	CST	\$1.46								UN Funded in the current 2022-2027 work program.County is asking CST
3		Add Signal @ SR 776 & Biscayne Blvd	Intersection Improvements	PE & CST	\$0.80		\$0.80						County is requesting PE & CST funds
4		Add turn lanes on SR 776 @ Cornelius Blvd ¹	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
5		US 41 @ Easy St	Intersection Improvements	PE & CST									County is requesting PE & CST funds
6		Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
7		Add turn lanes on SR 776 @ Jacobs St ¹	Intersection Improvements	PE & CST	\$0.60		\$0.60						County is requesting PE & CST funds
8		Add turn lanes US 41 @ Carousel Plaza	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
9		SR 31 @ CR 74	Intersection Improvements					\$0.84		\$7.03			CST in the current 2022-2027 work program - updated Feb 2022 snapshot. Project will be deleted
10		Countywide ITS master plan implementation	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		Notes:All projects costs are in millions									
		PE - Design	ROW - Right - of Way			New Project			MPO Project				
		PD&E Project Development & Environment	CST- Construction			Charlotte County			City of Punta Gorda				

Cost estimates for some projects were not available at the time of 2022 Project Priorities approval. The 2023 Project Priority sheet will be updated with cost estimates for the 2023 project priorities list to be approved at the next MPO Board meeting.

TABLE 3 - 2022 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS

2022 TRANSPORTATION ALTERNATIVES LOCAL/REGIONAL PROJECTS															
RANK	FPN	PROJECT NAME	FROM	TO	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST (PDC)	2023	2024	2025	2026	2027	COMMENTS
1	4351052	Taylor Rd - Phase I	N.Jones Loop Rd	Airport Rd	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	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE&ROW&CST			\$4.92						Cost Estimate from WGI Consultant
3	3A	US 41	Sidewalks -Morningside Drive	Sarasota County line	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST									Total Project, segments are below
3A		US 41	Melbourne St	Harbor View Rd/Edgewater Dr	Feasibility Study to accomdate mutlimodal aspects of complete streets	PD&E, PE & CST	\$0.15								The project was in 2021-2026 WP . MPO is asking FDOT to fund this project with the new project limits.
3B		US 41 Eastside ¹²	Kings Hwy	Conway Blvd	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
3C	4382621	US 41 Eastside ¹²	Conway Blvd	Midway Blvd	Multi Use Recreational Trail (MURT) with 8 feet side walk	CST			\$5.31	\$0.83				\$4.47	CST funded in current DTWP - Project will be deleted
3D	4404421	US 41 East side	Midway Blvd	Paulson Dr	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE&CST			TBD		\$0.075				Need costs estimates for PE & CST. PE & CST funds removed in the current DTWP
3E		US 41 Westside&East Side	Tuckers Grade	Taylor Rd	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST			TBD						Added East side to the project Need costs for PE & CST
3F		US 41 Westside	Morningside Dr	Tuckers Grade	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
3H		US 41 Westside	Taylor Rd	Burnt Store Rd	Multi Use Recreational Trail (MURT) with 8 feet side walk	PE & CST			TBD						Need costs estimates for PE & CST
4		Cooper St	Airport Rd	E.Marion Ave	Complete Streets includes sidewalks, bike lanes, paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts	PE & CST	\$3.21	\$0.09	\$3.30						Updated cost 2022
6		E. Elkcam Blvd	US 41	Midway Blvd	Street Lights & Pedestrian Bridge in Parkside CRA	PE & CST	\$1.72		\$1.72						Need costs for PE & CST- Confirm with County
9		Harborwalk Phase IV ¹	Harborwalk @ US 41 NB		Bridge Underpass & Lighting	PE & CST	\$0.12	\$0.02	\$0.14						Need revised 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 &CEI	\$0.60	\$0.09	\$0.69						Reset meeting on Jan 3, 2022 . FDOT /Revised estimate
11		US 41 NB ¹	Multi Use Recreational Trail bridge over Alligator Creek - South branch		Bicycle/Ped Bridge	CST	\$1.74		\$1.74					\$0.29	In current 2022-2027 WP for design. City do not intend to apply for CST dollars since the City's CIP is not consistent
12		SR 776 - SUN Trail	MyakkaState Forest	Gilliot Blvd	Paved trail corridors for bicyclists and pedestrians.	PE&CST	\$0.019		\$3.20						County is asking PE funds for Segment Two updated 3/7/2022
13		SR 776 - SUN Trail	Gilliot Blvd	US 41	Paved trail corridors for bicyclists and pedestrians.	PE&CST	\$0.47		\$2.80						County is asking PE funds for Segment One
¹ Regional projects								² TAP Project on SUN Trail network system			Notes : All project costs are in millions				
		PE - Design			ROW - Right - of Way			New Project			MPO Project				
		PD&E Project Development & Environment			CST- Construction			Charlotte County			City of Punta Gorda				

Cost estimates for some projects were not available at the time of 2022 project priorities approval. The 2023 Project Priority sheet will be updated with cost estimates for the 2023 project priorities list to be approved at the next MPO Board meeting.

TABLE 4 - 2022 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT PRIORITY LIST**Adopted – May 2022****2022 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 US 301 to 115 th Ave E (Segment 1)	Manatee County	\$3,600,000
2	Honore Ave from Fruitville Rd to 17 th St	Sarasota County	\$5,010,000
3	Harborview Rd from Melbourne St to I-75	Charlotte County	\$4,000,000
4	Moccasin Wallow from 115 th Ave E to I-75 (Seg. 2 & 3)	Manatee County	\$14,400,000
5	Lorraine Rd from SR 72/Clark Rd to Knights Trail	Sarasota County	\$34,430,000
6	Edgewater Dr/Flamingo Blvd Ext from Midway Blvd to SR 776	Charlotte County	\$2,200,000
7	Lorraine Rd from Palmer Blvd to Fruitville Rd	Sarasota County	\$11,125,000
8	Fruitville Rd. from Sarasota Center Blvd. to Lorraine Rd.	Sarasota County	\$7,515,000
9	Jones Loop Rd from Burnt Store Rd to Piper Rd	Charlotte County	\$5,000,000
10	Kings Hwy from Sandhill Blvd to DeSoto County Line	Charlotte County	\$5,000,000

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

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



Newly Added projects

TABLE 5 - 2022 JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY- PUNTA GORDA MPO
 Adopted by Lee MPO in May or June 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 Prgrammed	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.

Major Projects Implemented/Progress

Major Projects Implemented				
Number	Jurisdiction	Phase	Project	FPN
1	County	CST	I-75 at CR 776 (Harbor View Road) - Landscaping	4411221
2	County	CST	I-75 at Tucker's Grade Interchange - Landscaping	4419291
3	County	CST	US 41 Sidewalk from Midway Blvd. to Enterprise Dr.	4353901
4	County	CST	Lighting US 41 from Rio Villa Dr. to Airport Rd.	4349881
5	County	ENV	SR 776 From Pinedale Drive to Myakka River	4415171
6	FDOT	Study	SR 776 Corridor Study from Sarasota County line to US 41	
7	FDOT	Study	SUN - Trail Feasibility Study from Myakka State Forest to US 41	4436021
8	County	PD&E	Harbor View Rd from Melbourne St to I-75	4349651
9	FDOT	PD&E	SR 31 from Bayshore Rd to Cook Brown Rd	428917-1
10	FDOT	Study	Jones Loop Rd from Burnt Store Rd to Piper Rd	436563 1
11	FDOT	Study	Veterans Blvd from US 41 to Kings Hwy/Peachland Blvd	
12	FDOT	PD&E	SR 31 @ Bermont Rd (CR 74) Roundabout	441950-1
13	County	PD&E	Taylor Rd from N. Jones Loop Rd to Airport Rd	4351051
14	County	PD&E	Cape Haze Pioneer Trail from Myakka State Forest to US 41(SR 45)	4436021
Major Projects in Progress				
Number	Jurisdiction	Phase	Project	FPN
1	County	Design/Build	Harborwalk Phase II West Retta Esplanade from Maude St to Berry St -ADA	4381571
2	County	Design/Build	US 41 from Airport Rd to William St - Complete Streets	4402681
3	County	PE	Taylor Road Sidewalk from US 41 to Jones Loop Rd	4351051
3	County	PE	Taylor Road Sidewalk from Jones Loop Rd to Airport Road	4351051
4	County	PD&E	North Jones Loop Rd from Burnt Store Rd to Piper Rd - Add lanes	4365631
5	County	PE	Cape Haze Pioneer Trail from Myakka State Forest to US 41(SR 45)	4436021
6	County	PE	SR 31 from CR 74 (Roundabout)	4419501
7	County	PE	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
12	FDOT	CST	SR 31 @ Bermont Rd (CR 74) Roundabout	441950-1
16	County	Design	Edgewater Dr/ Flamingo Blvd from Midway Blvd to SR 776	
17	County	Design	SR 31 from N. of CR 74 to DeSoto County line	451103 1
18	County	Design	SR 35 (US 17) From SR 45 (US 41) to Bermont Rd (CR 74)	441552-1

19	FDOT	CST	I-75 at N. Jones Loop - Landscaping	4130427
20	FDOT	PE	SR 31 from Bayshore Rd to Cook Brown Rd	428917-1
21	FDOT	CST	SR 776 from Myakka Bridge to Willowbend Dr Resurfacing	445475 1
22	FDOT	Study	I -75 from N.Bayshore Rd (SR 78) in Lee County to S.River Road (SR 777)	448864 1
23	FDOT	Design	SR 35 (US 17) FROM PINEGROVE CIRCLE TO N OF WASHINGTON LOOP	451104 1
24	FDOT	Design	1-75 AT JONES LOOP TRUCK PARKING	
25	FDOT	Design	SR 45 (US 41) From S Of Aqui Esta Dr TO S Of Carmalita St	451101-1
26	County	Design	Harbor View Rd from Melbourne St to I-75	434965-2

5 YEAR TRANSPORTATION PROGRAM 2022 THROUGH 2026 - SUMMARY OF ADDITIONS, RESCHEDULINGS AND DELETIONS As of December 2022

FLORIDA DEPARTMENT OF TRANSPORTATION DRAFT TENTATIVE WORK PROGRAM CHARLOTTE COUNTY- PUNTA GORDA MPO FY2024 THROUGH FY2028 SUMMARY OF CHANGES										
Project Number	Phase Type	Category	County	Work Mix	Project Description	Old Fiscal Year	Old Estimate	New Fiscal Year	New Estimate	Notes
434965-5	ROW	Additions	CHARLOTTE	0213	HARBORVIEW ROAD FROM MELBOURNE ST TO I-75		\$0	2024	\$7,610,573	Adding lanes. ROW funds added
446830-1	Design	Additions	CHARLOTTE	0205	SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD		\$0	2026	\$1,500,000	8-ft sidewalk along E side of US41. Design, Construction and CEI funds have been funded
446830-1	Construction	Additions	CHARLOTTE	0205	SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD		\$0	2028	\$3,262,943	
446830-1	CEI	Additions	CHARLOTTE	0205	SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD		\$0	2028	\$370,890	
449652-1	Construction	Additions	CHARLOTTE	9917	SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY		\$0	2027	\$1,648,458	Safety improvements project. Construction and CEI funds have been funded
449652-1	CEI	Additions	CHARLOTTE	9917	LINE		\$0	2027	\$277,474	
451101-1	Design	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM S OF AQUI ESTA DR TO S OF CARMALITA ST		\$0	2024	\$1,148,890	Resurfacing project. Design, Construction and CEI phases have been funded
451101-1	Construction	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM S OF AQUI ESTA DR TO S OF CARMALITA ST		\$0	2026	\$2,821,390	
451101-1	CEI	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM S OF AQUI ESTA DR TO S OF CARMALITA ST		\$0	2026	\$389,107	
451102-1	Design	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE		\$0	2025	\$4,000	Resurfacing project. Design, Construction and CEI phases have been funded
451102-1	Construction	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE		\$0	2026	\$906,361	
451102-1	CEI	Additions	CHARLOTTE	0012	SR 45 (US 41) FROM BRIDGE #010050 TO CHARLOTTE AVE		\$0	2026	\$131,088	
451103-1	Design	Additions	CHARLOTTE	0012	SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE		\$0	2024	\$299,432	Resurfacing project. Design, Construction and CEI phases have been funded
451103-1	Construction	Additions	CHARLOTTE	0012	SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE		\$0	2026	\$5,196,623	
451103-1	CEI	Additions	CHARLOTTE	0012	SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE		\$0	2026	\$647,288	
451104-1	Design	Additions	CHARLOTTE	0012	SR 35 (US 17) FROM PINEGROVE CIRCLE TO N OF WASHINGTON LOOP RD		\$0	2024	\$995,280	Resurfacing project. Design, Construction and CEI phases have been funded
451104-1	Construction	Additions	CHARLOTTE	0012			\$0	2026	\$3,218,014	
451104-1	CEI	Additions	CHARLOTTE	0012			\$0	2026	\$404,382	
451203-1	Capital Grant	Additions	CHARLOTTE	8207	PUNTA GORDA AIRPORT HOLDING BAY RWY 22 APPROACH		\$0	2026	\$65,000	Aviation Capacity project
451214-1	Capital Grant	Additions	CHARLOTTE	8207	PUNTA GORDA AIRPORT REALIGN TAXIWAY F		\$0	2025	\$107,500	Aviation Capacity project
451215-1	Capital Grant	Additions	CHARLOTTE	8207	PUNTA GORDA AIRPORT EXPAND AIR CARRIER RAMP		\$0	2025	\$207,500	Aviation Capacity project
451216-1	Capital Grant	Additions	CHARLOTTE	8211	PUNTA GORDA AIRPORT MAINTENANCE & OPERATIONS CENTER		\$0	2024	\$2,000,000	Aviation project
451358-1	Construction	Additions	CHARLOTTE	0233	US 41 AT MIDWAY BLVD		\$0	2027	\$1,110,418	Intersection Improvements and signal upgrades. Construction and CEI phases have been funded
451358-1	CEI	Additions	CHARLOTTE	0233	US 41 AT MIDWAY BLVD		\$0	2027	\$182,215	
451360-1	Design	Additions	CHARLOTTE	0554	SR 776 AT OCEANSPRAY BLVD		\$0	2025	\$1,000	Median Modification Project. Design, Construction and CEI phases have been funded
451360-1	Construction	Additions	CHARLOTTE	0554	SR 776 AT OCEANSPRAY BLVD		\$0	2027	\$454,014	
451360-1	CEI	Additions	CHARLOTTE	0554	SR 776 AT OCEANSPRAY BLVD		\$0	2027	\$55,246	
451489-1	Capital Grant	Additions	CHARLOTTE	8205	PUNTA GORDA AIRPORT RUNWAY 4-22 EXTENSION		\$0	2026	\$37,500	Aviation Preservation Project
451993-1	Capital Grant	Additions	CHARLOTTE	8205	PUNTA GORDA AIRPORT REHABILITATE TAXIWAY A & C		\$0	2024	\$490,000	Aviation Preservation Project
452154-1	Design	Additions	CHARLOTTE	0109	1-75 AT JONES LOOP TRUCK PARKING		\$0	2024	\$1,750,000	National Highway Freight Program (NHFP) project. Rest Area. Design, Construction and CEI phases have been funded
452154-1	Construction	Additions	CHARLOTTE	0109	1-75 AT JONES LOOP TRUCK PARKING		\$0	2028	\$15,039,729	
452154-1	CEI	Additions	CHARLOTTE	0109	1-75 AT JONES LOOP TRUCK PARKING		\$0	2028	\$2,789,562	
452200-4	Operations Grant	Additions	CHARLOTTE	0207	ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN PHASE I I-75(SR93)		\$0	2024	\$1,700,000	Electric Vehicle Charging Project
452200-5	Operations Grant	Additions	CHARLOTTE	0207	ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN PHASE I I-75(SR93)		\$0	2024	\$1,700,000	Electric Vehicle Charging Project
452221-1	Design	Additions	CHARLOTTE	0106	COOPER STREET FROM AIRPORT RD TO E MARION AVE		\$0	2026	\$308,000	LAP. Complete Streets Project. Priority #4 on the MPO list. Design, Construction and CEI phases have been funded
452221-1	Construction	Additions	CHARLOTTE	0106	COOPER STREET FROM AIRPORT RD TO E MARION AVE		\$0	2028	\$2,810,000	
452221-1	CEI	Additions	CHARLOTTE	0106	COOPER STREET FROM AIRPORT RD TO E MARION AVE		\$0	2028	\$110,000	

FLORIDA DEPARTMENT OF TRANSPORTATION DRAFT TENTATIVE WORK PROGRAM CHARLOTTE COUNTY- PUNTA GORDA MPO FY2024 THROUGH FY2028 SUMMARY OF CHANGES										
Project Number	Phase Type	Category	County	Work Mlx	Project Description	Old Fiscal Year	Old Estimate	New Fiscal Year	New Estimate	Notes
452236-1 452236-1 452236-1	Design Construction CEI	Additions Additions Additions	CHARLOTTE CHARLOTTE CHARLOTTE	9956 9956 9956	SR 45 (US 41) ADA RAMP FROM HARBORWALK TO W RETTA ESPLANADE		\$0 \$0 \$0	2024 2026 2026	\$99,000 \$246,511 \$104,640	Managed by FDOT. Design, Construction and CEI phases have been funded
441950-1 441950-1 441950-1	Construction Utilities CEI	Advances Advances Advances	CHARLOTTE CHARLOTTE CHARLOTTE	0235 0235 0235	SR 31 FROM CR 74 TO CR 74 SR 31 FROM CR 74 TO CR 74 SR 31 FROM CR 74 TO CR 74	2025 2025 2025	\$5,556,448 \$500,000 \$926,931	2024 2024 2024	\$8,116,094 \$500,000 \$1,128,131	Roundabout project. Construction, Utilities and CEI phases have been advanced from FY25 to FY24
449652-1	Design	Advances	CHARLOTTE	9917	SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY LINE	2026	\$5,000	2025	\$479,000	Safety Project. Design phase has been advanced from FY26 to FY25
434965-2 434965-2 434965-2	ROW	Deletions Deletions Deletions	CHARLOTTE CHARLOTTE CHARLOTTE	0213 0213 0213	HARBORVIEW ROAD FROM MELBOURNE ST TO I-75 HARBORVIEW ROAD FROM MELBOURNE ST TO I-75 HARBORVIEW ROAD FROM MELBOURNE ST TO I-75	2024 2024 2024	\$959,376 \$249,757 \$5,594,187		\$0 \$0 \$0	ROW funds have been moved to the project 434965-5 (please refer to the "Additions" section)
446340-1	Construction	Moved in	CHARLOTTE	0233	SR 776 (EL JOBEAN RD) AT FLAMINGO BLVD	2099	\$0	2025	\$1,460,000	Intersection improvement project (LAP). Constraction phase moved in to the 5Y Work Program (FY25)
446391-1	Feasibility Study (LAP)	Moved in	CHARLOTTE	0040	US 41 (SR 45) FROM KINGS HWY TO PEACE RIVER BRIDGE	2099	\$0	2025	\$150,000	Feasibility Study: Perform a lane diet - 6 to 4 lanes (LAP). Moved back in to the 5Y Work Program (FY25)
446393-1	Design	Moved in	CHARLOTTE	0550	SR 776 AT CHARLOTTE SPORTS PARK	2099	\$0	2025	\$101,000	Add turn lane. Design phase moved in to the 5Y Work Program (FY25)
446596-1	PD&E (Other Agency)	Moved in	CHARLOTTE	0040	US 17 FROM US 41 (SR 35) NB TO COOPER ST (SR 35)	2099	\$0	2028	\$290,000	Transportation planning (LAP). Reduce 3 one way travel lanes to 2 and add buffered bike lane. Moved back in to the 5Y Work Program (FY28)
441866-1	Capital Grant	Moved Out	CHARLOTTE	8211	PUNTA GORDA ARPT T-HANGARS	2025	\$1,000,000	2029	\$0	The project funding was deferred to FY 2029 at the request of the local agency/airport sponsor

Public Involvement

Charlotte County-Punta Gorda MPO's Public Participation Plan (PPP) stipulates requirements for TIP adoption, amending and setting project priorities taking public comments into consideration and review. The Charlotte County-Punta Gorda MPO's TIP as well as the PPP can be found on the MPO's website at www.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(CCTV); advertising in local newspapers public meetings that are open for comments such as TAC, CAC, BPAC and MPO meetings. A Public meeting is held prior to TIP adoption which is advertised at least 30 days prior to the meeting for public comment. TAC, CAC, BPAC and MPO Meeting Agendas that include the draft TIP document and project priorities are made available for public review on the MPO's website and distributed to area libraries and newspapers. Charlotte County- Punta Gorda MPO will provide an opportunity for the public to comment on each project in the TIP. Comments received on projects received during the TIP public comment period will be addressed at the MPO Board and will be included as part of the record of public comments for each provider. Public comments received during the adoption are listed in the Appendix to the TIP.

Previous Conforming Projects

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

Certification

On February 21, 2023, a joint certification review was conducted by FDOT and the Charlotte County-Punta Gorda MPO. Certification statement and certification checklists were completed. The FDOT and MPO Chairman recommended that the MPO Area Transportation Planning Process for Charlotte County- Punta Gorda MPO be certified.

SECTION – III

PERFORMANCE MEASURES

PURPOSE

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

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

The document is organized as follows:

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

BACKGROUND

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

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

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

HIGHWAY SAFETY MEASURES (PM1)

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

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

3.1 Highway Safety Targets

3.1.1 Statewide Targets

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2022, FDOT established statewide safety performance targets for calendar year 2023. Table 3.1 presents FDOT's statewide targets.

Table 3.1. Statewide Highway Safety Performance Targets

Performance Measure	Calendar Year 2023 Statewide
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

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

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

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

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

3.1.2 MPO Safety Targets

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

The Charlotte County- Punta Gorda MPO, along with FDOT and other traffic safety partners, shares a high concern about the upward trending of traffic fatalities, both statewide and nationally. As such, on December 15, 2022, the Charlotte County- Punta Gorda MPO agreed to support FDOT's statewide safety performance targets for calendar year 2023, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

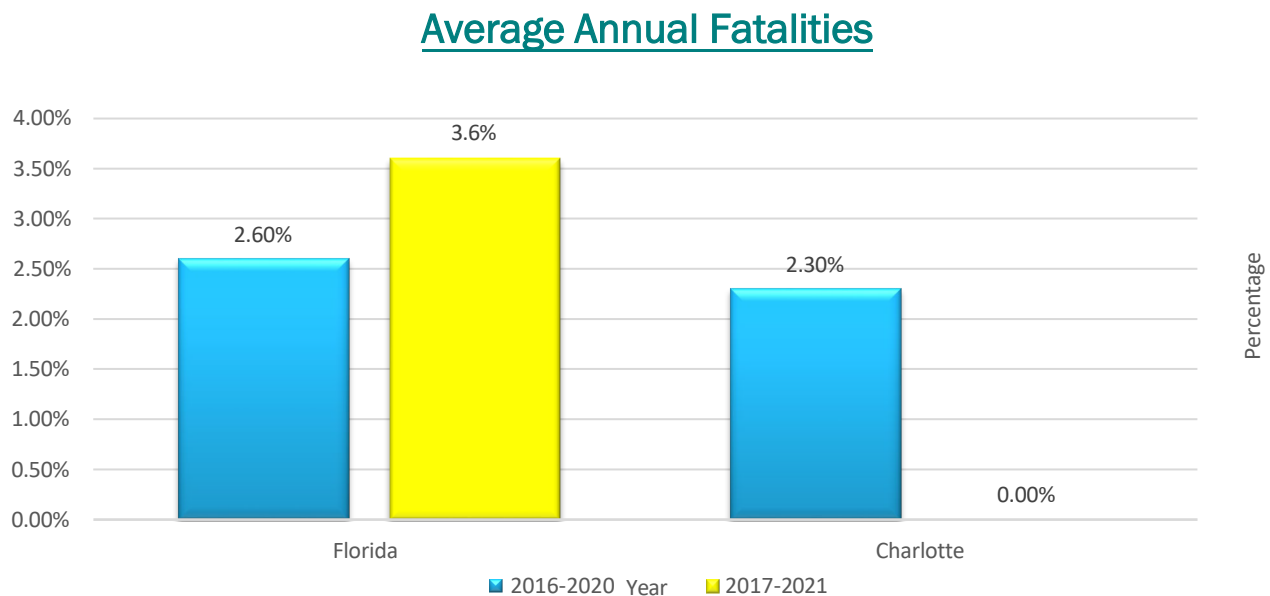
The Charlotte County-Punta Gorda MPO acknowledges FDOT statewide 2023 safety targets, which are set at "0" for each performance measure to reflect FDOT's goal of zero deaths. However, the MPO established safety performance targets specific to the MPO planning area. On December 15, 2022, the Charlotte County- Punta Gorda MPO established the calendar year 2023 safety targets listed in Table 3.2.

Table 3.2. MPO Safety Performance Targets

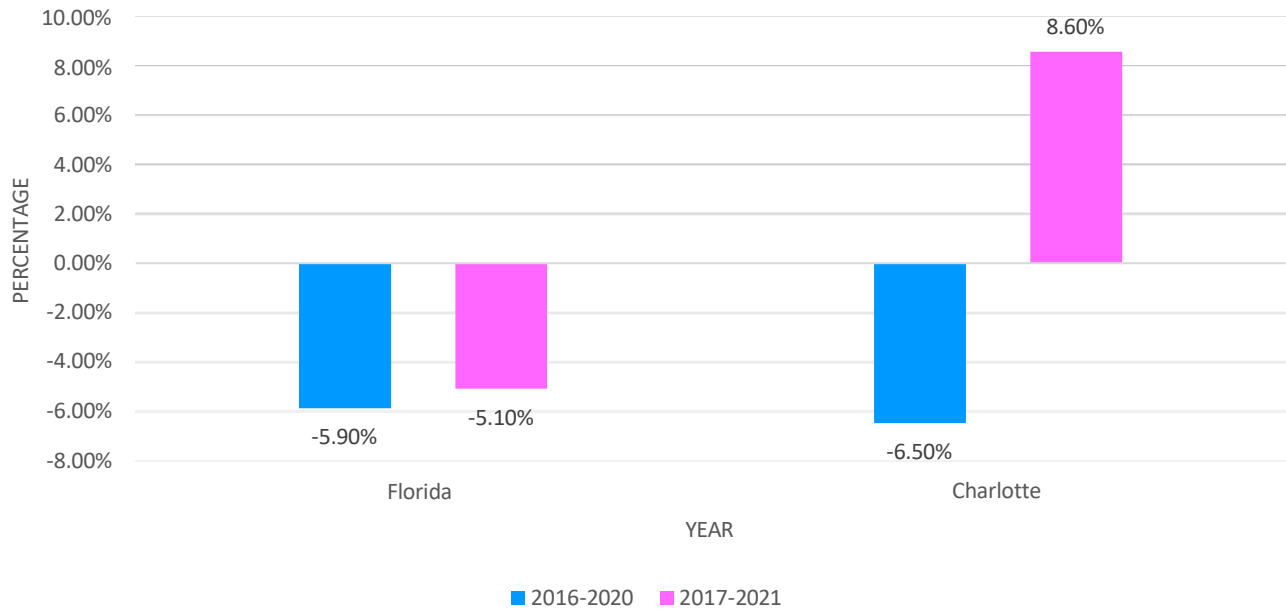
Performance Measure	Calendar Year 2023 MPO Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious Injuries	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

3.2 Safety Trends in the MPO Area

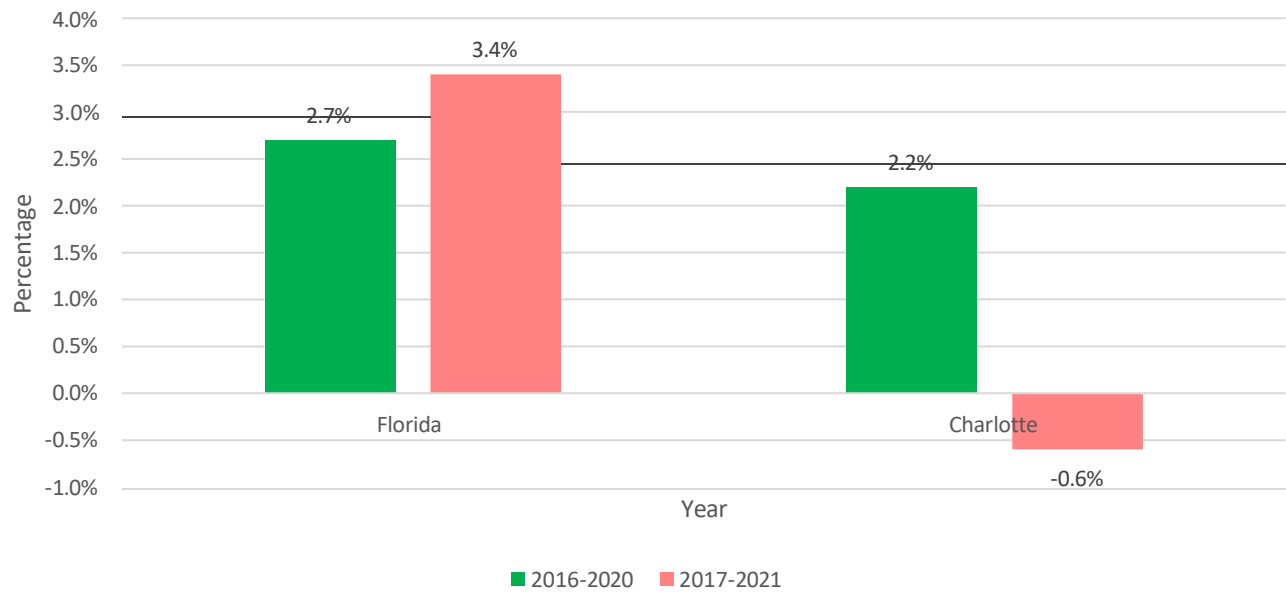
Charlotte County – Punta Gorda MPO adopted the 2022 FDOT Safety targets for the MPO area. Below are the trends for all five Vision Zero performance measures.



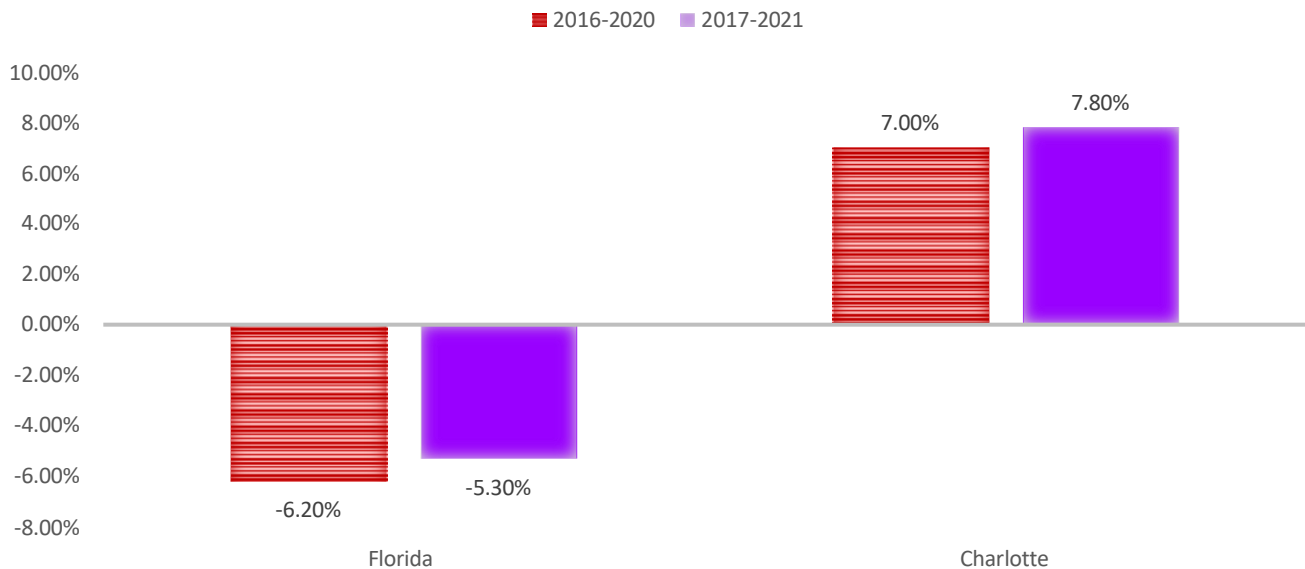
AVERAGE SERIOUS INJURIES



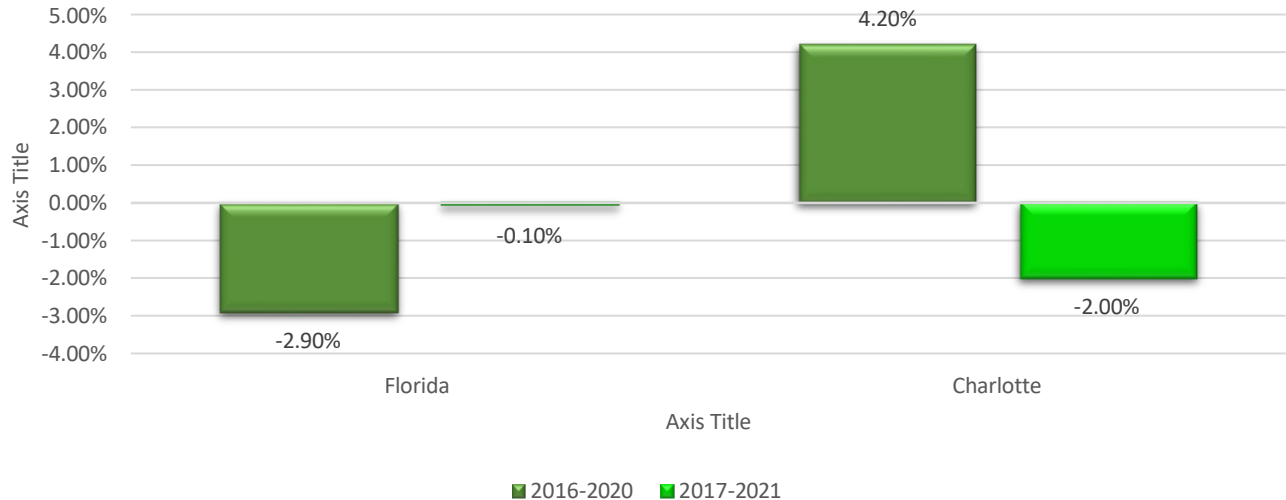
Average Annual Fatality rates



AVERAGE ANNUAL SERIOUS INJURY RATES



Average Pedestrian and Bicycle Fatalities and 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, identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC, as well as other statewide traffic safety partners. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other

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

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

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

3.3.2 Florida's Highway Safety Improvement Program

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

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

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

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

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

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

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

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

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

3.3.3 Additional FDOT Safety Planning Activities

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

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

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

3.4 Safety Investments in the TIP

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

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

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

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

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

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

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

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

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

PMI: Safety (All Public Roads)



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

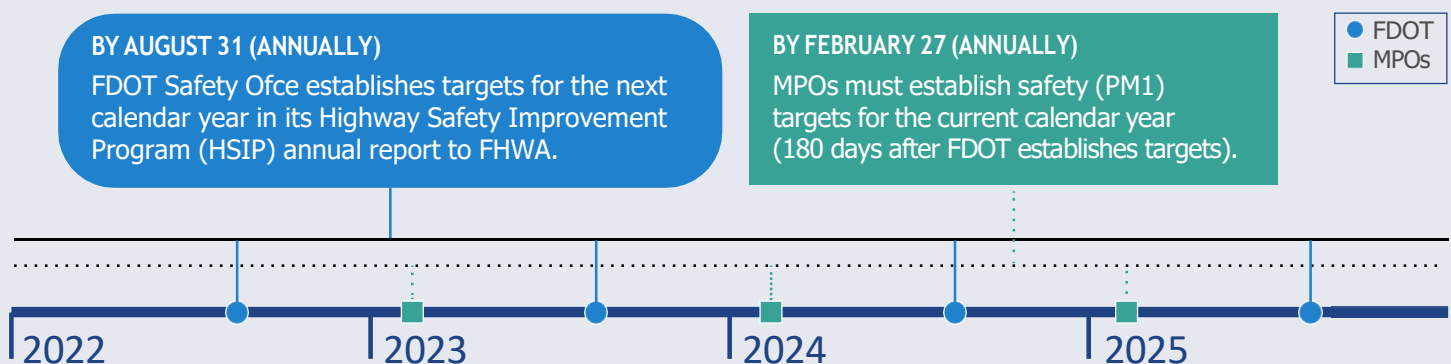
OVERVIEW

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

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

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

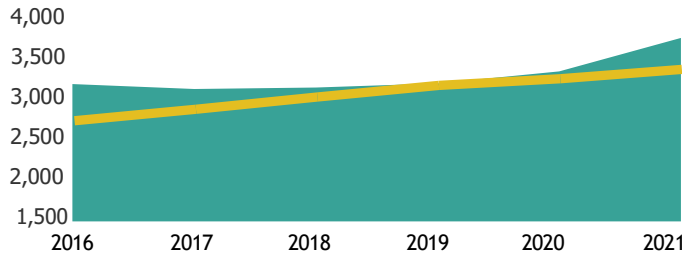
TIMELINE



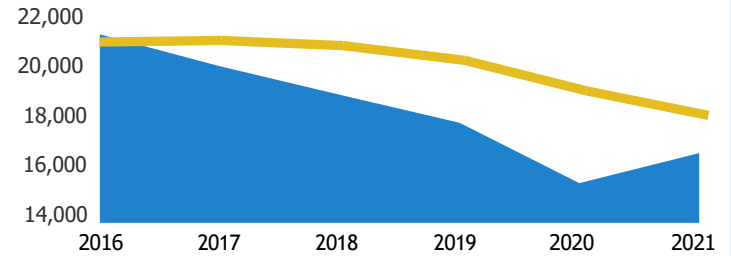
* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

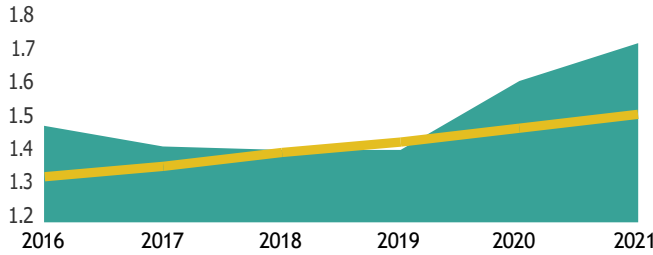
ANNUAL FATALITIES



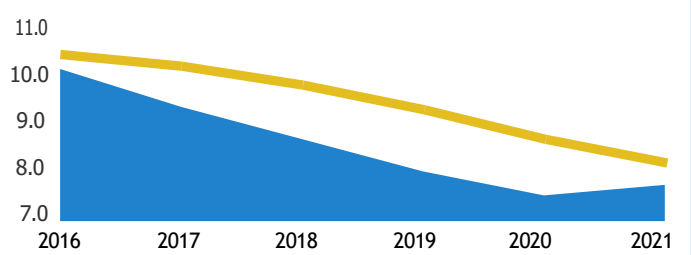
ANNUAL SERIOUS INJURIES



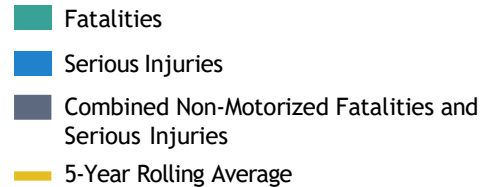
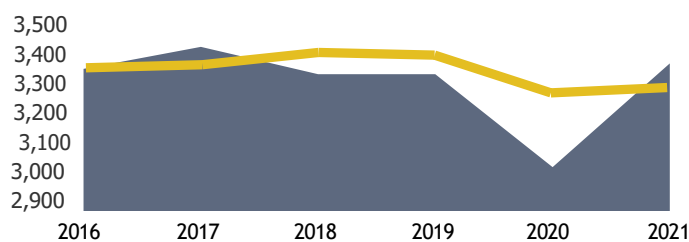
FATALITY RATE



SERIOUS INJURY RATE



NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



Source: FLHSMV, 2022.

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

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PAVEMENT & BRIDGE CONDITION MEASURES (PM2)

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

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

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

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

4.1 Bridge & Pavement Condition Targets

4.1.1 Statewide Targets

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

Table 4.1. Statewide Pavement and Bridge Condition Performance Targets

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

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

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

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

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

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

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

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

4.1.2 MPO Targets

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

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

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

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

In establishing the MPO's targets for the pavement and bridge condition performance measures, Charlotte County – Punta Gorda MPO considered many factors. The Charlotte County-Punta Gorda MPO agreed to support FDOT's pavement and bridge condition performance targets on December 16, 2022. By adopting FDOT's targets, the Charlotte County-Punta Gorda MPO agrees to plan and program projects that help FDOT achieve these targets.

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

PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

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

PAVEMENT PERFORMANCE MEASURES

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

BRIDGE PERFORMANCE MEASURES

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

GOOD CONDITION

Suggests no major investment is needed.

POOR CONDITION

Suggests major investment is needed.

TIMELINE



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

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

EXISTING STATEWIDE CONDITIONS

NHS Bridges

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

Interstate Pavements

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

Non-Interstate NHS Pavements

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

Source: FDOT and FHWA.

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

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

MINIMUM CONDITIONS

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

FDOT IS ON TRACK TO MEET MINIMUM CONDITION STANDARDS

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

FOR MORE INFORMATION PLEASE CONTACT

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4.2 Bridge & Pavement Investments in the TIP

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

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

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

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

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

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

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

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

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

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

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

National Highway Performance Program (NHPP)

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

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

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

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

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

5.1 System Performance and Freight Targets

5.1.1 Statewide Targets

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

Table 5.1. Statewide System Performance and Freight Targets

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

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

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

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

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

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

System performance and freight are addressed through several statewide initiatives:

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

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

5.1.2 MPO Targets

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

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

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

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

5.2 System Performance and Freight Investments in the TIP

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

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

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

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

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

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

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

PM3: System Performance



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

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

PERFORMANCE MEASURES

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

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

TIMELINE



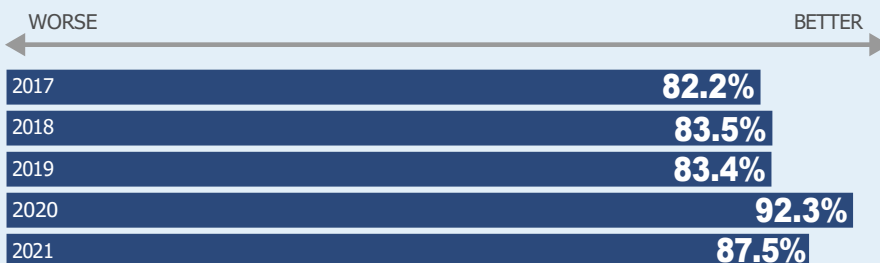
* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

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

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

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



NON-INTERSTATE NHS RELIABILITY

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



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



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

STATEWIDE TARGETS

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

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

MPO TARGETS

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

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

ASSESSMENT OF SIGNIFICANT PROGRESS

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

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

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

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

FOR MORE INFORMATION PLEASE CONTACT

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TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance Measures

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

Table 6.1. FTA TAM Performance Measures

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

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

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

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

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

6.2 Transit Asset Management Targets

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

6.2.1 Transit Provider Targets

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

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

Table 6.3. Transit Asset Management Targets for Charlotte County Transit

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

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

Table 6.4. Transit Asset Management Targets for Charlotte County

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

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

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

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

Charlotte County Transit - Transit Asset management Plan

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

Table IV-9 Performance Targets & Measures

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

Capital Asset Inventory

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

Table IV-10 Capital Asset Inventory Summary

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

Condition Assessment

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

Table IV-11 Asset Condition Inventory Summary

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

Decision Support Investment Prioritization

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

Decision Support Tools

The following tools are used in making investment decisions:

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

Investment Prioritization

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

Appendix A: Asset Register

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

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Revenue Vehicle	AO - Automobile	35632	1	1FAHP2H86GG138332	5	18,869	\$25,980.00	8	No
Revenue Vehicle	CU - Cutaway Bus	32415	1	1HVBTAAL3AH245032	11	195,912	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32416	1	1HVBTAAL5AH245033	11	172,517	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32417	1	1HVBTAAL7AH245034	11	195,522	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32418	1	1HVBTAAL4AH250644	11	162,467	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32419	1	1HVBTAAL9AH245035	11	160,141	\$225,148.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	32664	1	1HVBTAAN3BH339009	10	227,492	\$216,610.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	33474	1	1GB6G5BG7B1162979	10	179,383	\$80,384.00	10	No
Revenue Vehicle	CU - Cutaway Bus	33475	1	1GB6G5BG1B1162721	10	229,952	\$80,384.00	10	Yes
Revenue Vehicle	CU - Cutaway Bus	33756	1	1FDGF4GT6CEB62416	9	205,325	\$86,197.00	10	No
Revenue Vehicle	CU - Cutaway Bus	33757	1	1FDGF4GT8CEB62417	9	168,465	\$86,197.00	10	No
Revenue Vehicle	CU - Cutaway Bus	34082	1	1FDGF4GT1DEB37361	8	253,098	\$88,344.00	10	No
Revenue Vehicle	CU - Cutaway Bus	34083	1	1FDGF4GTXD37360	8	228,752	\$88,344.00	10	No
Revenue Vehicle	CU - Cutaway Bus	37438	1	1FD4FE4FS3KDC43871	1	15,177	\$100,259.00	10	No
Revenue Vehicle	CU - Cutaway Bus	37475	1	1FD4FE4FS5KDC43872	1	12,996	\$100,259.00	10	No
Revenue Vehicle	CU - Cutaway Bus	37481	1	1FD4FE4FS5KDC45346	1	34,220	\$100,259.00	10	No
Revenue Vehicle	MB - Mini-bus	36242	1	1FDZX2CM0JKA36706	3	82,069	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36243	1	1FDZX2CM2JKA36707	3	84,178	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36249	1	1FDZX2CM2JKA36710	3	79,555	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36250	1	1FDZX2CM4JKA36708	3	82,423	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36328	1	1FDZX2CMXJKA36714	3	85,765	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36332	1	1FDZX2CM4JKA36711	3	78,730	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36336	1	1FDZX2CM8JKA36713	3	80,211	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36347	1	1FDZX2CM6JKA36709	3	68,425	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36348	1	1FDZX2CM6JKA36712	3	65,621	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36506	1	1FDVU4XV0KKB11846	3	47,886	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	36806	1	1FDVU4XV0KKA11652	2	42,967	\$65,720.00	10	No
Revenue Vehicle	MB - Mini-bus	37342	1	1FDVU4XV6KKB31553	2	22,966	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37343	1	1FDVU4XV8KKB31554	2	15,353	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37345	1	1FDVU4XV8KKB31555	2	15,691	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37437	1	1FDVU4XV8KKB31556	2	11,527	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37440	1	1FDVU4XV8KKB31558	2	19,138	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37442	1	1FDVU4XV8KKB31557	2	14,313	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37443	1	1FDVU4XV8KKB31559	2	15,268	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37447	1	1FDVU4XV8KKB31560	2	27,795	\$79,651.00	10	No
Revenue Vehicle	MB - Mini-bus	37450	1	1FDVU4XV8KKB31561	2	11,478	\$79,651.00	10	No
Revenue Vehicle	MV - Mini-van	33531	1	2C4RDGDG6CR172457	9	76,912	\$87,782.00	8	Yes
Revenue Vehicle	MV - Mini-van	33735	1	2C4RDGDG2CR399547	9	79,718	\$44,662.00	8	Yes
Revenue Vehicle	VN - Van	33776	1	1FTNE2EL7DDA72091	8	124,162	\$35,058.00	8	Yes
Revenue Vehicle	VN - Van	33777	1	1FTNE2EL9DDA72092	8	89,699	\$35,058.00	8	Yes
Revenue Vehicle	VN - Van	34059	1	1FTNE2EL2DDA72094	8	100,042	\$35,058.00	8	Yes

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

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

Appendix B: Asset Condition Data

B2: Equipment Assets

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

Appendix B: Asset Condition Data

B3: Facilities Assets

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

ASSET MANAGEMENT

Public Transit



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

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

STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit Asset Categories and TAM Performance Measures

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

“State of good repair”

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

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

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

TIMEFRAME

PUBLIC TRANSPORTATION PROVIDERS

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

MPOs

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

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

TAM PLAN

Tier I versus Tier II Agencies

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

TIER I

Operates rail

OR

≥ 101 vehicles across all fixed route modes

OR

≥ 101 vehicles in one non-fixed route mode

TIER II

Subrecipient of 5311 funds

OR

American Indian Tribe

OR

≤ 100 vehicles across all fixed route modes

OR

≤ 100 vehicles in one non-fixed route mode

Required Elements of Provider TAM Plans

1. Inventory of Capital Assets

2. Condition Assessment

3. Decision Support Tools

4. Investment Prioritization

**TIER I
AND II**

5. TAM and SGR Policy

6. Implementation Strategy

7. List of Key Annual Activities

8. Identification of Resources

9. Evaluation Plan

**TIER I
ONLY**

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

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

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

MPO AND PUBLIC TRANSPORTATION PROVIDER COORDINATION

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

FOR MORE INFORMATION PLEASE CONTACT

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TRANSIT SAFETY PERFORMANCE

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

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

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

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

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

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

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

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

Transit Provider Coordination with States and MPOs

Key considerations for MPOs and transit agencies:

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

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

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

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

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

Table IV-12 Charlotte County Transit Safety Performance Targets

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

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

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

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

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

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

SAFETY

Public Transit



Performance Management

February 2023

OVERVIEW

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

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

Recipients and Sub-recipients of FTA 5307 funds

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

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

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

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES

Total number of reportable fatalities and rate per total vehicle revenue miles by mode.

INJURIES

Total number of reportable injuries and rate per total vehicle revenue miles by mode.

SAFETY EVENTS

Total number of reportable events and rate per total vehicle revenue miles by mode.

SYSTEM RELIABILITY

Mean distance between major mechanical failures by mode.

TIMEFRAME

PUBLIC TRANSPORTATION PROVIDERS

- Update safety targets annually

MPOs

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

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

RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

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

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

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

REQUIREMENTS

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

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

FOR MORE INFORMATION PLEASE CONTACT

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Florida Department of Transportation | Mike.Neidhart@dot.state.fl.us | (850) 414-4905

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

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

This section is designed to comply with the Moving Ahead for Progress in the 21st Century (MAP- 21) and the Fixing America's Surface Transportation Act (FAST-ACT) requirements and federal guidelines. The first table in this section consists of a funding summary table which lists all transportation projects funded by Title 23, U.S.C., and the Federal Transit Act for fiscal years 2023/2024 through 2027/2028. 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.

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

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

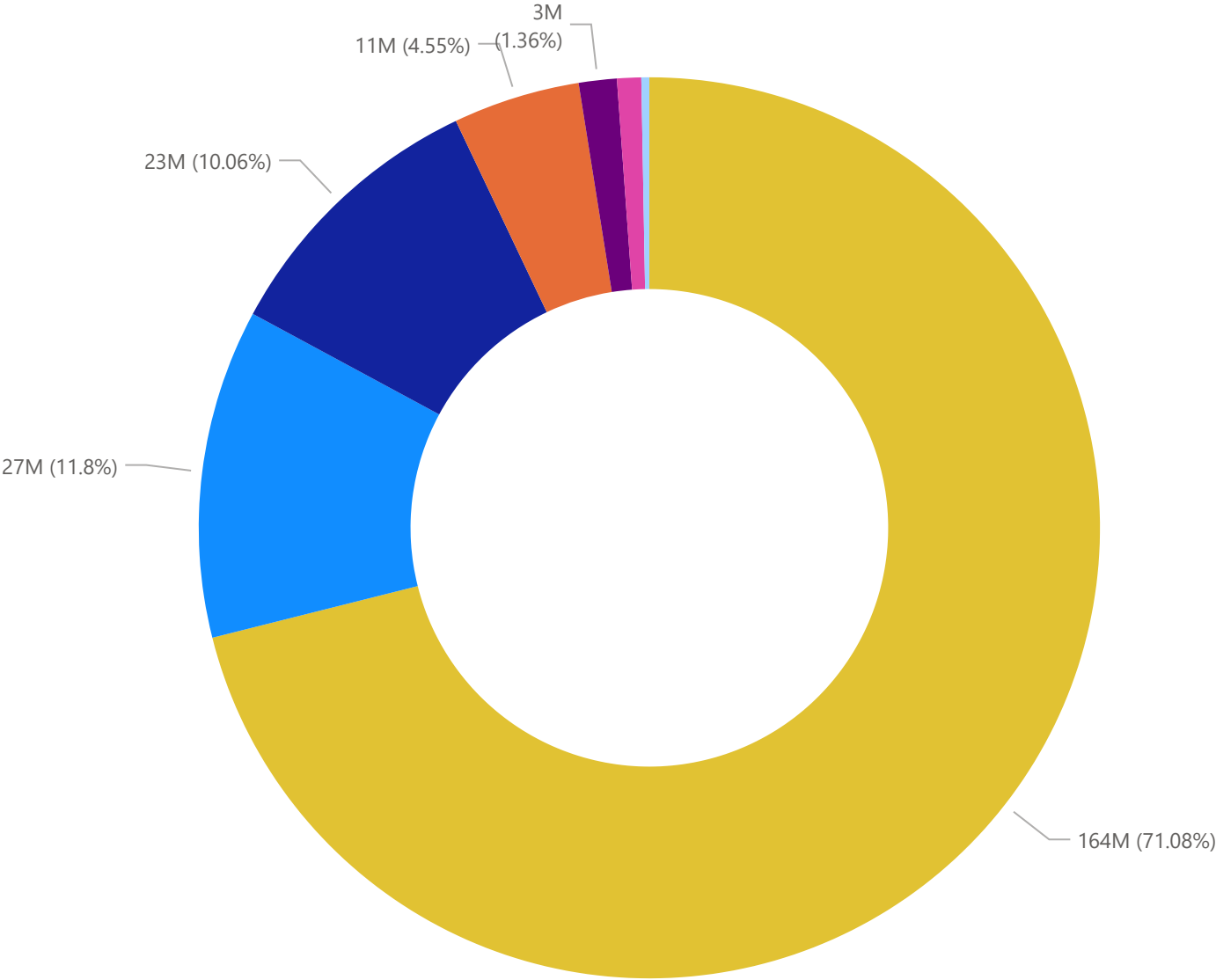
Fund	Fund Name	<2024	2024	2025	2026	2027	2028	>2028	All Years
	TOTAL OUTSIDE YEARS	4,576,135							4,576,135
	TOTAL OUTSIDE YEARS	119,449,406							119,449,406
ACFP	AC FREIGHT PROG (NFP)		1,750,000				17,829,291		19,579,291
ACNP	ADVANCE CONSTRUCTION NHPP		995,260						995,260
ACNR	AC NAT HWY PERFORM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

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

FY 2023/2024 - FY 2027/2028 Work Program - Funding by Type

Component Type

- Highways
- Transit
- Aviation
- Maintenance
- Planning
- Intermodal
- Miscellaneous



FY 2024 - FY 2028 Highway Projects

Project: CAPE HAZE PIONEER TR FROM MYAKKA STATE FOREST

Project Type: Bike Path / Trail

FM Number: 4436201

Lead Agency:

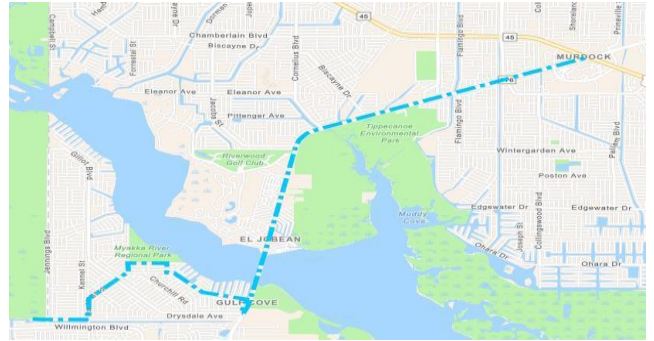


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L RTP Reference Page #: 2045 LRTP Full report . Page 8-15

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County TSMCA

Project Type: Traffic Control Devices/System

FM Number: 412665-1

Lead Agency:



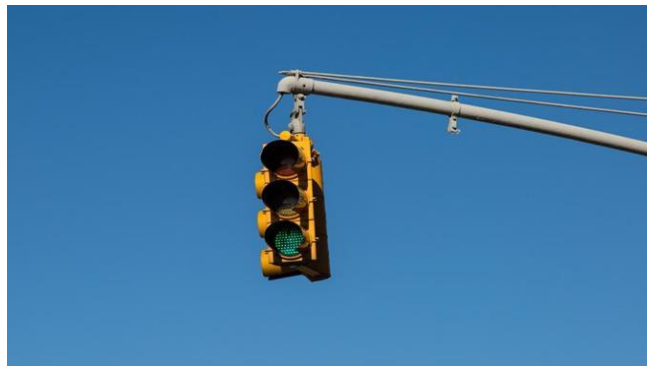
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L RTP Reference Page #: 2045 LRTP Congestion Management Plan .

Page 6-15

SIS Project No

Description: Traffic Control Devices



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Landscaping

FM Number: 412665-1

Lead Agency:

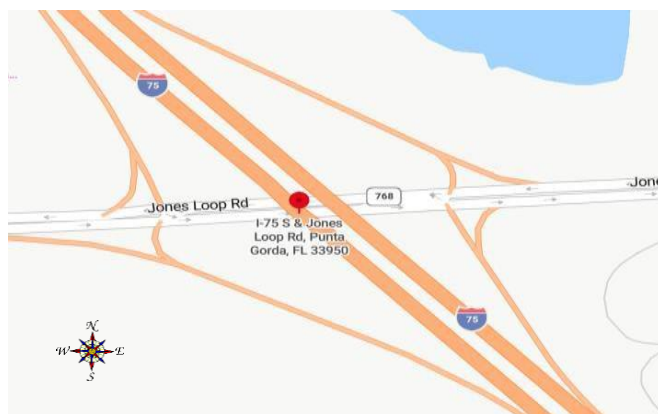


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L RTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project Yes

Description: Traffic Controls devices



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County TSMCA

Project Type: Traffic Control Devices/System

FM Number: 413625-1

Lead Agency:



Length: N/A

L RTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

Description:
Traffic Controls devices



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Harborview RD from Melbourne St to Date St

Project Type: Add lanes and reconstruct

FM Number: 434965-2

Lead Agency:

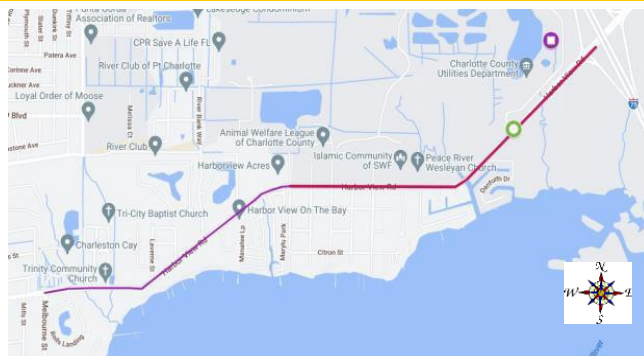


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L RTP Reference Page #: 2045 LRTP Cost Feasible Plan , Page 8-8

SIS Project No

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



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
ENV	TALT	State	\$0	\$10,000					\$10,000
Total:			\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000
FY 2023/2024 to 2027/2028 Transportation Improvement Program									

Project: Harborview RD from Melbourne St to Date St

Project Type: Add lanes and reconstruct

FM Number: 434965-3

Lead Agency:

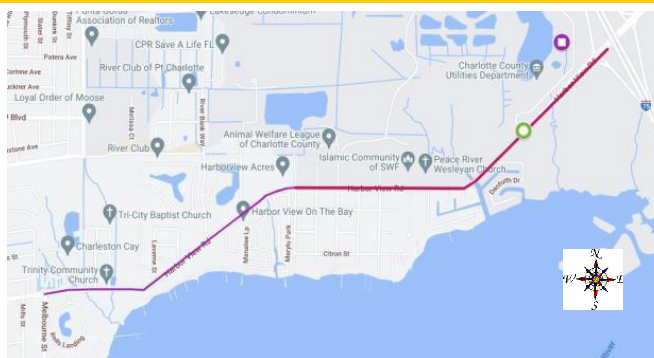


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L RTP Reference Page #: 2045 LRTP Cost Feasible Plan , Page 8-8

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Harborview RD from Melbourne St to I-75

Project Type: Add lanes and reconstruct

FM Number: 434965-5

Lead Agency:

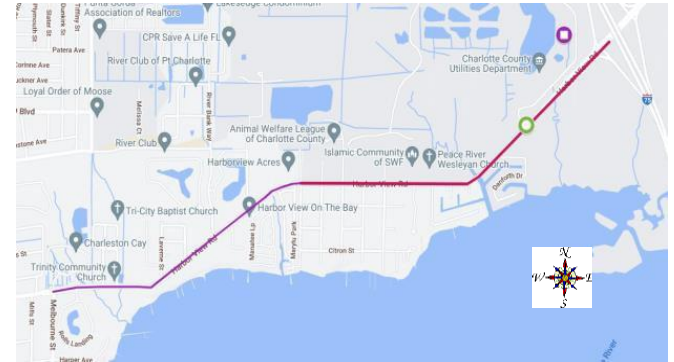


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L RTP Reference Page #: 2045 LRTP Cost Feasible Plan , Page 8-8

SIS Project No

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



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

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

Project Type: Bike Path / Trail

FM Number: 435105-2

Lead Agency:

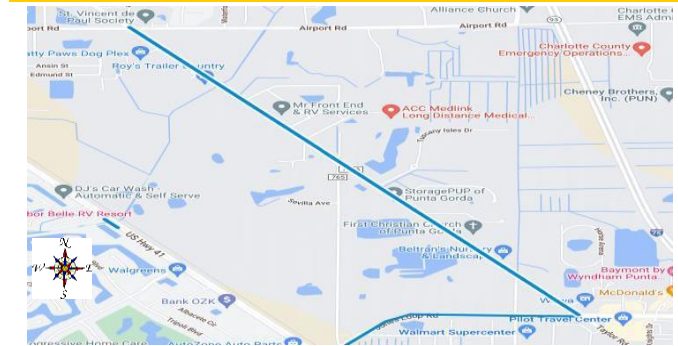


Length: 2.06 mile

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

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Weigh in Motion (WIM) Screening

Project Type: MCCO Weigh Station Static /WIM

FM Number: 437001-2

Lead Agency:



Length: None

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

SIS Project No

Description: MCCO WEIGH STATION STATIC/WIM



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: CHARLOTTE TMC OPS FUND COUNTY WIDE

Project Type: ITS Architecture

FM Number: 437105-1

Lead Agency:



Length: None

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

SIS Project No

Description: Intelligent Transportation system projects



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: CHARLOTTE TMC OPS FUND COUNTY WIDE

Project Type: ITS Architecture
FM Number: 437105-1

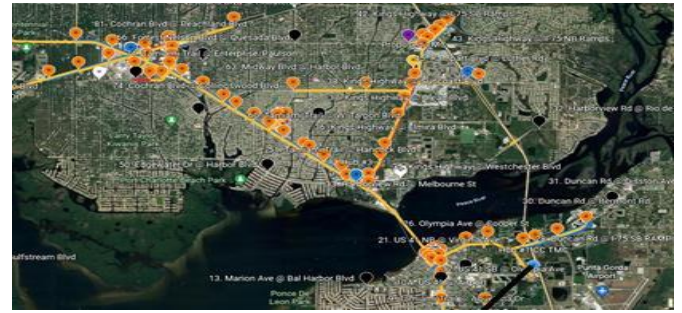
Lead Agency: 

Length: None

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

SIS Project No

Description: Intelligent Transportation system projects




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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Sidewalk

FM Number: 438262-1

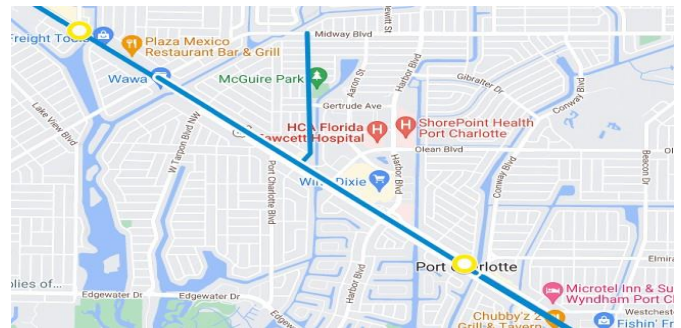
Lead Agency: 

Length: None

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

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Sidewalk

FM Number: 438262-1

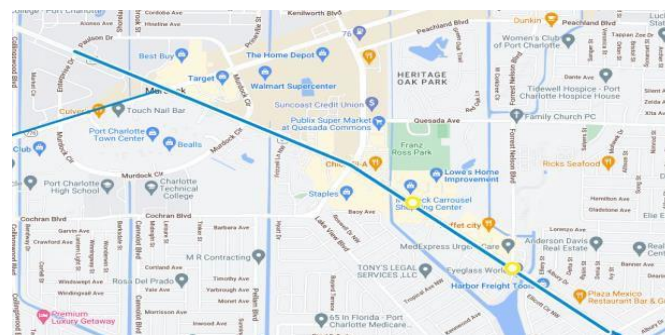
Lead Agency:



Length: None

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

SIS Project No



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

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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Resurfacing

FM Number: 438262-1

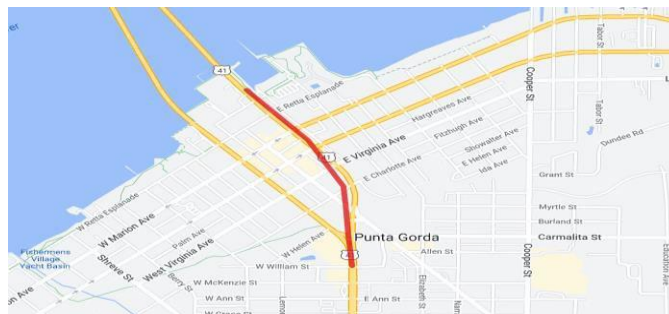
Lead Agency:



Length: None

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

SIS Project No



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

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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Resurfacing

FM Number: 441552-1

Lead Agency:

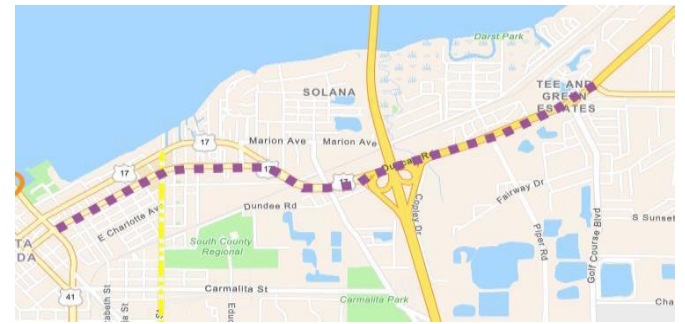


Length: None

L RTP Reference Page #:

SIS Project No

Description: Resurfacing Project



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: SR 31 from CR 74 to CR 74

Project Type: Roundabout

FM Number: 441950-1

Lead Agency:

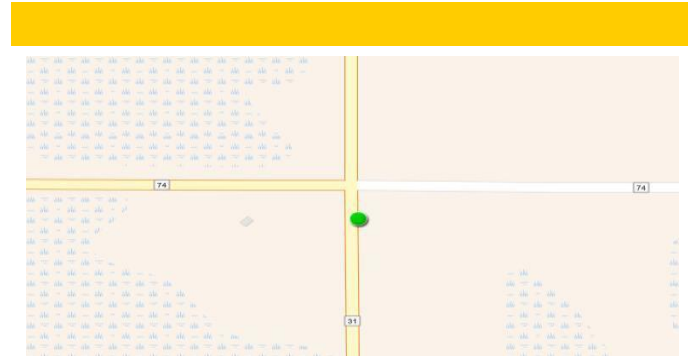


Length: None

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

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Dynamic Message Sign

FM Number: 442098-1

Lead Agency:

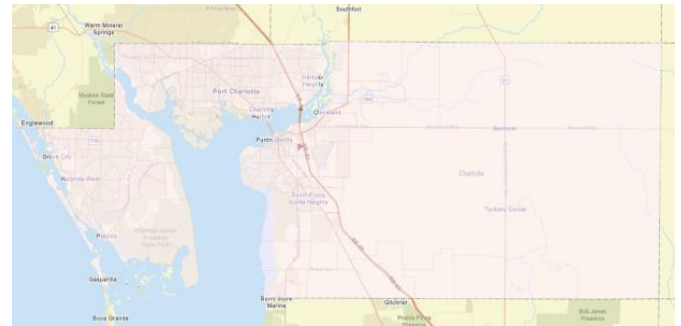


Length: None

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

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Landscaping

FM Number: 444907-1

Lead Agency:

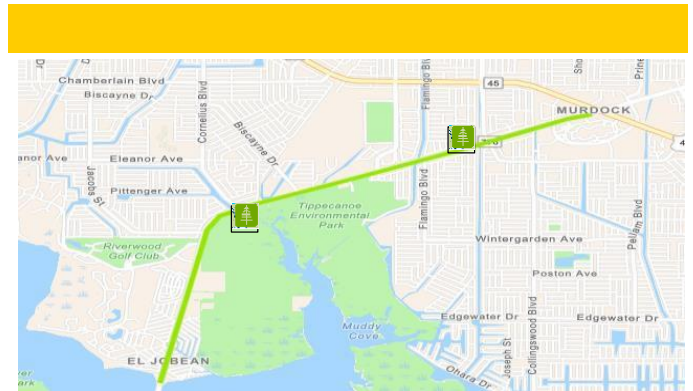


Length: None

L RTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

Description: Landscaping project



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: I-75 Punta Gorda Weigh Station - Resurfacing

Project Type: Resurfacing

FM Number: 446281-1

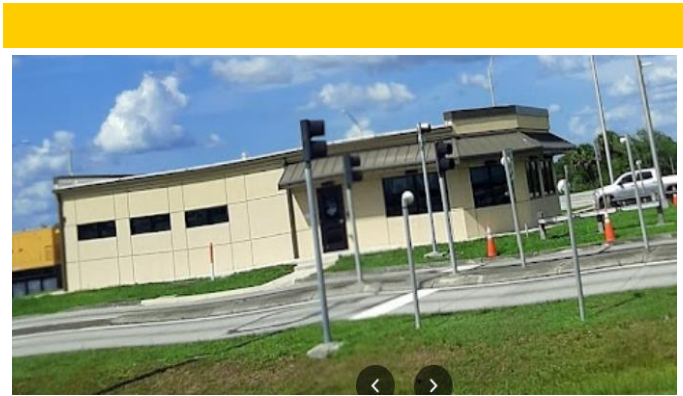
Lead Agency: 

Length: None

LRTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

Description: Resurfacing of MCCO WEIGH STATION STATIC/WIM




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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Overpass

FM Number: 446339-1

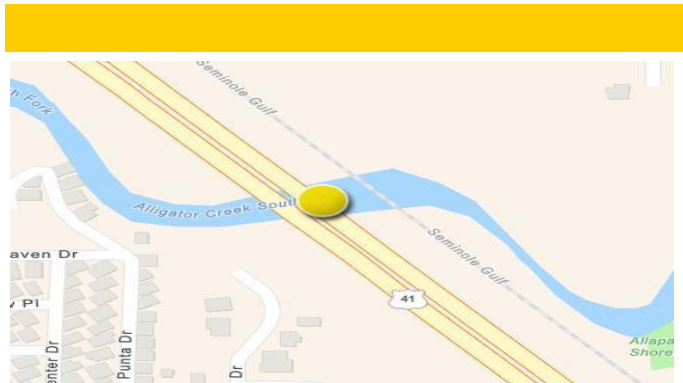
Lead Agency: 

Length: None

LRTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

Description: Pedestrian/ Wildlife overpass over US 41 on East



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Intersection Improvement
FM Number: 446340-1

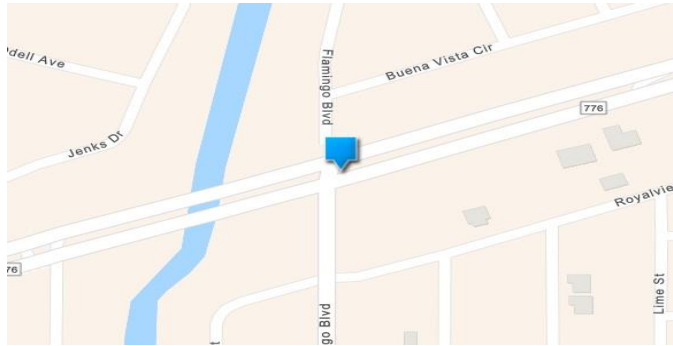
Lead Agency: 

Length: None

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

SIS Project No

Description: Intersection improvements at SR 776 and Flamingo Blvd.



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
CST	CARL	Federal	\$0	\$0	\$1,460,000				\$1,460,000
Total:			\$0	\$0	\$1,460,000	\$0	\$0		\$1,460,000
FY 2023/2024 to FY 2027/ 2028 Transportation Improvement Program									

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

Project Type: Planning
FM Number: 446391-1

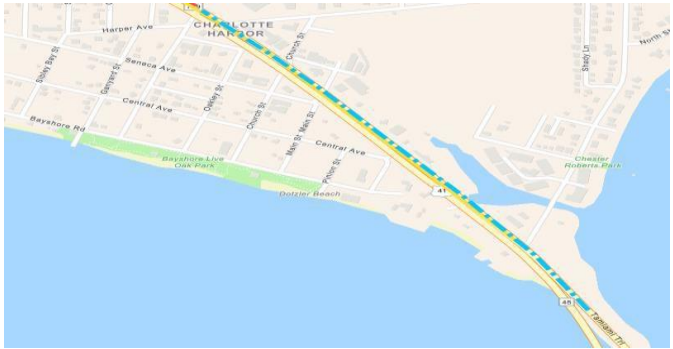
Lead Agency: 

Length: None

LRTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

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



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PLN	SL	Federal	\$0	\$0	\$150,000				\$150,000
Total:			\$0	\$0	\$150,000	\$0	\$0		\$150,000
FY 2023/2024 to FY 2027/ 2028 Transportation Improvement Program									

Project: SR 776 at Charlotte Sports park

Project Type: Design
FM Number: 446393-1

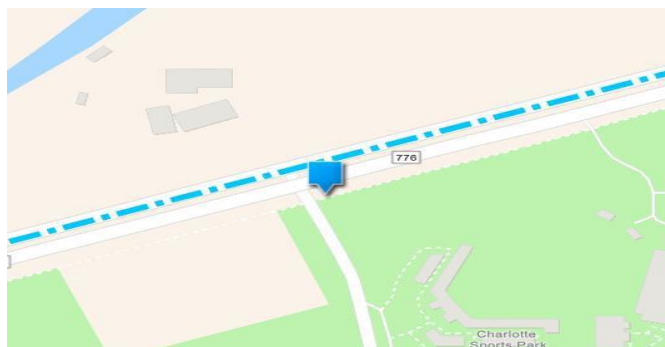
Lead Agency: 

Length: None

L RTP Reference Page #: 2045 LRTP Goals and Objectives

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

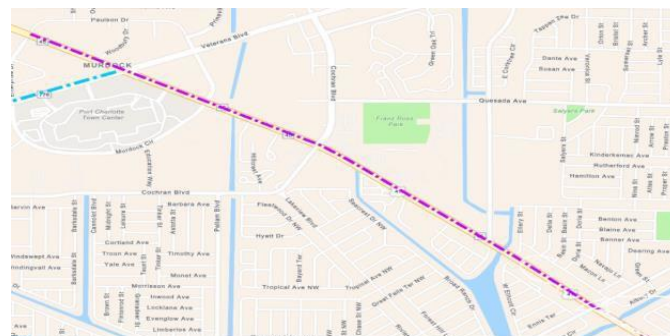
Project Type: Sidewalk
FM Number: 438262-1

Lead Agency: 

Length: None

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

SIS Project No



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

Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
PE	TALT	Federal	\$0		\$0	\$1,501,000			\$1,501,000
CST	CARL	Federal						\$452,708	\$452,708
	CARM	Federal						\$79,859	\$79,859
	SL	Federal						\$991,416	\$991,416
	SM	Federal						\$1,279,389	\$1,279,389
	SN	Federal						\$830,461	\$830,461
Total:			\$0	\$0	\$0	\$1,501,000	\$0	\$3,633,833	\$5,134,833

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: MCCO Weigh Station Static /WIM

FM Number: 447869-1

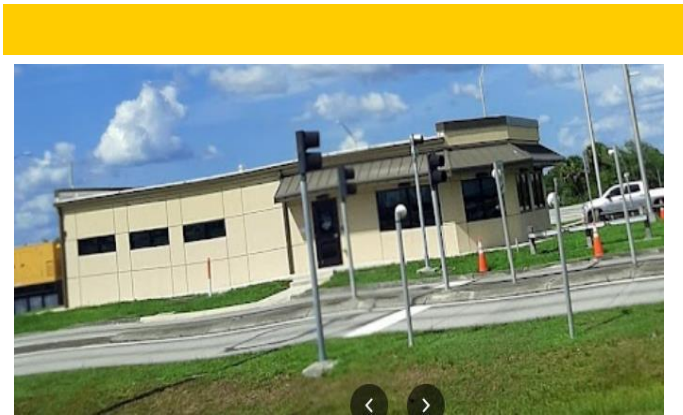
Lead Agency: 

Length: None

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

SIS Project No

Description: MCCO WEIGH STATION STATIC/WIM



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
CST	DWS	Federal	\$0		\$0	\$0	\$0	\$567252	\$0
Total:			\$0	\$0	\$0	\$0	\$0	\$567252	\$567,252

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Construction

FM Number: 448931-1

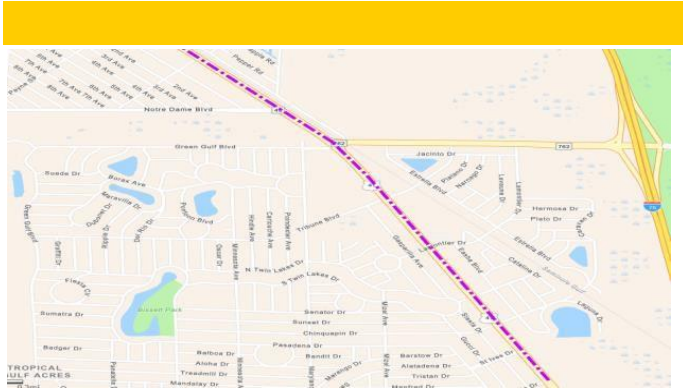
Lead Agency: 

Length: None

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

SIS Project No

Description: Resurfacing project



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: SR 776 from Merchants Crossing to Sarasota County line

Project Type: Design and Construction

FM Number: 449652-1

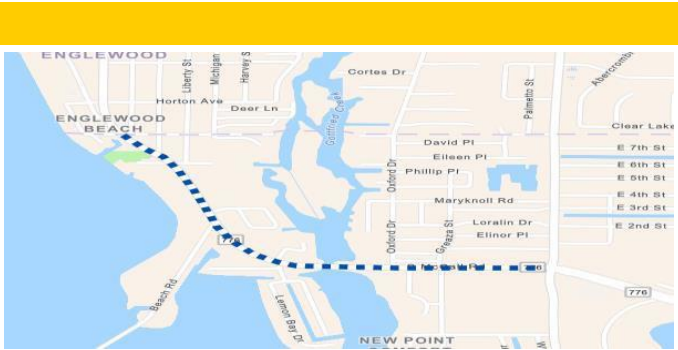
Lead Agency: 

Length: None

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

SIS Project No

Description: Safety project with proposed median improvements



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Construction

FM Number: 451101-1

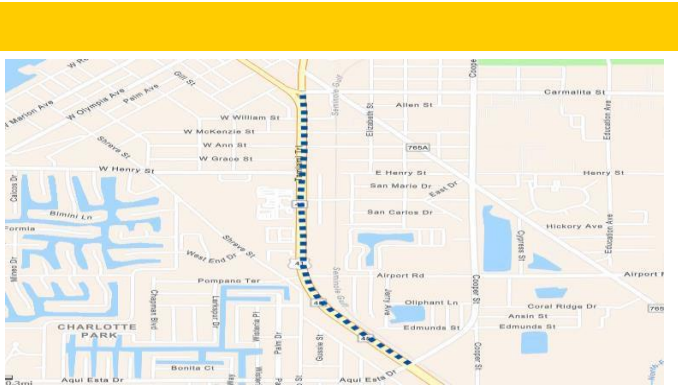
Lead Agency: 

Length: None

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

SIS Project No

Description: Resurfacing project



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Construction

FM Number: 451102-1

Lead Agency: 

Length: None

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

SIS Project No

Description: Resurfacing project



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Design & Construction

FM Number: 451102-1

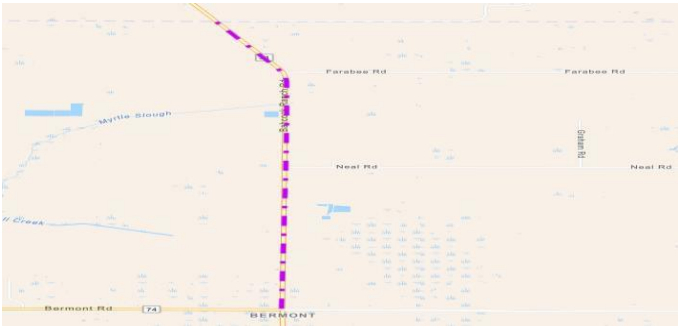
Lead Agency: 

Length: None

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

SIS Project No

Description: Resurfacing project



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Design & Construction

FM Number: 451102-1

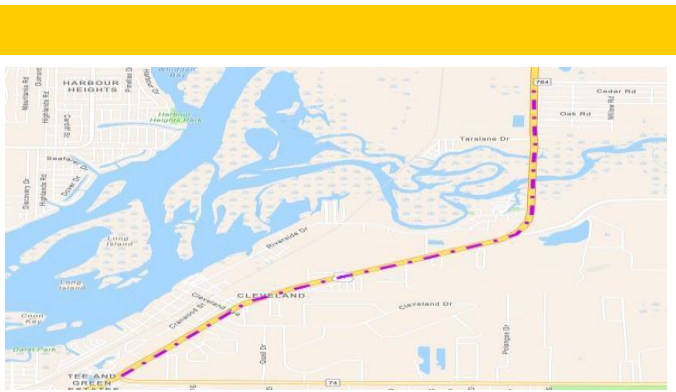
Lead Agency: 

Length: None

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

SIS Project No

Description: Resurfacing project




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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: US 41 at Midway Blvd

Project Type: Construction

FM Number: 451358-1

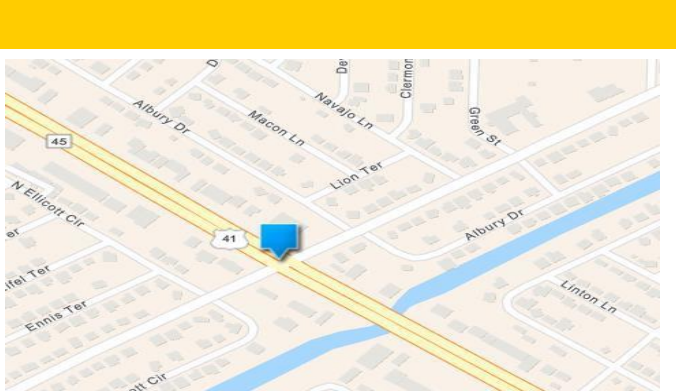
Lead Agency: 

Length: None

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

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: SR 776 at Ocean spray Blvd

Project Type: Design & Construction

FM Number: 451360-1

Lead Agency:

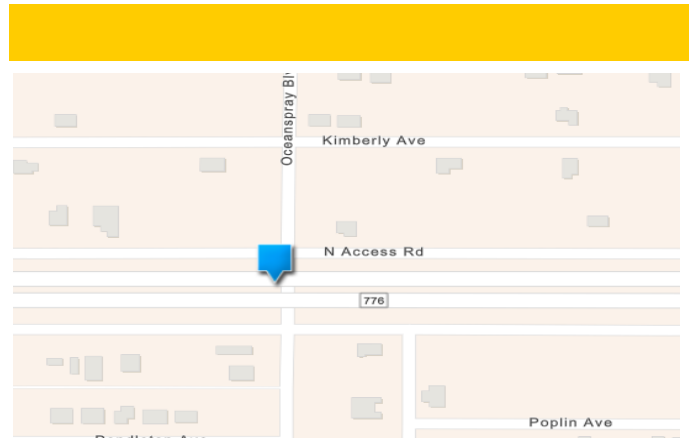


Length: None

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

SIS Project No

Description: Median modifications at the intersection to avoid accidents



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: I-75 at Jones Loop Truck parking

Project Type: Design & Construction

FM Number: 425154-1

Lead Agency:

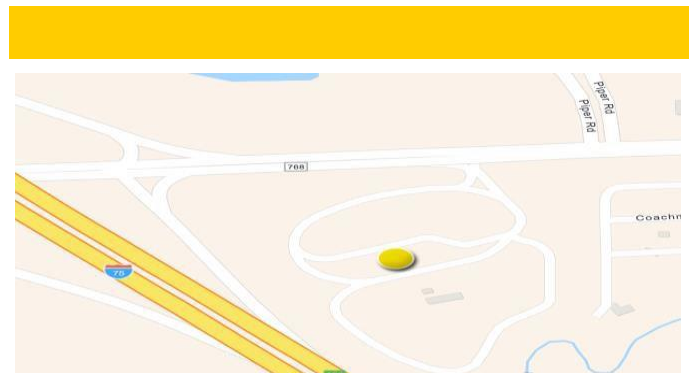


Length: None

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

SIS Project No

Description: Truck Parking facilities at Jones loop rest area



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

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

Project Type: Operations

FM Number: 452200-4

Lead Agency: 

Length: None

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

SIS Project No

Description: Electric Vehicle charging stations



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
OPS	GFEV			\$1,700,000					\$1,700,000
Total:			\$0	\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000
FY 2023/2024 to 2027/2028 Transportation Improvement Program									

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

Project Type: Operations

FM Number: 452200-5

Lead Agency: 

Length: None

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

SIS Project No

Description: Electric Vehicle charging stations



Phase	Fund Category	Funding Source	2023	2024	2025	2026	2027	2028	Total
OPS	GFEV			\$1,700,000					\$1,700,000
Total:			\$0	\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000
FY 2023/2024 to 2027/2028 Transportation Improvement Program									

Project: Cooper St from Airport Rd to Marion Ave

Project Type: Design and Construction

FM Number: 452221-1

Lead Agency:



Length: None

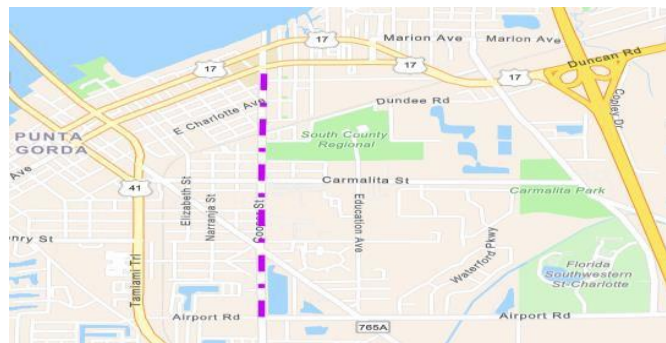
LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

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

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

FY 2023/2024 to 2027/2028 Transportation Improvement Program



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

Project Type: Design and Construction

FM Number: 452236-1

Lead Agency:



Length: None

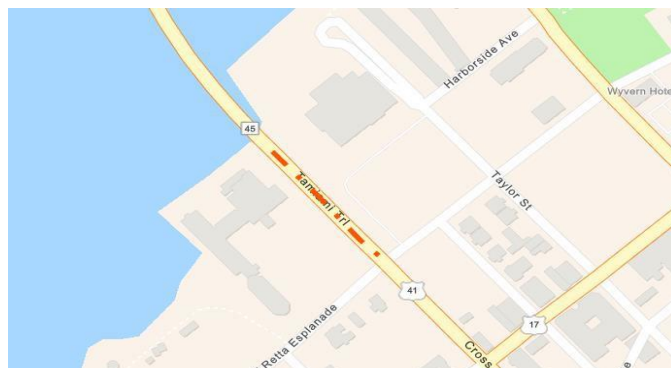
LRTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-14

SIS Project No

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

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

FY 2023/2024 to 2027/2028 Transportation Improvement Program



FY 2024 - FY 2028 Aviation Projects

Project: Punta Gorda Airport Holding Bay

Project Type: Capital

FM Number: 446356-1

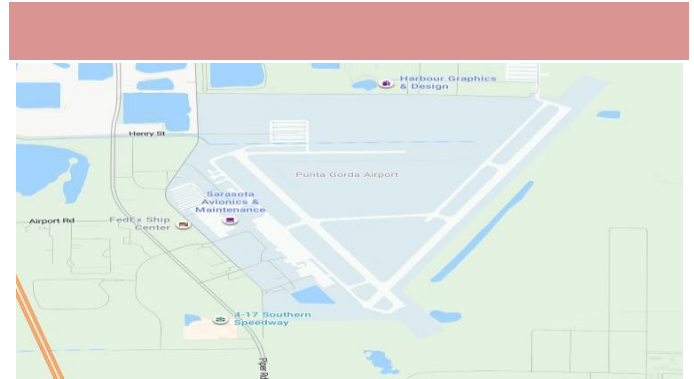
Lead Agency:



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

SIS Project No



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

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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Program Project: Punta Gorda Airport Holding Bay

Project Type: Capital

FM Number: 451203-1

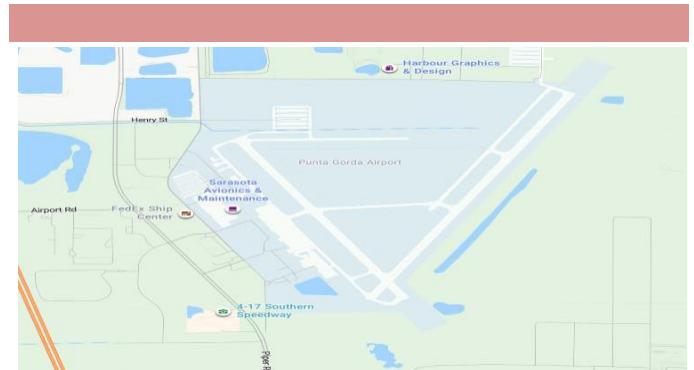
Lead Agency:



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

SIS Project No



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

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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Realign Taxiway F

Project Type: Capital

FM Number: 451214-1

Lead Agency:

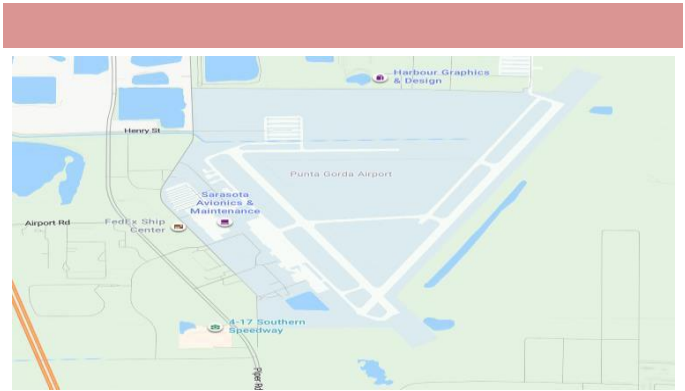


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L RTP Reference Page #: 2045 L RTP Full Report Goals and Objectives Page 2-2

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Holding Bay

Project Type: Capital

FM Number: 451215-1

Lead Agency:

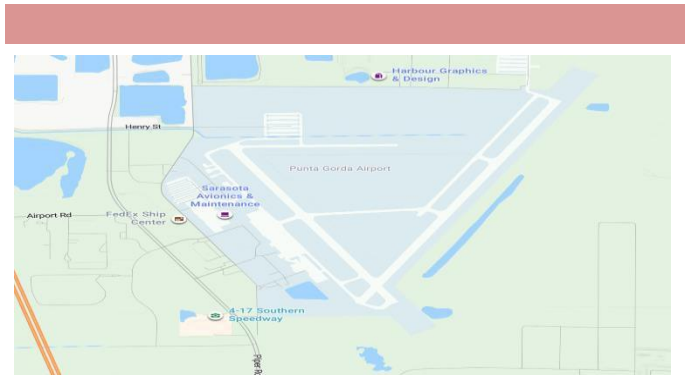


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L RTP Reference Page #: 2045 L RTP Full Report Goals and Objectives Page 2-2

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Maintenance & Operations Center

Project Type: Capital

FM Number: 451216-1

Lead Agency:

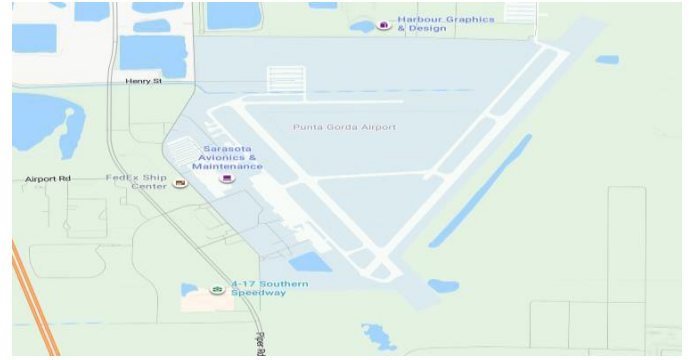


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L RTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Runway 4-22 Extension

Project Type: Capital

FM Number: 451489-1

Lead Agency:

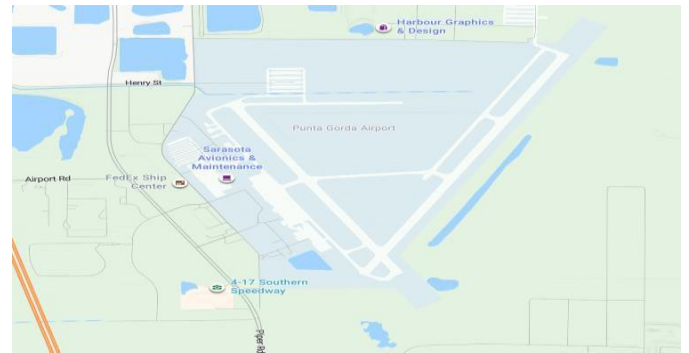


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L RTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Rehabilitate Taxiway A&C

Project Type: Capital

FM Number: 451993-1

Lead Agency:

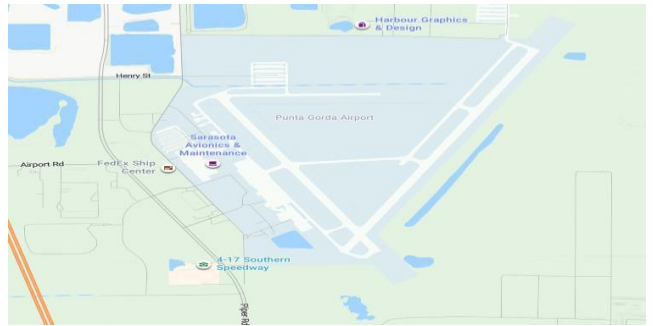


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L RTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Airport Roadway Network improvements

Project Type: Capital

FM Number: 449864-1

Lead Agency:

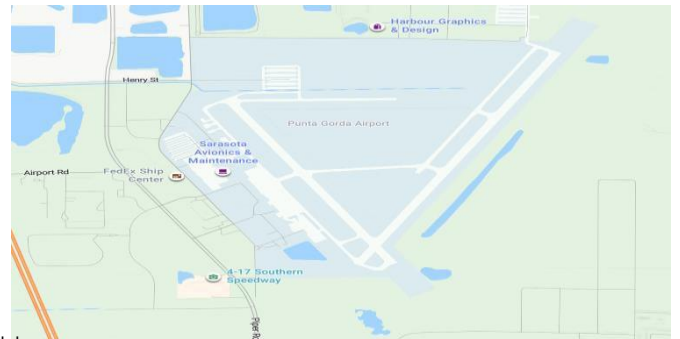


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L RTP Reference Page #: 2045 LRTP Full Report Goals and Objectives Page 2-2

SIS Project No

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



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

FY 2024 - FY 2028 Transit Projects

Project: Charlotte County Transit FTA Section 5311 Operating Assistance

Project Type: Operations

FM Number: 410119-1

Lead Agency:



Length:

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

SIS Project No

Description: Operating/Administration Assistance



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County State Transit Block Grant Operating Assistance

Project Type: Operations

FM Number: 410138-1

Lead Agency:



Length:

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

SIS Project No

Description: Operating/Administration Assistance



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County State Transit Block Grant Operating Assistance

Project Type: Capital
FM Number: 410145-1

Lead Agency: 

Length:

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

SIS Project No

Description: Capital for fixed route



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County FTA Section 5307 Capital Assistance small urban

Project Type: Capital
FM Number: 410145-1

Lead Agency: 

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

SIS Project No

Description: Capital for fixed route



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County FTA Section 5307 Operating small urban

Project Type: Operations

FM Number: 441979-1

Lead Agency: 

Length:

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

SIS Project No

Description: Capital for fixed route



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County FTA Section 5339 small urban

Project Type: Operations

FM Number: 441979-1

Lead Agency: 

Length:

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

SIS Project No

Description: Capital for fixed route



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County Transit FTA Section 5339 small urban SS

Project Type: Capital
FM Number: 441980-1

Lead Agency: 

Length:

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

SIS Project No

Description: Capital for fixed route



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

FY 2024 - FY 2028 Maintenance Projects

Project: Charlotte County Roadway and Bridge Maintenance Primary system

Project Type: Maintenance

FM Number: 408252-1

Lead Agency:



Length:

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

SIS Project No

Description: Routine maintenance of bridges



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County Roadway and Bridge Maintenance Interstate system

Project Type: Maintenance

FM Number: 408253-1

Lead Agency:



Length:

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

SIS Project No

Description: Routine maintenance of bridges



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County Highway Lighting

Project Type: Maintenance

FM Number: 412573-1

Lead Agency:



Length:

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

SIS Project No

Description: Routine maintenance of Highway Lighting



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Punta Gorda Highway Lighting

Project Type: Maintenance

FM Number: 413536-1

Lead Agency:



Length:

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

SIS Project No

Description: Routine maintenance of Highway Lighting



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: ITS Devices Electric

Project Type: Maintenance

FM Number: 427781-1

Lead Agency:



Length:

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

SIS Project No

Description: Intelligent Transportation system Maintenance



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County Asset Maintenance

Project Type: Maintenance

FM Number: 432899-1

Lead Agency: 

Length:

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

SIS Project No

Description: Routine Maintenance



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

FY 2023/2024 to 2027/2028 Transportation Improvement Program

Project: Charlotte County Asset Maintenance

Project Type: Maintenance

FM Number: 432899-2

Lead Agency: 

Length:

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

SIS Project No

Description: Routine Maintenance



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

FY 2023 to 2027 Transportation Improvement Program

FY 2024 - FY 2028 Miscellaneous Projects

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

Project Type: Feasibility Study

FM Number: 443602-1

Lead Agency:

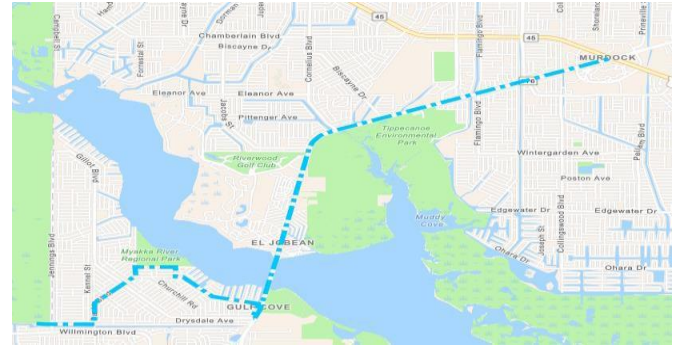


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L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-15

SIS Project No

Description: Residual funding from completed Feasibility Study



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

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

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

Project Type: Design

FM Number: 443602-1

Lead Agency:

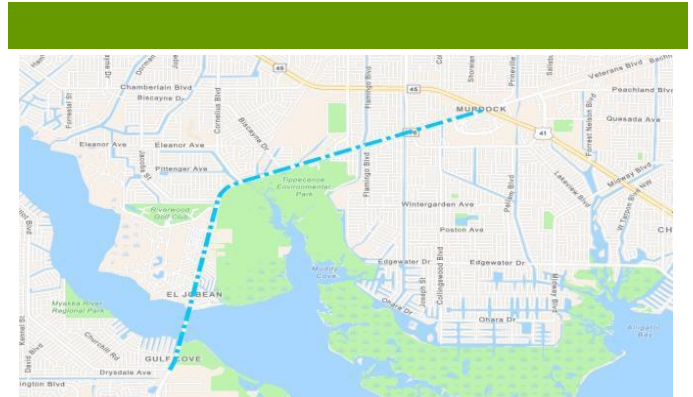


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L RTP Reference Page #: 2045 LRTP Cost Feasible Plan . Page 8-15

SIS Project No

Description: SUN Trail Network Shared Use Path



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

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

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

Project Type: Design
FM Number: 443602-3

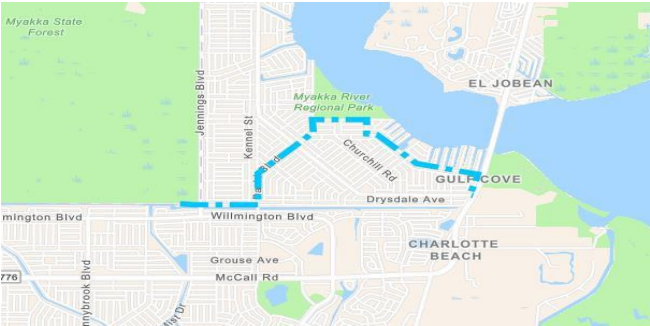
Lead Agency: 

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

SIS Project No

Description: Bike Path/ Share Used Non motorized network trails



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

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

FY 2024 - FY 2028 Transportation Planning

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

Project Type: Planning

FM Number: 439316-4

Lead Agency: 

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LRTP Reference Page #:

SIS Project No

Description: MPOs Transportation Planning funds



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

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

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

Project Type: Planning

FM Number: 439316-5

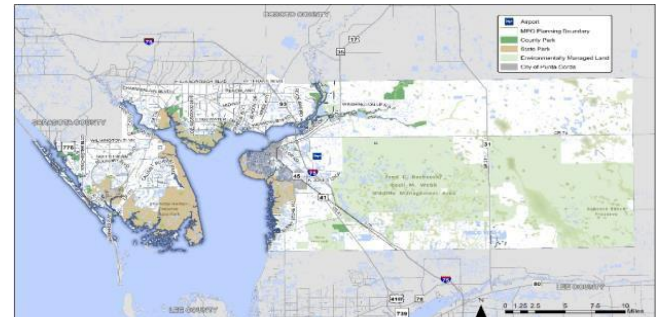
Lead Agency: 

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LRTP Reference Page #:

SIS Project No

Description: MPOs Transportation Planning funds




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

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

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

Project Type: Planning

FM Number: 439316-5

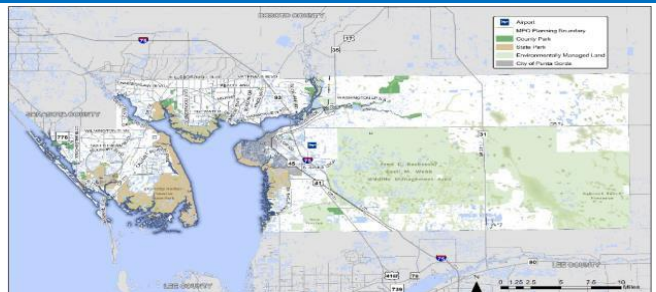
Lead Agency: 

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LRTP Reference Page #:

SIS Project No

Description: MPOs Transportation Planning funds



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

FY 2023 to 2027 Transportation Improvement Program

SECTION – V



CHARLOTTE COUNTY CAPITAL IMPROVEMENTS PROGRAM

The adopted FY 2023 through FY 2028 Charlotte County Capital Improvements Program was developed in accordance with Chapter 163, Florida Statutes, 1985), and the corresponding implementing rules (Rule 9J-5, Florida Administrative Code). The Capital Budget/CIP serves as the implementing mechanism of the Capital Improvements Element (CIE) of the Comprehensive Plan by providing capital funding for CIE projects directly linked to maintaining adopted levels of service. In doing this, the County continues with its development of comprehensively utilizing "level of service" standards to define community needs, and compare public facility plans, funding levels, and expected results. The County Capital Improvements Program can be expected to be a central part of this system.

Capital Improvements Program Operating Costs by Infrastructure Type and Department

2023 Adopted CIP
(in thousands 000)

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

SECTION – VI



CITY OF PUNTA GORDA CAPITAL IMPROVEMENTS PROGRAM

The adopted FY 2023 through FY 2027 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 2023 - FY 2027
(All figures in thousands of dollars)**

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

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

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

Schedule covers through December 31, 2026

SECTION – VII



2022 FEDERAL OBLIGATIONS

Federal obligations for the Federal fiscal year 2022(10/01/2022– 09/30/2023). 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.

PAGE	1	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/03/2022
CHARLOTTE-PUNTA GORDA MPO		OFFICE OF WORK PROGRAM	TIME RUN: 10.38.52
		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:413042 4	PROJECT DESCRIPTION:I-75 FROM S OF N JONES LOOP TO N OF US 17		*SIS*
DISTRICT:01	COUNTY:CHARLOTTE		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:01075000	PROJECT LENGTH: 4.232MI		LANES EXIST/IMPROVED/ADDED: 6/ 4/ 2
FUND		2022	
CODE			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
NHPP			85
TOTAL 413042 4			85
TOTAL 413042 4			85
ITEM NUMBER:431219 1	PROJECT DESCRIPTION:US 41 (SR 45) AT HANCOCK AVENUE		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		TYPE OF WORK:INTERSECTION IMPROVEMENT
ROADWAY ID:01010000	PROJECT LENGTH: .272MI		LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0
FUND		2022	
CODE			
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		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		TYPE OF WORK:PD&E/EMO STUDY
ROADWAY ID:01560000	PROJECT LENGTH: .135MI		LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2
FUND		2022	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
CM			28
TOTAL 434965 1			28
TOTAL 434965 1			28
ITEM NUMBER:434965 2	PROJECT DESCRIPTION:HARBORVIEW ROAD FROM MELBOURNE ST TO I-75		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:01560000	PROJECT LENGTH: 2.445MI		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND		2022	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL			986,876
TOTAL 434965 2			986,876
TOTAL 434965 2			986,876

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

DATE RUN: 10/03/2022
TIME RUN: 10.38.52
MBROBLTP

HIGHWAYS
=====

ITEM NUMBER:435390 1	PROJECT DESCRIPTION:US 41 FROM MIDWAY BLVD TO ENTERPRISE DR	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01010000	PROJECT LENGTH: 2.772MI	
FUND CODE	2022	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	38,430	
TOTAL 435390 1	38,430	
TOTAL 435390 1	38,430	

ITEM NUMBER:436563 1	PROJECT DESCRIPTION:NORTH JONES LOOP RD FROM BURNT STORE ROAD TO PIPER ROAD	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01511000	PROJECT LENGTH: 1.805MI	
FUND CODE	2022	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL	648,019	
TOTAL 436563 1	648,019	
TOTAL 436563 1	648,019	

ITEM NUMBER:436597 1	PROJECT DESCRIPTION:SR 776 FROM NORTH OF PLACIDA RD/PINE ST/CR 775 TO SPINNAKER BLVD	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01050000	PROJECT LENGTH: 3.178MI	
FUND CODE	2022	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-56,075	
SL	-2,112	
TOTAL 436597 1	-58,187	
TOTAL 436597 1	-58,187	

ITEM NUMBER:438378 1	PROJECT DESCRIPTION:SR 776 FROM FLAMINGO BLVD TO SAM'S CLUB ENTRANCE	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01050000	PROJECT LENGTH: 1.185MI	
FUND CODE	2022	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-8,463	
TOTAL 438378 1	-8,463	
TOTAL 438378 1	-8,463	

PAGE	3	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/03/2022
		OFFICE OF WORK PROGRAM	TIME RUN: 10.38.52
CHARLOTTE-PUNTA GORDA MPO		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:440268 1	PROJECT DESCRIPTION:SR 45 (US 41) FROM AIRPORT RD TO W. WILLIAM STREET		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		TYPE OF WORK:BIKE LANE/SIDEWALK
ROADWAY ID:01010000	PROJECT LENGTH: .800MI		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND		2022	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF PUNTA GORDA			
SL		-150,000	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL		-955	
TOTAL 440268 1		-150,955	
TOTAL 440268 1		-150,955	
ITEM NUMBER:440670 1	PROJECT DESCRIPTION:US 41 (SR 45) FROM CARMALITA STREET TO MARION AVENUE		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:01010000	PROJECT LENGTH: .490MI		LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0
FUND		2022	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		-5,042	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL		41,272	
TOTAL 440670 1		36,230	
TOTAL 440670 1		36,230	
ITEM NUMBER:441517 1	PROJECT DESCRIPTION:SR 776 FROM PINEDALE DRIVE TO MYAKKA RIVER		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		TYPE OF WORK:RESURFACING
ROADWAY ID:01050000	PROJECT LENGTH: 1.923MI		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND		2022	
CODE			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SL		2,634,561	
TOTAL 441517 1		2,634,561	
TOTAL 441517 1		2,634,561	
ITEM NUMBER:441950 1	PROJECT DESCRIPTION:SR 31 FROM CR 74 TO CR 74		*SIS*
DISTRICT:01	COUNTY:CHARLOTTE		TYPE OF WORK:ROUNDBOUT
ROADWAY ID:01030000	PROJECT LENGTH: .641MI		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND		2022	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		18,263	
TOTAL 441950 1		18,263	
TOTAL 441950 1		18,263	
TOTAL DIST: 01		4,145,887	
TOTAL HIGHWAYS		4,145,887	

PLANNING
=====

ITEM NUMBER:439316 3	PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2020/2021-2021/2022 UPWP	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:TRANSPORTATION PLANNING
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE		
PL	452,991	
TOTAL 439316 3	452,991	
TOTAL 439316 3	452,991	

ITEM NUMBER:439316 4	PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2022/2023-2023/2024 UPWP	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:TRANSPORTATION PLANNING
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE		
PL	225,274	
TOTAL 439316 4	225,274	
TOTAL 439316 4	225,274	
TOTAL DIST: 01	678,265	
TOTAL PLANNING	678,265	

CHARLOTTE-PUNTA GORDA MPO

MISCELLANEOUS

ITEM NUMBER:438261 1
DISTRICT:01
ROADWAY ID:

PROJECT DESCRIPTION:CHARLOTTE COUNTY ATMS/ITS COUNTY WIDE
COUNTY:CHARLOTTE
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:ITS COMMUNICATION SYSTEM
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	500,000
TOTAL 438261 1	500,000
TOTAL 438261 1	500,000
TOTAL DIST: 01	500,000
TOTAL MISCELLANEOUS	500,000
GRAND TOTAL	5,324,152

SECTION – VIII

TIP AMENDMENTS

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
BIL	Bipartisan Infrastructure Law	FS	Florida Statutes
BOCC	Board of County Commissioners	FSUTMS	Florida Standard Urban Transportation Model Structure
BPAC	Bicycle/Pedestrian Advisory Committee	FTA	Federal Transit Administration
CAC	Citizens Advisory Committee	FTC	Florida Transportation Commission
CARL	Carbon Reduction for Urban population less than 200k	FTP	Florida Transportation Plan
CARM	Carbon Reduction for Urban population more than 200k	FY	Fiscal Year
CCAA	Charlotte County Airport Authority	GA	General Aviation
CDMS	Crash Data Management System	GFEV	General Fund Electric Vehicle Charging
CFR	Code of Federal Regulations	GIS	Geographic Information Systems
CHHT	Charlotte Harbor Heritage Trails Master Plan	IIJA	Infrastructure Investments and Jobs Act
CIGP	County Incentive Grant Program	IT	Information Technology
CIP	Capital Improvements Program	ITS	Intelligent Transportation System
CM/TSM	Congestion Mitigation/Transportation System Management.	IMS	Incident Management System
CMP	Congestion Management Process	ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
CMS	Congestion Management System	JARC	Job Access and Reverse Commute
COOP	Continuity of Operation Plan	JPA	Joint Participation Agreement
CRA	Community Redevelopment Agency	LAP	Local Area Program
CST	Construction	LCB	Local Coordinating Board
CTC	Community Transportation Coordinator	LOS	Level of Service
CTD	Florida Commission for the Transportation Disadvantaged	LRTP	Long Range Transportation Plan
CTST	Community Traffic Safety Team	MOA	Memorandum of Agreement
CUTS	Coordinated Urban Transportation System	M&O	Maintenance and Operations
DPTO	Department of Public Transportation Organization	MPA	Metropolitan Planning Area
EST	Environmental Screening Tool	MPO	Metropolitan Planning Organization
ETAT	Environmental Technical Advisory Team	MPOAC	Metropolitan Planning Organization Advisory Council
ETDM	Efficient Transportation Decision Making	NEPA	National Environmental Policy
FAC	Florida Administrative Code	NHS	National Highway System
FAP	Federal Aid Program	TSM	Transportation System Management
FAA	Federal Aviation Administration	UPWP	Unified Planning Work Program
NS/EW	North South/East West	USC	United States Code
PD&E	Project Development and Environmental Study	USDOT	United States Department of Transportation
PE	Preliminary Engineering (Design)	UZA	Urbanized Area
PEA	Planning Emphasis Area	VMT	Vehicle Miles Traveled
PL	Planning	VPD	Vehicles Per Day
PMS	Pavement Management System	YOE	Year of Expenditure

		FDOT FUNDING CODES	
PIP	Public Involvement Plan		
PPP	Public Participation Plan	ACSA	ADVANCE CONSTRUCTION (SA)
PTO	Public Transportation Organization	ACSL	ADVANCE CONSTRUCTION (SL)
RFP	Request for Proposal	ACSN	ADVANCE CONSTRUCTION (SN)
R/W , ROW	Right of Way	ACTL	ADVANCE CONSTRUCTION TALL
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act-A Legacy for Users	ACTN	ADVANCE CONSTRUCTION TALN
SEIR	State environmental Impact Report	CM	CONGESTION MITIGATION - AQ
SIB	State Infrastructure Bank	D	UNRESTRICTED STATE PRIMARY
SIS	Strategic Intermodal System	DDR	DISTRICT DEDICATED REVENUE
SR	State Route	DIH	STATE IN-HOUSE PRODUCT SUPPORT
SRTS	Safe Routes to School	DIS	STRATEGIC INTERMODAL SYSTEM
STIP	Statewide Transportation Improvement Program	DITS	STATEWIDE ITS - STATE 100%.
STP	Surface Transportation Program	DPTO	STATE - PTO
STTF	State Transportation Trust Fund	DRA	REST AREAS - STATE 100%
SWFRPC	Southwest Florida Regional Planning Council	DS	STATE PRIMARY HIGHWAYS & PTO
TAC	Technical Advisory Committee	DU	STATE PRIMARY/FEDERAL REIMB
TAZ	Traffic Analysis Zone	DWS	WEIGH STATIONS - STATE 100%
TD	Transportation Disadvantaged	FAA	FEDERAL AVIATION ADMIN
TDM	Transportation Demand Management	FTA	FEDERAL TRANSIT ADMINISTRATION
TDP	Transit Development Plan	GFSL	GF STPBG <200K<5K (SMALL URB)
TDSP	Transportation Disadvantaged Service Plan	GFSN	GF STPBG <5K (RURAL)
TEA-21	Transportation Equity Act for the 21 st Century	GMR	GROWTH MANAGEMENT FOR SIS
TIP	Transportation Improvement Program	LF	LOCAL FUNDS
TMA	Transportation Management Area	PL	METRO PLAN (85% FA; 15% OTHER)
TRB	Transportation Research Board	RHH	RAIL HIGHWAY X-INGS - HAZARD
		SA	STP, ANY AREA
		SIBF	FEDERAL FUNDED SIB
		SL	STP, AREAS <= 200K
		SN	STP, MANDATORY NON-URBAN <= 5K
		TALL	TRANSPORTATION ALTS- <200K
		TALN	TRANSPORTATION ALTS- < 5K
		TALT	TRANSPORTATION ALTS- ANY AREA
		TLWR	2015 SB2514A-TRAIL NETWORK

APPENDIX- B

Public Comments

METROPOLITAN PLANNING ORGANIZATION

Monday, May 15, 2023

TESTIMONY: Item 6 Final Draft FY 2024 – FY 2028 Transportation Improvement Program (TIP)

Presented by Mary Ellen Kiss, Ph.D., Resident Burnt Store Lakes, Representative of the Burnt Store Corridor Coalition, MPO Community Advisory Committee Member, and MSBU Representative

I would like to thank Dr. Constance and Mr. Harris for participating in a Townhall meeting about the widening of Burnt Store Road from Van Buren in Lee County to a ¼ of mile within Charlotte County. The purpose of this meeting was to allow residents of Burnt Store Marina and Burnt Store Lakes to express their concerns regarding ingress and egress into our mutual communities, especially off of Vincent Avenue. Vincent Avenue is a shared jurisdiction roadway and carries the commercial traffic for Burnt Store Marina. Nearly 200 residents from both communities attended. Dr. Constance and Mr. Harris along with Lee County Commissioner Ruane and Mr. Scott, the Lee County MPO Executive Director provided clarification about the process and indicated their support in working with our communities.

We are pleased that the final phase of the road widening is a priority project for both Charlotte and Lee Counties and understand that the Design Phase is scheduled to begin during the upcoming fiscal year under the leadership of Lee County. As was emphasized at the Town Hall meeting, it is critical that our MPOs, local elected officials, and key staff stay engaged in this project as it unfolds. We especially thank Dr. Constance and Mr. Harris for their commitment to working with their counterparts in Lee County.

One concern that has been raised is the jurisdictional status of Vincent Avenue. While the portion of the road in Charlotte County is clearly a public road and funded through the South Burnt Store Street and Drainage MSBU, the status of the road in Lee County is uncertain. In order to appropriately contribute to the Design phase of the road widening, this clarification would be most helpful.

Thank you for your continued assistance and recognition of the unique situation posed by Vincent Avenue and the need for egress solutions that minimize traffic flow on the main thoroughfares of Burnt Store Lakes.