

TRANSPORTATION IMPROVEMENT PROGRAM

FY 2026 – FY 2030

DRAFT

CHARLOTTE COUNTY
PUNTA GORDA MPO
1050 Loveland Blvd, Box #C
Port Charlotte, FL 33980
(941) 883-3535

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SECTION – I



**RESOLUTION
NUMBER 2025-01**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION BOARD APPROVING THE
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FISCAL YEAR
(FY) 2025/2026 THROUGH FY 2029/2030.**

RECITALS

WHEREAS, the Charlotte County-Punta Gorda Metropolitan Planning Organization ("MPO") is required by Section 339.175(8) (a) Florida Statutes to develop an annually updated Transportation Improvement Program; and

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

WHEREAS, the MPO has approved said Transportation Improvement Program for Fiscal Year 2025/2026 through FY 2029/2030 on May 19, 2025; and

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

NOW, THEREFORE, BE IT RESOLVED by the Charlotte County-Punta Gorda Metropolitan Planning Organization Board that the Transportation Improvement Program for 2025/2026 through FY 2029/2030 is hereby approved.

PASSED AND DULY ADOPTED this 19th 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
LR25-0271


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

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). 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)

More detailed information on the statewide TD program is found here: Florida Commission for the Transportation Disadvantaged - Home (fdot.gov). The Commission for the Transportation Disadvantaged (CTD) Trust Fund subsidizes a portion of the transportation cost for those who are transportation disadvantaged, for trips which are not sponsored by an agency, and only with a cash or in-kind match.

These non-sponsored transportation funds are for "...persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation..." and includes children at-risk as defined by FS 411.202

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

TABLE 12024 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 ¹	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 ¹	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 ¹	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 ¹	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
¹ Regional projects						² TAP Project on SUN Trail network system						Notes : All project costs are in millions			
	PE - Design				ROW - Right - of Way		New Project				Charlotte County				
	PD&E Project Development & Environment				CST- Construction		MPO Project				City of Punta Gorda		FUNDED/REMOVE		

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 22024 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 ^{1,2}	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 ^{1,2}	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		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 ¹ 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 ¹	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. County Staff agreed to take a lead on this project.	
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 thorough 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 thorough GAP application Dec 20, 2023	
¹ Regional projects ² TAP Project on SUN Trail network systemNotes : 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 ¹	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 ¹	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 ¹	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.
	¹ Regional projects		² TAP Project on SUN Trail network system		Notes: All projects costs are in millions								
	PE - Design		ROW - Right - of Way		New Project			Charlotte County					Veterans Blvd Projects
			Funded/Remove										
	PD&E		CST- Construction		MPO Project			City of Punta Gorda					SR 776 Corridor Study Projects

TABLE 42024 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 th 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.ccpgmmpo.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

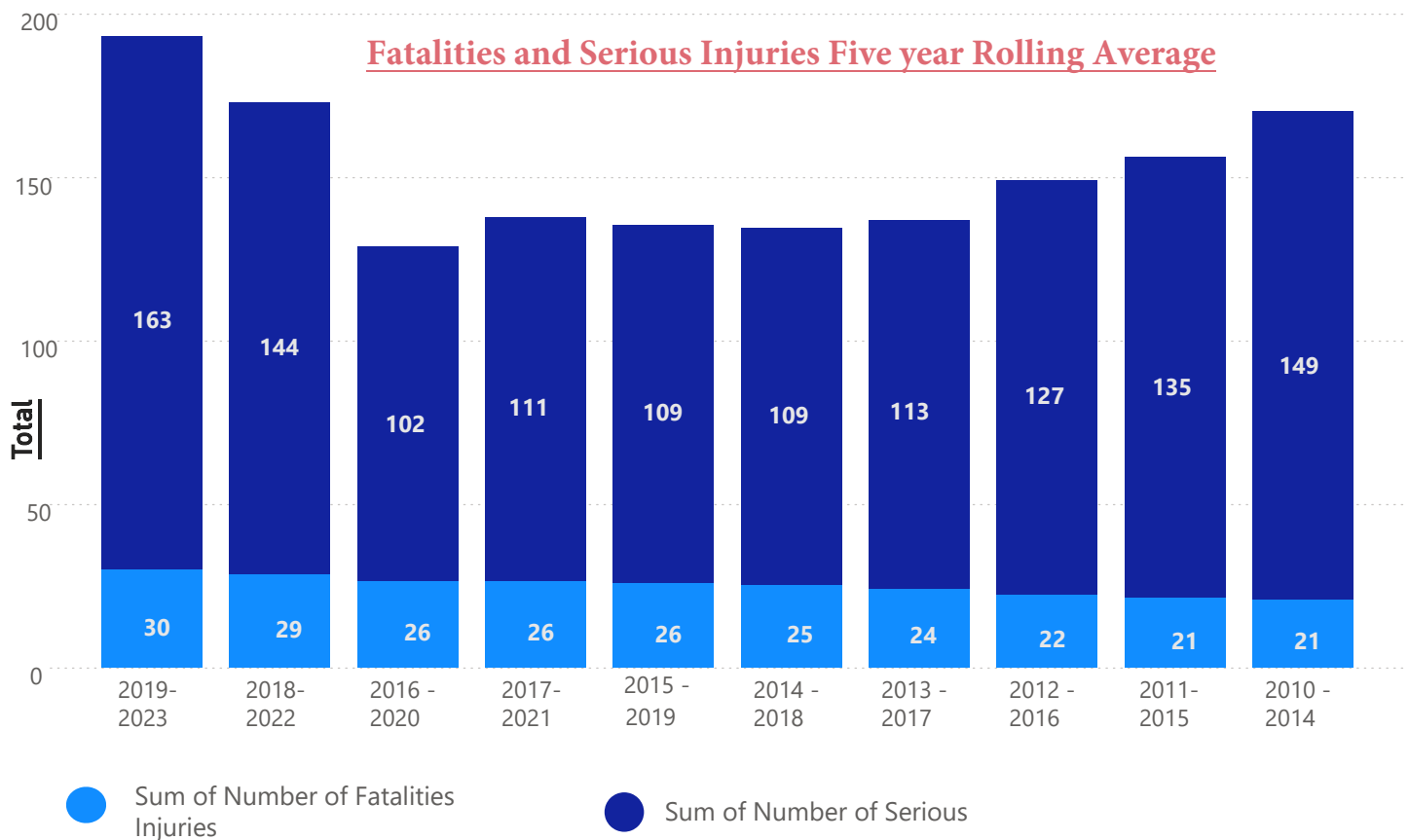


Table and Chart below identifies five performance measures by year In Charlotte County – Punta MPO from 2016 to 2023.

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

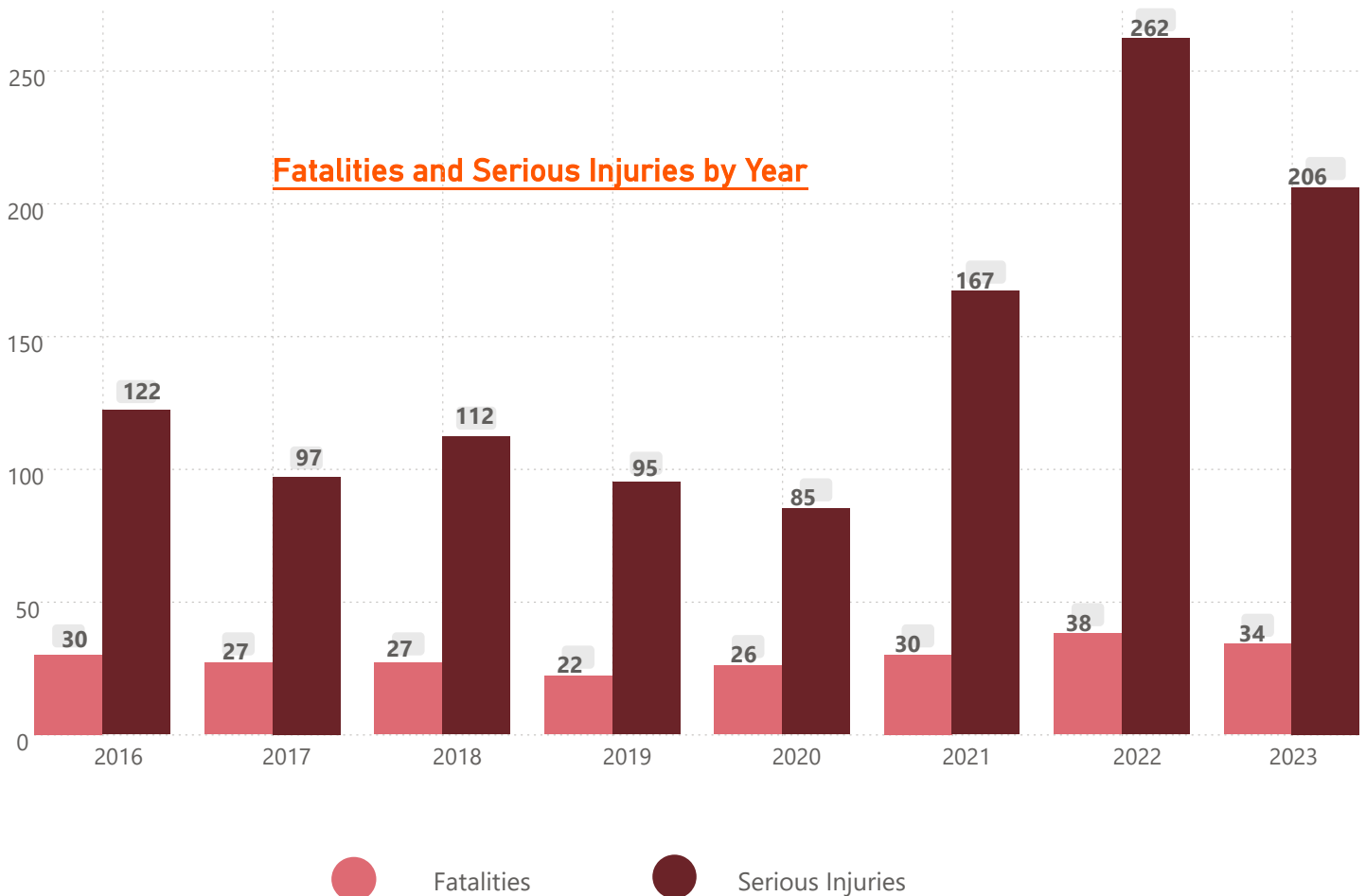


Table and chart below identify the Performance measures on State Highway System and comparative analysis by year from 2016 - 2023

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

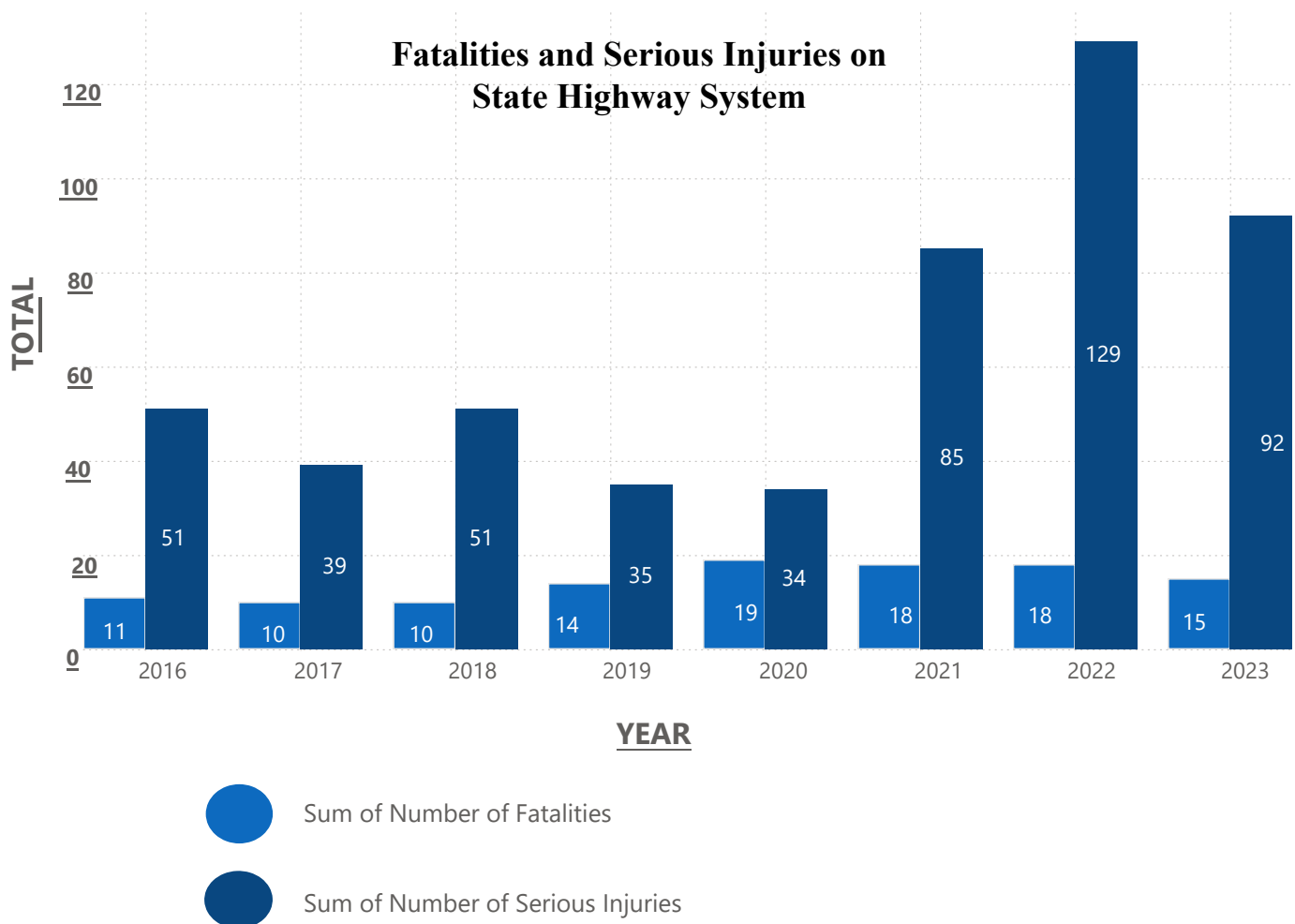
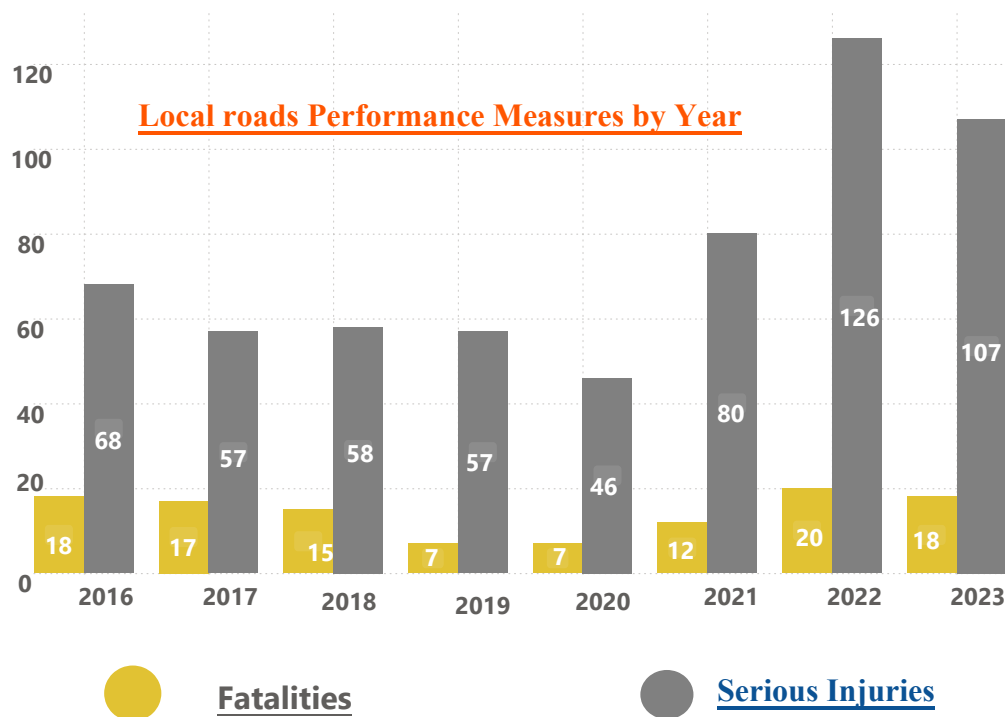


Table and chart below identify the Performance measures for Local roads and comparative analysis by year from 2016 - 2023

Table 2.7 Local roads System Performance Measures by Year - Charlotte County – Punta Gorda MPO								
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 Officials (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

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

Performance Measure	2025 MPO Target
Percent of NHS bridges (by deck area) in good condition	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	≤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_x, VOC, CO, PM₁₀, and PM_{2.5}) for CMAQ-funded projects.

Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida. 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.

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 OR	Subrecipient of FTA 5311 funds OR
≥ 101 vehicles across all fixed route modes OR	American Indian Tribe OR
≥ 101 vehicles in one non-fixed route mode	≤ 100 vehicles across all fixed route modes OR ≤ 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

Asset Category - Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2025 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Cutaway	7.25%	5%
	Mini-Bus	3%	2%
Equipment			
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%
Facilities			
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

Table 5.4 Charlotte County Transit – 2025 Performance Targets								
ROLLING STOCK Asset Class	ASSET COUNT	AVG VALUE	AVG AGE	USEFUL LIFE BENCHMARK	AVG CONDITION	PERFORMANCE TARGET (Percentage of Revenue Vehicles that Have Met or Exceeded their Useful Life Benchmark)	ASSET PERFORMANCE OBJECTIVE (Based on Average Asset Age)	ASSET PERFORMANCE OBJECTIVE (Based on Average Asset Condition)
Total Revenue Vehicles	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 Plan 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.¹

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).

¹ FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at [ptasp-14-90-guidance-document_09112019.docx \(live.com\)](#)

SECTION – IV

PROJECTS LISTING FOR FIVE FISCAL YEARS INCLUDING FUNDING SUMMARY

The table below in this section consists of the highway capital improvement and transportation alternatives projects in the FDOT Tentative Work Program for FY 2025/2026 - FY 2029/2030 Transportation Improvement Program as of November 14, 2024.

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

This section is designed to comply with the Moving Ahead for Progress in the 21st Century (MAP- 21) and the Fixing America's Surface Transportation Act (FAST-ACT) requirements and federal guidelines. The first table in this section consists of a funding summary table which lists all transportation projects funded by Title 23, U.S.C., and the Federal Transit Act for fiscal years 2025/2026 through 2029/2030. In this table, funding levels are categorized into federal funding categories. In subsequent tables, projects are listed according to funding category along with the funding code and the appropriate fiscal year.

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

How to get full project costs and other project details:

Projects on the Strategic Intermodal System (SIS)

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

Costs on the TIP pages for projects on the SIS will have historical costs, five years of the current TIP and five years beyond the current TIP, which may or may not be the total project cost. The "Total Project Cost" amount displayed for each of the federal and state funded projects in the TIP represents 10 years of programming in the Florida Department of Transportation's (FDOT's) Work Program database for projects on the Strategic Intermodal System (SIS) (FY 2024 through 2028), and 5 years of programming in the FDOT Work Program for non-SIS projects (FY 2025

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.ccpghmpo.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.ccpghmpo.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

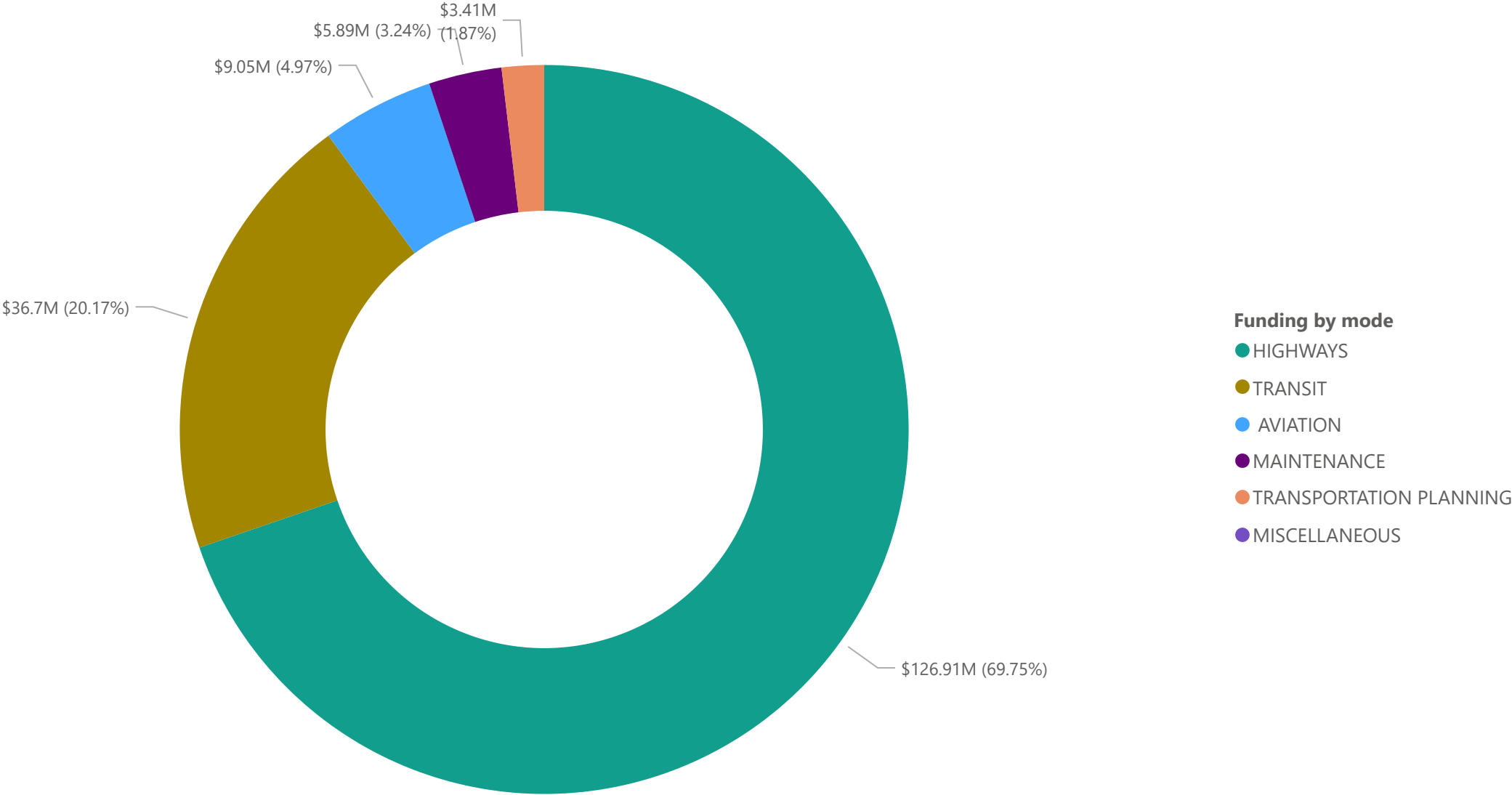
Charlotte County - Punta Gorda MPO - Project Detail and Summary Report

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
Grand Total:		253,086,133	74,560,680	32,502,662	45,242,576	18,011,290	11,637,618		435,040,959

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
Grand Total:	253,086,133	74,560,680	32,502,662	45,242,576	18,011,290	11,637,618		435,040,959

2026-2030 by Funding by mode



FY 2026-2030 HIGHWAY PROJECTS

Project Type: Charlotte County TSMCA

FM Number: 412665-1

Lead Agency:



Length: Not Applicable

L RTP Reference Page #: 2045 L RTP 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		\$350,613	\$264,783					\$615,396
OPS	DITS			\$300,000	\$366,688					\$666,688
Total:				\$650,613	\$631,471					\$1,282,084

Project Type: City of Punta Gorda TSMCA

FM Number: 413625-1

Lead Agency:



Length: Not Applicable

L RTP Reference Page #: 2045 L RTP 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		\$104,919	\$109,066	\$113,455				\$327,440
Total:				\$104,919	\$109,066	\$113,455				\$327,440

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

FM Number: 434965-3

Lead Agency:

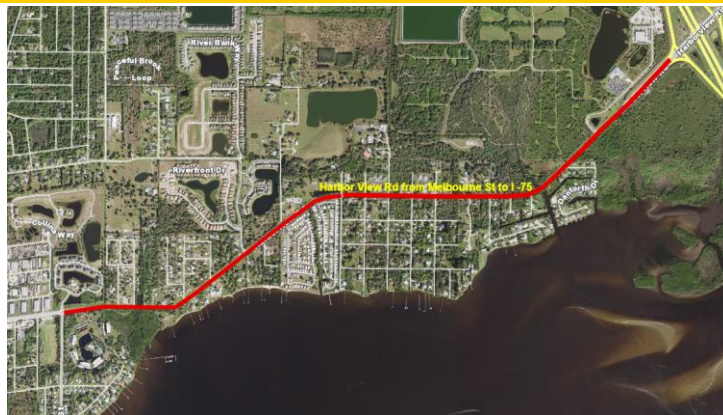


Length: 2.3 miles

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

SIS Project No

Description: Widen the road from existing 2 lane to 4 lane with 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		\$9,462,434						\$9,462,434
CST	SA	Federal		\$17,646,675						\$17,646,675
CST	SL	Federal		\$5,928,157						\$5,928,157
CST	SM	Federal		\$2,544,575						\$2,544,575
Total:				\$46,453,373						\$46,453,373

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: MCCO 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
Total:						\$4,985,700				\$4,985,700

Project Type:

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

FM Number:

438262-1

Lead Agency:



Length:

L RTP Reference Page

2045 L RTP 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	CARL	Federal			\$402,221					\$402,221
	CARB	Federal			\$1,062					\$1,062
	SA	Federal			\$140,339					\$140,339
	SL	Federal			\$582,619					\$582,619
	TALL	Federal			\$225,488					\$225,488
	TALT	Federal			\$4,217,987					\$4,217,987
Total:					\$5,569,716					\$5,569,716

Project Type:

SR 45 (US 41) Tamiami Trail from Kings
Hwy to Conway Blvd

FM Number:

446830-1

Lead Agency:



Length:

L RTP Reference Page

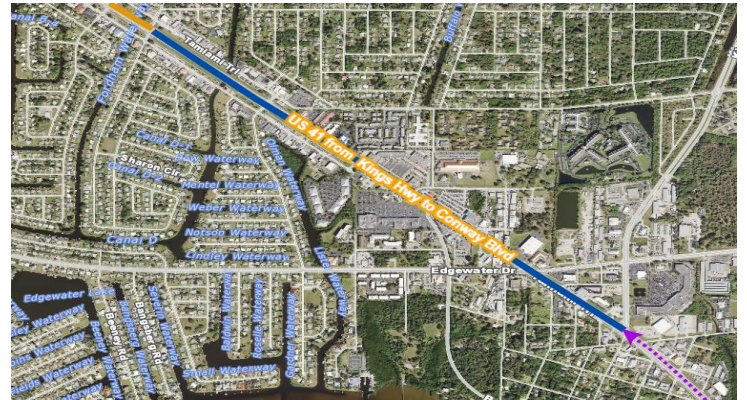
2045 L RTP Cost Feasible Plan. Page 8-14

#:

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	CARM	Federal				\$75,518				\$75,518
	CARB	Federal				\$988,379				\$988,379
	SL	Federal				\$2,166,852				\$2,166,852
	SM	Federal				\$830,464				\$830,464
	TALL	Federal				\$150,256				\$150,256
	SN	Federal				\$350,730				\$350,730
Total:				\$1,501,000		\$4,562,199				\$6,063,199

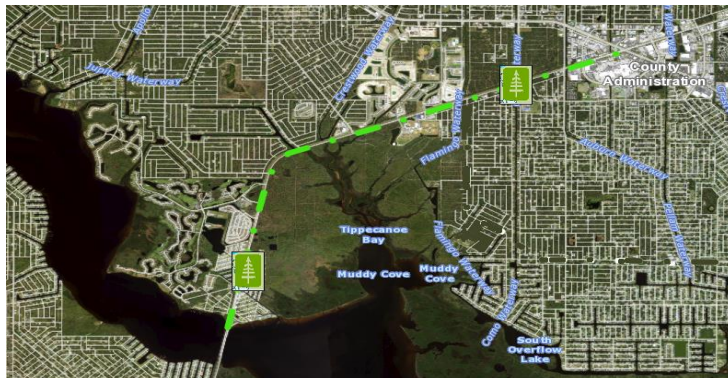
Project Type:**SR 776 (El Jobean Rd) from Myakka River to
Murdock Cir****FM Number:****444907-1****Lead Agency:****Length:**

Not applicable

L RTP Reference Page

#:

2045 L RTP 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
Total:				\$852,000						\$852,000

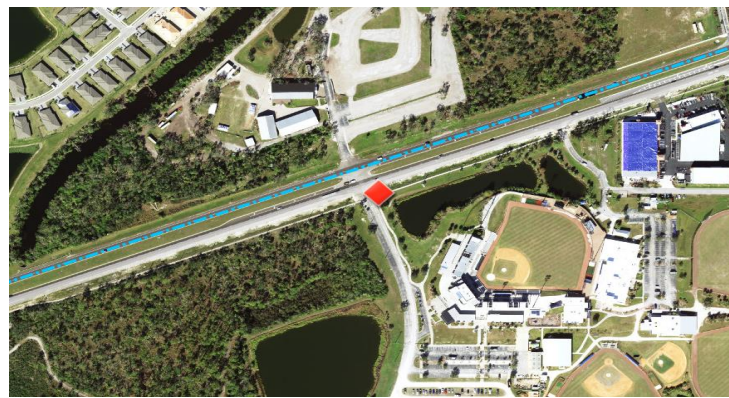
Project Type:**SR 776 at Charlotte Sports park****FM Number:****446393-1****Lead Agency:****Length:**

None

L RTP Reference Page

#:

2045 L RTP 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
CST	SA				\$415,294					\$415,294
	SL				\$502,000					\$502,000
Total:					\$917,294					\$917,294

Project Type:**SR 776 from Merchants Crossing to
Sarasota County line****FM Number:****449652-1****Lead Agency:****Length:**

1.06 mile

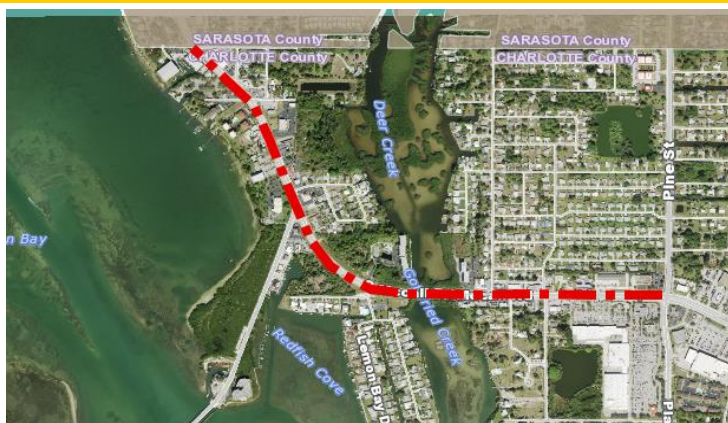
L RTP Reference Page

#:

2045 L RTP 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
CST	ACSS	Federal			2,423,866					\$2,423,866
Total:					2,423,866					\$2,423,866

Project Type:**SR 45 (US 41) Tamiami Trail from Aqui Esta
Dr to S of Carmalita St****FM Number:****451101-1****Lead Agency:****Length:**

1.41 mile

**L RTP Reference Page
#:**

2045 LRTP 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
CST	DDR	State		\$3,475,114						\$3,475,114
	DIH	State		\$5,150						\$5,150
Total:				\$3,480,264						\$3,480,264

Project Type:**SR 31 from N of CR 74 to DeSoto County
Line****FM Number:****451103-1****Lead Agency:****Length:**

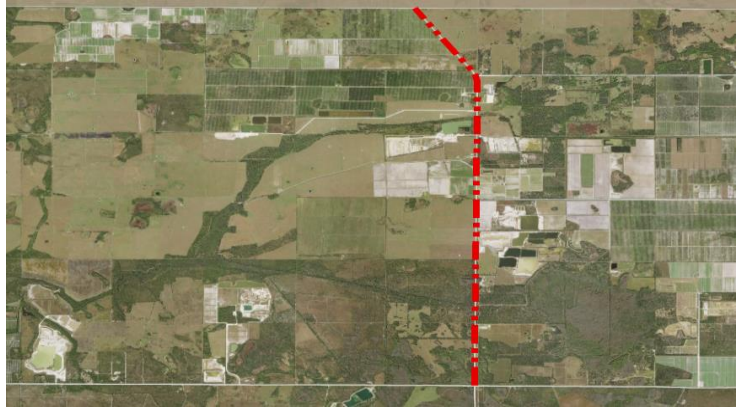
7.5 mile

**L RTP Reference Page
#:**

2045 LRTP 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
CST	DDR	State			\$6,315,835					\$6,315,835
	DIH	State			\$5,310					\$5,310
Total:					\$6,321,145					\$6,321,145

Project Type:

US 17 from Pine Grove Cir to N of Washington Loop

FM Number:

451104 -1

Lead Agency:



Length:

1.99 mile

L RTP Reference Page

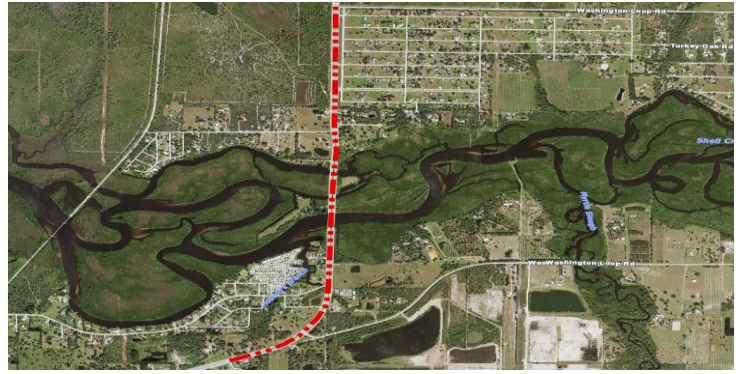
2045 LRTP Full report . Goal 1: Page 2-2

#:

SIS Project

Yes

Description: Resurfacing project



Phase	Fund Category	Funding Source	<2026	2026	2027	2028	2029	2030	>2030	Total
CST	DIH	State		\$5,150						\$5,150
	ACNR	State		\$4,699,570						\$4,699,570
	SA	State		\$556,485						\$556,485
Total:				\$5,261,205						\$5,261,205

Project Type:

SR 776 From N of Pine St to Sarasota County Line

FM Number:

451105-1

Lead Agency:



Length:

1.5 mile

L RTP 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
CST	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
Total:					5,437,716					5,437,716

Project Type: US 41 At Midway Blvd

FM Number: 451358-1

Lead Agency:



Length: None

L RTP 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
Total:					\$1,742,963					\$1,742,963

Project Type: SR 776 at Ocean spray Blvd

FM Number:

Lead Agency:



Length: None

L RTP 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
CST	ACSS	State			\$714,184					\$714,184
Total:					\$714,184					\$714,184

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
CST	ACFP	State				20,811,746				20,811,746
Total:						20,811,746				20,811,746

Project Type: Cooper St from Airport Rd to Marion Ave

FM Number: 452221-1

Lead Agency:

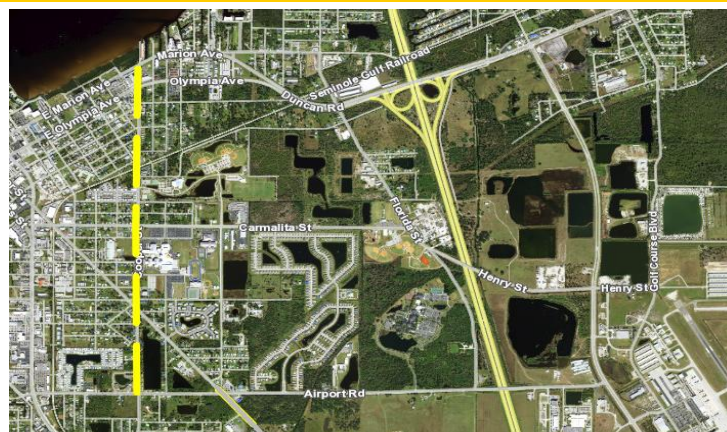


Length: 1.72 mile

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

SIS Project

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
Total:				\$308,000		\$2,911,000				\$3,219,000

Project Type:

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

FM Number:

452236-1

Lead Agency:



Length:

L RTP Reference Page

2045 L RTP 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
CST	ACSL	Federal		\$122,741						\$122,741
CST	LF	Federal		\$96,369						\$96,369
CST	TALT	Federal		\$437,851						\$437,851
Total:				\$656,961						\$122,741

Project Type:

SR 776 (El Jobean Rd) at Jacobs St

FM Number:

453416-1

Lead Agency:



Length:

None

L RTP Reference Page

2045 L RTP 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
Total:				\$0	\$115,450		\$145,230			\$260,680

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
Total:							\$3,218,282			\$3,719,283

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

FM Number:

Lead Agency:

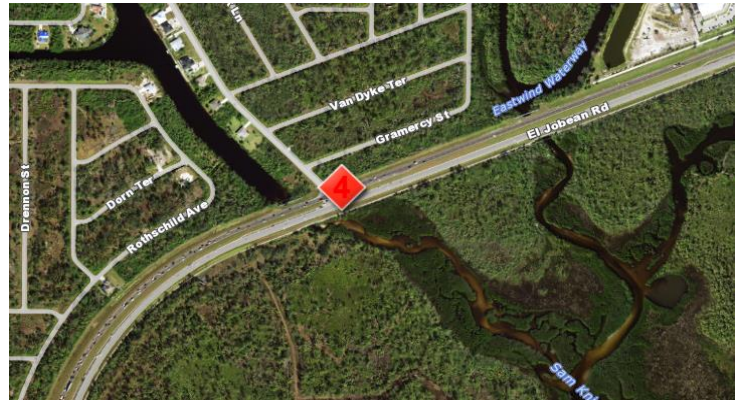


Length: Not applicable

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
Total:					\$115,449		\$145,230			\$260,679

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
LRTP 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
Total:				\$1,300,000						\$1,300,000

Project Type: Punta Gorda Airport Runway 4-22 Extension
FM Number: 451489-1

Lead Agency:



Length: Not applicable
LRTP 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
Total:				\$750,000.00						\$750,000.00

Project Type: Punta Gorda Airport Terminal Expansion

FM Number: 453809-1

Lead Agency:



Length:

LRTP 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				\$290,151	\$2,500,000			\$2,790,151
	LF	Local				\$1,000,000	\$2,500,000			\$3,500,000
Total:						\$2,000,000	\$5,000,000			\$7,000,000

FY 2026 to 2030 Transportation Improvement Program

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

L RTP Reference Page #: 2045 L RTP 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		\$82,800	\$82,800	\$82,000	\$50,000	\$82,800		\$380,400
	LF	Local		\$82,800	\$82,800	\$82,000	\$50,000	\$82,800		\$380,400
Total:			\$0	\$165,600	\$165,600	\$164,000	\$100,000	\$165,600		\$495,200

Project Type: Charlotte County State Transit Block Grant
Operating Assistance
FM Number: 410138-1

Lead Agency:



Length: Not applicable

L RTP Reference Page #: 2045 L RTP 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		\$415,518	\$426,281	\$439,070	\$452,242	\$465,809		\$2,198,920
	LF	Local		\$415,518	\$426,281	\$439,070	\$452,242	\$465,809		\$1,733,111
Total:				\$831,036	\$852,562	\$878,140	\$904,484	\$931,618		\$2,561,738

Project Type: Charlotte County State Transit Block Grant
Operating Assistance
FM Number: 410138-1

Lead Agency:



Length: Not applicable

L RTP Reference Page #: 2045 L RTP 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
Capital	FTA	Federal		\$1,235,963	\$1,227,473	\$1,979,075	\$2,020,245	\$2,732,648		\$9,195,404
	LF	Local		\$308,991	\$306,868	\$494,769	\$505,061	\$683,162		\$2,298,851
Total:				\$1,544,954	\$1,534,341	\$2,473,844	\$2,525,306	\$3,415,810		\$8,078,445

Project Type:**Charlotte County small urban North Port -
Punta Gorda FTA Section 5307 Cap assist****FM Number:****410145-1****Lead Agency:****Length:**

Not applicable

L RTP 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		767,437	762,164	1,979,075	2,020,243	2,732,646		\$8,261,565
	LF	Local		767,437	762,164	1,979,075	2,020,243	2,732,646		\$8,261,565
Total:				1,534,874	1,524,328	3,958,150	4,040,486	5,465,292		\$16,523,130

Project Type:**Charlotte County North Port - Punta Gorda
FTA Section 5339 small urban****FM Number:****441980-1****Lead Agency:****Length:****L RTP 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		507,736	468,860	637,960	560,038	642,460		\$2,817,054
	LF	Local		126,934	117,215	159,490	140,010	160,615		\$704,264
Total:				634,670	586,075	797,450	700,048	803,075		\$3,521,318

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

LRTP 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	Federal		\$215,153	\$221,609					\$436,762
Total:				\$215,153	\$221,609					\$436,762

Project Type: Charlotte County Asset Maintenance

FM Number: 432899-2

Lead Agency:



Length: Not applicable

LRTP 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		\$2,236,231	\$2,236,231	\$980,668				\$5,453,130
Total:				\$2,236,231	\$2,236,231	\$980,668				\$5,453,130

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: 439613-5

Lead Agency:

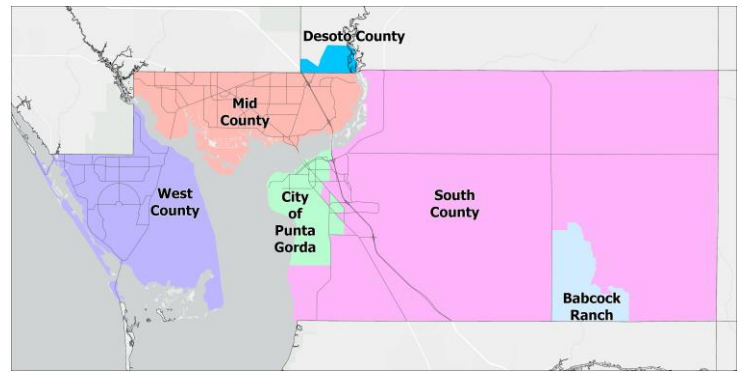


Length: Not applicable

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			\$606,223						\$606,223
Total:			\$0	\$606,223						\$606,223

Project Type: Charlotte County - Punta Gorda FY 2026/2027-2027/2028 UPWP
FM Number: 439316-1

Lead Agency:

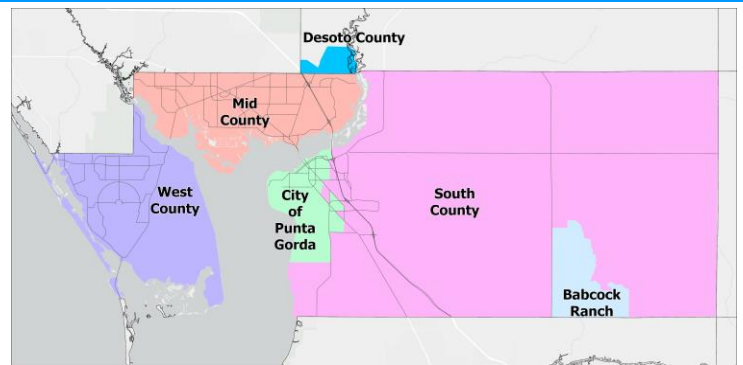


Length: Not applicable

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
Total:					\$606,223	\$606,223				\$1,212,446

Project Type: Charlotte County - Punta Gorda FY 2028/2029-2029/2030 UPWP
FM Number: 439316-7

Lead Agency:

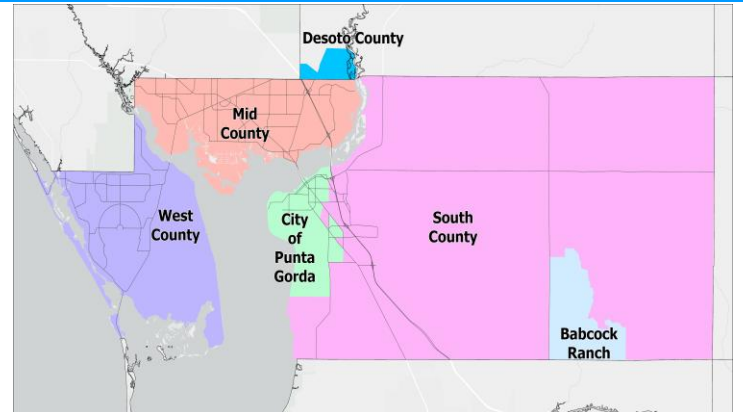


Length: Not applicable

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		\$0				\$606,223	\$606,223		\$1,212,446
	SL						\$125,000	\$250,000		\$375,000
Total:			\$0	\$0	\$0	\$0	\$731,223	\$856,223		\$1,587,446

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)

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

SECTION – VI



CITY OF PUNTA GORDA CAPITAL IMPROVEMENTS PROGRAM

The adopted FY 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.

DRAFT

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
<i>Only unfunded portion for partially funded projects:</i>			
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	
<i>Fully unfunded projects:</i>			
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 - Laishley 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	
PROJECT CATEGORY - UNFUNDED TOTAL		29,560	

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
1% SALES TAX REVENUE				4,394	4,394	4,394	1,098	14,280				
EXPENDITURES:												
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
1% SALES TAX FUNDING TOTAL		57,792	5,504	24,716	2,535	2,562	1,511	36,828	7,522	5,117	3,795	4,873
Estimated Projected Carryover - Beg				15,570	(4,752)	307	2,139					
Estimated Projected Carryover - End				(4,752)	(2,893)	2,139	1,726					
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					
Estimated Projected Carryover - End with Interfund Loan				45	307	2,139	1,726					

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
<i>Only unfunded portion for partially funded projects:</i>			
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	
<i>Fully unfunded projects:</i>			
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 - Laishley 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	
PROJECT CATEGORY - UNFUNDED TOTAL		29,560	

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
1% SALES TAX REVENUE				4,394	4,394	4,394	1,098	14,280				
EXPENDITURES:												
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
1% SALES TAX FUNDING TOTAL		57,792	5,504	24,716	2,535	2,562	1,511	36,828	7,522	5,117	3,795	4,873
Estimated Projected Carryover - Beg				15,570	(4,752)	307	2,139					
Estimated Projected Carryover - End				(4,752)	(2,893)	2,139	1,726					
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					
Estimated Projected Carryover - End with Interfund Loan				45	307	2,139	1,726					

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.

DRAFT

PAGE	1	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/01/2024
CHARLOTTE-PUNTA GORDA MPO		OFFICE OF WORK PROGRAM	TIME RUN: 15.20.41
		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:413042 4	PROJECT DESCRIPTION:I-75 FROM S OF N JONES LOOP TO N OF US 17		*SIS*
DISTRICT:01	COUNTY:CHARLOTTE		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:01075000	PROJECT LENGTH: 4.232MI		LANES EXIST/IMPROVED/ADDED: 6/ 4/ 2
FUND		2024	
CODE			

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
NHPP			104
TOTAL 413042 4			104
TOTAL 413042 4			104
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		2024	
CODE			

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

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

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

PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY CHARLOTTE COUNTY BOCC			
CM			2,347,641
SA			6,326,359

HIGHWAYS
=====

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
DISTRICT:01
ROADWAY ID:01530000

PROJECT DESCRIPTION:CR 765A (TAYLOR RD) FROM N JONES LOOP TO AIRPORT RD PHASE I
COUNTY:CHARLOTTE
PROJECT LENGTH: 2.046MI

NON-SIS
TYPE OF WORK:BIKE PATH/TRAIL
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
DISTRICT:01
ROADWAY ID:01511000

PROJECT DESCRIPTION:NORTH JONES LOOP RD FROM BURNT STORE ROAD TO PIPER ROAD
COUNTY:CHARLOTTE
PROJECT LENGTH: 1.805MI

NON-SIS
TYPE OF WORK:PD&E/EMO STUDY
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
DISTRICT:01
ROADWAY ID:01050000

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

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

FUND CODE	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
DISTRICT:01
ROADWAY ID:01010000

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

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

FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	1,000
TOTAL 440442 1	1,000
TOTAL 440442 1	1,000

CHARLOTTE-PUNTA GORDA MPO

HIGHWAYS
=====

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

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

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	TYPE OF WORK:RESURFACING	
ROADWAY ID:01010000	PROJECT LENGTH: .910MI	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		
TOTAL 441524 1	592,110		
TOTAL 441524 1	592,110		

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	TYPE OF WORK:RESURFACING	
ROADWAY ID:01040000	PROJECT LENGTH: 5.213MI	LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0	
FUND CODE	2024		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
PROT	48,458		
SA	4,026,539		
TOTAL 441552 1	4,074,997		
TOTAL 441552 1	4,074,997		

PLANNING
=====

ITEM NUMBER:439316 4
DISTRICT:01
ROADWAY ID:

PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2022/2023-2023/2024 UPWP
COUNTY:CHARLOTTE
PROJECT LENGTH: .000

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

FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	553,929
SL	-22,547
TOTAL 439316 4	531,382
TOTAL 439316 4	531,382

ITEM NUMBER:439316 5
DISTRICT:01
ROADWAY ID:

PROJECT DESCRIPTION:CHARLOTTE CTY/PUNTA GORDA FY 2024/2025-2025/2026 UPWP
COUNTY:CHARLOTTE
PROJECT LENGTH: .000

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

FUND CODE	2024
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CHARLOTTE COUNTY BOCC	
PL	212,390
TOTAL 439316 5	212,390
TOTAL 439316 5	212,390
TOTAL DIST: 01	743,772
TOTAL PLANNING	743,772

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

MISCELLANEOUS
=====

ITEM NUMBER:451923 1	PROJECT DESCRIPTION:HURRICANE IAN PERMANENT SIGNAL REPAIR	*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	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	128,296	
TOTAL 451923 1	128,296	
TOTAL 451923 1	128,296	

ITEM NUMBER:452523 1	PROJECT DESCRIPTION:HURRICANE IAN PERMANENT LIGHTING REPAIR	*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	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	130,849	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	1,536,826	
TOTAL 452523 1	1,667,675	
TOTAL 452523 1	1,667,675	
TOTAL DIST: 01	1,795,971	
TOTAL MISCELLANEOUS	1,795,971	
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.

DRAFT

March 31, 2025

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

RE: Request to Modify Fiscal Year (FY) 2024/25-2028/29 Transportation Improvement Program (TIP)

Dear Ms. Barr:

Per FDOT's request in the letter dated February 5, 2025, the MPO Board amended the FY 2024/2025 – FY 2028/2029 Transportation Improvement Program (TIP) at the March 31, 2025, regular meeting by a roll – call vote. The approval of the amendment satisfies your request to reconcile differences between the current TIP and the Department's Adopted Five-Year Work Program. Enclosed please find the amended projects.

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

Sincerely,



Lakshmi N. Gurram
MPO Executive Director

LNG/Ing
MPO/25-03

Enclosure



Charlotte County - Punta Gorda MPO FY 2024/25 – FY 2028/29 Transportation Improvement Program(TIP) AMENDMENTS

452491-1**CHARLOTTE COUNTY TRANSIT FTA SECTION 5310 OPERATING ASSISTANCE**

Project Description					5310 Operating assistance					Prior Years Cost		N/A
Work Summary			FTA section 5310 operating assistance							Future Years Cost		N/A
										Total Project Cost		N/A
Lead Agency		FDOT	County	Charlotte		Length		0		2045 LRTP Full report Page #8-4		
	Phase	Fund	< 2025	2025	2026		2027	2028	>2029	All Years		
	OPS	DU		\$100,000.00			\$0.00	\$0.00	\$0.00	\$100,000.00		
	OPS	LF		\$100,000.00						\$100,000.00		
	Total			\$200,000.00			\$0.00	\$0.00	\$0.00	\$200,000.00		

456205-1**Regent Rd crossing 623232 L**

Project Description		Rail Safety project to install new house and junction boxes for Flashing Lights and Gates							Prior Years Cost	N/A
Work Summary		Rail Safety project							Future Years Cost	N/A
									Total Project Cost	N/A
Lead Agency	FDOT	County	Charlotte		Length	0			2045 LRTP Full report Page #2-1	
	Phase	Fund	< 2025	2025	2026	2027	2028	>2029	All Years	
	Rail	RHH		\$155,648.00		\$0.00	\$0.00	\$0.00	\$155,648.00	
	Total			\$155,648.00		\$0.00	\$0.00	\$0.00	\$155,648.00	

Adopted 03/31/2025

Amendment #3



**Charlotte County-Punta Gorda
METROPOLITAN PLANNING ORGANIZATION**

1050 Loveland Boulevard, Port Charlotte FL 33980

(P) (941) 883-3535 (F) 883-3534 E-Mail: office@ccpgmpo.gov Website: www.ccpmpo.gov

Commissioner Christopher G. Constance, MD
Chair

D'Juan Harris
MPO Director

March 27, 2024

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

RE: FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP) - Amendments.

Dear Ms. Barr:

In regard to the letter that we received from FDOT dated on January 10, 2024, the MPO Board amended the FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP) at the March 21, 2024, Regular meeting by a Roll – Call vote. The approval of the amendments will satisfy your request for consistency with Statewide Transportation Improvement Program (STIP). Enclosed please find the amended projects.

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

Sincerely,

A handwritten signature in blue ink that reads "D'Juan Harris".

D'Juan L. Harris
MPO Executive Director

DLH/ing
MPO/24-07

Enclosure

Cc: Wayne Gaither, SWAO Director



Charlotte County - Punta Gorda MPO FY 2023/24 - FY 2027/28 Transportation Improvement Program (TIP) AMENDMENTS

438928-3

Burnt Store [From](#) Lee/Charlotte County Line to Wallaby Lane

Project Description:

Burnt Store [From](#) Lee/Charlotte County Line to Wallaby Lane

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: Adding new Segment

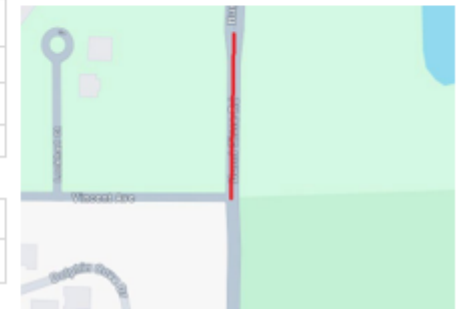
Lead Agency: FDOT

Length: 0.189

2045 LRTP

2045 CFP Page 8-9

Phase	Fund	< 2024	2024	2025	2026	2027	>2028	All Years
PD&E	SA - STP		\$150,000.00		\$0.00	\$0.00	\$0.00	\$150,000.00
Total			\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150,000.00



Adopted 05/16/2023

Amendment #1- March 20, 2024

434985-5

Harborview Rd from Melbourne St to I-75

Project Description:

Harborview Rd from Melbourne St to I-75

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: Add lanes and reconstruct

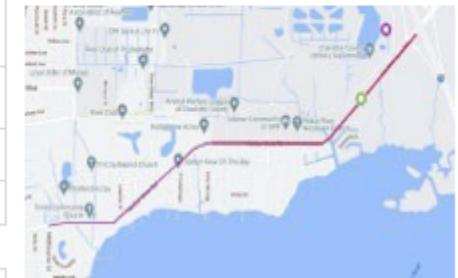
Lead Agency: Charlotte County

Length: 3.28

2045 LRTP

2045 CFP Page 8-9

Phase	Fund	< 2024	2024	2025	2026	2027	>2028	All Years
ROW	ACCM		\$1,985,585.00		\$0.00	\$0.00	\$0.00	\$1,985,585.00
	CM		\$382,058.00					\$382,058.00
	LF		\$11,328,000.00					\$11,328,000.00
	SA-STP		\$6,338,359.00					\$6,338,359.00
Total			\$20,010,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,010,000.00



Adopted 05/16/2023

Amendment #1- March 20, 2024



Charlotte County-Punta Gorda METROPOLITAN PLANNING ORGANIZATION

1050 Loveland Boulevard, Box C, Port Charlotte FL 33980

(P) (941) 883-3535 (F) 883-3534 E-Mail: office@ccpgmpo.gov Website: www.ccpgmpo.gov

Commissioner Christopher G. Constance, MD
Chairman

D'Juan Harris
MPO Director

July 30, 2024

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

**RE: Request for Roll Forward Amendment to the Charlotte Metropolitan Planning Organization's
FY 2024/2025 - FY 2028/2029 Transportation Improvement Program (TIP)**

Dear Ms. Barr:

Per FDOT's request in the letter dated July 17, 2024, the MPO Board amended the FY 2024/2025 - FY 2028/2029 Transportation Improvement Program (TIP) at the July 29, 2024, regular meeting by a roll - call vote. The approval of the amendment satisfies your request to reconcile differences between the current TIP and the Department's Adopted Five-Year Work Program. Enclosed please find the amended projects.

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

Sincerely,

A handwritten signature in blue ink, appearing to be "D. Harris", followed by a horizontal line.

D'Juan L. Harris
MPO Executive Director

DLH/lng
MP0/24-16

Enclosure

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/01/2024
TIME RUN: 15.41.12
MERMPOF

MISCELLANEOUS

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 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
TLNR	0	189,019	0	0	0	0	0	189,019
+TOTAL 443602 3	0	189,019					0	189,019
TOTAL PROJECT:		658,019					0	658,019

ITEM NUMBER: 452523 1	PROJECT DESCRIPTION: HURRICANE IAN PERMANENT LIGHTING REPAIR						+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 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: MANAGED BY FDOT								
DER	5,000	0	0	0	0	0	0	5,000
ER22	116,602	43,107	0	0	0	0	0	159,709
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	0	135,667	0	0	0	0	0	135,667
DER	480,545	0	0	0	0	0	0	480,545
ER22	1,875,782	0	0	0	0	0	0	1,875,782
TOTAL 452523 1	2,477,929	178,774	0	0	0	0	0	2,656,703
TOTAL PROJECT:	2,477,929	178,774	0	0	0	0	0	2,656,703
TOTAL DIST: 01	3,262,282	863,651	0	0	0	0	0	4,125,933
TOTAL MISCELLANEOUS	3,262,282	863,651	0	0	0	0	0	4,125,933
GRAND TOTAL	103,346,094	10,005,915	2,536,231	7,252,872	980,668	0	0	124,121,780

CHARLOTTE-PUNTA GORDA MPO

MISCELLANEOUS

ITEM NUMBER:432899 2		PROJECT DESCRIPTION:CHARLOTTE COUNTY ASSET MAINTENANCE		COUNTY:CHARLOTTE		TYPE OF WORK:ROUTINE MAINTENANCE		*NON-SIS*	
DISTRICT:01						LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0			
ROADWAY ID:		PROJECT LENGTH: .000							
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: CONSTRUCTION/ RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	0	5,214					0	0	5,214
DS	304,997	0					0	0	304,997
TOTAL 432899 2	304,997	5,214					0	0	310,211
TOTAL PROJECT:	304,997	5,214					0	0	310,211

ITEM NUMBER:438261 1		PROJECT DESCRIPTION:CHARLOTTE COUNTY ATMS/ITS COUNTY WIDE		COUNTY:CHARLOTTE		TYPE OF WORK:ITS COMMUNICATION SYSTEM		*NON-SIS*	
DISTRICT:01						LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0			
ROADWAY ID:		PROJECT LENGTH: .000							
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
SA	67	933					0	0	1,000
SL	479,289	20,711					0	0	500,000
TOTAL 438261 1	479,356	21,644					0	0	501,000
TOTAL PROJECT:	479,356	21,644					0	0	501,000

ITEM NUMBER:443602 1		PROJECT DESCRIPTION:CAPE HAZE PIONEER TR FROM MYAKKA STATE FOREST TO US41(SR45)TAMIAMI TR		COUNTY:CHARLOTTE		TYPE OF WORK:BIKE PATH/TRAIL		*NON-SIS*	
DISTRICT:01						LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0			
ROADWAY ID:		PROJECT LENGTH: .000							
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PD & E / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	0	1,000							1,000
TOTAL 443602 1	0	1,000							1,000

ITEM NUMBER:443602 2		PROJECT DESCRIPTION:CAPE HAZE PIONEER TRAIL FROM US 41 TO GILLOT BLVD		COUNTY:CHARLOTTE		TYPE OF WORK:BIKE PATH/TRAIL		*NON-SIS*	
DISTRICT:01						LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0			
ROADWAY ID:		PROJECT LENGTH: .000							
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE									
TLWR	0	468,000					0	0	468,000
TOTAL 443602 2	0	468,000					0	0	468,000

MAINTENANCE

ITEM NUMBER:432899 2		PROJECT DESCRIPTION-CHARLOTTE COUNTY ASSET MAINTENANCE					TYPE OF WORK-ROUTINE MAINTENANCE		+NON-SIS+		
DISTRICT:01		COUNTY-CHARLOTTE					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0				
ROADWAY ID:		PROJECT LENGTH: .000									
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS			
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT											
D	8,029,063	2,236,231	2,236,231	2,236,231	980,668	0	0	15,718,424			
TOTAL 432899 2	8,029,063	2,236,231	2,236,231	2,236,231	980,668	0	0	15,718,424			
TOTAL PROJECT:	8,029,063	2,236,231	2,236,231	2,236,231	980,668	0	0	15,718,424			
TOTAL DIST: 01	8,029,063	2,236,231	2,236,231	2,236,231	980,668	0	0	15,718,424			
TOTAL MAINTENANCE	8,029,063	2,236,231	2,236,231	2,236,231	980,668	0	0	15,718,424			

HIGHWAYS

DIH		0		5,465	0	0	0	5,465
TOTAL 451103 1	3,507	296,178		5,016,641	0	0	0	5,316,326
TOTAL PROJECT:	3,507	296,178		5,016,641	0	0	0	5,316,326

ITEM NUMBER:452857 1 PROJECT DESCRIPTION:CHARLOTTE COUNTY-KINGS HWY & HARBOR VIEW RD INTERSECTION IMPROVEMENTS -NON-SIS-
DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:TRAFFIC SIGNAL UPDATE
ROADWAY ID:01560000 PROJECT LENGTH: .440MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: CONSTRUCTION/ RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
GR24	0	2,500,000	0		0	0	0	2,500,000
TOTAL 452857 1	0	2,500,000	0		0	0	0	2,500,000
TOTAL PROJECT:	0	2,500,000	0		0	0	0	2,500,000

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

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PD & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,000			0	0	0	1,000
TOTAL 454317 1	0	1,000			0	0	0	1,000
TOTAL PROJECT:		1,000			0	0	0	1,000

ITEM NUMBER:454453 1 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

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
ACER	0	2,681,678	0	0	0	0	0	2,681,678
TOTAL 454453 1	0	2,681,678	0	0	0	0	0	2,681,678
TOTAL PROJECT:	0	2,681,678	0	0	0	0	0	2,681,678
TOTAL DIST: 01	92,054,749	6,906,033	300,000	5,016,641	0	0	0	104,277,423
TOTAL HIGHWAYS	92,054,749	6,906,033	300,000	5,016,641	0	0	0	104,277,423

HIGHWAYS

DS	112,678	178	0	0	0	0	112,856
PHASE: ENVIRONMENTAL/ RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSN	64,570	0	0	0	0	0	64,570
TALN	92,731	0	0	0	0	0	92,731
TOTAL 441950 1	15,083,795	507,783	0	0	0	0	15,591,578
TOTAL PROJECT:	15,083,795	507,783	0	0	0	0	15,591,578

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	
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	300,000	0	0	0	0	300,000
DIH	111	4,889	0	0	0	0	0	5,000
PHASE: DESIGN BUILD/ RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	5,135	0	0	0	0	0	5,135
TOTAL 442098 1	111	10,024	300,000	0	0	0	0	310,135
TOTAL PROJECT:	111	10,024	300,000	0	0	0	0	310,135

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 #8 010065, 010066, 010075 - OVERPASS BRIDGES ON I-75		PROJECT LENGTH: .182MI					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
ROADWAY ID:01000004								
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	113,700	0	0	0	0	0	0	113,700
DIH	3,937	6,063	0	0	0	0	0	10,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	1,183,132	0	0	0	0	0	0	1,183,132
DIH	25,304	4,034	0	0	0	0	0	29,338
TOTAL 447852 1	1,326,073	10,097	0	0	0	0	0	1,336,170
TOTAL PROJECT:	1,326,073	10,097	0	0	0	0	0	1,336,170

ITEM NUMBER:451103 1		PROJECT DESCRIPTION:SR 31 FROM N OF CR 74 TO DESOTO COUNTY LINE					+SIS+	
DISTRICT:01		COUNTY:CHARLOTTE					TYPE OF WORK:PAVEMENT ONLY RESURFACE (FLEX)	
ROADWAY ID:01030000		PROJECT LENGTH: 5.965MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	253	0	0	0	0	0	0	253
DIH	3,254	746	0	0	0	0	0	4,000
DS	0	295,432	0	0	0	0	0	295,432
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	5,011,176	0	0	0	5,011,176

HIGHWAYS

PHASE: RIGHT OF WAY/ RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	80,606	4,730	0	0	0	0	0	85,336	
DIH	19,105	37	0	0	0	0	0	19,142	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSM	1,145,825	0	0	0	0	0	0	1,145,825	
DDR	8,369,828	1,106	0	0	0	0	0	8,370,934	
DIH	4,855	73	0	0	0	0	0	5,028	
DS	4,491	0	0	0	0	0	0	4,491	
LF	658,149	0	0	0	0	0	0	658,149	
SA	567,786	0	0	0	0	0	0	567,786	
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
TALT	20,000	50,000	0	0	0	0	0	70,000	
TOTAL 441524 1	12,726,386	63,942	0	0	0	0	0	12,790,328	
TOTAL PROJECT:	12,726,386	63,942	0	0	0	0	0	12,790,328	

ITEM NUMBER:441929 1 PROJECT DESCRIPTION:SR 93 AT TUCKER'S GRADE INTERCHANGE									
DISTRICT:01 COUNTY:CHARLOTTE									
ROADWAY ID:01075000 PROJECT LENGTH: 1.224MI									
TYPE OF WORK:LANDSCAPING									
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0									
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	174,931	0	0	0	0	0	0	174,931	
DIH	54,910	3,032	0	0	0	0	0	57,942	
DS	5,241	0	0	0	0	0	0	5,241	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	807,859	0	0	0	0	0	0	807,859	
DIH	1,602	3,528	0	0	0	0	0	5,130	
DS	214	0	0	0	0	0	0	214	
TOTAL 441929 1	1,044,757	6,560	0	0	0	0	0	1,051,317	
TOTAL PROJECT:	1,044,757	6,560	0	0	0	0	0	1,051,317	

ITEM NUMBER:441950 1 PROJECT DESCRIPTION:SR 31 FROM CR 74 TO CR 74									
DISTRICT:01 COUNTY:CHARLOTTE									
ROADWAY ID:01030000 PROJECT LENGTH: .641MI									
TYPE OF WORK:ROUNDABOUT									
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0									
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	10,239	0	0	0	0	0	0	10,239	
DIH	42,825	1,499	0	0	0	0	0	44,324	
DS	2,622	0	0	0	0	0	0	2,622	
GFSN	218,016	0	0	0	0	0	0	218,016	
SA	18,263	0	0	0	0	0	0	18,263	
SN	981,984	0	0	0	0	0	0	981,984	
PHASE: RIGHT OF WAY/ RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	67,935	24,775	0	0	0	0	0	92,710	
DIH	47,116	25	0	0	0	0	0	47,141	
SN	667,443	180,277	0	0	0	0	0	847,720	
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DI	0	250,000	0	0	0	0	0	250,000	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	1,580	0	0	0	0	0	0	1,580	
DI	12,755,793	50,000	0	0	0	0	0	12,805,793	
DIH	0	1,029	0	0	0	0	0	1,029	

HIGHWAYS

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	17,661	0	0	0	0	0	0	0	17,661
DS	1,721	0	0	0	0	0	0	0	1,721
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
SA	0	73,149	0	0	0	0	0	0	73,149
TALT	0	1,851	0	0	0	0	0	0	1,851
TOTAL 440442 1	1,421,225	77,743	0	0	0	0	0	0	1,498,968
TOTAL PROJECT:	1,421,225	77,743	0	0	0	0	0	0	1,498,968

ITEM NUMBER: 438996 1 PROJECT DESCRIPTION: I-75 (SR 93) AT CR 769 (KINGS HWY) COUNTY: CHARLOTTE TYPE OF WORK: LANDSCAPING +SIS+									
DISTRICT: 01 Lanes Exist/Improved/Added: 4/ 0/ 0									
ROADWAY ID: 01075000 PROJECT LENGTH: .640MI									
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	111	0	0	0	0	0	0	111	
DIH	1,517	8,483	0	0	0	0	0	10,000	
DS	204,097	0	0	0	0	0	0	204,097	
PHASE: CONSTRUCTION/ RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	1,085,472	0	0	0	0	0	0	1,085,472	
DIH	274	1,076	0	0	0	0	0	1,350	
TOTAL 438996 1	1,291,471	9,559	0	0	0	0	0	1,301,030	
TOTAL PROJECT:	1,291,471	9,559	0	0	0	0	0	1,301,030	

ITEM NUMBER: 441122 1 PROJECT DESCRIPTION: I-75 (SR 93) @ CR 776 (HARBORVIEW RD) COUNTY: CHARLOTTE TYPE OF WORK: LANDSCAPING +SIS+									
DISTRICT: 01 Lanes Exist/Improved/Added: 6/ 0/ 0									
ROADWAY ID: 01075000 PROJECT LENGTH: .550MI									
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	539	0	0	0	0	0	0	539	
DS	23,756	0	0	0	0	0	0	23,756	
PHASE: CONSTRUCTION/ RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	811,625	0	0	0	0	0	0	811,625	
DIH	6,406	3,685	0	0	0	0	0	10,091	
DS	139,536	0	0	0	0	0	0	139,536	
TOTAL 441122 1	981,862	3,685	0	0	0	0	0	985,547	
TOTAL PROJECT:	981,862	3,685	0	0	0	0	0	985,547	

ITEM NUMBER: 441524 1 PROJECT DESCRIPTION: TAMiami TRAIL (SR 45/US 41) FROM WILLIAM ST TO PEACE RIVER BRIDGE COUNTY: CHARLOTTE TYPE OF WORK: RESURFACING *NON-SIS+									
DISTRICT: 01 Lanes Exist/Improved/Added: 3/ 3/ 0									
ROADWAY ID: 01010000 PROJECT LENGTH: .910MI									
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	1,701,278	0	0	0	0	0	0	1,701,278	
DIH	43,728	7,996	0	0	0	0	0	51,724	
DS	110,635	0	0	0	0	0	0	110,635	

HIGHWAYS

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSA	1,085,106	561	0	0	0	0	0	0	1,085,667
DDR	52,939	0	0	0	0	0	0	0	52,939
DS	16,278	0	0	0	0	0	0	0	16,278
NHRE	619,570	0	0	0	0	0	0	0	619,570
SA	1,776,806	0	0	0	0	0	0	0	1,776,806
SL	2,877,352	0	0	0	0	0	0	0	2,877,352
TOTAL 436597 1	6,719,342	561	0	0	0	0	0	0	6,719,903
TOTAL PROJECT:	6,719,342	561	0	0	0	0	0	0	6,719,903

ITEM NUMBER:436602 1 DISTRICT:01 ROADWAY ID:01000000									
PROJECT DESCRIPTION-I-75 (SR 93) REST AREA IN CHARLOTTE COUNTY COUNTY-CHARLOTTE PROJECT LENGTH: .001MI									
TYPE OF WORK-REST AREA (DUAL) LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0									
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PD & E / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	80,526	0	0	0	0	0	0	0	80,526
DRA	749,684	0	0	0	0	0	0	0	749,684
DS	635	0	0	0	0	0	0	0	635
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	32,320	1,027	0	0	0	0	0	0	33,347
DRA	2,973,002	0	0	0	0	0	0	0	2,973,002
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
TOTAL 436602 1	3,839,477	1,027	0	0	0	0	0	0	3,840,504

ITEM NUMBER:436602 2 DISTRICT:01 ROADWAY ID:01075000									
PROJECT DESCRIPTION-I-75 (SR 93) REST AREA IN CHARLOTTE COUNTY COUNTY-CHARLOTTE PROJECT LENGTH: 1.341MI									
TYPE OF WORK-LANDSCAPING LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0									
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	0	1,000	0	0	0	0	0	0	1,000
TOTAL 436602 2	0	1,000	0	0	0	0	0	0	1,000
TOTAL PROJECT:	3,839,477	2,027	0	0	0	0	0	0	3,841,504

ITEM NUMBER:440442 1 DISTRICT:01 ROADWAY ID:01010000									
PROJECT DESCRIPTION:SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR COUNTY-CHARLOTTE PROJECT LENGTH: 2.652MI									
TYPE OF WORK-SIDEWALK LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0									
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSA	818,779	2,739	0	0	0	0	0	0	821,518
DDR	673	0	0	0	0	0	0	0	673
DS	6,546	0	0	0	0	0	0	0	6,546
SA	133,427	0	0	0	0	0	0	0	133,427
TALL	168,502	4	0	0	0	0	0	0	168,506
TALT	273,916	0	0	0	0	0	0	0	273,916

HIGHWAYS

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	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: MANAGED BY FDOT								
CM	73,036	0	0	0	0	0	0	73,036
GFSL	2,385,986	0	0	0	0	0	0	2,385,986
LF	617,713	0	0	0	0	0	0	617,713
SA	86,246	0	0	0	0	0	0	86,246
SL	2,855,126	3,184	0	0	0	0	0	2,858,310
PHASE: ENVIRONMENTAL/ RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	0	10,000	0	0	0	0	0	10,000
TOTAL 434965 2	6,018,107	13,184	0	0	0	0	0	6,031,291
TOTAL PROJECT:	6,831,290	17,135	0	0	0	0	0	6,848,425

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	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: MANAGED BY FDOT								
CAPM	0	191,866	0	0	0	0	0	191,866
TALM	0	458,134	0	0	0	0	0	458,134
TALT	5,086	914	0	0	0	0	0	6,000
TOTAL 435105 2	5,086	650,914	0	0	0	0	0	656,000
TOTAL PROJECT:	5,086	650,914	0	0	0	0	0	656,000

ITEM NUMBER:436563 1		PROJECT DESCRIPTION:NORTH JONES LOOP RD FROM BURNT STORE ROAD TO PIPER ROAD					+SIS+	
DISTRICT:01		COUNTY:CHARLOTTE					TYPE OF WORK-PDE/EMO STUDY	
ROADWAY ID:01511000		PROJECT LENGTH: 1.805MI					LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SL	454,180	2,872	0	0	0	0	0	457,052
SN	246,043	0	0	0	0	0	0	246,043
TOTAL 436563 1	700,223	2,872	0	0	0	0	0	703,095
TOTAL PROJECT:	700,223	2,872	0	0	0	0	0	703,095

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 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	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



Charlotte County-Punta Gorda METROPOLITAN PLANNING ORGANIZATION

1050 Loveland Boulevard, Box C, Port Charlotte FL 33980

(P) (941) 883-3535 (F) 883-3534 E-Mail: office@ccpgmpo.gov Website: www.ccpmpo.gov

Commissioner Christopher G. Constance, MD
Chairman

D'Juan Harris
MPO Director

December 16, 2024

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

RE: Request to revise Charlotte Metropolitan Planning Organization's FY 2024/2025 – FY 2028/2029 Transportation Improvement Program (TIP)

Dear Ms. Barr:

Per FDOT's request in the letter dated December 4, 2024, the MPO Board amended the FY 2024/2025 – FY 2028/2029 Transportation Improvement Program (TIP) at the December 16, 2024, regular meeting by a roll – call vote. The approval of the amendment satisfies your request to reconcile differences between the current TIP and the Department's Adopted Five-Year Work Program. Enclosed please find the amended projects.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Harris", with a long horizontal flourish extending to the right.

D'Juan L. Harris
MPO Executive Director

DLH/Ing
MPO/24-26

Enclosure



Charlotte County - Punta Gorda MPO FY 2024/25 - FY 2028/29
Transportation Improvement Program(TIP) AMENDMENTS

448340-2

SR 778 (LE JOSEAN RD) AT FLAMINGO BLVD

Project Description				PEDESTRIAN SAFETY IMPROVEMENT PROJECT						Prior Years Cost	N/A
Work Summary		Safety Improvement Project								Future Years Cost	N/A
										Total Project Cost	N/A
Lead Agency	FDOT	County	Charlotte		Length	0				2045 LRTP	2045 CFP
	Phase	Fund	< 2025	2025	2026	2027	2028	>2028	All Years		
	CST	TALT - TA		843,523.00		0.00	0.00	0.00	843,523.00		
									0.00		
	Total			843,523.00		0.00	0.00	0.00	843,523.00		

Adopted 12/18/2024
Amendment #2 December 4, 2024

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/01/2024
TIME RUN: 15.41.12
MRMPOTP

HIGHWAYS

ITEM NUMBER: 413042 4
DISTRICT: 01
ROADWAY ID: 01075000

PROJECT DESCRIPTION: I-75 FROM S OF N JONES LOOP TON OF US 17
COUNTY: CHARLOTTE
PROJECT LENGTH: 4.232MI

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

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	5,905,697	0	0	0	0	0	0	5,905,697
DIH	127,054	0	0	0	0	0	0	127,054
DS	54,583	0	0	0	0	0	0	54,583
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	393,681	0	0	0	0	0	0	393,681
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	33,327	58,590	0	0	0	0	0	91,917
DI	449,397	0	0	0	0	0	0	449,397
DS	156,181	0	0	0	0	0	0	156,181
NHFP	29,974,462	0	0	0	0	0	0	29,974,462
PHASE: CONTRACT INCENTIVES/ RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	1,070,000	0	0	0	0	0	0	1,070,000
TOTAL 413042 4	38,164,382	58,590	0	0	0	0	0	38,222,972

ITEM NUMBER: 413042 7
DISTRICT: 01
ROADWAY ID: 01075000

PROJECT DESCRIPTION: I-75 (SR 93) AT N JONES LOOP ROAD INTERCHANGE
COUNTY: CHARLOTTE
PROJECT LENGTH: .600MI

TYPE OF WORK: LANDSCAPING
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING/ RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	673	0	0	0	0	0	0	673
DIH	112	888	0	0	0	0	0	1,000
PHASE: CONSTRUCTION/ RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,909,774	0	0	0	0	0	0	1,909,774
DIH	5,203	4,797	0	0	0	0	0	10,000
TOTAL 413042 7	1,915,762	5,685	0	0	0	0	0	1,921,447
TOTAL PROJECT:	40,080,144	64,275	0	0	0	0	0	40,144,419

ITEM NUMBER: 434965 1
DISTRICT: 01
ROADWAY ID: 01560000

PROJECT DESCRIPTION: HARBORVIEW ROAD FROM MELBOURNE ST TO I-75
COUNTY: CHARLOTTE
PROJECT LENGTH: .135MI

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

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PD & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACCM	109	3,563	0	0	0	0	0	3,672
CM	813,074	388	0	0	0	0	0	813,462
TOTAL 434965 1	813,183	3,951	0	0	0	0	0	817,134

PUBLIC COMMENTS

APPENDIX – A

ACRONYMS

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

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

APPENDIX – B

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 24/25- FY 28/29**

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&4

[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 Numbers: **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: **108,109**

[Click here to enter notes](#)

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

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: 8

[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: 8-9

[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: 61,62

[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: 43,54

[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: 9,10

[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: 65-89

[Click here to enter notes](#)

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: 98-104

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: 98-104

[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: 23

[Click here to enter notes](#)

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: 23

[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: 45

[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: 8

[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: 25

[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:

Yes ☒ No ☐

- ✓ Safety performance measures

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](#)

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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](#)

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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](#)

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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](#)

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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, FloridaCommerce, FTA, & FHWA? Include the date of submission in the comments.

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

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