

# TRANSPORTATION IMPROVEMENT PROGRAM

# FY 2026 – FY 2030

ADOPTION MAY 19, 2025

**CHARLOTTE COUNTY**  
**PUNTA GORDA MPO**  
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# **SECTION – I**



**RESOLUTION  
NUMBER 2025-02**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA  
GORDA METROPOLITAN PLANNING ORGANIZATION  
AUTHORIZING THE EXECUTION OF THE FY 2025/2026  
TRANSPORTATION DISADVANTAGED TRUST FUND GRANT  
AGREEMENT WITH THE FLORIDA COMMISSION FOR THE  
TRANSPORTATION DISADVANTAGED.**

**RECITALS**

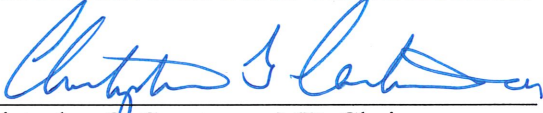
**WHEREAS**, the Charlotte County-Punta Gorda Metropolitan Planning Organization is eligible to receive a Transportation Disadvantaged Trust Fund Planning Grant and to undertake a transportation disadvantaged service project as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code.

**NOW, THEREFORE, BE IT RESOLVED**, by the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) that:

1. The MPO has the authority to enter into this grant agreement.
2. The MPO authorizes the MPO Director to execute the grant agreement on behalf of the MPO Board with the Florida Commission for the Transportation Disadvantaged.
3. The MPO authorizes the MPO Director to sign any and all agreements or contracts which are required in connection with the grant agreement.
4. The MPO authorizes the MPO Director to sign any and all assurances, reimbursement invoices, warranties, certifications and any other documents which may be required in connection with the agreement or subsequent agreements.


PASSED AND DULY ADOPTED this 19<sup>th</sup> day of May, 2025.



CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION

By:   
Christopher G. Constance, MD, Chairman

ATTEST:

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY:

By:   
Lakshmi N. Gurram  
Designated Clerk of the MPO Board

By:   
Janette S. Knowlton, County Attorney  
LR25-0385 

# **SECTION – II**

## EXECUTIVE SUMMARY

The Transportation Improvement Program (TIP) is a staged, multi-year, intermodal program of transportation projects which is consistent with the Long-Range Transportation Plan (LRTP), [23 Code of Federal Regulation [C.F.R.] Part 450]. The Metropolitan Planning Organization (MPO) through a continuing, comprehensive and cooperative effort also known as 3-C process develops 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. The FY 2025/2026 through 2029/2030 TIP includes:

Section I	Resolution endorsing the plan by the MPO Board
Section II	Executive Summary
Section III	Performance Measures
Section IV	Project lists including Funding Summary
Section V	Charlotte County - Capital Improvement Program
Section VI	City of Punta Gorda - Capital Improvement Program
Section VII	2024 FEDERAL OBLIGATIONS
Section VIII	TIP Amendments
Section IX	Public Comments
Appendix A	Acronyms
Appendix B	Check List

### 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. 450.324(a)]. The federally funded projects identified in the TIP can be implemented using reasonably expected current and proposed revenue sources based on the State Tentative Work Program and locally dedicated transportation revenues (see Table on page IV-2 and IV-3 that shows total funds and funding sources programmed by year). The TIP projects are financially constrained and able to be implemented for each year using Year of Expenditure (YOE) dollars. 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. 450.330(b) as designated in the MPO Program Management Handbook updated August 2024. 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 2045, the 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.CCPGMPO.GOV](http://WWW.CCPGMPO.GOV)

## 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 20, 2024 based on the LRTP Cost Feasible Plan for the 2045 horizon and recommendations from the MPO's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and Bicycle Pedestrian Advisory Committee (BPAC).

The Congestion Mitigation/Transportation Systems Management (CM/TSM) is described in the MPO's 2045 LRTP, Chapter 6. The MPO's Congestion Management Process established in the 2035 LRTP, identified US 41 as the main congested arterial in Charlotte County.

Based on a US 41 corridor study completed in 2009, certain US 41 intersections have been prioritized and programmed for funding with CM/TSM funds (Table 2). Upon completion of the US 41 intersection improvements, the Number One Congestion Management project is the Intelligent Transportation System (ITS) County-wide Master Plan Communications System.

MPO Board at the October 18, 2021 adopted the SR 776 Corridor study initiated by FDOT. Veterans Blvd Corridor Study initiated by FDOT recommended by the MPO Board was completed in October 2022. 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.

In 2023, the Charlotte County-Punta Gorda Metropolitan Planning Organization (CC-PG MPO) secured a \$262,000 federal Safe Streets for All (SS4A) grant to address serious transportation safety concerns in Charlotte County. These funds are being utilized to cover the cost of coordinated Vision Zero or Comprehensive Safety Action Plans, with the goal of reducing traffic fatalities and severe injuries and creating safer roads for citizens and visitors alike. The Comprehensive Safety Action Plan (CSAP) was adopted by the MPO Board at the December 16, 2024 meeting. The corridors identified in CSAP will be considered in the upcoming Project Priorities and the LRTP.

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.CCPGMPO.GOV](http://WWW.CCPGMPO.GOV)). 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 ([ccpgmpo.gov](http://ccpgmpo.gov))

More detailed information on the statewide TD program is found here: Florida Commission for the Transportation Disadvantaged - Home ([fdot.gov](http://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**

**2024 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)	2025	2026	2027	2028	2029	COMMENTS
1	434965 3	Harbor View Rd <sup>1</sup>	Melbourne St	I-75	Road widening from 2-lane to 4-lane	CST	\$27.0	\$11.30	\$78.50		\$39.8				ROW Funded FY 2024 - \$20.9 Mil ( Entire segment) . Local funds for ROW is 11.3 Mil. Total CST is \$48.1 million. County requesting 27 million for CST Segment 2
2		Edgewater Dr / Flamingo Blvd Ext <sup>1</sup>	Midway Blvd	SR 776	Road widening from 2-lane to 4-lane	ROW&CST	\$2.50		\$61.50						County is requested \$2.2 million towards CST
3	435563 1	N. Jones Loop Rd <sup>1</sup>	I-75	Piper Rd	Roundabout at Jones Loop and Piper Rd, including sidewalks, bike lanes, paved shoulders, along the corridor.	PE& CST			\$3.71					0.05 3.71	Segment 3 of Jones Loop Study is programmed through construction during the previous work program development cycle and will be removed from the 2024 LOPP.
4		Burnt Store Rd	Lee County Line	Wallably Lane	Road widening from 2-lane to 4-lane	ROW&CST	\$3.40		\$6.80						Cost of the project subject to change based on the Design of the intersection at Vincent Ave.
5		N. Jones Loop Rd <sup>1</sup>	Burnt Store Rd	Knights Dr	Road widening from 4-lane to 6-lane	ROW, PE & CST			TBD						Requesting funds for Segment One, Pending 2045 LRTP amendment and direction from FDOT Staff for proposed amendments for the entire segment of Jones Loop
6	2055 Long Range Transportation Plan (LRTP) Update. Additional Planning dollars were allocating in the current 2028- 2030 WP to supplement MPO complete 2055 LRTP Task over the three fiscal years												0.03	0.02	Requested apporximately \$500,000 to perform the federally required update
<sup>1</sup> Regional projects						<sup>2</sup> TAP Project on SUN Trail network system				Notes : All project costs are in millions					
PE - Design			ROW - Right - of Way			New Project			Charlotte County			FUNDED/REMOVE			
PD&E Project Development & Environment			CST- Construction			MPO Project			City of Punta Gorda						

## 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 intermodal hubs, designated hurricane arterial evacuation routes, etc.) to identify regionally significant facilities.

Charlotte County's Regional Highway Project Priorities are noted as "Regional Project" in the "Project" column of Table 1 (above). Charlotte County Transportation System Management/Congestion Mitigation Projects and Transportation Alternative Program (TAP) Regional Projects as required by FDOT District One directives were developed and are listed below in Table 2&3. Carbon Reduction funded projects are listed in Table 4. The Regional Sarasota/Manatee MPO's Project lists are listed below in Table 5 for Transportation Regional Incentive Program (TRIP) and Transportation Regional Incentive Program (TRIP) for Charlotte County-Punta Gorda MPO and Lee MPO are listed below in Table 6.

**TABLE 2 2024 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)	2025	2026	2027	2028	2029	COMMENTS
1	435105-2	Taylor Rd - Phase I	N.Jones Loop Rd	Airport Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	CST& CEI			\$6.56						Design is funded in 2024-2028 for \$650,000 in Adopted Work Program. CST unfunded . FDOT is leading the project
2	435105-3	Taylor Rd - Phase II	Royal Rd	N. Jones Loop Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE&CST&CEI			\$7.29						Design,CST and CEI is unfunded
3		US 41	Sidewalks - Morningside Drive	Sarasota County line	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST									US 41 Megasidewalk Project
3A	446391-1	US 41	Peace River Bridge	Kings Hwy	Traffic Operational Analysis Study to improve safety and operational efficiency along this corridor	PD&E, PE & CST	\$0.15			\$0.15					
3B	446830-1	US 41 Eastside <sup>1,2</sup>	Kings Hwy	Conway Blvd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			\$5.10		\$1.50		\$4.07		This project priority was programmed for construction during the previous work program development cycle and will be removed from the 2024 list of project priorities.
3C	438262-1	US 41 Eastside <sup>1,2</sup>	Conway Blvd	Midway Blvd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	CST			\$5.49			\$5.48			This project priority was programmed for construction during the previous work program development cycle and will be removed from the 2024 list of project priorities.
3D	440442-1	US 41 East side	Midway Blvd	Paulson Dr	Multi Use Recreational Trail (MURT ) with 8 feet side walk	CST			TBD						PE funded in 2024 . CST funds have been removed from 2024.
3E		US 41 Westside&East Side	Tuckers Grade	Taylor Rd	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST			TBD						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	452221-1	Cooper St	Airport Rd	E.Marion Ave	Multi Use Recreational Trail (MURT ) with 8 feet side walk	PE & CST	\$3.21				\$0.30		\$2.90		This project priority was programmed for construction during the previous work program development cycle and will be removed from the 2024 list of project priorities.
9		Harborwalk Phase IV <sup>1</sup> US 41 NB	W. Retta Esplanade	Peace River Bridge	Bridge Underpass & Lighting	CST			\$0.36						Considered part of the 441524-1 resurfacing project as indicated FDOT Staff on April 5, 2023
10	452236-1	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	CST	\$0.60	\$0.09	\$0.69						FDOT Staff will be handling this project as an In- House project since it is too close to the bridge.This project priority was programmed for construction during the previous work program development cycle and will be removed from the 2024 list of project priorities.
11	446339-1	US 41 NB <sup>1</sup>		Multi Use Recreational Trail bridge over Alligator Creek - South	Bicycle/Ped Bridge	CST/CEI	\$3.75		\$3.75	\$0.29					In current 2025-2029 DTWP for design. City do not intend to apply for CST dollars since the City's CIP is not consistent. <b>County Staff agreed to take a lead on this project.</b>
12	443602-3	SR 776 - SUN Trail	Myakka State Forest	Gillot Blvd	SUN Trail project with paved trail corridors for bicyclists and pedestrians.	CST/PE/CEI	\$0.189		\$8.60	\$0.189					Project is funded for Design in current 2024- 2028. CST unfunded. County is requesting additional funds approx . \$739,000 for PE based on the revised cost estimates submitted through GAP application Dec 20, 2023
13	443602-2	SR 776 - SUN Trail	Gillot Blvd	US 41	SUN Trail project with paved trail corridors for bicyclists and pedestrians.	CST/PE/CEI	\$0.47		\$23.60	\$0.47					Project is funded for Design in current DTWP 2024-2028. CST unfunded.County is requesting additional funds approx . \$2 million for PE based on the revised cost estimates submitted through GAP application Dec 20, 2023

<sup>1</sup> Regional projects			<sup>2</sup> TAP Project on SUN Trail network system			Notes : All project costs are in millions		
PE - Design		ROW - Right - of Way		New Project		Charlotte County		
PD&E Project Development & Environment		CST- Construction		MPO Project		City of Punta Gorda		

TABLE 3

2024 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)	2025	2026	2027	2028	2029	Comments
1	446340-1	SR 776 @ Flamingo Blvd <sup>1</sup>	Intersection Improvements	CST	\$2.61		2.61	\$1.46					Programmed in the current 2025-2029 work program. Jan 11, 2024 email indicates a short fall of \$1 million for CST . County is seeking additional funds in 2024 PP
2		Add Signal @ SR 776 & Biscayne Dr	Intersection Improvements	PE & CST	\$1.182		\$1.182						County is requesting CST funds
3	446393-1	Add turn lanes on SR 776 @ Charlotte Sports Park <sup>1</sup>	Intersection Improvements	CST	\$1.067		\$1.067	\$0.151		\$0.6			County is requesting additional funds to accommodate changes proposed at Oct 16, 2023 Board meeting. County is requesting additional \$500, 000 Funds to subsidize the Design changes proposed
4		Veterans Blvd @ Yorkshire St	Add/turns lanes Improvements at intersections	CST	\$1.16		\$1.16						County is requesting CST funds
5		Veterans Blvd @ Atwater St	Add/turns lanes Improvements at intersections	PE, ROW, CST	\$1.91		\$1.91						County is requesting CST funds
6		Veterans Blvd @ Harbor Blvd	Add/turns lanes Improvements at intersections	CST	\$0.43		\$0.43						County is requesting CST funds
7		Veterans Blvd @ Torrington St	Add/turns lanes Improvements at intersections	CST	\$0.43		\$0.43						County is requesting CST funds
8		Veterans Blvd @ Orlando Blvd	Add/turns lanes Improvements at intersections	CST	\$0.45		\$0.45						County is requesting CST funds
9		Veterans Blvd @ Norman St	Add/turns lanes Improvements at intersections	PE, ROW, CST	\$0.78		\$0.78						County is requesting CST funds
10		Veterans Blvd @ Loveland Blvd	Add/turns lanes Improvements at intersections	CST	\$0.39		\$0.39						County is requesting CST funds
11		Add turn lanes on SR 776 @ Cornelius Blvd <sup>1</sup>	Intersection Improvements	PE & CST	\$0.18		\$0.18			0.046		0.145	This project priority was programmed for construction during the previous work program development cycle and will be removed from the 2024 list of project priorities.
12		US 41 @ Easy St	Intersection Improvements	PE & CST			TBD						County is requesting PE & CST funds
13		Add turn lanes US 41 @ Forrest Nelson Blvd / Crestview Cir	Intersection Improvements	PE & CST			\$0.62						County is requesting PE & CST funds
14	441950-1	SR 31 @ CR 74	Intersection Improvements	CST			\$9.790	0.51					CST in the current 2024-2028 work program -March Feb 2023 snapshot. This project priority was programmed for construction during the previous work program development cycle and will be removed from the 2024 list of project priorities.
15		SR 776 @ Toledo Blade Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						Year 2025 : Add exclusive EB and WB right turn lanes Remove permissive phases for EB and WB left turn lanes. Extend queue length for SB left turn lane. Please refer to SR 776 corridor Study
16		SR 776 @ Winchester Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations

RANK	FPN#	PROJECT NAME	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST-PDC (in Mil)	2025	2026	2027	2028	2029	COMMENTS
17		SR 776@ US 41	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
18		SR 776 @Beach Rd	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
19		SR 776 @CR 771/ Gasprilla Rd/Sailors Way	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
20		SR 776 @Murdock Cir/Enterprise Dr	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
21		SR 776 @San Casa Dr	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
22		SR 776 @ Sunnybrook Blvd	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
23		SR 776 @ Placida Rd/ Pine St	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
24		SR 776 @Wilmington Boulevard/Gulfstream Boulevard (West)	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
25		SR 776 @ Coliseum Boulevard/Pinedale Drive	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
26		SR 776 @ Oriole Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
27		SR 776 @ Gillot Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
28		SR 776 @ Jacobs St	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
29		SR 776 @ Points of Pines Rd	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
30		SR 776 @ Merchants Crossing	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
31		SR 776 @ Spinnaker Boulevard	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
32		SR 776 @ Riverwood Drive	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
33		SR 776 @ Bay Heights Road	Intersection Improvements	PE, ROW, CST	TBD		TBD						Refer to SR 776 Corridor Study for complete recommendations
34		Veterans Blvd @ Cochran Blvd	Complete Intersection Improvements. Add/turns lanes Improvements at intersections	CST	\$3.10		\$3.10						FUNDED \$3.1 million (Appropriations) Will be removed 1/23/2024
35		Veterans Blvd @ Kings Hwy	Add/turns lanes Improvements at intersections	PE, ROW, CST	TBD		TBD						Refer to Veterans Blvd Corridor Study
36		Veterans Blvd @ Peachland Blvd/J.C Center Court	Add/turns lanes Improvements at intersections	PE, ROW, CST	TBD		TBD						Refer to Veterans Blvd Corridor Study
37		Veterans Blvd@ Murdock Cir/Paulson Drive	Add/turns lanes Improvements at intersections	PE, ROW, CST	TBD		TBD						Refer to Veterans Blvd Corridor Study

RANK	FPN#	PROJECT NAME	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS (In Mil)	LOCAL FUNDS (In Mil)	TOTAL COST-PDC (in Mil)	2025	2026	2027	2028	2029	Comments
38		Countywide ITS master plan implementation	County wide ITS improvements	PE, ROW, CST	TBD		TBD						The ITS master plan study is underway and scheduled to be completed soon.
		<sup>1</sup> Regional projects	<sup>2</sup> TAP Project on SUN Trail network system										Notes: All projects costs are in millions
		PE - Design	ROW - Right - of Way		New Project			Charlotte County				Veterans Blvd Projects	
			Funded/Remove										
		PD&E	CST- Construction		MPO Project			City of Punta Gorda				SR 776 Corridor Study Projects	

**TABLE 4** 2024 CARBON REDUCTION PROJECTS

RANK	FPN#	PROJECT NAME	TYPE OF WORK	UNFUNDED PHASE	REQUESTED FUNDS	LOCAL FUNDS (In Mil)	TOTAL COST-PDC (in Mil)	2025	2026	2027	2028	2029	Comments
	446830 1	SR 45 ( US 41) KINGS HWY CARL - CARB FOR URB. LESS THAN 200K CARM - CARB FOR SM. URB. 5K - 49,999	CONWAY BLVD Mutli use Trails on East side of US 41				5.57				0.56		Project is funded with CARM & CARB totalling \$563,000

ADOPTED MAY 20, 2024


**Table 5**

2024 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)  
PROJECT PRIORITY LIST  
CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO

Priority Rank	Project	Jurisdiction	TRIP Funds Requested
1	Fruitville Rd. from Sarasota Center Blvd. to Lorraine Rd	Sarasota County	\$8,077,417
2	Harborview Rd from Melbourne St to I-75	Charlotte County	\$4,000,000
3	*Fort Hamer Rd from Rive Isle Run to US 301	Manatee County	\$10,000,000
4	Lorraine Rd from Palmer Blvd to Fruitville Rd	Sarasota County	\$11,125,000
5	Edgewater Dr/Flamingo Blvd Ext from Midway Blvd to SR 776	Charlotte County	\$2,200,000
6	Lorraine Rd from SR 72/Clark Rd to Knights Trail	Sarasota County	\$34,430,000
7	Jones Loop Rd from Burnt Store Rd to Piper Rd	Charlotte County	\$5,000,000
8	Honore Ave from Fruitville Rd to 17 <sup>th</sup> St	Sarasota County	\$5,010,000
9	Kings Hwy from Sandhill Blvd to DeSoto County Line	Charlotte County	\$5,000,000
10	SR 72/Clark Rd at McIntosh Rd	Sarasota County	\$1,000,000
11	Burnt Store Rd from Lee County line to Wallaby Lane	Charlotte County	\$2,000,000

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

\* This project is not currently identified in the 2045 Long Range Transportation Plan.

**Table 6****2024 JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO**

Adoption by Charlotte County-Punta Gorda MPO on May 20, 2024

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Programmed	Year Funded	2023 Joint Priority
Lee County	Burnt Store Rd	Van Buren Pkwy	Lee County Line	2L to 4L	ROW	\$33,500,000	\$4,000,000			
Charlotte County	Harborview Rd	Melbourne St	I-75	2L to 4L	CST	\$45,630,000	\$4,000,000			
Lee County	Three Oaks Ext.	Indian Pony Drive	Daniels Parkway	New 4L/8L CR876	CST	\$137,200,000	\$7,500,000			
Charlotte County	Burnt Store Rd	Lee County Line	Wallaby lane	2L to 4L	ROW	TBD	\$2,000,000			
Lee County	Alico Extension - Phase I	Airport Haul Road	E. Of Alico Road	New 4L	CST	\$54,159,583	\$6,000,000			
Charlotte County	Edgewater Dr/Flamingo Blvd Ext.	Collingswood Blvd	SR 776	2L to 4L	CST	\$38,080,000	\$2,200,000			
Lee County	Sunshine Ext.	75TH Street	SR 80	New 4L	PD&E	\$6,283,770	\$3,100,000			
Charlotte County	Jones loop Rd	Burnt Store Rd	Piper Rd	4L to 6L	PE	\$45,020,000	TBD			
Lee County	Alico Extension - Phase II	East of Alico Road	SR 82	New 4L	CST	\$441,974,282	\$10,000,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$52,457,000	\$8,000,000			

**Table 7**

## 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	PE	SR 31 from CR 74 (Roundabout)	4419501
15	County	PD&E	Cape Haze Pioneer Trail from Myakka State Forest to US 41(SR 45)	4436021
16	County	PD&E	North Jones Loop Rd from Burnt Store Rd to Piper Rd - Add lanes	4365631
17	FDOT	PE	Tamiami Trail (SR 45) From William St To Peace River Bridge - Resurfacing	4415242
18	County	CST	Burnt Store Rd add lanes and reconstruct from Zemel Rd to Notre Dame Blvd	4353881
19	County	CST	SR 776 From Pinedale Drive to Myakka River-Resurfacing	4415171
20	County	PE	SR 35 (US 17) From SR 45 (US 41) to Bermont Rd (CR 74) Resurfacing	441552-1
21	County	CST	SR 35 (US17) from Washington loop road to Desoto County line - Resurfacing	4415631
22	County	CST	SR 45 (US 41) from S of Payne St To N of Rio Villa Dr - Resurfacing	4444851
23	FDOT	CST	SR 776 from Myakka Bridge to Willowbend Dr Resurfacing	445475 1
24	FDOT	CST	I-75 at N. Jones Loop - Landscaping	4130427
25	FDOT	PE	US 41 ( SR 45) from S of Morningside Dr to N of St. Pierre Rd	4489311

**Table 8**

## 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
4	County	PE	Taylor Road Sidewalk from Jones Loop Rd to Airport Road	4351052
5	FDOT	PE	Cape Haze Pioneer Trail from US 41(SR 45) to Gillot Blvd	4436022
6	FDOT	PE	Cape Haze Pioneer Trail from Gillot Blvd to Myakka State Forest	4436023
7	FDOT	CST	SR 31 from CR 74 (Roundabout)	4419501
8	County	CST	Tamiami Trail (SR 45) From William St To Peace River Bridge - Resurfacing	4415241
9	County	PE	Dynamic Message Sign I-75 from Lee County line to Sarasota County line	4420981
10	County	PE	SR 45 (US 41) Tamiami Trail from Conway Blvd to Midway Blvd-Sidewalk	4382621
11	FDOT	CST	I-75 Punta Gorda Weigh Station- Resurfacing	4462811
12	County	CST	Landscaping I-75 (SR 93) AT US 17	4390051
13	FDOT	CST	SR 31 @ Bermont Rd ( CR 74) Roundabout	441950-1
14	County	PE	Edgewater Dr/ Flamingo Blvd from Midway Blvd to SR 776	
15	County	PE	SR 31 from N. of CR 74 to DeSoto County line	451103 1
16	County	CST	SR 35 (US 17) From SR 45 (US 41) to Bermont Rd (CR 74) Resurfacing	441552-1
17	FDOT	PE	SR 35 (US 17) FROM PINEGROVE CIRCLE TO N OF WASHINGTON LOOP - Resurfacing	451104 1
18	FDOT	PE	US 41 ( SR 45) at S Fork Alligator Creek	4463391
19	FDOT	CST	US 41 ( SR 45) at S Fork Alligator Creek	4463391
20	FDOT	CST	SR 776 (El Jobean Rd) at Flamingo Blvd	4463401
21	FDOT	PE	SR 776 at Charlotte Sports Park	4463931
22	FDOT	PE	SR 776 from Merchants Crossing to Sarasota County Line	4496521
23	FDOT	PE	SR 776 From N Pine St to Sarasota County Line	4511051
24	FDOT	CST	US 41 ( SR 45) from S of Morningside Dr to N of St. Pierre Rd	4489311
25	FDOT	PE	SR 776 at Oceanspray Blvd	4513601
26	FDOT	PE	SR 45 (US 41) From S Of Aqui Esta Dr TO S Of Carmalita St	451101-1
27	FDOT	PD&E	Burnt Store Rd add lanes and reconstruct from Lee County Line to Wallaby Lane	
28	County	PE	Harbor View Rd from Melbourne St to I-75	434965-2

**FLORIDA DEPARTMENT OF TRANSPORTATION**  
**DRAFT TENTATIVE WORK PROGRAM**  
**Charlotte County**  
**FY2026 THROUGH FY2030 SUMMARY OF CHANGES**

County	Project Number	Project Description	Project Phase	Category	Type of Work	Old Fiscal Year	Old Estimate	New Fiscal Year	New Estimate
CHARLOTTE	434965-2	HARBORVIEW ROAD FROM MELBOURNE ST TO I-75	CONSTRUCTION SUPPORT	Additions	ADD LANES & RECONSTRUCT		\$0	2026	\$103,000
CHARLOTTE	434965-3	HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST	CONSTRUCTION	Additions	ADD LANES & RECONSTRUCT		\$0	2026	\$21,925,993
CHARLOTTE	434965-3	HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST	CONSTRUCTION SUPPORT	Additions	ADD LANES & RECONSTRUCT		\$0	2026	\$4,148,007
CHARLOTTE	446393-1	SR 776 AT CHARLOTTE SPORTS PARK	CONSTRUCTION SUPPORT	Additions	ADD RIGHT TURN LANE(S)		\$0	2027	\$150,000
CHARLOTTE	434965-3	HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST	CONSTRUCTION	Deletions	ADD LANES & RECONSTRUCT	2026	\$26,767,091		\$0
CHARLOTTE	434965-3	HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST	CONSTRUCTION	Deletions	ADD LANES & RECONSTRUCT	2026	\$10,800,000		\$0
CHARLOTTE	434965-3	HARBORVIEW ROAD FROM MELBOURNE ST TO DATE ST	CONSTRUCTION SUPPORT	Deletions	ADD LANES & RECONSTRUCT	2026	\$2,137,854		\$0
CHARLOTTE	441866-1	PUNTA GORDA ARPT T-HANGARS	CAPITAL GRANT	Deletions	AVIATION REVENUE/OPERATIONAL	2029	\$2,000,000		\$0
CHARLOTTE	442098-1	I-75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE	PRELIMIN ENGINEERING	Deletions	DYNAMIC MESSAGE SIGN	2026	\$300,000		\$0
CHARLOTTE	446393-1	SR 776 AT CHARLOTTE SPORTS PARK	CONSTRUCTION SUPPORT	Deletions	ADD RIGHT TURN LANE(S)	2027	\$1,000		\$0
CHARLOTTE	452967-2	CR-775 OVER OYSTER CREEK - BRIDGE NO 010063	CONSTRUCTION SUPPORT	Deletions	EMERGENCY OPERATIONS	2026	\$34,444		\$0
CHARLOTTE	453062-2	GILLOT BLVD REPAIRS NORTH OF BLITMAN ST	CONSTRUCTION SUPPORT	Deletions	EMERGENCY OPERATIONS	2026	\$68,156		\$0

## 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.ccpgmpo.gov](http://www.ccpgmpo.gov) 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 24, 2025, 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**

## 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.

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:

## 1.0 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 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 the U.S. 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.

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

Federal law requires the 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 how these agencies will cooperatively develop and share information on transportation performance management and target setting.

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

## 2.0 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:

### 2.1 Highway Safety Targets

#### 2.1.1 Statewide Targets

Safety performance measure targets are required to be adopted annually. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2024, FDOT established statewide safety performance targets for calendar year 2025. Table 2.1 presents FDOT’s statewide targets.

**Table 2.1 Statewide Highway Safety Performance Targets**

Performance Measure	Calendar Year 2025 Statewide Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

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

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

FDOT and Florida’s traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by 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.

#### 2.1.2 MPO Safety Targets

The Charlotte County- Punta Gorda MPO, along with FDOT and other traffic safety partners, shares a high concern about the upward trending of traffic fatalities, both statewide and nationally. As such, 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 MPO supports FDOT targets as their own targets to be consistent with FDOTs adopted safety targets and Target Zero.**

**Table 2.2 MPO Safety Performance Targets**

Performance Measure	Calendar Year 2025 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 injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

**2.2 Safety Trends in the MPO Area**

The five year rolling average for Charlotte County – Punta MPO indicates tables the five year rolling average (2019-2023) if crash date and vehicle miles are compared to the baseline date 5 years ago from (2015 -2019) . The table below indicates the safety targets for the Charlotte County – Punta Gorda MPO. may discuss recent safety performance data in the MPO area. Note that MPOs are not required to discuss performance trends in the TIP, but its inclusion can provide context and supporting information for the narrative.

**Table 2.3 Charlotte County – Punta Gorda MPO Safety Performance Measure Target**

Performance Measure	2023 Target	2019-2023	2015-2019	Target achieved
Number of Fatalities	0	30	25.8	No
Number of Serious Injuries	0	163	109.4	No
Fatality Rate per 100 million VMT	0	1.168	1.063	No
Serious Injury Rate per 100 million VMT	0	6.279	4.517	No
Total Number of non-motorized Fatalities and non-motorized serious injuries	0	25	19	No

**2.2.1 Safety Performance measures Trend Analysis**

Charlotte County – Metropolitan Planning Organization (MPO) actively tracks crash data, including fatalities and serious injuries, to identify safety concerns and analyze trends across the metropolitan area. This data is crucial for evaluating the effectiveness of transportation investments outlined in the Transportation Improvement Program (TIP). Additionally, FDOT source book provides detailed insights into crash statistics and safety measures. Table Below

identifies the Safety Performance Measures for the MPO in 5 year rolling average blocks from 2010 through 2023

Table and chart below identifies five performance measures by five year average in Charlotte County – Punta MPO from 2010-2014 to 2019-2023.

**Table 2.4 Charlotte County – Punta Gorda MPO Safety Performance Measures**

Performance Measure	2010-14	2011-15	2012 -16	2013 -17	2014 -18	2015 -19	2016 -20	2017-21	2018-22	2019-23
Number of Fatalities	21.0	21.4	22.4	24.2	25.2	25.8	26.4	26.4	28.6	30
Number of Serious Injuries	149.2	134.6	126.6	112.8	109	109.4	102.2	111.2	144.2	163
Fatality Rate per 100 million VMT	0.964	0.969	0.99	1.041	1.06	1.063	1.086	1.079	1.148	1.168
Serious Injury Rate per 100 million VMT	6.864	6.128	5.659	4.89	4.6	4.517	4.2	4.537	5.737	6.279
Total Number of non-motorized Fatalities and non-motorized serious injuries	23	21.4	20.4	20.6	19.8	19	19.8	19.2	22.8	25

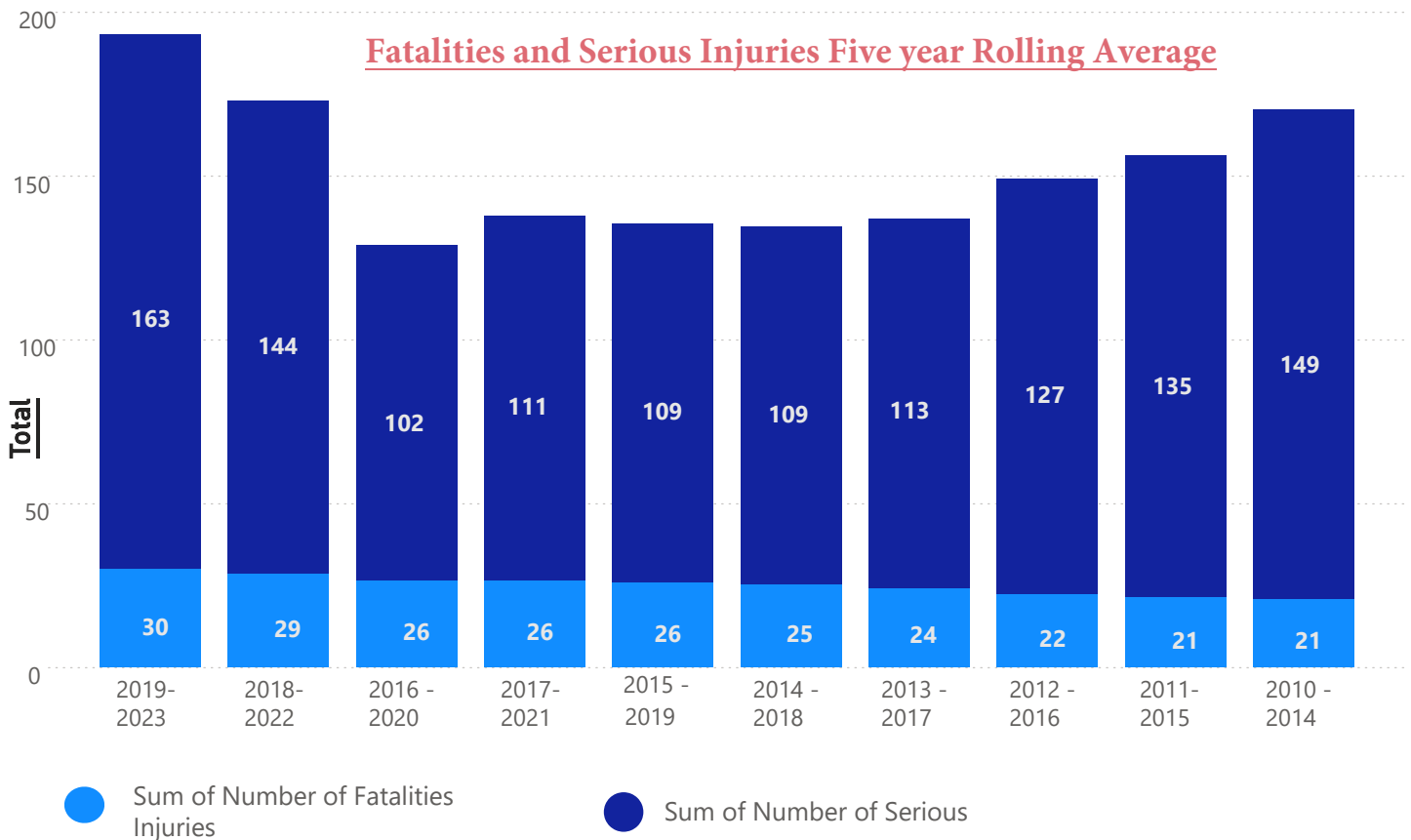


Table and Chart below identifies five performance measures by year In Charlotte County – Punta MPO from 2016 to 2023.

Table 2.5 Charlotte County – Punta Gorda MPO Crash Data by Year								
Performance Measure	2016	2017	2018	2019	2020	2021	2022	2023
Number of Fatalities	30.0	27	27	22	26	30	38	34
Number of Serious Injuries	122	97	112	95	85	167	262	206
Fatality Rate per 100 million VMT	1.244	1.1	1.104	0.885	1.097	1.211	1.44	1.203
Fatality Rate per 100 million VMT	1.244	1.1	1.104	0.885	1.097	1.211	1.44	1.203
Serious Injury Rate per 100 million VMT	5.06	3.953	4.581	3.821	3.587	6.743	9.955	7.29
Total Number of non-motorized Fatalities and non-motorized serious injuries	24	17	23	13	22	21	35	34

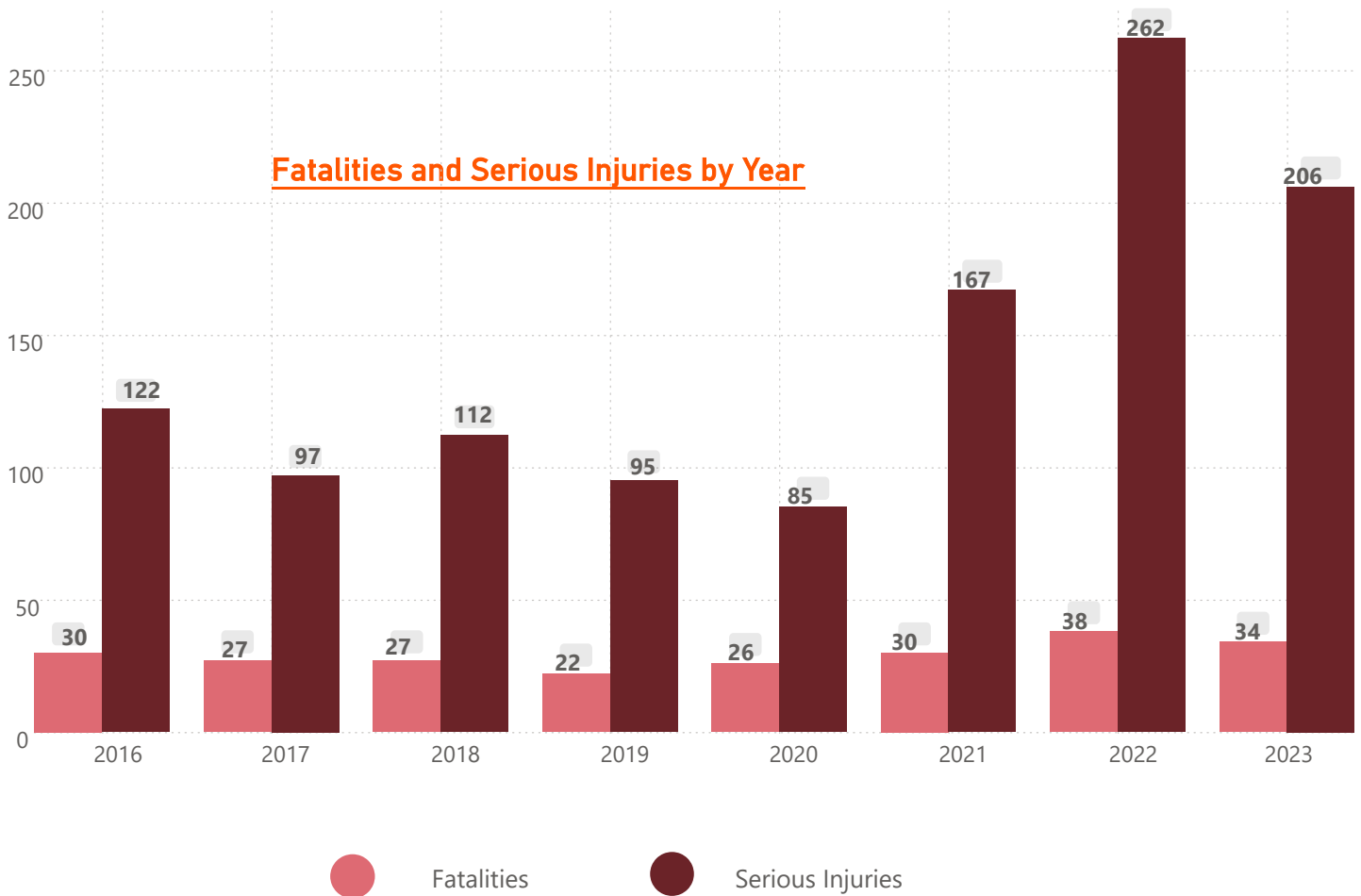


Table and chart below identify the Performance measures on State Highway System and comparative analysis by year from 2016 - 2023

Table 2.6 State Highway System Performance Measures by Year - Charlotte County – Punta Gorda MPO								
Performance Measures	2016	2017	2018	2019	2020	2021	2022	2023
Number of Fatalities	11.0	10	10	14	19	18	18	15
Number of Serious Injuries	51	39	51	35	34	85	129	92
Fatality Rate per 100 million VMT	1.127	1.016	1.018	1.384	1.94	1.1739	1.596	1.228
Serious Injury Rate per 100 million VMT	5.224	3.964	5.193	3.461	3.472	8.212	11.44	7.53
Total Number of non-motorized Fatalities and non-motorized serious injuries	10	1	7	7	8	7	10	10

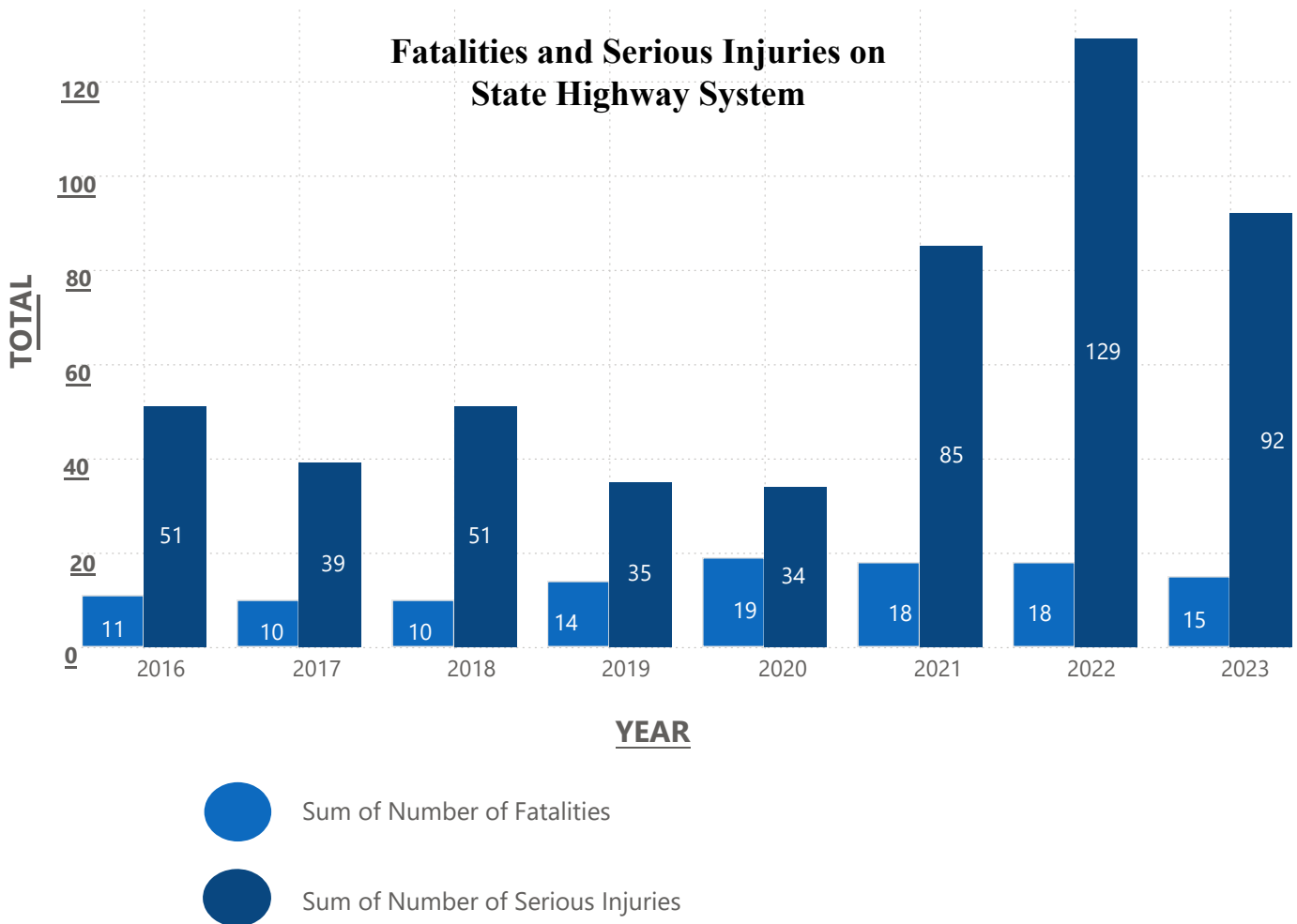
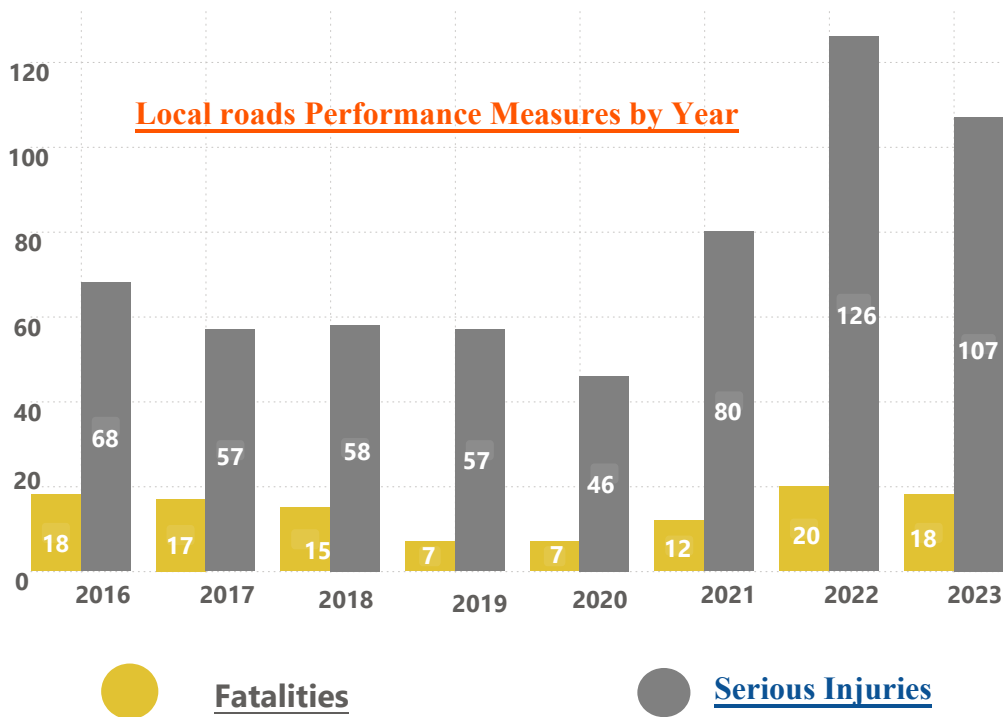


Table and chart below identify the Performance measures for Local roads and comparative analysis by year from 2016 - 2023

<b>Table 2.7 Local roads System Performance Measures by Year - Charlotte County – Punta Gorda MPO</b>								
Performance Measures	2016	2017	2018	2019	2020	2021	2022	2023
Number of Fatalities	18	17	15	7	7	12	20	18
Number of Serious Injuries	68	57	58	57	46	80	126	107
Fatality Rate per 100 million VMT	1.255	1.156	1.025	0.475	0.503	0.832	1.33	1.122
Serious Injury Rate per 100 million VMT	4.740	3.877	3.965	3.864	3.309	5.55.	8.377	6.671
Total Number of non-motorized Fatalities and non-motorized serious injuries	12	15	14	4	10	13	23	21



## 2.3 FDOT Safety Planning and Programming

### 2.3.1 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, the MPOAC, and other statewide traffic safety partners. The SHSP development process included a 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 reshape 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: safer road users, safer vehicles, safer speeds, safer roads, and post-crash care.

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

### 2.3.2 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 2024 HSIP Annual Report, FDOT reported calendar year 2025 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 the 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 20, 2023, FHWA reported the results of its 2022 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2022 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 the baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. [The HSIP Implementation Plan](#) was submitted with the HSIP Annual Report to FHWA on August 31, 2024.

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on the 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 2024 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.
- Implement key safety countermeasures.
- 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. Historical, 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 implement, they are built on proven countermeasures for improving safety and addressing serious crash risks or 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 \$156 million in HSIP funds for use during the 2024 state fiscal year from July 1, 2023 through June 30, 2024, 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 \$134.5 million in infrastructure investments on

state-maintained roadways and \$20.8 million in infrastructure investments on local roadways. A list of HSIP projects can be found in the [HSIP 2024 Annual Report](#).

Beginning in fiscal year 2024, HSIP funding is distributed among FDOT Districts based on a statutory formula. This allows the Districts to have more clearly defined funding levels, which allows them to 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.

### 2.3.3 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 incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Official (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

FDOT holds Program Planning Workshops annually to determine the level of funding to be allocated over the next 5 to 10 years to preserve and provide for a safe transportation system. Certain funding types are further analyzed and prioritized by FDOT Central Offices after projects are prioritized collaboratively by the MPOs, local governments, and FDOT Districts; for example, the State 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.

## 2.4 Safety Investments in the TIP

### 2.4.1 Safety Programs

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.

#### 2.4.2 Safety Investments

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

At the December 16, 2024, MPO Board meeting, the Board adopted the Comprehensive Safety Action Plan (CSAP). The CSAP was developed following a Build - Listen - Apply approach, creating a data-informed, community-driven framework to reduce traffic-related fatalities and injuries. The Study identified 133 corridors with high serious injuries and fatalities. Some of the corridors are programmed in the current 2026 Draft Tentative Work Program (DTWP) with some term safety improvements. Some of the Safety projects that are underway are identified below:

FPID Number	Project Name	Type of Work
441950-1	SR 31 at CR 74	Roundabout
441524-1	US 41 from Williams St to Peace River Bridge	Enhance safety for all users of the roadway (including motorists, pedestrians, and bicyclists)
444485-1	US 41 @ Rio Villa Dr	Restricted Crossing U-Turn (RCUT) Design implementation

Also, extensive partnering local agencies with Community Traffic Safety Team (CTST) to identify needs and areas of concern. The MPO continues monitoring and evaluating the investments in the projects like Bike lanes lighting, Traffic control devices and adding turn lanes. The TIP will continue to monitor the progress towards the goals of the MPO

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

### 3.0 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 continuously reinforced concrete pavements);
- Cracking percent – percentage of pavement surface exhibiting cracking (applicable to asphalt, jointed concrete, and continuously reinforced concrete pavements);
- Rutting - the 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.

### 3.1 Bridge & Pavement Condition Targets

#### 3.1.1 Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for bridge and pavement condition measures. On December 16, 2022, FDOT established 2023 and 2025 statewide bridge and pavement targets, and in September of 2024 adjusted the 2025 target for percent of NHS bridges (by deck area) in poor condition. Table 3.1 presents 2023 actual performance and the statewide 2023 and 2025 targets.

**Table 3.1 Statewide Bridge and Pavement Condition Performance Targets**

Performance Measure	2023 Statewide Condition	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	55.3%	≥50.0%	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	0.6%	≤10.0%	≤5.0%
Percent of Interstate pavements in good condition	67.6%	≥60.0%	≥60.0%
Percent of Interstate pavements in poor condition	0.2%	≤5.0%	≤5.0%
Percent of non-Interstate pavements in good condition	50.8%	≥40.0%	≥40.0%
Percent of non-Interstate pavements in poor condition	0.5%	≤5.0%	≤5.0%

Source: 2023 Statewide Conditions [fdotsourcebook.com](https://fdotsourcebook.com).

In determining its approach to establishing performance targets for the federal bridge and pavement condition performance measures, FDOT considered many factors.

- Florida Statute 334.046 mandates FDOT 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 bridges and pavements.
- In addition FDOT also developed a [Transportation Asset Management Plan](#) (TAMP) for the state NHS bridge and pavement assets. The TAMP must include investment strategies leading to a program of projects that would make progress toward the achievement of the State’s targets for asset condition and performance of the NHS. FDOT’s current TAMP was submitted on December 30, 2022, and recertified by FHWA on February 23, 2023.
- Further, the federal pavement condition measures require a data collection methodology that is a departure from the methods historically used by FDOT. For bridge condition, performance is measured in the deck area under the federal measure, while FDOT programs its bridge repair or replacement work on a bridge-by-bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

FDOT collects and reports bridge and pavement data to FHWA annually 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 2023 exceeded the established targets. FHWA determined that FDOT made significant progress toward its 2023 PM2 targets.

### 3.1.2 MPO Targets

MPOs must set four-year targets for the six bridge and pavement condition measures within 180 days of FDOT's established targets. MPOs can either agree to program projects in support of the

statewide targets or establish their own quantifiable targets for one or more measures in their planning area.

On December 18, 2023 the Charlotte County – Punta Gorda MPO agreed to support FDOT targets as MPO targets for 2023 and 2025 targets, and on March 31, 2025 the MPO supported for FDOT’s adjusted 2025 pavement target, 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. [The MPO agreed to support FDOT targets as their own to be consistent with statewide targets.

**Table 3.2 Charlotte County – Punta Gorda MPO Pavement and Bridge Condition Performance Targets**

<b>Performance Measure</b>	<b>2025 MPO Target</b>
Percent of NHS bridges (by deck area) in good condition	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	≤5.0%
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 18, 2023. 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.

MPO will also coordinate on US 41 SB bridge and has been discussed for an alternate bridge between I-75 and US 41 connecting Punta Gorda and Port Charlotte and eventually serving as a by pass to downtown Punta Gorda.

### 3.2 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. Therefore, they reflect FDOT's approach of prioritizing 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.

#### 4.0 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 is reliable;
2. Percent of person-miles traveled on the non-Interstate NHS that is 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<sub>x</sub>, VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) for CMAQ-funded projects.

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

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 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 the reliability of the Interstate network by comparing trucks' worst travel times against the travel times they typically experience.

## 4.1 System Performance and Freight Targets

### 4.1.1 Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On December 18, 2023, FDOT established 2023 and 2025 statewide performance targets, and in September 2024, adjusted the 2025 targets for percent of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable. Table 4.1 presents 2023 actual performance and the 2023 and 2025 statewide targets.

**Table 4.1 Statewide System Performance and Freight Targets**

Performance Measure	2023 Statewide Conditions	2023 Statewide Target	2025 Statewide Target
Percent of person-miles traveled on the Interstate system that are reliable	82.8%	≥75.0%	≥75.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	89.1%	≥50.0%	≥60.0%
Truck travel time reliability (Interstate)	1.48	1.75	2.00

Source: 2023 Statewide Conditions [fdotsourcebook.com](https://fdotsourcebook.com).

FDOT collects and reports reliability data to FHWA annually to track performance and progress toward the reliability targets. Actual performance in 2023 was better than the 2023 targets.

System performance and freight are addressed through several statewide initiatives:

- Florida’s Strategic Intermodal System (SIS) comprises 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 include 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 the 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 investment 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, the [Florida 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. An update to the FMTP will be adopted in 2025.

#### 4.1.2 MPO Targets

On December 18, 2023 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 4.2 Charlotte County-Punta Gorda MPO System Performance and Freight Targets**

Performance Measure	2025 MPO Target
Percent of person-miles traveled on the Interstate that are reliable	≥75.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	≥60.0%
Truck travel time reliability index (Interstate)	2.00

#### 4.2 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 under 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 improves the system reliability and safety. The study will be complete by the Spring of 2025.

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
- I-75 AT JONES LOOP TRUCK PARKING FACILITY

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.

## 5.0 Transit Asset Management Measures

### 5.1 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 5.1 identifies the TAM performance measures.

**Table 5.1 FTA TAM Performance Measures**

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their Useful Life Benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark
Infrastructure	Percentage of track segments with performance restrictions
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.

Tier I	Tier II
Operates rail service <b>OR</b>	Subrecipient of FTA 5311 funds <b>OR</b>
≥ 101 vehicles across all fixed route modes <b>OR</b>	American Indian Tribe <b>OR</b>
≥ 101 vehicles in one non-fixed route mode	≤ 100 vehicles across all fixed route modes <b>OR</b>
	≤ 100 vehicles in one non-fixed route mode

#### FDOT Group TAM Plan Participants

A total of 19 public transportation providers participated in the [FDOT Group TAM Plan](#) and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 6.2). These are FDOT’s Section 5311 Rural Program subrecipients. The Group TAM Plan was adopted in September 2022 and covers fiscal years 2022-2023 through 2025-2026. Group TAM Plan targets for fiscal year 2023 were submitted to NTD in September 2023. An *MPO has the option of including the full table below for context, or*

just identifying those Tier II providers in the MPO planning area that participated in the Group TAM Plan, if any. If the MPO area includes any providers participating in the Group TAM Plan, the MPO should check with FDOT before submitting the TIP to confirm the final 2023 targets.

**Table 5.2 Florida Group TAM Plan Participants**

District	Participating Transit Providers
1	Central Florida Regional Planning Council Hendry County
2	Baker County Council on Aging Levy County Transit Nassau County Council on Aging/Nassau TRANSIT Ride Solution (Putnam County) Suwannee River Economic Council Suwannee Valley Transit Authority
3	Big Bend Transit Calhoun County Senior Citizens Association Gulf County ARC JTRANS Liberty County Transit Tri-County Community Council Wakulla Transportation
4	<i>No participating providers</i>
5	Flagler County Public Transportation Marion Transit Sumter County Transit
6	Key West Transit
7	<i>No participating providers</i>

## 5.2 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.

### 5.2.1 Transit Agency 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 and continues to 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 5.3 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 5.3 Transit Asset Management Targets for Charlotte County Transit**

<b>Asset Category - Performance Measure</b>	<b>Asset Class</b>	<b>FY 2024 Asset Condition</b>	<b>FY 2025 Target</b>
<b>Rolling Stock</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Cutaway	7.25%	5%
	Mini-Bus	3%	2%
<b>Equipment</b>			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue Automobile	100%	100%
	Trucks and other Rubber Tire Vehicles	N/A	N/A
	Bus Lift	0%	0%
	Data Equipment	1%	1%
<b>Facilities</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	0%
	Maintenance	N/A	N/A
	Parking Structures	N/A	N/A
	Passenger Facilities	N/A	N/A
	Shelter	N/A	N/A
	Storage	N/A	N/A
	Bus Wash	100%	100%

## 5.2.2 MPO Transit Asset Management Targets

<b>Table 5.4 Charlotte County Transit – 2025 Performance Targets</b>								
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	31	\$ 89,206.00	5.80	10	4.1	11.0%	Performance Objective	Assess Mid-Life Condition
18'	5	\$ 100,259.00	5	10	6	10.0%		
20'	9	\$ 65,720.00	6.0	10	4.9	20.0%	No Immediate Action Required	Replace 4 in FY 2026 Replace 3 in FY 2027
22'	10	\$ 79,651.00	5.0	10	4.8	10.0%	No Immediate Action Required	Replace 3 in FY 2026 Replace 3 in FY 2027
23'	6	\$ 100,259.00	4.75	10	5.0	10.0%	No Immediate Action Required	Replace 3 in FY 2031 Replace 2 in FY 2032
24'	1	\$122,274.00	4	10	4	10.0	No Immediate Action Required	Replace 1 in FY 2031
CAR	1	\$ 25,980.00	9	8	3.0	100%	Action Required	Replace 1 in FY 2026
EQUIPMENT Asset Class	ASSET COUNT	AVG VALUE	AVG AGE	USEFUL LIFE BENCHMARK	AVG CONDITION	PERFORMANCE TARGET (% of Equipment 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	2	\$ 146,225.50	16	14.5	3.5	58%	No Immediate Action Required	No Immediate Action Required
Bus Lift	1	\$ 23,831.00	6	20	3	78%	No Immediate Action Required	No Immediate Action Required
Ecolane Software	1	\$ 268,620.00	0	5	5	0%	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 (% 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	\$ 18,878.00	3	40	4	0%	Action Required	Action Required
Parking Lot	1	\$ 18,878.00	3	40	4	0%	Action Required	Action Required FY25- Planned Lot Resurfacing

- These numbers reflect Charlotte County Transit’s most current Transit Asset Management Targets as of April 10, 2025

### 5.3 Transit Asset Management Investments in the TIP

The Charlotte County-Punta Gorda MPO TIP was developed and is managed in cooperation with Charlotte County Transit. It reflects the investment priorities established in the Charlotte County-Punta Gorda MPO 2045 LRTP. The MPO 2050 LRTP is currently in development.

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

- Bus and other vehicle purchases and replacements
- Equipment purchases and replacements
- Retrofits
- Repair, rehabilitation, and replacement of transit facilities
- Repair, rehabilitation, and replacement of transit infrastructure]

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

The TIP devotes resources to projects that will maintain and improve transit state of good repair. Investments in transit assets in the TIP include over \$300,000.00 for new vehicle purchases, \$125,00.00 for facility improvements, as well as \$65,000.00 in security gate improvements, \$200,00.00 in new mobile radio system enhancing the communication between the drivers and dispatch call center, \$60,000.00 for continued maintenance of the new on-board enhanced video camera system, \$150,000.00 in new enhanced digital interior bus signage and \$96,000.00 in continued Transit Development Plan reporting.

The Charlotte County-Punta Gorda MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the TAM performance targets. The Charlotte County-Punta Gorda MPO will continue to coordinate with the Charlotte County Transit to maintain the region's transit assets in a state of good repair.

For more information on these programs and projects, see TIP section IV Pages 99-101 which discusses transit projects and investments.

Investment decisions for asset replacement in the Charlotte County Transit Asset Management Pla inventory are made with the goal to maintain or improve the percentage of vehicles, equipment, and facilities in an adequate or better condition. Charlotte County Transit will monitor all assets for unsafe conditions. Identifying an opportunity to improve the safety of an asset, however, does not necessarily indicate an unsafe condition. If an unacceptable safety risk associated with an asset is identified, that asset will be ranked with higher investment priority to

the extent practicable. The subrecipients prioritize the rehabilitation and replacement of vehicles that provide transit service over non-revenue vehicles and facilities.

## 6.0 Transit Safety Performance

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

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

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

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

In Florida, each Section 5307 or 5311 public transportation 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 FTA PTASP requirements.<sup>1</sup>

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety 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 current transit provider targets in their TIPs).

<sup>1</sup> FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at [ptasp-14-90-guidance-document\\_09112019.docx \(live.com\)](#)

# **SECTION – IV**



through 2029) plus historical cost information for all projects having expenditures paid by FDOT prior to FY 2025.

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.ccpgmpo.gov](http://www.ccpgmpo.gov). 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.ccpgmpo.gov](http://www.ccpgmpo.gov). 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.

## State Transportation Improvement Program

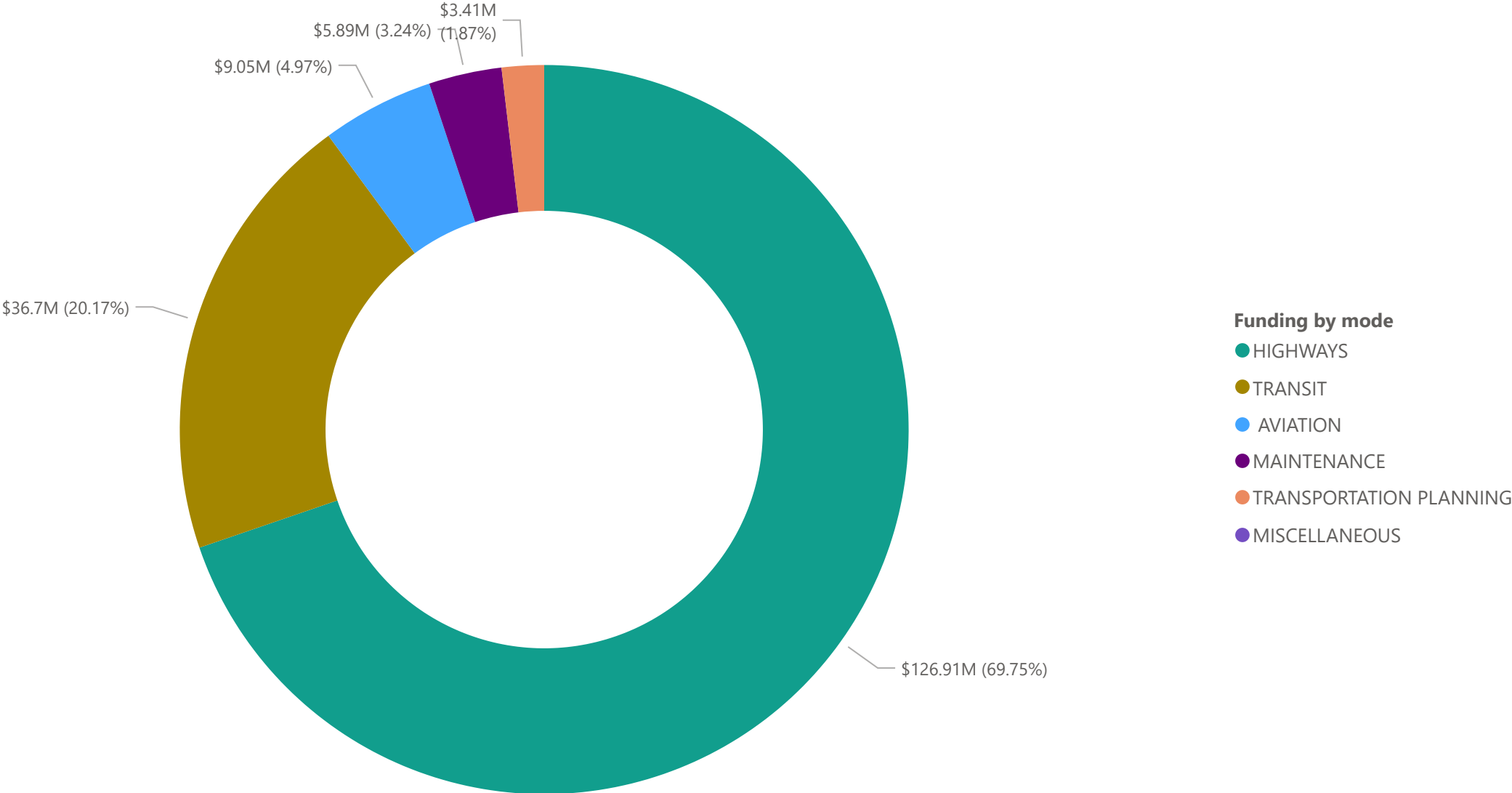
### Charlotte County - Punta Gorda MPO - Project Detail and Summary Report

FY 2026- 2030 Transportation Improvement Program - April 14, 2025

Fund	Fund Name	<2026	2026	2027	2028	2029	2030	>2030	All Years
	TOTAL OUTSIDE YEARS	4,883,573							4,883,573
	TOTAL OUTSIDE YEARS	20,161,277							20,161,277
	TOTAL OUTSIDE YEARS	132,366,826							132,366,826
ACFP	AC FREIGHT PROG (NFP)				20,811,746				20,811,746
ACNR	AC NAT HWY PERFORM RESURFACING		4,699,570	1,116,651					5,816,221
ACSA	ADVANCE CONSTRUCTION (SA)	827,941							827,941
ACSL	ADVANCE CONSTRUCTION (SL)		6,018,114						6,018,114
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	774,351		4,881,013					5,655,364
CARL	CARB FOR URB. LESS THAN 200K	426,528							426,528
CM	CONGESTION MITIGATION - AQ	73,036	71,532						144,568
D	UNRESTRICTED STATE PRIMARY	11,574,416	2,451,384	2,457,840	980,668				17,464,308
DDR	DISTRICT DEDICATED REVENUE	8,439,704	5,198,164	7,115,965	1,262,374	452,242	465,809		22,934,258
DIH	STATE IN-HOUSE PRODUCT SUPPORT	205,729	10,300	15,930					231,959
DITS	STATEWIDE ITS - STATE 100%.	1,119,108	300,000	366,688					1,785,796
DPTO	STATE - PTO	4,462,063	102,500		290,151	2,500,000			7,354,714
DS	STATE PRIMARY HIGHWAYS & PTO	2,143,023	3,518,044	754,894					6,415,961
DU	STATE PRIMARY/FEDERAL REIMB	1,239,380	82,800	82,800	82,000	50,000	82,800		1,619,780
DWS	WEIGH STATIONS - STATE 100%				4,985,700				4,985,700
FAA	FEDERAL AVIATION ADMIN		1,845,000						1,845,000
FTA	FEDERAL TRANSIT ADMINISTRATION	33,098,341	2,511,136	2,458,497	4,596,110	4,600,526	6,107,754		53,372,364
GFSL	GF STPBG <200K	2,385,986							2,385,986
GMR	GROWTH MANAGEMENT FOR SIS	450,000							450,000
HSP	SAFETY (HIWAY SAFETY PROGRAM)	17,620							17,620
LF	LOCAL FUNDS	21,932,388	24,415,214	1,794,691	4,154,404	5,667,556	4,125,032		62,089,285
NFP	NATIONAL FREIGHT PROGRAM	1,750,000							1,750,000
PL	METRO PLAN (85% FA; 15% OTHER)	919,558	606,223	606,223	606,223	606,223	606,223		3,950,673
SA	STP, ANY AREA	86,246	19,621,860	1,187,818	873,594				21,769,518
SL	STP, AREAS <= 200K	2,978,400		5,286,013	5,153,370	4,134,743	250,000		17,802,526
SM	STBG AREA POP. W/ 5K TO 49,999		2,544,575		945,250				3,489,825
SN	STP, MANDATORY NON-URBAN <= 5K				350,730				350,730
TALL	TRANSPORTATION ALTS- <200K	111,325	195,693	159,652	150,256				616,926
TALT	TRANSPORTATION ALTS- ANY AREA	659,314	368,571	4,217,987					5,245,872
	<b>Grand Total:</b>	<b>253,086,133</b>	<b>74,560,680</b>	<b>32,502,662</b>	<b>45,242,576</b>	<b>18,011,290</b>	<b>11,637,618</b>		<b>435,040,959</b>

Fund Type	<2026	2026	2027	2028	2029	2030	>2030	All Years
Federal	50,231,599	38,565,074	19,996,654	33,569,279	9,391,492	7,046,777		158,800,875
Local	42,093,665	24,415,214	1,794,691	4,154,404	5,667,556	4,125,032		82,250,562
State 100%	160,760,869	11,580,392	10,711,317	7,518,893	2,952,242	465,809		193,989,522
<b>Grand Total:</b>	<b>253,086,133</b>	<b>74,560,680</b>	<b>32,502,662</b>	<b>45,242,576</b>	<b>18,011,290</b>	<b>11,637,618</b>		<b>435,040,959</b>

2026-2030 by Funding mode



# FY 2026-2030 HIGHWAY PROJECTS

**Project Type:** Charlotte County TSMCA

**FM Number:** 412665-1

**Lead Agency:**



**Length:** Not Applicable

**LRTP Reference Page #:** 2045 LRTP Congestion Management Plan Page 6-15

**SIS Project:** No



**Description:** Traffic Control Devices

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
OPS	DDR	State	\$2,313,645	\$350,613	\$264,783					\$2,929,041
OPS	DITS		\$1,032,740	\$300,000	\$366,688					\$1,699,428
<b>Total:</b>			<b>\$3,346,385</b>	<b>\$650,613</b>	<b>\$631,471</b>					<b>\$4,628,469</b>

**Project Type:** City of Punta Gorda TSMCA

**FM Number:** 413625-1

**Lead Agency:**



**Length:** Not Applicable

**LRTP Reference Page #:** 2045 LRTP Congestion Management Plan Page 6-15

**SIS Project:** No



**Description:** Traffic Control Devices

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
OPS	DDR	State	\$943,038	\$104,919	\$109,066	\$113,455				\$1,270,478
OPS	DITS		\$86,368							
<b>Total:</b>			<b>\$1,029,406</b>	<b>\$104,919</b>	<b>\$109,066</b>	<b>\$113,455</b>				<b>\$1,356,846</b>

**Project Type:** Harborview Road from Melbourne St to I-75

**FM Number:** 434965-2

**Lead Agency:**



**Length:** 2.445 miles

**LRTP 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 sidewalks, bike lanes and roundabouts



Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PE	CM	Local		\$73,036						\$73,036
PE	GFSL	Federal		\$2,385,986						\$2,385,986
PE	LF	Local		617,713						\$617,713
PE	SA	Federal		86,246						\$86,246
PE	SL	Federal		2,875,853						\$2,875,853
CST	ACSL				\$103,000					\$103,000
ENV	TALT	Federal		10,000						\$10,000
<b>Total:</b>				<b>\$6,048,834</b>	<b>\$103,000</b>					<b>\$6,151,834</b>

**Project Type:** Harborview Road from Melbourne St to I-75

**FM Number:** 434965-3

**Lead Agency:**



**Length:** 2.3 miles

**LRTP 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 sidewalks, bike lanes and roundabouts



Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
RRD & Utilities	LF	Local		\$10,800,000						\$10,800,000
CST	CM	Federal		\$71,532						\$71,532
CST	LF	Local		\$11,811,034						\$11,811,034
CST	SA	Federal		\$17,646,675						\$17,646,675
CST	SL	Federal		\$5,915,114						\$5,915,114
CST	SM	Federal		\$2,544,575						\$2,544,575
<b>Total:</b>				<b>\$48,788,930</b>						<b>\$48,788,930</b>

**Project Type:** Punta Gorda Weigh in Motion (WIM) Screening

**FM Number:** 437001-2

**Lead Agency:**



**Length:** Not Applicable

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

**SIS Project**



**Description:** MOCO WEIGH STATION STATIC/WIM

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
CST	DWS	Federal				\$4,985,700				\$4,985,700
<b>Total:</b>			<b>\$1,593</b>			<b>\$4,985,700</b>				<b>\$4,987,293</b>

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

**FM Number:** 438262-1

**Lead Agency:**



**Length:** 2.136 Mi

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

**SIS Project** No



**Description:** US 41 from Conway Blvd to Midway Blvd Multi Use Trail on east side with 8 feet side walk.

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
CST	DDR	State	\$14,361							\$14,361
	DS	State	\$2,099							\$2,099
	SA	Federal			\$140,339					\$140,339
	SL	Federal			\$1,051,739					\$1,051,739
	TALL	Federal			\$159,652					\$159,652
	TALT	Federal			\$4,217,987					\$4,217,987
			<b>\$1,301,694</b>							<b>\$1,301,694</b>
<b>Total:</b>			<b>\$1,318,154</b>		<b>\$5,569,717</b>					<b>\$6,887,871</b>

**Project Type:** SR 45 ( US 41) Tamiami Trail from Kings Hwy to  
**FM Number:** 446830-1

**Lead Agency:**



**Length:**  
**LRTP Reference Page #:** 2045 LRTP Cost Feasible Plan. Page 8-14  
**SIS Project:** No



**Description:** US 41 from Kings Hwy to Conway Blvd Multi Use Trail (MURT) on east side with 8 feet side walk.

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PE	SA	Federal		\$1,244,736						\$1,244,736
	TALL	Federal		\$195,693						\$195,693
	TALT	Federal		\$60,571						\$60,571
CST	SA	Federal				\$873,594				\$873,594
	SL	Federal				\$2,242,370				\$2,242,370
	SM	Federal				\$945,250				\$945,250
	TALL	Federal				\$150,256				\$150,256
	SN	Federal				\$350,730				\$350,730
<b>Total:</b>				<b>\$1,501,000</b>		<b>\$4,562,200</b>				<b>\$6,063,200</b>

**Project Type:** SR 776 ( El Jobean Rd ) from Myakka River to  
**FM Number:** 444907-1

**Lead Agency:**



**Length:** 5.68 Miles  
**LRTP Reference Page #:** 2045 LRTP Goals and Objectives  
**SIS Project:**



**Description:** Landscaping project

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
CST	DDR	State		\$852,000						\$852,000
<b>Total:</b>				<b>\$852,000</b>						<b>\$852,000</b>

**Project Type:** SR 776 at Charlotte Sports park

**FM Number:** 446393-1

**Lead Agency:**



**Length:** None

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

**SIS Project**

**Description:** Charlotte Sports Park Intersection Improvements/Add turn lanes on SR 776



Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PE			\$151,276							\$151,276
CST	SA				\$469,470					\$469,470
	SL				\$447,824					\$447,824
<b>Total:</b>			<b>\$151,276</b>		<b>\$917,294</b>					<b>\$1,068,570</b>

**Project Type:** SR 776 from Merchants Crossing to Sarasota County line

**FM Number:** 449652-1

**Lead Agency:**

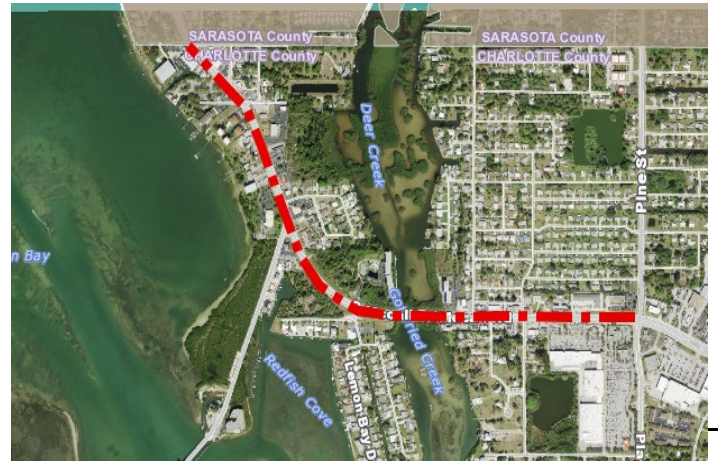


**Length:** 1.02 mile

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

**SIS Project** No

**Description:** Safety project with proposed median improvements



Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PE	ACSS		\$421,890							\$421,890
CST	ACSS	Federal			\$2,423,866					\$2,423,866
<b>Total:</b>			<b>\$421,890</b>		<b>\$2,423,866</b>					<b>\$2,845,756</b>

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

**FM Number:** 451101-1

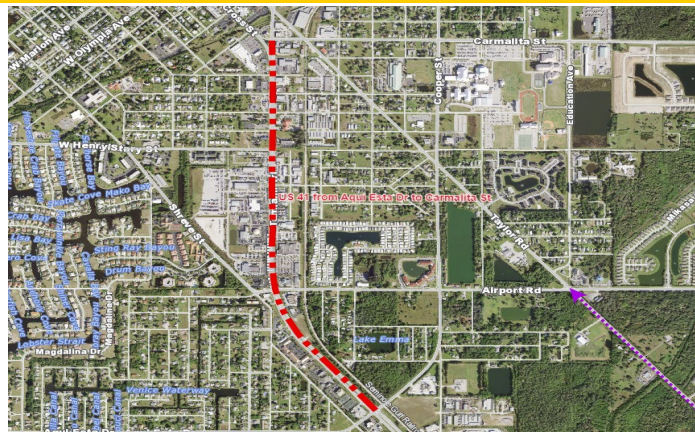
**Lead Agency:**



**Length:** 1.41 mile

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

**SIS Project:** No



**Description:** Pavement online Resurfacing project

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PE	DDR	State	\$435							\$435
	DIH	State	\$14,805							\$14,805
	DS	State	\$756,353							\$756,353
CST	DDR	State	\$137	\$3,475,114						\$3,475,251
	DIH	State		\$5,150						\$5,150
	DS	State	\$283							\$283
<b>Total:</b>			<b>\$772,013</b>	<b>\$3,480,264</b>						<b>\$4,252,277</b>

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

**FM Number:** 451103-1

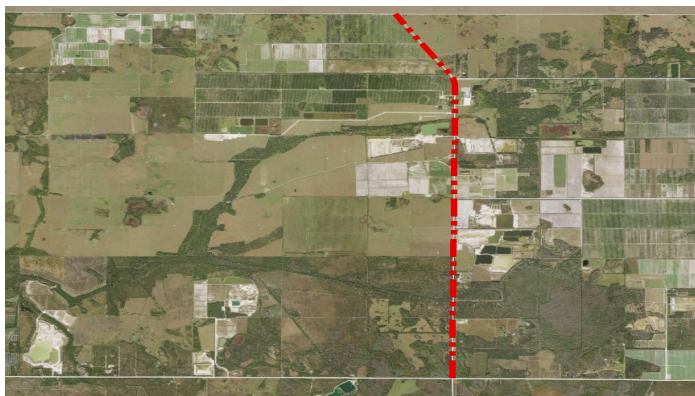
**Lead Agency:**



**Length:** 7.5 mile

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

**SIS Project:** No



**Description:** Pavement Resurfacing (Flex) project

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PE	DDR	State	\$253							\$253
	DIH	State	\$104,118							\$104,118
	DS	State	\$1,104							\$1,104
CST	DDR	State	\$52		\$6,315,835					\$6,315,887
	DIH	State			\$5,310					\$5,310
	DS	State	\$36,384							\$36,384
<b>Total:</b>			<b>\$141,911</b>		<b>\$6,321,145</b>					<b>\$6,463,056</b>

**Project Type:** US 17 from Pine Grove Cir to N of Washington Loop

**FM Number:** 451104-1

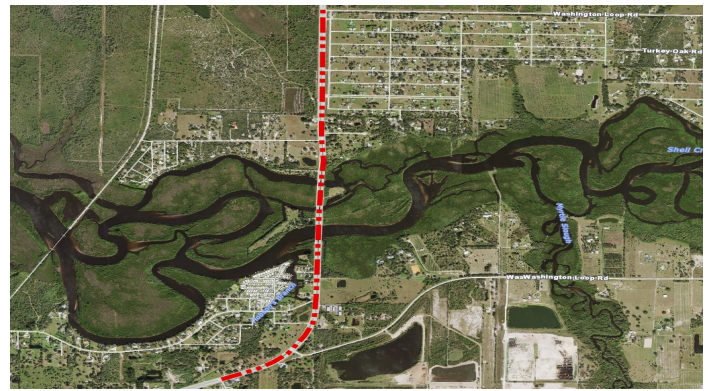
**Lead Agency:**



**Length:** 1.99 mile

**LRTP Reference Page #:** 2045 LRTP Full report . Goal 1: Page 2-2

**SIS Project:** Yes



**Description:** Resurfacing project

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PE	DDR	State	\$1,346,333							\$1,346,333
	DIH	State	\$22,802							\$22,802
	DS	State	\$31,580							\$31,580
CST	DIH	State		\$5,150						\$5,150
	ACNR	State		\$4,699,570						\$4,699,570
	SA	State		\$730,449						\$730,449
	DDR	State	\$121							\$121
	DS	State	\$205	\$3,518,044						\$3,518,249
<b>Total:</b>			<b>\$1,401,041</b>	<b>\$8,953,213</b>						<b>\$10,354,254</b>

**Project Type:** SR 776 From N of Pine St to Sarasota County Line

**FM Number:** 451105-1

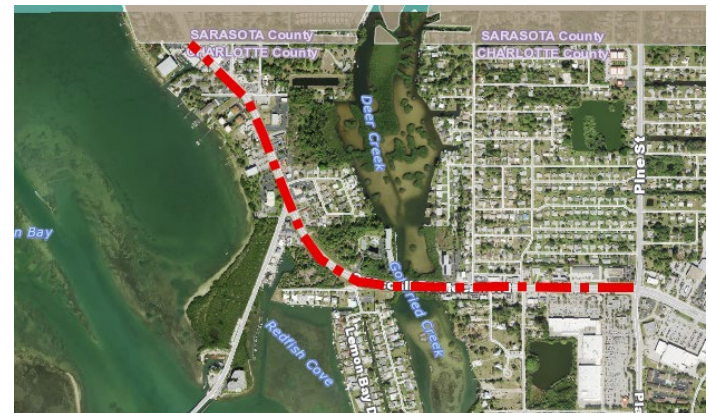
**Lead Agency:**



**Length:** 1.5 mile

**LRTP Reference Page #:** 2045 LRTP Full report . Goal 1: Page 2-2

**SIS Project:** No



**Description:** Resurfacing project

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PE	ACSA	Federal	\$802,941							\$802,941
	DIH	State	\$25,000							\$25,000
	ACSS	Federal	\$421,890							\$421,890
CST	ACSS	Federal			\$2,423,866					\$2,423,866
	DIH	State			\$10,620					\$10,620
	ACNR	State			\$1,116,651					\$1,116,651
	DS	State			\$754,894					\$754,894
	SL	Federal			\$3,555,551					\$3,555,551
<b>Total:</b>			<b>\$1,249,831</b>		<b>\$7,861,582</b>					<b>\$9,111,413</b>

**Project Type:** US 41 At Midway Blvd

**FM Number:** 451358-1



**Lead Agency:**

**Length:** None

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

**SIS Project:** No

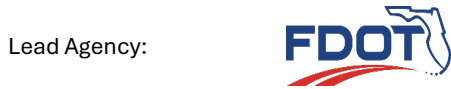


**Description:** US 41 @ Midway Blvd intersection improvements including turn lanes

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
CST	ACSS	State			\$1,742,963					\$1,742,963
	DDR	State	\$14,807							\$14,807
			\$258,549							\$258,549
<b>Total:</b>			<b>\$273,356</b>		<b>\$1,742,963</b>					<b>\$2,016,319</b>

**Project Type:** SR 776 at Ocean spray Blvd

**FM Number:** 451360-1



**Lead Agency:**

**Length:** None


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

**SIS Project:** No



**Description:** Median modifications at the intersection

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PE	ACSS	Federal	\$94,284							\$94,284
	DS	State	\$3,018							\$3,018
	HSP	State	\$17,620							\$17,620
CST	ACSS	State			\$714,184					\$714,184
<b>Total:</b>			<b>\$114,922</b>		<b>\$714,184</b>					<b>\$829,106</b>

**Project Type:** I-75 at Jones Loop Truck parking  
**FM Number:** 452154-1  
**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	<2026	2026	2027	2028	2029	2030	>2030	Total
PE	ACSA	Federal	\$25,000							\$25,000
	NFP	Federal	\$1,750,000							\$1,750,000
	CST	ACFP	State			\$20,811,746				\$20,811,746
<b>Total:</b>			<b>1,775,000</b>			<b>20,811,746</b>				<b>22,586,746</b>

**Project Type:** Cooper St from Airport Rd to Marion Ave  
**FM Number:** 452221-1

**Lead Agency:** 

**Length:** 1.72 mile  
**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	<2026	2026	2027	2028	2029	2030	>2030	Total
PE	TALT	Federal		\$308,000						\$308,000
CST	SL	Federal				\$2,911,000				\$2,911,000
<b>Total:</b>				<b>\$308,000</b>		<b>\$2,911,000</b>				<b>\$3,219,000</b>

**Project Type:** SR 45 ( US41) ADA Ramp from Harborwalk to Retta  
**FM Number:** 452236-1

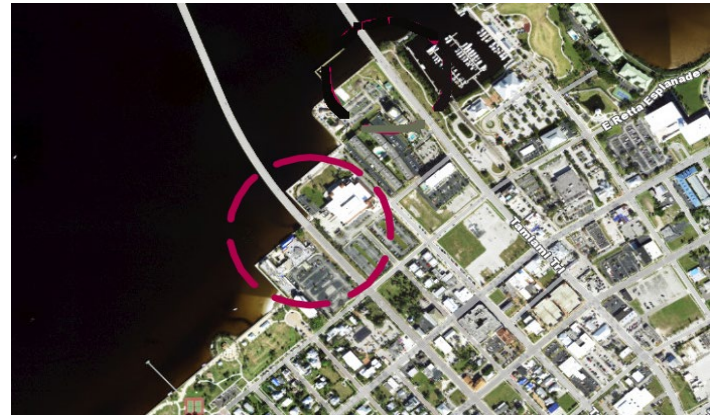
**Lead Agency:**



**Length:**

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

**SIS Project:** No



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

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PE	DDR	State	\$253							\$253
	DIH	State	\$18,482							\$18,482
	DS	State	\$22,769							\$22,769
	TALL	Federal	\$41,920							\$41,920
	TALT	Federal	\$162,422							\$162,422
CST	DDR	State	\$15							\$15
CST	DS	State	\$31							\$31
CST	LF	Local			\$99,363					\$99,363
CST	SA	Federal			\$578,009					\$578,009
<b>Total:</b>			<b>\$245,639</b>		<b>\$677,372</b>					<b>\$923,011</b>

**Project Type:** SR 776 ( El Jobean Rd ) at Jacobs St

**FM Number:** 453416-1

**Lead Agency:**



**Length:** None

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

**SIS Project:** No



**Description:** Intersection improvements - SR 776 at Jacobs St

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PE	SL	Federal			\$115,450					\$115,450
CST	SL	Federal					\$145,230			\$145,230
<b>Total:</b>					<b>\$115,450</b>		<b>\$145,230</b>			<b>\$260,680</b>

**Project Type:** Jones Loop Rd and Piper Rd Roundabout

**FM Number:** 453459-1

**Lead Agency:** 

**Length:** Not applicable

**L RTP Reference Page #:** 2045 LRTP Full Report Page 6-17

**SIS Project:** No



**Description:** Intersection improvements

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PE	SL						\$501,001			\$501,001
CST	SL	Federal					\$3,218,282			\$3,218,282
<b>Total:</b>							<b>\$3,218,282</b>			<b>\$3,719,283</b>

**Project Type:** SR 776 ( El Jobean Rd ) at Cornelius Blvd

**FM Number:** 453479 1

**Lead Agency:** 

**Length:** Not applicable

**L RTP Reference Page #:** 2045 LRTP Full Report Page 6-17

**SIS Project:** No




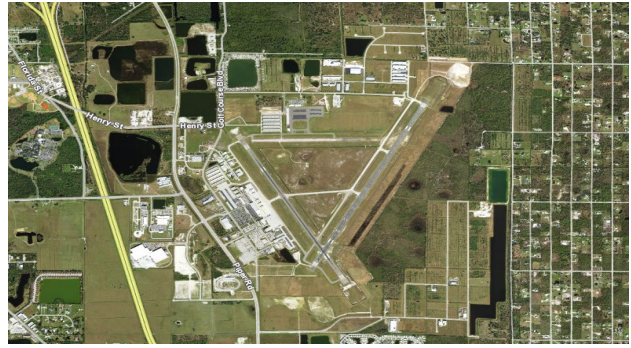
**Description:** Intersection improvements at SR 776 and Cornelius Blvd

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PE	SL	Federal			\$115,449		\$0			\$115,449
CST	SL	Federal					\$145,230			\$145,230
<b>Total:</b>					<b>\$115,449</b>		<b>\$145,230</b>			<b>\$260,679</b>

FY 2026 to 2030 Transportation Improvement Program

# FY 2026 - FY 2030 AVIATION PROJECTS

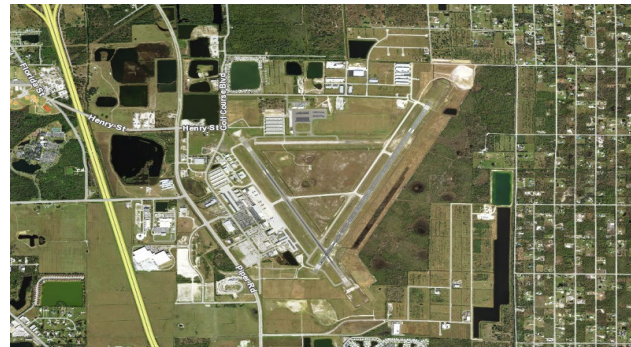
**Project Type:** Punta Gorda Airport Holding Bay Rwy 22 Approach  
**FM Number:** 451203-1  
**Lead Agency:**   
**Length:** Not applicable  
**L RTP Reference:** 2045 LRTP Full Report Goals and Objectives  
**Page #:** Page 2-2  
**SIS Project:** Yes



**Description:** Aviation capacity project.


Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
Capital	DPTO	State		\$65,000						\$65,000
	FAA	Federal		\$1,170,000						\$1,170,000
	LF	Local		\$65,000						\$65,000
<b>Total:</b>				<b>\$1,300,000</b>						<b>\$1,300,000</b>

**Project Type:** Punta Gorda Airport Runway 4-22 Extension  
**FM Number:** 451489-1  
**Lead Agency:**   
**Length:** Not applicable  
**L RTP Reference:** 2045 LRTP Full Report Goals and Objectives  
**Page #:** Page 2-2  
**SIS Project:** No



**Description:** Aviation Preservation project.

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
Capital	DPTO	State		\$37,500.00						\$37,500.00
	FAA	Federal		\$675,000.00						\$675,000.00
	LF	Local		\$37,500.00						\$37,500.00
<b>Total:</b>				<b>\$750,000.00</b>						<b>\$750,000.00</b>

**Project Type:** Punta Gorda Airport Terminal Expansion  
**FM Number:** 453809-1  
**Lead Agency:**   
**Length:** Not applicable  
**L RTP Reference:** 2045 LRTP Full Report Goals and Objectives  
**Page #:** Page 2-2  
**SIS Project:** Yes



**Description:** Aviation capacity project.

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
Capital	DDR	State				\$709,849				\$709,849
	DPTO	State	\$1,025,000			\$290,151	\$2,500,000			\$3,815,151
	LF	Local	\$1,475,000			\$1,000,000	\$2,500,000			\$4,975,000
	GMR	Federal	\$450,000							\$450,000
<b>Total:</b>			<b>\$2,950,000</b>			<b>\$2,000,000</b>	<b>\$5,000,000</b>			<b>\$9,950,000</b>

# FY 2026 - FY 2030 TRANSIT PROJECTS

**Project Type:** Charlotte County Transit FTA Section 5311  
Operating Assistance

**FM Number:** 410119-1

**Lead Agency:** 

**Length:** Not applicable

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

**SIS Project:** No



**Description:** Operating/Administration Assistance

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
Ops	DU	State	\$1,239,380	\$82,800	\$82,800	\$82,000	\$50,000	\$82,800		\$1,619,780
	LF	Local	\$1,239,380	\$82,800	\$82,800	\$82,000	\$50,000	\$82,800		\$1,619,780
<b>Total:</b>			<b>\$2,478,760</b>	<b>\$165,600</b>	<b>\$165,600</b>	<b>\$164,000</b>	<b>\$100,000</b>	<b>\$165,600</b>		<b>\$3,239,560</b>

**Project Type:** Charlotte County State Transit Block Grant  
Operating Assistance

**FM Number:** 410138-1

**Lead Agency:** 

**Length:** Not applicable

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

**SIS Project:**



**Description:** Operating/Administration Assistance

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
Ops	DDR	State	\$2,330,052	\$415,518	\$426,281	\$439,070	\$452,242	\$465,809		\$4,528,972
	LF	Local	\$5,812,593	\$415,518	\$426,281	\$439,070	\$452,242	\$465,809		\$8,011,513
			\$7,006,853							
<b>Total:</b>			<b>\$15,149,498</b>	<b>\$831,036</b>	<b>\$852,562</b>	<b>\$878,140</b>	<b>\$904,484</b>	<b>\$931,618</b>		<b>\$19,547,338</b>

**Project Type:** Charlotte County small urban North Port -  
Punta Gorda FTA Section 5307 Cap assist

**FM Number:** 410145-1

**Lead Agency:** 

**Length:** Not applicable

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

**SIS Project:** No



**Description:** Capital for fixed route

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
Ops	FTA	Federal	\$20,122,199	1,235,963	1,227,473	1,979,075	2,020,245	2,732,648		\$29,317,603
	LF	Local	\$5,014,900	308,991	306,868	494,769	505,061	683,162		\$7,313,751
<b>Total:</b>			<b>\$25,137,099</b>	<b>1,544,954</b>	<b>1,534,341</b>	<b>2,473,844</b>	<b>2,525,306</b>	<b>3,415,810</b>		<b>\$36,631,354</b>

**Project Type:** Charlotte County North Port - Punta Gorda  
FTA Section 5339 small urban

**FM Number:** 441980-1

**Lead Agency:**



**Length:**

LRTP Reference Page 2045 LRTP Full Report Page 7-12

#:

SIS Project

**Description: Capital for fixed route**



Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
Ops	FTA	Federal	2,801,634	507,736	468,860	637,960	560,038	642,460		\$5,618,688
	LF	Local	700,410	126,934	117,215	159,490	140,010	160,615		\$1,404,674
<b>Total:</b>			<b>3,502,044</b>	<b>634,670</b>	<b>586,075</b>	<b>797,450</b>	<b>700,048</b>	<b>803,075</b>		<b>\$7,023,362</b>

**Project Type:** Charlotte County North Port - Punta Gorda  
FTA Section 5307 small urban

**FM Number:** 441979 1

**Lead Agency:**



**Length:**

LRTP Reference Page 2045 LRTP Full Report Page 7-12

#:

SIS Project


**Description: Operating for fixed route**



Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
Ops	FTA	Federal	7,072,392	767,437	762,164	1,979,075	2,020,243	2,732,646		\$15,333,957
	LF	Local	7,072,392	767,437	762,164	1,979,075	2,020,243	2,732,646		\$15,333,957
<b>Total:</b>			<b>14,144,784</b>	<b>1,534,874</b>	<b>1,524,328</b>	<b>3,958,150</b>	<b>4,040,486</b>	<b>5,465,292</b>		<b>\$30,667,914</b>

FY 2026 to 2030 Transportation Improvement Program


# FY 2026 - FY 2030 Maintenance Projects

**Project Type:** Punta Gorda Highway Lighting  
**FM Number:** 413536-1  
**Lead Agency:**   
**Length:** Not applicable  
**L RTP Reference Page #:** 2045 LRTP Full Report Page 8-7  
**SIS Project:** Not



**Description:** Routine maintenance of Highway Lighting

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
Bridge/Roadway	D	State	\$1,469,378	\$215,153	\$221,609					\$1,906,140
	DDR	State	\$1,170,699							\$1,170,699
<b>Total:</b>			<b>\$2,640,077</b>	<b>\$215,153</b>	<b>\$221,609</b>					<b>\$3,076,839</b>

**Project Type:** Charlotte County Asset Maintenance  
**FM Number:** 432899-2  
**Lead Agency:**   
**Length:** Not applicable  
**L RTP Reference Page #:** 2045 LRTP Full Report Page 8-7  
**SIS Project:** No



**Description:** Routine maintenance

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
Bridge/Roadway	D	Federal	\$10,105,038	\$2,236,231	\$2,236,231	\$980,668				\$15,558,168
<b>Total:</b>			<b>\$10,105,038</b>	<b>\$2,236,231</b>	<b>\$2,236,231</b>	<b>\$980,668</b>				<b>\$15,558,168</b>

FY 2026 to 2030 Transportation Improvement Program

# FY 2026 - FY 2030 Transportation Planning

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

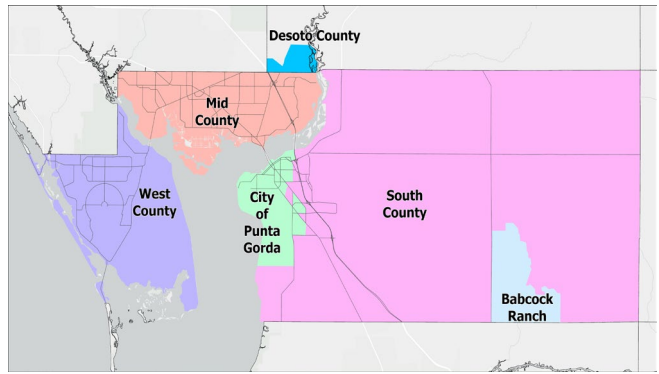
**FM Number:** 439316-5

**Lead Agency:** 

**Length:** Not applicable

**LRTP Reference Page #:**

**SIS Project:** No



**Description:** MPOs Transportation Planning funds

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PLN	PL		\$919,558	\$606,223						\$1,525,781
	SL		\$102,547							
<b>Total:</b>			<b>\$1,022,105</b>	<b>\$606,223</b>						<b>\$1,628,328</b>

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

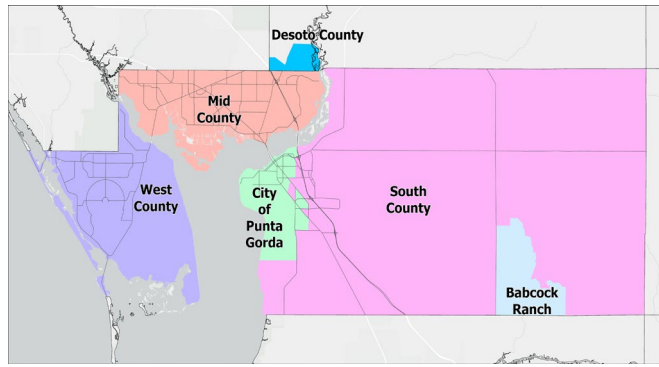
**FM Number:** 439316-6

**Lead Agency:** 

**Length:** Not applicable

**LRTP Reference Page #:**

**SIS Project:** No



**Description:** MPOs Transportation Planning funds

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PLN	PL				\$606,223	\$606,223				\$1,212,446
<b>Total:</b>			<b>\$0</b>		<b>\$606,223</b>	<b>\$606,223</b>				<b>\$1,212,446</b>

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

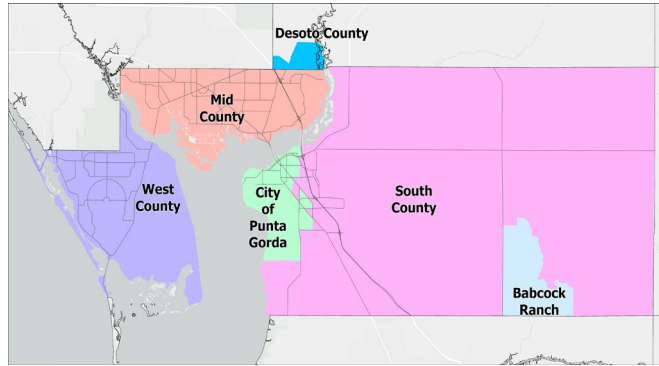
**FM Number:** 439316-7

**Lead Agency:** 

**Length:** Not applicable

**LRTP Reference Page #:**

**SIS Project:** No



**Description:** MPOs Transportation Planning funds

Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PLN	PL	Federal					\$606,223	\$606,223		\$1,212,446
	SL	Federal					\$125,000	\$250,000		
<b>Total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$606,223</b>	<b>\$606,223</b>	<b>\$731,223</b>	<b>\$856,223</b>		<b>\$2,799,892</b>

# **SECTION – V**

# CHARLOTTE COUNTY CAPITAL IMPROVEMENTS PROGRAM



The adopted FY 2025 through FY 2030 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)**

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

# **SECTION – VI**



## CITY OF PUNTA GORDA CAPITAL IMPROVEMENTS PROGRAM

The adopted FY 2025 through FY 2029 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 2025 - FY 2029  
(All figures in thousands of dollars)**

SOURCE OF FUNDING UNIDENTIFIED PROJECT IDENTIFICATION	Page#	TOTAL REQUESTED FUNDING (UNFUNDED)	APPLY FOR GRANT
<b><i>Only unfunded portion for partially funded projects:</i></b>			
Complete Street - Airport Rd Improvements	369	1,889	
Ponce de Leon Park Improvements	373	2,000	
Harborwalk-US41SB Bridge Approach Lighting (decorative standards)	372	400	
Henry St Property Improvements	363	1,160	
Bayfront Activity Center	367	Unknown	
Public Safety Building Expansion	366	Unknown	
Historic District Infrastructure	368	1,250	Yes
Complete Street - Shreve Street	371	90	
Traffic Signal - Burnt Store Rd and Home Depot	374	1,100	
Complete Street - US 41 - Airport to Carmalita	375	519	
Channel and Basin Dredging at Boat Club Area	385	200	Yes
Stormwater Drainage Improvement-Downtown	394	Unknown	
<b><i>Fully unfunded projects:</i></b>			
Public Safety Building Fencing	396	100	
Pickleball Court Fence Replacement	397	110	
Boat Club Basin - Day Docks	398	75	
W. William St. Drainage Improvements	399	140	
Glasgow Avenue Improvements	400	700	
Gateway Alley 100 Block W Marion Ave at Herald Court	401	355	
Sidewalk Connections W Marion: Bal Harbor to Shreve Street	402	1,824	
Sidewalk Connections Via Tripoli: Mineo Dr to Magdalena Dr	403	165	
Sidewalk Improvement Phase I	404	432	
Unimproved Alleyway	405	750	
Baynard/Vasco Sidewalk Improvements	406	486	
Harborwalk East - Phase II	407	1,824	
Bicycle Capital Improvement Program	408	1,459	
Harborwalk - US 41 NB Bridge Underpass Improvements	409	243	
Virginia Ave Complete St Improvements - Harvey St. to US 41	410	973	
Maud Street Angled Parking	411	334	
Royal Poinciana Improvements Complete St	412	3,040	
Tropicana & Marion Sidewalk Enhancement	413	365	
Historic District Street Lights	414	669	
Gilchrist Park - Harborwalk Improvements (Seating and Shade)	415	426	
Historic District Interpretation Markers	416	608	
Harborwalk - Laisley Park Marriage Point	417	912	
Veteran's Park Shade Structure(s)	418	426	
Trabue Park Improvements	419	1,520	
South Punta Gorda Park (Firestation II)	420	1,216	
Harborwalk West - Area 3	421	1,800	
<b>PROJECT CATEGORY - UNFUNDED TOTAL</b>		<b>29,560</b>	

**1% SALES TAX FUND**  
**1% Sales Tax Infrastructure Projects**  
**FY 2024 - FY 2029**  
**(All figures in thousands of dollars)**

PROJECT IDENTIFICATION	Page #	Total Project Cost	Prior Years	Projected FY 2024	FY 2025	FY 2026	FY 2027	Total Planned/ Funded	Estimated Grant Applicatio	Estimated Impacts or Other	Unfunded Tier 2	Unidentified Funding Source
<b>1% SALES TAX REVENUE</b>				<b>4,394</b>	<b>4,394</b>	<b>4,394</b>	<b>1,098</b>	<b>14,280</b>				
<b>EXPENDITURES:</b>												
Harborwalk West - Area 2 - Final Phase		3,011	3,009	2	0	0	0	3,011	0	0	0	0
Small projects (ADA Curbs, sidewalks, Veterans Park)		214	0	214	0	0	0	214	0	0	0	0
Laishley Park Interactive Fountain	355	1,580	180	410	0	0	0	590	0	990	0	0
Henry Street Sidewalk	356	156	5	151	0	0	0	156	0	0	0	0
Historic City Hall Preservation and Rehabilitation	357	15,637	315	14,572	0	0	0	14,887	0	750	0	0
Virginia Ave Complete St Improv.-US 41 to Nesbit	358	1,056	179	877	0	0	0	1,056	0	0	0	0
US 41 NB Decorative/safety standards	359	658	0	658	0	0	0	658	0	0	0	0
Harborwalk - US 41 SB Bridge Ramp (decorative standards)	360	90	0	90	0	0	0	90	0	0	0	0
Freeman House Preservation (\$32,000 from ins.)	361	1,410	118	762	0	0	0	880	498	32	0	0
Drainage Improvements - Boca Grande Area	362	7,391	755	2,831	0	0	0	3,586	3,805	0	0	0
Henry St Property Improvements	363	3,227	0	1,817	0	0	0	1,817	0	250	1,000	160
ADA Improvements - Citywide	364	1,723	505	568	130	130	130	1,463	0	0	0	260
Henry Street Crosswalk	365	539	0	539	0	0	0	539	0	0	0	0
Public Safety Building(s)	366	6,950	0	550	2,000	1,882	1,168	5,600	0	1,350	0	0
Bayfront Activity Center	367	TBD	0	343	0	0	0	343	0	0	0	TBD
Historic District Infrastructure	368	2,788	0	0	275	550	213	1,038	0	500	1,250	0
Complete Street - Airport Rd Improvements	369	2,289	83	67	0	0	0	150	0	250	1,200	689
Complete Street - Cooper Street Improvements	370	3,309	90	0	0	0	0	90	3,219	0	0	0
Shreve Street Complete Street Improvements	371	445	70	155	130	0	0	355	0	0	0	90
Harborwalk - US 41 Bridge Approach Lighting (SB)	372	400	0	0	0	0	0	0	0	0	0	400
Ponce de Leon Park Improvements	373	3,300	195	110	0	0	0	305	0	995	0	2,000
Traffic Signal - Burnt Store Rd and Home Depot	374	1,100	0	0	0	0	0	0	0	0	345	755
US 41 Complete Street - Airport to Carmalita	375	519	0	0	0	0	0	0	0	0	0	519
Complete Street - US 17 Improvements (Cancelled)		0	0	0	0	0	0	0	0	0	0	0
<b>1% SALES TAX FUNDING TOTAL</b>		<b>57,792</b>	<b>5,504</b>	<b>24,716</b>	<b>2,535</b>	<b>2,562</b>	<b>1,511</b>	<b>36,828</b>	<b>7,522</b>	<b>5,117</b>	<b>3,795</b>	<b>4,873</b>
<b>Estimated Projected Carryover - Beg</b>				<b>15,570</b>	<b>(4,752)</b>	<b>307</b>	<b>2,139</b>					
<b>Estimated Projected Carryover - End</b>				<b>(4,752)</b>	<b>(2,893)</b>	<b>2,139</b>	<b>1,726</b>					
Transfer from Fishermans Village Sale (Special Use Fund)				2,170	0	0	0					
Interest Revenue (includes \$175,000 interest transferred from Special Use Fund)				1,030	0	0	0					
Interfund Financing (cashflow purposes only)				1,597	(1,597)	0	0					
<b>Estimated Projected Carryover - End with Interfund Loan</b>				<b>45</b>	<b>307</b>	<b>2,139</b>	<b>1,726</b>					

Schedule covers through December 31, 2026

**UNFUNDED PROJECTS  
CAPITAL IMPROVEMENTS PROGRAM  
FY 2025 - FY 2029  
(All figures in thousands of dollars)**

SOURCE OF FUNDING UNIDENTIFIED PROJECT IDENTIFICATION	Page#	TOTAL REQUESTED FUNDING (UNFUNDED)	APPLY FOR GRANT
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<b><i>Fully unfunded projects:</i></b>			
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Sidewalk Improvement Phase I	404	432	
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Historic District Street Lights	414	669	
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Harborwalk West - Area 3	421	1,800	
<b>PROJECT CATEGORY - UNFUNDED TOTAL</b>		<b>29,560</b>	

**1% SALES TAX FUND**  
**1% Sales Tax Infrastructure Projects**  
**FY 2024 - FY 2029**  
**(All figures in thousands of dollars)**

PROJECT IDENTIFICATION	Page #	Total Project Cost	Prior Years	Projected FY 2024	FY 2025	FY 2026	FY 2027	Total Planned/ Funded	Estimated Grant Applicatio	Estimated Impacts or Other	Unfunded Tier 2	Unidentified Funding Source
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<b>EXPENDITURES:</b>												
Harborwalk West - Area 2 - Final Phase		3,011	3,009	2	0	0	0	3,011	0	0	0	0
Small projects (ADA Curbs, sidewalks, Veterans Park)		214	0	214	0	0	0	214	0	0	0	0
Laishley Park Interactive Fountain	355	1,580	180	410	0	0	0	590	0	990	0	0
Henry Street Sidewalk	356	156	5	151	0	0	0	156	0	0	0	0
Historic City Hall Preservation and Rehabilitation	357	15,637	315	14,572	0	0	0	14,887	0	750	0	0
Virginia Ave Complete St Improv.-US 41 to Nesbit	358	1,056	179	877	0	0	0	1,056	0	0	0	0
US 41 NB Decorative/safety standards	359	658	0	658	0	0	0	658	0	0	0	0
Harborwalk - US 41 SB Bridge Ramp (decorative standards)	360	90	0	90	0	0	0	90	0	0	0	0
Freeman House Preservation (\$32,000 from ins.)	361	1,410	118	762	0	0	0	880	498	32	0	0
Drainage Improvements - Boca Grande Area	362	7,391	755	2,831	0	0	0	3,586	3,805	0	0	0
Henry St Property Improvements	363	3,227	0	1,817	0	0	0	1,817	0	250	1,000	160
ADA Improvements - Citywide	364	1,723	505	568	130	130	130	1,463	0	0	0	260
Henry Street Crosswalk	365	539	0	539	0	0	0	539	0	0	0	0
Public Safety Building(s)	366	6,950	0	550	2,000	1,882	1,168	5,600	0	1,350	0	0
Bayfront Activity Center	367	TBD	0	343	0	0	0	343	0	0	0	TBD
Historic District Infrastructure	368	2,788	0	0	275	550	213	1,038	0	500	1,250	0
Complete Street - Airport Rd Improvements	369	2,289	83	67	0	0	0	150	0	250	1,200	689
Complete Street - Cooper Street Improvements	370	3,309	90	0	0	0	0	90	3,219	0	0	0
Shreve Street Complete Street Improvements	371	445	70	155	130	0	0	355	0	0	0	90
Harborwalk - US 41 Bridge Approach Lighting (SB)	372	400	0	0	0	0	0	0	0	0	0	400
Ponce de Leon Park Improvements	373	3,300	195	110	0	0	0	305	0	995	0	2,000
Traffic Signal - Burnt Store Rd and Home Depot	374	1,100	0	0	0	0	0	0	0	0	345	755
US 41 Complete Street - Airport to Carmalita	375	519	0	0	0	0	0	0	0	0	0	519
Complete Street - US 17 Improvements (Cancelled)		0	0	0	0	0	0	0	0	0	0	0
<b>1% SALES TAX FUNDING TOTAL</b>		<b>57,792</b>	<b>5,504</b>	<b>24,716</b>	<b>2,535</b>	<b>2,562</b>	<b>1,511</b>	<b>36,828</b>	<b>7,522</b>	<b>5,117</b>	<b>3,795</b>	<b>4,873</b>
<b>Estimated Projected Carryover - Beg</b>				<b>15,570</b>	<b>(4,752)</b>	<b>307</b>	<b>2,139</b>					
<b>Estimated Projected Carryover - End</b>				<b>(4,752)</b>	<b>(2,893)</b>	<b>2,139</b>	<b>1,726</b>					
Transfer from Fishermans Village Sale (Special Use Fund)				2,170	0	0	0					
Interest Revenue (includes \$175,000 interest transferred from Special Use Fund)				1,030	0	0	0					
Interfund Financing (cashflow purposes only)				1,597	(1,597)	0	0					
<b>Estimated Projected Carryover - End with Interfund Loan</b>				<b>45</b>	<b>307</b>	<b>2,139</b>	<b>1,726</b>					

Schedule covers through December 31, 2026

# **SECTION – VII**

## 2024 FEDERAL OBLIGATIONS

Federal obligations for the Federal fiscal year 2024 (10/01/2024– 09/30/2025). The list has work projects that are continuing in this year's TIP or were started in previous year's TIPs. Included are the project details (phases that have been funded, i.e. Preliminary Engineering, Right-of-way acquisition etc.), system summaries for each work program fund, and overall summary.

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

HIGHWAYS  
=====

ITEM NUMBER:413042 4	PROJECT DESCRIPTION:I-75 FROM S OF N JONES LOOP TO N OF US 17	*SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:01075000	PROJECT LENGTH: 4.232MI	LANES EXIST/IMPROVED/ADDED: 6/ 4/ 2
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	NHPP	104
<b>TOTAL 413042 4</b>		<b>104</b>
<b>TOTAL 413042 4</b>		<b>104</b>

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 CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SL	-6,762
<b>TOTAL 431219 1</b>		<b>-6,762</b>
<b>TOTAL 431219 1</b>		<b>-6,762</b>

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 CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	CM	4,672
<b>TOTAL 434965 1</b>		<b>4,672</b>
<b>TOTAL 434965 1</b>		<b>4,672</b>

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 CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SL	764,111
<b>TOTAL 434965 2</b>		<b>764,111</b>
<b>TOTAL 434965 2</b>		<b>764,111</b>

ITEM NUMBER:434965 5	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: 3.246MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2
FUND CODE	2024	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY CHARLOTTE COUNTY BOCC		
	CM	2,347,641
	SA	6,326,359

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PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT  
SA 10,000  
TOTAL 434965 5 8,684,000  
TOTAL 434965 5 8,684,000

ITEM NUMBER:435105 2 PROJECT DESCRIPTION:CR 765A (TAYLOR RD) FROM N JONES LOOP TO AIRPORT RD PHASE I \*NON-SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:BIKE PATH/TRAIL  
ROADWAY ID:01530000 PROJECT LENGTH: 2.046MI LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0

FUND CODE 2024

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT  
TALT 4,086  
TOTAL 435105 2 4,086  
TOTAL 435105 2 4,086

ITEM NUMBER:436563 1 PROJECT DESCRIPTION:NORTH JONES LOOP RD FROM BURNT STORE ROAD TO PIPER ROAD \*NON-SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:PD&E/EMO STUDY  
ROADWAY ID:01511000 PROJECT LENGTH: 1.805MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE 2024

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT  
SL -330,778  
SN -183,515  
TOTAL 436563 1 -514,293  
TOTAL 436563 1 -514,293

ITEM NUMBER:436597 1 PROJECT DESCRIPTION:SR 776 FROM NORTH OF PLACIDA RD/PINE ST/CR 775 TO SPINNAKER BLVD \*NON-SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:RESURFACING  
ROADWAY ID:01050000 PROJECT LENGTH: 3.178MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE 2024

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT  
SA 1,000  
TOTAL 436597 1 1,000  
TOTAL 436597 1 1,000

ITEM NUMBER:440442 1 PROJECT DESCRIPTION:SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR \*NON-SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:SIDEWALK  
ROADWAY ID:01010000 PROJECT LENGTH: 2.652MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND CODE 2024

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT  
SA 1,000  
TOTAL 440442 1 1,000  
TOTAL 440442 1 1,000

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ITEM NUMBER:440670 1	PROJECT DESCRIPTION:US 41 (SR 45) FROM CARMALITA STREET TO MARION AVENUE	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01010000	PROJECT LENGTH: .490MI	
		TYPE OF WORK:TRAFFIC SIGNALS
		LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	-205	
SL	-1,481	
<b>TOTAL 440670 1</b>	<b>-1,686</b>	
<b>TOTAL 440670 1</b>	<b>-1,686</b>	

ITEM NUMBER:441517 1	PROJECT DESCRIPTION:SR 776 FROM PINEDALE DRIVE TO MYAKKA RIVER	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01050000	PROJECT LENGTH: 1.923MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	463,199	
SL	-97,502	
<b>TOTAL 441517 1</b>	<b>365,697</b>	
<b>TOTAL 441517 1</b>	<b>365,697</b>	

ITEM NUMBER:441524 1	PROJECT DESCRIPTION:TAMIAMI TRAIL (SR 45/US 41) FROM WILLIAM ST TO PEACE RIVER BRIDGE	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01010000	PROJECT LENGTH: .910MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	567,786	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT	24,324	
<b>TOTAL 441524 1</b>	<b>592,110</b>	
<b>TOTAL 441524 1</b>	<b>592,110</b>	

ITEM NUMBER:441552 1	PROJECT DESCRIPTION:SR 35 (US 17) FROM SR 45 (US 41) TO BERMONT ROAD (CR 74)	*SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01040000	PROJECT LENGTH: 5.213MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
PROT	48,458	
SA	4,026,539	
<b>TOTAL 441552 1</b>	<b>4,074,997</b>	
<b>TOTAL 441552 1</b>	<b>4,074,997</b>	

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ITEM NUMBER:441950 1	PROJECT DESCRIPTION:SR 31 FROM CR 74 TO CR 74		*SIS*
DISTRICT:01	COUNTY:CHARLOTTE		
ROADWAY ID:01030000	PROJECT LENGTH: .641MI		
		2024	
-----			
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT			
		64,570	
		-281	
<b>TOTAL 441950 1</b>		<b>64,289</b>	
<b>TOTAL 441950 1</b>		<b>64,289</b>	

ITEM NUMBER:451360 1	PROJECT DESCRIPTION:SR 776 AT OCEANSPRAY BLVD		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		
ROADWAY ID:01050000	PROJECT LENGTH: .636MI		
		2024	
-----			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
		17,620	
		17,620	
<b>TOTAL 451360 1</b>		<b>17,620</b>	
<b>TOTAL 451360 1</b>		<b>17,620</b>	

ITEM NUMBER:452154 1	PROJECT DESCRIPTION:I-75 AT JONES LOOP TRUCK PARKING		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		
ROADWAY ID:01511000	PROJECT LENGTH: .135MI		
		2024	
-----			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
		1,750,000	
		1,750,000	
<b>TOTAL 452154 1</b>		<b>1,750,000</b>	
<b>TOTAL 452154 1</b>		<b>1,750,000</b>	

ITEM NUMBER:452236 1	PROJECT DESCRIPTION:SR 45 (US 41) ADA RAMP FROM HARBORWALK TO W RETTA ESPLANADE		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		
ROADWAY ID:01010101	PROJECT LENGTH: .122MI		
		2024	
-----			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
		41,920	
		162,422	
<b>TOTAL 452236 1</b>		<b>204,342</b>	
<b>TOTAL 452236 1</b>		<b>204,342</b>	
<b>TOTAL DIST: 01</b>		<b>16,005,287</b>	
<b>TOTAL HIGHWAYS</b>		<b>16,005,287</b>	



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ITEM NUMBER:451923 1 PROJECT DESCRIPTION:HURRICANE IAN PERMAMENT SIGNAL REPAIR  
 DISTRICT:01 COUNTY:CHARLOTTE  
 ROADWAY ID: PROJECT LENGTH: .000

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

FUND CODE	2024
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
ER22	128,296
<b>TOTAL 451923 1</b>	<b>128,296</b>
<b>TOTAL 451923 1</b>	<b>128,296</b>

ITEM NUMBER:452523 1 PROJECT DESCRIPTION:HURRICANE IAN PERMANENT LIGHTING REPAIR  
 DISTRICT:01 COUNTY:CHARLOTTE  
 ROADWAY ID: PROJECT LENGTH: .000

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

FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
ER22	130,849
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
ER22	1,536,826
<b>TOTAL 452523 1</b>	<b>1,667,675</b>
<b>TOTAL 452523 1</b>	<b>1,667,675</b>
<b>TOTAL DIST: 01</b>	<b>1,795,971</b>
<b>TOTAL MISCELLANEOUS</b>	<b>1,795,971</b>

GRAND TOTAL 18,545,030

# **SECTION – VIII**

## **TIP AMENDMENTS**

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



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

801 N Broadway Avenue  
Bartow, Florida 33830

JARED W. PERDUE, P.E.  
SECRETARY

July 9, 2025

Mr. Lakshmi Gurram  
Executive Director  
Charlotte County Punta-Gorda MPO  
1050 Loveland Blvd  
Port Charlotte, FL 33980

**RE: Request for Roll-Forward Amendment to the Sarasota Manatee Metropolitan Planning Organization (MPO) FY2025/2026 through FY 2029/2030 Transportation Improvement Program (TIP)**

Dear Mr. Gurram:

The purpose of this letter is to request Charlotte Punta Gorda MPO amend the FY 2025/26-2029/30 TIP with the Annual Roll-Forward Report. The Roll Forward report reconciles differences between the TIP and Florida Department of Transportation's (FDOT) Adopted Five-Year Work Program. This is an annual process is routine and assists the MPO with identifying projects using federal funds that were not committed during the previous state fiscal year (FY 2024/2025). These projects have automatically "rolled forward" in the FDOT Adopted Five-Year Work Program as of July 1, 2025. This amendment ensures that year one of the TIP matches year one of FDOT's Adopted Five-year Work Program.

The reason for this amendment is to ensure projects with federal funding can be authorized prior to the new Federal Fiscal Year (FFY) beginning on October 1 each year. Until then, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) continue to recognize the FY 2024/25 – 2028/29 TIP as the effective document. Adopting the Roll Forward Report and amending it into the TIP ensures projects will continue to be authorized without interruption.

The affected projects are listed in the attached Roll-Forward Report dated July 8, 2025. The MPO is requested to add this report to the FY 2025/26-2029/30 TIP in its entirety.

As always, feel free to contact the Liaison Group at [D1-Liaisons@dot.state.fl.us](mailto:D1-Liaisons@dot.state.fl.us) if you have any questions.

Sincerely,

Pamela Barr  
Community Liaison

cc: Ashley Melton, Florida Department of Transportation  
Wayne Gaither, Florida Department of Transportation  
Kristi A. Smith, CPM, PLS, Florida Department of Transportation

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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 CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
CM	813,662	3,472	0	0	0	0	0	817,134
<b>TOTAL 434965 1</b>	<b>813,662</b>	<b>3,472</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>817,134</b>
<b>TOTAL PROJECT:</b>	<b>813,662</b>	<b>3,472</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>817,134</b>

ITEM NUMBER:435105 1 PROJECT DESCRIPTION:TAYLOR RD FROM JONES LOOP RD TO AIRPORT RD \*NON-SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:PD&E/EMO STUDY  
ROADWAY ID:01530000 PROJECT LENGTH: 2.046MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALL	379,576	11,266	0	0	0	0	0	390,842
TALT	18,617	0	0	0	0	0	0	18,617
<b>TOTAL 435105 1</b>	<b>398,193</b>	<b>11,266</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>409,459</b>
<b>TOTAL PROJECT:</b>	<b>398,193</b>	<b>11,266</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>409,459</b>

ITEM NUMBER:436597 1 PROJECT DESCRIPTION:SR 776 FROM NORTH OF PLACIDA RD/PINE ST/CR 775 TO SPINNAKER BLVD \*NON-SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:RESURFACING  
ROADWAY ID:01050000 PROJECT LENGTH: 3.178MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	218,565	0	0	0	0	0	0	218,565
DS	72,726	0	0	0	0	0	0	72,726
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	1,083,106	561	0	0	0	0	0	1,083,667
DDR	52,939	0	0	0	0	0	0	52,939
DS	16,278	0	0	0	0	0	0	16,278
NHRE	619,570	0	0	0	0	0	0	619,570
SA	1,778,806	0	0	0	0	0	0	1,778,806
SL	2,877,352	0	0	0	0	0	0	2,877,352
<b>TOTAL 436597 1</b>	<b>6,719,342</b>	<b>561</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,719,903</b>
<b>TOTAL PROJECT:</b>	<b>6,719,342</b>	<b>561</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,719,903</b>

ITEM NUMBER:436602 1 PROJECT DESCRIPTION:I-75 (SR 93) REST AREA IN CHARLOTTE COUNTY \*SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:REST AREA (DUAL)  
ROADWAY ID:01000000 PROJECT LENGTH: .001MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	80,526	0	0	0	0	0	0	80,526
DRA	749,684	0	0	0	0	0	0	749,684
DS	635	0	0	0	0	0	0	635

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PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	32,320	1,027	0	0	0	0	0	0	33,347
DRA	2,643,113	0	0	0	0	0	0	0	2,643,113
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DS	717	0	0	0	0	0	0	0	717
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DS	2,593	0	0	0	0	0	0	0	2,593
<b>TOTAL 436602 1</b>	<b>3,509,588</b>	<b>1,027</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,510,615</b>

ITEM NUMBER:436602 2 PROJECT DESCRIPTION:I-75 (SR 93) REST AREA IN CHARLOTTE COUNTY \*SIS\*  
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:LANDSCAPING  
ROADWAY ID:01075000 PROJECT LENGTH: 1.341MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	0	1,000	0	0	0	0	0	1,000	
<b>TOTAL 436602 2</b>	<b>0</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	
<b>TOTAL PROJECT:</b>	<b>3,509,588</b>	<b>2,027</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,511,615</b>	

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 CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	10,239	0	0	0	0	0	0	10,239	
DIH	50,379	2,610	0	0	0	0	0	52,989	
DS	2,917	0	0	0	0	0	0	2,917	
GFSN	218,016	0	0	0	0	0	0	218,016	
SA	8,453	0	0	0	0	0	0	8,453	
SN	981,984	0	0	0	0	0	0	981,984	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	45,385	24,775	0	0	0	0	0	70,160	
DIH	48,496	3,620	0	0	0	0	0	52,116	
DS	0	1,061,165	0	0	0	0	0	1,061,165	
SN	667,442	0	0	0	0	0	0	667,442	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	3,022	0	0	0	0	0	0	3,022	
DI	12,753,670	0	0	0	0	0	0	12,753,670	
DIH	51,739	0	0	0	0	0	0	51,739	
DS	116,520	0	0	0	0	0	0	116,520	
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
SN	64,569	0	0	0	0	0	0	64,569	
TALN	92,730	0	0	0	0	0	0	92,730	
<b>TOTAL 441950 1</b>	<b>15,115,561</b>	<b>1,092,170</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,207,731</b>	
<b>TOTAL PROJECT:</b>	<b>15,115,561</b>	<b>1,092,170</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,207,731</b>	

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FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
ITEM NUMBER:442098 1 PROJECT DESCRIPTION:I-75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE *SIS* DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:DYNAMIC MESSAGE SIGN ROADWAY ID:01075000 PROJECT LENGTH: 22.008MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0								
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	111	4,889	0	0	0	0	0	5,000
<b>TOTAL 442098 1</b>	<b>111</b>	<b>4,889</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000</b>
<b>TOTAL PROJECT:</b>	<b>111</b>	<b>4,889</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000</b>

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
ITEM NUMBER:446339 1 PROJECT DESCRIPTION:US 41 (SR 45) AT S FORK ALLIGATOR CREEK *NON-SIS* DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:PEDESTRIAN/WILDLIFE OVERPASS ROADWAY ID:01010000 PROJECT LENGTH: .022MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0								
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CHARLOTTE COUNTY BOCC								
ACSL	0	555,983	0	0	0	0	0	555,983
<b>TOTAL 446339 1</b>	<b>0</b>	<b>555,983</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>555,983</b>

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
ITEM NUMBER:446339 2 PROJECT DESCRIPTION:US 41 (SR 45) AT S FORK ALLIGATOR CREEK *NON-SIS* DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:PEDESTRIAN/WILDLIFE OVERPASS ROADWAY ID:01010000 PROJECT LENGTH: .022MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0								
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
GRTR	0	265,954	0	0	0	0	0	265,954
<b>TOTAL 446339 2</b>	<b>0</b>	<b>265,954</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>265,954</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>821,937</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>821,937</b>

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
ITEM NUMBER:446393 2 PROJECT DESCRIPTION:SR 776 AT CHARLOTTE SPORTS PARK *NON-SIS* DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:ADD RIGHT TURN LANE(S) ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0								
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSL	0	101,276	0	0	0	0	0	101,276
LF	50,000	0	0	0	0	0	0	50,000
<b>TOTAL 446393 2</b>	<b>50,000</b>	<b>101,276</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>151,276</b>
<b>TOTAL PROJECT:</b>	<b>50,000</b>	<b>101,276</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>151,276</b>

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ITEM NUMBER:447852 1 PROJECT DESCRIPTION:STRUCTURAL STEEL BRIDGE PAINTING AT VARIOUS LOCATIONS \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION  
 EX DESC:BRIDGE #S 010065, 010066, 010075 - OVERPASS BRIDGES ON I-75

ROADWAY ID:01000004 PROJECT LENGTH: .182MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	113,700		0	0	0	0	0	113,700
DIH	3,937		0	0	0	0	0	3,937
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	1,183,120		0	0	0	0	0	1,183,120
DIH	25,304	4,034	0	0	0	0	0	29,338
<b>TOTAL 447852 1</b>	<b>1,326,061</b>	<b>4,034</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,330,095</b>
<b>TOTAL PROJECT:</b>	<b>1,326,061</b>	<b>4,034</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,330,095</b>

ITEM NUMBER:452967 1 PROJECT DESCRIPTION:CR-775 OVER OYSTER CREEK - BRIDGE NO 010063 \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:EMERGENCY OPERATIONS  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	102,229	24,708	0	0	0	0	0	126,937
LF	24,707	0	0	0	0	0	0	24,707
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	0	89,954	0	0	0	0	0	89,954
LF	16,255	0	0	0	0	0	0	16,255
<b>TOTAL 452967 1</b>	<b>143,191</b>	<b>114,662</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>257,853</b>
<b>TOTAL PROJECT:</b>	<b>143,191</b>	<b>114,662</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>257,853</b>

ITEM NUMBER:453062 1 PROJECT DESCRIPTION:GILOT BLVD REPAIRS NORTH OF BLITMAN ST \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:EMERGENCY OPERATIONS  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	44,625	0	0	0	0	0	0	44,625
LF	11,157	0	0	0	0	0	0	11,157
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	0	68,156	0	0	0	0	0	68,156
LF	13,632	0	0	0	0	0	0	13,632
<b>TOTAL 453062 1</b>	<b>69,414</b>	<b>68,156</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>137,570</b>
<b>TOTAL PROJECT:</b>	<b>69,414</b>	<b>68,156</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>137,570</b>

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FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
ITEM NUMBER:454317 1 PROJECT DESCRIPTION:PLANNING STUDIO STUDY - FROM SARASOTA TO LEE COUNTY LINE *NON-SIS*								
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:TRANSPORTATION PLANNING								
ROADWAY ID:01010000 PROJECT LENGTH: 25.946MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0								
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,000	0	0	0	0	0	1,000
<b>TOTAL 454317 1</b>	<b>0</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
ITEM NUMBER:454453 2 PROJECT DESCRIPTION:CHARLOTTE COUNTY HIGHWAY LIGHTING OFF STATE HIGHWAY SYSTEM *NON-SIS*								
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:EMERGENCY OPERATIONS								
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0								
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	0	287,323	0	0	0	0	0	287,323
<b>TOTAL 454453 2</b>	<b>0</b>	<b>287,323</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>287,323</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>287,323</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>287,323</b>

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
ITEM NUMBER:455629 1 PROJECT DESCRIPTION:SR 776 FROM BISCAYNE DR TO SR 45 (US 41) *NON-SIS*								
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:ROUTINE MAINTENANCE								
ROADWAY ID:01050000 PROJECT LENGTH: 3.089MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0								
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	30,112	1,888	0	0	0	0	0	32,000
DS	3,372	0	0	0	0	0	0	3,372
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	118	0	0	0	0	0	0	118
DIH	0	1,000	0	0	0	0	0	1,000
DS	114	0	0	0	0	0	0	114
FC5	1,651,146	1,354,729	0	0	0	0	0	3,005,875
<b>TOTAL 455629 1</b>	<b>1,684,862</b>	<b>1,357,617</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,042,479</b>
<b>TOTAL PROJECT:</b>	<b>1,684,862</b>	<b>1,357,617</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,042,479</b>

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
ITEM NUMBER:455961 1 PROJECT DESCRIPTION:HURICANE MILTON PERMANENT SIGNAL REPAIR - CHARLOTTE COUNTY *NON-SIS*								
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:EMERGENCY OPERATIONS								
ROADWAY ID:01000000 PROJECT LENGTH: .001MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0								
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	0	520,000	0	0	0	0	0	520,000
DER	0	110,000	0	0	0	0	0	110,000
<b>TOTAL 455961 1</b>	<b>0</b>	<b>630,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>630,000</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>630,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>630,000</b>

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ITEM NUMBER:456171 1 PROJECT DESCRIPTION:HURRICANE MILTON RAILROAD SIGNAL REPLACEMENT - CROSSING 643799V \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:EMERGENCY OPERATIONS  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	0	14,811	0	0	0	0	0	14,811
<b>TOTAL 456171 1</b>	<b>0</b>	<b>14,811</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,811</b>

ITEM NUMBER:456171 2 PROJECT DESCRIPTION:HURRICANE MILTON RAILROAD SIGNAL REPLACEMENT - CROSSING 623235G \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:EMERGENCY OPERATIONS  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	0	12,150	0	0	0	0	0	12,150
<b>TOTAL 456171 2</b>	<b>0</b>	<b>12,150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,150</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>26,961</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26,961</b>

ITEM NUMBER:456300 1 PROJECT DESCRIPTION:HURRICANE HELENE PERMANENT SIGNAL REPAIR - CHARLOTTE COUNTY \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:EMERGENCY OPERATIONS  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	0	168,000	0	0	0	0	0	168,000
<b>TOTAL 456300 1</b>	<b>0</b>	<b>168,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>168,000</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>168,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>168,000</b>

ITEM NUMBER:456338 1 PROJECT DESCRIPTION:US 41 (CROSS ST) OVER PEACE RIVER BRIDGE REPAIRS \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:EMERGENCY OPERATIONS  
 ROADWAY ID:01010000 PROJECT LENGTH: 1.280MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	58,929	439,388	0	0	0	0	0	498,317
DER	5,000	98,525	0	0	0	0	0	103,525
<b>TOTAL 456338 1</b>	<b>63,929</b>	<b>537,913</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>601,842</b>
<b>TOTAL PROJECT:</b>	<b>63,929</b>	<b>537,913</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>601,842</b>

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CHARLOTTE-PUNTA GORDA MPO

ITEM NUMBER:456423 1	PROJECT DESCRIPTION:BRIDGE FENDER REPAIRS FOR I-75 OVER PEACE RIVER						*NON-SIS*		
DISTRICT:01	COUNTY:CHARLOTTE						TYPE OF WORK:EMERGENCY OPERATIONS		
ROADWAY ID:01075000	PROJECT LENGTH: .100MI						LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0		
	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	ACER	25,182	269,924	0	0	0	0	0	295,106
	DER	3,000	9,000	0	0	0	0	0	12,000
<b>TOTAL 456423 1</b>		<b>28,182</b>	<b>278,924</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>307,106</b>
<b>TOTAL PROJECT:</b>		<b>28,182</b>	<b>278,924</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>307,106</b>

ITEM NUMBER:456424 1	PROJECT DESCRIPTION:BRIDGE FENDER REPAIRS FOR EL JOBEAN (MCCALL RD) OVER MYAKKA RIVER EB						*NON-SIS*		
DISTRICT:01	COUNTY:CHARLOTTE						TYPE OF WORK:EMERGENCY OPERATIONS		
ROADWAY ID:01500000	PROJECT LENGTH: .100MI						LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0		
	FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
	ACER	0	140,000	0	0	0	0	0	140,000
<b>TOTAL 456424 1</b>		<b>0</b>	<b>140,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140,000</b>
<b>TOTAL PROJECT:</b>		<b>0</b>	<b>140,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140,000</b>
<b>TOTAL DIST: 01</b>		<b>29,922,096</b>	<b>5,652,188</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,574,284</b>
<b>TOTAL HIGHWAYS</b>		<b>29,922,096</b>	<b>5,652,188</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,574,284</b>



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ITEM NUMBER:432899 2 PROJECT DESCRIPTION:CHARLOTTE COUNTY ASSET MAINTENANCE \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:ROUTINE MAINTENANCE  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	5,214	0	0	0	0	0	5,214
DS	821,500	0	0	0	0	0	0	821,500
<b>TOTAL 432899 2</b>	<b>821,500</b>	<b>5,214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>826,714</b>
<b>TOTAL PROJECT:</b>	<b>821,500</b>	<b>5,214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>826,714</b>

ITEM NUMBER:438261 1 PROJECT DESCRIPTION:CHARLOTTE COUNTY ATMS/ITS COUNTY WIDE \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:ITS COMMUNICATION SYSTEM  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	67	933	0	0	0	0	0	1,000
SL	479,289	0	0	0	0	0	0	479,289
<b>TOTAL 438261 1</b>	<b>479,356</b>	<b>933</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>480,289</b>
<b>TOTAL PROJECT:</b>	<b>479,356</b>	<b>933</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>480,289</b>

ITEM NUMBER:443602 1 PROJECT DESCRIPTION:CAPE HAZE PIONEER TR FROM MYAKKA STATE FOREST TO US41(SR45)TAMIAMI TR \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:BIKE PATH/TRAIL  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,000	0	0	0	0	0	1,000
<b>TOTAL 443602 1</b>	<b>0</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>

ITEM NUMBER:443602 2 PROJECT DESCRIPTION:CAPE HAZE PIONEER TRAIL FROM US 41 TO GILLOT BLVD \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:BIKE PATH/TRAIL  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
TLWR	0	2,535,984	0	0	0	0	0	2,535,984
<b>TOTAL 443602 2</b>	<b>0</b>	<b>2,535,984</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,535,984</b>

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ITEM NUMBER:443602 3 PROJECT DESCRIPTION:CAPE HAZE PIONEER TRAIL FROM GILLOT BLVD TO MYAKKA STATE FOREST \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:BIKE PATH/TRAIL  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
TLWR	0	928,356	0	0	0	0	0	928,356
<b>TOTAL 443602 3</b>	<b>0</b>	<b>928,356</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>928,356</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>3,465,340</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,465,340</b>
<b>TOTAL DIST: 01</b>	<b>1,300,856</b>	<b>3,471,487</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,772,343</b>
<b>TOTAL MISCELLANEOUS</b>	<b>1,300,856</b>	<b>3,471,487</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,772,343</b>
<b>GRAND TOTAL</b>	<b>41,244,286</b>	<b>11,359,906</b>	<b>2,236,231</b>	<b>980,668</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55,821,091</b>



# Charlotte County-Punta Gorda METROPOLITAN PLANNING ORGANIZATION

1050 Loveland Boulevard, Boc C, Port Charlotte FL 33980  
(P) (941) 883-3535 (F) 883-3534 E-Mail: [office@ccpgmpo.gov](mailto:office@ccpgmpo.gov) Website: [www.ccpmpo.gov](http://www.ccpmpo.gov)

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**Commissioner Christopher G. Constance, MD**  
Chairman

**Lakshmi N. Gurram**  
MPO Director

**December 22, 2025**

Pamela Barr  
Florida Department of Transportation, District 1  
Southwest Urban Office  
10041 Daniels Parkway  
Ft. Myers, FL 33913  
[Pamela.Barr@dot.state.fl.us](mailto:Pamela.Barr@dot.state.fl.us)

**RE:** Transmittal of the Transportation Improvement Program Amendment for FY 2025/2026–2029/2030 for the Charlotte County–Punta Gorda MPO

Dear Ms. Barr,

Please find enclosed the Charlotte County–Punta Gorda MPO’s Final FY 2025/2026–2029/2030 Transportation Improvement Program (TIP) Amendment, which was adopted by the MPO Board at its December 15, 2025, meeting. This document is being electronically distributed to the Florida Department of Transportation (FDOT) and other required agencies in accordance with Chapter 3 of the Metropolitan Planning Organization Program Management Handbook.

We appreciate the Department’s continued cooperation and support of the MPO. If you have any questions, please feel free to contact me at 941-883-3535.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lakshmi N. Gurram".

Lakshmi N. Gurram  
MPO Director

LNG/lng  
MPO/25-26



Charlotte County - Punta Gorda MPO FY 2025/26 – FY 2029/30

Transportation

Improvement Program(TIP) AMENDMENT

**410119-2 Charlotte County Transit FTA Section 5311 Operating Assistance**

Project Description		FTA Section 5311 Operating Assistance								Prior Years Cost	N/A
Work Summary		Transit Project								Future Years Cost	N/A
										Total Project Cost	N/A
Lead Agency	FDOT	County	Charlotte		Length		0		2050 LRTP Final report Page 5-6		
	<b>Phase</b>	<b>Fund</b>	<b>&lt; 2026</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>&gt;2030</b>	<b>All Years</b>	
	DU	FTA		67,268.00		0.00	0.00	0.00		67,268.00	
	LF			67,268.00						67,268.00	
	<b>Total</b>			<b>134,536.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>134,536.00</b>	

Adopted 05/19/2025  
 Amendment #2 December 15, 2025

TIP projects are listed below in **Table 5-4** through **Table 5-7** Additional details can be found in the Charlotte County-Punta Gorda MPO Transportation Improvement Program FY 2025/2026-FY 2029/30 available under separate cover.

*Table 5-4. TIP FY 2025/2026-2029/2030 Highway Projects (Includes Bike/Ped/Trail)*

Project	From Street	To Street	Improvement Type	Latest Phase Funded	Funded Level	Total Cost
<b>Harborview Rd</b>	Melbourne St	I-75	Roadway Widening	CST	Full	<b>\$46,453,373</b>
<b>SR 776</b>	at Charlotte Sports Park		Intersection Improvements	CST	Full	<b>\$917,294</b>
<b>US 41</b>	at Midway Blvd		Intersection Improvements	CST	Full	<b>\$1,742,963</b>
<b>SR 776</b>	at Jacobs St		Intersection Improvements	CST	Full	<b>\$260,680</b>
<b>Jones Loop Rd</b>	Piper Rd		Roundabout	CST	Full	<b>\$3,719,283</b>
<b>SR 776</b>	at Cornelius Blvd		Intersection Improvements	CST	Full	<b>\$260,679</b>
<b>US 41</b>	Conway Blvd	Midway Blvd	Multi Use Trail	CST	Full	<b>\$5,569,716</b>
<b>US 41</b>	Kings Hwy	Conway Blvd	Multi Use Trail	CST	Full	<b>\$6,063,199</b>
<b>Cooper St</b>	Airport Rd	Marion Ave	Multi Use Trail	CST	Full	<b>\$3,219,000</b>

*Table 5-5. TIP FY 2025/2026-2029/2030 Transit Projects*

Project Type	Description	Federal	State	Local	Total Cost
<b>FTA 5311</b>	Operating Assistance	-	\$ 380,400	\$ 380,400	<b>\$495,200</b>
<b>State Block Grant</b>	Operating Assistance	-	\$2,198,920	\$1,733,111	<b>\$2,561,738</b>
<b>State Block Grant</b>	Fixed Route Capital	\$9,195,404	-	\$2,298,851	<b>\$8,078,445</b>
<b>North Port-PG FTA 5307 CAP</b>	Fixed Route Capital	\$8,261,565	-	\$8,261,565	<b>\$16,523,130</b>
<b>North Port-PG FTA 5339</b>	Fixed Route Capital	\$2,817,054	-	\$704,264	<b>\$3,521,318</b>

*Table 5-6. TIP FY 2025/2026-2029/2030 Aviation Projects*


Project	Description	Federal	State	Local	Total Cost
<b>PG Airport Bay Rwy 22 Approach</b>	Aviation Capacity	\$1,170,000	\$65,000	\$65,000	<b>\$1,300,000</b>
<b>PG Airport Runway 4-22 Ext</b>	Preservation	\$675,000	\$37,500	\$37,500	<b>\$750,000</b>
<b>PG Airport Terminal Expansion</b>	Capacity	-	\$37,500	\$3,500,000	<b>\$7,000,000</b>

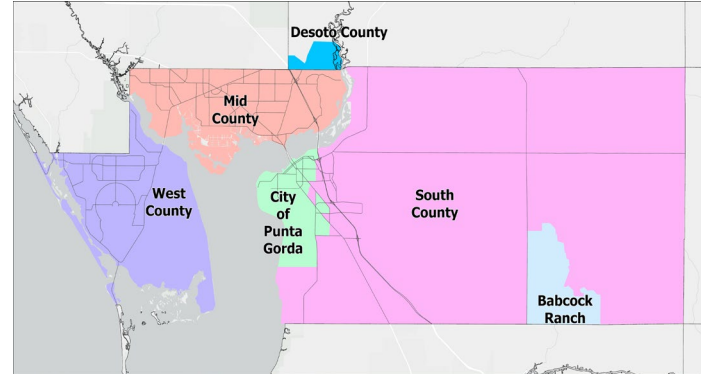
*Table 5-7. TIP FY 2025/2026-2029/2030 Operations and Maintenance*

Project	Description	Federal	State	Local	Total Cost
<b>Highway Lighting</b>	Lighting	\$436,762			<b>\$436,762</b>
<b>Asset Maintenance</b>	Maintenance	\$5,453,130			<b>\$5,453,130</b>

# FY 2026 - FY 2030 Transportation Planning

## UPWP Modification

<b>Project Type:</b>	<b>Charlotte County - Punta Gorda FY 2024/2025-2025/2026 UPWP</b>	
<b>FM Number:</b>	<b>439613-5</b>	
<b>Lead Agency:</b>		
<b>Length:</b>	Not applicable	
<b>L RTP Reference Page</b>	2050 LRTP Full report # 2-1	
<b>SIS Project</b>	No	
<b>Description: MPOs Transportation Planning Funds</b>		



Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
PLN	PL		\$919,558	589,804.00						1,509,362.00
	SL		\$102,547							
<b>Total:</b>			<b>\$1,022,105</b>	589,804.00						<b>1,611,909.00</b>

# **PUBLIC COMMENTS**

# **APPENDIX – A**

## ACRONYMS

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

## FDOT FUNDING CODES

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

# **APPENDIX – B**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**Review Checklist**

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**REVIEW CHECKLIST**

The following TIP Review Checklist is provided to assist in the review of the TIP. This Review Checklist is to be completed and included in the MPO’s final TIP Document.

Comments should be categorized as:

**Editorial:** The MPO may address comments regarding grammatical, spelling, and other related errors, but this would not affect the document’s approval.

**Enhancement:** Comments may be addressed by the MPO but would not affect the approval of the document, i.e., improve the quality of the document and the understanding for the public (improving graphics, re-packaging of the document, use of plain language, reformatting for clarity, removing redundant language).

**Critical:** The comment MUST be addressed to meet the minimum state and federal requirements for approval. The reviewer must clearly identify the applicable state or federal statutes, regulations, policies, guidance, or procedures to which the document does not conform.

If a question is categorized, a comment must accompany it. If a question is answered with “no,” a comment must accompany it.

MPO: **Charlotte County – Punta Gorda MPO**

Fiscal Years included: **FY 25/26- FY 29/30**

Review #:

Date of Review:

Reviewed by:

**TIP Format & Content**

Does the cover page include the MPO name, address, and correct fiscal years and provide a location to add the date of adoption?

Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers:1

[Click here to enter notes](#)

Does the Table of Contents show the title of each section with the correct page number?

Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers: 2&3

[Click here to enter notes](#)

Does the TIP include an endorsement that it was developed following state and federal requirements and include the date of official MPO approval? This would be an MPO resolution or signed signature block on the cover.

Yes  No

Choose an item. [Click here to enter comments](#)

Page Number:6

[Click here to enter notes](#)

Does the TIP include a list of definitions, abbreviations, funding, phase codes, and acronyms?

Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers:111,112

[Clicker here to enter notes](#)



## TRANSPORTATION IMPROVEMENT PROGRAM

### Review Checklist

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#### TIP Narrative

---

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period consistent with the LRTP, containing all transportation projects funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 CFR 450.326(a)]; [49 USC Chapter 53] Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers: 6

[Click here to enter notes](#)

---

Did the MPO develop the TIP in cooperation with the state and public transit operator(s), who provided the MPO with estimates of available federal and state funds for the MPO to develop the financial plan? [s. 339.175(8) FS]; [23 CFR 450.326(a)] Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers: 4-7

[Click here to enter notes](#)

---

Does the TIP demonstrate sufficient funds (federal, state, local, and private) to implement proposed transportation system improvements, and identify any innovative financing techniques by comparing revenues and costs for each year? It is recommended that the TIP include a table(s) that compares funding sources and amounts, by year, to total project costs. [23 CFR 450.326(k)]; [23 CFR 450.326(j)]; [s. 339.175(8)(c)(3) FS]. Yes  No

Choose an item. [Click here to enter comments.](#)

Page Numbers: 55,56

[Click here to enter notes](#)

---

Does the TIP describe the project selection process and state that it is consistent with federal requirements in 23 CFR 450.332(b) and 23 CFR. 450.332(c) for non-TMA MPOs? Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers: 5

[Click here to enter notes](#)

---

Does the TIP identify the MPO's criteria and process for prioritizing implementation of the transportation plan elements (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 CFR 450.326(n)(1)] Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers: 5,6

[Click here to enter notes](#)

---

Does the TIP describe how projects are consistent with the MPO's LRTP and, to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) FS] For consistency guidance, see [Section 1. Florida LRTP Amendment Thresholds](#) and [Section 2. Meeting Planning Requirements for NEPA Approval](#). Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers:57-72

[Click here to enter notes](#)

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Does the TIP cross-reference projects with corresponding LRTP projects when appropriate? [s. 339.175(8)(c)(7) FS] Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers: 83-89

## TRANSPORTATION IMPROVEMENT PROGRAM

### Review Checklist

---

Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download [HERE](#). [23 CFR 450.334]; [s. 339.175(8)(h), FS]

Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers: 83-89

[Click here to enter notes](#)

---

Was the TIP developed with input from the public? [23 CFR 450.316]; [23 CFR 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.)

Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers:19

[Click here to enter notes](#)

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Does the TIP discuss the MPO's current FDOT annual joint certification and past FHWA/FTA quadrennial certification (for TMA MPOs)? For TMA MPOs the TIP should include the anticipated date of the next FHWA/FTA quadrennial certification.

Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers: 19

[Click here to enter notes](#)

---

Does the TIP discuss the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. [s. 339.175(6)(c)(1), FS]

Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers:9

[Click here to enter notes](#)

---

Does the TIP discuss the development of Transportation Disadvantaged (TD) services, a description of costs and revenues from TD services, and a list of improvements funded with TD funds? [s. 427.015(1) FS AND 41-2.009(2) FAC]

Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers: 6-7

[Click here to enter notes](#)

---

Does the TIP discuss how once implemented, the MPO will make progress toward achieving the performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
  - Including risk to off-system facilities during emergency events (if applicable)
- ✓ State freight plan

Yes  No

If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(c)]

Choose an item. [Click here to enter comments](#)

Page Numbers: 21

[Click here to enter notes](#)

---

Does the TIP discuss the anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:

- ✓ Safety performance measures

Yes  No

## TRANSPORTATION IMPROVEMENT PROGRAM

### Review Checklist

---

- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
- ✓ State freight plan

If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(d)]

Choose an item. [Click here to enter comments](#)

Page Numbers: 21

[Click here to enter notes](#)

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Does the TIP include all Federal discretionary grants that fund capital projects under Title 23 or Title 49, USC, per the Infrastructure Investment and Jobs Act (IIJA)? Federal discretionary grants that fund capital projects must be in the TIP before executing a grant agreement with USDOT. For more information, see this [link](#).

Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers: 22

[Click here to enter notes](#)

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Does the TIP contain projects listed in the [FDOT 23 CFR Part 667 Report](#)?

Yes  No

If so, does the MPO reference the report in the TIP for that project?

Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers: 57-72

[Click here to enter notes](#)

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### Detail Project Listing for Five Fiscal Years

---

Does each project in the TIP include the following information?

- ✓ Sufficient description of the project (type of work, termini, and length)
- ✓ Financial Project Number (FPN)
- ✓ Estimated total project cost and year anticipated funding
- ✓ Page number or identification number where the project can be found in LRTP (spot check)
- ✓ Category of Federal Funds and source(s) of non-Federal Funds
- ✓ FTA section number included in project title or description

Yes  No

Choose an item. [Click here to enter comments](#)

Page Numbers: 57-72

[Click here to enter notes](#)

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### TIP Review

---

What date did the MPO upload the document into the [Grant Application Process \(GAP\)](#) System for review by the District, Office of Policy Planning, Florida Commerce, FTA, & FHWA? Include the date of submission in the comments.

April 17 2025

Choose an item. [Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)