

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

CHARLOTTE COUNTY – PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

Tel: (941) 883-3535 Email: office@ccpgmpo.gov

AGENDA

2:00 p.m., Thursday, March 12, 2026
1050 Loveland Blvd., Box C
Port Charlotte, FL 33980

1. **Call to Order & Roll Call**
 - A. Addendum: Election of Officers
2. **Pledge of Allegiance**
3. **Public Comments on Agenda Items**
4. **Consent Agenda:**
 - A. Approval of Minutes: Bicycle/Pedestrian Advisory Committee (BPAC) – November 20, 2025
 - B. Approval of Minutes: Bicycle/Pedestrian Advisory Committee (BPAC) – September 25, 2025
5. Bicycle/Pedestrian Advisory Committee (BPAC) Bylaws Amendment
6. 2025 Florida Department of Transportation (FDOT)/Charlotte County-Punta Gorda MPO Joint Certification
7. FY 2025 – FY 2026 Unified Planning Work Program (UPWP) De-obligation of Planning Funds (PL)/FDOT MPO Amendment to Agreement
8. **Reports:**
 - A. **Chair's Report**
 - B. **Charlotte County Report**
 - C. **City of Punta Gorda Report**
 - D. **Sheriff's Office Report – Public Safety**
 - E. **Charlotte County Transit Report**
9. FDOT Bicycle/Pedestrian Coordinator Report

BICYCLE/PEDESTRAIN ADVISORY COMMITTEE (BPAC) MEETING

CHARLOTTE COUNTY – PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION
2:00 p.m., Thursday, March 12, 2026

10. [Traffic Incident Management \(TIM\) Team Presentation](#)
11. [Draft FY 2026/2027 – FY 2027/2028 Unified Planning Work Program \(UPWP\)](#)
12. [Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program \(TIP\)](#)
13. [2026 Draft Project Priorities](#)
14. **Public Comments**
15. **Staff Comments**
16. **Member Comments**
17. **Adjournment (Next Joint TAC/CAC/BPAC Meeting – April 23, 2026)**



No stenographic record by a certified court reporter is made of these meetings. Accordingly, anyone seeking to appeal any decisions involving the matters herein will be responsible for making a verbatim record of the meeting/testimony and evidence upon which any appeal is to be based. (F.S. 286.0105)

IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT AND CHAPTER 286.26 FLORIDA STATUTES, PERSONS NEEDING SPECIAL ACCOMMODATIONS TO PARTICIPATE IN THIS PROCEEDING SHOULD CONTACT THE CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO THE MEETING. CALL (941) 883-3535 BETWEEN 8:00 A.M. AND 4:00 P.M., MONDAY THROUGH FRIDAY.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes he or she has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Charlotte County-Punta Gorda MPO Title VI Coordinator Mark Yaxis at (941) 883-3535 or by writing at 1050 Loveland Blvd, Box C, Port Charlotte, FL 33980.

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

1050 Loveland Blvd, Box C, Port Charlotte, FL 33980 Telephone: (941) 883-3535

MARCH 12, 2026
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 1A-ADDENDUM
2026 ELECTION OF OFFICERS

Purpose: To elect the Bicycle/Pedestrian Advisory Committee (BPAC) and the BPAC Vice-Chair for 2026

Presented by: MPO Director, Lakshmi N. Gurram

Discussion: The BPAC Bylaws require that the election of the BPAC Chair and Vice Chair occur annually.

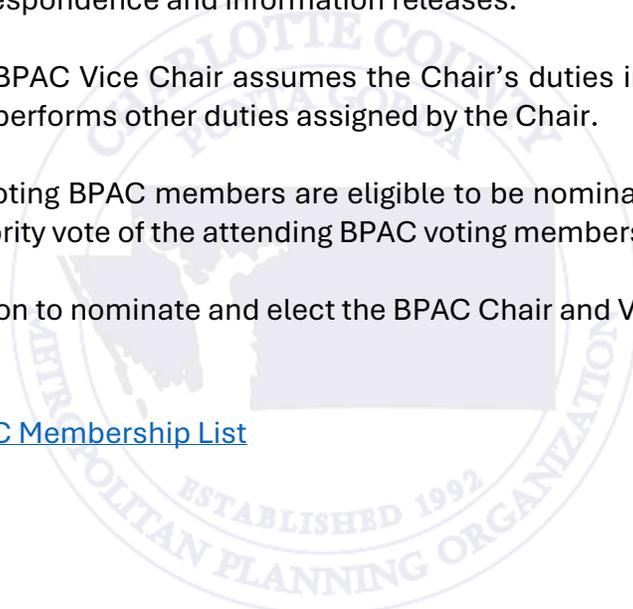
The BPAC Chair presides at all BPAC meetings and is responsible for pertinent correspondence and information releases.

The BPAC Vice Chair assumes the Chair's duties in the absence of the Chair and performs other duties assigned by the Chair.

All voting BPAC members are eligible to be nominated. Election shall be by a majority vote of the attending BPAC voting members.

Recommendation: Motion to nominate and elect the BPAC Chair and Vice-Chair

Attachment: [BPAC Membership List](#)



**BICYCLE PEDESTRIAN ADVISORY COMMITTEE 2024
MEMBERSHIP LIST AS OF FEBRUARY 19, 2026**

Laura Rossi, Chair
Vacant, Vice Chair

	<u>Representing</u>	<u>Term Ends</u>
Vacant	West County	Mar-26
Laura Rossi, Chair 265 Bahia Blanca Drive Punta Gorda, Florida 33983	Mid-County	May-26
Pauline Klein 3233 Davis Drive Punta Gorda, FL 33983	Bicycle Club	Dec-26
David Cormier 8082 Santa Cruz Drive Port Charlotte, FL 33981	West County	Dec-28
Robert Logan 1356 Mohawk Drive Port Charlotte, FL 33952	Mid-County	Dec-28
Philipp Pfaeffli 1205 Elizabeth Street Punta Gorda, FL 33950	Bicycle Business	Oct-26
Lorenzo Daetz 3173 Felda Street Port Charlotte FL 33948	Historical/Cultural/ Environmental	Dec-26
Brian Blankinship 3966 La Costa Island Court Punta Gorda, FL 33950	South County	Mar-27
Jan M. Dick 1441 Kiwi Court Punta Gorda, FL 33950	South County	Mar-28

MARCH 12, 2026
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING



CONSENT AGENDA # 4

**MARCH 12, 2026
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING**

**AGENDA ITEM # 4-A
APPROVAL OF MINUTES: NOVEMBER 20, 2025, MEETING**

- Purpose:** To review and approve the minutes of the previous Bicycle/Pedestrian Advisory Committee Meeting (BPAC)
- Presented by:** MPO Staff
- Discussion:** To Be Determined
- Recommendation:** Motion to approve the minutes of the BPAC Meeting of November 20, 2025.
- Attachment:** [Minutes of the November 20, 2025, BPAC Meeting](#)





**CHARLOTTE COUNTY - PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION**

**MINUTES OF THE NOVEMBER 20, 2025
BICYCLE/PEDESTRIAN ADVISORY (BPAC) COMMITTEE**

MEMBERS PARTICIPATING (IN PERSON)

Laura Rossi, Chair, Mid County Representative
Pauline Klein, Bicycle Club Representative
James Wernicke, Vice Chair, West County Representative
Ben Turner, West County Representative

MEMBERS PARTICIPATING VIRTUALLY

Brian Blankinship, South County

MEMBERS ABSENT

Philipp Pfäeffli, Bicycle Business Representative - Excused
Robert Logan, Mid-County Representative
Jan Dick, South County Representative - Excused

ADVISORY MEMBERS

Daniel Werden, Charlotte County Public Schools
Mike Koenig, Charlotte County Community Services
Carl Benge, City of Punta Gorda Urban Design
Tanya Merkle, FDOT
Ravi Kamarajugadda, Charlotte County Public Works
Shaun Cullinan, Charlotte County Community Development

OTHERS PARTICIPATING IN PERSON

Laks Gurrum, MPO Director
Bekie Leslie, MPO Administrative Services Coordinator
Ray Scott, MPO Senior Administrative Assistant
Mark Yaxis, MPO Multimodal Planner
Kim Amontree, Citizen
Richard Russell, CAC Member
Betty-Ann Sherer, Charlotte County Transit
Debbie Coudret, Citizen
Nick Scott, Citizen

Michael Pettinato, Coastal Cruiser Bike Club

OTHERS PARTICIPATING VIRTUALLY

Kayla Huetten, Consultant, Benesch
Walter Breuggeman, FDOT

1. Call to Order & Roll Call

BPAC Chair Laura Rossi called the meeting to order at 2:01 p.m. Members, staff and consultants introduced themselves. A quorum was not present.

2. Pledge of Allegiance

The pledge of allegiance was recited.

3. Public Comments on Agenda Items

Laura Rossi opened the floor for public comments. James Wernicke, vice chair, was accompanied by two members of the Coastal Cruisers bicycle club. They were seeking clarification of the new proposed ordinance that does not allow e-bikes (bicycles capable of running on electric power) on Charlotte County parks trails and pathways. Ravi Kamarajugadda stated it was undergoing staff review prior to being brought to the Board of County Commissioners. There was discussion regarding the classifications of e-bikes, including which classes of e-bike will be permitted, and whether exceptions would be made for special events.

Debbie Coudret, citizen, described her experience with using the crosswalk on US 41 at the Carmalita St. roundabout in Punta Gorda. She explained that cars are not stopping for pedestrians or bicyclists waiting in the crosswalk and asked if the crossings could be moved further back into the side streets rather than being so close to the roundabout itself. Laks Gurram requested that Ms. Coudret send the MPO an email with her concerns for follow-up with FDOT staff.

4. 2026 Election of Officers

BPAC members present at the meeting unanimously agreed to table Items 4 and 5 until the first meeting of 2026, due to the lack of quorum

5. Consent Agenda:

- A. Approval of Minutes: Joint Technical Advisory Committee (TAC)/Citizens' Advisory Committee (CAC) & Bicycle/Pedestrian Advisory Committee (BPAC) – July 16, 2025**
- B. Approval of Minutes: Bicycle/Pedestrian Advisory Committee (BPAC) – September 25, 2025**

6. Reports

A. Chair's Report

BPAC Chair, Laura Rossi reported that she helped Brian Blankinship draft a letter about the development, Willow by Toll Brothers, near Royal Rd and Tuckers Grade Blvd. She also mentioned that the Miami-Dade TPO, Broward MPO, and Palm Beach MPO would be hosting their annual Safe Roads Summit on Feb 25-26, 2026. She suggested MPO staff and committee members to attend the summit which would be beneficial to attend.

B. Charlotte County Report

Ravi Kamarajugadda fielded questions. Laura Rossi asked about Tucker's Grade, which has been programmed into the next resurfacing project. However, there is no date set due to lack of funding. There was also discussion about the addition of "Sidewalk Ends" signs that have been installed at the bridge on Beach Rd. in Englewood.

C. City of Punta Gorda Report

Carl Bengé reported that Punta Gorda elected a new vice mayor, Jeannine Polk. He also mentioned the Alligator Creek pedestrian bridge project would be taken to the City Council on December 3rd. There was some discussion regarding the bridge to clarify who would be responsible for building and ultimately maintaining it. Tanya Merkle stated that the decision needs to be made sooner so the programmed dollars could stay within the county. Laks Gurram explained that once the project is deleted from the Work Program the funds allocated to the specific project will be going to general funds and may not come back to the county. It was also mentioned that the NB US-41 Peace River Bridge bike lane connection had been addressed. Mr. Gurram stated there were pictures of the update in the Member Comments section of the meeting.

D. Sheriff's Report

A representative from the sheriff's office was not present, but the crash data report for bicycle and pedestrian accidents from June 11 to September 11 was provided and distributed.

E. Charlotte County Transit Report

Betty-Ann Sherer [reported](#) on Transit activities. She presented from slides regarding overall increases to annual ridership, same day trips, trips booked through the Charlotte Rides app, new clients for each month, and new accounts created on the Charlotte Rides app. Other data points she shared was "How did you hear about Transit" and Trips by Purpose. The presentation can be found [here](#).

7. FDOT Bicycle/Pedestrian Coordinator Report

Tanya Merklel did not have a formal report to share. She did, however, explain that central office will not be soliciting for new SUN Trails projects during this cycle year as

the available funding will be required to support currently programmed projects. There was a question regarding who is responsible for maintaining SUN Trails once they are built, if FDOT has any influence over ordinances within FDOT constructed facilities, and the classification of e-bikes based on speed.

Walter Breuggeman presented on the intersection improvements made on SR-776 at Biscayne Dr. and Cornelius Blvd. This presentation can be found [here](#).

8. FY 2026 Unified Planning Work Program (UPWP) Amendment – Transit Efficiency Study

In accordance with federal requirements, the Unified Planning Work Program (UPWP) must be amended when revisions occur to the approved Federal Highway Administration (FHWA) budget as reflected in the adopted UPWP.

The Charlotte County–Punta Gorda Metropolitan Planning Organization (MPO) is requesting an amendment to the FY 2026 UPWP to incorporate additional funding received by Charlotte County Transit.

The study is funded by Federal Transit Administration (FTA) Section 5307 Operating and Capital Assistance in the amount of \$50,000 to procure consulting services for the completion of a Transit Efficiency Study.

The study will evaluate transit operations, identify opportunities for new or improved services, and analyze the use of high-capacity vehicles to enhance long-term efficiency and sustainability.

Due to lack of quorum all members present unanimously agreed to move this item to the MPO Board for approval.

9. FY 2024/2025 – FY 2028/2029 Transportation Improvement Program (TIP) Amendment

FDOT Staff requested the Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) approve the following STIP/TIP Amendments in the current FY 2026/2026 through FY 2029/2030 Transportation Improvement Program (TIP) at the December 15, 2025, MPO Board Meeting:

- 1. 410119-2 Charlotte County Transit FTA 5311 Operating Assistance. This is a new project for Transit and requires a formal amendment to add it to the TIP in FY 2026.**

A STIP/TIP amendment is required to the MPO’s TIP and the Statewide STIP when a major change occurs to a project. These changes include, addition or deletion of a project, a major change in project cost, project phase initiation dates, or a major change

in design concept or design scope (i.e., changing project termini or the number of through traffic lanes). [23 C.F.R. 450.104].

An amendment requires public review and comment, demonstration of financial constraint, or a conformity determination, if applicable.

Due to lack of quorum all members present unanimously agreed to move this item to the MPO Board for approval.

10. FY 2027 – FY 2031 FDOT Draft Tentative Work Program (DTWP)

The MPO Board and Advisory Committees annually review FDOT’s Draft Tentative Work Program, which includes the new fifth year (FY 2031) of project programming based upon State and MPO priorities. This is an opportunity for the committee to review and provide comments on the FDOT’s Draft Tentative Work Program.

The Draft Tentative Work Program will form the basis for the MPO’s next Transportation Improvement Program (TIP) to be adopted and submitted to FDOT by July 15, 2026. For federal funding to flow to the state and local governments, the TIP and FDOT’s Work Program must be consistent.

The FDOT District One Draft Tentative Work Program FY 2027 through – FY 2031, for Charlotte County is Attachment 1. Summary of changes to the currently Adopted Work Program are summarized in Attachment 2.

11. 2026 FDOT Safety Performance Measures

MPOs are required annually to adopt Safety Performance Measure Targets for tracking progress towards the Statewide/MPO targets for each of the transportation performance measures and meet Federal Highway Administration (FHWA) requirements.

FHWA has established five national Safety Performance Measures which all State Departments of Transportation and MPOs must address. Unlike other performance measures applicable only to the National Highway System (NHS), the Safety Performance Measures apply to all public roads. The 2026 Safety Performance Measures and target goals are listed in the table below:

2026 Safety Performance Measures

PERFORMANCE MEASURES	STATEWIDE TARGET	CC-PG MPO TARGET
Number of Fatalities	0	0
Number of Serious Injuries	0	0
Fatality Rate per 100 million Vehicle Miles Traveled (VMT)	0	0
Serious Injuries per 100 million Vehicle Miles Traveled (VMT)	0	0

Total Number of Non-Motorized Fatalities and Serious Injuries	0	0
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The MPO Board last adopted the FDOT’s “Vision Zero” targets (goal of no fatalities or injuries) for all five of the Safety Performance Measures at the December 16, 2024, MPO Board Meeting. The MPO has until February 27, 2026, to accept the FDOT targets for 2026 or develop its own targets. MPO Staff recommends the MPO Board support and adopt FDOT’s 2026 targets.

Laura Rossi asked if it were possible to obtain data for non-motorized and motorized vehicle transportation as a whole and able to compare those fatalities. Ravi Kamarajugadda explained that he was able to add this to the dashboard and he would share it at the next BPAC meeting. Citizen Debbie Coudret asked if further improvements could be made to intersections to increase safety for pedestrians and bicyclists. There was brief discussion on what types of intersections are included in the data.

Due to lack of quorum all members present unanimously agreed to move this item to the MPO Board for approval.

12. Community Transportation Coordinator (CTC) Designation/Memorandum of Agreement (MOA)

Chapter 427.0157, Florida Statutes, requires that the LCB review and approve the Memorandum of Agreement (MOA) that will be signed by the newly designated Community Transportation Coordinator (CTC) and the Florida Commission for the Transportation Disadvantaged (CTD) for the next five-year period. The draft document is attached. Currently, the Charlotte County Board of County Commissioners (BCC) through its Transit Division serves as the CTC for Charlotte County. On May 13, 2025, by resolution, the BCC expressed a willingness to serve in this role for the next five-year period commencing July 1, 2026. The most recent CTC Evaluation reflects Charlotte County Transit’s ability to perform as CTC.

At the December 15, 2025, meeting, the MPO Board will consider recommending to the Florida Commission for the Transportation Disadvantaged (CTD) the designation of the Charlotte County area CTC for the next five-year period commencing July 1, 2026. As part of this recommendation process, the MPO Board will consider approving MPO Board Resolution #2025-03 for forwarding to the CTD.

The final step in this CTC designation process will require a presentation by the Charlotte County-Punta Gorda MPO staff at a CTD business meeting in early 2026. Once CTD approves the new Charlotte CTC designation, the new MOA will be finalized and a new Transportation Disadvantaged Service Plan (TDSP) developed by Charlotte

County Transit and MPO staff will be reviewed and approved at the September 3, 2026, LCB Meeting.

Due to lack of quorum all members present unanimously agreed to move this item to the MPO Board for approval.

13. Charlotte County Transit Development Plan (TDP)

Under the latest version of the State TDP Rule 14-73.001, the MPO Board will be presented with the TDP annual update at the December 15, 2025, meeting. Laks Gurram introduced Kayla Huetten from Benesch, who shared [this](#) presentation. Pauline Klein asked about the viability of including bike racks on transit buses, which Ms. Sherer stated has been discussed and transit is aware of the growing desire from the public for this addition.

14. Public Comments

During the public comments section, CAC member Richard Russell mentioned that aging drivers may skew high in the datasets presented under Item 11 because of the disproportionate amount of people in the area over the age of 65. There was discussion on census data and whether these percentages are being compared appropriately. Pauline Klein also mentioned that time-of-day is an important factor when considering causation.

Further discussion followed on the possibilities of ferry services for the hospital in Punta Gorda. Carl Benge explained that Advent Health is not likely to reopen the damaged facility and are looking for new locations that are possibly further away from Charlotte Harbor.

15. Staff Comments

Laks Gurram shared the following comments – House Bill 283 (2026) and an identical bill to HB 283 has been filed in the Senate by Senator Rodriguez, SB 498 titled School Zone and Pedestrian Safety, which proposes new requirements for the design and construction of crosswalks in school zones and on roads with speed limits over 35 mph. Specifically, it mandates the inclusion of traffic control devices such as Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons. Chair Laura Rossi mentioned the wording of the bill including areas outside of school zones as well. Mr. Gurram also thanked the members of the BPAC and wished them a happy holiday season.

16. Member Comments

BPAC Meeting Minutes
November 20, 2025

Pauline Klein shared that she had been in Kenya recently and noted that speed bumps are much more common there as a traffic calming measure, which she stated was very effective.

Brian Blankinship presented about the [letter](#) he drafted regarding Willow at Toll Brothers and the sidewalk along Tuckers Grade. Shaun Cullinan from Community Development stated that the proposed location is FPL owned easement. The discussion led to Mr.

Blankinship wishing to withdraw the draft letter from BPAC. Laks Gurram suggested alternate sidewalks on US 41 to access Tuckers Grade.

There was a brief discussion on why the ordinance about e-bikes were not brought to BPAC prior to being reviewed for the Board of County Commissioners.

Ben Turner announced that this was his last meeting, and he would be retiring from the committee. Members and staff expressed their gratitude for his longstanding participation on the committee.

Photos were shared of the updates to the sidewalk and bike path on the US-41 NB Peace River Bridge.

17. Adjournment - (Next BPAC Meeting – March 12, 2026 @ 2:00 p.m. 1050 Loveland Blvd. Port Charlotte, FL 33980)

There being no further business, the meeting was adjourned at 4:17 p.m. The next regularly scheduled BPAC meeting will be held at the Loveland MPO Office, on March 12, 2026, at 1050 Loveland Blvd., Port Charlotte, FL 33980

**MARCH 12, 2026
BICYCLE/PEDTERIAN ADVISORY COMMITTEE (BPAC) MEETING**

**AGENDA ITEM # 4-B
APPROVAL OF MINUTES: SEPTEMBER 25, 2025, MEETING**

Purpose: To review and approve the minutes of the previous Bicycle/Pedestrian Advisory Committee Meeting (BPAC)

Presented by: MPO Staff

Discussion: To Be Determined

Recommendation: Motion to approve the minutes of the BPAC Meeting of September 25, 2025.

Attachment: [Minutes of the September 25, 2025, BPAC Meeting](#)





**CHARLOTTE COUNTY - PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION**

**MINUTES OF THE SEPTEMBER 25, 2025
BICYCLE/PEDESTRIAN ADVISORY (BPAC) COMMITTEE**

MEMBERS PARTICIPATING (IN PERSON)

Laura Rossi, Chair, Mid County Representative
Brian Blankinship, South County
Pauline Klein, Bicycle Club Representative
Philipp Pfäeffli, Bicycle Business Representative

MEMBERS ABSENT

Robert Logan, Mid-County Representative
Jan Dick, South County Representative - Excused
James Wernicke, Vice Chair, West County Representative - Excused
Ben Turner, West County Representative - Excused

OTHERS PARTICIPATING IN PERSON

Laks Gurram, MPO Director
Bekie Leslie, MPO Administrative Services Coordinator
Ray Scott, MPO Senior Administrative Assistant
Mark Yaxis, MPO Multimodal Planner
Norma Garcia, Charlotte County Public Schools
Carl Benge, City of Punta Gorda Urban Design

OTHERS PARTICIPATING VIRTUALLY

Ravi Kamarajugadda, Charlotte County Public Works
Marc Ispass, Consultant, Kimley-Horn

1. Call to Order & Roll Call

BPAC Chair Laura Rossi called the meeting to order at 2:03 p.m. Members, staff and consultants introduced themselves. A quorum was not present.

2. Pledge of Allegiance

The pledge of allegiance was recited.

3. Public Comments on Agenda Items

There were no public comments.

4. Consent Agenda:

- A. Approval of Minutes: Joint Citizens Advisory Committee (CAC)/Technical Advisory Committee (TAC) and Bicycle/Pedestrians Advisory Committee (BPAC) Meeting - July 16, 2025, Meeting**
- B. Draft MPO Board and Advisory Committees Meeting Schedule for Calendar Year 2026**

Laura Rossi made a motion to approve the minutes of the Joint CAC/TAC/BPAC meeting at the upcoming November 20, 2025 BPAC meeting.

Due to a lack of quorum, all members present unanimously agreed to defer the approval to the November 20, 2025 BPAC meeting

***Brian Blankinship** made a motion to move the Draft MPO Board and Advisory Committees Meeting Schedule for Calendar Year 2026 for the November 20, 2025 BPAC meeting. **Pauline Klein** seconded the motion. Due to lack of quorum all members present unanimously agreed to move this item to the MPO Board for approval.*

5. Reports

A. Chair's Report

BPAC Chair, Laura Rossi had nothing to report.

B. Charlotte County Report

Ravi Kamarajugadda reported on the status of maintenance along Tucker's Grade east of I-75. He explained that an agreement has been reached regarding ownership of that section of road and noted that an update from FDOT CTST liaison, Sara Linares, is expected within the next couple of weeks.

Mr. Kamarajugadda then addressed any questions from the members. Chair, Laura Rossi, asked why the posted speed limit signs in the school zones on Peachland Blvd were raised to 20 mph. Mr. Kamarajugadda explained that the change is the result of a multi-county study regarding adequate speeds within school zones which also requires school zone times be posted. He explained that all the school zone signs in the county would be changed moving forward. Laura Rossi asked who she should speak to about these changes, particularly the change allowable speeds within school zones. Mr. Kamarajugadda stated that transportation engineering staff, James Richardson, would be the best contact. There was a brief discussion on this topic.

C. City of Punta Gorda Report

Carl Benje reported that three Complete Street projects are being presented to the 1% sales tax board for review. The Sales Tax Board will provide a recommendation on whether these projects should be forwarded to the City Council for consideration. Those streets are Cooper St, Airport Rd and East Virginia Ave. Mr. Benje also mentioned the bike lane connection on US-41 NB at Peace River Bridge. He will investigate which jurisdiction is responsible for the right-of-way in that area. A brief discussion followed.

Mr. Gurram noted that a more detailed presentation on this topic will be provided during the Members Comments portion of the meeting, where further discussion would be more appropriate.

D. Sheriff's Report

A Charlotte County Sheriff's representative was not present.

6. Florida Department of Transportation (FDOT) Report

FDOT staff was not present.

7. FY 2025-FY 2026 Unified Planning Work Program (UPWP) Amendment

On August 4, 2025, the Charlotte County–Punta Gorda MPO received a request from the Florida Department of Transportation (FDOT) to amend the FY 2026 Unified Planning Work Program (UPWP). This request was made pursuant to federal regulations outlined in 2 CFR §200.308 and 49 CFR §18.30(f), which require updates to reflect changes in key personnel.

This amendment specifically addresses the transition of Charlotte County – Punta Gorda MPO under new leadership Lakshmi N. Gurram, who was appointed as the permanent MPO Director on March 31, 2025.

To ensure continued compliance with federal requirements and maintain accurate documentation, the amendment also replaces Resolution 2024-01 with Resolution 2025-04 in the UPWP.

- UPWP Resolution 2025-04
- FDOT UPWP Revision Form
- FDOT Technical Memorandum 22-01REV-1

Laks Gurram introduced this amendment and explained the purpose of it to the members present.

Brian Blankinship made a motion to unanimously consent to recommend the MPO Board approve an amendment to the FY 2026 Unified Planning Work Program (UPWP). The motion allows for transmittal of the document to FDOT and required agencies, including the ability for staff to make minor changes and adjustments based on comments and input

*received. **Pauline Klein** seconded the motion. Due to lack of quorum all members present unanimously agreed to move this item to the MPO Board for approval*

8. Final Draft 2050 Long Range Transportation Plan (LRTP)

At the August 4, 2025 MPO Board Meeting, the MPO Board approved and opened for a 30-day public comment period of the Draft 2050 LRTP, which ended on September 5, 2025. This process fulfills the MPO's Public Participation Plan and meets the federally mandated minimum public review period required for LRTP adoption.

MPO Staff reviewed the Draft LRTP package and submitted comments to the consultant for incorporation. The LRTP Adoption Package presented today includes all comments received (Attachment 1).

MPO Staff have advertised twice since the August 4th MPO Board meeting. The public comment period officially closed on September 5, 2025 and will be officially adopted by the MPO Board on October 2, 2025,

The completed 2050 LRTP, along with the 2050 LRTP Technical Appendix, provides comprehensive data supporting the plan's development.

Laks Gurram introduced Marc Ispass, who presented virtually on this topic and completed document.

Brain Blankinship asked if the Tucker's Grade improvement will include multiuse trails. Mr. Kamarajugadda stated they are still being discussed as the project is not at that stage of planning yet.

***Pauline Klein** made a motion to unanimously consent that the MPO Board adopt the Draft 2050 Long Range Transportation Plan (LRTP); **Brian Blankinship** seconded the motion. Due to lack of quorum all members present unanimously agreed to move this item to the MPO Board for approval*

9. Florida Gulf Coast Trail Connector Update

The Trust for Public Land (TPL), Inc., a nonprofit organization, began leading efforts in 2022 to create the [Florida Gulf Coast Trail in Southwest Florida](#) (Video). This ambitious project aims to establish one of the longest continuous trails in the state, ultimately spanning approximately 420 miles. The trail will traverse seven counties along the coast including Hillsborough, Pinellas, Manatee, Sarasota, Charlotte, Lee and Collier

TPL is collaborating with local partners to transform a fragmented trail system into a connected regional network that promotes outdoor recreation, alternative transportation, and economic development.

The Florida Gulf Coast Trail will serve as a vital corridor for residents and visitors alike, linking communities, enhancing access to nature, and supporting Florida's thriving outdoor tourism industry.

Charlotte County – Punta Gorda MPO Staff is actively coordinating with District 1 FDOT Staff and the SUN Trail Coordinator on the SUN Trail projects to secure Construction dollars for the next phase. Below are the three projects that are programmed for Design.

- Construction of Segment 1 SR 776 from US41 to Gillot Blvd
- Construction of Segment 2 SR 776 from Gillot Blvd to Myakka State Forrest
- Construction of the South Fork at the Alligator Creek Pedestrian Bridge.

Laks Gurram introduced the topic and spoke briefly on the presentation and the Gulf Coast Trail within Charlotte County as Charles Hines, the Trust for Public Land Program Director for the Florida Gulf Coast Trail, was not able to attend the meeting. Some discussion followed regarding allowing fishing on the planned improvements to the Alligator Creek Pedestrian Bridge, which is expected to accommodate a twelve-foot trail that will be separated from the sidewalk. Brian Blankinship asked if the slides regarding the right of way amounts for the proposed connectors could be sent to him.

10. Public Comments

There were no public comments.

11. Staff Comments

Laks Gurram took a moment to welcome the MPOs new Multimodal Planner, Mark Yaxis.

12. Member Comments

Brian Blankinship presented a proposal to relocate a county-required sidewalk from Tucker's Grade to a different area along the Toll Brothers at Willow property, with the goal of connecting additional multiuse trails. Mr. Gurram explained that the developers are only obligated to construct the sidewalk on Tucker's Grade.

Members of the BPAC expressed support for establishing a connection; however, during the discussion, they agreed on pursue an alternative connection that would exclude the private roads within the community. This decision was based on concerns that gates be installed, potentially limiting public access to the path since the roads are privately owned.

The BPAC members agreed to prepare a letter to be sent to the County outlining their recommendation.

Philipp Pfaeffli displayed photos showing sidewalks and lack of bike lane connections on US 41NB near Peace River Bridge. He expressed concern that bicyclists must cross over dirt and an uneven lip to access the bike path on US 41 NB bridge.

During the discussion, Carl Bengé stated that he would follow up with the Punta Gorda Department of Public Works to address the issue. Mr. Pfaeffli also inquired about the potential investment required to implement the missing section of path, to which Mr. Bengé responded that it would represent a significant investment from FDOT's standpoint.

Mr. Pfaeffli raised concerns about a nearby intersection of two paths just south of the US 41 NB area, where one path merges into another before sharply returning to its original alignment. He noted that a utility pole is positioned nearly in the center of the path, creating an additional safety concern. Mr. Bengé confirmed that this issue would also be discussed with the Department of Public Works.

During this time, Pauline Klein asked about when construction of the Harbor View Road widening would begin. Mr. Gurram explained that this project is currently in the right of way acquisition phase. The Board of County Commissioners (BoCC) is working to acquire the ROW for the entire segment of road now, rather than waiting until funding for construction is secured for second segment. He added that the BoCC is also considering the use of eminent domain for some of the properties involved in the ROW.

Mr. Gurram stated that construction must start before June of 2026 because construction dollars are currently in place for the first segment of Harbor View Road from Melbourne Street to Date Street. Discussion continued regarding the Buc-ee's and the large-scale housing development planned for the southeastern portion of Harbor View Road. During the conversation, Ms. Klein stated, the area will likely be a nightmare to traverse for the next ten to fifteen years. Mr. Gurram stated that, despite initial concerns, studies have shown that traffic generated by the Buc-ee's development will remain primarily on the interstate, with minimal overflow into local roadways. Another question came forward about the southbound section of Harborwalk by both Pauline Klein as well as Philipp Pfaeffli as to why it was still not open since the demolition of the hotel/Hurricane Charley's restaurant. Carl Bengé explained that the seawall and sidewalk were damaged during Hurricane Milton. He further noted that a meeting with legal department took place this week to determine responsibility for repairs. Mr. Bengé stated he would share the outcome of that meeting once available, as Harborwalk remains a priority for the city.

Chair Laura Rossi briefly inquired about the possibility of allowing BPAC members to designate alternates in order to improve the committee's ability to maintain a quorum at future meetings.

In response, Mr. Gurram explained that alternates are not currently permitted, as BPAC members are appointed directly by the MPO Board. However, Ms. Rossi expressed interest in exploring whether the MPO Board could consider allowing alternatives for committee members to help ensure consistent participation.

13. Adjournment - (Next BPAC Meeting – November 20, 2025 @ 2:00 p.m. 1050 Loveland Blvd. Port Charlotte, FL 33980)

Brian Blankinship made a motion to adjourn the BPAC meeting. Pauline Klein seconded the motion. Due to lack of quorum all members present unanimously agreed.

There being no further business, the meeting was adjourned at 3:25 pm. The next regularly scheduled BPAC meeting will be held at the Loveland MPO Office, on November 20, 2025, at 1050 Loveland Blvd., Port Charlotte, FL 33980

MARCH 12, 2026
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM #5
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) – BYLAWS
AMENDMENT

Purpose: To recommend MPO Board approval of the MPOs Bicycle/Pedestrian Advisory Committee (BPAC) Bylaws

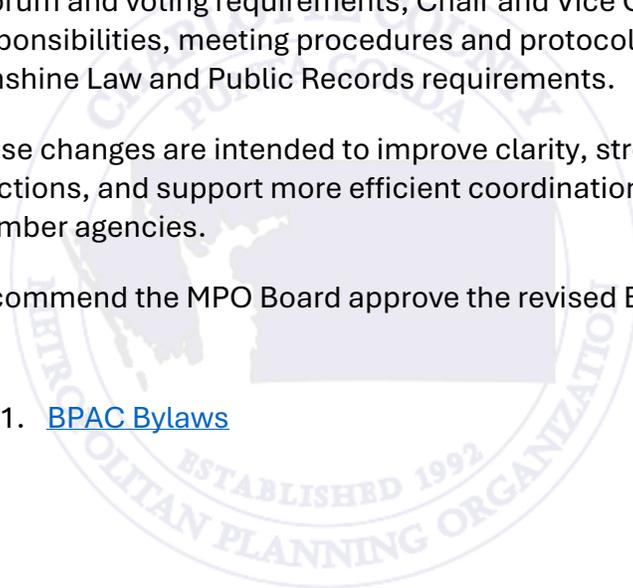
Presented by: MPO Staff

Discussion: MPO staff have completed a review of the existing BPAC Bylaws to ensure consistency with current MPO policies, federal and state requirements, and the committee’s operational needs. The proposed revisions include updates to departmental representation, membership structure, committee composition and appointment procedures, member qualifications and terms, quorum and voting requirements, Chair and Vice Chair roles and responsibilities, meeting procedures and protocols, and compliance with Sunshine Law and Public Records requirements.

These changes are intended to improve clarity, strengthen the BPAC’s core functions, and support more efficient coordination between MPO and its member agencies.

Recommendation: Recommend the MPO Board approve the revised BPAC Bylaws

Attachment: 1. [BPAC Bylaws](#)





**BYLAWS
OF THE
BICYCLE/PEDESTRIAN
ADVISORY COMMITTEE
OF THE
CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION**

As Amended: March 30, 2026 ~~October 6, 2014~~

Section 1. Name:

The name of this Committee shall be the Bicycle/Pedestrian Advisory Committee (BPAC) of the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO).

Section 2. Purpose:

A. The Committee shall serve the Charlotte County-Punta Gorda MPO in an advisory capacity on Bicycle/Pedestrian matters.

B. The functions of this Committee shall include, but not be limited to, the following:

1. To promote communication among members of the MPO, Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC), to identify and resolve transportation issues;
2. To assist in developing transportation work programs;
3. To promote the coordination of transportation planning and programming regarding bicycle/pedestrian planning projects;
4. To review studies, plans, programs, and public information documents for sufficiency, accuracy, and completeness, and advise the MPO Board accordingly
5. To recommend priorities to the Charlotte County-Punta Gorda MPO Board for bicycle and pedestrian plans and projects implementation based on the transportation needs identified in the studies;
6. Maintain ongoing liaison with local, state and federal agencies involved in the transportation planning process.

Section 3. Membership, Composition Appointment, Qualifications and Terms:

A. Members of the Committee shall be appointed by the MPO Board and include but not be limited to; two representatives each from the west, mid and southern areas of Charlotte County, one representative from a bicycle club, one at-large representative ~~from an historical/cultural/environmental organization~~ and one representative from a bicycle business. In accordance with Section 339.175, Florida Statutes, advisory participation shall include, to the extent feasible, representatives of the Charlotte County School Board and agencies involved in community and transportation safety activities. ~~In addition~~

~~to the citizen representatives, personnel from the Charlotte County School Board, the Charlotte County Sheriff's Department, and the MPO member governments shall be included as advisors.~~ Each member representative shall serve at the pleasure of the MPO Board and the MPO Board may remove any member representative, with or without cause, at any time. The BPAC member representatives shall be residents of Charlotte County and serve three-year terms commencing from the date of MPO Board approval. ~~A list of current Bicycle/Pedestrian Advisory Committee members shall be attached to these bylaws.~~

- B. Regular members shall be voting members. Advisors shall be non-voting members.
- C. All Committee members and advisory members must identify themselves on the attendance roster as to the agency represented and voting or non-voting status.
- D. The MPO Staff will be responsible for maintaining a current list of the names of members and advisory agencies.

Section 4. Officers and Duties:

- A. A Chair and a Vice Chair, hereinafter "Chair", "Vice Chair" or "Officer", of the Committee shall be elected at the last ~~first~~ regularly scheduled meeting of each calendar year for a term of one year and shall hold the offices until their successors are elected.
- B. Any regular member may nominate any other regular member, including him or herself, as Chair and/or Vice Chair. All elections shall require a quorum of five (5) members of the BPAC to be present, shall take place at a regular meeting of the BPAC and be by the majority vote of regular members present.
- C. The Chair shall preside at all meetings and shall be responsible for the conduct of all meetings. The Chair shall also serve as a liaison between the Bicycle/Pedestrian Advisory Committee and the Charlotte County-Punta Gorda MPO Board whenever the need arises.
- D. The Vice Chair shall, during the absence of the Chair or the Chair's inability to serve, have and exercise all of the duties and powers of the Chair. The Vice Chair shall also perform

such other duties as may be assigned by the Chair. If both the Chair and Vice Chair are absent from a meeting, the meeting shall be chaired by the ~~Executive~~ MPO Director, or MPO staff designee, who shall not vote.

E. Any vacancy in the Chair and Vice Chair positions created by the resignation, replacement or removal of the Chair and Vice Chair positions by the MPO Board or appointing member agency shall be filled by a majority vote of regular members pursuant to the provisions of paragraph B. The Officer so elected shall fill the remainder of the unexpired term of the vacant office.

F. If, at any time, the Committee feels that an Officer is not performing duties in accordance with Section 4, Subsection C, that Officer may be removed from office by a two-thirds vote of the regular members present at a regular meeting, provided that an item to that effect and the specific reasons for removal have been discussed at a regular meeting to be voted on at the next regular meeting, and an agenda has been distributed in accordance with Section 5, Subsection B, of these Bylaws.

Section 5. Meetings:

A. The Committee shall meet at a date, time and place acceptable to a majority of the regular membership. The date or time may be changed by a majority vote if ten (10) calendar days notice is given to the regular members.

B. A seven (7) calendar day notice shall be given for regular meetings. Special meetings may be called by the Chair with a minimum of three (3) calendar days' notice, indicating the reason for the meeting and notifying all members. Agendas shall be prepared prior to all meetings. Tentative agendas should be mailed with meeting notices and, whenever possible, minutes of the previous meeting, at least seven (7) calendar days prior to any regular meeting and at least three (3) calendar days prior to any special meeting. Members may place items on the tentative agenda by notification to the MPO Staff.

C. Whenever reports are to be given, copies will be prepared for each member of the committee. When possible, said copies should be mailed with meeting notices.

D. Each member shall have one vote.

E. A quorum shall consist of a majority (5) of members and shall be required to conduct all official business. A majority of the quorum shall be necessary to decide an issue before the Committee.

Roberts Rules of Order shall be followed at all meetings.

F. ~~All meetings will be open to the public. The public shall have the opportunity to comment on agenda items prior to discussion and decision by the Committee.~~ All meetings will be open to the public, and public participation shall be provided in accordance with Section 286.0114, Florida Statutes, ensuring the public has a reasonable opportunity to be heard before the Committee takes action on a proposition.

Section 6. Amendments:

These Bylaws may be amended by the affirmative vote of a majority of the members of the full committee, provided a copy of the proposed amendment shall have been sent to every member at least seven (7) calendar days before it is to be voted on. All proposed amendments shall be voted on at regular meetings.

Section 7. Sunshine and Public Records Laws.

The Bicycle/Pedestrian Advisory Committee in all its proceedings shall be governed by the Florida Sunshine Law (Chapter 286, Florida Statutes), the Public Records Law (Chapter 119, Florida Statutes), and the Public Participation Law (Section 286.0114, Florida Statutes). ~~shall be governed by the Florida Sunshine Law, Chapter 286, Florida Statutes and the Public Records Law, Chapter 119, Florida Statutes.~~

~~Records Law, Chapter 119, Florida Statutes.~~

Section 8. Prior Agreement:

These Bylaws supersede and replace any and all Bylaws previously endorsed by the Bicycle/Pedestrian Advisory Committee.

Section 9. Effective Date:

These Bylaws and any and all amendments to the Bylaws will become effective upon endorsement of the Charlotte County-Punta Gorda MPO Bicycle/Pedestrian Advisory Committee and

approval by the MPO Board.

These Bylaws for the Bicycle/Pedestrian Advisory Committee of the Charlotte County-Punta Gorda Metropolitan Planning Organization were hereby endorsed in an open session with a quorum present and voting on March 12, 2026, ~~September 18, 2014~~, by the Bicycle/Pedestrian Advisory Committee and subsequently approved by the Charlotte County-Punta Gorda Metropolitan Planning Organization Board on March 30, 2026 ~~October 6, 2014~~.

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

By: _____
~~K. Stephen Carter~~
Laura Rossi, BPAC Chair

METROPOLITAN PLANNING ORGANIZATION

By: _____
Christopher G. Constance
MPO Chairman

ATTESTED BY: _____
Lakshmi N. Gurram
~~Robert M. Herrington~~
MPO Director

DATED this 30th day of March, 2026

~~DATED this 6th day of October, 2014~~

ADVISORY AGENCIES (non-voting)

District 1 Florida DOT
District 1 Bicycle Pedestrian Coordinator

Charlotte County Sheriff's Office

Charlotte County Sheriff's Office Community Liaison

Charlotte County Public Schools

Charlotte County Public Schools Transportation Representative

City of Punta Gorda

City of Punta Gorda Urban Design Office

City of Punta Gorda Public Works Department

Charlotte County

Charlotte County Community Development Department

Charlotte County Community Development Public Works ~~Engineering~~ Department

Charlotte County Office of Emergency Management

Charlotte County Economic Development Office

MARCH 12, 2026
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 6
2025 FDOT/MPO JOINT CERTIFICATION STATEMENT

Purpose: To recommend MPO Board approval of the MPOs 2025 FDOT/MPO Joint Certification Statement.

Presented by: MPO Staff

Discussion: Each year, FDOT and Charlotte County – Punta Gorda MPO must jointly certify the metropolitan transportation planning process as described in 23 U.S.C. 134(k) (15) and 23 C.F.R. 450.334(a). The joint certification begins in January, as District One and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions. The Charlotte County – Punta Gorda MPO Joint Certification Package has been reviewed and accurately reflects the results of the joint certification review meeting held on February 10, 2026. Based on the review and evaluation, the Florida Department of Transportation had no recommendation and/or corrective actions.

During FDOT's annual Joint Certification review, the Charlotte County–Punta Gorda MPO was rated **Low Risk**, which shows that the MPO is operating efficiently, following all required procedures, and managing federal and state funds responsibly.

Recommendation: Recommend MPO Board approval of the 2025 FDOT/MPO Joint Certification, authorizing the MPO Board Chair to sign the Joint Certification Statement.

Attachments:

1. [2025 FDOT/MPO Joint Certification/Noteworthy Achievements](#)
2. [2025 FDOT/MPO Joint Certification Statement](#)



FDOT MPO Joint Certification

MPO Name: Charlotte County-Punta Gorda MPO

Calendar Year of Review Period: January 1, 2025, through December 31, 2025

Date Completed: 2/10/2026

Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) jointly certify the metropolitan transportation planning process, as described in 23 Code of Federal Regulations (CFR) 450.336. The FDOT MPO Joint Certification includes confirmation of the metropolitan transportation planning process, a summary of the MPO's noteworthy achievements, and, if applicable, a list of recommendations and/or corrective actions. The District must report corrective actions and how they were resolved by the MPO directly to the MPO Board.

The MPO completes Part 1, while the FDOT District completes Part 2. Please read and answer each question in the document. The FDOT MPO Joint Certification must be submitted to the Office of Policy Planning (OPP) by **June 1**.

Part 1: MPO

The MPO completes Part 1 of the Joint Certification.

Section 1.1: Statement of Compliance

The MPO Executive Director must review and sign the statement below to certify compliance with federal and state requirements.

I acknowledge and confirm that the MPO (check all):

- Incorporates the 10 Federal Planning Factors [23 CFR 450.306] into its planning process.
- Develops transportation plans and programs through a continuing, comprehensive, and cooperative process [23 CFR 450.306(b)].
- Ensures that federal-aid funds are expended in conformity with applicable federal and state laws, including 23 United States Code (USC) 134, 49 USC 5303, 2 CFR 200, and s.339.175, Florida Statutes (FS) and policies and procedures prescribed by FDOT and FHWA.



- Requires its consultants and contractors to comply with applicable federal and state laws pertaining to the use of federal-aid funds.
- Uses a financial management system that complies with the requirements outlined in 2 CFR 200.302.
- Ensures records of costs incurred under the terms of the FDOT/MPO Agreement are always maintained and readily available upon request by FDOT during the period of the FDOT/MPO Agreement, as well as for five years after final payment is made.
- Submits supporting documentation in sufficient detail for proper monitoring, when required, to FDOT.
- Maintains and updates required agreements between the MPO and FDOT, other MPOs, and local stakeholders.

Please select options applicable to the MPO:

- The MPO is a standalone entity, a direct recipient of federal funds, and subject to an annual single audit.
- The MPO uses a federal or state-approved indirect cost rate.

If **Yes**, please indicate which indirect cost rate the MPO uses:

- Actual indirect costs (with receipts)
- An approved Indirect Cost Allocation Plan (to be completed by the MPO, submitted to FDOT Office of Comptroller for review and approval PRIOR to contract execution)
- De Minimus Rate: A percentage of Modified Direct Costs (currently, the De Minimus rate is 15%)

If **Yes**, please check the box if the MPO submitted a Cost Allocation Plan.

- The MPO charges all eligible costs as direct costs.
- FDOT and the MPO certify the metropolitan transportation planning process is carried out according to applicable requirements described in 23 CFR 450.336.**



By signing below, I certify the above information is true and accurate.

MPO Executive Director Signature: *Lakshmi N. Gurram*

Name: Lakshmi N. Gurram

Title: Director

Date: 1/20/2026

FDOT Transportation Development Director Signature:

DocuSigned by:
Nicole Mills
E4FD33AAA641427...

Name: Nicole E Mills, P.E.

Title: Director of Transportation Development

Date: 02/23/2026 | 10:29 AM EST

Section 1.2: Noteworthy Achievements and Practices

List the MPO's noteworthy achievements and practices below by year.

Month	Year	Noteworthy Achievement or Practice
		Please see attached

Section 1.3: MPO Comments

List items that require follow-up or action.

Thank you for the opportunity



Part 2: FDOT District

The FDOT District completes Part 2 of the Joint Certification.

Section 2.1: Risk Assessment

FDOT, as the recipient of federal-aid funds for the State, is responsible for ensuring that these funds are expended in accordance with 2 CFR 200.332(b), s.215.971,FS, and s.216.3475, FS. After coordination with the Office of Policy Planning (OPP), any of the considerations in 2 CFR 200.331(b) may result in an MPO being assigned the high-risk level.

The questions in this section assign a risk level to each MPO. The risk level determines the minimum frequency with which the District MPO Liaison reviews the MPO’s supporting documentation for invoices for the following year.

Figure 1 shows the risk assessment and monitoring timeline.

Figure 1. Risk Assessment Process



1. MPO Invoice Submittal

How often does the MPO submit invoices to the District for reimbursement?

Quarterly

The MPO must submit invoices within 90 days of the end of the invoice period. An invoice is late if it is submitted after 90 days. How many invoices did the MPO submit late? 0

2. MPO Invoice Review Checklist

The MPO Invoice Review Checklist identifies significant findings, i.e., items that require correction for the MPO to be reimbursed. How many significant findings did the MPO invoice checklists have in the past year? 0

3. MPO Supporting Documentation Review Checklist

The MPO Supporting Documentation Review Checklist identifies significant findings, i.e., items that require correction for the MPO to be reimbursed. How many significant findings did the MPO supporting documentation checklists have in the past year? 0



4. Risk Assessment Score

Please use the table below to select the MPO’s risk level.

Total number of late invoices and significant findings: 0

Level of Risk: Low

Total Number of Late Invoices and Significant Findings	Risk Level	Frequency of Monitoring
Less than 10	Low	Annual
10-20	Moderate	Bi-annual
21-30	Elevated	Tri-annual
More than 30	High	Quarterly

Section 2.2: Planning Documents

1. Complete the table below.

Planning Document	Date Adopted	End/Horizon Date	Date Uploaded in GAP (if applicable)	Was the document made available to the public consistent with applicable federal regulations and the procedures identified in the MPOs PPP?
L RTP	10.2.2025	10.2.2030 (2025-2050)	9.15.2025	Yes
TIP	5.19.2025	10.1.2025-9.30.2026 (FY25/26-29/30). Adoption May 2026	7.10.2025	Yes
UPWP	5.20.2024	6.30.2026 (FY24/25-25/26)	5.21.2024	Yes
CMP	10.2.2025	10.2.2030		Yes
PPP	12.15.2022	revised PPP is forthcoming.		Yes

2. Did the MPO identify all FHWA Planning Funds (PL and non-PL) in the TIP?

Yes



3. Was the Public Participation Plan (PPP) made available for public review at least 45 days before adoption?

Yes



Section 2.3: District Questions

List District questions or observations that require follow-up or action.

N/A

Section 2.4: Recommendations and Corrective Actions

Identify any recommendations and corrective actions based on the information in this review below. Corrective actions should include a date by which the MPO must address them. The District must report corrective actions and how they were resolved by the MPO directly to the MPO Board.

Status of Recommendations and Corrective Actions from Prior Certifications

Recommendation/Corrective Action	Applicable Date/Response Date
Based on the results of the 2025 Joint Certification, Charlotte County - Punta Gorda MPO did not receive any recommendations or corrective actions.	

Current Recommendation(s) for this Certification Cycle

None

Current Corrective Action(s) for this Certification Cycle

None

NOTEWORTHY ACHIEVEMENTS/ PRACTICES

Below are some of the noteworthy achievements since the last Joint Certification Meeting

Date and Month	Year	Noteworthy Achievement
January 27	2025	Sarasota/Manatee MPO and the Charlotte County–Punta Gorda MPO Boards was held at the Venice Community Center. Items of regional interest included a joint interlocal agreement among the Sarasota/Manatee, Charlotte, and Lee MPOs. Additional discussion topics covered the SUN Trail program, planned improvements to the River Road–Interstate Connector, and potential inter-county transit route options along with their overall viability
February 14	2025	Joint meeting of the Lee MPO and the Charlotte County–Punta Gorda MPO Boards was held on February 14, 2025, at the Burnt Store Road Presbyterian Church in Port Charlotte. Discussion items included the interlocal agreement among the Sarasota/Manatee, Charlotte, and Lee MPOs. Additional topics covered the Burnt Store Road widening, SR 31, the Joint Transportation Regional Incentive Program project list, and updates related to the SUN Trail program.
February 10 - October 2	2025	An online survey was prepared to gather public input, along with a 2050 LRTP-specific informational video for public viewing. Public involvement activities were organized into three phases: Phase I: Establishing a long-term vision for 2050 Phase II: Identifying transportation needs and potential improvements Phase III: Prioritizing projects based on cost feasibility and implementation readiness Public workshops served as a central component of the LRTP outreach strategy. These workshops were designed to gather input on both the Needs Plan and the Cost Feasible Plan (CFP), leading to the adoption of the LRTP in October 2025.
May	2025	The MPO Board executed its first-ever Interlocal Agreement with the Heartland Transportation Planning Organization, establishing a formal framework for collaboration on regional transportation priorities. This agreement marks a significant step toward strengthening coordination between the two planning agencies, enabling more effective discussion of shared mobility needs, long-range planning efforts, and opportunities for joint projects
November	2025	Transit and MPO staff completed a comprehensive review and revision of the Charlotte County LCB grievance procedures to ensure full alignment with the Local Grievance Guidelines for Transportation Disadvantaged Services. The updated procedures were formally approved by the Local Coordinating Board (LCB) and are now in effect. These revised guidelines apply to all services provided through Charlotte County’s Transportation Disadvantaged system,

		strengthening consistency, transparency, and accountability in how concerns and complaints are addressed.
December	2025	The MPO Board recommended to the Florida Commission for the Transportation Disadvantaged (CTD) the designation of the Charlotte County area Community Transportation Coordinator (CTC) for the next five-year period beginning July 1, 2026. This recommendation reflects the Board’s continued support for maintaining a coordinated and efficient transportation system that meets the mobility needs of transportation-disadvantaged residents within the county. In conjunction with this action, the MPO Board approved Resolution #2025-03, formally endorsing the CTC designation and authorizing its submission to the CTD for final approval. This step ensures continuity of services and reinforces the MPO’s commitment to providing safe, reliable, and accessible transportation options for the community.
On Going		MPO staff is continuously enhancing the MPO website to improve functionality, accessibility, and overall user experience. As part of this ongoing effort, staff is implementing updated security measures and following best-practice protocols to ensure that all available data is properly protected. The goal is to ensure that the information provided to the public remains accurate, accessible, and secure at all times.
		MPO staff continues to actively participate in Traffic Incident Management (TIM) and Community Traffic Safety Team (CTST) meetings, working collaboratively with partner agencies to improve roadway safety and emergency response coordination. Staff also encourages community members to engage in these meetings, helping to promote public awareness and support for local traffic safety initiatives.
		In July and August, FDOT constructed a roundabout at US 41 and Carmalita Street, and installed RCUTs at Rio Villa Drive and other intersections along US 41 in the City of Punta Gorda and on SR 776. FDOT has commented on the effectiveness of these improvements and shared statistics showing changes in fatalities and injuries before and after the installations.

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

525-010-05c
POLICY PLANNING
02/18

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Charlotte County-Punta Gorda MPO with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on February 10, 2026.

Based on a joint review and evaluation, the Florida Department of Transportation and the Charlotte County-Punta Gorda MPO recommend that the Metropolitan Planning Process for the Charlotte County-Punta Gorda MPO be certified.

Name:
Title: District Secretary (or designee)

Date

Name:
Title: MPO Chairman (or designee)

Date

MARCH 12, 2026
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 7
**FY 2025 – FY 2026 UNIFIED PLANNING WORK PROGRAM (UPWP) DE-
OBLIGATION OF PLANNING FUNDS (PL)/FDOT MPO AMENDMENT TO
AGREEMENT**

Purpose: To recommend the MPO Board amend FY 2025/2026 Unified Planning Work Program (UPWP) De-Obligation of Federal Highway Administration (FHWA) Metropolitan Planning (PL) Funds/Amendment to the Metropolitan Planning Organization Agreement

Presented by: MPO Staff

Discussion: The MPO Board approved the current two-year UPWP on May 20, 2024. MPO staff recommends amending the FY 2026 UPWP by de-obligating \$40,000 from Task 1 Administration and \$20,000 from Task 8 Transit/TD Planning by rolling these funds into the new draft FY 2026/2027–FY 2027/2028 UPWP that will be effective July 1, 2026. The new draft UPWP also includes the updated Metropolitan Planning Organization Agreement.

The de-obligation of Federal Planning (PL) funds releases federal funds previously authorized but not expended by the MPO in FY 2025/2026 allowing these funds to be “carried forward” into the new FY 2026/2027 - FY 2027/2028 UPWP. These funds are then available for use by the MPO by October 2026.

Budget Action:

- Moving \$40,000 from FY 2025/2026 Task 1–Administration salary line and carrying it forward into the draft FY 2026/2027 – FY 2027/2028 UPWP Task 1 – Administration (Salary line).
- Moving \$20,000 from FY 2025/2026 Task 8 – Transit & Transportation Disadvantaged (TD) Planning and carrying it forward into the new draft FY 2026/2027 – FY 2027/2028 UPWP Task 1 – Administration (Salary line).

Recommendation: Motion to recommend the MPO Board approve the FY 2025/2026 Unified Planning Work Program (UPWP) amendment through the de-obligation of \$60,000 in PL funds, amend the Metropolitan Planning Organization Agreement, and authorize staff to make any minor revisions as recommended by FDOT and FHWA.

Attachments:

1. [Proposed UPWP Task Sheet and Funding/Summary tables](#)
2. [Amendment to the Florida Metropolitan Planning Organization Agreement](#)
3. [FDOT Cost Analysis Certification Form](#)
4. [FDOT Technical Memorandum 22-01REV-1](#)

Task 1 Administration

Purpose:

Properly manage the transportation planning process in the Charlotte County-Punta Gorda area that responds to the needs of the community. This includes the monitoring and managing of local planning tasks to ensure that the local planning process complies with all state and federal requirements utilizing consultant services as needed.

Previous Work:

- Provided staff support and assistance to the MPO Board and its advisory committees
- Adopted the FY 2023 – FY 2024 UPWP in May 2022
- Amended the FY 2023 – FY 2024 UPWP as required
- Publicized all meeting information on MPO website, Charlotte County website, local libraries and Charlotte County local newspaper in FY 2023 – FY 2024
- Submitted monthly signed and approved Visa® credit card statements along with original receipts to Fiscal Services for final review based on monthly deadline provided to allow for Fiscal review and to meet purchasing deadlines-ongoing
- Submitted all required MPO resolutions to MPO legal counsel for review
- Awarded the “Peggy Walters” Citizen Mobility Award to a citizen who made significant contributions to transportation planning within Charlotte County – July 2022 and July 2023
- Updated Continuity of Operations Plan (COOP)
- Continued maintenance and uploaded all MPO required documents on MPO Web Site
- Prepared and submitted invoices per standards required by 23 C.F.R. 420.121(c) and performed in accordance with 49 C.F.R
- Completed the Joint FDOT/MPO Annual Certification reviews
- Produced board and advisory committee’s agenda packets, meeting minutes, and records of committee proceedings as scheduled
- Keep Charlotte Beautiful Calendar providing bicycle laws and safety information
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of January 2022

Required Activities: MPO staff will provide the following services:

- Provide day-to-day oversight of overall agency administrative activities and staff management including graphics production, evaluation and resolution of any special issues which may arise
- Provide oversight for development and update of MPO planning document deliverables such as the LRTP, TIP, PPP, etc.
- Provide oversight for Regional Transportation Studies affecting the MPO Planning Area
- Continue to coordinate with Charlotte County Purchasing, and Fiscal Services to maintain invoices for monthly office equipment rental, utilities, office supplies & materials - Ongoing
- Approve invoices daily and submit for payment through the County’s Invoicing process - Ongoing
- Continue to process various travel arrangements and reimbursement claims according to local and State requirements for MPO staff - ongoing
- Prepare and submit payroll based on bi-weekly timesheets to Clerk Payroll within the designated deadlines - Ongoing

- Submit monthly signed and approved Visa® credit card statements along with original receipts to Fiscal Services for final review based on monthly deadline provided to allow for Fiscal review and to meet Purchasing deadlines-ongoing
- Continue to process all legal advertising to meet the required deadlines - ongoing
- Assist local agencies and interested parties on planning increased security and safety of the transportation system, including airport, rail and transit modes (daily)
- Distribute agenda packets for all MPO Board and advisory committee meetings to members, adjacent county MPOs, local media and government sponsored information outlets as needed
- Provide orientation, training and staff support to the MPO Board and its advisory committees as needed
- Provide training and support by attending US DOT and FDOT approved training courses as available
- Prepare and submit invoices per the standards required by 23 C.F.R. 420.121(c) and performed in accordance with 49 C.F.R. (quarterly)
- Update as needed the Staff Services Agreement with Charlotte County
- Development and update of the Unified Planning Work Program (UPWP) for FY 2025 and FY 2026 by July 1, 2024, and July 1, 2025
- Participate in FDOT/Charlotte County Public Works/Punta Gorda Public Works Coordination Meetings - quarterly
- Continue maintenance on MPO Web Site (ongoing)
- Continue software update and selected peripheral equipment purchases with county IT Department and other Federal, State, and local government Planning Agencies as needed
- Seek justification from FDOT for Capital Purchases exceeding budget estimates as needed
- Procure and or replace the necessary capital equipment to maintain the same level of service as is currently available at the MPO, and security (anti-virus) software will continue to be upgraded as required by 49 CFR. as needed
- MPO Office renovations and modifications to enhance security and improve operations as needed
- Maintain financial records for an annual audit, if required
- Amending the MPO lease agreement with Charlott County
- Review and revise MPO/TAC/CAC/BPAC Bylaws to reflect the use of telephone and video teleconferencing devices and applications when health and physical emergencies preclude meeting physically as needed
- Sponsor Charlotte County safety programs in Keep Charlotte beautiful calendar - annually
- Utilize General Planning Consultant services as needed

End Products:

- Develop MPO planning document deliverables as required by Federal and State Statutes
- Develop Budgets, contracts and financial records reviewed and submitted to FDOT quarterly - ongoing
- Board and advisory committee's agenda packets, meeting minutes, and records of committee proceedings as scheduled
- Training, workshop of the MPO Board, MPO Advisory Committees and MPO Staff to enhance understanding of the MPO Process and transportation decision making as needed
- Physical inventory to safeguard equipment and maintenance that meets the requirements of Federal Highway Administration (FHWA) Regulation 49 C.F.R. 18.32(d)(3) and (4) annually
- Disposal of equipment purchased with planning funds consistent with state law and FHWA Regulation 49 C.F.R. Part 18.32(e) updated as needed
- Developed UPWP for FY 2025 and FY 2026 – May 2024 and May 2025

- Annual audit report to the Federal Audit Clearinghouse Database March 2024 and March 2025, if required
- Invoices to FDOT for review following end of each quarter through June 30, 2026 - quarterly
- Updated documents to reflect the possible reapportionment of the MPO Planning area as needed
- Computer, hardware and software upgrades as needed
- Maintain office supplies to support and execute everyday business – as needed
- Financial tasks including grant reimbursements, audit reports, budget, grant reconciliations, timekeeping, inventory, invoice payment, various resolutions, travel processing, meeting/public meetings - ongoing
- MPO website updated and improved on a continuous basis
- Amendment/revision/modification of the UPWP/Section 5305 (d) as needed
- Renovation and rearrangement of MPO office for increased security and efficient operations if needed
- Revise and adopt amended MPO/TAC/CAC/BPAC Bylaws to allow utilization of meeting audio graphic or web teleconferencing methods - as needed
- Joint FDOT/MPO annual certification reviews - Annually by March 2024 and March 2025
- Keep Charlotte Beautiful safety programs calendar sponsorship – July 2024 and July 2025
- Three signed GPC contracts

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 - FY 2025	FHWA (PL) <u>\$404,514</u>
		TOTAL \$404,514
	Year 2 – FY 2026	FHWA (PL) \$347,938 \$307,938
		TOTAL \$347,938 \$307,938

De-obligate \$40,000 in FHWA -PL funds from FY 2026 Task 1- Administration (salary line). These funds will be reprogrammed into year one of the new FY 2026/2027 - FY 2027/2028 under Task 1 - Administration (salary line).

August 4, 2025 UPWP Amendment: Added \$30,581 PL carryforward in FY 2026.

March 11, 2025 UPW Modification: FY 2025 Task 1-Administration moving money in between expense lines totaling \$4,500 into Task 1 – Administration advertising line.

October 21, 2024 UPWP Amendment: Increased PL by \$74,346

July 29, 2024 Amendment: added \$5,654 additional funding received for CPG 5305(d) in FY 2025 Task 1 – salaries and benefits account line

2026			
Funding Source	FHWA		FY 2026 Total
Contract Number	G2W22		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2026 FHWA G2W22 (PL)	FHWA G2W22 (Total)	
Personnel (salary and benefits)			
Salaries, Benefits and other deduction	\$ 219,418	-	\$ 219,418
Personnel (salary and benefits) Subtotal	\$ 219,418	\$ 219,418	\$ 219,418
Travel			
Employees and MPO Board Members travel on Charlotte County business including conferences, seminars, public meetings, MPOAC meetings, etc. as well as any in county and outside the County mileage	\$ 4,000	-	\$ 4,000
MPO Board and Committees costs related to MPO meeting travels	\$ 1,500	-	\$ 1,500
Travel Subtotal	\$ 5,500	\$ 5,500	\$ 5,500
Direct Expenses			
Governmental Indirect Cost: These services include Attorney Services, IT Support, HR, Fleet services, Facilities, Finance, Fiscal Purchasing & other support services provided by Charlotte County for Charlotte MPO	\$ 51,848	-	\$ 51,848
MPO Self Insurance Costs	\$ 1,172	-	\$ 1,172
Rental: Storage Cost, meeting space	\$ 4,200		\$ 4,200
Subscriptions - newspapers, MPO website updates, improvements/maintenance, books & publication	\$ 2,750		\$ 2,750
Advertising Costs-Boards, Committee meetings, committee vacancies, PPP, L RTP, TIP, job vacancies, etc.	\$ 2,800		\$ 2,800
Postage and Freight Costs	\$ 2,000		\$ 2,000
Janitorial Cleaning Services Costs	\$ -		\$ -
Printing and Binding /Other Charges & Obligation	\$ 1,000		\$ 1,000
Equipment Leases/overage costs for copier	\$ 5,350		\$ 5,350
Gas/Oil/Lubricants	\$ 700		\$ 700
Repair/Maintenance -Building	\$ 600		\$ 600
Educational Expenses-staff training, sponsorship, training registration, continue education	\$ 4,000		\$ 4,000
Communication -cell phone	\$ 900		\$ 900
R/M Equipment/vehicle	\$ 2,000	-	\$ 2,000
Direct Expenses Subtotal	\$ 79,320	\$ 79,320	\$ 79,320
Supplies			
Departmental/Office Supplies	\$ 2,200	-	\$ 2,200
Supplies Subtotal	\$ 2,200	\$ 2,200	\$ 2,200
Equipment			
Peripherals Equipment	\$ 1,500	-	\$ 1,500
Equipment Subtotal	\$ 1,500	\$ 1,500	\$ 1,500
Total	\$ 307,938	\$ 307,938	\$ 307,938
3-30-26 - Deobligate \$40,000 from Task 1 salary line and reprogram the funds to Year 1 of the new FY 2026/2027 -FY 2027/2028 under Task 1-Administration (salary line).			

Task 8 Transit & Transportation Disadvantaged (TD) Planning

Purpose:

Support existing transit programs and assist in implementing recommendations of the Transit Development Plan (TDP) and the Transportation Disadvantaged Service Plan (TDSP), as well as utilize staff /consultant services in the development of the 2050 Long Range Transportation Plan (LRTP).

Previous Work:

- Assisted with annual progress reports for the *Charlotte Rides* 2019 Transit Development Plan (TDP) (utilizing only the County's FTA Section 5307 funds)
- Staffing of the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) quarterly
- Training of LCB membership in January 2024
- Attendance at the annual Commission for the Transportation Disadvantaged (CTD) state training and technology conference (except for 2023 due to Hurricane Idalia cancellation/alternative training provided Spring 2024)
- Assistance with Charlotte Transit marketing and planning activities
- Adopted new TDSP in September 2021 and amended it in May 2022, 2023 and 2024
- Provided support and assistance to Sarasota County Area Transit (SCAT) and Charlotte County Transit in improving transit opportunities for the North Port and Englewood areas
- Assisted with the LCB's annual evaluation of the CTC in May 2024
- Appointment of Charlotte County Board of County Commissioner (BCC) to continue as the Community Transportation Coordinator (CTC) for Charlotte County in April 2021 for next five-year period
- Developed LCB Bylaws – September 2023
- Developed LCB Grievance Procedures – November 2023

Required Activities:

- Assist with a marketing plan and a fare study for Charlotte County Transit, as well as FTA Section 5310 and 5311 programs review (ongoing)
- Coordinate with the LCB in planning for TD services with the cooperation of the CTC, including the planning and review of transit operations (ongoing)
- Advise on improved security, safety, and accessibility issues with the Charlotte County Transit Division (ongoing)
- Coordinate and assist in modifying regional transit routes with Sarasota, DeSoto and Lee Counties (ongoing)
- Update the Transportation Disadvantaged Service Plan (TDSP)/Coordinated Public Transit — Human Services Transportation Plan (CPT-HSTP) in May 2025 in cooperation with Charlotte County Transit Division
- Recommend the CTC for the next five-year period and coordinate agenda items for Charlotte County BCC, LCB and MPO Board. In conjunction with the Charlotte County Transit Division and the LCB, develop the next Memorandum of Agreement between Charlotte County and the Florida Commission for the Transportation Disadvantaged prior to July 1, 2026.
- Commence development of new TDSP document for next five-year period.
- Execute FTA Section 5305 (d) Consolidated Planning Grant (CPG) FY 2025 – FY 2026
- Utilize General Planning Consultant services as needed i.e., 2050 Long Range Transportation Plan (LRTP) or any other transit-related studies (See Appendix H)
- Establish performance-based planning in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act/Fixing America's Surface Transportation (FAST) and subsequent federal transportation - Ongoing
- Assist Charlotte County Transit with development of the 2024 Transit Development Plan
- Review Charlotte County Transit Public Transportation Agency Safety Plan (PTASP) as needed
- Review Charlotte County Transit Asset Management (TAM) targets as needed
- Develop LCB Bylaws – September 2024 and September 2025

- Develop LCB Grievance Procedures – November 2024 and November 2025

End Products:

- FTA Section 5305 (d) Consolidated Planning Grant (CPG) FY 2025 – FY 2026
- Attendance at USDOT, FDOT and Florida Commission for the Transportation Disadvantaged (CTD) approved training courses, and the procurement of educational materials as provided
- CTC Evaluation May 2025
- TDSP/CPT-HSTP Annual Updates in May 2025 and May 2026
- Coordinate with Charlotte County Transit on new Charlotte County TDP (target date: September 2024) and any subsequent annual progress report as required
- LCB Bylaws – September 2024 and September 2025
- LCB Grievance Procedures – November 2024 and November 2025
- 2050 Long Range Transportation Plan (LRTP) Update – October 2025
- Procurement for consulting services to prepare a cost analysis study for Charlotte County Transit. Target completion date: September 2026
- Procurement for consulting services to prepare a Charlotte County Transit Efficiency Study – September 2026 & 2027
- Other special transportation planning studies, as needed

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 – FFY 2025	FHWA (PL)	\$ 82,845	
	Year 1 – FY 2025	FTA Section 5307(County)	\$ 306,946	
	Year 1 – FY 2025	TD Planning Grant	<u>\$ 26,437</u>	
		TOTAL	\$416,228	
	Year 2 –FY 2026	FHWA (PL)	-\$88,845	\$68,845
	Year 2 – FY 2026	FTA Section 5307 (County)	\$198,029	
	Year 2 – FY 2026	TD Planning Grant	<u>\$27,291</u>	
		TOTAL	\$314,165	\$294,165

De-obligate \$20,000 in FHWA -PL funds from FY 2026 Task 8- Transit & Transportation Disadvantaged (TD) Planning. These funds will be reprogrammed into year one of the new FY 2026/2027 - FY 2027/2028 under Task 1 - Administration (salary line).

December 15, 2025 - FY 2026 UPWP Amendment: This amendment adds \$50,000 from FTA Section 5307 for Charlotte County Transit to conduct an Efficiency Study. Corresponding language will be included under Task 8 – Transit & Transportation Disadvantaged (TD) Planning.

- Develop LCB Grievance Procedures – November 2024 and November 2025

End Products:

- FTA Section 5305 (d) Consolidated Planning Grant (CPG) FY 2025 – FY 2026
- Attendance at USDOT, FDOT and Florida Commission for the Transportation Disadvantaged (CTD) approved training courses, and the procurement of educational materials as provided
- CTC Evaluation May 2025
- TDSP/CPT-HSTP Annual Updates in May 2025 and May 2026
- Coordinate with Charlotte County Transit on new Charlotte County TDP (target date: September 2024) and any subsequent annual progress report as required
- LCB Bylaws – September 2024 and September 2025
- LCB Grievance Procedures – November 2024 and November 2025
- 2050 Long Range Transportation Plan (LRTP) Update – October 2025
- Procurement for consulting services to prepare a cost analysis study for Charlotte County Transit. Target completion date: September 2026
- Procurement for consulting services to prepare a Charlotte County Transit Efficiency Study – September 2026 & 2027
- Other special transportation planning studies, as needed

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 – FFY 2025	FHWA (PL)	\$ 82,845	
	Year 1 – FY 2025	FTA Section 5307(County)	\$ 306,946	
	Year 1 – FY 2025	TD Planning Grant	<u>\$ 26,437</u>	
		TOTAL	\$416,228	
	Year 2 –FY 2026	FHWA (PL)	-\$88,845	\$68,845
	Year 2 – FY 2026	FTA Section 5307 (County)	\$198,029	
	Year 2 – FY 2026	TD Planning Grant	<u>\$ 27,291</u>	
		TOTAL	\$314,165	\$294,165

De-obligate \$20,000 in FHWA -PL funds from FY 2026 Task 8- Transit & Transportation Disadvantaged (TD) Planning. These funds will be reprogrammed into year one of the new FY 2026/2027 - FY 2027/2028 under Task 1 - Administration (salary line).

December 15, 2025 - FY 2026 UPWP Amendment: This amendment adds \$50,000 from FTA Section 5307 for Charlotte County Transit to conduct an Efficiency Study. Corresponding language will be included under Task 8 – Transit & Transportation Disadvantaged (TD) Planning.

Task 8: Estimated Budget Detail For “Planning Task”

Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING

Funding Source		2025				2026			
Contract Number	Source Level	FHWA		CTD		FHWA		CTD	
		Federal	Total	PL	G2W22	State	Total	Federal	Total
Lookup Name		2025 (Federal)	2025 (Total)	2025 FHWA G2W22 (PL)	2025 FHWA G2W22 (Total)	2025 CTD G2Z96 (State)	2025 CTD G2Z96 (Total)	2025 FTA 5307 xxxxx (Federal)	2025 FTA 5307 xxxxx (Total)
Personnel (salary and benefits)		\$ -	\$ -	\$ 79,445	\$ 79,445	\$ 26,437	\$ 26,437	\$ -	\$ -
Consultant		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 306,946	\$ 306,946
Travel		\$ -	\$ -	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -
Direct Expenses		\$ -	\$ -	\$ 1,900	\$ 1,900	\$ -	\$ -	\$ -	\$ -
2025 Totals		\$ -	\$ -	\$ 82,845	\$ 82,845	\$ 26,437	\$ 26,437	\$ 306,946	\$ 306,946
2026									
Contract Number	Source	FHWA		CTD		FHWA		CTD	
Lookup Name		2026 FHWA G2W22 (PL)	2026 FHWA G2W22 (Total)	2026 CTD G3C95 (State)	2026 CTD G3C95 (Total)	2026 FTA 5307 xxxxx (Federal)	2026 FTA 5307 xxxxx (Total)	2026 FTA 5307 xxxxx (Federal)	2026 FTA 5307 xxxxx (Total)
Personnel (salary and benefits)		\$ 64,445	\$ 64,445	\$ 27,291	\$ 27,291	\$ -	\$ -	\$ -	\$ -
Consultant		\$ -	\$ -	\$ -	\$ -	\$ 198,029	\$ 198,029	\$ -	\$ -
Travel		\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses		\$ 2,400	\$ 2,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2026 Totals		\$ 68,845	\$ 68,845	\$ 27,291	\$ 27,291	\$ 198,029	\$ 198,029	\$ -	\$ -

FY 2025 & 2026 TOTAL	
Personnel (salary and benefits)	\$ 197,618
Consultant	\$ 504,975
Travel	\$ 3,500
Direct Expenses	\$ 4,300
Total	\$ 710,393

Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING

2025									
Funding Source	FHWA G2W22			CTD G2Z96			FTA 5307 xxxxx		FY 2025 Total
Contract Number	Federal	Total	PL	Total	State	Total	Federal	Total	
Source Level	2025 (Federal)	(Total)	2025 FHWA G2W22 (PL)	FHWA G2W22 (Total)	2025 CTD G2Z96 (State)	CTD G2Z96 (Total)	2025 FTA 5307 xxxxx (Federal)	FTA 5307 xxxxx (Total)	
Lookup Name									
Personnel (salary and benefits)									
Salaries, Benefits and other deductions	\$ -	\$ -	\$ 79,445	\$ -	\$ 26,437	\$ -	\$ -	\$ -	\$ 105,882
Personnel (salary and benefits)	\$ -	\$ -	\$ 79,445	\$ 79,445	\$ 26,437	\$ 26,437	\$ -	\$ -	\$ 105,882
Consultant									
TDP Major Update/Progress Report							\$ 306,946		\$ 306,946
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 306,946	\$ 306,946	\$ 306,946
Travel									
Travel for Staff and LCB Board Member for trainings, meetings and conference	\$ -	\$ -	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Travel Subtotal	\$ -	\$ -	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Direct Expenses									
Advertising Costs	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000
Registrations, training and conference	\$ -	\$ -	\$ 900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900
Direct Expenses Subtotal	\$ -	\$ -	\$ 1,900	\$ 1,900	\$ -	\$ -	\$ -	\$ -	\$ 1,900
Total	\$ -	\$ -	\$ 82,845	\$ 82,845	\$ 26,437	\$ 26,437	\$ 306,946	\$ 306,946	\$ 416,228
2026									
Funding Source	FHWA G2W22			CTD G3C95			FTA 5307 xxxxx		FY 2026 Total
Contract Number	PL	Total	State	Total	Federal	Total	Total		
Source Level	2026 FHWA G2W22 (PL)	FHWA G2W22 (Total)	2026 CTD G3C95 (State)	CTD G3C95 (Total)	2026 FTA 5307 xxxxx (Federal)	FTA 5307 xxxxx (Total)		(Total)	
Lookup Name									
Personnel (salary and benefits)									
Salaries, benefits and other deductions	\$ 64,445	\$ -	\$ 27,291	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,736
Personnel (salary and benefits)	\$ 64,445	\$ 64,445	\$ 27,291	\$ 27,291	\$ -	\$ -	\$ -	\$ -	\$ 91,736
Consultant									
TDP Major Update/Progress Report & Other planning activities					\$ 198,029	\$ -	\$ -	\$ -	\$ 198,029
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 198,029	\$ 198,029	\$ -	\$ -	\$ 198,029
Travel									
Travel for Staff and LCB Board Member for trainings, meetings and conference	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000
Travel Subtotal	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000
Direct Expenses									
Advertising Costs	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000
Registrations, training and conference	\$ 1,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400
Direct Expenses Subtotal	\$ 2,400	\$ 2,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,400
Total	\$ 68,845	\$ 68,845	\$ 27,291	\$ 27,291	\$ 198,029	\$ 198,029	\$ -	\$ -	\$ 294,165

3-30-26 - Deobligate \$20,000 from Task 8 salary line and reprogram the funds to Year 1 of the new FY 2026/2027 -FY 2027/2028 under Task 1-Administration (salary line).

Table 1: Agency Funding Source Table FY 2025- FY 2026

Funding Source
March 30, 2026

Contract	Funding Source	Source Level	2025			2026			FY 2025 Funding Source			FY 2026 Funding Source		
			State	Federal	Soft Match	State	Federal	Soft Match	State	Federal	Soft Match	State	Federal	Soft Match
			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
G296	CTD	State	\$ 26,437	\$ -	\$ -	\$ 26,437	\$ -	\$ -	\$ 26,437	\$ -	\$ -	\$ -	\$ -	\$ -
		CTD G296 TOTAL	\$ 26,437	\$ -	\$ -	\$ 26,437	\$ -	\$ -	\$ 26,437	\$ -	\$ -	\$ -	\$ -	\$ -
G3C95	CTD	State	\$ -	\$ -	\$ -	\$ 27,291	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		CTD G3C95 TOTAL	\$ -	\$ -	\$ -	\$ 27,291	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,291
G2W22	FHWA	PL	\$ 680,585	\$ 574,248	\$ 150,106	\$ 680,585	\$ -	\$ 126,653	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		PL CS*	\$ 22,989	\$ 15,556	\$ 5,070	\$ 22,989	\$ -	\$ 3,431	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		PL Deobligation	\$ 215,984	\$ -	\$ 47,636	\$ 215,984	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		SL	\$ 102,547	\$ -	\$ 22,617	\$ 102,547	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		FHWA G2W22 TOTAL	\$ 1,022,105	\$ 589,804	\$ 225,429	\$ 1,022,105	\$ -	\$ 130,084	\$ -	\$ -	\$ -	\$ -	\$ -	
KXXXX	FTA 5307	Federal	\$ 306,946	\$ 198,029	\$ -	\$ 306,946	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		FTA 5307 XXXXX TOTAL	\$ 306,946	\$ 198,029	\$ -	\$ 306,946	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA Other	FTA Other	Federal	\$ 195,372	\$ -	\$ -	\$ 195,372	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Local	\$ 48,968	\$ -	\$ -	\$ 48,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		FTA Other TOTAL	\$ 244,340	\$ -	\$ -	\$ 195,372	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	Local TOTAL	\$ 16,569	\$ 16,569	\$ -	\$ -	\$ -	\$ 16,569	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,569	
TOTAL			\$ 1,616,397	\$ 831,693	\$ 225,429	\$ 1,524,423	\$ 26,437	\$ 65,537	\$ 130,084	\$ 787,833	\$ 27,291	\$ 16,569		

3-30-26 - Deobligate total \$60,000 in FHWA-PL funds from FY 2026 UPWP, including \$40,000 from Task 1 - Administration (salary line) and \$20,000 from Task 8-Transit & Transportation Disadvantaged (TD) Planning (salary line) reprogram the funds to Year 1 of the new FY 2026/2027 - FY 2027/2028 under Task 1-Administration (salary line).

*These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets planning.
IS 11206(b) 2.5% of the total PL allocation for FY 2024/2025 is \$22,989 and for FY 2025/2026 is \$15,556.

Table 2: Agency Participation Table FY 2025 – FY 2026

Agency Participation
March 30, 2026

Funding Source Contract	CTD G2256		CTD GEC95		FHWA G2W22		FTA 5307 XXXX		FTA Other		Local	
	2025	2026	2025	2026	2025	2026	2025	2026	2025	2026	2025	2026
Task 1 ADMINISTRATION												
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ 320,994	\$ 219,418	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ -	\$ 4,000	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ -	\$ 76,520	\$ 79,320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ 404,514	\$ 307,938	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 2 DATA COLLECTION, ANALYSIS AND MAPPING												
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ 45,273	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ 45,273	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 3 PUBLIC PARTICIPATION PLAN (PPP)												
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ 25,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ 25,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP)												
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ 48,953	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ 318,531	\$ 31,465	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ 367,484	\$ 61,465	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 5 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)												
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 6 SPECIAL PROJECT PLANNING												
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 195,372	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ -	\$ 195,372	\$ -	\$ -	\$ -
Task 7 REGIONAL PLANNING AND COORDINATION												
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ 19,000	\$ 19,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ 19,000	\$ 19,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING												
Personnel (salary and benefits)	\$ 26,437	\$ 27,291	\$ 27,291	\$ 79,445	\$ 64,445	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 306,946	\$ 198,029	\$ -	\$ -	\$ -	\$ 48,968	\$ -
Travel	\$ -	\$ -	\$ -	\$ 1,500	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ -	\$ 1,900	\$ 2,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 26,437	\$ 27,291	\$ 27,291	\$ 82,845	\$ 68,845	\$ 306,946	\$ 198,029	\$ -	\$ -	\$ -	\$ 48,968	\$ -
Task 9 AGENCY EXPENDITURE USING LOCAL FUNDS												
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,450	\$ 13,450
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700	\$ 700
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,419	\$ 2,419
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,569	\$ 16,569
TOTAL PROGRAMMED	\$ 26,437	\$ 27,291	\$ 27,291	\$ 1,022,105	\$ 589,804	\$ 306,946	\$ 198,029	\$ 195,372	\$ 195,372	\$ 195,372	\$ 65,537	\$ 16,569
3-30-26 - Deobligate total \$60,000 in FHWA-PL funds from FY 2026 UPWP, including \$40,000 from Task 1 - Administration (salary line) and \$20,000 from Task 8-Transit & Transportation Disadvantaged (TD) Planning (salary line) reprogram the funds to Year 1 of the new FY 2025/2027 - FY 2027/2028 under Task 1-Administration (salary line).												
*These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets planning.												
[§ 11206(b)] 2.5% of the total PL allocation for FY 2024/2025 is \$22,989 and for FY 2025/2026 is \$15,556.												

**AMENDMENT TO THE
FDOT / METROPOLITAN PLANNING ORGANIZATION AGREEMENT**

Financial Project No.: <u>439316-5-14-01</u> <u>439316-5-14-02</u> (item-segment-phase-sequence)	Fund: <u>PL and SL</u> Function: <u>615 and 215</u> Federal Award Project No.: <u>0408-062-M</u> MPO SAM No.: <u>CAF5J662SND5</u>	FLAIR Approp.: <u>088854</u> FLAIR Obj.: <u>780000</u> Org. Code: <u>55012010130</u> Vendor No.: <u>F596000541056</u>
Contract No.: <u>G2W22</u> CFDA Number & Title: <u>20.205 Highway Planning and Construction</u>		

THIS AMENDMENT TO THE FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT (Amendment) is made and entered into on this _____ day of _____, by and between the STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION (Department), an agency of the State of Florida, whose address is Office of the District Secretary, 801 North Broadway Avenue, Bartow, Florida 33830 and the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO), whose address is 1050 Loveland Boulevard Box C, Port Charlotte, FL33980, and whose System for Award Management (SAM) Number is: CAF5J662SND5 (collectively the "parties").

RECITALS

WHEREAS, the Department and the MPO on May 22, 2024 entered into an FDOT/Metropolitan Planning Organization Agreement (Agreement), whereby the Department passed through Federal funds to the MPO to assist the MPO in performing transportation planning activities set forth in its Unified Planning Work Program (UPWP).

WHEREAS, the Parties have agreed to modify the Agreement on the terms and conditions set forth herein.

NOW THEREFORE, in consideration of the mutual covenants in this Amendment, the Agreement is amended as follows:

- Paragraph 5 of the Agreement is amended to reflect:

Project Cost: The total budgetary ceiling for the Project is \$1,611,909.00. The budget, including tasks, is summarized below and detailed in the UPWP, Exhibit "A". The budget may be modified by mutual agreement as provided for in paragraph 9, Amendments.

The Department's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. No work shall begin before the Agreement is fully executed and a "Letter of Authorization" is issued by the Department. The total of all authorizations shall not exceed the budgetary ceiling established for this agreement and shall be completed within the term of this Agreement:

FINANCIAL PROJECT NO.	AMOUNT
439316-5-14-01 PL	\$ 1,509,362.00
439316-5-14-02 SL	\$ 102,547.00

Exhibit A (Scope of Work) of the Agreement is amended as follows: "De-Obligate" a total of \$60,000 of PL funds with a remaining PL amount of \$1,509,362. This amendment is more fully described in the attached UPWP Revision Form #7.

Except as modified, amended, or changed by this Amendment, all of the terms and conditions of the Agreement and any amendments thereto shall remain in full force and effect.

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement on the day, month and year set forth above.

MPO

Florida Department of Transportation

Charlotte County-Punta Gorda MPO

MPO Name

Christopher G. Constance, MD

Signatory (Printed or Typed)

Department of Transportation

Signature

Signature

MPO Chair

Title

Interim District 1 Secretary

Title

Legal Review

MPO

Legal Review

Department of Transportation

Technical Memorandum 22-01REV-1 Office of Policy Planning



FROM: Office of Policy Planning

DATE: July 21, 2023

SUBJECT: Unified Planning Work Program (UPWP) Revision Thresholds

Purpose

The Office of Policy Planning has prepared Technical Memorandum 22-01 to foster a discussion of UPWP revisions with our federal planning partners – the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The 27 Florida metropolitan planning organizations (MPOs) are seeking relief from the number of *significant* UPWP revisions needed each year as they “report deviations from budget or project scope or objective.” Since the UPWPs list the transportation planning activities and products that will be implemented over a two-year period, several revisions may be needed each year. This technical memorandum provides directions to the MPOs and the Metropolitan Planning Organization Advisory Council (MPOAC) in the processing of both modifications and amendments to the UPWP.

Revising the UPWP

There may be instances during the two-year UPWP cycle that will require the MPO to revise the UPWP. The type of UPWP revision would depend on whether the revision exceeds the UPWP Amendment threshold as defined in [2 CFR 200.308](#) and [49 CFR 18.30](#). Revisions may be budgetary, programmatic, or both; and may be major or minor in scale. Minor UPWP revisions would be processed by the MPO as a Modification, whereas more significant or major UPWP revisions would be processed by the MPO as an Amendment. *A significant change is defined as a change to the UPWP that alters the original intent of the project or the intended project outcome.*

The following section further clarifies the actions necessitating UPWP Amendments, which are thereby defined as significant changes.

1. Amendments

UPWP Amendments are required for the following actions per [2 CFR 200.308](#) and [49 CFR 18.30](#):

- a. Any revision resulting in the need to increase the UPWP budget ceiling by adding new funding or reducing overall approved funding;
- b. Adding new or deleting tasks/subtasks;
- c. Change in the scope or objective of the program/task even if there is no associated budget revision (this also applies to when a task scope changes);
- d. A transfer between tasks/sub-tasks that exceeds a combined amount equal or greater than \$100,000 OR 10 percent of the total budget, *whichever is more restrictive*;
- e. Reducing the budget of a task/sub-task more than 50 percent, or to the point a task/sub-task could not be accomplished as it was originally approved;
- f. Change in key person;
- g. Extending the period of performance past the approved work program period (i.e., no-cost time extension);
- h. Sub awarding, transferring, or contracting out any of the activities in the UPWP;
- i. The disengagement from a project for more than 3 months, or a 25 percent reduction in time devoted to the project by the approved project director or principal investigator,
- j. The inclusion of costs that require prior approval (e.g. capital and equipment purchases \$5,000 and above per unit cost)

2. Modifications

UPWP changes that do not fall into the above categories may be processed as a Modification.

3. Key Person

One question that has arisen is who is considered “key person”? Based upon our review of [2 CFR 200.308](#) and [49 CFR 18.30](#) a key person is specified in the in the application or federal award. For the UPWP, we define a key person as the MPO’s staff director.

Supplement to Technical Memorandum 22-01

This supplement to Technical Memorandum 22-01 provides questions asked during the April 2022 Florida Metropolitan Planning Partnership (FMPP) meeting and the responses given to those questions. The questions are all related to UPWP amendments and modifications.

Question 1

Q: Why does there need to be an amendment to the scope if there is a project that does not have final approval?

A: The Federal Highway Administration (FHWA) reviews scopes when a task was not approved because there is not enough information in the original UPWP to approve that task. UPWP approval letters request that scopes be provided so that FHWA can approve projects.

Question 2

Q: Does the UPWP need to state if a consultant is doing a task?

A: Yes. In the past, some MPOs have stated that they are doing all tasks, even if some of the work is being done by consultants. If FHWA is unsure of who is doing a task, they will note this in the final UPWP letters.

Question 3

Q: What is an example of a situation that could lead to disengaging from a project for more than 3 months or by 25%?

A: One example is if a staff member working on a project leaves the MPO and the project is put on hold for over 3 months or 25% until a staff replacement is made and the project is continued.

Question 4

Q: Is an amendment required if an MPO finishes a project 3 month earlier than originally intended?

A: The rule refers to disengaging from a project, so an amendment would only be required for a delay.

Question 5

Q: Does the 25% rule for disengaging from a project refer to a dollar threshold or a time threshold?

A: This refers to a time threshold – a 25% reduction in time devoted to the project.

Question 6

Q: An MPO has requested funding but has not received any formal documentation stating that they have received funds. In this scenario, should the MPO include this funding in the draft UPWP?

A: The MPO must provide documentation showing that the funds are going to be programmed in the Tentative Work Program. The MPO must work with their Liaison to ensure that this funding is being programmed. If this funding is not included, a UPWP Amendment will need to occur.

Question 7

Q: An MPO makes a capital purchase (a purchase of over \$5,000). Some of this capital purchase occurs in the first year. This part of the purchase is under the \$5,000 threshold. The remainder of the purchase is made in the second year, which is also under the \$5,000 threshold. In this scenario, does the MPO need to get approval from FHWA and send a scope since the overall purchase is over the \$5,000 threshold?

A: Yes. The rule for capital purchase is broken down by UPWP, not by year.

Question 8

Q: A project is identified in the UPWP, but the MPO does not work on this project during the UPWP period due to a shortage in staffing. Does this project need to be removed from the UPWP?

A: Yes.

Question 9

Q: For the 25% rule, is the commencement date of a project the date when it goes to the MPO board for approval?

A: The UPWP should spell out a timeline for the project. If the project gets 3 months or 25% behind the set timeline, a UPWP amendment will need to occur. This amendment will need to show where the funding originally provided for that project will go and a revised project timeline will need to be provided.

Question 10

Q: If a key person, for example a staff director, changes, what kind of amendment is being triggered in the UPWP?

A: Federal requirements state that an amendment must occur with the change of a key person. The key person was identified for the purposes of this guidance to be the MPO director. Since federal requirements do not provide specificity on how the key person is defined, consideration was given to a definition that would minimize the anticipated number of amendments for an MPO resulting from this requirement. The identification of the MPO director as the key person was to limit the definition to a single person within the organization, thereby limiting resulting amendments to a change in staffing in only one position.

Financial v. Non-Financial Amendments

Both financial and non-financial amendments can occur to the UPWP. Financial amendments can change the total amount of UPWP funding and/or the transfer of funds between tasks, while non-financial amendments will not change funding amounts. Examples of non-financial amendments include the following:

- a. Change in the scope or objective of the program or task;
- b. Change in key person;
- c. Extension of the period of performance past the approved work program period;
- d. Sub awarding, transferring, or contracting out any of the activities in the UPWP;
- e. Disengaging from a project for more than 3 months, or a 25 percent reduction in time devoted to the project by the approved project director or principal investigator;
- f. Including costs that require prior approval (e.g. capital and equipment purchases \$5,000 and above per unit cost)

MARCH 12, 2026
BICYCLE/PEDESTRAIN ADVISORY COMMITTEE (BPAC) MEETING



MARCH 12, 2026
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 9

FDOT BICYCLE/PEDESTRIAN COORDINATOR
REPORT



MARCH 12, 2026
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 10
TRAFFIC INCIDENT MANAGEMENT (TIM) TEAM PRESENTATION

Purpose: To review the Traffic Incident Management (TIM) Team presentation

Presented by: Tom Arsenault, TIM Team - FDOT

Discussion: The Florida Department of Transportation (FDOT) plays a central leadership role in regional Traffic Incident Management (TIM) Teams effort by coordinating multi-agency partners to improve responder safety, reduce incident clearance times, and restore normal traffic flow as quickly as possible.

FDOT facilitates regular TIM meetings, supports on-scene operations through Road Rangers program and Traffic Management Center (TMC) monitoring, and provides real-time traveler information using cameras, sensors, and dynamic message signs.

FDOT also promotes Florida's Open Roads Policy, ensures quick clearance practices are followed, and leads responder training such as SHRP2 TIM courses. Through ongoing data collection, performance monitoring, and coordination with law enforcement, fire/EMS, towing, and other partner agencies, FDOT supports a unified, efficient, and safety-focused approach to managing traffic incidents on Florida's roadways.

Recommendation: Informational Only.

Attachment: 1. [Power Point Presentation](#)

Tom Arsenault
District One Traffic Incident Management
T.I.M. Program Manager



What is TIM? Purpose of TIM:

Traffic Incident Management

TIM is a national initiative that promotes a multi-disciplinary process to detect and clear roadway incidents to reduce their impact and improve safety for motorists and responders.

Many Disciplines – One Goal

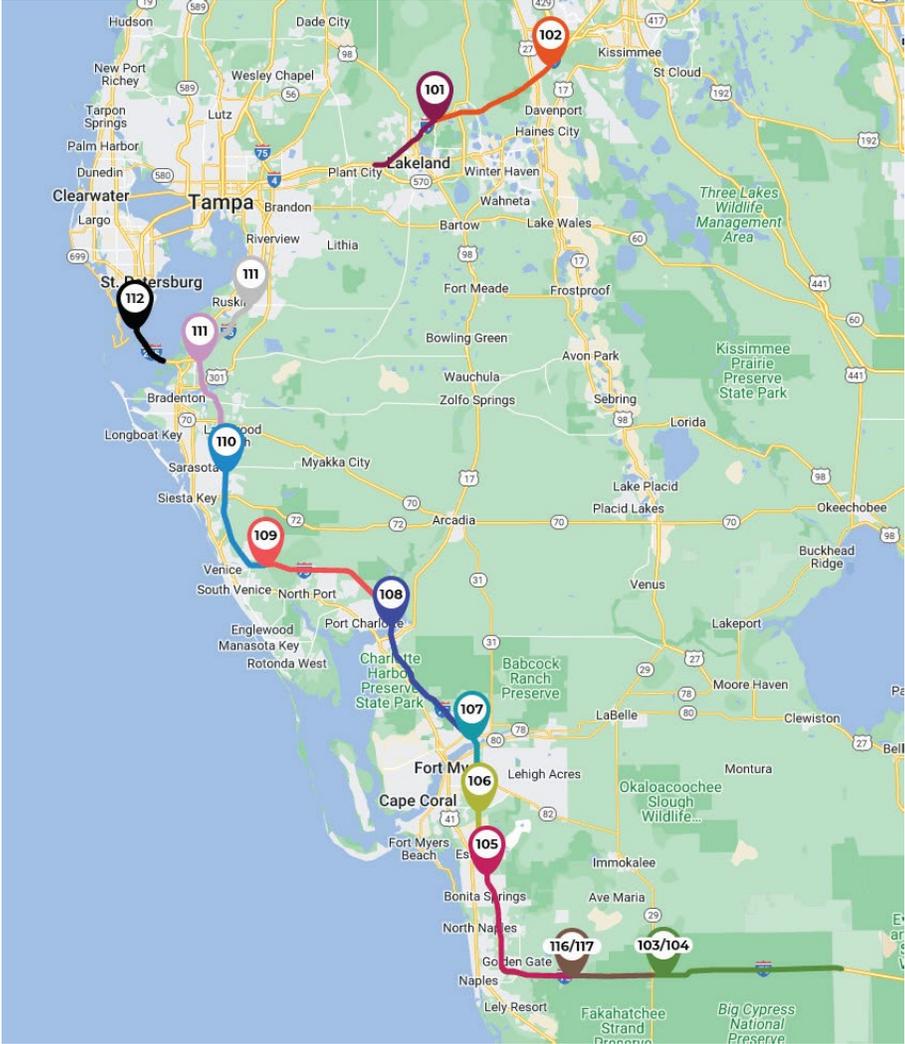


Road Ranger Program



District I Beats and Exits

Beat	Road	Exit Start	Exit End
1	I-4	25	58
2	I-4	25	58
3	I-751	49	111
4	I-75	49	111
5	I-75	111	143
6	I-75	111	143
7	I-75	143	170
8	I-75	143	170
9	I-75	170	213
10	I-75	170	213
11	I-75	213	229 or 240
12	Skyway Bridge	I-275/ Exit 13	I-75/Exit 229 or 240



Who We Are:

Road Rangers is a service provided by the Florida Department of Transportation. The Road Ranger Mission is to provide free highway assistance services during incidents to reduce delay and improve safety for the motoring public and responders.

What We Do:

The Road Ranger Service Patrol provides traffic incident management response services and limited no-cost highway assistance to motorists to improve highway safety for emergency responders and the motoring public.







If you're on the roadway and need assistance,
call ***347** on your cell phone.

Dispatch



Create Event ▾



Create Planned Event ▾



Open Event Details



Open Response Plan



Manage Executive Notification



Find on Map



Find Nearest CCTV



View Nearest CCTV In ... ▾

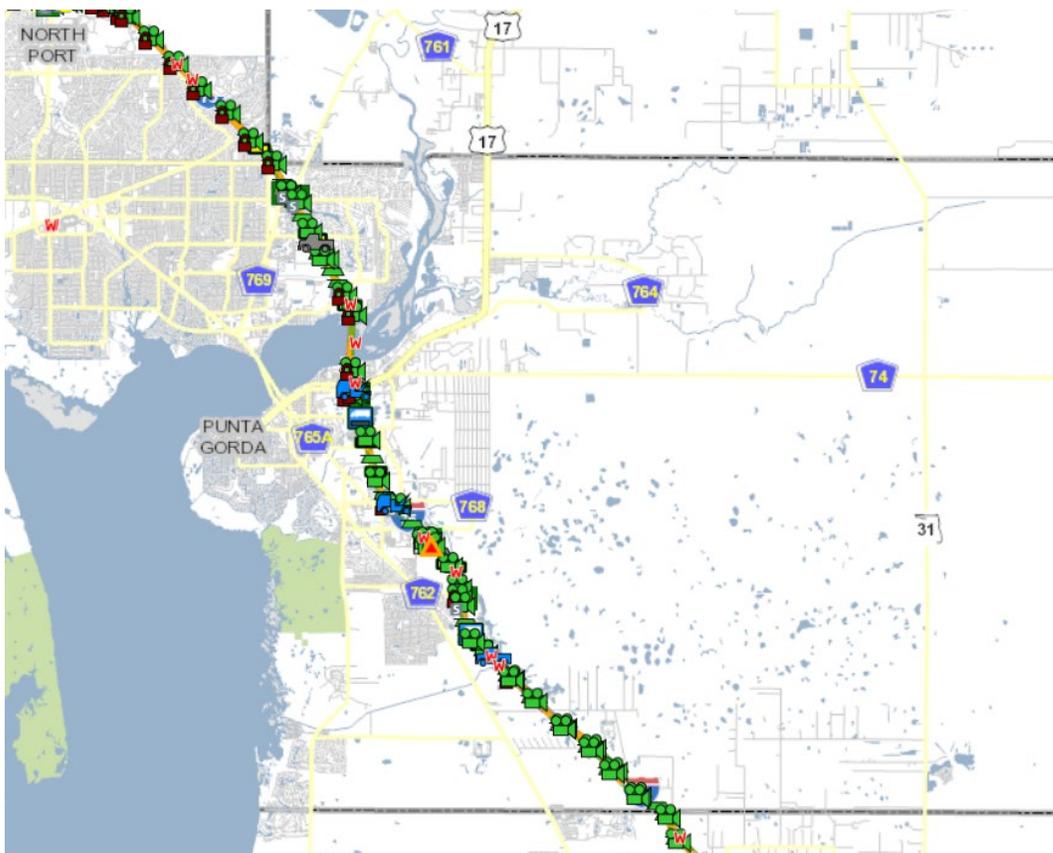


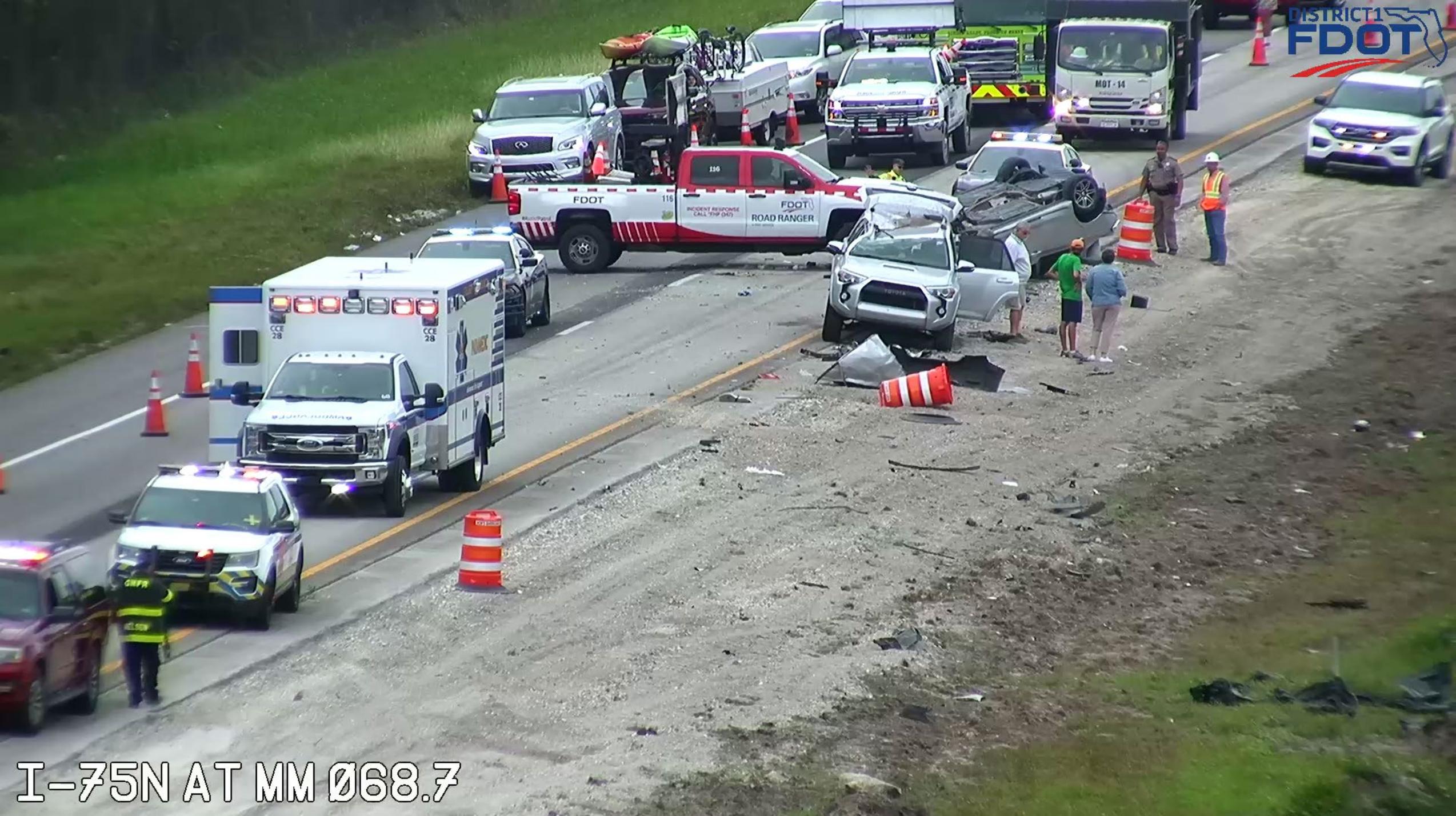
Audit Event



Responders Status

Event ID	Location	Event Type	Blockage	Road Ranger
▾ Active Events with Blockage				
1440287	Collier on I-75 Southbound, At Mile Marker 63	Road Work - Schedu...	Right Lane (of...	
1440291	Lee on US-41 Business Northbound, Before First St	Emergency Vehicles	Closed.	
1440294	Lee on US-41 Business Southbound, Before First St.	Flooding	Right Lane (of...	
1440295	Sarasota on US-41 Northbound, Before Club Dr.	Crash	All Right Turn...	
▾ Active Events without Blockage				
1440251	Manatee on I-275 Northbound, Beyond SKYWAY SOUTH T...	Interagency Coordin...	No Lanes Bloc...	
1440272	Sarasota on I-75 Northbound, Ramp To Exit 205 - Clark Rd	Other	No Lanes Bloc...	
1440274	Sarasota on I-75 Northbound, At Exit 182 - Sumter Blvd	Weather	No Lanes Bloc...	





I-75N AT MM 068.7



I-75S AT MM 186.5



Road Ranger Trucks and Equipment



Tow Trucks



RED – Gas BLUE – Water Yellow – Diesel

D1 Advances in Road Clearance





Road Ranger Camera View Examples



Recognition



Road Ranger Hurricane Questions & Answers

Fuel Availability for Road Rangers Trucks.

- Most gas stations in our area have backup generators. last storm we did not have issue getting fuel. Other than the long lines.
- Request help form FHP or Local Police to “Cut the lines”.
- Road Rangers will carry extra fuel to give to stranded motorists.

Incident Handling During Evacuation.

- Incident handling during evacuations is business as usual. Weather permitting, We have started stocking extra consumables.

Responsibility During and After the Storm.

- We will have all available staff and equipment on roads patrolling and cleaning debris. Until and as soon as weather permits.
- When the sustained winds reach 35 Miles Per Hour Road Ranger will be removed from the interstate and seek safety coverage.



Rapid Incident Scene Clearance – RISC

Is a highly innovative program that **supports Florida's Open Roads Policy goal of safely clearing major highway incidents and truck crashes in 90 minutes or less.** RISC was first implemented on Florida's Turnpike Enterprise roadways and now is being expanded for statewide usage.

FHP and FDOT have the authority to activate a RISC.



The RISC program is operationally managed at the District level. The RISC Contractor has the responsibility to respond to the incident within Negotiated Response Times. Once on scene and provided a Notice to Proceed by the lead official on scene, the vendor will have 90 minutes to open the travel lanes for traffic. If the proper equipment arrives on scene within 60 minutes and the towing company clears the travel lanes within 90 minutes, they are eligible for the bonus as outlined in the contract.

**TMC Camera View
Yes, This is a RISC**



SW

I-75 229.0 NB
N OF I-275 S APEX



FHP & FDOT

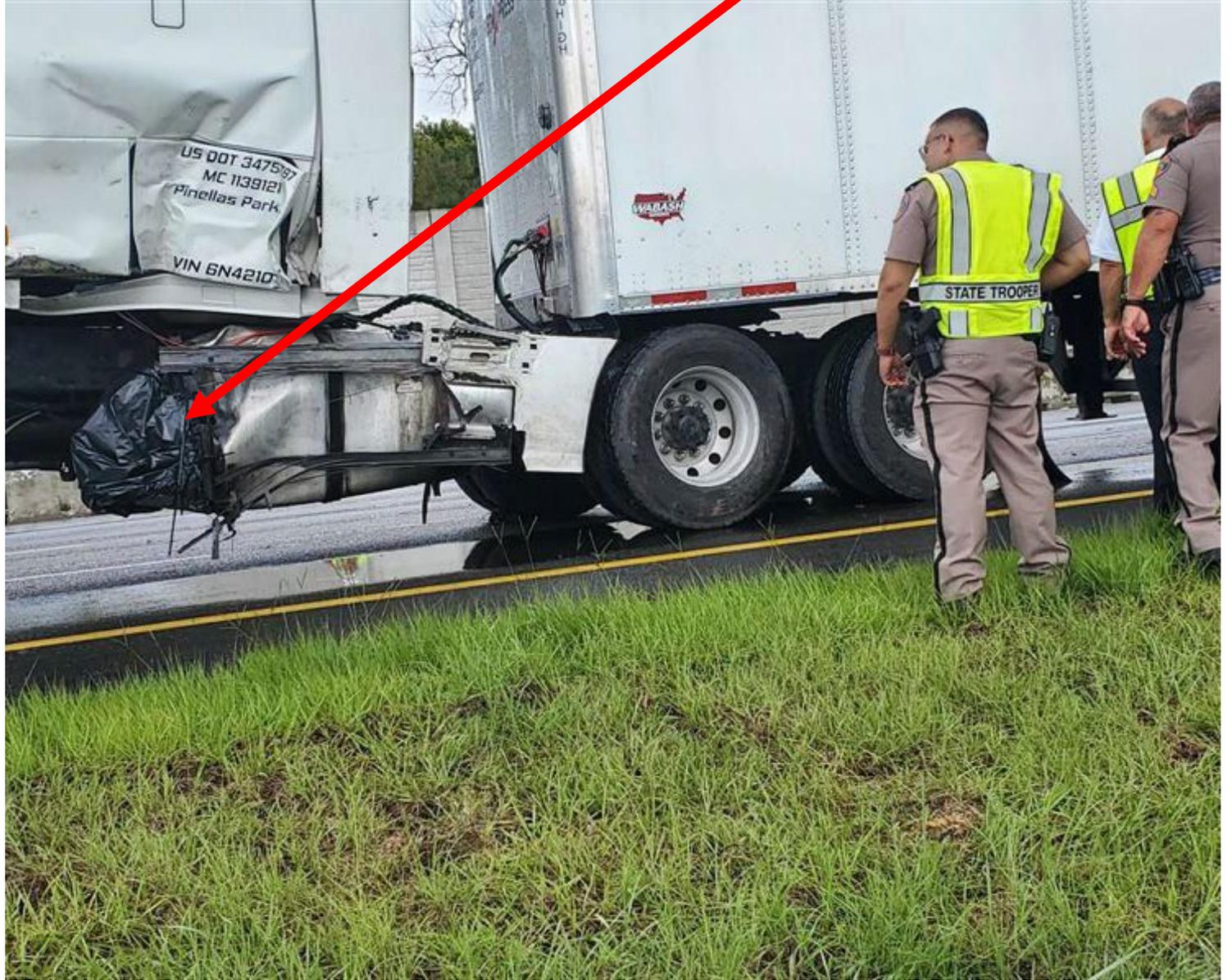
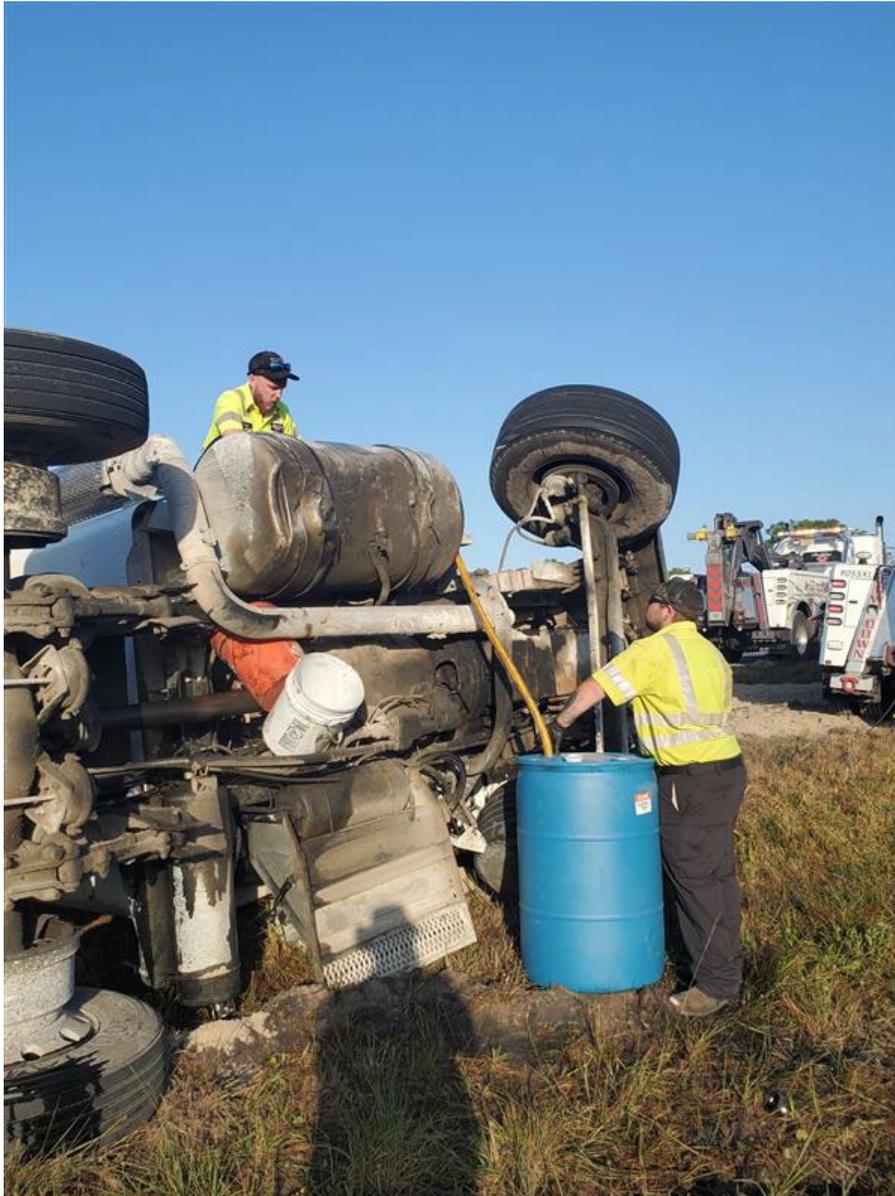
- FDOT Fort Myers Regional Communications Center is responsible for tracking incident times.
- **FHP / RTMC** Dispatch will communicate as much information about the incident to the contractor
 - Location
 - Scene Description
 - Vehicle Types & number
 - Load Information
 - CVO details
 - Scene Access Information

Required Vendor Equipment

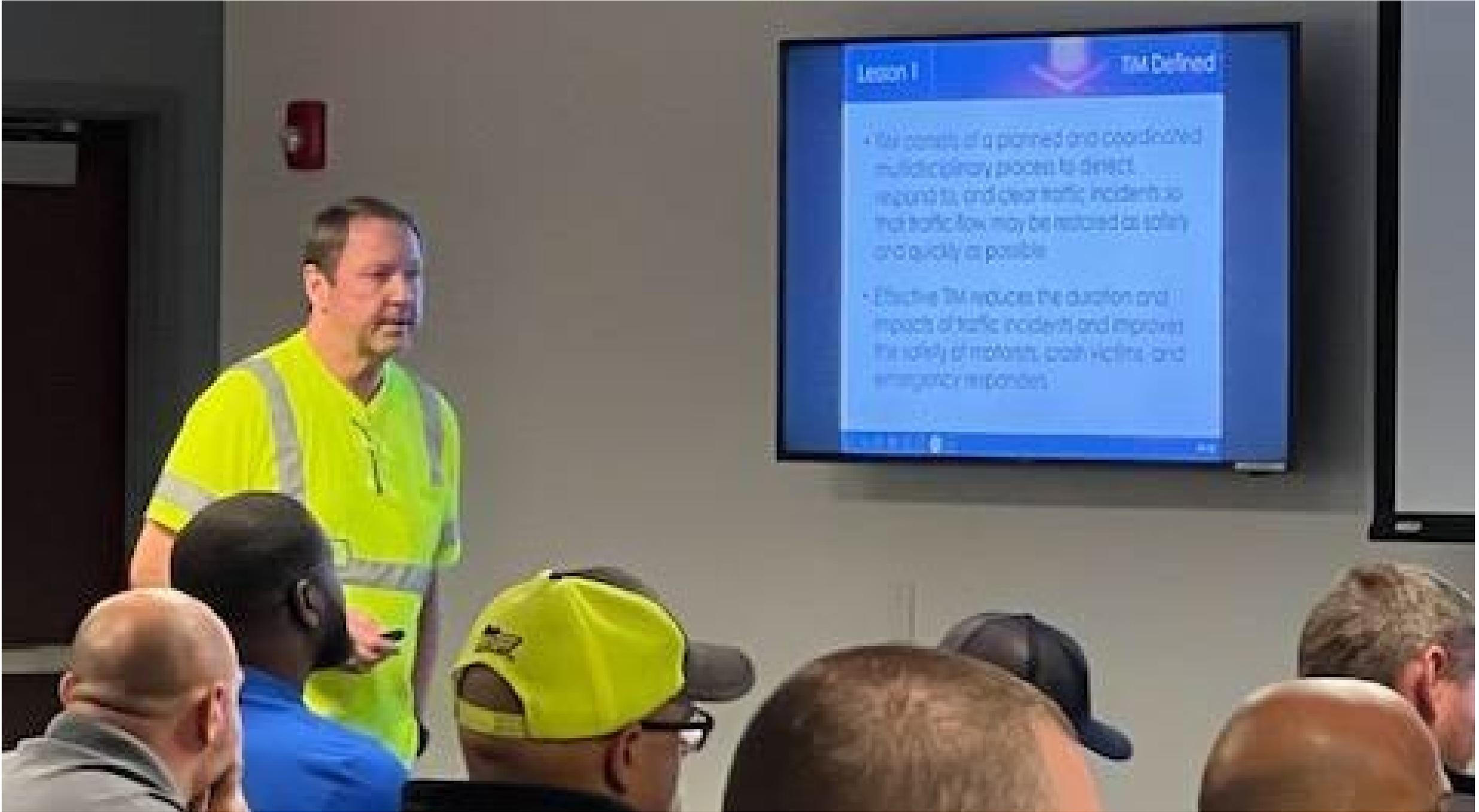
1. One 50-Ton hydraulic, extendable, fixed boom, ultra-heavy duty recovery wrecker (100,000 lbs. rating)
 - under reach tow unit with a capacity of 50,000 lbs.
2. One 35 ton capacity heavy duty type wrecker
 - Mobile cranes are allowed if equipped for crash recovery

One of these units must be a Rotator type wrecker.

RISC Vendor vs. Non-RISC Vendor. Note the Garbage Bag







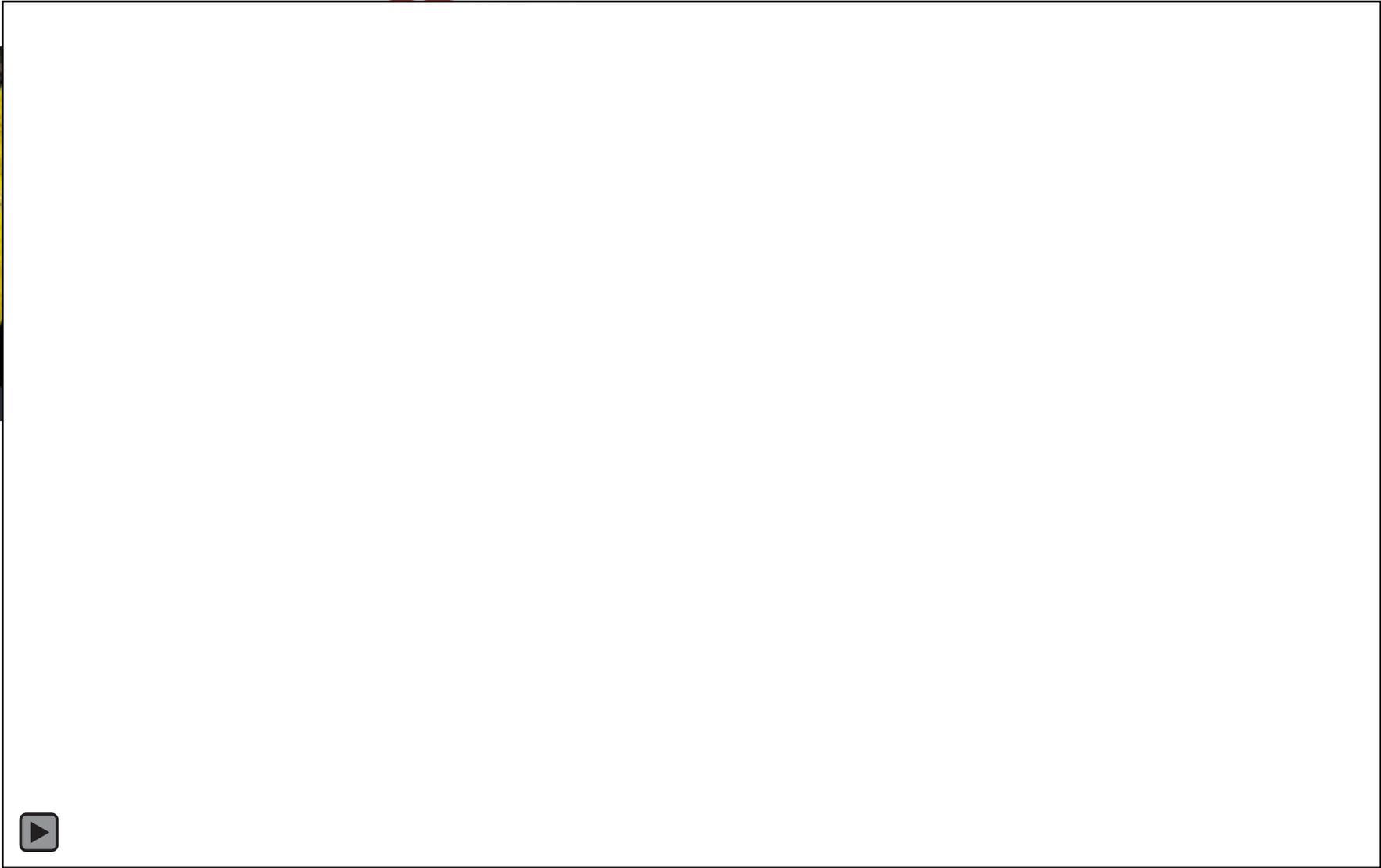
Lesson 1

TM Defined

- The concept of a planned and coordinated multidisciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible
- Effective TM reduces the duration and impacts of traffic incidents and improves the safety of motorists, crash victims, and emergency responders



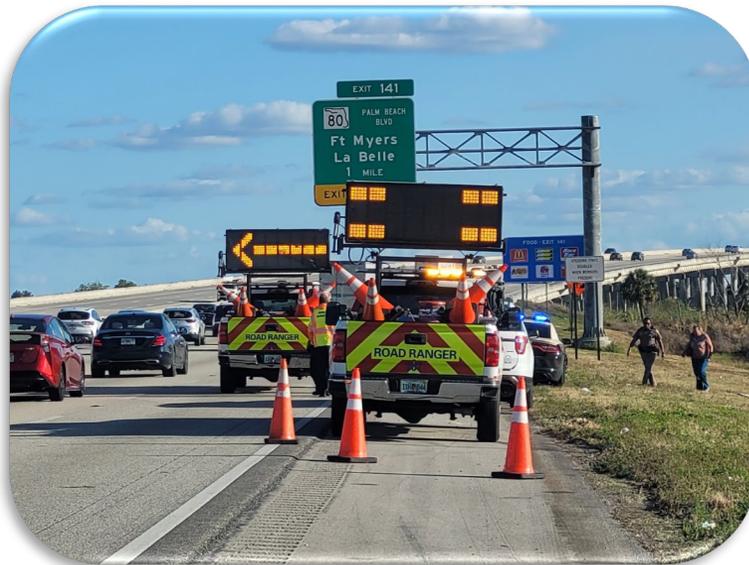






- Next TIM Meeting
 - Collier-Lee-Charlotte

April 15th, 2026, 9:30 AM
In Person SWAO Office



Tom Arsenault

Metric Engineering, Inc.

Phone: 407-607-5990

Email: Tom.Arsenault@dot.state.fl.us

Beau Baggett

Metric Engineering, Inc.

Phone: 303-829-4193

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Brandy Boccuti

Metric Engineering, Inc.

Phone: 407.949.4283

Email: bboccuti@metriceng.com

MARCH 12, 2026
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 11
DRAFT FY 2026/2027 – FY 2027/2028 UNIFIED PLANNING WORK
PROGRAM (UPWP)

Purpose: Review and provide comments on the MPO’s Draft FY 2026/2027 - FY 2027/2028 Unified Planning Work Program (UPWP)

Presented by: MPO Staff

Discussion: The Draft FY 2026/2027 - FY 2027/2028 Unified Planning Work Program (UPWP) outlines the transportation planning activities to be undertaken by the MPO and establishes the MPO’s budget for the upcoming two State Fiscal Years, beginning July 1, 2026.

The UPWP includes a narrative description of planned work activities and cost estimates for each task. Federal and state regulations govern the types of activities eligible for planning funding.

For FY 2026/2027 – FY 2027/2028 UPWP cycle, the MPO will participate in the Consolidated Planning Grant (CPG) Program. Under the CPG framework, the Federal Highway Administration (FHWA) will serve as the lead grant agency in accordance with Federal Transit Administration (FTA) Circular 8100.D. The CPG Program combines FTA and FHWA planning funds into a single grant administered by FHWA, provided annually as a lump-sum allocation to support eligible metropolitan planning activities. The MPO’s FTA Section 5305(d) and FHWA Planning (PL) funds are consolidated under this agreement into one unified grant.

The Draft FY 2026/2027 – FY 2027/2028 UPWP also includes Transportation Disadvantaged (TD) Planning Funds and Section 5307 Funding.

Recommendation: Review and provide comments on the Draft FY 2026/2027 – FY 2027/2028 UPWP which serves as the MPO budget.

Attachment: [Draft FY 2026/2027 – FY 2027/2028 UPWP](#)

Unified Planning Work Program

Contact:

Lakshmi N. Gurram, MPO Director, gurram@ccpgmpo.gov
Charlotte County-Punta Gorda Metropolitan Planning Organization
1050 Loveland Blvd., Box C, Port Charlotte, FL 33980
941-883-3535 (Phone)
www.ccpmpo.gov (Website)



**DRAFT FY 2026/2027 – FY 2027/2028
(July 1, 2026, through June 30, 2028)**

Draft: March 30, 2026

CFDA 20.205: Highway Planning & Construction
CFDA 20.505: Federal Transit Technical Studies Grant
Federal Aid Project (FAP): PL-0408-062-M
FDOT Financial Project Number – 439316-6-14-01 & 02– PL Funds
Transportation Disadvantaged Trust Fund (TD) Planning Funds

The MPO does not discriminate against anyone on the basis of race, color, national origin, sex, age, disability, religion, or family status. For more information on the MPO's commitment to equity and nondiscrimination, or to express concerns visit www.ccpmpo.gov or contact Mark Yaxis with the Charlotte County-Punta Gorda MPO at 941-883-3535 or by email at yaxis@ccpgmpo.gov

Funding for this document was provided by the U.S. Department of Transportation Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the State of Florida Department of Transportation (FDOT), Florida Commission for the Transportation Disadvantaged (FCTD) and Charlotte County.

This document was prepared by the staff of the Charlotte County-Punta Gorda Metropolitan Planning Organization in cooperation with the Florida Department of Transportation (FDOT) and local government agencies.

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

Cost Analysis Certification

Charlotte County-Punta Gorda MPO

Unified Planning Work Program Fiscal Year - FY 2026/27-FY 2027/28

UPWP Statues: Adopted, 5/18/2026

UPWP Revision Number: Initial Adoption

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by [Section 216.3475, F.S.](#) Documentation is on file evidencing the methodology used and the conclusions reached.

FDOT District Representative: Kristi Smith

Title and District: Community Liaison Manager, District One

Date: _____

Signature

Introduction

Definition of the MPO Unified Planning Work Program

This Unified Planning Work Program (UPWP) describes the transportation planning projects to be performed within the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) study area.



MPO Planning Area Boundary

This Work Program is consistent with all federal and state requirements. All product updates including the Transportation Improvement Program (TIP) and planning concepts and factors follow Federal and State guidelines. The MPO is complying with Title VI of the Civil Rights Act of 1964. Title VI specifically prohibits discrimination on the basis of race, color, national origin, age, disability, religion or sex. This applies in any and all applications of work by the MPO, including its administration, decision making and purchasing options.

The FY 2027– FY 2028 UPWP for the Charlotte County-Punta Gorda MPO is prepared in accordance with the Florida Department of Transportation (FDOT) *MPO Program Management Handbook*. The UPWP is approved by the MPO Board and the appropriate state and federal agencies. All tasks performed in this document are conducted in accordance with *Title 23 U.S.C.*, *Title 49 U.S.C.* and the *Federal Transit Act*.

Comprehensive Transportation Planning Activities

The MPO adopted its 2050 LRTP on October 2, 2025. The MPO will emphasize the requirements of current and future transportation legislative initiatives. The MPO will continually maintain and update the Transportation Improvement Program (TIP) to ensure all projects within the metropolitan area leveraged with federal, state and or local funding is reflected accurately for public transparency. The MPO has an adopted Public Participation Plan (PPP) which has been updated to include Limited English Proficiency (LEP) provisions, demographic data collection, and transit-related public participation requirements. The PPP will continue to be reviewed periodically for all necessary updates as required. In addition to all federal requirements, the MPO includes other relevant considerations pertinent to intermodal connectivity such as, land use planning, citizen input, Efficient Transportation Decision

Making (ETDM), Intelligent Transportation Systems Planning (ITS) and all factors essential for efficient transit service within Charlotte County.

The highway projects that garnered public interest include improvements to the Burnt Store Road corridor. The unfinished portion of Burnt Store Road Phase at the county line is the last segment of the road improvements. Additionally, the Harbor View Road widening project is currently undergoing Right of Way (ROW) phase and the Construction (CST) is scheduled to commence in 2026. The Transportation Alternatives Program (TAP) has projects of significant interest that will progress improvements along the US 41 corridor in Charlotte County per FDOT design standards. These projects include implementation of multi-use sidewalks on both sides of the US 41 corridor. FDOT's District One Planning Studio recently completed a visioning study for the US 41 Corridor to align future improvements with local stakeholder needs in Charlotte County. FDOT also conducted visioning studies for SR 776 and Veterans Boulevard, completed in 2021, which identified several countywide improvements... This strategic approach to collaborative planning for roadways in District One, solidifies transportation planning partnerships and proactively identifies community concerns before project priorities enter the production pipeline.

The Interlocal Agreement with the Sarasota/Manatee MPO was rewritten and adopted at the May 20, 2024 Charlotte County-Punta Gorda & Sarasota/Manatee MPO Joint Regional Meeting. Other products finalized in previous years include a Joint Regional Roadway Network, a Joint Transportation Regional Incentive Program (TRIP) and Joint Regional Transportation Alternatives (RTAP) Project Priority Lists. Regional coordination for the Long-Range Transportation Plan (LRTP) is on-going during the LRTP Update phase of the plans and continues between Plan adoptions. A Joint Charlotte County- Punta Gorda and Sarasota/Manatee MPO Board Meeting is held annually.

A formal Interlocal Agreement with the Lee County MPO was adopted on May 20, 2024. The directors of these MPOs attend each other's TAC meetings, and a joint Charlotte County-Punta Gorda and Lee County MPO Board Meeting is held annually. Products finalized include Joint Transportation Regional Incentive Program (TRIP) Project Priority Lists.

The MPO participates in a quarterly FDOT/Charlotte County/City of Punta Gorda coordination meeting. These meetings provide the MPO additional insight, understanding, and concerns of federal, state and local planning agencies.

The MPO continues to coordinate with the Charlotte County Transit Division, the Transportation Disadvantaged Local Coordinating Board (LCB), Sarasota County Area Transit (SCAT) and Lee County's Lee-Tran to address the viability of additional transportation services in Charlotte County.

The Continuity of Operations Plan (COOP) is reviewed annually to ensure it remains effective and responsive to changing circumstances.

The planning activities of the Charlotte County-Punta Gorda MPO are consistent with Federal Planning Factors, the Florida Transportation Plan (FTP) and the Charlotte County and City of Punta Gorda Comprehensive Plans.

Statement of CPG Participation

"The FDOT and the Charlotte County-Punta Gorda MPO participate in the Consolidated Planning Grant (CPG). The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida's FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division. These funds are annually apportioned to FDOT as the direct recipient and allocated to the MPO by FDOT utilizing formulas approved by the MPO, FDOT, FHWA, and FTA in accordance with 23 CFR 420.109 and 49 U.S.C. Chapter 53. The FDOT is fulfilling the CPG's required 18.07% non-federal share (match) using Transportation Development Credits as permitted by 23 CFR 120(j) and FTA C 8100.1D."

Soft Match Definition

Section 120 of Title 23, U.S.C., permits a State to use certain toll revenue expenditures as a credit toward the non-Federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft match" provision that allows the Federal share to be increased up to 100% to the extent credits are available. The "soft match" amount being utilized to match the FHWA PL funding in the UPWP is **18.07%** of FHWA program funds for a total of \$276,356 (FY 2027 & FY 2028).

Local and MPO Planning Priorities

The needs and level of planning of the Charlotte County-Punta Gorda MPO area are reflected in this UPWP. The objectives of this UPWP are to address the planning priorities of the Charlotte County-Punta Gorda MPO as described below:

- Provide socio-economic, educational, and technical input for the planning and development of the MPO area's transportation network
- Continue to facilitate educational opportunities for the MPO Board and its advisory committees to enhance and reinforce their understanding of transportation planning decision making and the MPO process
- Utilize, evaluate, and continually improve public participation and ensure public input in the transportation planning proposals and goals at both the local and regional scale
- Monitor the current Transit Development Plan (TDP) and continually assist the Charlotte County Transit to gather public input and area transit needs information for the development of TDP progress reports
- Participate in the development of the Florida Strategic Intermodal System (SIS) plan
- Revalidate the Interlocal Agreements with the Sarasota/Manatee MPO, Lee County MPO and Heartland TPO
- Develop and maintain a physical inventory of property obtained through federal funding, its maintenance and a final disposal procedure that meets FDOT and Federal Highway Administration (FHWA) regulations
- Update as required the 2050 LRTP ensuring regional coordination with neighboring MPOs
- Maintain and update the annual Transportation Improvement Program (TIP) seeking creative, supportable project priorities that meet community needs
- Revise 2018 Bicycle Pedestrian Master Plan
- Revise current Congestion Management Plan (CMP)
- Continue to work towards receiving enhanced TRIP and regional project funding for the MPO

Air Quality Planning Activities

In the 2050 LRTP Update, the MPO adopted policies to protect existing air quality. Projected emissions are included in traffic model evaluation reports. These projections are used by the MPO and by local governments to help make road network and land use decisions. The MPO monitors all related air quality information collected in assessing transportation impacts on overall Air Quality.

Transit Planning

Transit planning tasks are performed with funds under Titles 23 and 49, U.S.C. through the activities in Task 8: Transit and Transportation Disadvantaged Planning, as well as possible activity under Task 8 General Planning Consultant line. The Charlotte County Transit Division's significant role in providing transportation to Charlotte County residents continues to grow and evolve to meet demand at peak times with a paratransit-only system. The long-term efforts to clarify future spending for paratransit will continue. As evidenced in the Charlotte County Transit Development Plan (TDP), transit planning remains at the forefront of the MPO's efforts to expand citizens' mobility options both within the urbanized area of the County and across County lines. Development of the next TDP is due to FDOT in July 2030. The MPO works continually and cooperatively with the staff of the Charlotte County Transit Division, the Members of the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) and representatives of adjoining County transit systems and MPOs to address current and emerging transit issues.

Public Participation including Title VI and Title VIII

The MPO's first Public Participation Plan (PPP) was adopted in 1994, while the most recent updated PPP was adopted by the MPO Board on December 15, 2022. It is consistent with Florida State Rule 14-73.001.

MPO staff continues to revise the informational brochure detailing the history, purpose and mission of the MPO. The brochure encourages public involvement and meeting participation. Meeting agenda packets for the MPO Board and its Committee meetings are displayed in local government offices, all County library branches and other accessible locations for review by the public. Additionally, the MPO developed a citizens' transportation planning award in August 2009 named for a long-serving LCB and CAC member. The Peggy Walters Citizens Mobility Award was established to recognize achievement by an individual or group who through their efforts and accomplishments has made significant and noteworthy contributions to transportation planning in the area.

The MPO website is updated regularly to include current MPO, LCB and Advisory Committee meeting agendas. The website also provides direction to all MPO planning documents. The website includes a text box under the "Contact Us" tab to aid citizens visiting the MPO site to easily comment on MPO plans and documents. The website also provides information and links to the local jurisdictions and other pertinent websites.

In recent years, consistent with federal requirements, the MPO has increased its emphasis on public involvement. The MPO ensures that Title VI policy is followed by conducting outreach to the county's traditionally underserved populations. Our primary strategy for engaging the community in transportation decision-making includes participating through the Citizens' Advisory Committee (CAC) and the Transportation Disadvantaged Local Coordinating Board (LCB).

The MPO also uses various studies and planning tools such as the Transit Development Plan (TDP), Transportation Disadvantaged Service Plan (TDSP), and PD&E studies as part of the public involvement process. Through the "Efficient Transportation Decision Making" (ETDM) process, the MPO incorporates public comments and ideas. For major plan updates, including the LRTP Update, public workshops are held to build consensus on transportation priorities and project ranking.

Citizens are encouraged to comment on all content within this UPWP. The draft UPWP is distributed to all Charlotte County libraries and posted on the MPO website at www.ccpmpo.gov. It is also included as an agenda item at MPO Board, TAC, CAC, and BPAC meetings. In addition, the draft UPWP is sent to federal, state and local

government agencies for review and comments. The MPO adopts the final UPWP only after all comments have been addressed and, when appropriate, incorporated into the Work Program.

The final adopted UPWP is available in hard copies at the MPO offices or can be requested electronically.

Organization & Management

The MPO Board Membership:

<u>Agency</u>	<u>Representative</u>
Charlotte County Government	Commissioner Christopher G. Constance, MD, Chairman Commissioner Joseph Tiseo, Vice Chair Commissioner Kenneth Doherty
City of Punta Gorda	Vice Mayor Jeannine Polk
Charlotte County Airport Authority	Commissioner Thomas “T.J.” Thornberry
 <u>Non-Voting Advisory Member</u>	
Florida Department of Transportation	Jamie Driggers – Interim District One Secretary

The Charlotte County-Punta Gorda MPO is the primary agency responsible for transportation planning in Charlotte County. The MPO Board consists of five voting members: three county commissioners, one representative from the City of Punta Gorda, and one representative from the Punta Gorda Airport and one non-voting advisor from FDOT. The MPO is a legislative body with the power to develop policy and adopt plans, to manage priorities for the programming of improvements to the transportation system, and to program and administer federal and state planning grants.

The MPO Board appoints members to the Citizens’ Advisory Committee (CAC), composed of eleven voting citizen representatives of the general population of the community. They are chosen to provide a diverse cross section of the population, representing three geographical areas (West-County, Mid-County, and South-County). Two (2) At-Large members are also included in the membership. The Committee is governed by Bylaws and is responsible for providing the MPO and its staff with public participation in the transportation planning process.

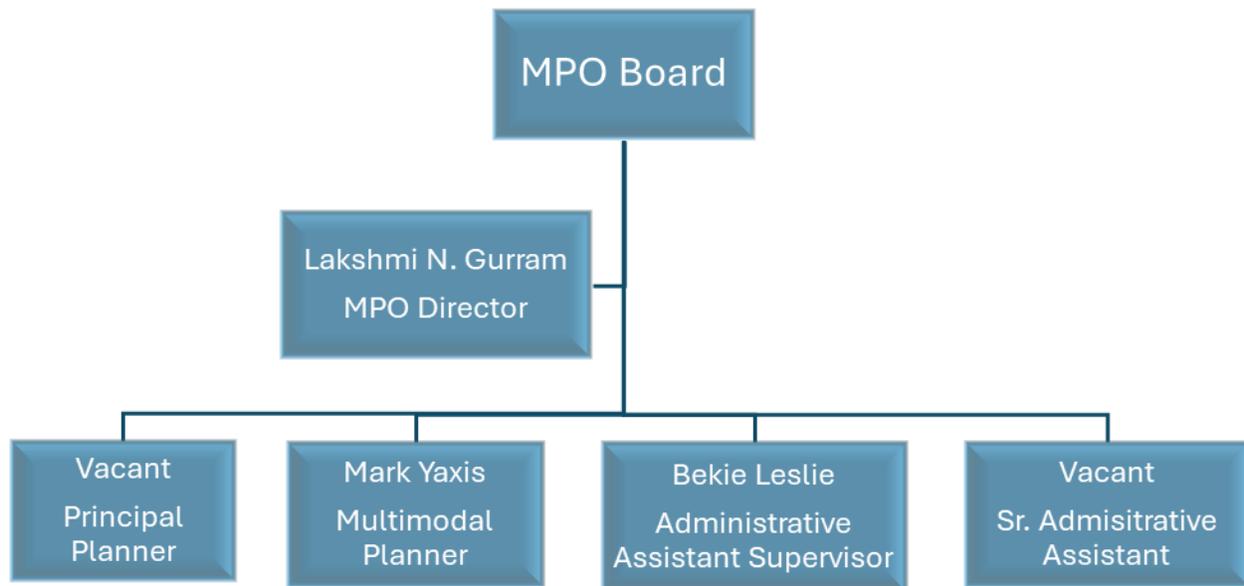
The Bicycle Pedestrian Advisory Committee (BPAC) is appointed by the MPO Board and is composed of bicycle advocates from the South, Mid and West County geographical areas, bicycle shop owners, bicycle club members, and a Historical, Cultural and Environmental representative. This Committee provides recommendations on bicycle and pedestrian plans and projects.

The MPO Board’s Technical Advisory Committee (TAC) is composed of 13 voting members who are technically qualified representatives of agencies responsible for maintaining, controlling, developing and improving the transportation system within the Charlotte County-Punta Gorda Urbanized area. This committee includes representatives from the City of North Port and a small portion of DeSoto County. The representatives from DeSoto County, City of North Port and the Director of the Lee County MPO are voting members on the TAC. The Committee’s

responsibilities include coordination of transportation plans and programs and ensure consistency among the transportation technical studies and report.

The MPO is the official planning agency to receive Transportation Disadvantaged (TD) trust funds for planning activities of the TD program in Charlotte County. The MPO staffs the Transportation Disadvantaged Local Coordinating Board (LCB), which is chaired by an elected official from the Charlotte County area.

The MPO Board directs the staff in managing MPO operations through a director. The staff coordinates all planning projects and activities and administers all tasks to assure proper fulfillment of State and Federal requirements. The staff works with the TAC, BPAC and the CAC, as well as other committees or groups involved with transportation issues. They serve as the primary local liaison to FDOT, the FHWA, and the FTA, as well as other agencies; and works with the staffs of local agencies and neighboring jurisdictions on transportation projects. The MPO has a total of five staff positions: a director, principal planner, one multi-modal planner, administrative assistant supervisor and senior administrative assistant.



MPO Agreements

The MPO has several agreements with other public agencies to promote a Comprehensive, Continuing and Cooperative (3-C) planning process:

Agreements	Agency	Date
Staff Services Agreement/*Partnership Agreement between Budget & Administrative Services Department/Fiscal Services Division and MPO	Charlotte County	7/27/2010/*9/10/2018
Interlocal Agreement for Joint Regional Transportation Planning	Sarasota/Manatee MPO	1/22/2018 currently revised 5/20/24
Interlocal Agreement for Joint Regional Transportation Planning	Lee County MPO	12/13/2013 currently revised 5/20/24
Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (ICAR)	FDOT CCAA SWFRPC CC (Transit Division)	2/22/2006, currently under revision
The State of Florida Department of Transportation Metropolitan Planning Organization Agreement	FDOT	07/1/2022 thru 06/30/2024
Interlocal Agreement for Creation of the MPO	FDOT City of Punta Gorda Charlotte County Punta Gorda Airport	2/22/2006
Interlocal Agreement for The Creation of a Regional Transportation Forum between the Heartland Regional Transportation Planning Organization (TPO) and the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO)	Charlotte County-Punta Gorda MPO/Heartland Regional TPO	May 19, 2025

Operational Procedures and Bylaws

The Charlotte County-Punta Gorda Metropolitan Planning Organization (CC-PG MPO) is an independent, separate legal entity authorized pursuant to Florida Law and operates under a duly adopted set of bylaws. In addition to MPO Staff, Charlotte County Government provides administrative, legal, financial, purchasing, and personnel support services.

The MPO Board is composed of local elected officials representing the County, City and Airport Authority. This Board meets a minimum of five times per year to establish transportation policies and evaluate and review transportation needs within the MPO's Urbanized Area. The MPO Board operates in accordance with its formally adopted bylaws.

The MPO has three standing advisory committees: the Technical Advisory Committee (TAC), the Citizens' Advisory Committee (CAC), and the Bicycle/Pedestrian Advisory Committee (BPAC). The TAC and CAC meet five times per year, while the BPAC meets quarterly.

The MPO serves as the Official Planning Agency for the receipt of Transportation Disadvantaged (TD) Trust Funds utilized for planning activities of the TD program in urbanized areas. The MPO staffs the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB), which meets quarterly and operates under a duly adopted set of bylaws.

Official Records are maintained at:

Charlotte County-Punta Gorda Metropolitan Planning Organization
1050 Loveland Blvd., Box C
Port Charlotte, Florida 33980
Tel: (941) 883-3535
Website: www.ccpgmpo.gov
Email: office@ccpgmpo.gov

All MPO records are available for public inspection during regular business hours (Monday through Friday, 8:00 a.m. to 4:00 p.m., except holidays). The Charlotte County-Punta Gorda MPO fully complies with the Public Records Laws and the Sunshine Laws of the State of Florida.

Task 1 Administration

Purpose:

Properly manage the transportation planning process in the Charlotte County-Punta Gorda area that responds to the needs of the community. This includes the monitoring and managing of local planning tasks to ensure that the local planning process complies with all state and federal requirements utilizing consultant services as needed.

Previous Work:

- Provided staff support and assistance to the MPO Board and its advisory committees
- Adopted the FY 2024 – FY 2026 UPWP in May 2024
- Amended the FY 2024 – FY 2026 UPWP as required
- Publicized all meeting information on MPO website, Charlotte County website, local libraries and Charlotte County local newspaper in FY 2024 – FY 2026
- Submitted monthly signed and approved Visa® credit card statements with original receipts to Fiscal Services for final review and to meet purchasing deadlines-Ongoing
- Submitted all required MPO resolutions to MPO legal counsel for review
- Awarded the “Peggy Walters” Citizen Mobility Award to a citizen who made significant contributions to transportation planning within Charlotte County – July 2024 and July 2026
- Updated Continuity of Operations Plan (COOP)
- Maintained and uploaded all MPO required documents on MPO Web Site
- Prepared and submitted invoices per standards required by 23 C.F.R. 420.121(c) and with 49 C.F.R
- Completed the Joint FDOT/MPO Annual Certification reviews
- Produced board and advisory committee’s agenda packets, meeting minutes, and records of committee proceedings as scheduled
- Sponsored the Keep Charlotte Beautiful calendar featuring bicycle laws and safety information
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of January 2022

Required Activities:

- Provide day-to-day oversight of overall agency administration, staff management, graphics production, and resolution of special issues
- Provide oversight for development and update of MPO planning document deliverables such as the LRTP, TIP, PPP, etc.
- Provide oversight for Regional Transportation Studies affecting the MPO Planning Area
- Continue to coordinate with Charlotte County Purchasing, and Fiscal Services to maintain invoices for monthly office equipment rental, utilities, office supplies & materials - Ongoing
- Approve invoices daily and submit for payment through the County’s Invoicing process - Ongoing
- Continue to process various travel arrangements and reimbursement claims according to local and State requirements for MPO staff - Ongoing
- Prepare and submit payroll based on bi-weekly timesheets to Clerk Payroll within the deadlines - Ongoing
- Submit monthly signed and approved Visa® credit card statements with original receipts to Fiscal Services for final review -Ongoing
- Continue to process all legal advertisements to meet the required deadlines - Ongoing
- Assist local agencies and interested parties in planning for increased security and safety of the transportation system, including airport, rail and transit modes (daily)

- Distribute agenda packets for all MPO Board and advisory committee meetings to members, adjacent county MPOs, local media and government sponsored information outlets as needed
- Provide orientation, training and staff support to the MPO Board and its advisory committees as needed
- Attend US DOT and FDOT approved training courses as available
- Prepare and submit invoices per 23 C.F.R. 420.121(c) and 49 C.F.R. (quarterly)
- Update the Staff Services Agreement with Charlotte County as needed
- Develop and update of the Unified Planning Work Program (UPWP) for FY 2027 and FY 2028 by July 1, 2026, and July 1, 2027
- Participate in FDOT/Charlotte County Public Works/Punta Gorda Public Works Coordination Meetings - quarterly
- Continue maintenance on MPO Web Site- Ongoing
- Continue software update and peripheral equipment purchases with county IT Department and other Federal, State, and local government Planning Agencies as needed
- Seek justification from FDOT for Capital Purchases exceeding budget estimates as needed
- Procure and or replace capital equipment to maintain service levels; upgrade security software as required by 49 C.F.R.MPO Office renovations and modifications to enhance security and improve operations as needed
- Maintain financial records for an annual audit, if required
- Review and revise MPO/TAC/CAC/BPAC Bylaws to reflect the use of telephone and video teleconferencing devices and applications when health and physical emergencies preclude meeting physically as needed
- Sponsor Charlotte County safety programs in Keep Charlotte beautiful calendar - annually
- Utilize, recruit and develop General Planning Consultant services as needed

End Products:

- Developed MPO planning document deliverables as required by Federal and State Statutes
- Developed Budgets, contracts and financial records reviewed and submitted to FDOT quarterly - Ongoing
- Board and advisory committee's agenda packets, meeting minutes, and records of committee proceedings as scheduled
- USDOT and FDOT approved training courses results in improved technical proficiency, and strengthen support for MPO planning, Process and transportation decision making as needed
- Physical inventory to safeguard equipment and maintenance that meets the requirements of Federal Highway Administration (FHWA) Regulation 49 C.F.R. 18.32(d)(3) and (4) annually
- Disposal of equipment purchased with planning funds consistent with state law and FHWA Regulation 49 C.F.R. Part 18.32(e) updated as needed
- Adopted UPWP for FY 2027 and FY 2028 – May 2026 and May 2027
- Annual audit report to the Federal Audit Clearinghouse Database March 2026 and March 2027, if required
- Invoices to FDOT for review following end of each quarter through June 30, 2028 - quarterly
- Updated documents to reflect the possible reapportionment of the MPO Planning area as needed
- Computer, hardware and software upgrades as needed
- Maintain office supplies to support and execute everyday business – as needed
- Financial tasks including grant reimbursements, audit reports, budget, grant reconciliations, timekeeping, inventory, invoice payment, various resolutions, travel processing, meeting/public meetings - ongoing
- Maintained and regularly updated MPO website containing current plans, meeting materials, public notices, required documents, and other information to ensure transparency and accessibility.
- Amendment/revision/modification of the UPWP as needed
- Renovated and modified MPO office for increased security and improve operational efficiency as needed

- Revised and adopted MPO/TAC/CAC/BPAC Bylaws to allow utilization of meeting audio graphic or web teleconferencing methods - as needed
- Joint FDOT/MPO annual certification reviews - Annually by March 2026 and March 2027
- Published Keep Charlotte Beautiful calendar featuring bicycle laws and safety information – July 2026 and July 2027
- Executed and maintained General Planning Consultant contracts to support MPO planning needs

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 - FY 2027	FHWA (PL)	<u>\$376,643</u>
		TOTAL	\$376,643
	Year 2 – FY 2028	FHWA (PL)	<u>\$376,643</u>
		TOTAL	\$376,643

Task 1 ADMINISTRATION			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G2WXX		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G2WXX (PL)	FHWA G2WXX (Total)	
Personnel (salary and benefits)			
Employees Salaries, Benefits and other deductions.	\$ 298,343	-	\$ 298,343
Personnel (salary and benefits)			
Subtotal	\$ 298,343	\$ 298,343	\$ 298,343
Travel			
MPO staff travel on MPO business including conferences, seminars, public meetings, MPOAC meetings, FMPP, and other required events. This also includes in-county and out-county mileage and registration for meeting.	\$ 3,500	-	\$ 3,500
MPO Board Members may travel on MPO business to attend MPOAC meetings, MPOAC Weekend Institute, or any other MPO Board related meetings when their participation is required.	\$ 2,000	-	\$ 2,000
Travel Subtotal	\$ 5,500	\$ 5,500	\$ 5,500
Direct Expenses			
Governmental Costs: These costs include attorney services, IT support, People Operation, Fleet Management, Facilities, Fiscal services, Purchasing, CCTV & other administrative or support services provided by Charlotte County provide to the MPO.	\$ 51,848	-	\$ 51,848
MPO Self Insurance Costs	\$ 1,172	-	\$ 1,172
Subscription/renewal/maintenance - newspapers, website updates, website hosting, animaker video,	\$ 3,700		\$ 3,700
Advertising-MPO Board, Joint Regional Meetings, Committees, PPP, LRTP, Public Hearing, job vacancies, etc.	\$ 3,500		\$ 3,500
Postage and Freight Costs	\$ 1,000		\$ 1,000
Printing and Binding/Other Charges & Obligation, meeting room rental	\$ 900		\$ 900
Gas.Oil/Lube	\$ 600		\$ 600
Repair/Maintenance - Building	\$ 1,000	-	\$ 1,000
Communication -Cell Phone	\$ 800	-	\$ 800
Educational Expenses - staff training, sponsorship, registration, continue education, training	\$ 1,480		\$ 1,480
Equipment rental & Lease/overage costs (i.e. JM Todd, pitney bowes)	\$ 4,000	-	\$ 4,000
		-	\$ -
Direct Expenses Subtotal	\$ 70,000	\$ 70,000	\$ 70,000
Supplies			
Departmental/Office Supplies	\$ 1,800	-	\$ 1,800
Supplies Subtotal	\$ 1,800	\$ 1,800	\$ 1,800
Equipment			
Peripherals Equipment	\$ 1,000	-	\$ 1,000
Equipment Subtotal	\$ 1,000	\$ 1,000	\$ 1,000
Total	\$ 376,643	\$ 376,643	\$ 376,643

2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G2WXX		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G2WXX (PL)	FHWA G2WXX (Total)	
Personnel (salary and benefits)			
Employees Salaries, Benefits and other deductions.	\$ 298,343	-	\$ 298,343
Personnel (salary and benefits) Subtotal	\$ 298,343	\$ 298,343	\$ 298,343
Travel			
MPO staff travel on MPO business including conferences, seminars, public meetings, MPOAC meetings, FMPP, and other required events. This also includes in-county and out-county mileage and registration for meeting.	\$ 3,500	-	\$ 3,500
MPO Board Members may travel on MPO business to attend MPOAC meetings , MPOAC Weekend Insititute, or any other MPO Board related meetings when their participation is required.	\$ 2,000	-	\$ 2,000
Travel Subtotal	\$ 5,500	\$ 5,500	\$ 5,500
Direct Expenses			
Governmental Costs: These costs include attorney services, IT support, People Operation, Fleet Management, Facilities, Fiscal services, Purchasing, CCTV & other adminisitrative or support services provided by Charlotte County provide to the MPO.	\$ 51,848	-	\$ 51,848
MPO Self Insurance Costs	\$ 1,172	-	\$ 1,172
Subcription/renewal/maintenance - newspapers, website updates, website hosting, animaker video,	\$ 3,700		\$ 3,700
Advertisings-MPO Board meetings, Joint Regional Meetings, Advisory Committee Meetings, PPP, LRTP, Public Hearings, job vacancies, etc.	\$ 3,500		\$ 3,500
Postage and Freight Costs	\$ 1,000		\$ 1,000
Printing and Binding/Other Charges & Obligation, meeting room rental	\$ 900		\$ 900
Gas, Oil/Lube	\$ 600		\$ 1,000
Repair/Maintenance - Building	\$ 1,000		\$ 1,000
Communication -Cell Phone	\$ 800		\$ 800
Educational Expenses - staff training, sponsorship, registration, continue education, training	\$ 1,480	-	\$ 1,480
Equipment rental & Lease/overage costs (i.e. JM Todd, pitney bowes)	\$ 4,000	-	\$ 4,000
Direct Expenses Subtotal	\$ 70,000	\$ 70,000	\$ 70,000
Supplies			
Departmental/Office Supplies	\$ 1,800	-	\$ 1,800
Supplies Subtotal	\$ 1,800	\$ 1,800	\$ 1,800
Equipment			
Peripherals Equipment	\$ 1,000	-	\$ 1,000
Equipment Subtotal	\$ 1,000	\$ 1,000	\$ 1,000
Total	\$ 376,643	\$ 376,643	\$ 376,643

Task 2 Data Collection, Analysis & Mapping

Purpose:

- Monitor and analyze regional travel characteristics including socio-economic and land use patterns, transportation system performance data, and environmental factors
- Support informed decision-making by maintaining up-to-date mapping and data resources
- Continue participation and training in facilitating the Efficient Transportation Decision Making (ETDM) process
- Continue participation and training in the latest travel demand modeling software and attend Model Task Force Meetings to maintain proficiency.
- Continue professional development in the training in PTV Visum software
- Manage and oversee the executed General Planning Consultant Services contract with three consultants for FY 2025- 2028
- Executed contract for 2050 Socio Economic Data Development Consultant

Previous Work:

- Continued coordination with Florida Department of Transportation (FDOT) in the implementation of the ETDM process through analysis of work projects in FY 2026/2027 and FY 2028/2029
- Analyzed crash and congestion data for the safety management system,
- Participated with the Community Traffic Safety Team (CTST) to identify and propose projects for safety and enhancement funds
- Analyzed traffic crash data using Signal Four Analytics and organize crash data for implementing the Congestion Management Process (CMP) to prioritize transportation projects
- Utilized 2019 Districtwide Regional Planning Model (D1RPM) for transportation analysis
- Utilized 2019 D1RPM for transportation analysis and providing Traffic volumes data to member jurisdictions as needed.
- Validated Socio-economic data completed in December 2023
- Validated 2019 District One Regional Planning Model (D1RPM) completed in December 2025.
- Attended webinars and training related to PTV Visum modeling software
- Analyzed, downloaded, and modified Signal Four analytics crash data reports for presentations at the Board and committee meetings

Required Activities:

- Utilize the Travel Demand Model to analyze the existing network and to develop alternative planning scenarios with PTV Visum as needed
- Use the General Planning Consultant services to support development of socio-economic data for development of 2050 travel demand model
- Update 2019 travel demand model data for the development of 2050 socio economic data
- Update 2020 validated base year model data to 2050 Future year socio economic data
- Utilize 2019 District One Regional Planning Model (D1RPM) for regional transportation modeling as needed
- PTV Visum transportation model scenarios as required throughout FY 2024 and FY 2025
- Prioritize congestion management in 2024 and 2025, target completion July 2024 and July 2025

- Update data related to public transportation and multimodal considerations to be done in support of and in conjunction with Task #8 as needed
- Collect primary and secondary data from Census Bureau, Bureau of Economic and Business Research (BEBR), County and City Geographic Information Systems (GIS), County and City Public Works Departments, County and City Community Development Departments, Southwest Florida Regional Planning Council (SWFRPC), law enforcement agencies to update the travel demand model as needed
- Continue updating maps of multimodal facilities, crash data and traffic volumes
- Continue analyzing crash and congestion data for the safety management system
- Participate with the Community Traffic Safety Team (CTST) to identify and propose projects for safety and enhancement funds (quarterly)
- Enhance the integration and connectivity of the regional transportation system through increased data collection and analysis, including map enhancement as needed
- Continue to identify and catalog information to be placed in a central database for use in the Efficient Transportation Decision Making (ETDM) process, as well as public transportation and multi-modal considerations, including ITS as needed
- Utilize General Planning Consultant services as needed to support data development and planning activities
- Continue to use Signal Four data for analysis
- Continue participation in PTV Visum software updates and training activities
- Attend trainings, conferences including MPOAC and Model Task Force meetings

End Products:

- PTV Visum transportation model scenarios as required throughout FY 2024 and FY 2026 target completion September 2025
- Prioritize lists of congestion management projects in 2024 and 2025, target completion July 2024 and July 2025
- Provide input into bi-monthly Community Traffic Safety Team (CTST) meetings (quarterly) – Ongoing
- Reviewed databases supporting prioritization of safety, highway, congestion management, and enhancement related projects throughout 2024 and 2025 snapshot adoption date – October 2025 (Ongoing)
- Refined and enhanced GIS data for MPO plans and projects programs throughout FY 2024 and FY 2025 – snapshot adoption date – October 2025 (Ongoing)
- Three signed GPC contracts
- Familiarity with the new PTV modeling software and other model related activities
- Validated 2019 base year socio economic data
- Validated 2050 Future year socio economic data
- Completion of mapping crashes, traffic volumes, multimodal network features, and other needs as determined

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 – FY 2027	FHWA (PL)	<u>\$45,000</u>
		TOTAL	\$45,000
	Year 2 – FY 2028	FHWA (PL)	<u>\$45,000</u>
		TOTAL	\$45,000

Task 2: Estimated Budget Detail For “Planning Task”

Task 2 DATA COLLECTION, ANALYSIS AND MAPPING			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G2WXX		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G2WXX (PL)	FHWA G2WXX (Total)	
Personnel (salary and benefits)			
MPO Staff salaries, benefits and other deductions	\$ 45,000	-	\$ 45,000
Personnel (salary and benefits) Subtotal	\$ 45,000	\$ -	\$ 45,000
Total	\$ 45,000	\$ -	\$ 45,000
2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G2WXX		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G2WXX (PL)	FHWA G2WXX (Total)	
Personnel (salary and benefits)			
MPO Staff salaries, benefits and other deductions	\$ 45,000	-	\$ 45,000
Personnel (salary and benefits) Subtotal	\$ 45,000	\$ -	\$ 45,000
Total	\$ 45,000	\$ -	\$ 45,000

	FY 2027 & 2028 TOTAL
Personnel (salary and benefits)	\$ 90,000
Total	\$ 90,000

Task 3 Public Participation Plan

Purpose:

- To provide opportunities for meaningful public participation are provided throughout the MPO process, in full compliance with applicable Federal and State requirements.

Previous Work:

- Prepared MPO Public Participation Plan (PPP) Annual Evaluation/Summary for current and future calendar years
- Revised PPP Plan and Title VI Program (Ongoing)
- Coordinated with CCTV 20 production staff on scripting, development, and video recording of selected MPO, CAC, BPAC, LCB and the Punta Gorda Airport leading to the completion of an MPOs2045 LRTP information video. This video was shown at all the workshops, MPO Committee and Board meetings and on CCTV 20
- Prepared outline and content for 2045 and 2050 LRTP Public Participation Survey in 2025
- Aided in preparation of 2045 LRTP Workshop materials including “Route to 2045” branded brochure
- Aided in the preparation of 2050 LRTP Workshop materials including “Moving Charlotte Forward” branded brochure
- Conducted public workshops in February, April, May, June and July 2025 in support of the 2050 LRTP Needs Plan and Cost Feasible Plan
- Revised, compiled, and analyzed data received from the MPO’s Evaluation/Comment survey. This survey was conducted as a standalone survey and also part of the, April, May, June and July 2025 workshops held to solicit public opinion and comment on the 2050 LRTP
- Awarded the Citizens Transportation Mobility Award in 2024 and 2025
- Quarterly updates and revisions to the MPO informational brochure
- Attended civic and non-profit organization meetings throughout FY 2023/2024 and FY 2024/2025 to discuss MPO planning, public involvement opportunities, and future planning ideas
- Actively participated in Association of Metropolitan Planning Organizations (AMPO) FHWA, USDOT and FDOT public participation-based webinars and local training programs
- Engaged in ongoing discourse and discussion with other Florida MPOs concerning effective public involvement techniques and programs

Required Activities:

- Conduct annual review and update of the Public Participation Plan (PPP) as needed
- Provide public participation opportunities for all MPO related transportation plans, hearings, workshops and events as needed
- Solicit citizen volunteers for the MPO Advisory Committees.
- Provide timely notification to the public of all MPO related meetings, hearings, workshops, special and joint meetings, and plan reviews using electronic, print, audio, and video as needed
- Prepare MPO Public Participation element and Public Participation Plan for the 2050 Long Range Transportation Plan

- Continue to respond to citizen, agency, and media queries on all MPO related topics and plans as needed
- Continue to attend civic, non-profit, professional, and business group meetings and forums when available
- Continue to review and improve the MPO website including ADA compliance and 2050 LRTP additions as needed Continue to solicit nominees and award a Citizens Transportation Mobility Award in 2026 and 2027
- Continue to implement creative electronic, print, or visual techniques and methods to provide citizens with information (Ongoing)
- Continual review and update of the MPO informational brochure as needed.
- Continue to solicit citizen input on methods to improve roadway safety and, potential bicycle and pedestrian improvements (Ongoing)
- Continue to develop relationships with traditionally underserved populations. MPO has worked with FHWA and FDOT staff to review and solicit comments on underserved populations aspects of the 2050 LRTP (Ongoing)
- Continue to work with MPO Advisory Committee members in developing their roles as MPO information conduits to their constituents, clients, and friends (Ongoing)
- Utilize a General Planning Consultant services as needed
- Utilize the MPO website for improved public outreach and participation as needed
- Prepare an MPO Evaluation/Comment Survey, disseminate at all MPO public participation events (live and virtual) and compile survey responses

End Products

- Inclusion of all public surveys, interactive mapping tools, verbal and written public comment and opinion in the MPO process and all planning documents
- Public participation workshops and public involvement events in support of the 2050 Long Range Transportation Plan
- Annual Public Participation Summary and Evaluation Report in FY 2024 and FY 2025
- Updated MPO brochure, website, and future technological improvements to enhance public involvement. Citizen Transportation Mobility Award July 2024 and July 2025
- Public Participation Plan (PPP) amendment/revisions as needed
- 2050 LRTP with all required public participation opportunities and guidelines met
- Citizen volunteers for various MPO Advisory Committees
- Evaluation/Comment Survey for all public involvement events, including participant demographic and meeting logistic/venue feedback

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 – FY 2027	FHWA (PL)	<u>\$20,000</u>
		TOTAL	\$20,000
	Year 2 – FY 2028	FHWA (PL)	<u>\$ 20,000</u>
		TOTAL	\$ 20,000

Task 3: Estimated Budget Detail For “Planning Task”

Task 3 PUBLIC PARTICIPATION PLAN (PPP)			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G2WXX		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G2WXX (PL)	FHWA G2WXX	
Personnel (salary and benefits)			
MPO Staff salaries, benefits & Other deductions	\$ 20,000	-	\$ 20,000
Personnel (salary and benefits) Subtotal	\$ 20,000	\$ 20,000	\$ 20,000
Total	\$ 20,000	\$ 20,000	\$ 20,000
2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G2WXX		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G2WXX (PL)	FHWA G2WXX	
Personnel (salary and benefits)			
MPO Staff salaries, benefits & Other deductions	\$ 20,000	-	\$ 20,000
Personnel (salary and benefits) Subtotal	\$ 20,000	\$ 20,000	\$ 20,000
Total	\$ 20,000	\$ 20,000	\$ 20,000

	FY 2027 & 2028 TOTAL
Personnel (salary and benefits)	\$ 40,000
Total	\$ 40,000

Task 4 Long Range Transportation Plan (LRTP)

Purpose:

- Apply Florida Standard Urban Transportation Model Structure (FSUTMS) for the management system projects
- Continue participation in the statewide Model Task Force technical meetings.
- Support utilization of FSUTMS new Statewide PTV Visum model software.
- Routinely evaluate and update the MPO's 2045 Long Range Transportation Plan as needed
- Implement MPO's Long Range Transportation Plan Amendment Procedures as needed
- Utilize 2021-2024 General Planning Consultant services as needed
- Participation in the development of D1RPM update for 2050 LRTP
- Develop the 2050 Long Range Transportation Plan (LRTP) Update with adoption date on - October 5th, 2025
- Executed General Planning Consultant Services contract with three consultants for FY 2021- 2024 as of Jan 2022

Previous Work:

- Adopted 2050 Long Range Transportation Plan (LRTP) Update October 2025
- Endorsed Model Validation (Spring 2019)
- Endorsed Goals, Objectives and Socio-Economic Data for 2045,2050 LRTP
- Hazard Mitigation planning element documentation included in the 2040 LRTP Update
- Adopted FDOT District One Regional Planning Model (D1RPM)
- Adopted 2050 LRTP Socio-Economic Data and endorsed 2019 Model Validation Data
- Refined 2045 Socio-Economics Data control totals completed in December 2019
- Refined 2050 D1RPM Model September 2025
- Adopted 2050 Socio-Economics Data by the MPO Board in December 2023
- Validated 2019 District One Regional Planning Model (DIRPM) – November 2023
- Three signed GPC contracts
- Amendments to the 2045 LRTP as needed
- Adopt 2045 LRTP - October 2020
- Coordinate the FDOT District One Consultant to update and validate the 2019 DIRPM model as needed
- Adopt 2050 LRTP by October 2, 2025
- Updated 2050 computerized transportation planning model (FSUTMS) for traffic impact and alternative analysis
- Adopted 2025 and 2026 FDOTs Vision Zero safety performance targets
- Refine 2050 LRTP with updated Transportation Performance Measures October 2025
- Refine 2045 LRTP with updated Autonomous, Connected Electric, and Shared (ACES) – October 2020

Required Activities:

- Updated FSUTMS model Incorporating the 2020 Validated Network and Socio-Economic Data
- Utilize 2050 D1RPM for traffic impact and alternative analysis of the existing network as needed
- Continued staff participation in FSUTMS, Cube and PTV Visum software updates
- Incorporate the Federal Requirements regarding Congestion Management Process as needed
- Year of Expenditure (YOE) and Present-Day Cost (PDC) calculations and supporting documentation for all LRTP projects planning

- Utilize summarizing the integration of Autonomous, Connected, Electric, and Shared (ACES) vehicle research into LRTP analysis Utilize the guidelines in 2021 Florida Strategic Highway Safety Plan (SHSP) to focus on accomplishing the vision of eliminating fatalities and reducing serious injuries on all public roads
- Adoption and documentation of federally required safety performance targets for the 2025 and 2026
- Utilize the FDOTs safety- related performance measures targets and report progress for all five performance measures targets
- Continue to support FDOT statewide Highway Safety Improvement Program (HSIP) interim safety performance measures and FDOT’s 2026 safety targets, which set the target at “0” for each performance measures
- Establish performance-based planning documentation update consistent to Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act/Fixing America’s Surface Transportation (FAST) Act
- Execute General Planning Consultant Services contract with three consultants for FY 2026- 2029 as of July 2026
- Utilize General Planning Consultant services. - (See Appendix I)

End Products:

- Inclusion of the ETDM process into the overall planning process (On-going)
- Adopted 2050 LRTP
- Updated FSUTMS model incorporating the 2020 validated network and socio-economic data
- Adopted MPO 2026 Safety Targets based FDOT’s five safety-related performance measures
- Executed General Planning Consultant contracts
- Performance-based planning documentation consistent with MAP-21 and FAST Act requirements
- Adopted Public Participation Element for 2050 LRTP
- Adopted 2050 Goals and Objectives, Needs Plan, Cost Feasible Plan and Executive Summary
- Updated and validated 2019 DIRPM model completed in coordination with the FDOT District One consultant
- Traffic impact and alternative analysis results using the 2050 D1RPM as needed

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 - FY 2027	FHWA (PL)	<u>\$30,000</u>
		TOTAL	\$30,000
	Year 2 - FY 2028	FHWA (PL)	<u>\$30,000</u>
		TOTAL	\$30,000

Task 4: Estimated Budget Detail For “Planning Task”

Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP)			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G2WXX		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G2WXX (PL)	FHWA G2WXX	
Personnel (salary and benefits)			
MPO Staff salaries, benefits and other deductions	\$ 30,000	-	\$ 30,000
Personnel (salary and benefits) Subtotal	\$ 30,000	\$ 30,000	\$ 30,000
2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G2WXX		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G2WXX (PL)	FHWA G2WXX	
Personnel (salary and benefits)			
MPO Staff salaries, benefits and other deductions	\$ 30,000	-	\$ 30,000
Personnel (salary and benefits) Subtotal	\$ 30,000	\$ 30,000	\$ 30,000
Total	\$ 30,000	\$ 30,000	\$ 30,000

	FY 2027 & 2028 TOTAL	
Personnel (salary and benefits)	\$	60,000
Total	\$	60,000

Task 5 Transportation Improvement Program (TIP)

Purpose:

Develop Transportation Improvement Programs (TIP) for FY 2026/2027 and 2027/2028 that identifies all federal, state and locally funded transportation improvements.

Previous Work:

- Adopted the FY 2024/2025 – FY 2028/2029 TIP in cooperation with FDOT and local government agencies in May 2014
- Adopted the FY 2025/2026 – FY 2029/2030 TIP in cooperation with FDOT and local government agencies in May 2025
- Adopted the TIP in cooperation with FDOT and local government agencies
- Coordinated regional highway, transportation alternatives, Transportation Regional Incentive Program (TRIP) and congestion management transportation project priorities in May 2019 and May 2020
- Reviewed FDOT Draft Tentative Work Program for FY 2020/2021 through FY 2024/2025
- Coordinated with the City of Punta Gorda and Charlotte County to incorporate Capital Improvements Program into adopted TIPs
- Adopted FDOTs statewide Highway Safety Improvement Program (HSIP) interim safety performance measures and FDOT's 2018 safety targets as MPOs vision zero targets
- Project Priorities Lists for FY 2024 and 2025 in May 2024 and May 2025 respectively
- FDOT Tentative Work Programs for FY 2025/2030 and FY 2026/2031 to be reviewed by MPO Board by December 2024 and December 2025 respectively
- Amendments to the 2024 Transportation Improvement Program (TIP) as needed
- Incorporated performance-based planning into the TIP in accordance with MAP-21 and the FAST Act, adopted in May 2024 and May 2025
- Updated FDOT performance measures and safety targets in FY 2024/2025 through 2025/2026 TIP and FY 2025/2026 through 2028/2029 TIP adopted by May 2024 and May 2025 respectively

Required Activities:

- Coordinate input from the City of Punta Gorda, Charlotte County and the Charlotte County Airport Authority (CCAA) for establishing project priorities (annually)
- Review project priorities with FDOT, TAC, CAC and BPAC while obtaining public input and ideas through the Committee process (annually)
- Ensure project priorities are consistent with the Long-Range Transportation Plan (LRTP) Updates as needed
- Ensure documentation on project priority methodology is included within the Transportation Improvement Program (TIP) (annually)
- Establish performance-based planning in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act.
- Develop Transportation Improvement Program (TIP)
- Coordinate TIP Amendments with FDOT, the City of Punta Gorda and Charlotte County, as required
- Review recommended TIP Amendments with FDOT, TAC, CAC and BPAC while obtaining public input through the Committee process as needed
- Coordinate with Charlotte County and City of Punta Gorda in developing 2024 and 2025 Project Priorities

- Ensure all amendments are consistent with the adopted LRTP Update as needed
- Review the FDOT Draft Tentative Work Programs with FDOT, TAC, CAC and BPAC (annually)
- Assist FDOT in implementing its Adopted Work Program by notifying sponsors whose projects have moved into the first year of the MPO TIP (annually)
- Coordinate with Sarasota/Manatee MPO to identify regional projects for inclusion in the TIP
- Collaborate with Sarasota/Manatee and Lee County MPOs in establishing Transportation Regional Incentive Program (TRIP) and Regional Transportation Alternative project priorities, as required
- Implement the MPO's Congestion Management Process (CMP) incorporated in the 2050 LRTP Update as needed
- Maintain the Congestion Management System (CMS) per Federal transportation legislation, FDOT and local agency requirements (annually)
- Utilize the guidelines in 2021 Florida Strategic Highway Safety Plan (SHSP) to focus on accomplishing the vision of eliminating fatalities and reducing serious injuries on all public roads
- Utilize the FDOTs safety- related performance measures targets and report progress for all five performance measures targets
- Continue to support FDOT statewide Highway Safety Improvement Program (HSIP) interim safety performance measures and FDOT's 2020 safety targets, which set the target at "0" for each performance measure
- Utilize General Planning Consultant services as needed

End Products:

- Adopted FY 2024/2025 through 2028/2029 Transportation Improvement Programs (TIP) adopted by May 2023
- Adopted FY 2025/2026 through 2029/2030 Transportation Improvement Programs (TIP) adopted by May 2024
- Project Priorities Lists for FY 2026/2027 and FY 2028/2029 in May 2026 and May 2027 respectively
- FDOT Tentative Work Programs for FY 2025/2026 and FY 2026/2027 to be reviewed by MPO Board by December 2025 and December 2026 respectively.
- Adopted Regional priorities with Sarasota Manatee MPO and Lee MPO annually
- Amendments to the 2024 Transportation Improvement Program (TIP) as needed
- Performance based planning incorporated in TIP in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act/Fixing America's Surface Transportation (FAST) Act adopted by May 2025 and May 2026 respectively
- Update FDOT performance measures and safety targets in FY 2025/2026 through 2029/2030 TIP and FY 2026/2027 through 2030/2031 TIP adopted by May 2025 and May 2026 respectively.
- Regional project lists for inclusion in the TIP, developed in coordination with the Sarasota/Manatee MPO
- General Planning Consultant (GPC) work products supporting MPO planning tasks, prepared as needed

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 – FY 2027	FHWA (PL) <u>\$ 30,000</u>
		TOTAL \$ 30,000
	Year 2 – FY 2028	FHWA (PL) <u>\$ 30,000</u>
		TOTAL \$ 30,000

Task 6 Special Project Planning

Purpose:

Complete various recurring and non-recurring planning projects

Previous Work:

- Supported and provided input for funding the City of Punta Gorda and Charlotte County projects in December 2024 and 2025 (Ongoing)
- Participated in the Efficient Transportation Decision Making (ETDM) process during the 2050 LRTP development and in the MPO's overall planning process
- Participated in Traffic Incident Management (TIM) Team for Charlotte, Sarasota, Manatee, Collier and Lee Counties (Ongoing)
- Monitored activities of the Continuing Florida Aviation System Planning Process (CFASPP)
- Attended, Punta Gorda Airport Authority meetings when possible
- Attended, City of Punta Gorda council meetings, when possible
- Worked with Charlotte County with the development of a Bicycle/Pedestrian Master Plan
- Coordinated the MPO Bicycle/Pedestrian Committee in the development a Charlotte County Bicycle/Pedestrian map for 2019
- Coordinated and distributed Charlotte County Bicycle/Pedestrian Maps with local Bicycle shop owners, Visitor Information Centers and Chambers of Commerce throughout Charlotte County
- Assisted Charlotte County Division of Parks and Recreation in securing SUN Trail grants for trail projects
- Organized and participated on the Community Traffic Safety Team (CTST) Assisted in the participation, discussion, and approval of the SUN Trail Feasibility Study at the BPAC, CAC, TAC and MPO Board meetings
- Coordinated with FDOT on adding North Jones Loop Road (I-75 to Piper Road) and Piper Road (North Jones Loop Road to US 17) as NHS projects
- Supported the Punta Gorda Airport Authority, as an emerging SIS facility
- Adopted the Charlotte County Comprehensive Safety Action Plan using Safe Streets and Roads for All (SS4A) grant award

Required Activities:

- Represent the MPO at bi-monthly TIM Team and CTST meetings
- Review roadway design plans and proposed developments for appropriate incorporation of bicycle and pedestrian improvements as needed
- Lead coordination efforts for Charlotte County and the City of Punta Gorda for review and updating of Bicycle/Pedestrian Master Plans
- Coordinate with local entities regarding the latest developments and its impacts on transportation projects
- Work with Government agencies, citizens' groups involved in alternate transportation projects
- Coordinate Safe Routes to Schools (SRTS) initiatives
- Coordinate with the Florida Office of Greenways and Trails and regional organizations for SUN Trail and opportunity trail projects
- Update and produce a Charlotte County Bicycle/Pedestrian map for 2026
- Continued support of the CRAs of Charlotte County (ongoing)
- Continue to coordinate the MPO Bicycle/Pedestrian Committee meetings(quarterly)

- Continue monitoring appropriate discretionary grant programs and apply for funding as appropriate
- Develop planning documents as required in provisions listed in discretionary grant's Notice of Funding Opportunity (NOFO)
- Coordinate with Southwest Florida MPOs on the passenger rail Initiative to secure funding for multi-county Passenger Rail Feasibility Study
- Coordination with Charlotte County Utilities Department regarding planned transportation projects
- Execute General Planning Consultant Services contract with three consultants for FY 2026- 2029

Complete Streetss

The Charlotte County-Punta Gorda MPO is required to allocate 2.5% of its PL funding toward Complete Streets (CS)). The MPO will incorporate CS principles throughout its planning activities to ensure that transportation projects are developed in a manner that is compatible with community values, environmental considerations, and multimodal mobility needs. The MPO and its consultants will undertake the following efforts in support of CS:

- Coordinate with Florida Department of Transportation (FDOT), City of Punta Gorda, Airport Authority and Charlotte County to ensure that project priorities reflect CS principles that support multi-modal transportation options.
- Participate in community events that promote bicycle/pedestrian activities and safety awareness and public education.
- Participate in meetings/workshops pertaining to CS and multi-modal transportation initiatives including events hosted by Bicycle Pedestrian Advisory Committee, FDOT, FHWA, Local Technical Assistance Program (LTAP).
- Prepare additional planning documents to fulfill eligibility requirements for the following initiatives:
 - Complete Streets
 - Resiliency
 - Vision Zero – Comprehensive Safety Action Plan
- Ensure all MPO tasks and activities pertaining to CS will be used to increase safe, multi-modal, and accessible travel options for persons of all abilities.

End Products:

- Annual listing of multi-modal transportation project priorities developed in coordination with Charlotte County, the City of Punta Gorda, and the Punta Gorda Airport Authority
- Updated Transportation Improvement Program (TIP), including project priority methodology and all required amendments.
- Updated Charlotte County Bicycle/Pedestrian Map (2026) and related GIS shapefiles, as needed. Updated SUN Trail network maps and shapefiles as needed
- Traffic Incident management (TIM) Team and CTST participation, (quarterly)
- DRI reviews of proposed large developments, as needed
- BPAC coordination and participation (quarterly)
- Work products developed under the General Planning Consultant (GPC) services contract Final report for the Charlotte County Comprehensive Safety Action Plan – March 2025
- Planning documents prepared to meet eligibility requirements for the following initiatives:
 - Complete Streets
 - Resiliency
 - Vision Zero – Comprehensive Safety Action Plan

Responsible Agency: Charlotte County- Punta Gorda MPO/Charlotte County Government

Funding Sources:	Year 1 – FY 2027	FHWA (PL)	\$25,000
	Year 1 – FY 2027	PL CS*	<u>\$15,663</u>
		TOTAL	\$40,663
	Year 2 – FY 2028	FHWA (PL)	\$ 25,000
	Year 2 – FY 2028	PL CS*	<u>\$ 15,663</u>
		TOTAL	\$ 40,663

[\$ 11206(b)] 2.5% of the total PL allocation for FY 2026/2027 is \$15,663 and for FY 2027/2028 is \$15,663. These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets

Task 7 Regional Planning and Coordination

Purpose:

This task provides for coordinated planning efforts between regional entities, i.e., other MPOs, Transportation Planning Organizations (TPOs), and regional transportation planning agencies.

Previous Work:

- Participated in joint MPO Board meetings with Lee County and Sarasota/Manatee MPOs
- Coordinated with the Lee County MPO to attend each other's respective Technical Advisory Committee (TAC) meetings
- Adopted the Interlocal Agreement for Joint Regional Transportation Planning and Coordination with Lee County MPO
- Adopted the Revised Interlocal Agreement for Joint Regional Transportation Planning and Coordination with Sarasota/Manatee MPO January 2024
- Coordinated with Lee County MPO on the development of transportation system serving Babcock Ranch
- Continued coordination with the Lee County MPO on proposed improvements along the Burnt Store Road Corridor
- Participated in the Coordinated Urban Transportation Studies (CUTS) Committee of FDOT District One MPOs on a quarterly basis
- Negotiated the Joint Transportation Regional Incentive Program projects list developed with the Sarasota/Manatee MPO and Lee MPO
- Discussed improvements to Englewood Interstate Corridor and improved access to I-75 with Sarasota/Manatee MPO
- Participated in the Statewide Metropolitan Planning Organization Advisory Council (MPOAC) on a quarterly basis
- Participated in Florida Metropolitan Planning Partnership Statewide Collaboration Meeting, November 2023
- Participated with Tampa Bay Area Regional Transportation Authority (TBARTA) in the organization of the Southwest Coastal Regional Trail initiative
- Served on the MPOAC Freight Committee
- Attended Lee TAC and BPAC meetings when possible
- Attend Sarasota Manatee MPO TAC and BPAC meetings when possible

Required Activities:

- Continue implementing the procedures identified in the Joint Regional Transportation Planning and Coordination Interlocal Agreements with Sarasota/Manatee MPO and Lee County MPO (ongoing)
- Execute procedures identified in the adopted MPO Public Participation Plan for regional issues, as needed
- Continue to coordinate with Lee County and the Southwest Florida Regional Planning Council (SWFRPC) on providing input and analysis for the Development of Regional Impact (DRI) (ongoing)

- Continue to coordinate with Sarasota/Manatee and Lee County MPOs in setting Regional Project Priorities (annually)
- Continue to coordinate with Sarasota/Manatee and Lee County MPOs to enhance the integration and connectivity of the transportation system (ongoing)
- Support and participate in the CUTS Committee of FDOT District One MPOs (quarterly)
- Participation in the Statewide Metropolitan Planning Organization Advisory Council (MPOAC) and associated subcommittees (quarterly)
- Participation in FDOT/City/County Coordination Meetings, (quarterly)
- Participate in Florida Metropolitan Planning Partnership Statewide Collaboration Meeting, (annually)
- Prepare and submit the MPO annual Certification responses for FDOT
- Utilize a General Planning Consultant services to support regional planning activities as needed
- Attend TAC and BPAC meetings of the Lee County MPO and the Sarasota/Manatee MPO when possible

End Products:

- Implementation of the Joint Regional Transportation Planning and Coordination Interlocal Agreements with the Sarasota/Manatee MPO and the Lee County MPO (annually)
- Assessments of the effectiveness of all regional public involvement techniques for additions and improvements as needed
- Coordination efforts with Sarasota/Manatee, Lee, Collier MPOs and Heartland TPO (ongoing)
- Update Regional Roadways Network through coordination with Sarasota/Manatee and Lee County MPOs, as required
- Summaries related to Developments of Regional Impact (DRIs), prepared in collaboration with Lee County and the Southwest Florida Regional Planning Council (SWFRPC)
- Adopted annual Regional Project Priority Lists developed jointly with the Sarasota/Manatee MPO and the Lee County MPO
- Demonstrated efforts to enhance regional transportation system integration and connectivity
- Participation in the Coordinated Urban Transportation Studies (CUTS) of FDOT District One MPOs (quarterly)
- Participation in the Statewide Metropolitan Planning Organization Advisory Council (MPOAC) (quarterly)
- Participation in FDOT/City/County Coordination Meetings, (quarterly)
- Participation in Florida Metropolitan Planning Partnership Statewide Collaboration Meeting, (annually)
- Completed MPO Annual Certification responses submitted to FDOT (annually)
- Work products developed through the General Planning Consultant (GPC) contract, as needed.
- Participation in Lee County TAC and BPAC meetings of the Lee County MPO and the Sarasota/Manatee MPO.
- Records supporting regional coordination activities conducted in accordance with the MPO Public Participation Plan

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 – FY 2027	FHWA (PL)	<u>\$ 19,000</u>
		TOTAL	\$ 19,000
	Year 2 – FY 2028	FHWA (PL)	<u>\$19,000</u>
		TOTAL	\$19,000

Task 8 Transit & Transportation Disadvantaged (TD) Planning

Purpose:

Support existing transit programs and assist Charlotte County Transit in implementing recommendations of the Transit Development Plan (TDP) and the Transportation Disadvantaged Service Plan (TDSP), as well as utilize staff /consultant services in the development of the 2055 Long Range Transportation Plan (LRTP) to integrate transit priorities with roadway

Previous Work:

- Assisted with annual progress reports for the *Charlotte Rides* 2024 Transit Development Plan (TDP) (utilizing only the County's FTA Section 5307 funds)
- Support the development of the next TDP document
- Provided staffing of the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) quarterly
- Training of LCB membership in January 2025
- Attended the annual Commission for the Transportation Disadvantaged (CTD TD) planner training on September 3, 2025, at the Florida Public Transit Association Conference
- Assisted with Charlotte Transit marketing and planning activities
- Adopted new TDSP in September 2021 and amended as required
- Assisted with the LCB's annual evaluation of the CTC in May 2025
- Appointment of Charlotte County Board of County Commissioner (BCC) to continue as the Community Transportation Coordinator (CTC) for Charlotte County in April 2021 for next five-year period
- Developed LCB Bylaws – September 2025
- Developed LCB Grievance Procedures – November 2025
- Recommended the CTC for the next five-year period and coordinated agenda items for Charlotte County BCC, LCB and MPO Board.
- In conjunction with the Charlotte County Transit Division and the LCB, developed the next Memorandum of Agreement between Charlotte County and the Florida Commission for the Transportation Disadvantaged prior to July 1, 2026.

Required Activities:

- Assist with a marketing plan for Charlotte County Transit, as well as FTA Section 5310 and 5311 programs review (On going)
- Coordinate with the LCB in planning for TD services with the cooperation of the CTC, including the planning and review of transit operations (ongoing)
- Advise on improved security, safety, and accessibility issues with the Charlotte County Transit Division (On going)
- Coordinate and assist considering regional transit routes with Sarasota, DeSoto and Lee Counties (On going)
- Develop the Transportation Disadvantaged Service Plan (TDSP)/Coordinated Public Transit — Human Services Transportation Plan (CPT-HSTP) by September 2026 in cooperation with the Charlotte County Transit

- Recommend the CTC for the next five-year period and coordinate agenda items for Charlotte County BCC, LCB and MPO Board. In conjunction with the Charlotte County Transit Division and the LCB – September 2027
- Procure for consulting services to prepare a cost analysis study for Charlotte County Transit. Target completion date: September 2027
- Procure for consulting services to prepare a Charlotte County Transit Efficiency Study – September 2027 & 2028
- Procure marketing services for Charlotte County Transit to promote transit services, target marketing and assess trends in ridership - September 2026 – October 2027
- Develop the next Memorandum of Agreement between Charlotte County and the Florida Commission for the Transportation Disadvantaged July 1, 2026.
- Execute FTA Section 5305 (d) Consolidated Planning Grant (CPG) FY 2027 – FY 2028
- Utilize General Planning Consultant services as needed i.e., 2055 Long Range Transportation Plan (LRTP) or any other transit-related studies (See Appendix I)
- Establish performance-based planning in accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Act/Fixing America’s Surface Transportation (FAST) and subsequent federal transportation – (On going)
- Transit Development Plan update annually
- Review Charlotte County Transit Public Transportation Agency Safety Plan (PTASP) as needed
- Review Charlotte County Transit Asset Management (TAM) targets as needed
- Develop LCB Bylaws – September 2026 and September 2027
- Develop LCB Grievance Procedures – November 2026 and November 2027

End Products:

- FY 2027 – FY 2028 FTA Section 5305 (d) Consolidated Planning Grant (CPG) including FTA Section 5310 and 5311
- Attendance at USDOT, FDOT and Florida Commission for the Transportation Disadvantaged (CTD) approved training courses, and the procurement of educational materials as provided
- CTC Evaluation May 2027
- Adopt new TDSP in September 2026 and amend it May 2027 with new rate model calculations
- Updated TDSP/CPT-HSTP Annual Updates in September 2026
- Regional transit coordination summaries when available with Sarasota, DeSoto, and Lee Counties, documenting potential route planning and service integration (Ongoing)
- Coordinate with Charlotte County Transit on new Charlotte County TDP (target date: March 2030) and any subsequent annual progress report as required
- Procurement for consulting services to prepare a cost analysis study for Charlotte County Transit. Target completion date: September 2027
- Procurement for consulting services to prepare a Charlotte County Transit Efficiency Study – September 2027 & 2028
- Procured marketing services for Charlotte County Transit to promote transit services, target marketing and assess trends in ridership – September 2026 – October 2027
- Deliverables supporting the 2055 Long Range Transportation Plan (LRTP) and other transit-related studies
- MPO Board review of the TDP Annual Updates

- Updated LCB Bylaws – September 2026 and September 2027
- Updated LCB Grievance Procedures – November 2026 and November 2027
- General Planning consultant services to initiate 2055 Long Range Transportation Plan (LRTP) Update and for the adoption date – October 2030
- Other special transportation planning studies, as needed

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 – FY 2027	FHWA (PL)	\$ 65,200
	Year 1 – FY 2027	TD Planning Grant	\$ 27,291
	Year 1 – FY 2027	FTA Section 5307 (County)	<u>\$ 298,096</u>
		TOTAL	\$390,587
	Year 2 – FY 2028	FHWA (PL)	\$ 65,200
	Year 2 – FY 2028	TD Planning Grant	\$ 27,291
	Year 2 – FY 2028	FTA Section 5307 (County)	<u>\$ 148,096</u>
		TOTAL	\$ 240,587

Task 8: Estimated Budget Detail For “Planning Task”

Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING

2027							
Funding Source	FHWA		CTD		FTA 5307		FY 2027 Total
Contract Number	G2WXX		G3XXX		XXXXX		
Source Level	PL	Total	State	Total	Federal	Total	
MPO Budget Reference							
Lookup Name	2027 FHWA G2WXX (PL)	2027 FHWA G2WXX (Total)	2027 CTD G3XXX (State)	2027 CTD G3XXX (Total)	2027 FTA 5307 XXXXX (Federal)	2027 FTA 5307 XXXXX (Total)	
Personnel (salary and benefits)	\$ 61,910	\$ 61,910	\$ 27,291	\$ 27,291	\$ -	\$ -	\$ 89,201
Consultant	\$ -	\$ -	\$ -	\$ -	\$ 298,096	\$ 298,096	\$ 298,096
Travel	\$ 1,200	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ 1,200
Direct Expenses	\$ 2,090	\$ 2,090	\$ -	\$ -	\$ -	\$ -	\$ 2,090
2027 Totals	\$ 65,200	\$ 65,200	\$ 27,291	\$ 27,291	\$ 298,096	\$ 298,096	\$ 390,587

2028							
Funding Source	FHWA		CTD		FTA 5307		FY 2028 Total
Contract Number	G2WXX		G3XXX		XXXXX		
Source	PL	Total	State	Total	Federal	Total	
MPO Budget Reference							
Lookup Name	2028 FHWA G2WXX (PL)	2028 FHWA G2WXX (Total)	2028 CTD G3XXX (State)	2028 CTD G3XXX (Total)	2028 FTA 5307 XXXXX (Federal)	2028 FTA 5307 XXXXX (Total)	
Personnel (salary and benefits)	\$ 61,910	\$ 61,910	\$ 27,291	\$ 27,291	\$ -	\$ -	\$ 89,201
Consultant	\$ -	\$ -	\$ -	\$ -	\$ 148,096	\$ 148,096	\$ 148,096
Travel	\$ 1,200	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ 1,200
Direct Expenses	\$ 2,090	\$ 2,090	\$ -	\$ -	\$ -	\$ -	\$ 2,090
2028 Totals	\$ 65,200	\$ 65,200	\$ 27,291	\$ 27,291	\$ 148,096	\$ 148,096	\$ 240,587

	FY 2027 & 2028 TOTAL
Personnel (salary and benefits)	\$ 178,402
Consultant	\$ 446,192
Travel	\$ 2,400
Direct Expenses	\$ 4,180
Total	\$ 631,174

Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING							
2027							
Funding Source	FHWA		CTD		FTA 5307		FY 2027 Total
Contract Number	G2WXX		G3XXX		XXXXX		
Source Level	PL	Total	State	Total	Federal	Total	
MPO Budget Reference							
Lookup Name	2027 FHWA G2WXX (PL)	FHWA G2WXX (Total)	2027 CTD G3XXX (State)	CTD G3XXX (Total)	2027 FTA 5307 XXXXX (Federal)	FTA 5307 XXXXX (Total)	
Personnel (salary and benefits)							
MPO Staff Salaries & Other deductions	\$ 61,910	-	\$ 27,291	-	\$ -	-	\$ 89,201
Personnel (salary and benefits) Subtotal	\$ 61,910	\$ 61,910	\$ 27,291	\$ 27,291	\$ -	\$ -	\$ 89,201
Consultant							
Charlotte County Transit TDP Progress Report & other Transit related Studies		-		-	\$ 298,096	-	\$ 298,096
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 298,096	\$ 298,096	\$ 298,096
Travel							
Travel for Staff and LCB /CTD Board Member attend tranings, meetings and conference	\$ 1,200	-		-		-	\$ 1,200
Travel Subtotal	\$ 1,200	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ 1,200
Direct Expenses							
Advertising Costs for LCB Ads, Job posting and any related and required public meeting for TD Planning	\$ 1,000	-		-		-	\$ 1,000
Registration, training, conference, subscriptions	\$ 1,000	-		-		-	\$ 1,000
animaker video subscription	\$ 90	-		-		-	\$ 90
Direct Expenses Subtotal	\$ 2,090	\$ 2,090	\$ -	\$ -	\$ -	\$ -	\$ 2,090
Total	\$ 65,200	\$ 65,200	\$ 27,291	\$ 27,291	\$ 298,096	\$ 298,096	\$ 390,587
2028							
Funding Source	FHWA		CTD		FTA 5307		FY 2028 Total
Contract Number	G2WXX		G3XXX		XXXXX		
Source	PL	Total	State	Total	Federal	Total	
MPO Budget Reference							
Lookup Name	2028 FHWA G2WXX (PL)	FHWA G2WXX (Total)	2028 CTD G3XXX (State)	CTD G3XXX (Total)	2028 FTA 5307 XXXXX (Federal)	FTA 5307 XXXXX (Total)	
Personnel (salary and benefits)							
MPO Staff Salaries & Other deductions	\$ 61,910	-	\$ 27,291	-	\$ -	-	\$ 89,201
Personnel (salary and benefits) Subtotal	\$ 61,910	\$ 61,910	\$ 27,291	\$ 27,291	\$ -	\$ -	\$ 89,201
Consultant							
Charlotte County Transit TDP Progress Report & other Transit related Studies		-		-	\$ 148,096	-	\$ 148,096
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 148,096	\$ 148,096	\$ 148,096
Travel							
Travel for Staff and LCB Board Member attend tranings, meetings and conference	\$ 1,200	-		-		-	\$ 1,200
Travel Subtotal	\$ 1,200	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ 1,200
Direct Expenses							
Advertising Costs for LCB Ads, Job posting and any related and required public meeting for TD Planning	\$ 1,000	-		-		-	\$ 1,000
Registration, training, conference, subscriptions	\$ 1,000	-		-		-	\$ 1,000
animaker video subscription	\$ 90	-		-		-	\$ 90
Direct Expenses Subtotal	\$ 2,090	\$ 2,090	\$ -	\$ -	\$ -	\$ -	\$ 2,090
Total	\$ 65,200	\$ 65,200	\$ 27,291	\$ 27,291	\$ 148,096	\$ 148,096	\$ 240,587

Task 9 Agency Expenditures Using Local Funds

Purpose:

To support activities and informational discussions related to legislative Delegation meetings on issues that affect the operations and functions of the MPO. The task as include the use of local funds for eligible expenditures that are not reimbursable through state and federal grant sources.

Required Activities:

- Monitor all Legislative Delegation meetings that could impact the MPO operations or its overall mission
- Coordinate with the Metropolitan Planning Organization Advisory Council (MPOAC) on statewide legislative matters affecting the MPO
- Provide refreshments at meetings to maximize productivity for Joint Regional MPO Meetings
- Administer and present the Peggy Walters Citizens Transportation Planning Award
- Reimburse staff for Class C related travel that is not covered by State and Federal regulations
- Cover expenses that are not eligible for FHWA reimbursement

End Products:

- Attendance at state and local legislative sessions on MPO related issues, as needed
- Provide refreshments at meetings to maximize productivity for Joint Regional MPO Meetings
- Non-reimbursable expenses covered over the years by the County i.e., award plaques, meeting refreshments, operating expenses, other planning /transit activities, membership fees, Class C Meals, salaries and benefits
- Presentation of the Peggy Walters Citizens Transportation Planning Award, accompanied by supporting documents and recognition materials

Responsible Agency: Charlotte County-Punta Gorda MPO

Funding Sources:	Year 1 – FY 2027	*LOCAL FUNDS	<u>\$16,569</u>
		TOTAL	\$16,569
	Year 2 – FY 2028	*LOCAL FUNDS	<u>\$16,569</u>
		TOTAL	\$16,569

*Local funds are used to cover expenses not eligible for FHWA reimbursement.

Task 9 AGENCY EXPENDITURE USING LOCAL FUNDS			
2027			
Funding Source	Local		FY 2027 Total
Contract Number	Local	Total	
Source Level			
MPO Budget Reference			
Lookup Name	2027 Local (Local)	Local (Total)	
Salaries & Benefits not allowable by State	\$ 2,419	-	\$ 2,419
Personnel (salary and benefits)	\$ 2,419	\$ 2,419	\$ 2,419
Travel			
Travel expenses	\$ 700	-	\$ 700
Travel Subtotal	\$ 700	\$ 700	\$ 700
Direct Expenses			
Local contribution provided to the MPO by County for travel expenses, office expenes, membership, dues, meeting refreshments, promotional items, Peggy Walters Award Plaque and any other expenses not grant eligible	\$ 13,450	-	\$ 13,450
Direct Expenses Subtotal	\$ 13,450	\$ 13,450	\$ 13,450
Total	\$ 16,569	\$ 16,569	\$ 16,569
2028			
Funding Source	Local		FY 2028 Total
Contract Number	Local	Total	
Source			
MPO Budget Reference			
Lookup Name	2028 Local (Local)	Local (Total)	
Personnel (salary and benefits)			
Salaries & Benefits not allowable by State	\$ 2,419	-	\$ 2,419
Personnel (salary and benefits) Subtotal	\$ 2,419	\$ 2,419	\$ 2,419
Travel			
Travel expenses that is not allowable by State/Feds	\$ 700	-	\$ 700
Travel Subtotal	\$ 700	\$ 700	\$ 700
Direct Expenses			
Local contribution provided to the MPO by County for travel expenses, office expenes, membership, dues, meeting refreshments, promotional items, Peggy Walters Award Plaque and any other expenses not grant eligible	\$ 13,450	-	\$ 13,450
Direct Expenses Subtotal	\$ 13,450	\$ 13,450	\$ 13,450
Total	\$ 16,569	\$ 16,569	\$ 16,569

Table 1: Agency Funding Source Table FY 2027- FY 2028

Funding Source
March 30, 2026

Contract	Funding Source	Source Level	2027	2028	FY 2027 Funding Source				FY 2028 Funding Source			
					Soft Match	Federal	State	Local	Soft Match	Federal	State	Local
G3XXX	CTD	State	\$ 27,291	\$ 27,291	\$ -	\$ -	\$ 27,291	\$ -	\$ -	\$ -	\$ 27,291	\$ -
		CTD G3XXX TOTAL	\$ 27,291	\$ 27,291	\$ -	\$ -	\$ 27,291	\$ -	\$ -	\$ -	\$ 27,291	\$ -
G2WXX	FHWA	PL	\$ 626,506	\$ 626,506	\$ 138,178	\$ 626,506	\$ -	\$ -	\$ 138,178	\$ 626,506	\$ -	\$ -
		FHWA G2WXX TOTAL	\$ 626,506	\$ 626,506	\$ 138,178	\$ 626,506	\$ -	\$ -	\$ 138,178	\$ 626,506	\$ -	\$ -
XXXXX	FTA 5307	Federal	\$ 298,096	\$ 148,096	\$ -	\$ 298,096	\$ -	\$ -	\$ -	\$ 148,096	\$ -	\$ -
		FTA 5307 XXXXX TOTAL	\$ 298,096	\$ 148,096	\$ -	\$ 298,096	\$ -	\$ -	\$ -	\$ 148,096	\$ -	\$ -
	Local	Local	\$ 16,569	\$ 16,569	\$ -	\$ -	\$ -	\$ 16,569	\$ -	\$ -	\$ -	\$ 16,569
		Local TOTAL	\$ 16,569	\$ 16,569	\$ -	\$ -	\$ -	\$ 16,569	\$ -	\$ -	\$ -	\$ 16,569
TOTAL			\$ 968,462	\$ 818,462	\$ 138,178	\$ 924,602	\$ 27,291	\$ 16,569	\$ 138,178	\$ 774,602	\$ 27,291	\$ 16,569
<p>[\$ 11206(b)] 2.5% of the total PL allocation for FY 2026/2027 is \$15,663 and for FY 2027/2028 is \$15,663. These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets.</p>												

Table 2: Agency Participation Table FY 2027 - FY2028

**Agency Participation
March 30, 2026**

	Funding Source		CTD		FHWA		FTA 5307		Local							
	Contract		G3XXX		G2WXX		XXXXX									
	Fiscal Year		2027	2028	2027	2028	2027	2028	2027	2028						
Total Budget	\$	27,291	\$	27,291	\$	626,506	\$	626,506	\$	298,096	\$	148,096	\$	16,569	\$	16,569
Task 1 ADMINISTRATION																
Personnel (salary and benefits)	\$	-	\$	-	\$	298,343	\$	298,343	\$	-	\$	-	\$	-	\$	-
Travel	\$	-	\$	-	\$	5,500	\$	5,500	\$	-	\$	-	\$	-	\$	-
Direct Expenses	\$	-	\$	-	\$	70,000	\$	70,000	\$	-	\$	-	\$	-	\$	-
Supplies	\$	-	\$	-	\$	1,800	\$	1,800	\$	-	\$	-	\$	-	\$	-
Equipment	\$	-	\$	-	\$	1,000	\$	1,000	\$	-	\$	-	\$	-	\$	-
Sub Total	\$	-	\$	-	\$	376,643	\$	376,643	\$	-	\$	-	\$	-	\$	-
Task 2 DATA COLLECTION, ANALYSIS AND MAPPING																
Personnel (salary and benefits)	\$	-	\$	-	\$	45,000	\$	45,000	\$	-	\$	-	\$	-	\$	-
Sub Total	\$	-	\$	-	\$	45,000	\$	45,000	\$	-	\$	-	\$	-	\$	-
Task 3 PUBLIC PARTICIPATION PLAN (PPP)																
Personnel (salary and benefits)	\$	-	\$	-	\$	20,000	\$	20,000	\$	-	\$	-	\$	-	\$	-
Sub Total	\$	-	\$	-	\$	20,000	\$	20,000	\$	-	\$	-	\$	-	\$	-
Task 4 LONG RANGE TRANSPORTATION PLAN (LRTP)																
Personnel (salary and benefits)	\$	-	\$	-	\$	30,000	\$	30,000	\$	-	\$	-	\$	-	\$	-
Sub Total	\$	-	\$	-	\$	30,000	\$	30,000	\$	-	\$	-	\$	-	\$	-
Task 5 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)																
Personnel (salary and benefits)	\$	-	\$	-	\$	30,000	\$	30,000	\$	-	\$	-	\$	-	\$	-
Sub Total	\$	-	\$	-	\$	30,000	\$	30,000	\$	-	\$	-	\$	-	\$	-
Task 6 SPECIAL PROJECT PLANNING																
Personnel (salary and benefits)	\$	-	\$	-	\$	40,663	\$	40,663	\$	-	\$	-	\$	-	\$	-
Sub Total	\$	-	\$	-	\$	40,663	\$	40,663	\$	-	\$	-	\$	-	\$	-
Task 7 REGIONAL PLANNING AND COORDINATION																
Personnel (salary and benefits)	\$	-	\$	-	\$	19,000	\$	19,000	\$	-	\$	-	\$	-	\$	-
Sub Total	\$	-	\$	-	\$	19,000	\$	19,000	\$	-	\$	-	\$	-	\$	-
Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING																
Personnel (salary and benefits)	\$	27,291	\$	27,291	\$	61,910	\$	61,910	\$	-	\$	-	\$	-	\$	-
Consultant	\$	-	\$	-	\$	-	\$	-	\$	298,096	\$	148,096	\$	-	\$	-
Travel	\$	-	\$	-	\$	1,200	\$	1,200	\$	-	\$	-	\$	-	\$	-
Direct Expenses	\$	-	\$	-	\$	2,090	\$	2,090	\$	-	\$	-	\$	-	\$	-
Sub Total	\$	27,291	\$	27,291	\$	65,200	\$	65,200	\$	298,096	\$	148,096	\$	-	\$	-
Task 9 AGENCY EXPENDITURE USING LOCAL FUNDS																
Indirect Expenses	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Sub Total	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	16,569	\$	16,569
TOTAL PROGRAMMED	\$	27,291	\$	27,291	\$	626,506	\$	626,506	\$	298,096	\$	148,096	\$	16,569	\$	16,569
[§ 11206(b)] 2.5% of the total PL allocation for FY 2026/2027 is \$15,663 and for FY 2027/2028 is \$15,663																
These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets																

Appendices

Appendix A - State, Federal and FTA Planning Emphasis Area Matrix

	Administration	Data Collection, Analysis & Mapping	Public Participation	Long Range Transportation	Transportation Improvement Plan	Special Projects & System Planning	Regional Planning & Coordination	Transit & TD Planning	Agency Expenditures using Local Funds
Safety	X	X	X	X	X	X	X	X	
Equity	X	X	X	X	X	X	X	X	
Resilience	X	X	X	X	X	X	X	X	
Emerging Mobility	X	X	X	X	X	X	X	X	

	Administration	Data Collection, Analysis & Mapping	Public Participation	Long Range Transportation	Transportation Improvement Plan	Special Projects & System Planning	Regional Planning & Coordination	Transit & TD Planning	Agency Expenditures using Local Funds
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	X	X	X	X	X	X	X	X	X
Increase the safety of the transportation system for motorized and non-motorized users.	X	X	X	X	X	X	X	X	X
Increase the security of the transportation system for motorized and non-motorized users.	X	X	X	X		X	X	X	X
Increase the accessibility and mobility of people and for freight.	X	X	X	X		X	X	X	X
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	X	X	X	X	X	X	X	X	X
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.		X	X	X	X	X	X	X	X
Promote efficient system management and operation.	X	X	X	X	X	X	X	X	X
Improve the resiliency and reliability of the transportation system and reduce or mitigate Stormwater impacts of transportation	X		X	X	X		X	X	X
Enhance travel and tourism	X		X	X		X	X	X	X
Emphasize the preservation of the existing transportation system.	X	X	X	X	X		X		X

Appendix B - State Planning Activities/Contracts

Florida Department of Transportation- District One District Wide Planning Activities/Contracts

Contract Work

GIS Application Development and System Maintenance

Systems Planning and Reviews

Interchange Reviews

Travel Demand Model Development

ETDM/Community Impact Assessment

Statistics

Federal Functional Classification

Traffic Counts Program

Modal Development Technical Support

Commuter Services

State Highway System Corridor Studies

Growth Management Technical Support

Freight Mobility Support

Promoting and coordinating Safety for all modes of transportation, including bicycle and pedestrian

Appendix C - Statements & Assurances

- Debarment and Suspension Certification
- Lobbying Certification
- Disadvantaged Business Enterprise Utilization
- Title VI Nondiscrimination Assurance
- Appendix A and Appendix E

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18

DEBARMENT and SUSPENSION CERTIFICATION

As required by the USDOT regulation on Governmentwide Debarment and Suspension at 49 CFR 29.510

- (1) The Charlotte County-Punta Gorda MPO hereby certifies to the best of its knowledge and belief, that it and its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
 - (d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.
- (2) The Charlotte County-Punta Gorda MPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.

Name: Christopher G. Constance, MD
Title: MPO Chairman (or designee)

Date

LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the CharlotteCounty-Punta Gorda MPO that:

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Charlotte County-Punta Gorda MPO, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "DisclosureForm to Report Lobbying," in accordance with its instructions.
- (3) The Charlotte County-Punta Gorda MPO shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

Name: Christopher G. Constance, MD
Title: MPO Chairman (or designee)

Date

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is the policy of the Charlotte County-Punta Gorda MPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Charlotte County-Punta Gorda MPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Charlotte County-Punta Gorda MPO, in a non-discriminatory environment.

The Charlotte County-Punta Gorda MPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

Name: Christopher G. Constance, MD
Title: MPO Chairman (or designee)

Date

TITLE VI/ NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of US DOT Order 1050.2A, the Charlotte County-Punta Gorda MPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Charlotte County-Punta Gorda MPO further assures FDOT that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendices A and E* of this agreement in every contract subject to the Acts and the Regulations.
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Name: Christopher G. Constance, MD
Title: MPO Chairman (or designee)

Date

FLORIDA DEPARTMENT OF TRANSPORTATION
**UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES**

525-010-08
POLICY PLANNING
05/18

APPENDICES A and E

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. Cancellation, termination or suspension of the contract, in whole or in part.

**UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES**

- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

Appendix D - Planning Studies for Agencies in MPO Planning Areas

City of Punta Gorda Planning Studies

Name of Study/Short Description	Lead Agency/Dept.	FY Project Started	Cost	Source of Funds
Comprehensive Plan Updates	Local/Regional Planning Council	FY2025	\$125,000	Local
Land Development Regulation Updates	Local/Regional Planning Council	FY2025	\$225,000	Local
Boca Grand Stormwater Mitigation Project	Consultant/Local	FY2024/FY2025	\$7,390,673	Local, State Grant, Federal Grant, Other Grant Funds
Annexation Study	Local	FY2026	\$75,000	Local

Charlotte County Planning Studies

**THERE WERE NO PLANNING STUDIES PROGRAMMED FOR
CHARLOTTE COUNTY FOR FY 2027 – FY 2028**

Charlotte County Airport Authority Planning Studies

Planning Studies Charlotte County Airport Authority FY 2026/2027 - FY 2027/2028

Prepared on 12/4/25

Name of Study	Short Description	Estimated Cost	Source of Funding	FY Project Started	Lead Agency - Study
Master Plan Update	Update the 2019 master plan to reflect current conditions. The project will conduct comprehensive, long-term study that reassesses and guides an airport's future development to meet changing aviation demand and community needs.	\$1,200,000	FAA - \$1,080,000 (90%) FDOT - \$60,000 (5%) LOCAL - \$60,000 (5%)	FY 26 - FY 27	Consultant
Part 150 Noise Study	Update the 2019 noise study information that was included in the 2019 Master Plan. Analyzes airport noise and develops strategies for noise reduction.	\$1,300,000	FAA - \$1,170,000 (90%) FDOT - \$65,000 (5%) LOCAL - \$65,000 (5%)	FY 27 - FY 28	Consultant

Appendix E - Acronyms

Acronyms Used in this UPWP

AAASWFL	Area Agency on Aging for Southwest Florida	CTPP	Census Transportation Planning Package
AADT	Average Annual Daily Traffic	CTST	Community Traffic Safety Team
AARP	American Association of Retired Persons	CUTR	Center for Urban Transportation Research – University of South Florida
AASHTO	American Association of State Highway and Transportation Officials	CUTS	Coordinated Urban Transportation Studies
ADA	Americans with Disabilities Act	CV	Connected Vehicles
ADS	Autonomous Driving System	D1RPM	(FDOT) District 1 Regional Planning Model
AER	Annual Expenditure Report	DBE	Disadvantaged Business Enterprise
AHCA	Agency for Health Care Administration	DOEA	Department of Elder Affairs
AI	Artificial Intelligence	DRI	Development of Regional Impact
AMPO	Association of Metropolitan Planning Organizations	E+C	Existing plus Committed
APR	Annual Performance Report	EAR	Evaluation and Appraisal Report
APTA	American Public Transit Association	EIC	Englewood Interstate Connector
ARRA	American Recovery and Reinvestment Act of 2009	EIS	Environmental Impact Statement
ATMS	Automatic Traffic Management System	EJ	Environmental Justice
AV	Autonomous Vehicles	EOP	Emergency Operations Plan
BCC	Board of County Commissioners	EPA	Environmental Protection Agency
BEBR	Bureau of Economic and Business Research	ETAT	Environmental Technical Advisory Team
BMS	Bridge Management System	ETDM	Efficient Transportation Decision Making
BPAC	Bicycle/Pedestrian Advisory Committee	EV	Electric Vehicles
CAC	Citizens Advisory Committee	FAA	Federal Aviation Administration
CAMP	Corridor Access Management Plan	FAC	Florida Administrative Code
CAP	Commuter Assistance Program	FACTS	Florida Association of Coordinated Transportation Systems
CCAA	Charlotte County Airport Authority	FAP	Federal Aid Program
CCC	Continuing, Comprehensive and Cooperative Planning Process	FAST ACT	Fixing America’s Surface Transportation Act
CDMS	Crash Data Management System	FDOT	Florida Department of Transportation
CFASPP	Continuing Florida Aviation System Planning Process	FGTS	Florida Greenways and Trails System
CFR	Code of Federal Regulations	FHWA	Federal Highway Administration
CHHT	Charlotte Harbor Heritage Trails Master Plan	FIHS	Florida Intrastate Highway System
CHIP	Community Health Improvement Plan	FM	Financial Management
CIA	Community Impact Assessment	FPTA	Florida Public Transportation Association
CIP	Capital Improvements Program	FS	Florida Statutes
CMAQ	Congestion Mitigation Air Quality	FSUTMS	Florida Standard Urban Transportation Model Structure
CMP	Congestion Management Process	FTA	Federal Transit Administration
CMS	Congestion Management System	FTC	Florida Transportation Commission
COOP	Continuity of Operations Plan	FTP	Florida Transportation Plan
CPG	Consolidated Planning Grant	FY	Fiscal Year
CPT-HSTP	Coordinated Public Transit–Human Services Transportation	GIS	Geographic Information Systems
CRA	Community Redevelopment Agency	GPC	General Planning Consultant
CST	Construction	HOA	Homeowners Association
CTC	Community Transportation Coordinator	HOV	High Occupancy Vehicle Lanes
CTD	Florida Commission for the Transportation Disadvantaged	HP&R/D	Highway Planning and Research/Dept
		HSR	High Speed Rail
		ICAR	Intergovernmental Coordination and Review
		IIJA	Infrastructure Investment and Jobs Act

IMS	Intermodal Management System	SAFETEA-LU	Transportation Equity Act – A Legacy for Users
ISTEA	Intermodal Surface Transportation Efficiency Act	SCAT	Sarasota County Area Transit
IT	Information Technology	SGA	State of Good Repair
ITS	Intelligent Transportation System	SIS	Strategic Intermodal System
IVHS	Intelligent Vehicle Highway Systems	SMS	Safety Management System
JARC	Job Access Reverse Commute	SPR	State Planning and Research
JPA	Joint Participation Agreement	SR	State Route
LAP	Local Area Program	SRTS	Safe Routes to School
LCB	Local Coordinating Board	SS4A	Safe Streets for All
LEP	Limited English Proficiency	STIP	Statewide Transportation Improvement Program
LIDAR	Light Detection and Radar	STP/SL	Surface Transportation Program
LOS	Level of Service	STTF	State Transportation Trust Fund
LRT	Light Rail Transit	SWFRPC	Southwest Florida Regional Planning Council
LRTP	Long Range Transportation Plan	SWFTI	Southwest Florida Transportation Initiative
MAP-21	Moving Ahead for Progress in the 21st Century	T/E	Trip and Equipment
MOA	Memorandum of Agreement	TAC	Technical Advisory Committee
MOE	Measurement of Effectiveness	TAM	Transit Asset Management
MPA	Metropolitan Planning Area	TAMP	Transportation Asset Management Plan
MPM	Mobility Performance Measures	TAZ	Traffic Analysis Zone
MPO	Metropolitan Planning Organization	TD	Transportation Disadvantaged
MPOAC	Metropolitan Planning Organization Advisory Council	TDM	Transportation Demand Management
MSTU	Municipal Service Tax Unit	TDP	Transit Development Plan
MTP	Metropolitan Transportation Plan	TDSP	Transportation Disadvantaged Service Plan
NEPA	National Environmental Policy Act	TE	Transportation Enhancement
NHS	National Highway System	TEA-21	Transportation Equity Act for the 21st Century
NPS	National Park Service	TIGER	Transportation Investment Generating Economic Recovery
NTSB	National Transportation Safety Board	TIM	Traffic Incident Management
OPA	Official Planning Agency	TIIP	Transportation Improvement Program
P+R	Park and Ride	TMA	Transportation Management Area
PD&E	Project Development and Environmental Study	TOD	Transit Oriented Development
PE	Preliminary Engineering (Design)	TOP	Transportation Outreach Program
PEA	Planning Emphasis Area	TPM	Transportation Performance Management
PL	FHWA Metropolitan Planning Funds	TPO	Transportation Planning Organization
PMS	Pavement Management System	TRB	Transportation Research Board
PPE	Public Participation Element	TRIP	Transportation Regional Incentive Program
PPP	Public Participation Plan	TSM	Transportation System Management
R/W,	Right of Way	TTF	Transit Task Force
ROW		UPWP	Unified Planning Work Program
RFLI	Request for Letters of Interest	USBC	United States Bureau of the Census
RFP	Request for Proposals	USC	United States Code
RPC	Regional Planning Council	USDOT	United States Department of Transportation
RSF	Regionally Significant Facility	UZA	Urbanized Area
RTAP	Rural Transit Assistance Plan	VMT	Vehicle Miles Traveled
RTCA	Rivers, Trails, and Conservation Assistance Program	VPD	Vehicles per Day
RTP	Regional Transportation Plan		

Appendix F - Resolution



**RESOLUTION
NUMBER 2026-01**

A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE UNIFIED PLANNING WORK PROGRAM (UPWP) FOR FISCAL YEAR 2026/2027 AND FISCAL YEAR 2027/2028

WHEREAS, the Unified Planning Work Program (UPWP) is the Charlotte County-Punta Gorda Metropolitan Planning Organization's biennial transportation planning work program and serves as the scope of work for the Florida Department of Transportation Metropolitan Planning Organization Agreement in compliance with 215.971 and 216.3475 Florida Statutes.

WHEREAS, the Federal Transit Administration ("FTA") 49 U.S.C. Section 5305(d) Metropolitan Planning Program funds and Federal Highway Administration (FHWA) Metropolitan Planning (PL) funds are the principal federal fund sources annually provided to MPOs to administer and manage metropolitan transportation planning activities; and

WHEREAS, the FTA Circular C 8100.1D and FHWA Order 4551.1 offer state departments of transportation, such as the Florida Department of Transportation (FDOT) the option to participate in the Consolidated Planning Grant ("CPG") program; and

WHEREAS, the CPG allows for FHWA PL and FTA 5305(d) funds to be combined into a single consolidated grant; and

WHEREAS, the FHWA has elected to participate in the CPG program, as the designated recipient of FTA 5305(d) and FHWA PL funds; and

WHEREAS, FDOT selects FHWA to serve as the CPG Administrator; and

WHEREAS, the MPOs are a stakeholder in the implementation of the CPG program in partnership with FDOT, FTA and FHWA.

Now, THEREFORE, BE IT RESOLVED by the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) as follows:

- The MPO Board hereby authorizes the MPO Chair and/or the MPO Director, or their designee, to execute amendments, supplemental agreements, administrative documents, contracts, UPWPs and other time sensitive agreements as needed in the future to meet mandatory deadlines.
- The MPO Director is hereby authorized to make administrative modifications to adopted UPWPs by shifting funds among line-item tasks as needed providing that:
 - a) The revision does not increase or decrease the total MPO budget in an adopted UPWP.

b) The revision does not change the scope of the work to be accomplished within any task.

c) The revision does not add or delete a line-item task in a UPWP.

d) All modifications are coordinated with the appropriate funding agencies.

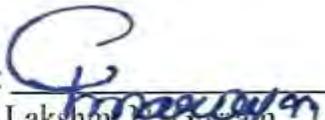
- Copies of the Final FY 2026/2027 and FY 2027/2028 UPWP, Metropolitan Planning Organization Agreement and this Resolution shall be forwarded to the FDOT and FHWA.

CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

Christopher G. Constance, MD, Chairman

ATTEST:

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

By: 

Lakshmi N. Gurram
Designated Clerk of the MPO Board

By: 

Thomas M. David, County Attorney
LR26-0151  (GRP)

**Appendix G - FY 2026/FY 2027 – FY2027/FY 2028 UPWP Comments
received from FDOT, FHWA & FTA**

**Appendix H - Metropolitan Planning Organization
Agreement/Amendment to Agreement**



UPWP Review Checklist

MPO Name:

Draft or Final UPWP:

UPWP Fiscal Year:

Reviewed by:

UPWP Date:

Date of Review:

Federal and State Requirements

Required Content

See: 2 CFR 200.332, 23 CFR 420.111(b), 23 CFR 450.308(c), s. 339.175(9), FS, and FDOT/MPO Agreement

Does the cover page include:	Response	Page Number(s)	Comments	Comment Type
Catalog of Federal Domestic Assistance (CFDA) number	Yes	1		
Financial Project Number (FPN)	Yes	1	As the FY27-28 UPWP does not have SL funds, there is no need to include - 02. FPN for PL funds 439316-6-14-01	Editorial
Federal Award Identification Number (FAIN) or Federal Aid Project Number (FAP)	Yes	1		
Correct state fiscal years	Yes	1		
The agencies providing funds for the UPWP	Yes	1		

Does the UPWP include:	Response	Page Number(s)	Comments	Comment Type
Local and MPO planning priorities	No	6	MPO priorities are not included	Editorial
A description of work proposed for the next 2 years by major activity or task	Yes	12 through 47		
Who will perform the work (e.g., MPO, state, public transportation operator, local government, or consultant)	Yes	12 through 47		
A schedule for completing the work	Yes	60 through 63		
The resulting work products	Yes	12 through 47		
The proposed funding or cost estimate by activity or task	Yes	12 through 47		
A summary of the total amounts and sources of federal and matching funds	Yes	48,49		

Does the UPWP include a summary that shows:	Response	Page Number(s)	Comments	Comment Type
Federal share by type of fund	Yes	48		
Matching rate by type of fund	Yes	48		
State and/or local matching share	Yes	48		
Other state or local funds	Yes	48		

Transportation Management Areas (TMA)

See: 23 CFR 420.111(e)

	Response	Page Number(s)	Comments	Comment Type
Does the MPO serve a TMA?	No			
If yes, does the UPWP identify and include cost estimates for planning, research, and technology transfer activities funded with other federal, state, or local funds within the MPO area?				

MPO Agreements

See: 23 USC 134, 23 CFR 450.314, s. 339.175(2) FS, and FDOT/MPO Agreement

Does the UPWP include discussion of the following agreements?	Response	Page Number(s)	Comments	Comment Type
FDOT/MPO Agreement, including date executed	Yes	71		
Signed Interlocal Agreement for the Creation or Redesignation of the MPO, including date executed	Yes	10		
Public Transportation Grant Agreements (PGTA), including date executed (if necessary)	N/A			

<i>Indirect Costs</i>		<i>See: 2 CFR 200.332, 2 CFR 200.414, 2 CFR 200.416, and FDOT/MPO Agreement</i>		
	Response	Page Number(s)	Comments	Comment Type
Does the UPWP identify the indirect cost rate, if applicable?	N/A			
<i>Consolidated Planning Grant</i>		<i>See: 23 USC 120, 23 CFR 450.308(f), and FDOT/MPO Agreement</i>		
	Response	Page Number(s)	Comments	Comment Type
Does the UPWP include a statement of participation in the Consolidated Planning Grant? (See the FDOT Guide for UPWP Development for sample statement text.)	Yes	5		
<i>Soft Match</i>		<i>See: 23 USC 120, 49 USC 53, and FDOT/MPO Agreement</i>		
	Response	Page Number(s)	Comments	Comment Type
Does the UPWP include the definition of the soft match?	Yes	6		
Does the UPWP identify the total soft match amount used to match FHWA funding?	Yes	6		
Does the Funding Source Budget Table include soft match amounts for Year 1 and Year 2?	Yes	48		
<i>PL Set Aside</i>		<i>See: § 11201; 23 USC 134</i>		
	Response	Page Number(s)	Comments	Comment Type
Does the UPWP identify activities and funds used to meet the requirements of the 2.5% PL set aside in § 11201; 23 USC 134?	Yes	48,49		
<i>Costs</i>		<i>See: 2 CFR 200.412-414, Florida Department of Financial Services Reference Guide for State Expenditures</i>		
Does the UPWP categorize costs as follows?	Response	Page Number(s)	Comments	Comment Type
Personnel Services	Yes	15,49		
Equipment	Yes	15,49		
Travel	Yes	15,49		
Supplies	Yes	15,49		
Direct Expenses	Yes	15,49		
Indirect Expenses (if the MPO has an approved indirect rate)	N/A			
Annual Audit Expense (if required)	N/A			
<i>Annual Audits</i>		<i>See: 2 CFR 200.412-414, Florida Department of Financial Services Reference Guide for State Expenditures</i>		
	Response	Page Number(s)	Comments	Comment Type
Does the UPWP include a line item expense for the Annual Audit?	No			
<i>MPO Public Involvement Process</i>		<i>See: 23 CFR 450.210 and 23 CFR 450.316</i>		
	Response	Page Number(s)	Comments	Comment Type
Does the UPWP include a description of the public involvement process used to develop the MPO's UPWP?	Yes	7		
<i>Federal Planning Factors</i>		<i>See: 23 CFR 306(b) and 23 CFR 450.308(c)</i>		
	Response	Page Number(s)	Comments	Comment Type
Does the UPWP include a description of how the activities in the UPWP address the Federal Planning Factors (can be demonstrated using a matrix)?	Yes	52		
<i>Memberships</i>		<i>See: 2 CFR 200.454</i>		
	Response	Page Number(s)	Comments	Comment Type
If memberships are listed as an expense, does the UPWP state that the memberships are for organizational memberships, not individual memberships?	No			

Required Attachments

Are the following attachments included in the final UPWP?

	Response	Page Number(s)	Comments	Comment Type
Signed resolution adopting the UPWP (23 CFR 450.308(b))			Appendix F	
Signed resolution adopting the travel policy, if the MPO does not use the FDOT policy (s. 112.061(14), FS)	N/A			
Signed Cost Analysis Certification Statement (s. 216.3475, FS)			page 3	
The Cost Allocation Plan and Certificate of Indirect Cost, if applicable (2 CFR 200.332, 23 CFR 200.414, 23 CFR 200.416)	N/A			

Recommended Content Framework

The following items are recommended for inclusion in the UPWP, in addition to the requirements listed above.

UPWP Cover or Title Page

Does the cover page include:

	Response	Page Number(s)	Comments	Comment Type
MPO name, address, and website?	Yes	1		
The UPWP adoption date of the final UPWP?	Yes	1		

UPWP Organization and Content

Is the UPWP organized into the following sections?

	Response	Page Number(s)	Comments	Comment Type
Introduction	Yes	4		
Organization and Management	Yes	8		
Planning Tasks	Yes	12 through 47		
Funding Summary	Yes	48,49		
Definitions and Acronyms	Yes	64		

Does the UPWP introduction include:

	Response	Page Number(s)	Comments	Comment Type
A definition and purpose for the UPWP?	Yes	4		
An overview of the MPO's comprehensive transportation planning activities?	Yes	4		

Do the UPWP Work Elements/Task Sheets include the following:

	Response	Page Number(s)	Comments	Comment Type
Is each Task Sheet in the UPWP named and numbered?	Yes	12 through 47		
Does the UPWP clearly identify funds de-obligated from the previous UPWP?	Yes	48,49		
Does the UPWP separately list atypical expenditures, including individual supplies costing more than \$1,000 per item and individual equipment costing more than \$5,000 per item?	N/A			

UPWP Budget Tables Template

Does the UPWP use the UPWP budget tables template for task tables, summary tables, and regional activities?	Yes	12 through 49		
Do the total amounts match across all funding tables?	Yes	12 through 49		

MPO Organization and Management

Does the UPWP include information about the following items:

	Response	Page Number(s)	Comments	Comment Type
Participants in the UPWP planning process and their roles	Yes	8.9		
MPO Continuity of Operations Plan (COOP) or operational procedures	Yes	5		
MPO bylaws	Yes	11		

Does the UPWP discuss the following agreements, including date executed?

	Response	Page Number(s)	Comments	Comment Type
Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (ICAR)	Yes	10		
Memorandum of Understanding between MPOs or FDOT if transferring funds to accomplish Regional Activities	No			

Regional Activities

	Response	Page Number(s)	Comments	Comment Type
Is the MPO receiving or transferring any funds to another agency for a regional project or activity?	No			
If yes, does the UPWP provide information on the other agencies included in the regional activities and the funding amounts being transferred/received?				

Appendix I – 2050- Long Range Transportation Planning (LRTP)

Available upon request

MARCH 12, 2026
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 12
DRAFT FY 2026/2027 – FY 2030/2031 Transportation Improvement
Program (TIP)

Purpose: To review and comment on the Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program (TIP)

Presented by: MPO Staff

Discussion: Federal and state legislation requires the MPO to adopt a Transportation Improvement Program (TIP) covering a rolling five-year period. The TIP outlines federal and state capital improvements for transportation and is a staged, multi-year, intermodal program of transportation projects that is consistent with the MPO Long Range Transportation Plan (LRTP). The TAC and CAC formally review the development of the TIP. The Charlotte County – Punta Gorda MPO Board will review the TIP at the March 30, 2026 Regular Meeting.

The Charlotte County – Punta Gorda MPO entered into an interlocal agreement with Sarasota – Manatee MPO, Lee County MPO and Heartland TPO, formalizing and specifying regional planning projects along with time frames to produce those projects. The agreement calls for each MPO to identify regional priorities and include those projects in the respective MPO's TIP. Those priorities that were adopted last year are included, in accordance with the interlocal agreement in the TIP.

Recommendation: Review and comment on the Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program.

Attachment: [Draft FY 2026/2027 – FY 2030/2031 TIP](#)

TRANSPORTATION IMPROVEMENT PROGRAM

FY 2027 - FY 2031



CHARLOTTE COUNTY

PUNTA GORDA MPO

1050 LOVELAND BLVD

Port Charlotte, FL 33980

941-883-3535

DRAFT

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SECTION - I



**RESOLUTION
NUMBER 2026-03**

A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION BOARD APPROVING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FISCAL YEAR (FY) 2026/2027 THROUGH FY 2030/2031

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 (TIP); and

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

WHEREAS, the MPO has approved said TIP for Fiscal Year 2026/2027 through FY 2030/2031 on May 18, 2026; and

WHEREAS, in accordance with the Florida Department of Transportation (FDOT) directive and procedures, the TIP must be accompanied by an endorsement of the MPO Board indicating Board’s 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 2026/2027 through FY 2030/2031 is hereby approved.

PASSED AND DULY ADOPTED this 18th day of May, 2026.

CHARLOTTE COUNTY – PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

By: _____
Christopher G. Constance, MD, Chairman

ATTEST:

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

By:  _____
Lakshmi N. Gurrany
Designated Clerk of the MPO Board

By:  _____
Thomas M. David, County Attorney
LR26-0153  (GRP)

SECTION – II

EXECUTIVE SUMMARY

The Transportation Improvement Program (TIP) is a staged, multi-year, intermodal program of transportation projects that is consistent with the Long-Range Transportation Plan (LRTP), in accordance with 23 C.F.R. Part 450. The Metropolitan Planning Organization (MPO), through a continuing, comprehensive, and cooperative (3-C) planning process, develops the TIP as required by 23 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, and 500.111 (Congestion Management); subsection 339.175(6) and (8), Florida Statutes; and the Fixing America’s Surface Transportation (FAST) Act. The current TIP is a federally required, multi-year program of transportation projects, it must be developed in accordance with the requirements and funding programs established under Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL). The FY 2026/2027 through 2030/2031 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	2025 FEDERAL OBLIGATIONS
Section VIII	TIP Amendments
Section IX	Public Comments
Appendix A	Acronyms
Appendix B	Check List

Purpose

The purpose of the Transportation Improvement Program (TIP) is to provide a prioritized, five-year listing of transportation projects within Charlotte County and the City of Punta Gorda that is consistent with the adopted 2050 Charlotte County–Punta Gorda Long-Range Transportation

Plan (LRTP). The TIP identifies all transportation projects funded under Title 23 U.S.C. and Title 49 U.S.C. and includes all regionally significant projects regardless of funding source such as highway, aviation, pedestrian, bicycle, and transportation disadvantaged improvements. Project costs are presented in “year of expenditure” (YOE) dollars using inflation factors provided by the Florida Department of Transportation (FDOT), District One. The TIP supports coordination of transportation improvements among local, state, and federal agencies.

Financial Plan

The TIP serves as a five-year, financially feasible program of transportation improvements within Charlotte County and the City of Punta Gorda, as required by subsection 339.175(8)(1), F.S. The TIP is developed in cooperation with the Florida Department of Transportation (FDOT) and public transit operators in accordance with 23 C.F.R. 450.324(a). Federally funded projects included 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. Tables on pages IV-2 and IV-3 provide a summary of total funds and funding sources programmed by year.

All TIP projects are financially constrained and programmed using Year of Expenditure (YOE) dollars. YOE costs are adjusted for inflation from the present year to the anticipated year of construction. Federal planning regulations require that revenue and cost estimates in the TIP reflect YOE dollars using inflation or growth rates 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 federal and state requirements in accordance with 23 C.F.R. 450.330(b), as outlined in the MPO Program Management Handbook (updated August 2, 2024). It is compiled using the FDOT Tentative Work Program, the Capital Improvement Programs (CIPs) of local jurisdictions, and project priorities developed by Charlotte County, Charlotte County Transit in cooperation with the MPO, the City of Punta Gorda, the Punta Gorda Airport Authority, and FDOT.

Consistency with Other Plans

The Charlotte County–Punta Gorda MPO was established in 1992 and adopted its first Long Range Transportation Plan in December 1995. All projects included in the current TIP are consistent with the 2050 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 Punta Gorda Airport Master Plan, the Charlotte County Ten-Year Transit Development Plan, and the MPO’s Public Participation Plan (PPP). Additional details on MPO plans and documents are available on the MPO’s website at www.ccpgmpo.gov.

Project Priorities

The MPO’s priority listing of projects Tables 2.1 to 2.8 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 project priorities are color-coded for ease of identification, as shown in Table 2.1. The tables that follow present detailed listings for each project category and correspond directly to the classifications shown in Table 1. These categories include Highway capacity projects, Transportation System Management and Operations (TSMO) projects, Transportation Alternatives (TA) projects, Safety Projects, Freight Priorities Projects, Joint TRIP projects between Sarasota Manatee MPO and Lee MPO transit improvements, transportation disadvantaged services, aviation projects, and enhancement or multimodal investments. This structure also reinforces the MPO’s commitment to presenting transportation investments in a clear and organized manner, consistent with state and federal reporting requirements. Below are the corresponding tables referencing the various project categories.

Table 2.1	2025 Project Priorities Identification
Table 2.2	2025 HIGHWAY PROJECTS
Table 2.3	2025 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO) PROJECTS
Table 2.4	2025 TRANSPORTATION ALTERNATIVES (TA) PROJECTS
Table 2.5	2025 COMPREHENSIVE SAFETY ACTION PLAN (CSAP) PROJECTS
Table 2.6	2025 FDOT D1- Freight Priorities Projects
Table 2.7	2025 JOINT TRIP PRIORITIES CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO
Table 2.8	2025 JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO

The MPO’s priorities listed were adopted by the MPO Board on May 19, 2025 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 Management Plan is described in the MPO’s 2050 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.

Charlotte County-Punta Gorda Metropolitan Planning Organization (CC-PG MPO) adopted a federal and local funded Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP) adopted by the MPO Board on December 16, 2024. These funds are being utilized to cover the

cost of coordinated Vision Zero or, with the goal of reducing traffic fatalities and severe injuries and creating safer roads for citizens and visitors alike. Below is a summary of the Safe Streets for All (SS4A) Comprehensive Safety Action Plan (CSAP).

Some of the Key Highlights CSAP are below:

The CSAP is a federally mandated step that enables local governments in Charlotte County to qualify for future grant funding to implement safety-focused transportation projects.

The plan includes an in-depth analysis of 14 High Injury Network corridors

Crash data from 2018–2022 shows an average of 29 fatalities and 144 severe injuries per year on roadways within the CC-PG MPO region.

A variety of countermeasures are recommended across education, policy, enforcement, and emergency management to improve roadway safety.

The plan outlines engineering improvements for each of the top 14 corridors identified. Improvements are categorized by timeline:

- Near-Term (by 2030)
- Mid-Term (by 2040)
- Long-Term (by 2045)

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.

The project selection criteria can be found in the Charlotte County-Punta Gorda LRTP Chapter 5 Table 5-8: 2050 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 Florida administers a Transportation Disadvantaged (TD) program to provide mobility for individuals who, due to physical or mental disability, income limitations, or age, are unable to transport themselves or purchase transportation. These individuals rely on others to access health care, employment, education, shopping, social activities, and other life-sustaining needs. The program also serves children who are handicapped or considered high-risk. The MPO serves as the Designated Official Planning Agency for Charlotte County pursuant to s. 427.015(1), F.S., and Rule 41-2.009(2), F.A.C.

In Charlotte County, TD transportation services are provided by Charlotte County Transit (CCT) and governed by the Charlotte County Board of County Commissioners (BCC), which serves as the Community Transportation Coordinator (CTC). The BCC has designated CCT as the responsible agency for administering all grants and contracts related to paratransit service and for managing the CTC program. The Transit Division is authorized to act on behalf of the County Commission in these matters.

Statewide, each county has a Transportation Disadvantaged Local Coordinating Board (LCB) to oversee the transit agency responsible for serving the transportation disadvantaged population. The Charlotte County TD LCB is composed of a diverse group of users and user representatives, including a local elected official, state and local social service agencies, system users, elderly representatives, and school board representatives.

The LCB is responsible for approving the Transportation Disadvantaged Service Plan (TDSP), which undergoes a major update every five years and a minor update annually in the interim years. The LCB provides guidance, recommendations, and oversight to the CTC regarding the coordination of TD services and the development of service standards that reflect the needs and resources of the community.

A copy of the Charlotte County TDSP is available at: Transportation Disadvantaged Service Plan (TDSP) – Charlotte County–Punta Gorda Metropolitan Planning Organization (ccpgmpo.gov)

More detailed information on the statewide Transportation Disadvantaged (TD) program is available through the Florida Commission for the Transportation Disadvantaged (CTD). The CTD Trust Fund subsidizes a portion of transportation costs for individuals who are transportation disadvantaged, specifically for trips that are not sponsored by another agency and only when a cash or in-kind match is provided.

These non-sponsored transportation funds support “...persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation...” and include children who are at-risk, as defined in Section 411.202, Florida Statutes.

Charlotte County - Punta Gorda MPO 2025 Project Priorities

TABLE 2.1

HIGHWAY PROJECTS	These projects are roadway widening improvement projects
TRANSPORTATION ALTERNATIVE PROJECTS	Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.
CITY OF PUNTA GORDA PROJECTS	The projects are identified as a need in the City
TRANSPORTATION SYSTEM MANAGEMENT (TSM) AND OPERATION PROJECTS	TSMO is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed.
FUNDED PROJECTS	The projects that are funded through Construction will be removed from the list to accomodate other unfunded projects.
COMPREHENSIVE SAFETY ACTION PLAN PROJECTS	This Comprehensive Safety Action Plan (CSAP) sets a path forward for the Charlotte County-Punta Gorda Metropolitan Planning Organization (CC-PG MPO) to work with their partners and the community to reach the goal of zero fatalities and serious injuries due to traffic crashes by the year 2045
SUN TRAIL PROJECTS	Established in 2015 [Section 339.81, Florida Statutes (F.S.)], receives an annual allocation from the redistribution of new vehicle tag revenues pursuant to Section 320.072, F.S., motor vehicle licenses. These revenues are used for the development of a statewide system of interconnected high-priority, paved, non-motorized multi-use trail / two-directional Shared Use Path (SUP) within the SUN Trail network
TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)	Regional Projects with Sarasota Manatee and Lee are identified with an asterisk *. A TRIP project requires a 50% local match.
NEW PROJECT	

Note : All Projects costs are in millions

PROJECT PHASES	
PLN	Planning Study
PD&E	Project Development & Engineering
PE	Preliminary Engineering (Design)
ROW	Right of Way Acquisition, if needed
CST	Construction
CEI	Construction Engineering and Inspection

Charlotte County - Punta Gorda MPO 2025 Project Priorities

TABLE 2.2

HIGHWAY PROJECTS

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Local Funds	Requested Funds	2026	2027	2028	2029	2030	Unfunded Phase	Unfunded Cost	Comments
1*		Harborview Rd from Melbourne St to I-75	Road Widening	NA	\$96.72										Project is divided into two segments. ROW unfunded . Local funds for ROW is \$11. million. Local matching funds \$1.69 M. Total CST is \$96.72 million.
	434965-3	Harborview Rd from Melbourne St to Date St	Road Widening	ROW	\$48.78	\$22.60	\$15.00	\$48.78					ROW	\$27.00	Segment One. Local contributions \$20.2 million. Project is programmed for CST in FY 2026 - \$46.45 million
		Harborview Rd from Date St to I-75	Road Widening	ROW /CST	\$49.27	\$1.69	\$47.50						ROW&CST	\$49.27	Segment Two is unfunded. Local funds \$1.69 are for ROW.County requesting \$47.583 million for CST Segment 2
2*		Edgewater Dr/ Flamingo Blvd from Midway Blvd to SR 776	Road Widening	PE	\$95.00		\$2.50						ROW & CST		No application received towards 2025 PP
3*		Jones Loop Rd from Burnt Store Rd to Piper Rd													No application received towards 2025 PP
	435563 -1	N. Jones Loop Rd from I-75 to Piper Rd	Roundabout and Multimodal facilities	PE & CST	\$3.71						\$3.71		NA		Segment 3 of Jones Loop Study is funded through CST in FY 2029. Project will be removed. Needed guidance from FDOT regarding Segment 1 and 2
		N. Jones Loop Rd from Burnt Store Rd to Knights Dr	Road Widening	ROW, PE & CST											MPO Staff is looking for advice from FDOT Staff for proposed amendments for the entire segment of Jones Loop . May 2023 Board meeting
4*		Burnt Store Rd from Lee County Line to Wallaby Lane	Road Widening	ROW/CST	\$7.20		\$7.20						ROW & CST	\$7.20	Widen the 100 feet of Burnt Store Rd
5	439316 -7	2055 Long Range Transportation Plan Update	Planning	PLN	\$0.60					\$0.15	\$0.30	\$0.15			Planning dollars were allocating in the current 2029- 2030 WP to supplement MPO complete 2055 Long Range Transportation Plan LRTP

Regional Multi-Modal Transportation System Project Priorities.

Regional Multi-Modal Transportation System project priorities are included in accordance with the Interlocal Agreement for Joint Regional Transportation Planning and Coordination among the Charlotte County–Punta Gorda MPO, the Sarasota/Manatee MPO, and the Lee County MPO. The Joint Regional Multi-Modal Transportation System was developed using mutually agreed-upon criteria—such as Strategic Intermodal System (SIS) facilities, Emerging SIS, SIS Connectors, principal roadways serving non-SIS freight and passenger intermodal hubs, and designated hurricane evacuation routes—to identify regionally significant facilities.

Charlotte County’s Regional Highway Project Priorities are identified as “Regional Project” in the “Project” column of Table 2.2. Regional Transportation System Management and Operations (TSM&O) projects and Transportation Alternatives Program (TAP) projects, as required by FDOT District One directives, are presented in Tables 2.3 and 2.4. Comprehensive Safety Action Plan (CSAP) projects are listed in Table 2.5.

Regional project lists from the Sarasota/Manatee MPO are provided in Table 2.7 for the Transportation Regional Incentive Program (TRIP). TRIP project priorities for the Charlotte County–Punta Gorda MPO and the Lee County MPO are included in Table 2.8.

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO) PROJECTS

TABLE 2.3

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Local Funds	Requested Funds	2026	2027	2028	2029	2030	Unfunded Phase	Unfunded Cost	Comments
1	446340 1	SR 776 @ Flamingo Blvd *	Intersection Improvements	CST	\$3.02										Programmed in the DTWP and will be removed from 2025 PP cycle
2	446340 2	SR 776 @ Flamingo Blvd *	Pedestrian Safety Improvements	CST	\$0.64										
3	446393-1	SR 776 @ Charlotte Sports Park *	Add turn lanes on EB & WB SR 776	PE	\$0.960/\$0.24	\$0.05	\$1.39						CEI	\$0.25	PE in current year. Additional \$240,065 requested for CEI
4	453479 1	SR 776 @ Cornelius Blvd *	Add turn lanes at intersections	PE/CST	\$0.115/\$0.145										Programmed for construction during the previous work program development cycle and will be removed from the 2025 list of project priorities.
5	453416 1	SR 776 @ Jacobs St	Add turn lanes at intersections	PE/CST	\$0.115/\$0.145										This project priority was programmed for construction during the previous work program development cycle and will be removed from the 2025 list of project priorities.
6		Veterans Blvd @ Cochran Blvd	Complete Intersection Improvements	PE	\$3.10										FUNDED \$3.1 million (Appropriations) Will be removed from the 2025 PP
40		Emergency Vehicle Preemption	Emergency Vehicle Preemption System		\$1.27								CST	\$1.27	Purchase software licensing for the emergency vehicle preemption system
7		SR 776 & Biscayne Dr	Add signals Intersection Improvements	PE,CST,CEI	\$1.30								PE, CST & CEI	\$1.32	County is requesting PE, CST & CEI funds
8		Veterans Blvd @ Yorkshire St	Add EB & WB right turn lanes										CST	\$1.11	County is requesting CST funds
9		Veterans Blvd @ Atwater St	Add EB & WB right turn lanes	CST,CEI	\$2.39								CST/CEI	\$2.39	County is requesting CST and CEI funds
10		Veterans Blvd @ Harbor Blvd	Add EB & WB right turn lanes										CST	\$0.43	County is requesting CST funds
11		Veterans Blvd @ Torrington St	Add EB right turn lanes										CST	\$0.43	County is requesting CST funds
12		Veterans Blvd @ Orlando Blvd	Add EB right turn lanes										CST	\$0.45	County is requesting CST funds
13		Veterans Blvd @ Norman St	Add EB right turn lanes										PE/ROW/CST	\$0.78	County is requesting CST funds
14		Veterans Blvd @ Loveland Blvd	Add EB right turn lanes										CST	\$0.39	County is requesting CST funds
15		US 41 @ Easy St	Intersection Improvements										PE/CST		County is requesting PE & CST funds
16		US 41 @ Forrest Nelson Blvd / Crestview Cir	Add turn lanes Intersection Improvements										PE/CST	\$0.62	County is requesting PE & CST funds
17		SR 776 @ Toledo Blade Boulevard	Add turn lanes at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
18		SR 776 @ Winchester Boulevard	Add turn lanes at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
19		SR 776@ US 41	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
20		SR 776 @Beach Rd	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO) PROJECTS

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost		Requested Funds	2026	2027	2028	2029	2030	Unfunded Phase	Unfunded Cost	Comments
21		SR 776 @CR 771/ Gasprilla Rd/Sailors Way	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
22		SR 776 @Murdock Cir/Enterprise Dr	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
23		SR 776 @San Casa Dr	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
24		SR 776 @ Sunnybrook Blvd	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
25		SR 776 @ Placida Rd/ Pine St	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
26		SR 776 @Wilmington Boulevard/Gulfstream Boulevard (West)	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
27		SR 776 @ Coliseum Boulevard/Pinedale Drive	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
28		SR 776 @ Oriole Boulevard	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
29		SR 776 @ Gillot Boulevard	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
30		SR 776 @ Jacobs St	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
31		SR 776 @ Points of Pines Rd	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
32		SR 776 @ Merchants Crossing	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
33		SR 776 @ Spinnaker Boulevard	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
34		SR 776 @ Riverwood Drive	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
35		SR 776 @ Bay Heights Road	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
36		Veterans Blvd @ Kings Hwy	Add/turns lanes Improvements at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
37		Veterans Blvd @ Peachland Blvd/J.C Center Court	Add/turns lanes Improvements at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
38		Veterans Blvd@ Murdock Cir/Paulson Drive	Add/turns lanes Improvements at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
39		ATMS master plan											PE/ROW/CST		The ATMS master plan study is underway

TRANSPORTATION ALTERNATIVES (TA) PROJECTS

TABLE 2.4

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Requested Funds	2026	2027	2028	2029	2030	Unfunded Phase	Unfunded Cost	Comments
1	435105-2	Taylor Rd Phase I from N. Jones Loop Rd to Airport Rd	Multi Use Trails		\$6.56							PE & CST		Design was funded in 2024-2028 for \$650,000 and has been deleted from DTWP due to lack feasible options
2	435105-3	Taylor Rd Phase II from Royal Rd to N. Jones Loop Rd	Multi Use Trails		\$7.29							PE, CST, CEI		Design, CST and CEI is unfunded
3	446391-1	US 41 from Peace River Bridge to Kings Hwy*	Feasibility Study	PLN	\$0.15							PE& CST		Project is funded in the WP and will be removed. County Staff agreed to lead this Study - Jan 2023
4	440442-1	US 41 from Midway Blvd to Paulson Dr	Multi Use Trails	CST									\$6.45	CST funded in 2022 DTWP . Removed from current DTWP. Leaves gap on US 41
5		US 41 from Tuckers Grade to Taylor Rd	Multi Use Trails	PE & CST										Multi Use trails on both sides of US 41
6		US 41 from Morning side Dr to Tuckers Grade	Multi Use Trails	PE & CST										Multi Use trails on west side of US 41
7		US 41 from Taylor Rd to Burnt Store Rd	Multi Use Trails	PE & CST										Multi Use trails on west side of US 41
8	452221-1	Cooper St from Airport Rd to E. Marion Ave	Complete Streets Project	PE & CST	\$0.38/\$2.9							NA		Project is funded through Construction in the current DTWP and will be deleted.
9		US 41 NB - Harborwalk Phase IV from Retta Esplanade to Peace River Bridge *	Bridge Lighting									CST	\$0.36	
10	452236-1	US 41 SB Harborwalk Phase II - ADA Ramp	ADA ramp connection	CST	\$0.69									FDOT Staff will be handling as in house project. Connects Harborwalk to the existing US 41 SB sidewalk. Project is deferred to 2027
11	446339-1	SUN Trail US 41 NB - South Alligator Bridge *	Bike-Ped Bridge	PE	\$0.82							CST/CEI	\$3.19	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	SUN Trail SR 776 from Myakka Forest to Gillot Blvd	SUN Trail Project	PE	\$3.46							CST	\$8.60	Project is funded for Design in current DTWP 2025-2030. CST unfunded
13	443602-2	SUN Trail SR 776 from Gillot Blvd to US 41	SUN Trail Project	PE	\$2.53							CST	\$23.60	Project is funded for Design in current DTWP 2025-2030. CST unfunded
14	438262-1	US 41 from Conway Blvd to Midway Blvd	Multi Use Trails	CST	\$5.57			\$5.56						Project is funded through Construction in the current DTWP and will be removed.
15	446830-1	SR 45 (US 41) from Kings Hwy to Conway Blvd	Multi Use Trails	PE/CST	\$1.5 / \$4.5		\$1.50		\$4.56					Project is funded through Construction in the current DTWP and will be removed.
16		SR 45 (US 41) from Midway Blvd to Paulson Dr	Multi Use Trails	PE/CST										Project moved out of the Work Program. Gap on US 41 with High crashes

COMPREHENSIVE SAFETY ACTION PLAN (CSAP) PROJECTS

TABLE 2.5

Corridor	FPID	Project Name	Type of Work	Project Score	2030 Planning level cost	Present Day Cost (PDC)	Comments
1		US 41 from Midway Blvd to Conway Blvd	High Injury Network Improvements	84.17	\$1.15	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
2		US 41 from Conway Blvd to Melbourne St	High Injury Network Improvements	80.83	\$0.376	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
3		US 41 from Veterans Blvd to Midway Blvd	High Injury Network Improvements	77.5	\$0.171	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
4		US 41 from Retta Esplanade to Carmalita St	High Injury Network Improvements	82.92	\$0.121	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
5		Kings Hwy from US 41 to Palmetto Mobile Park	High Injury Network Improvements	70.83	\$0.540	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
6A		SR 776 from Centennial Blvd to US 41	High Injury Network Improvements	61.17	\$0.531	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
6B		Veterans Blvd (CR776) from US 41 to E.Paulson Drive	High Injury Network Improvements	91.25	\$0.248	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
7		Kings Hwy from Veterans Blvd to E. Sandhill Blvd	High Injury Network Improvements	55.83	\$0.578	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
8		Midway Blvd from Lakeview Blvd to Harbor Blvd	High Injury Network Improvements	56.25	\$0.218	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
9		Edgewater Dr from Midway Blvd to Conreid Dr	High Injury Network Improvements	52.92	\$0.121	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
10		Olean Blvd from US 41 to Key Lane	High Injury Network Improvements	49.58	\$0.250	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
11		Cooper St from E.Olympia Ave to Burland St	High Injury Network Improvements	51.76	\$0.332	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
12		Marion Ave from Henry St to Chasteen St	High Injury Network Improvements	43.33	\$0.259	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
13		US 41 from W.Retta Esplanade to Airport Rd	High Injury Network Improvements	60	\$0.286	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)

2025 Project Priority List – FDOT D1

TABLE 2.6

Map ID	Project Name	County	Project Type	FM Number	DFC Priority	PD&E Status	Project Request (Millions)	Network Designations*			
								SHS	NHFN	SIS	RFN
Charlotte County-Punta Gorda MPO											
P1	US-17 from Copley Ave. to CR-74 (Bermont Rd.)	Charlotte	Roadway	N/A	Yes	Funded	\$10.9	Yes	No	Yes	No
Heartland Regional TPO											
P2	SR-70 from Jefferson Ave. to CR-29	Highlands	Roadway	414506-1	Yes	Completed	\$242.2	Yes	No	Yes	Yes
Lee County MPO											
P3	SR-739 (Metro Pkwy.) Widening from Daniels Pkwy. to Winkler Ave.	Lee	Roadway	431334-1 431334-2	No	On-Going	\$76.1	Yes	No	No	Yes
P4	SR-78 Widening from SR-31 to I-75 and Interchange Improvements	Lee	Roadway & Interchange	444937-1	Yes	On-Going	\$187.5	Yes	Yes	Yes	Yes
Polk TPO											
P5	SR-60 Widening from CR-630 to Osceola Co. Line	Polk	Roadway	433856-2 433856-3	Yes	Completed	\$110.0	Yes	No	Yes	No

*SHS = State Highway System
NHFN = National Highway Freight Network
SIS = Strategic Intermodal System
RFN = Regional Freight Network

Adopted May 19, 2025

2025 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

TABLE 2.7

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	\$12,533,934
2	*Fort Hamer Rd from Rive Isle Run to US 301	Manatee County	\$9,682,150
3	Harborview Rd from Melbourne St to I-75	Charlotte County	\$4,000,000
4	Lorraine Rd from Palmer Blvd to Fruitville Rd	Sarasota County	\$25,072,461
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 - Segment B	Sarasota County	\$24,569,060
7	Jones Loop Rd from Burnt Store Rd to Piper Rd	Charlotte County	\$5,000,000
8	Lorraine Rd from SR 72/Clark Rd to Knights Trail - Segment B	Sarasota County	\$33,587,042
9	Kings Hwy from Sandhill Blvd to DeSoto County Line	Charlotte County	\$5,000,000
10	Burnt Store Rd from Lee County line to Wallaby Lane	Charlotte County	\$2,000,000
11	SR 72/Clark Rd at McIntosh Rd	Sarasota County	\$1,000,000

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 requests that FDOT attempt to award funding on an equitable basis among the three counties (Charlotte, Manatee, and Sarasota) when funding new TRIP projects.

* This project is not identified in the Sarasota/Manatee MPO 2045 Long Range Transportation Plan.

2025 JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO

Adoption by Lee MPO in May or June
Adoption by Charlotte County-Punta Gorda MPO in May 19, 2025

TABLE 2.8

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Prgrammed	Year Funded	2025 Joint Priority
Lee & Charlotte Counties	Burnt Store Rd	Van Buren Pkwy	Wallaby Lane	2L to 4L	ROW	\$29,060,000	\$5,000,000			
Charlotte County	Harborview Rd	Melbourne St	I -75	2L to 4L	CST	\$45,630,000	\$4,000,000			
Lee County	Alico Extension - Phase 2	Airport Haul Road	SR 82	New 4L	CST	\$190,294,000	\$10,000,000			
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 1B/3	Alico Road	SR 82	New 4L	CST	\$127,347,000	\$10,000,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$71,000,000	\$8,000,000			

Major Projects Implemented

TABLE 2.9

Number	FPN	Type of Work	Project Limits	Phase	Jurisdiction
1	4411221	Landscaping	I-75 at CR 776 (Harbor View Road)	CST	County
2	4419291	Landscaping	I-75 at Tucker's Grade Interchange	CST	County
3	4353901	Sidewalk	US 41 from Midway Blvd. to Enterprise Dr	CST	County
4	4349881	Safety Lighting	US 41 from Rio Villa Dr. to Airport Rd	CST	County
5	4415171	Env	SR 776 From Pinedale Drive to Myakka River	ENV	County
6		Study	SR 776 Corridor Study from Sarasota County line to US 41	Study	FDOT
7	4436021	Study	SUN - Trail Feasibility Study from Myakka State Forest to US 41	Study	FDOT
8	4349651	Road widening	Harbor View Rd from Melbourne St to I-75	PD&E	County
9	4349651	Road widening	Harbor View Rd from Melbourne St to I-75	PE	County
10	428917-1	Road widening	SR 31 from Bayshore Rd to Cook Brown Rd	PD&E	FDOT
11	436563 1	Study	Jones Loop Rd from Burnt Store Rd to Piper Rd	Study	FDOT
12		Study	Veterans Blvd from US 41 to Kings Hwy/Peachland Blvd	Study	FDOT
13	441950-1	Round about	SR 31 @ Bermont Rd (CR 74) Roundabout	PD&E	FDOT
14	4351051	Study	Taylor Rd from N. Jones Loop Rd to Airport Rd	PD&E	County
15	4419501	Round about	SR 31 from CR 74 (Roundabout)	PE	County
16	4436021	Multi Use Trail	Cape Haze Pioneer Trail from Myakka State Forest to US 41(SR 45)	PD&E	County
17	4365631	Road widening	North Jones Loop Rd from Burnt Store Rd to Piper Rd - Add lanes	PD&E	County
18	4415242	Resurfacing	Tamiami Trail (SR 45) From William St To Peace River Bridge -	PE	FDOT
19	4353881	Road widening	Burnt Store Rd t from Zemel Rd to Notre Dame Blvd	CST	County
20	4415171	Resurfacing	SR 776 From Pinedale Drive to Myakka River	CST	County
21	441552-1	Resurfacing	SR 35 (US 17) From SR 45 (US 41) to Bermont Rd (CR 74)	PE	County
22	4415631	Resurfacing	SR 35 (US17) from Washington loop road to Desoto County line	CST	County
23	4444851	Resurfacing	SR 45 (US 41) from S of Payne St To N of Rio Villa Dr	CST	County
24	445475 1	Resurfacing	SR 776 from Myakka Bridge to Willowbend Dr	CST	FDOT
25	4130427	Landscaping	I-75 at N. Jones Loop	CST	FDOT
26	4489311	Resurfacing	US 41 (SR 45) from S of Morningside Dr to N of St. Pierre Rd	PE	FDOT
27	438261-1	Maintainence	Charlotte County ATMS/ITS County Wide	CST	County
28	4463931	Intersection	SR 776 at Charlotte Sports Park	PE	FDOT
29	4382621	Sidewalk	SR 45 (US 41) Tamiami Trail from Conway Blvd to Midway Blvd	PE	County
30		Road widening	Kings Highway from Sandhill Boulevard to the Desoto County line	CST	County
31	4496521	Safety	SR 776 from Merchants Crossing to Sarasota County Line	PE	FDOT
32		Sidewalk	Airport Road from Southwest Florida College to Piper Road.	PE	County
33		Sidewalk	Atwater St. from Veterans Boulevard to Hillsborough Boulevard.	CST	County
34	4415241	Resurfacing	Tamiami Trail (SR 45) From William St To Peace River Bridge	CST	County
35	4390051	Landscaping	I-75 (SR 93) AT US 17	CST	County

Major Projects in Progress

TABLE 2.10

Number	FPN	Type of Work	Project Limits	Phase	Jurisdiction
1	4402681	Multi Use Trail	US 41 from Airport Rd to William St - Complete Streets	Design/Build	County
2	4436022	Multi Use Trail	Cape Haze Pioneer Trail from US 41(SR 45) to Gillot Blvd	PE	FDOT
3	4436023	Multi Use Trail	Cape Haze Pioneer Trail from Gillot Blvd to Myakka State Forest	PE	FDOT
4		Intersection	Veterans Boulevard @ Atwater Street	PE	County
5	4420981	Intersection	Peachland Boulevard and Harbor Boulevard	PE	County
6	4382621	Side walk	SR 45 (US 41) Tamiami Trail from Conway Blvd to Midway Blvd	CST	County
7	4462811	Resurfacing	I-75 Punta Gorda Weigh Station- Resurfacing	CST	FDOT
8	441950-1	Round about	SR 31 @ Bermont Rd (CR 74) Roundabout	CST	FDOT
9		Road widening	Edgewater Dr/ Flamingo Blvd from Midway Blvd to SR 776	PE	County
10	451103 1	Resurfacing	SR 31 from N. of CR 74 to DeSoto County line	CST	County
11	441552-1	Resurfacing	SR 35 (US 17) From SR 45 (US 41) to Bermont Rd (CR 74) Resurfacing	CST	FDOT
12	451104 1	Resurfacing	SR 35 (US 17) From Pine Grove Cir to N. of Washington Loop	CST	FDOT
13	4463391	Multiuse Trail	US 41 (SR 45) at S Fork Alligator Creek	PE	FDOT
14	4463401	Intersection	SR 776 (El Jobean Rd) at Flamingo Blvd	CST	FDOT
15	4496521	Safety	SR 776 from Merchants Crossing to Sarasota County Line	CST	FDOT
16	4511051	Resurfacing	SR 776 From N Pine St to Sarasota County Line	PE	FDOT
17		Intersection	Gasparilla Road and Ingram /Ingraham Blvd	CST	County
18	4513601	Median Modifications	SR 776 at Oceanspray Blvd	CST	FDOT
19	451101-1	Resurfacing	SR 45 (US 41) From S Of Aqui Esta Dr To S Of Carmalita St	CST	FDOT
20		Road widening	Burnt Store Rd add lanes and reconstruct from Lee County Line to Wallaby Lane	PD&E	FDOT
21	434965-2	Road widening	Harbor View Rd from Melbourne St to I-75	ROW	County
22	434965-2	Road widening	Harbor View Rd from Melbourne St to I-75	CST	County
23	446339-1	Multi Use Trail	South Alligator Creek	PE	City
24	452858-1	Intersection	Veteran's Blvd Corridor Improvements from Veteran's to Cochran Blvd	CST	County
25	446391-1	Complete Streets	US 41 (SR 45) from Kings Hwy to Peace River Bridge	PD&E	County
26	452857-1	Intersection	Kings Hwy & Harbor View Rd Intersection Improvements	CST	County
27	453416-1	Intersection	SR 776 at Jacobs St	PE	FDOT
28	453479-1	Intersection	SR 776 at Cornelius Blvd	PE	FDOT
29	413536-1	Maintenance	Punta Gorda Highway Lighting		City
30	432899-2	Maintenance	Charlotte County Asset Maintenance		County
31	451358 1	Intersection	US 41 @ Midway Blvd	CST	FDOT
32	452221 1	Multiuse Trail	Cooper St from Airport Rd to E . Marion Ave	PE	City
33		Side walk	Rampart Boulevard from Rio De Janeiro Avenue to Navigator Road	PE	County
34		Side walk	Atwater St. from Veterans Boulevard to Hillsborough Boulevard.	CST	County

Public Involvement

The Charlotte County–Punta Gorda MPO’s Public Participation Plan (PPP) outlines the procedures for adopting, amending, and prioritizing projects in the Transportation Improvement Program (TIP), including requirements for public review and comment. The TIP and PPP are available on the MPO website at www.ccpghmpo.gov under “Documents.”

The MPO uses multiple outreach methods to ensure public access and participation, including distribution of agendas and announcements through an MPO contact database, notices in local media, electronic newsletters, interviews with local reporters, and televised MPO Board meetings on Charlotte County Television (CCTV). Public meeting notices for the TAC, CAC, BPAC, and MPO Board are also advertised in local newspapers.

A public meeting is held at least 30 days prior to TIP adoption to allow adequate time for review. Draft TIP documents and project priorities are posted on the MPO website and distributed to area libraries and newspapers. Meeting agendas include links to the draft TIP for public access.

The MPO provides opportunities for public comment on all TIP projects. Comments received during the public comment period are presented to the MPO Board and included in the official public comment record. Comments received during adoption are included in the TIP Appendix.

Previous Conforming Projects

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

Joint Certification Review

The Florida Department of Transportation (FDOT) and the Charlotte County–Punta Gorda MPO conduct an annual joint certification review to ensure that the MPO’s transportation planning process complies with all applicable federal and state requirements. This review evaluates the MPO’s performance in key areas such as public involvement, multimodal planning, project prioritization, Title VI and nondiscrimination compliance, financial planning, and coordination with local, regional, and state partners.

On February 10, 2026, FDOT and the Charlotte County–Punta Gorda MPO completed the annual joint certification review. As part of this process, the MPO and FDOT reviewed

planning activities conducted during the previous year, examined documentation supporting the MPO's programs and procedures, and assessed the MPO's adherence to federal and state planning regulations. The certification statement and accompanying checklists were completed to document the findings of the review.

Based on the evaluation, both FDOT and the MPO Chairman recommended that the MPO Area Transportation Planning Process for the Charlotte County–Punta Gorda MPO be certified. This certification confirms that the MPO is carrying out a continuing, cooperative, and comprehensive (3-C) transportation planning process in accordance with federal and state requirements.

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.

Charlotte County–Punta Gorda MPO utilized the template language as appropriate and incorporated the necessary updates into the 2026 Transportation Improvement Program (TIP). As part of this update, the MPO formally adopted FDOT’s performance targets for FY 2026. These targets will guide project prioritization, performance monitoring, and compliance with federal performance-based planning requirements.

The updated TIP reflects these adopted targets and ensures alignment with statewide goals while maintaining consistency with the MPO’s long-range planning efforts. Additional revisions were made to ensure clarity, accuracy, and conformity with federal and state reporting standards.

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

The document is organized as follows:

Section	Description
Section 1	Background on transportation performance management
Section 2	Highway Safety measures (PM1)
Section 3	Bridge and Pavement Condition measures (PM2)
Section 4	System Performance and Freight Movement measures (PM3)
Section 5	Transit Asset Management (TAM) measures
Section 6	Transit Safety measures

Background

Transportation Performance Management (TPM) is a strategic approach to connect transportation investment and policy decisions to help achieve performance goals. Performance measures are quantitative expressions used to evaluate progress toward goals. Performance targets are quantifiable levels of performance to be achieved within a 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 the Moving Ahead for Progress in the 21st Century Act (MAP-21) by establishing timelines for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to comply with MAP-21 performance management requirements. These requirements were reaffirmed and continued under the Bipartisan Infrastructure Law (BIL), which reauthorized federal surface transportation programs.

Under federal law, the Florida Department of Transportation (FDOT) and MPOs must coordinate when selecting performance targets. PM1 (Highway Safety), PM2 (Bridge and Pavement Condition), and PM3 (System Performance and Freight Movement). In addition, public transportation providers are required to coordinate with both the state and MPOs in establishing transit asset management (TAM) and transit safety performance targets.

To support this coordinated approach, FDOT and the MPO Advisory Council (MPOAC) developed the Transportation Performance Management (TPM) Consensus Planning Document. This document outlines the processes through which FDOT, MPOs, and public transportation providers within MPO planning areas will cooperatively develop, share, and apply information related to performance management and target setting. The consensus

framework ensures consistency, transparency, and alignment across agencies as they work toward meeting federal performance-based planning requirements.

Highway Safety Measures (PM1)

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

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

Highway Safety Targets

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 3.1 presents FDOT’s statewide targets.

Performance Measure	Calendar Year 2026 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.

MPO Safety Targets

MPOs are required to establish safety performance targets on an annual basis within 180 days of FDOT’s adoption of statewide targets. Each MPO must either agree to support the statewide targets by programming projects that contribute to their achievement or develop independent quantitative targets specific to the MPO planning area.

The Charlotte County–Punta Gorda MPO remains concerned about the continued rise in traffic fatalities and serious injuries at both the state and national levels. In response to these trends, the MPO Board members unanimously adopted on December 15, 2025, to support FDOT’s statewide safety performance targets for calendar year 2026. By adopting the state’s targets, the MPO affirmed its commitment to programming Transportation Improvement Program (TIP) projects that are expected to advance progress toward these statewide goals. Table 3.2 indicates the adopted MPO 2026 performance measures, in line with FDOT guidance.

Performance Measure	Calendar Year 2026 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

Safety Trends in the MPO Area

The five year rolling average for Charlotte County – Punta MPO indicates tables the five year rolling average (2020-2024) if crash date and vehicle miles are compared to the baseline date 5 years ago from (2016 -2020). Table 3.3 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 3.3 Charlotte County – Punta Gorda MPO Safety Performance Measure Target				
Performance Measure	2026 Target	2016–2020	2020–2024	Target Achieved
Number of Fatalities	0	26.4	30.8	No
Number of Serious Injuries	0	102.2	174.6	No
Fatality Rate per 100M VMT	0	1.086	1.164	No
Serious Injury Rate per 100M VMT	0	4.200	6.534	No
Total Non-Motorized Fatalities & Serious Injuries	0	19.8	27.4	No

Safety Performance measures Trend Analysis

Charlotte County–Punta Gorda MPO actively monitors crash data, including fatalities and serious injuries, to identify safety concerns and evaluate trends across the metropolitan area. This information is essential for assessing the effectiveness of transportation investments programmed in the Transportation Improvement Program (TIP). In addition to local data sources, the MPO also utilizes the FDOT Crash Facts Source Book, which provides detailed statewide crash statistics and safety performance information.

Table 3.4 below presents the MPO’s Safety Performance Measures using five-year rolling averages from 2011 through 2024. The chart identifies five performance measures by five-year average in Charlotte County – Punta MPO from 2011-2015 to 2020-2024. These rolling averages help smooth out year-to-year fluctuations and provide a clearer picture of long-term safety trends. The accompanying chart further illustrates changes in each of the five federally required safety performance measures over time for the Charlotte County–Punta Gorda MPO planning area.

Table 3.4. Charlotte County–Punta Gorda MPO Safety Performance Measures (Five-Year Rolling Averages)

Performance Measure	2011–2015	2012–2016	2013–2017	2014–2018	2015–2019	2016–2020	2017–2021	2018–2022	2019–2023	2020–2024
Number of Fatalities	21.4	22.4	24.2	25.2	25.8	26.4	26.4	28.6	29.8	30.8
Number of Serious Injuries	134.6	126.6	112.8	109.2	109.4	102.2	111.2	144.2	163.0	174.6
Fatality Rate per 100M VMT	0.969	0.990	1.041	1.057	1.063	1.086	1.079	1.148	1.168	1.164
Serious Injury Rate per 100M VMT	6.128	5.659	4.890	4.600	4.517	4.200	4.537	5.737	6.279	6.534
Total Non-Motorized Fatalities & Serious Injuries	21.4	20.4	20.6	19.8	19.0	19.8	19.2	22.8	25	27.4

Fatalities and Serious Injuries Five year Rolling Average

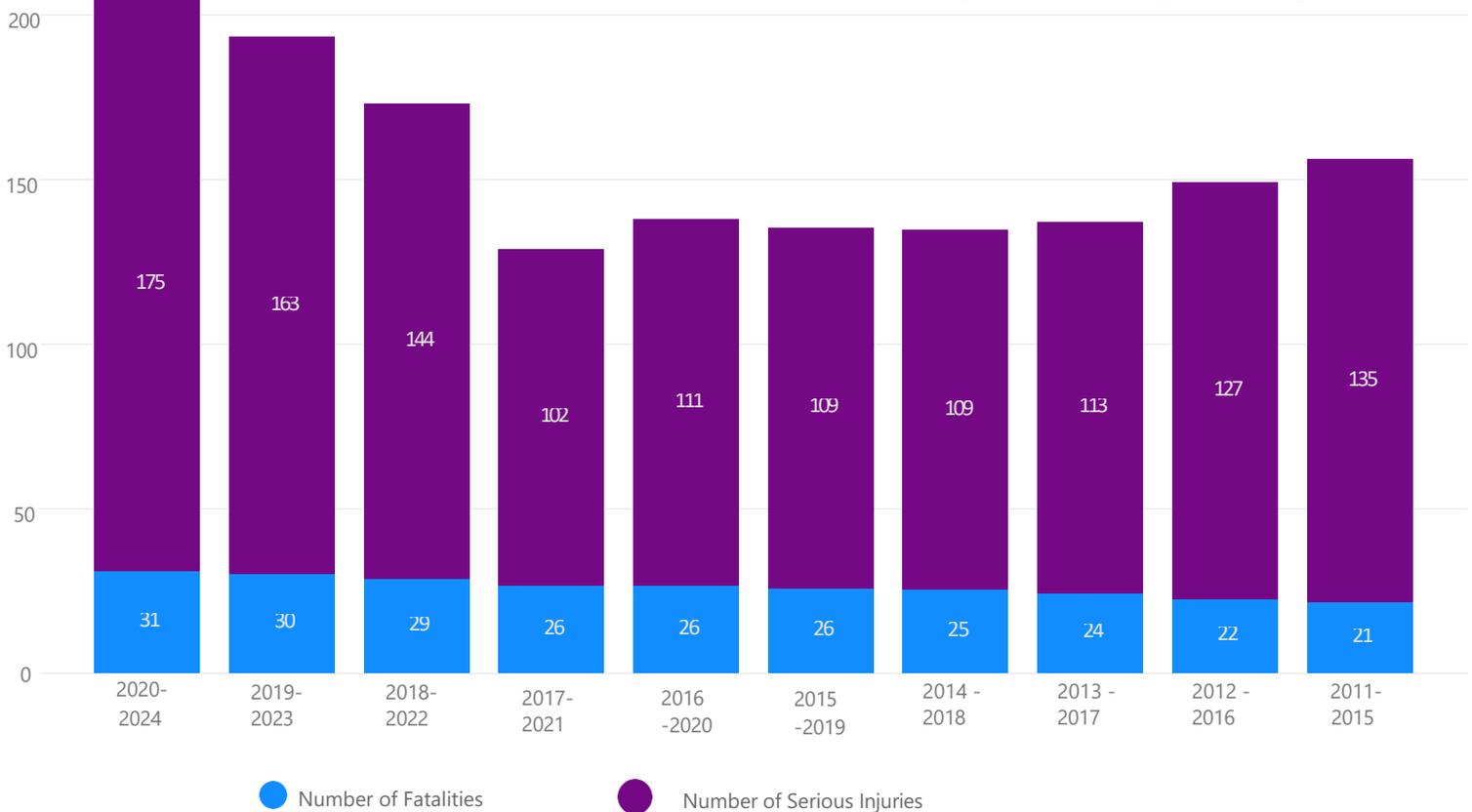


Table 3.5 below identifies five performance measures by year In Charlotte County – Punta MPO from 2017 to 2024.

Table 3.5 Charlotte County – Punta Gorda MPO Crash Data by Year								
Performance Measure	2017	2018	2019	2020	2021	2022	2023	2024
Number of Fatalities	27	27	22	26	30	38	34	27
Number of Serious Injuries	97	112	95	85	167	262	206	153
Fatality Rate per 100M VMT	1.100	1.104	0.885	1.097	1.211	1.440	1.203	0.899
Serious Injury Rate per 100M VMT	3.953	4.581	3.821	3.587	6.743	9.955	7.290	5.093
Total Non-Motorized Fatalities & Serious Injuries	17	23	13	22	21	35	34	26

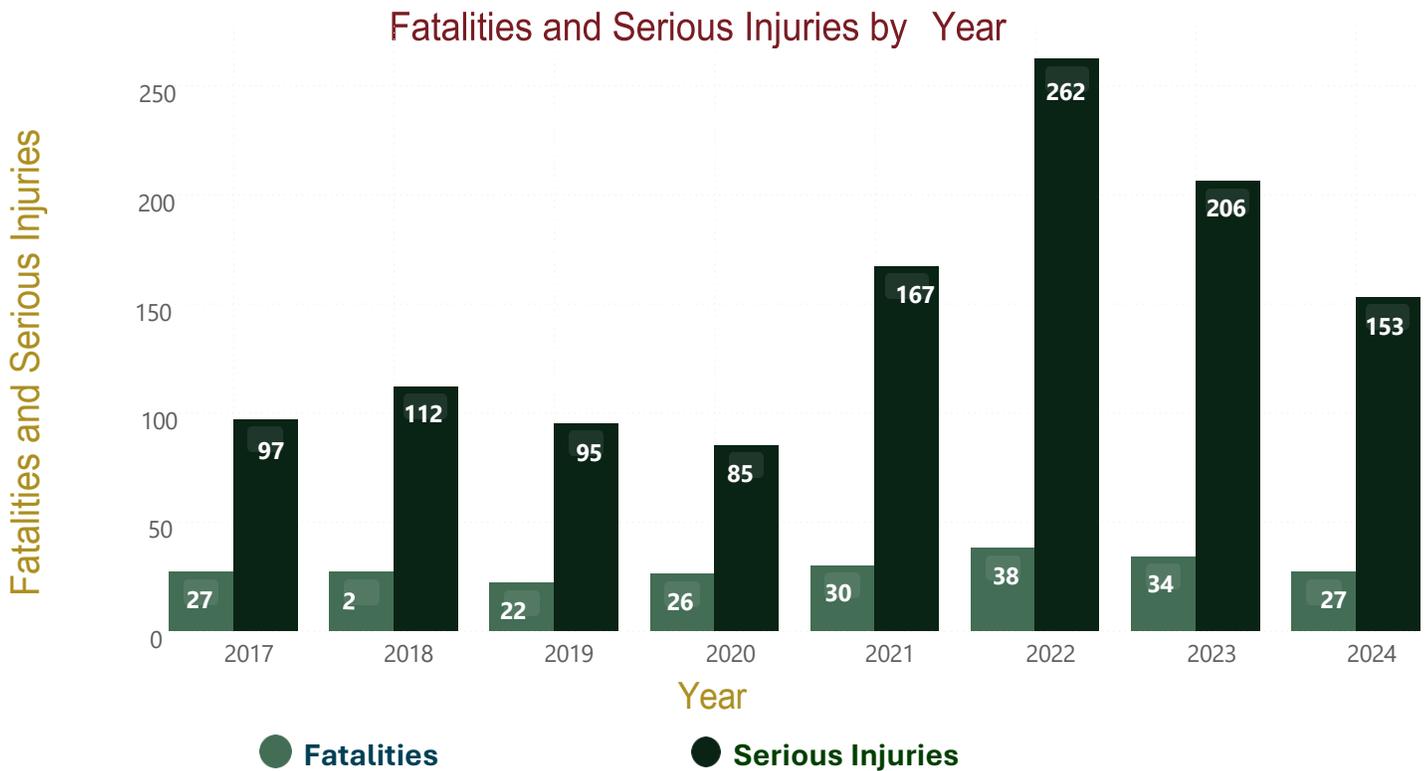


Table 3.6 below identify the Performance measures on State Highway System and comparative analysis by year from 2017 – 2024

Table 3.6 State Highway System Performance Measures by Year - Charlotte County – Punta Gorda								
Performance Measures	2017	2018	2019	2020	2021	2022	2023	2024
Number of Fatalities	10	10	14	19	18	18	15	14
Number of Serious Injuries	39	51	35	34	85	129	92	68
Fatality Rate per 100M VMT	1.016	1.018	1.384	1.94	1.1739	1.596	1.228	1.129
Serious Injury Rate per 100M VMT	3.964	5.193	3.461	3.472	8.212	11.44	7.53	5.486
Total Non-Motorized Fatalities & Serious Injuries	1	7	7	8	7	10	10	11

State Highway System Fatalities and Serious Injuries by Year

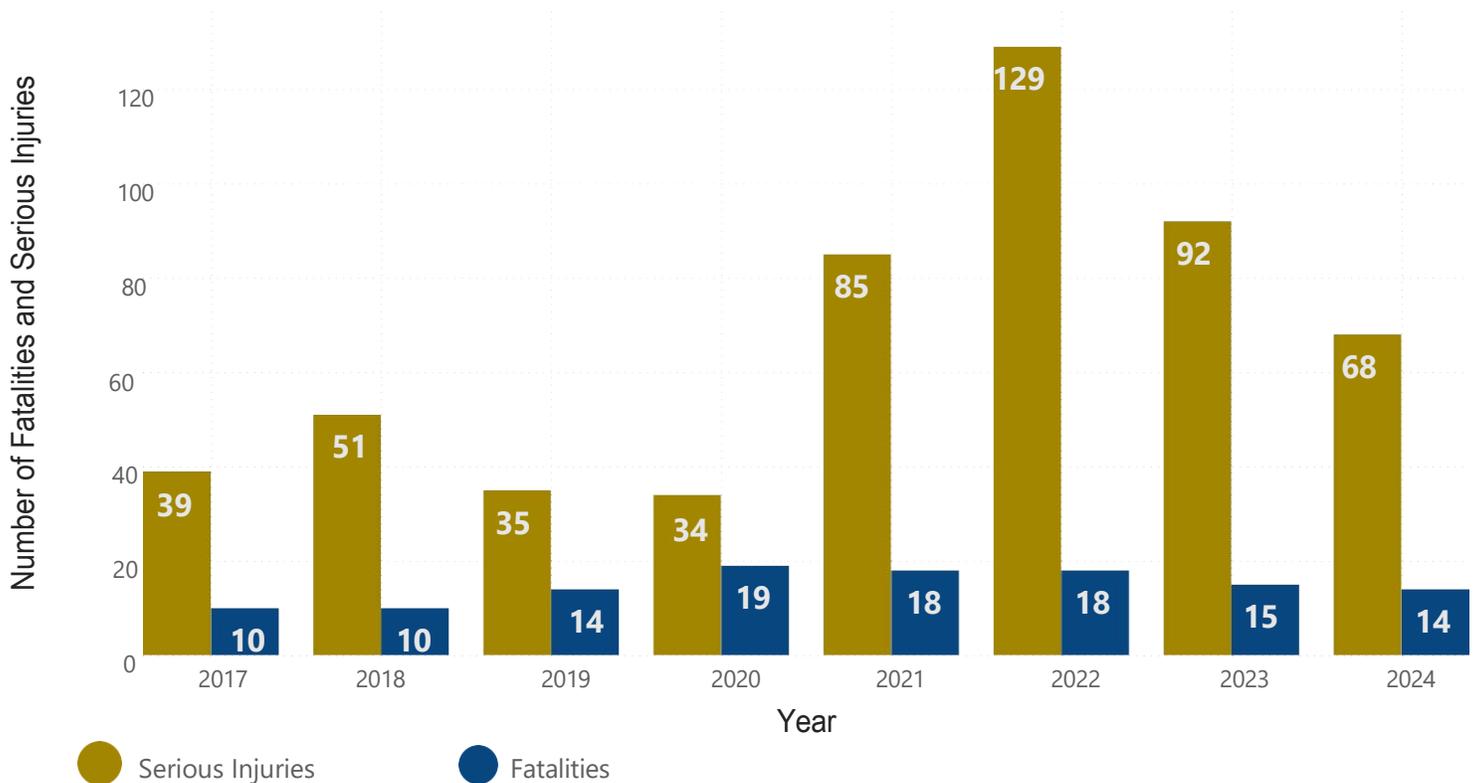
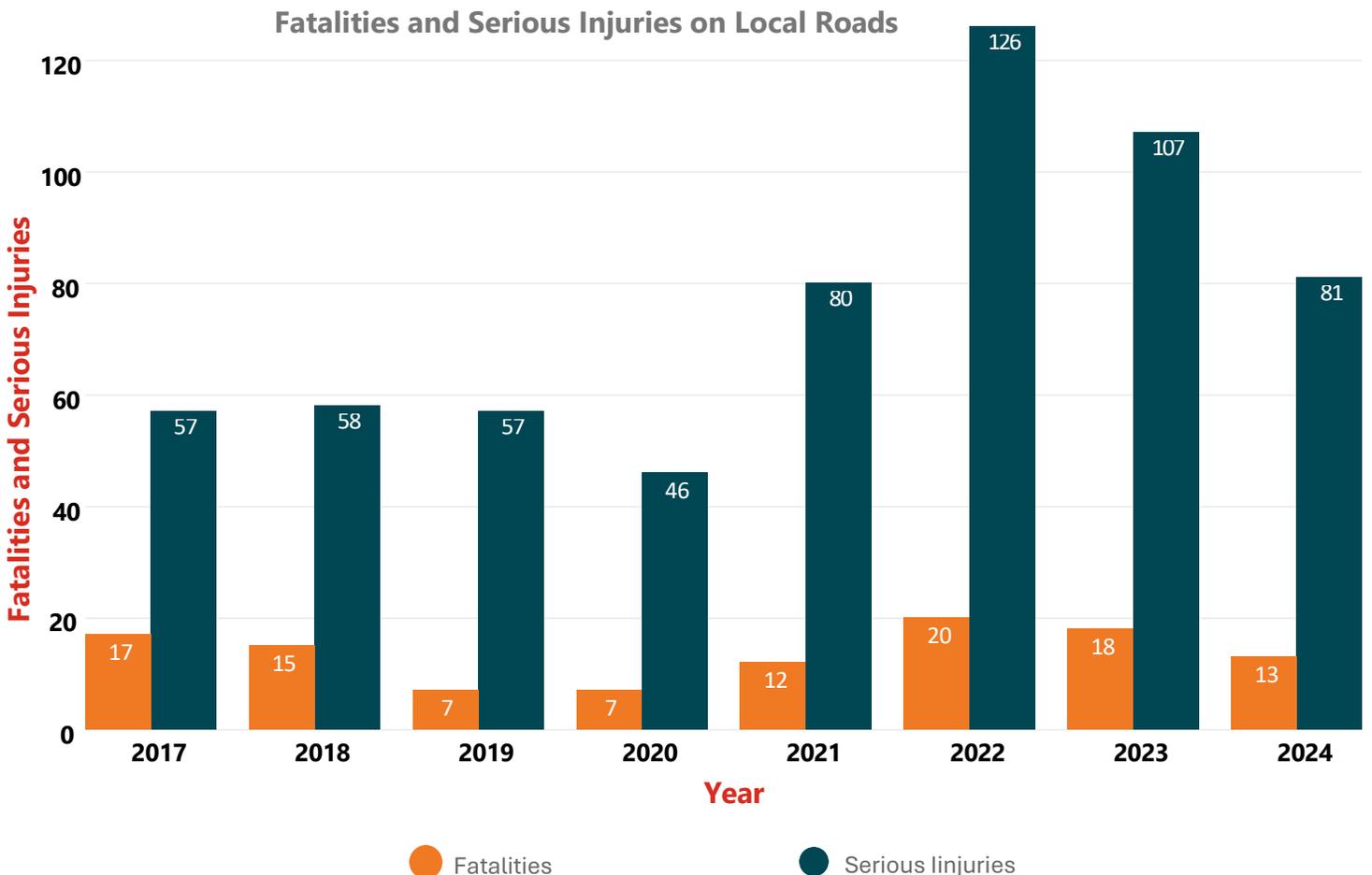


Table 3.7 Local roads Performance Measures by Year - Charlotte County – Punta Gorda MPO

Performance Measure	2017	2018	2019	2020	2021	2022	2023	2024
Number of Fatalities	17	15	7	7	12	20	18	13
Number of Serious Injuries	57	58	57	46	80	126	107	81
Fatality Rate per 100 million VMT	1.156	1.025	0.475	0.503	0.832	1.33	1.122	0.737
Serious Injury Rate per 100 million VMT	3.877	3.965	3.864	3.309	5.55	8.377	6.671	4.59
Total Number of non-motorized Fatalities and non-motorized serious injuries	15	14	4	10	13	23	21	13



FDOT Safety Planning and Programming

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.

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.

Additional FDOT Safety Planning Activities

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

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

Safety Investments in the TIP

The Charlotte County–Punta Gorda MPO incorporates safety as a core investment priority within the Transportation Improvement Program (TIP), consistent with the performance-based planning requirements established under 23 CFR 450 and the Fixing America’s Surface Transportation (FAST) Act. Safety investments programmed in the TIP directly support the vision of the 2050 Long Range Transportation Plan (LRTP), *Moving Charlotte Forward*, which emphasizes reducing fatalities and serious injuries for all roadway users.

The 2050 Long Range Transportation Plan (LRTP), *Moving Charlotte Forward*, incorporates the goals, emphasis areas, and performance objectives of the latest SHSP and the FDOT Highway Safety Improvement Program (HSIP). The LRTP increases investment in safety-focused projects and integrates performance-based planning requirements established under federal law. Safety needs within the metropolitan planning area are identified through crash analysis, systemic risk evaluation, and the Congestion Management Process (CMP). These findings directly inform the LRTP’s project prioritization and funding allocations.

The LRTP emphasizes:

- Reducing fatalities and serious injuries for motorized and non-motorized users
- Advancing Complete Streets and multimodal safety improvements
- Implementing engineering countermeasures at high-crash intersections and corridors
- Addressing systemic safety issues through lighting, access management, and operational upgrades
- Prioritizing bicycle and pedestrian safety enhancements, supported by the Countywide Bicycle and Pedestrian Master Plan
- Advancing recommendations from the US 41 Corridor Vision Plan, one of the region’s highest-crash corridors

The LRTP aligns with the Florida Strategic Highway Safety Plan (SHSP), the FDOT Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP). These statewide frameworks guide the MPO in identifying, prioritizing, and funding projects that address high-risk corridors, crash hot spots, and multimodal safety needs. The MPO's project selection process incorporates crash frequency, crash severity, and locations identified through the Congestion Management Process (CMP), ensuring that TIP investments are data-driven and targeted toward the most critical safety needs.

The MPO uses FDOT's annual HSIP reports to monitor progress toward statewide safety performance targets for fatalities, serious injuries, fatality rates, serious injury rates, and non-motorized crashes. TIP projects programmed under HSIP, Complete Streets, traffic operations, and multimodal programs are evaluated for their contribution to improving these performance measures. The MPO documents progress toward adopted safety targets and integrates this information into the TIP to demonstrate how programmed projects support statewide and regional safety outcomes. Key safety emphasis areas reflected in the TIP include:

- Engineering improvements at high-crash intersections and corridors
- Pedestrian and bicycle safety enhancements, including crosswalks, sidewalks, and shared-use paths
- Access management and traffic operations improvements to reduce conflict points
- Systemic safety countermeasures such as lighting, signage, and roadway reconfiguration
- Implementation of recommendations from the US 41 Corridor Vision Plan, which addresses one of the county's highest crash-rate corridors
- Advancing multimodal projects identified in the Countywide Bicycle and Pedestrian Master Plan, which outlines more than 165 miles of proposed facilities

Through these coordinated efforts, the TIP serves as the implementation mechanism for the LRTP's safety goals, ensuring that federal, state, and local resources are invested in projects that measurably improve safety performance across the transportation network.

Florida's most recent Strategic Highway Safety Plan (SHSP) establishes the statewide framework for reducing fatalities and serious injuries on all public roads. The SHSP is updated on a regular cycle by the Florida Department of Transportation (FDOT) in coordination with Florida's 27 Metropolitan Planning Organizations (MPOs) through the MPO Advisory Council (MPOAC). The latest SHSP continues to advance Florida's vision of a transportation system with zero fatalities, emphasizing data-driven strategies, emphasis areas, and coordinated implementation actions across engineering, enforcement, education, and emergency response. The SHSP guides FDOT, MPOs, and local partners in aligning safety investments with statewide priorities and proven countermeasures.

The TIP serves as the implementation mechanism for the LRTP's safety strategies. Projects programmed in the TIP-including HSIP-funded improvements, traffic operations, upgrades

and multimodal safety facilities—are evaluated for their contribution to statewide and regional safety performance targets. The MPO uses FDOT’s annual HSIP reports and the SHSP emphasis areas to monitor progress toward performance measures for fatalities, serious injuries, fatality rates, serious injury rates, and non-motorized crashes.

By aligning the TIP with the latest SHSP and the 2050 LRTP, the MPO ensures that transportation investments support a coordinated, data-driven approach to improving safety outcomes across Charlotte County’s transportation network.

2.4.2 Safety Investments

In December 2024, the MPO Board adopted the Comprehensive Safety Action Plan (CSAP), which provides a data-informed, community-driven framework for addressing traffic-related fatalities and serious injuries. The CSAP identified 14 high-injury corridors, several of which are already programmed in the 2026 Draft Tentative Work Program (DTWP) for near-term safety improvements. Key safety projects currently advancing include:

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	Safety enhancements for motorists, pedestrians, and bicyclists
444485-1	US 41 @ Rio Villa Dr	Restricted Crossing U-Turn (RCUT) – Design and implementation
438262-1	US 41 from Conway Blvd to Midway Blvd	Sidewalk project
446393-1	SR 776 at Charlotte Sports Park	Intersection improvements
446830-1	US 41 from Kings Hwy to Conway Blvd	Sidewalk project
449652-1	SR 776 from Merchants crossing to Sarasota County Line	Safety Project
451360-1	SR 776 at Oceanspray Blvd	Intersection Improvement
452221-1	Cooper St from Airport Rd to E Marion Ave	Bike Path Trail
453416-1	Jones Loop Road and Piper Rd	Intersection Improvement

The MPO also partners with local agencies through the Community Traffic Safety Team (CTST) to identify emerging safety needs and support low-cost, high-impact improvements

such as bicycle lane lighting, upgraded traffic control devices, and turn-lane additions. These efforts complement larger capital projects and help address systemic safety issues throughout the region.

The TIP documents the MPO's progress toward statewide safety performance targets for fatalities, serious injuries, fatality rates, serious injury rates, and non-motorized crashes. Because safety is embedded across FDOT and MPO programs—and because FDOT has adopted a statewide Vision Zero commitment—the projects programmed in this TIP are expected to contribute meaningfully to progress toward achieving these targets.

Through alignment with the SHSP, HSIP, LRTP, CSAP, and local safety initiatives, the TIP provides a coordinated, data-driven, and performance-based investment strategy that advances the MPO's commitment to improving safety for all users of the transportation system.

Pavement & Bridge Condition Measures (PM2)

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.

Bridge & Pavement Condition Targets

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 0.1 presents 2023 actual performance and the statewide 2023 and 2025 targets.

Table 3.8 Statewide Bridge and Pavement Condition Performance Targets			
Performance Measure	2023 Statewide Conditions	2023 Statewide Target	2026 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.

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.

MPO Targets

MPOs are required to set four-year targets for the six bridge and pavement condition performance measures within 180 days of FDOT establishing statewide targets. MPOs may either agree to support and program projects toward achieving the statewide targets or establish their own quantifiable targets for one or more measures within their planning area.

On December 18, 2023, the Charlotte County–Punta Gorda MPO Board voted to support FDOT’s statewide bridge and pavement condition targets for the 2023 and 2025 performance periods. Subsequently, on March 31, 2025, the MPO Board also supported FDOT’s adjusted 2025 pavement target. By taking this action, the Charlotte County–Punta Gorda MPO formally agreed to adopt FDOT’s statewide bridge and pavement performance targets as its own and to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving those statewide 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.

Performance Measure	2026 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%

The Charlotte County–Punta Gorda MPO implements a performance-based planning and programming process consistent with federal requirements under 23 CFR 490 and 23 CFR 450. This process ensures that investments programmed in the Transportation Improvement Program (TIP) support progress toward statewide and regional performance targets for pavement and bridge condition (PM2) and system performance, freight, and CMAQ measures (PM3).

PM2: Pavement and Bridge Condition Performance Measures

Under PM2, MPOs must establish four-year targets for the six federally required pavement and bridge condition measures within 180 days of FDOT adopting statewide targets. MPOs may either support the statewide targets or establish their own quantifiable targets for their planning area.

On December 18, 2023, the Charlotte County–Punta Gorda MPO Board voted to support FDOT’s statewide pavement and bridge condition performance targets for the 2023 and 2025 performance periods. On March 31, 2025, the MPO also supported FDOT’s adjusted 2025 pavement target. By adopting FDOT’s targets, the MPO agrees to plan and program projects in the TIP that are anticipated to contribute toward achieving statewide performance outcomes.

To support these targets, the MPO has programmed multiple resurfacing and pavement preservation projects throughout Charlotte County. The MPO continues to coordinate closely with FDOT on key bridge assets, including the SR 776 eastbound Myakka River Bridge, constructed in 1959. FDOT’s review determined that replacement is not imminent; however, due to its role as the only roadway connection across the Myakka River within the county, the MPO will continue to monitor its condition and coordinate with FDOT on the appropriate timing for future repairs or replacement. The MPO is also coordinating with FDOT on the US 41 southbound bridge and the long-term concept of an additional crossing between I-75 and US 41 to improve regional connectivity and provide a potential bypass for downtown Punta Gorda.

These coordinated efforts ensure that TIP investments support the statewide PM2 targets and maintain the long-term reliability of the region’s critical transportation infrastructure.

TIP investments that support PM3 targets include:

- Intersection and corridor operational improvements
- Access management strategies
- Signal timing and ITS enhancements
- Safety and congestion mitigation projects identified through the Congestion Management Process (CMP)
- Multimodal improvements that reduce bottlenecks and improve network reliability

These projects collectively support improved travel time reliability for both general traffic and freight movement along key regional corridors.

Integration of PM2 Into the TIP

By supporting FDOT’s statewide PM2 and PM3 targets, the MPO ensures that the TIP reflects a coordinated, data-driven investment strategy. Projects programmed in the TIP—including resurfacing, bridge maintenance, operational improvements, and multimodal enhancements—are selected based on their ability to improve pavement and bridge conditions, enhance system performance, and support statewide and regional performance objectives.

The MPO will continue to monitor progress toward PM2 and PM3 targets using FDOT’s annual performance reports and will document performance outcomes in future TIP updates. This approach ensures that transportation investments remain aligned with federal performance-based planning requirements and contribute to a safe, reliable, and well-maintained transportation system for Charlotte County.

Bridge & Pavement Investments in the TIP

The TIP reflects the investment priorities established in the 2050 LRTP and dedicates substantial resources to system preservation, pavement rehabilitation, bridge maintenance, and operational improvements. These investments directly support PM2 performance measures.

- Key TIP Projects Supporting Pavement and Bridge Condition (PM2)
- I-75 Punta Gorda Weigh Station – Resurfacing
- SR 35 (US 17) from US 41 to Bermont Road (CR 74)
- SR 45 (US 41) from south of Morningside Drive to north of St. Pierre Road
- Tamiami Trail (US 41/SR 45) from Williams Street to North Peace River Bridge

The MPO also continues to coordinate with FDOT on major bridge assets, including:

- SR 776 Eastbound Myakka River Bridge (1959) – A critical regional connection and the only crossing of the Myakka River in Charlotte County. FDOT’s review indicates replacement is not imminent, but the MPO will continue to monitor its condition and coordinate on future needs.
- US 41 Southbound Bridge – The MPO is evaluating long-term concepts for an additional crossing between I-75 and US 41 to improve regional mobility and provide a potential bypass for downtown Punta Gorda.

TIP Investment Levels Supporting PM2

- \$10 million – Bridge improvements
- \$28 million – Resurfacing and pavement rehabilitation
- \$44 million – New pavement and bridge capacity

These investments demonstrate the MPO's commitment to maintaining a state of good repair and supporting statewide PM2 targets.

TIP Investments Supporting System Performance (PM3)

The MPO supports FDOT's statewide PM3 targets for:

- Interstate Travel Time Reliability
- Non-Interstate NHS Travel Time Reliability
- Truck Travel Time Reliability Index (TTTRI)
- Congestion and emissions measures (as applicable)

TIP projects supporting PM3 include:

- Intersection and corridor operational improvements
- Access management strategies
- Signal timing and ITS enhancements
- Multimodal improvements that reduce bottlenecks and improve network reliability
- Safety and congestion mitigation projects identified through the Congestion Management Process (CMP)

These investments enhance travel time reliability for both general traffic and freight movement along key regional corridors.

Because the TIP is developed in cooperation with FDOT and is consistent with the FDOT Five-Year Work Program, the programmed projects reflect the state's emphasis on preserving and maintaining the transportation system. Given the significant level of investment in pavement, bridge, and system performance projects, the MPO anticipates that implementation of the TIP will contribute to progress toward achieving statewide PM2 and PM3 performance targets.

**System Performance, Freight and Congestion Mitigation & Air Quality
Improvement Program Measures (PM3)**

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.

System Performance and Freight Targets

Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On December 16, 2022, FDOT established 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 0.1 presents 2023 actual performance and the 2023 and 2025 statewide targets.

Table 3.10 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.

MPO Targets

The Charlotte County–Punta Gorda MPO agreed to support FDOT’s statewide system performance and freight (PM3) targets on December 18, 2023. By adopting these statewide targets, the MPO commits to planning and programming projects in the TIP that, once implemented, are anticipated to make progress toward achieving the statewide system performance goals. These targets are listed in Table 3.11 below.

The MPO’s System Performance Report evaluates the condition and performance of the transportation system for each applicable PM3 measure and documents the MPO’s progress toward meeting the adopted targets. Because the federal performance measures are relatively new, system performance data has only recently begun to be collected, and statewide and MPO targets have only recently been established. As a result, the first Charlotte County–Punta Gorda MPO LRTP System Performance Report focuses on the baseline performance year of 2017.

FDOT will continue to monitor and report statewide performance on a biennial basis. Future System Performance Reports prepared by the MPO will document progress toward meeting the PM3 targets and will compare updated performance data to the initial 2017 baseline to assess trends and identify areas where additional investment or operational strategies may be needed.

Table 3.11 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

System Performance and Freight Investments in the TIP

The Charlotte County–Punta Gorda MPO’s Transportation Improvement Program (TIP) reflects the investment priorities established in the 2050 Long Range Transportation Plan (LRTP). System performance and freight mobility are key components of the LRTP, and the TIP programs projects that directly support statewide PM3 system performance and freight reliability targets.

On December 18, 2023, the MPO Board agreed to support FDOT's statewide system performance and freight targets. By adopting these targets, the MPO commits to planning and programming projects in the TIP that, once implemented, are anticipated to make progress toward achieving statewide reliability goals.

A major investment supporting both system performance and freight movement is the roundabout at SR 31 and CR 74, a location with a history of severe crashes involving freight and general-purpose vehicles. This improvement enhances safety, reduces delay, and improves freight mobility along a key regional corridor.

The MPO continually evaluates freight system needs through its project prioritization process. TIP projects are selected to improve travel time reliability, reduce bottlenecks, and enhance the efficiency of goods movement throughout the region.

The TIP is developed in cooperation with FDOT and is fully consistent with FDOT's Five-Year Work Program. As required by federal planning regulations, FDOT selects National Highway System (NHS) projects in coordination with the MPO from the approved TIP. This ensures that regional investments support statewide performance goals and targets.

Given the significant resources devoted in the TIP to programs that address system performance and freight mobility, the MPO anticipates that implementation of the TIP will contribute to progress toward achieving statewide PM3 reliability targets.

The TIP includes substantial investments that improve system performance and freight reliability on both Interstate and non-Interstate NHS facilities. These investments include Advanced Traffic Management System (ATMS) enhancements, operational improvements, and targeted freight-supportive projects. FDOT is currently funding a \$0.5 million ATMS Study, scheduled for completion in Spring 2025, which identifies improvements to enhance system reliability, safety, and network efficiency. Key TIP Projects Supporting System Performance and Freight (PM3)

- US 17 (SIS) Resurfacing from US 41 to Bermont Road (CR 74) Supports freight movement on a Strategic Intermodal System (SIS) corridor and improves pavement condition and reliability.
- I-75 at Jones Loop Road – Truck Parking Facility Enhances freight reliability, reduces illegal truck parking, and improves safety and operations along the Interstate corridor.

These projects, along with other operational and ITS improvements, demonstrate the MPO's commitment to supporting statewide system performance and freight mobility goals.

Because the TIP dedicates significant resources to system performance and freight-related improvements, the MPO expects that the implementation of these projects will contribute meaningfully to progress toward achieving FDOT's statewide PM3 reliability performance targets.

Transit Asset Management Measures

Transit Asset Management Measures

Transit Asset Performance Measures

FTA’s Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term “state of good repair” requires that public transportation providers develop and implement TAM plans and establish state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. Table 3.12 identifies the TAM performance measures.

Table 3.12 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, the 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 must 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 to support the transit provider targets or establish its own regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if multiple transit agencies are in the MPO planning area. To the maximum extent practicable, public transit providers, states, and MPOs must coordinate to select 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 can establish its own targets or 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 3.13). 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 3.13 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>

This document below from Page 61- 87 provided by Charlotte County Staff serves as the Charlotte County Transit Asset Management (TAM) Plan for the FY 2026–2030 timeframe

Section 1. Introduction

This document serves as the Charlotte County Transit Asset Management (TAM) Plan for the FY 2026–2030 timeframe.

Transit Asset Management Rule

On July 26, 2016, the Federal Transit Administration (FTA) published the Transit Asset Management Final Rule to help achieve and maintain a state of good repair (SGR) for the nation's public transportation assets. The TAM Final Rule establishes minimum federal requirements for transit asset management applicable to all recipients of Chapter 53 funds that own, operate, or manage public transportation capital assets. Charlotte County Transit, the public transit agency in Charlotte County, is a recipient of Chapter 53 funds and owns, operates, and manages capital assets; therefore, Charlotte County Transit must prepare a TAM Plan to be in compliance with FTA's TAM Final Rule. The FTA requires that transit agencies complete an update of the TAM Plan every four years as a means to review the previous process and apply lessons learned. Additionally, it is an opportunity for agencies to incorporate any changes or updates that have occurred in the past four years.

Charlotte County Transit is committed to operating a public transportation system that offers safe, reliable, accessible, and professional service and facilities. Transit asset management is an administrative process that combines the components of investment (available funding), rehabilitation, and replacement

actions and performance measures with the outcome of operating assets within the defined SGR parameters.

This TAM Plan provides details on how Charlotte County Transit will assess, monitor, and report the physical condition of assets used in the operation of the public transportation system and will formalize Charlotte County Transit's approach to maintain its assets in an SGR.

Agency Overview

The Charlotte County Board of County Commissioners (BCC) via Charlotte County Transit, provides curb-to-curb public transportation service in Charlotte County, Florida. The Transit Division is within the Charlotte County Budget & Administrative Services.

TAM Plan Requirements

Charlotte County Transit meets the requirements for an FTA-defined Tier II agency. This TAM Plan addresses each of the four required elements laid out in the TAM Final Rule for a Tier II transit provider. As a Tier II provider this TAM Plan must, at a minimum, include:

- An **asset inventory** of the number and type of capital assets that Charlotte County Transit owns.
- A **condition assessment** of the inventoried assets for which Charlotte County Transit has direct ownership or capital responsibility.
- A description of the **analytical processes and decision-support tools** that Charlotte County Transit uses to estimate capital investment needs over time and develop its investment prioritization.
- Charlotte County Transit's **prioritized list of investments**.

Table 1-1 provides a checklist that shows how Charlotte County Transit complies with the required TAM Plan elements and where in the document each is found.

TAM Plan Horizon

Charlotte County Transit will complete its TAM Plan update by November 1, 2025, which includes a review of the previous TAM Plan adopted in 2024. This update will outline Charlotte County Transit's TAM Plan for a planning period of four years; this TAM Plan covers the four-year planning period from FY2026 - 2030.

Accountable Executive

Per FTA TAM requirements, each transit operator receiving FTA funding must designate an "Accountable Executive" to implement the TAM Plan. Charlotte County Transit's Accountable Executive is Heidi Maddox, Transit Operations Manager.

The Accountable Executive is responsible for ensuring the development and implementation of the TAM Plan in accordance with 49 CFR §625.25 (Transit Asset Management Plan Requirements). Additionally, the Accountable Executive is responsible for ensuring that the reporting requirements, in accordance with both 49 CFR §625.53 (Recordkeeping for Transit Asset Management) and §625.55 (Annual Reporting for Transit Asset Management) are completed. Furthermore, the Accountable Executive will approve the annual asset performance targets and TAM Plan document. These required approvals will be self-certified by the Accountable Executive via the annual FTA Certifications and Assurances forms in FTA's Transit Award Management System (TrAMS).

Table 1-1: FTA TAM Compliance Checklist

Required Elements	Status/ TAM Section
1. Do I have a TAM Plan that covers a four-year period?	✓ This TAM Plan includes FY 2026–FY 2030 horizon
2. Was the TAM plan updated within the last four years?	✓ Previous TAM Plan completed in 2024
3. Do I have a TAM Plan that includes all required elements:	
a. An asset inventory for all assets used in the provision of public transportation, including those owned by third parties?	✓ Section 2
b. A condition assessment of all assets in my asset inventory for which I have direct capital responsibility?	✓ Section 3
c. An investment prioritization that:	
• Ranks projects to improve or manage the state of good repair over the horizon period	
• Includes all capital assets for which I have direct capital responsibility,	
• Is at the asset class level?	✓ Section 5
d. Did I document the analytical processes and decision-support tools used in developing my TAM Plan?	
4. Do I have documentation that I calculated performance for:	
<i>Equipment</i> (non-revenue service vehicles, support-service and maintenance vehicles equipment) – the percentage of those vehicles that have either met or exceeded their ULB for all assets for which I have direct capital responsibility.	
<i>Rolling Stock</i> – the percentage of revenue vehicles by vehicle type that have either met or exceeded their ULB for all assets for which I have direct capital responsibility.	✓ Section 4 (Infrastructure asset category not applicable for Charlotte County Transit)
<i>Infrastructure</i> (rail fixed-guideway, track, signals, and systems) – the percentage of track segments with performance restrictions for all assets for which I have direct capital responsibility.	
<i>Facilities</i> – the percentage of facilities within an asset group rated below condition 3 on the TERM scale for all assets for which I have direct capital responsibility. Condition assessments have been conducted within the last four years.	
5. Do I have documentation that I set performance targets annually to project the following fiscal year for:	
• Equipment	✓ Section 4
• Rolling Stock	
• Facilities	
6. Did my Accountable Executive approve the performance targets?	✓ Performance targets reviewed and approved by the Accountable Executive
7. Did I make my TAM plan, any supporting records or documents, performance targets, investment strategies, and the annual condition assessment report available to the State and/or MPO that provides my funding?	✓ TAM Plan delivered to FDOT and MPO upon completion

Source: Federal Transit Administration, <https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-11/Compliance-Checklist-2021.pdf>

Section 2. Asset Inventory

This section presents Charlotte County Transit's existing asset inventory used to provide public transportation services within its service area.

Service Area

Charlotte County is located on the west coast of Florida and is bordered on the north by Sarasota County and DeSoto County; on the west by the Gulf of America; on the east by Glades County; and to the south by Lee County. The total land area of the county is 681.1 square miles, with approximately 266 square miles dedicated to conservation. Charlotte County's only incorporated area and county seat is the City of Punta Gorda. Four major roadways intersect Charlotte County: I-75, US-41, US-17, and SR-776.

Since 2001, Charlotte County Transit has provided demand-response service in Charlotte County. Charlotte County Transit's mission is to provide safe, high quality, convenient, efficient, and affordable transportation to the public in Charlotte County. The curb-to-curb service picks up passengers at an origin point and connects them to their destination in a shared vehicle.

Service Hours

Currently, passengers can use the service Monday through Saturday to reach destinations in most of Charlotte County, including Englewood, Port Charlotte, and Punta Gorda. Monday through Friday, Charlotte County Transit operates from 6:30 AM to 6:00 PM. Saturday service is limited to a specified zone and

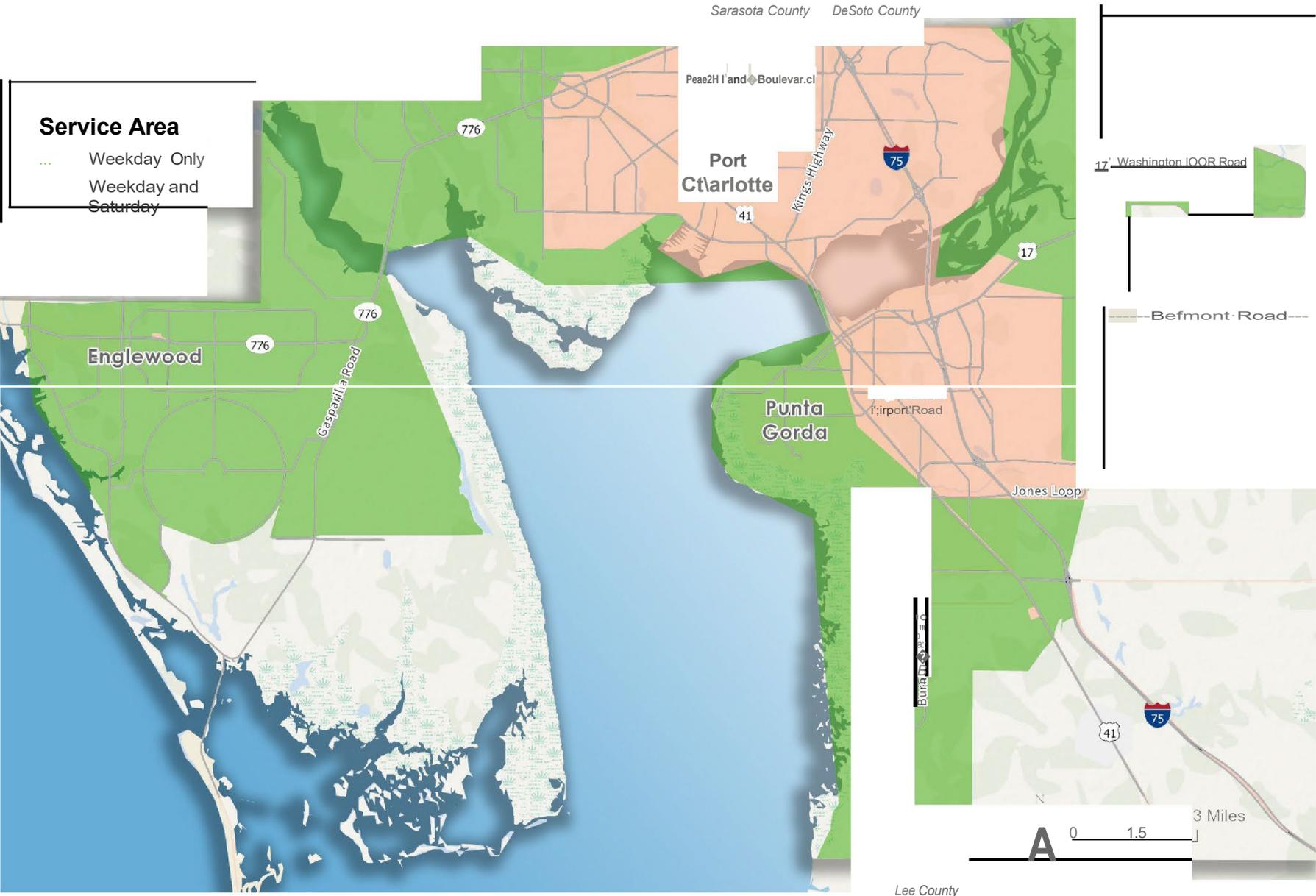
operates from 9:00 AM to 6:00 PM. Currently, no service is provided on Sundays or County and nationally recognized holidays.

Charlotte County Transit Asset Categories

49 CFR Parts 625, §625.25 defines four asset categories to be considered in the TAM Plan:

- (a) Equipment: (non-revenue) service vehicles. The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their ULB.
- (b) Rolling stock: The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.
- (c) Infrastructure: rail fixed-guideway, track, signals, and systems. The performance measure for rail fixed-guideway, track, signals, and systems is the percentage of track segments with performance restrictions.
- (d) Facilities: The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.

Map 2-1: Charlotte County Transit | Service Area



Service Area

- ... Weekday Only
- ... Weekday and Saturday

17' Washington LOR Road

--- Belmont Road ---

Lee County

Capital assets that Charlotte County Transit owns, operates, and has a direct capital responsibility for and included in the TAM Plan inventory comprise the following asset categories:

- Rolling Stock
- Equipment
- Facilities

Charlotte County Transit does not own any rail-exclusive infrastructure assets; therefore, this category is not included in the TAM Plan. Data on Charlotte County Transit's rolling stock and equipment assets are itemized in Charlotte County Transit's vehicle inventory.

Asset Base

To further define Charlotte County Transit's inventory and calculate the current value of its asset base, the assets included in the rolling stock, equipment, and facilities asset categories are further broken down by asset class. Table 2-1 shows the asset classes used throughout the TAM Plan for all three asset categories, the number of assets under each asset class, and the associated 2025 value and distribution. Facilities make up 60% of Charlotte County Transit's existing inventory value, and Charlotte County Transit's rolling stock makes up approximately 40%, a large portion of which are cutaway and minibus vehicles. Equipment makes up less than one percent of the entire inventory value.

Table 2-1: 2025 Asset Base

Asset Category	Asset Class	Number of Assets	Total Value 2025	Distribution of Value
Rolling Stock	Minibus	20	\$1,490,206.22	20.9%
	Cutaway	13	\$1,270,979.00	17.9%
	Van	1	\$53,293.00	0.7%
Equipment	Non-Revenue Vehicles	1	\$25,980.51	0.4%
Facilities	Administrative Building	1	\$3,500,000.00	49.2%
	Bus Wash Facility	1	\$756,822.00	10.6%
	Parking Lot	1	\$18,878.00	0.3%
TOTAL		38	\$7,116,158.73	

Existing Asset Inventory

This section discusses the rolling stock, equipment, and facility capital assets that Charlotte County Transit owns and operates for which it has direct capital responsibility and that are included in the TAM Plan asset inventory.

Rolling Stock

The rolling stock asset category includes revenue service vehicles operated and owned by Charlotte County Transit with the primary purpose of transporting passengers. Charlotte County Transit does not use or operate any third-party rolling stock assets. In addition to the TAM Plan, data for rolling stock assets is maintained in an Excel-based inventory and updated on an as-needed basis. A review of Charlotte County Transit's rolling stock asset inventory was completed and determined to be complete. The following required data fields are maintained for each rolling stock asset:

- Make
- Model
- Class
- Length
- Charlotte County Transit ID #
- Acquisition Date
- Mileage
- Acquisition Cost

Charlotte County Transit's rolling stock inventory consists of 20 minibuses, 13 cutaway, and 1 van vehicles. Charlotte County Transit's rolling stock asset inventory is summarized in Tables 2-2 through 2-4 for on-demand service.



Source: Benesch

Table 2-2: On-Demand Rolling Stock Assets | Minibus

Make	Model	Class	Length (in feet)	ID #	Acquisition Date	Mileage	Acquisition Cost
Ford	Minibus	Minibus	20	36242	4/9/2018	143,358	\$65,225.00
Ford	Minibus	Minibus	20	36243	4/9/2018	152,947	\$65,225.00
Ford	Minibus	Minibus	20	36249	4/30/2018	143,707	\$65,289.57
Ford	Minibus	Minibus	20	36250	4/20/2018	158,215	\$65,288.96
Ford	Minibus	Minibus	20	36328	4/30/2018	157,376	\$62,255.00
Ford	Minibus	Minibus	20	36332	5/22/2018	138,037	\$65,229.21
Ford	Minibus	Minibus	20	36347	6/29/2018	137,408	\$65,807.59
Ford	Minibus	Minibus	20	36348	6/29/2018	136,092	\$65,825.89
Ford	Minibus	Minibus	22	36506	11/15/2018	159,872	\$75,045.00
Ford	Minibus	Minibus	22	36806	3/7/2019	147,937	\$75,045.00
Ford	Minibus	Minibus	22	37342	12/4/2019	138,920	\$79,651.00
Ford	Minibus	Minibus	22	37343	12/4/2019	150,648	\$79,651.00
Ford	Minibus	Minibus	22	37345	12/4/2019	145,903	\$79,651.00
Ford	Minibus	Minibus	22	37437	12/20/2019	129,405	\$79,651.00
Ford	Minibus	Minibus	22	37440	12/11/2019	149,097	\$79,651.00
Ford	Minibus	Minibus	22	37442	12/11/2019	145,473	\$79,651.00
Ford	Minibus	Minibus	22	37443	2/10/2020	Unknown*	\$79,651.00
Ford	Minibus	Minibus	22	37447	12/20/2019	130,846	\$79,651.00
Ford	Minibus	Minibus	22	37450	12/11/2019	128,043	\$79,651.00
Ford	Odyssey	Minibus	23	37985	11/13/2020	116,612	\$103,111.00

*This vehicle was totaled.

Table 2-3: On-Demand Rolling Stock Assets | Cutaway

Make	Model	Class	Length (in feet)	ID #	Acquisition Date	Mileage	Acquisition Cost
Turtle Top	Odyssey	Cutaway	23	37438	11/18/2019	103,967	\$100,259.00
Turtle Top	Odyssey	Cutaway	23	37475	11/13/2020	92,116	\$100,259.00
Turtle Top	Odyssey	Cutaway	23	37481	12/11/2019	147,360	\$100,259.00
Ford	Minibus	Cutaway	18	38002	10/28/2020	10,118	\$53,293.00
Ford	Minibus	Cutaway	18	38003	10/28/2020	5,223	\$53,293.00
Ford	Minibus	Cutaway	18	38004	10/28/2020	16,326	\$53,293.00
Ford	Minibus	Cutaway	18	38005	10/28/2020	15,675	\$122,274.00
Turtle Top	Odyssey	Cutaway	23	37986	11/13/2020	102,468	\$103,111.00
Ford	Odyssey	Cutaway	23	37998	11/13/2020	82,350	\$103,111.00
Turtle Top	Odyssey	Cutaway	23	37999	11/13/2020	93,296	\$103,111.00
Turtle Top	Terra Transit	Cutaway	28	38023	3/3/2021	62,031	\$122,274.00
Ford	Cutaway	Cutaway	23	38741	7/9/2025	N/A	\$128,221.00
Ford	Cutaway	Cutaway	23	38742	7/9/2025	N/A	\$128,221.00

Table 2-4: On-Demand Rolling Stock Assets | Van

Make	Model	Class	Length (in feet)	ID #	Acquisition Date	Mileage	Acquisition Cost
Ford	Minibus	Van	18	37987	10/28/2020	14,556	\$53,293.00

Equipment

Equipment evaluated per FTA requirements in this TAM Plan includes all non-revenue service vehicles regardless of value and any relevant vehicle or other equipment with an acquisition cost of \$50,000 or more. This includes equipment that supports providing public transportation services or that is used primarily to support maintenance and repair work for a public transportation system, supervisory work, or for the delivery of materials, equipment, or tools. Charlotte County Transit does not use or operate any third-party equipment assets, as it owns and operates all non-revenue service vehicles.

Non-Revenue Vehicles

Charlotte County Transit owns and operates one non-revenue service vehicle for use in its daily operations. The make and model of each vehicle are summarized in Table 2-5.

Table 2-5: Non-Revenue Vehicle Equipment Assets

Make	Model	Length (in feet)	ID #	Acquisition Date	Mileage	Acquisition Cost
Ford	Taurus	17'	35652	09/20/2016	25,853	\$25,980.51

Facilities

Facilities are any structure used in providing public transportation that Charlotte County Transit owns and for which it has a direct capital responsibility. Charlotte County Transit's inventory for the facilities asset category includes one administrative facility.

Administrative Facility

Charlotte County Transit owns and operates one administrative facility, the Charlotte County Transit Admin Building. Construction was complete in 2022 and is three years old (Table 2-6).

Other Facilities

Charlotte County Transit owns and operates two other facilities (Table 2-7):

- Punta Gorda Parking Lot – acquired in 2011
- Bus Wash Facility – acquired in 2018

Table 2-6: Facility Assets | Administrative Facility

Facility Name	Replacement Value	Acquisition Year	Age (Years)
Charlotte County Transit Admin Building	\$3,500,000	2022	3

Table 2-7: Facility Assets | Other Facilities

Facility Name	Replacement Value	Acquisition Year	Age (Years)
Punta Gorda Parking Lot	\$18,878	2011	14
Bus Wash Facility	\$756,822	2018	7

Section 3. Asset Condition Assessment

Charlotte County Transit has established a procedure for measuring and evaluating the SGR of its asset base. FTA defines SGR as "... the condition in which a capital asset is able to operate at a full level of performance." This section describes the methodology used for measuring asset SGR and reports the current condition of Charlotte County Transit's rolling stock and equipment assets.

Assessment Methodologies

The most common approaches to asset condition assessments are:

1. *Age-based* – Assets older than their Useful Life Benchmark (ULB) are considered to be not in SGR and in poor condition.
2. *Usage-based* – Analogous to age-based condition measurements, the condition determining factor is asset usage (e.g., measured in miles run)
3. *Condition-based* – Asset condition ratings are developed by assessing the condition of the assets, usually through physical assessments during routine inspection or maintenance work or a separate condition assessment effort.

For the purposes of the TAM Plan, Charlotte County Transit assets were assessed using the age-based approach. The condition assessment results are further discussed later in this section.

Useful Life Benchmarks

FTA defines ULBs as "... the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by the FTA." When developing ULBs, Charlotte County Transit Division considers the local operating environment of its assets within the service area, historical maintenance records, manufacturer guidelines for preventative maintenance (PM), and the default asset ULB derived from FTA. In most cases, if an asset exceeds its ULB, then it is a strong indicator that it may not be in a "state of good repair." Charlotte County Transit's assets and rolling stock typically are purchased with federal funding (sometimes passed through the Florida Department of Transportation (FDOT) in the case of Section 5310 funding for demand-responsive vehicles.) The useful life standards applied by Charlotte County Transit are consistent with FTA vehicle replacement and facilities lifecycle standards found in FTA Circular 5010.1E, Section IV-25 (2018). Charlotte County Transit's asset ULBs were determined using FTA ULB guidance. Table 3-1 summarizes the ULB and condition assessment method used for the asset classes evaluated in the TAM Plan.

Table 3-1: TAM Plan Asset Useful Life Benchmarks

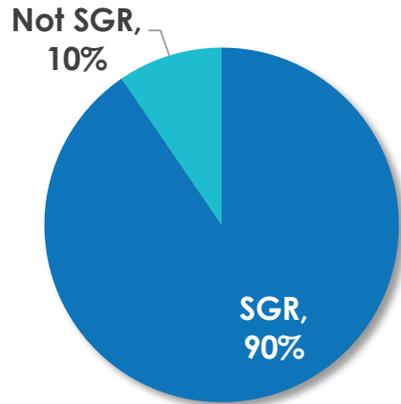
Asset Class	ULB (Years)		ULB (Mileage)
Cutaways/Minibus	7	or	at least 200,000 miles
Van	4		at least 100,000 miles
Non-Revenue Vehicles	4		at least 100,000 miles

Condition Assessment

Charlotte County Transit's TAM asset base inventory, described in Section 2, was assessed for its condition based on the usage of the assets for rolling stock and equipment. Figure 3-1 shows that 90% of Charlotte County Transit's assets, in terms of total asset base dollar value, are currently in SGR.

The majority, 90%, of the asset base is in a state of good repair due to the purchase of new vehicles and all facilities are in states of good repair. The SGR analysis is broken down by asset category below.

Figure 3-1: State of Good Repair Status by Asset Value | 2025



Source: Benesch

Rolling Stock

The condition assessment methodology for rolling stock is based on ULB, age of the asset. The percentages of rolling stock not in SGR by asset value are shown in Table 3-2. Looking at total asset value, approximately 23% of the overall rolling stock assets are currently not in SGR.

Equipment

The condition assessment methodology for equipment is based on ULB and age of the asset. The percentage of equipment assets not in SGR by asset value is shown in Table 3-3. In terms of value, all non-revenue vehicle assets are not in a state of good repair.

Table 3-2: Rolling Stock State of Good Repair

Asset Class	Total Assets	Total Value	Assets Not in SGR	% of Assets Not in SGR	Assets Not in SGR by Value	% Not in SGR by Value
Minibus	20	\$1,490,206.22	9	45%	\$599,797.22	40%
Cutaway	13	\$1,270,979.00	0	0%	\$0.00	0%
Van	1	\$53,293.00	1	100%	\$53,293.00	100%
Total	34	\$2,814,478.22	10	29%	\$653,090.22	23%

Table 3-3: Equipment State of Good Repair

Asset Class	Total Assets	Total Value	Assets Not in SGR	% of Assets Not in SGR	Assets Not in SGR by Value	% Not in SGR by Value
Non-Revenue Vehicles	1	\$25,980.51	1	100%	\$25,980.51	100%
Total	1	\$25,980.51	1	100%	\$25,980.51	100%

Facilities

Agencies are required to report the overall condition of all facilities for which they have direct or shared capital responsibility. Assets in this category are rated using FTA's Transit Economic Requirements Model (TERM) as a scale, which assigns points between 1 and 5, indicating assessed conditions between poor and excellent, respectively, for components such as structure, systems, and site, among others.

The results of the most recent facilities condition assessment are provided in the following sections for each facility asset class. In neither asset class nor in any individual component category do any facilities fall below a rating of 3. To arrive at a final rating for each facility, the median score was taken from the array of scores given to each component in the condition assessment and rounded up to the nearest integer.

Administrative Facility

There is only one administrative facility, the Charlotte County Transit Administrative Building. After a review of the facility, the administrative facility received a total score of 4, indicating it is in SGR.

Other Facilities

There are two other supporting facilities, the Punta Gorda Parking Lot and Bus Wash Facility. After a review of the facilities, both facilities received a total score of 4, indicating it is in SGR.



Source: Google

Section 4. Annual Performance Targets and Measures

State of Good Repair Policy

Charlotte County Transit's SGR policy states that a capital asset is in SGR when the following objective standards are met:

1. If the asset is in a condition sufficient to operate at a full level of performance; an individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in SGR.
2. The asset can perform its manufactured design function.
3. The use of the asset in its current condition does not pose an identified unacceptable safety risk and/or deny accessibility.
4. The asset's life-cycle investment needs have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements.

The TAM Plan allows Charlotte County Transit to predict the impact of its policies and investment justification decisions on the condition of its assets throughout the asset's life cycle and enhances the ability to maintain SGR by proactively investing in an asset before the asset's condition deteriorates to an unacceptable level. The goal of these policies is to allow Charlotte County Transit to determine and predict the cost to

improve asset condition(s) at various stages of the asset life cycle while balancing prioritization of capital, operating, and expansion needs. The two foundational criteria of SGR performance measures are ULB and condition assessment.

SGR Performance Measures and Targets

SGR performance measures combine the measures of ULB and physical condition to create performance measures from which asset performance targets can be derived on an annual basis. These performance measures are directly related to asset life cycle (ULB and condition) and maintenance needs. By the time an asset meets or exceeds its assigned ULB, it should have reached its prescribed mileage, maintenance, and condition requirements. FTA-defined SGR performance measures include the following:

- Rolling Stock (Age) – Percentage of revenue of vehicles (fixed-route and paratransit) within a particular asset class that have either met or exceeded their ULB
- Equipment (Non-Revenue Service Vehicles) (Age) – Applies only to non-revenue service vehicles and does not include “other” equipment assets; the SGR performance measure for non-revenue, support-service, and maintenance vehicle equipment is the percentage of vehicles that have either met or exceeded their ULB
- Facilities (Condition) – Percentage of facilities within an asset class rated below condition 3 on FTA TERM Scale

Table 4-1 shows the percentage of Charlotte County Transit's assets (by count) that have met or exceeded their ULB for each asset class in 2025 and their performance targets for the next five years. As discussed further in Section 5, the targets assume Charlotte County Transit will replace the assets based on those that have met their ULB and predictions in the Fleet Asset Replacement Report. These performance targets will be reported to the National Transit Database (NTD) annually, as discussed in Section 6. It should be noted that non-revenue vehicles are the only Equipment assets that need to be reported to NTD.

Table 4-1: Charlotte County Transit 2025 SGR Performance and Targets (2026–2030)

Asset Class	2025 Performance	2026 Target	2027 Target	2028 Target	2029 Target	2030 Target
Rolling Stock						
Minibuses	50.0%	45.0%	0.0%	0.0%	0.0%	0.0%
Cutaways	0.0%	7.7%	46.2%	7.7%	0.0%	0.0%
Van	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%
Equipment						
Non-Revenue Vehicles	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Facilities						
Administration	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Parking Lot	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus Wash Facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Section 5. Decision Support Tools and Prioritization

Decision Support

The documents referenced in Table 5-1 are used to support investment decision-making, including project selection and prioritization processes. The decision support tools that Charlotte County uses for asset lifecycle management and investment planning include both electronic spreadsheets and written policy manuals.

Table 5-1: Decision Support Tools

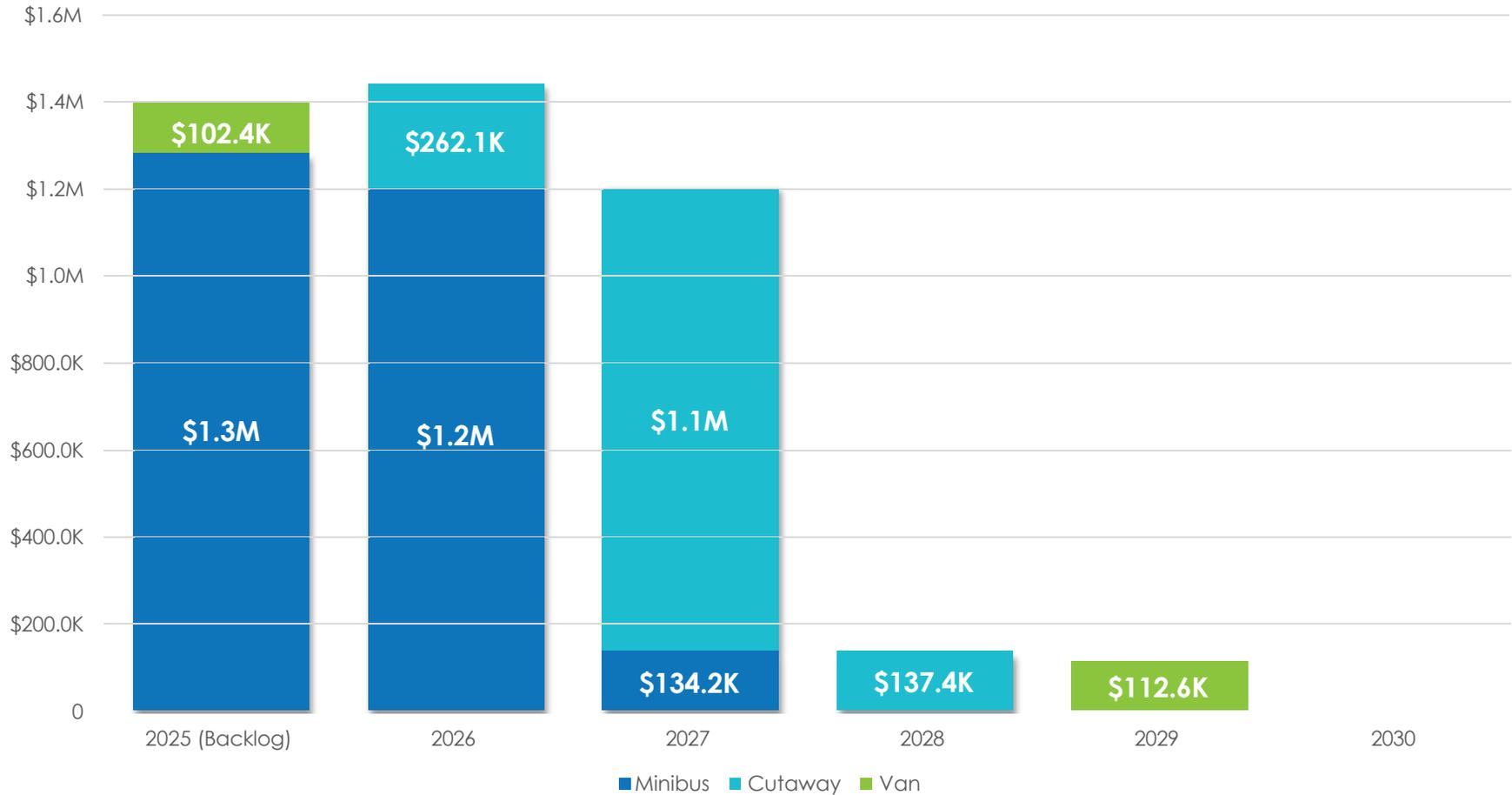
Process/Tool	Brief Description
Fleet Vehicles Service Report Excel	Automated spreadsheet to calculate required fleet purchase for each year for five years
Transit Fleet Vehicles Service Report	Multiple spreadsheets with transit inventory conditions, performance, and safety updated
Capital Project	Yearly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



State-of-Good Repair Analysis – 5-Year SGR Needs

Every year, certain assets reach their ULB and are no longer in SGR. As previously noted, the annual SGR capital need is the dollar value of assets that need to be replaced in a particular year. Over the FY2026 through FY2030 period, the purchase of \$4.3 million is needed.

Figure 5-1: Annual Capital SGR Need | 2025-2030



Prioritization Process

Charlotte County Transit uses a two-phased approach for the project prioritization process. Investment projects are first selected using a set of criteria, then the selected projects are assigned need scores to prioritize them for funding.

Phase 1 | Project Selection

Project selection is based on the following three criteria:

1. *Age* – Assets are identified as investment projects if they have met or will meet their ULB within the five-year TAM horizon period. For example, if a vehicle will meet or exceed its ULB in 2026, it will be selected as a 2026 project.
2. *Physical Condition Assessment* – Assets identified as being in a poor or non-functional condition, regardless of age, will be selected for replacement in 2026.
3. *TDP Implementation Plan* – Capital projects identified in Charlotte County Transit's TDP Implementation Plan will be considered for prioritization based on the year identified in the plan.

Phase 2 | Critical Need Assessment

The Critical Need Assessment is based on the following three criteria. The TAM Plan establishes and applies a method for assigning a criticality rating or score of a 1, 3, or 5 to each asset.

Charlotte County Transit selection includes two considerations:

1. **Safety** – Will the project improve the overall performance/SGR of an asset class and remove safety risks? For example, if a revenue vehicle is identified to be replaced in a certain year, it will score a 5 due to the assumption that an over-age vehicle has a higher probability for mechanical or other failures during service that could cause an accident or otherwise affect the safety of riders or others. Safety Scores:
 - 1 point: No/minor impact
 - 3 points: Moderate impact
 - 5 points: Major impact
2. **Impact on Service** – Will projects directly affect service delivery and operations? For example, projects involving revenue vehicles will receive a 5, as they are the most essential assets for Charlotte County Transit to provide service. Ensuring that Charlotte County Transit constantly has a fully functioning fleet is important to perform its mission and provide service to the public. Impact on Service Scores:
 - 1 point: No/minor impact
 - 3 points: Moderate impact
 - 5 points: Major impact

The scores from both criticality components are then summed, and each project is assigned a priority designation of Low, Medium, or High based on the following point scale:

- Low priority: 1–3 points
- Medium priority: 4–7 points
- High priority: 8–10 points

Prioritized List of Assets

The ranking of investment prioritization programs and projects resulting from the criticality methodology are grouped by the year in which the project is up for replacement. High priority assets identified should be replaced first, and Medium and Low priority projects should be replaced or implemented as more funding becomes available or projects are implemented. A list of Charlotte County Transit prioritized investments is shown in Table 5-2 and indicates whether the project has been identified in the FY 2025–2034 TDP or if it was specifically identified during the TAM Plan process.

Table 5-2: Prioritized List of Charlotte County Transit Capital Projects | 2025 - 2030

Project Year	Asset Category	Asset Class	Description	Acq. Year	Qty	Cost (YOE)	Priority	TDP/TAM
2026	Rolling Stock	Minibus	Ford Minibus	2018	9	\$1.2M	High	TAM
		Minibus	Ford Minibus	2019	9	\$1.2M	High	TAM
		Minibus	Ford Minibus	2020*	1	\$128.0K	High	TAM
		Cutaway	Turtle Top Cutaway	2019	2	\$262.1K	High	TAM
		Van	Ford Minibus	2020	1	\$102.4K	High	TAM
	Equipment	Non-Revenue Vehicles	Ford Taurus	2016	1	\$50.0K	Low	TAM
	Facilities	Passenger	Bus Stop Amenities	-	-	\$36.7K	Low	TDP
2027	Rolling Stock	Minibus	Ford Minibus	2020	1	\$134.2K	High	TAM
		Cutaway	Turtle Top Cutaway	2020	8	\$1.1M	High	TAM
	Facilities	Passenger	Bus Stop Amenities	-	-	\$37.6K	Medium	TDP
2028	Rolling Stock	Cutaway	Turtle Top Cutaway	2021	1	\$137.4K	High	TAM
	Facilities	Passenger	Bus Stop Amenities	-	-	\$38.5K	Medium	TDP
2029	Rolling Stock	Van	Ford Minibus	2020	1	\$112.6K	High	TAM
	Facilities	Passenger	Bus Stop Amenities	-	-	\$39.4K	Medium	TDP
2030	Facilities	Passenger	Bus Stop Amenities	-	-	\$40.3K	Medium	TDP

*This vehicle was totaled.

Section 6. Recordkeeping and NTD Reporting

TAM Recordkeeping

As required by 49 CFR §625.53, Charlotte County Transit must maintain all supporting TAM Plan inventories, records, and documents and will make TAM Plan records available to FTA, FDOT, and local agencies that provide funding and coordinate the metropolitan transportation planning process. The TAM Final Rule also provides that the Charlotte County MPO, FDOT, and Charlotte County Transit (as the transit provider serving the metropolitan planning area) coordinate, to the maximum extent practicable, when setting TAM performance targets. Per FTA guidance, the Charlotte County MPO must incorporate the performance targets set forth in this TAM Plan into its Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) amended or updated after November 1, 2025.

Asset Management NTD Reporting Requirements

Under 49 CFR §625.53, Charlotte County Transit is required to report the following annually to the NTD:

- Targets that are set annually for the performance of Charlotte County Transit's assets and submitted to the NTD as part of the annual data submission; each asset category has its own performance measure by which to set targets (see performance targets in Table 6-1).

- Condition assessments and performance results for vehicles and facilities.
- Narrative report on changes in transit system conditions and the progress toward achieving previous performance targets.

Charlotte County Transit's fiscal year begins on October 1st of each year. Table 6-1 shows the NTD reporting requirements for agencies with fiscal year beginning in October.

Table 6-1: NTD Reporting Requirements

Reporting Requirements	Timing
<ul style="list-style-type: none"> • Share TAM Plan with planning partners 	October 2025
<ul style="list-style-type: none"> • Report FY26 data to NTD • Submit targets for FY27 to NTD • Submit narrative report to NTD 	January 2026
<ul style="list-style-type: none"> • Report FY27 data to NTD • Submit targets for FY28 to NTD • Submit narrative report to NTD 	January 2027
<ul style="list-style-type: none"> • Report FY28 data to NTD • Submit targets for FY29 to NTD • Submit narrative report to NTD 	January 2028
<ul style="list-style-type: none"> • Report FY29 data to NTD • Submit targets for FY30 to NTD • Submit narrative report to NTD 	January 2029
<ul style="list-style-type: none"> • Complete Updated TAM Plan • Share TAM Plan with planning partners 	October 2029

Source: Federal Transit Administration

Appendix A: Applicable TAM Rule Language

§ 625.25 Transit Asset Management Plan Requirements.

(a) General.

- (1) Each tier I provider must develop and carry out a TAM plan that includes each element under subsection (b) of this section.
- (2) Each tier II provider must develop its own TAM plan or participate in a group TAM plan. A tier II provider's TAM plan and a group TAM plan only must include elements (1)-(4) under subsection (b) of this section.
- (3) A provider's Accountable Executive is ultimately responsible for ensuring that a TAM plan is developed and carried out in accordance with this part.

(b) Transit asset management plan elements. Except as provided in subsection (a)(3) of this section, a TAM plan must include the following elements:

- (1) An inventory of the number and type of capital assets. The inventory must include all capital assets that a provider owns, except equipment with an acquisition value under \$50,000 that is not a service vehicle. An inventory also must include third-party owned or jointly procured exclusive-use maintenance facilities, passenger station facilities, administrative facilities, rolling stock, and guideway infrastructure used by a provider in the provision of public transportation. The asset inventory must be organized at a level of detail commensurate with the level of detail in the provider's program of capital projects;

- (2) A condition assessment of those inventoried assets for which a provider has direct capital responsibility. A condition assessment must generate information in a level of detail sufficient to monitor and predict the performance of the assets and to inform the investment prioritization;
- (3) A description of analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization;
- (4) A provider's project-based prioritization of investments, developed in accordance with section 625.33 of this part;
- (5) A provider's TAM and SGR policy;
- (6) A provider's TAM plan implementation strategy;
- (7) A description of key TAM activities that a provider intends to engage in over the TAM plan horizon period;
- (8) A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan; and
- (9) An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices, to ensure the continuous improvement of its TAM practices.

§ 625.29 Transit asset management plan: horizon period, amendments, and updates.

- (a) Horizon period. A TAM plan must cover a horizon period of at least four (4) years.
- (b) Amendments. A provider may update its TAM plan at any time during the TAM plan horizon period. A provider should amend its TAM plan whenever there is a significant change to the asset inventory, condition assessments, or investment prioritization that the

provider did not reasonably anticipate during the development of the TAM plan.

(c) Updates. A provider must update its entire TAM plan at least once every four (4) years. A provider's TAM plan update should coincide with the planning cycle for the relevant Transportation Improvement Program or Statewide Transportation Improvement Program.

§ 625.31 Implementation deadline.

(a) A provider's initial TAM plan must be completed no later than two years after the effective date of this part.

(b) A provider may submit in writing to FTA a request to extend the implementation deadline. FTA must receive an extension request before the implementation deadline and will consider all requests on a case-by-case basis.

§ 625.33 Investment prioritization

(f) When developing its investment prioritization, a provider must take into consideration requirements under 49 CFR 37.161 and 37.163 concerning maintenance of accessible features and the requirements under 49 CFR 37.43 concerning alteration of transportation facilities.

§ 625.45 Setting performance targets for capital assets.

(a) General.

- (1) A provider must set one or more performance targets for each applicable performance measure.
- (2) A provider must set a performance target based on realistic expectations, and both the most recent data available and the financial resources from all sources that the provider reasonably expects will be available during the TAM plan horizon period.

(b) Timeline for target setting.

- (1) Within three months after the effective date of this part, a provider must set performance targets for

the following fiscal year for each asset class included in its TAM plan.

- (2) At least once every fiscal year after initial targets are set, a provider must set performance targets for the following fiscal year.

(c) Role of the accountable executive. A provider's Accountable Executive must approve each annual performance target.

(d) Setting performance targets for group plan participants.

- (1) A Sponsor must set one or more unified performance targets for each asset class reflected in the group TAM plan in accordance with subsections (a)(2) and (b) of this section.
- (2) To the extent practicable, a Sponsor must coordinate its unified performance targets with each participant's Accountable Executive.

(e) Coordination with metropolitan, statewide and non-metropolitan planning processes. To the maximum extent practicable, a provider and Sponsor must coordinate with States and Metropolitan Planning Organizations in the selection of State and Metropolitan Planning Organization performance targets.

Appendix B: TAM Final Rule Definitions

- 1. Accountable Executive** means a single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.
- 2. Asset category** means a grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.
- 3. Asset class** means a subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the Rolling Stock asset category.
- 4. Asset inventory** means a register of capital assets, and information about those assets.
- 5. Capital asset** means a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.
- 6. Decision support tool** means an analytic process or methodology: (1) to help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on

available condition data and objective criteria; or (2) to assess financial needs for asset investments over time.

- 7. Direct recipient** means an entity that receives Federal financial assistance directly from FTA.
- 8. Equipment** means an article of nonexpendable, tangible property having a useful life of at least one year.
- 9. Exclusive-use maintenance facility** means a maintenance facility that is not commercial and either owned by a transit provider or used for servicing their vehicles.
- 10. Facility** means a building or structure that is used in providing public transportation.
- 11. Full level of performance** means the objective standard established by FTA for determining whether a capital asset is in a state of good repair.
- 12. Group TAM plan** means a single TAM plan that is developed by a sponsor on behalf of at least one tier II provider.
- 13. Horizon period** means the fixed period of time within which a transit provider will evaluate the performance of its TAM plan.
- 14. Implementation strategy** means a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.
- 15. Infrastructure** means the underlying framework or structures that support a public transportation system.

16. Investment prioritization means a transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

17. Key asset management activities means a list of activities that a transit provider determines are critical to achieving its TAM goals. Life-cycle cost means the cost of managing an asset over its whole life.

18. Participant means a Tier II provider that participates in a group TAM plan.

19. Performance Measure means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (e.g., a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

20. Performance target means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by FTA.

21. Public transportation system means the entirety of a transit provider's operations, including the services provided through contractors.

22. Public transportation agency safety plan means a transit provider's documented comprehensive agency safety plan that is required by 49 U.S.C. 5329. Recipient means an entity that receives Federal financial

assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient.

23. Rolling stock means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

24. Service vehicle means a unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

25. Sponsor means a State, a designated recipient, or a direct recipient that develops a group TAM for at least one Tier II provider.

26. State of good repair (SGR) means the condition in which a capital asset is able to operate at a full level of performance.

27. Subrecipient means an entity that receives Federal transit grant funds indirectly through a State or a direct recipient.

28. TERM scale means the five category rating system used in FTA's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0 – Excellent, 4.0 – Good; 3.0 – Adequate, 2.0 – Marginal, and 1.0 – Poor.

29. Tier I provider means a recipient that owns, operates, or manages either (1) 101 or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

30. Tier II provider means a recipient that owns, operates, or manages (1) 100 or fewer vehicles in revenue service during peak regular service across all

non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

31. Transit Asset Management (TAM) means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

32. Transit Asset Management (TAM) Plan means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

33. Transit asset management (TAM) policy means a transit provider's documented commitment to achieving and maintaining a state of good repair for all of its capital assets. The TAM policy defines the transit provider's TAM objectives and defines and assigns roles and responsibilities for meeting those objectives.

34. Transit Asset Management (TAM) Strategy means the approach a transit provider takes to carry out its policy for TAM, including its objectives and performance targets.

35. Transit Asset Management System means a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

36. Transit provider (provider) means a recipient or subrecipient of Federal financial assistance under 49

U.S.C. chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

37. Useful life means either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

38. Useful life benchmark (ULB) means the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.

Transit Safety Performance

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_\(live.com\)](#)

Performance Measure	Safety Performance Measure	Mode	2023	2024	2025	3- year rolling average	New Target
Measure 1a	Major Events	Paratransit	0	3	1	1.33	1
Measure 1b	Major Event Rate	Paratransit	0	3	1	1.33	2
Measure 1.1	Collision Rate	Paratransit	0	4	1	1.67	3
Measure 1.1.1	Pedestrian Collision Rate	Paratransit	0	1	0	0.33	0
Measure 1.1.2	Vehicular Collision Rate	Paratransit	0	1	0	0.33	1
Measure 2a	Fatalities	Paratransit	0	0	0	0	0
Measure 2b	Fatality Rate	Paratransit	0	0	0	0	0
Measure 2.1	Transit Worker Fatality Rate (new)	Paratransit	0	0	0	0	0
Measure 3a	Injuries	Paratransit	0	1	2	1	2
Measure 3b	Injury Rate	Paratransit	0	1	1	0.67	0.7
Measure 3.1	Transit Worker Injury Rate (new)	Paratransit	0	0	1	0.33	1
Measure 4a	Assaults on Transit Workers (new)	Paratransit	0	0	0	0	0
Measure 4b	Rate of Assaults on Transit Workers (new)	Paratransit	0	0	0	0	0
Measure 5	System Reliability	Paratransit	14	17	7	13	38,664
Data Sources:	PM 1-12 Source: NTD Safety & Security Time Series and Major Event Time Series						
	System Reliability Data Source: NTD Annual Report Back Up FY25 Road Calls						

SECTION-IV

Projects listing for five fiscal years including funding summary

The table below presents the highway capital improvement projects and transportation alternatives projects included in the FDOT Tentative Work Program for FY 2026/2027 through FY 2030/2031, as reflected in the Transportation Improvement Program as of October 9, 2025.

Projects are arranged alphabetically by roadway name (when applicable) and then by 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 requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act), as well as applicable federal guidelines. The first table in this section provides a Funding Summary, listing all transportation projects funded by Title 23, U.S.C. and the Federal Transit Act for fiscal years 2026/2027 through 2030/2031. Funding levels are categorized by federal funding category. In the tables that follow, projects are listed by funding category along with the corresponding funding code and fiscal year.

The Financial Summary Report below, along with the corresponding Project Listings Report, includes both federal funds and the required local 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 in the corresponding project listings—are included in other sections of the TIP.

Project costs and other project details

Projects on the Strategic Intermodal System (SIS)

The Strategic Intermodal System (SIS) is a network of high-priority transportation facilities that includes the State’s largest and most significant commercial service airports, spaceports, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. In Charlotte County, I-75, Piper Road, and US 17 are designated SIS facilities. While the Punta Gorda Airport is an SIS airport, the CSX Railroad and SR 31 are classified as *emerging SIS* facilities. All SIS projects will include a SIS identifier.

The typical project development sequence includes 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 require a ROW phase if no additional land is needed.

Costs shown in the TIP for SIS projects include historical expenditures, five years of the current TIP, and five years beyond the current TIP. These amounts may or may not represent the total project cost. The “Total Project Cost” displayed for each federally and state-funded SIS project reflects 10 years of programming in FDOT’s Work Program database (FY 2026/2027 & FY 2030/2031), plus historical expenditures prior to FY 2027. For non-SIS projects, the total reflects 5 years of programming (FY 2027–2031), plus historical expenditures.

For a more comprehensive view of a project’s anticipated total cost across all phases, please refer to the Long-Range Transportation Plan (LRTP). If a project does not include a Construction (CST) phase in the TIP, the cost shown may not represent the full project cost. Some project types—such as resurfacing, safety, or operational improvements—may not include a total project cost but instead provide program-level details.

For costs beyond the ten-year window, the LRTP provides additional information. The LRTP can be accessed at www.ccpghmpo.gov. The LRTP reference included on each TIP page provides the information needed to locate full project costs and additional project details. If no LRTP reference is provided, the TIP includes the complete project cost.

Non-SIS Projects

The typical project development sequence includes 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 require a ROW phase if no additional land is needed to complete the improvement.

For projects not on the Strategic Intermodal System (Non-SIS), the costs shown on the TIP pages include historical expenditures and five years of funding within the current TIP. These

amounts may or may not represent the full project cost. If a project does not include a Construction (CST) phase in the TIP, the cost displayed is likely not reflective of the total project cost.

For certain project types—such as resurfacing, safety, or operational improvements—a total project cost may not be shown. Instead, additional program-level details are provided. Total project costs and other project information are available in the TIP for all Non-SIS projects.

All projects not on the SIS will include a Non-SIS identifier on the TIP page. For costs beyond the five-year TIP window, additional information is available in the Long-Range Transportation Plan (LRTP). The LRTP can be accessed at www.ccpghmpo.gov. The LRTP reference included on each TIP page provides the information needed to locate full project costs and additional project details. If no LRTP reference is provided, the TIP includes the complete project cost.

TIP Fiscal Constraint – Projected Available Revenue

The Transportation Improvement Program (TIP) must be fiscally constrained, meaning the total cost of projects programmed in the TIP cannot exceed the revenues reasonably expected to be available during the TIP period. All federally funded projects must be included in the TIP. In addition, any non-federally funded but regionally significant project must also be listed. For these projects, the submitting agency must demonstrate that funding is available and identify the sources of non-federal revenue.

Projects must be programmed in Year of Expenditure (YOE) dollars, which requires adjusting costs for inflation to reflect the estimated purchasing power of funds in the year the project is expected to be implemented.

Table 4.6 below provides a five-year funding summary that demonstrates fiscal constraint by showing projected available revenues and the corresponding programmed expenditures in YOE dollars. This ensures that the TIP complies with federal requirements and reflects a financially feasible program of transportation investments. Tables 4.6.1 through 4.6.4 offer visuals of the data derived from Table 4.6.

FY 2027-2031 HIGHWAY PROJECTS

Table 4.1

Project Type: Charlotte County TSMCA
FM Number: 412665-1
Lead Agency: 
Length: Not Applicable
LRTP Reference Page #: 2050 LRTP Congestion Management Plan Page 5-26
SIS Project: No



Description: Traffic Control Devices

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
OPS		State	\$650,613	\$631,471						\$1,282,084
Total:			\$650,613	\$631,471						\$1,282,084

Project Type: City of Punta Gorda TSMCA
FM Number: 413625-1
Lead Agency: 
Length: Not Applicable
LRTP Reference Page #: 2050 LRTP Congestion Management Plan Page 5-26
SIS Project: No



Description: Traffic Control Devices

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
OPS		State	\$104,919	\$109,066	\$113,455					\$327,440
Total:			\$104,919	\$109,066	\$113,455					\$327,440

Project Type: Punta Gorda Weigh in Motion (WIM) Screening
FM Number: 437001-2
Lead Agency: 
Length: Not Applicable
LRTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3
SIS Project:



Description: MCCO WEIGH STATION STATIC/WIM

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		Federal			\$4,821,936					\$4,821,936
Total:					\$4,821,936					\$4,821,936

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

FM Number: 438262-1

Lead Agency: 

Length: 2.136 Mi

L RTP Reference Page #: 2050 LRTP Page 6-5

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	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		Federal		\$9,093,809						\$9,093,809
Total:				\$9,093,809						\$9,093,809

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

FM Number: 446830-1

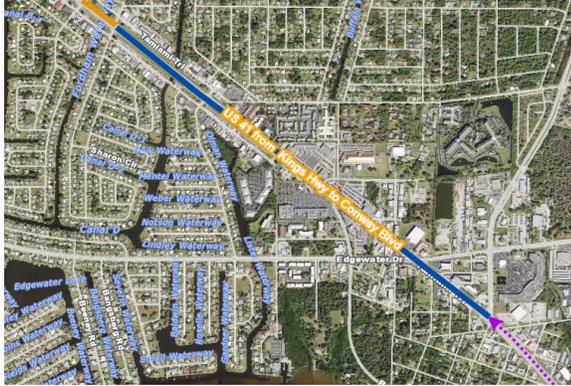
Lead Agency: 

Length: 2.16 Mi

L RTP Reference Page #: 2050 LRTP Page 6-5

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	<2027	2027	2028	2029	2030	2031	>2031	Total
PE		Federal	\$1,501,000							\$1,501,000
CST		Federal					\$7,659,737			\$7,659,737
Total:			\$1,501,000				\$7,659,737			\$9,160,737

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

FM Number: 444907-1

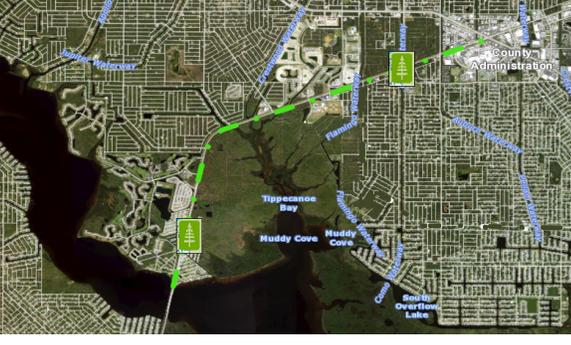
Lead Agency: 

Length: 5.68 Miles

L RTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3

SIS Project:

Description: Landscaping project



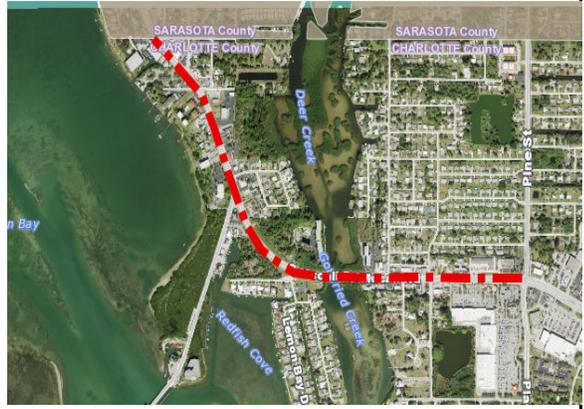
Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		State	\$852,000							\$852,000
Total:			\$852,000							\$852,000

Project Type: SR 776 at Charlotte Sports park
FM Number: 446393-1
Lead Agency: 
Length: None
L RTP Reference Page #: 2050 LRTP Page 5-31
SIS Project Description: Charlotte Sports Park Intersection Improvements/Add turn lanes on SR 776



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		Federal			\$917,294					
Total:					\$917,294					\$917,294

Project Type: SR 776 from Merchants Crossing to Sarasota County line
FM Number: 449652-1
Lead Agency: 
Length: 1.02 mile
L RTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3 No
SIS Project Description: Safety project with proposed median improvements



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		Federal		\$3,375,791						\$3,375,791
RAIL& UTI		State		\$200,000						\$200,000
Total:				\$3,575,791						\$3,575,791

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 #: 2050 LRTP Goals and Objectives Page 2-3 No
SIS Project Description: Pavement online Resurfacing project



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		State	\$3,482,030							\$3,482,030
Total:			\$3,482,030							\$3,482,030

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 #: 2050 LRTP Page 3-7

SIS Project: No

Description: Pavement Resurfacing (Flex) project



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		State		\$7,001,371						\$7,001,371
Total:				\$7,001,371						\$7,001,371

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

FM Number: 451104 -1

Lead Agency:

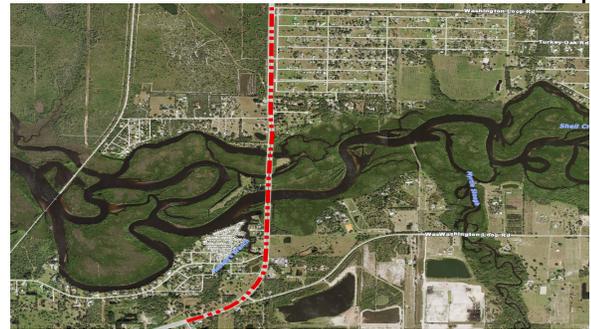


Length: 1.99 mile

L RTP Reference Page #: 2050 LRTP Page 3-7

SIS Project: Yes

Description: Resurfacing project



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		State	\$8,953,213							\$8,953,213
Total:			\$8,953,213							\$8,953,213

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 #: 2050 LRTP Goals and Objectives Page 2-3 No

SIS Project:

Description: Resurfacing project



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		Federal		\$7,990,925						\$7,990,925
		State		\$820,744						\$820,744
Total:				\$8,811,669						\$8,811,669

Project Type: SR 776 at Oceanspray Blvd

FM Number: 451360-1

Lead Agency:



Length: None

LRTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3 No

SIS Project



Description: Median modifications at the intersection

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		Federal		\$1,345,912						\$1,345,912
Total:				\$1,345,912						\$1,345,912

Project Type: I-75 at Jones Loop Truck parking

FM Number: 452154-1

Lead Agency:



Length: None

LRTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3 No

SIS Project



Description: Truck Parking facilities at Jones loop rest area

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		Federal			\$28,926,605					\$28,926,605
Total:					\$28,926,605					28,926,605

Project Type: Cooper St from Airport Rd to Marion Ave

FM Number: 452221-1

Lead Agency:



Length: 1.72 mile

LRTP Reference Page #: 2050 LRTP Page 6-5

SIS Project No



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

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE		Federal	\$308,000							\$308,000
CST		Federal			\$3,012,000					\$3,012,000
Total:			\$308,000		\$3,012,000					\$3,320,000

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

FM Number: 453416-1

Lead Agency: 

Length: None

L RTP Reference Page #: 2050 LRTP Page 5-31

SIS Project: No



Description: Intersection improvements - SR 776 at Jacobs St

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE		Federal		\$115,450						\$115,450
CST		Federal				\$145,230				\$145,230
Total:				\$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 #: 2050 LRTP Page 5-31

SIS Project: No



Description: Intersection improvements

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE		Federal				\$501,001				\$501,001
CST		Federal						\$3,218,282		\$3,218,282
Total:						\$501,001		\$3,218,282		\$3,719,283

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

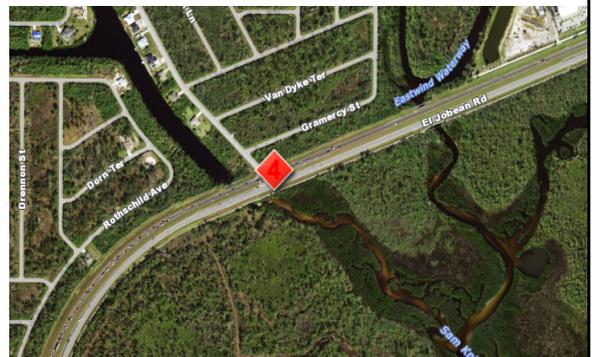
FM Number: 453479 1

Lead Agency: 

Length: Not applicable

L RTP Reference Page #: 2050 LRTP Page 5-31

SIS Project: No



Description: Intersection improvements at SR 776 and Cornelius Blvd

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE		Federal		\$115,449						\$115,449
CST		Federal				\$145,230				\$145,230
Total:				\$115,449		\$145,230				\$260,679

Project Type: Charlotte ATMS

FM Number: 457620-1

Lead Agency:



Length:

LRTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3 No

SIS Project



Description: Arterial Traffic Management

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
DB		State					\$2,313,059			\$2,313,059
PE		State				\$340,090	\$100,000			\$440,090
Total:						\$340,090	\$2,313,059			\$2,753,149

FY 2027 to 2031 Transportation Improvement Program

FY 2027 - FY 2031 AVIATION PROJECTS

Table 4.2

Project Type: Punta Gorda Airport Holding Bay Rwy 22 Approach
FM Number: 451203-1
Lead Agency: 
Length: Not applicable
L RTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3
SIS Project: Yes



Description: Aviation capacity project.

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital		State	\$65,000				\$65,000			\$130,000
		Federal	\$1,170,000				\$1,170,000			\$2,340,000
		Local	\$65,000				\$65,000			\$130,000
Total:			\$1,300,000				\$1,300,000			\$2,600,000

Project Type: Punta Gorda Airport Runway 4-22 Extension
FM Number: 451489-1
Lead Agency: 
Length: Not applicable
L RTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3 No
SIS Project: Yes



Description: Aviation Preservation project.

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital		State	\$37,500				\$37,500			\$75,000
		Federal	\$675,000				\$675,000			\$1,350,000
		Local	\$37,500				\$37,500			\$75,000
Total:			\$750,000				\$750,000			\$1,500,000

Project Type: Punta Gorda Airport Terminal Expansion
FM Number: 453809-1
Lead Agency: 
Length: Not applicable
L RTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3
SIS Project: Yes



Description: Aviation capacity project.

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital		State		\$841,648	\$717,231	\$2,500,000				\$4,058,879
		Local		\$1,000,000	\$1,000,000	\$2,500,000				\$4,500,000
Total:				\$1,841,648	\$1,717,231	\$5,000,000				\$8,558,879

Project Type: Punta Gorda Airport Perimeter Road P2B

FM Number: 457265-1

Lead Agency:



Length:

L RTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3

SIS Project: Yes

Description: Aviation preservation project.



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital		Federal		\$2,340,000						\$2,340,000
		State		\$130,000						\$130,000
		Local		\$130,000						\$130,000
Total:				\$2,600,000						\$2,600,000

Project Type: Punta Gorda Airport Runway 22 Exit Taxiway

FM Number: 457267-1

Lead Agency:



Length:

L RTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3

SIS Project: Yes

Description: Aviation capacity project.



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital		Federal			\$900,000					\$900,000
		State			\$50,000					\$50,000
		Local			\$50,000					\$50,000
Total:					\$1,000,000					\$1,000,000

Project Type: Punta Gorda Airport Part 150 Noise Study

FM Number: 457268-1

Lead Agency:



Length:

L RTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3

SIS Project: Yes

Description: Aviation environmental project.



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital		Federal		\$1,170,000						\$1,170,000
		State		\$65,000						\$65,000
		Local		\$65,000						\$65,000
Total:				\$1,300,000						\$1,300,000

FY 2027 to 2031 Transportation Improvement Program

FY 2027 - FY 2031 TRANSIT PROJECTS

Table 4.3

Project Type: Charlotte County Transit FTA Section 5311 Operating Assistance
FM Number: 410119-1
Lead Agency: 
Length: Not applicable
L RTP Reference Page #: 2050 LRTP Full Report Page 5-6 No
SIS Project



Description: Operating/Administration Assistance

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops		Federal		\$82,800	\$50,000	\$82,800	\$82,800	\$67,268		
		State	\$82,800							\$82,800
		Local	\$82,800	\$82,800	\$50,000	\$82,800	\$82,800	\$67,268		\$448,468
Total:			\$165,600	\$165,600	\$100,000	\$165,600	\$165,600	\$134,536		\$896,936

Project Type: Charlotte County State Transit Block Grant Operating Assistance
FM Number: 410138-1
Lead Agency: 
Length: Not applicable
L RTP Reference Page #: 2050 LRTP Full Report Page 5-6
SIS Project



Description: Operating/Administration Assistance

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops		State	\$415,518	\$466,743	\$480,745	\$495,168	\$510,023	\$525,323		\$2,893,520
		Local	\$415,518	\$466,743	\$780,745	\$195,168	\$510,023	\$525,323		\$2,893,520
Total:			\$831,036	\$933,486	\$1,261,490	\$690,336	\$1,020,046	\$1,050,646		\$5,787,040

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 #: 2050 LRTP Full Report Page 5-6 No
SIS Project



Description: Capital for fixed route

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops		Federal	1,235,963	1,227,473	1,979,075	2,020,245	2,732,648	\$2,888,112		\$12,083,516
		Local	308,991	306,868	494,769	505,061	683,162	\$722,028		\$3,020,879
Total:			1,544,954	1,534,341	2,473,844	2,525,306	3,415,810	\$3,610,140		\$15,104,395

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

FM Number: 441980-1

Lead Agency: 

Length: Not applicable

LRTP Reference Page #: 2050 LRTP Full Report Page 5-6

SIS Project

Description: Capital for fixed route



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops		Federal	507,736	468,860	637,960	560,038	642,460	\$661,849		\$3,478,903
		Local	126,934	117,215	159,490	140,010	160,615	\$165,462		\$869,726
Total:			634,670	586,075	797,450	700,048	803,075	\$827,311		\$4,348,629

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

FM Number: 441979 1

Lead Agency: 

Length: Not applicable

LRTP Reference Page #: 2050 LRTP Full Report Page 5-6

SIS Project

Description: Operating for fixed route



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops		Federal	767,437	762,164	1,979,075	2,020,243	2,732,646	\$2,888,112		\$11,149,677
		Local	767,437	762,164	1,979,075	2,020,243	2,732,646	\$2,888,112		\$11,149,677
Total:			1,534,874	1,524,328	3,958,150	4,040,486	5,465,292	\$5,776,224		\$22,299,354

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

FM Number: 410119-2

Lead Agency: 

Length: Not applicable

LRTP Reference Page #: 2050 LRTP Full Report Page 5-6

SIS Project

Description: Operating/administration assistance



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops		Federal		\$82,800	\$50,000	\$82,800	\$82,800	\$67,268		\$365,668
		Local		\$82,800	\$50,000	\$82,800	\$82,800	\$67,268		\$365,668
Total:				\$165,600	\$100,000	\$165,600	\$165,600	\$134,536		\$731,336

FY 2027 to 2031 Transportation Improvement Program

FY 2027 - FY 2031 Maintenance Projects

Table 4.4

Project Type: Punta Gorda Highway Lighting

FM Number: 413536-1

Lead Agency:



Length: Not applicable

L RTP Reference Page #: 2050 L RTP Full Report Page 5-6

SIS Project Not

Description: Routine maintenance of Highway Lighting



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Bridge/Roadway		State	\$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

L RTP Reference Page #: 2050 L RTP Full Report Page 5-6 No

SIS Project

Description: Routine maintenance



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Bridge/Roadway		Federal	\$2,236,231							\$2,236,231
		State		\$2,236,231	\$980,668	\$1,039,973	\$1,039,973	\$1,039,973		\$6,336,818
Total:			\$2,236,231	\$2,236,231	\$980,668	\$1,039,973	\$1,039,973	\$1,039,973		\$8,573,049

Project Type: ITS Devices Electric

FM Number: 427781-1

Lead Agency:



Length: Not applicable

L RTP Reference Page #: 2050 L RTP Full Report Page 5-6 No

SIS Project Description:

Other ITS



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Bridge/Roadway		State		\$23,292	\$23,292					\$46,584
Total:				\$23,292	\$23,292					\$46,584

FY 2027 - FY 2031 Transportation Planning

Table 4.5

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

FM Number: 439316-6

Lead Agency:

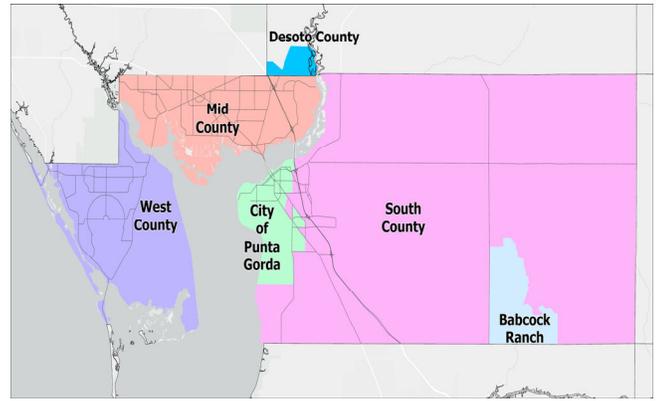


Length: Not applicable

LRTP Reference

Page #:

SIS Project No



Description: MPOs Transportation Planning funds

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PLN		Federal		\$626,506	\$626,506					\$1,253,012
Total:				\$626,506	\$626,506					\$1,253,012

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

FM Number: 439316-7

Lead Agency:

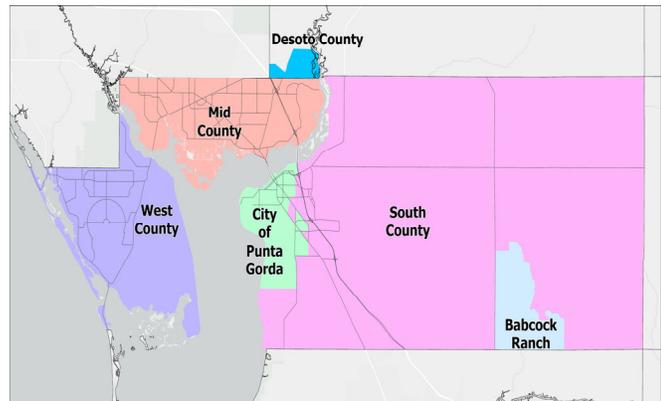


Length: Not applicable

LRTP Reference

Page #:

SIS Project No



Description: MPOs Transportation Planning funds

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PLN		Federal				\$851,506	\$1,001,506			\$1,853,012
Total:						\$851,506	\$1,001,506			\$1,853,012

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

FM Number: 439316-8

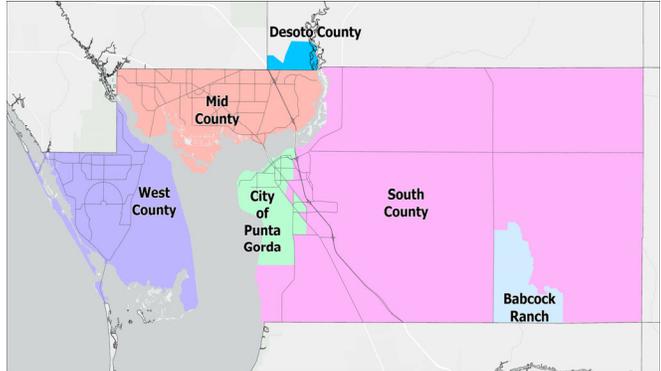
Lead Agency:



Length: Not applicable

LRTP Reference

SIS Project No



Description: MPOs Transportation Planning funds

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PLN		Federal						\$776,506		\$776,506
Total:								\$776,506		\$776,506

FY 2027 to 2031 Transportation Improvement Program

State Transportation Improvement Program

Charlotte County - Punta Gorda MPO - Summary Report

TABLE 6

FY 2027- 2031 Transportation Improvement Program

Fund Type	<2027	2027	2028	2029	2030	2031	>2031	All Years
Federal	\$8,401,367	\$27,846,014	\$43,900,451	\$6,409,093	\$16,779,597	\$10,567,397	\$0	\$113,903,919
Local	\$1,804,180	\$3,013,590	\$4,564,079	\$5,526,082	\$4,354,546	\$4,435,461	\$0	\$23,697,938
State	\$14,856,980	\$12,547,175	\$2,365,391	\$4,375,231	\$4,065,555	\$1,565,296	\$0	\$39,775,628
Grand Total:	\$25,062,527	\$43,406,779	\$50,829,921	\$16,310,406	\$25,199,698	\$16,568,154	\$0	\$177,377,485

Project Type	<2027	2027	2028	2029	2030	2031	>2031	All Years
Highway Projects (All)	\$15,850,009	\$29,648,063	\$37,791,290	\$1,131,551	\$10,072,796	\$3,218,282	\$0	\$97,711,991
Sidewalks/Trails	\$1,809,000	\$9,093,809	\$3,012,000	\$0	\$7,659,737	\$0	\$0	\$21,574,546
<i>Federal</i>	\$1,809,000	\$9,093,809	\$3,012,000	\$0	\$7,659,737	\$0	\$0	\$21,574,546
<i>Local</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>State</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Intersection and Safety Improvements	\$0	\$4,000,677	\$917,294	\$791,461	\$0	\$3,218,282	\$0	\$8,927,714
<i>Federal</i>	\$0	\$4,000,677	\$917,294	\$791,461	\$0	\$3,218,282	\$0	\$8,927,714
<i>Local</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>State</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pavement Resurfacing	\$12,433,477	\$15,813,040	\$0	\$0	\$0	\$0	\$0	\$28,246,517
<i>Federal</i>	\$0	\$7,990,925	\$0	\$0	\$0	\$0	\$0	\$7,990,925
<i>Local</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>State</i>	\$12,433,477	\$7,822,115	\$0	\$0	\$0	\$0	\$0	\$20,255,592
Other Highway	\$1,607,532	\$740,537	\$33,861,996	\$340,090	\$2,413,059	\$0	\$0	\$38,963,214
<i>Federal</i>	\$0	\$0	\$33,748,541	\$0	\$0	\$0	\$0	\$33,748,541
<i>Local</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>State</i>	\$1,607,532	\$740,537	\$113,455	\$340,090	\$2,413,059	\$0	\$0	\$5,214,673
Aviation Projects	\$2,050,000	\$5,741,648	\$2,717,231	\$5,000,000	\$2,050,000	\$0	\$0	\$17,558,879
<i>Federal</i>	\$1,845,000	\$3,510,000	\$900,000	\$0	\$1,845,000	\$0	\$0	\$8,100,000
<i>Local</i>	\$102,500	\$1,195,000	\$1,050,000	\$2,500,000	\$102,500	\$0	\$0	\$4,950,000
<i>State</i>	\$102,500	\$1,036,648	\$767,231	\$2,500,000	\$102,500	\$0	\$0	\$4,508,879
Transit	\$4,711,134	\$4,909,430	\$8,690,934	\$8,287,376	\$11,035,423	\$11,533,393	\$0	\$49,167,690
<i>Federal</i>	\$2,511,136	\$2,624,097	\$4,696,110	\$4,766,126	\$6,273,354	\$6,572,609	\$0	\$27,443,432
<i>Local</i>	\$1,701,680	\$1,818,590	\$3,514,079	\$3,026,082	\$4,252,046	\$4,435,461	\$0	\$18,747,938
<i>State</i>	\$498,318	\$466,743	\$480,745	\$495,168	\$510,023	\$525,323	\$0	\$2,976,320
Maintenance	\$2,451,384	\$2,481,132	\$1,003,960	\$1,039,973	\$1,039,973	\$1,039,973	\$0	\$9,056,395
<i>Federal</i>	\$2,236,231	\$0	\$0	\$0	\$0	\$0	\$0	\$2,236,231
<i>Local</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>State</i>	\$215,153	\$2,481,132	\$1,003,960	\$1,039,973	\$1,039,973	\$1,039,973	\$0	\$6,820,164
Transportation Planning	\$0	\$626,506	\$626,506	\$851,506	\$1,001,506	\$776,506	\$0	\$3,882,530
<i>Federal</i>	\$0	\$626,506	\$626,506	\$851,506	\$1,001,506	\$776,506	\$0	\$3,882,530
<i>Local</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>State</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total	\$25,062,527	\$43,406,779	\$50,829,921	\$16,310,406	\$25,199,698	\$16,568,154	\$0	\$177,377,485

Table 4.6.1

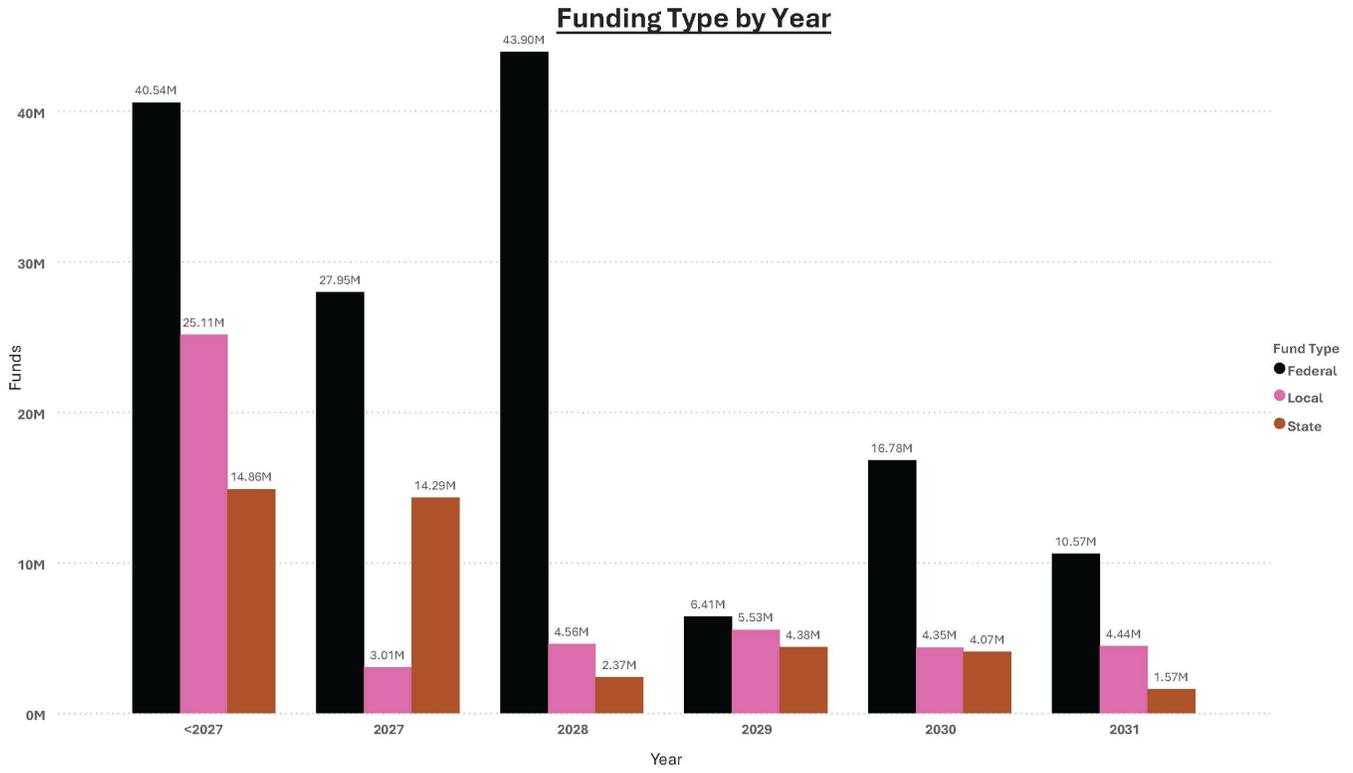


Table 4.6.2

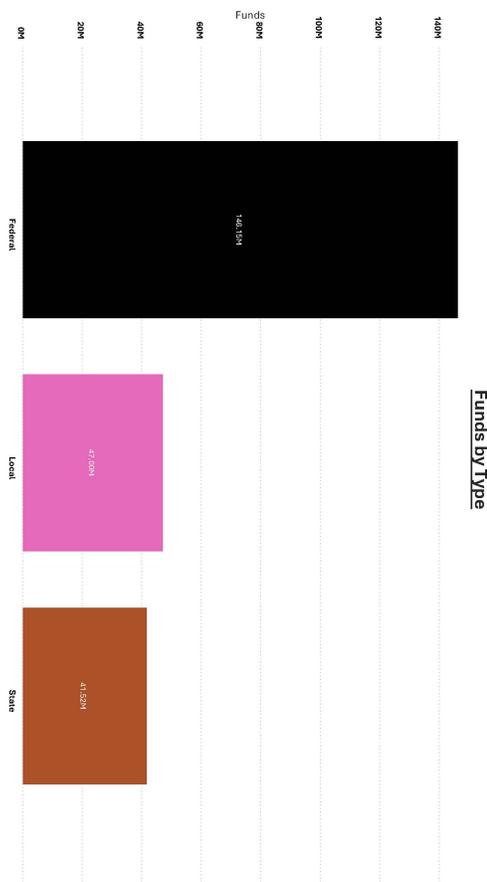


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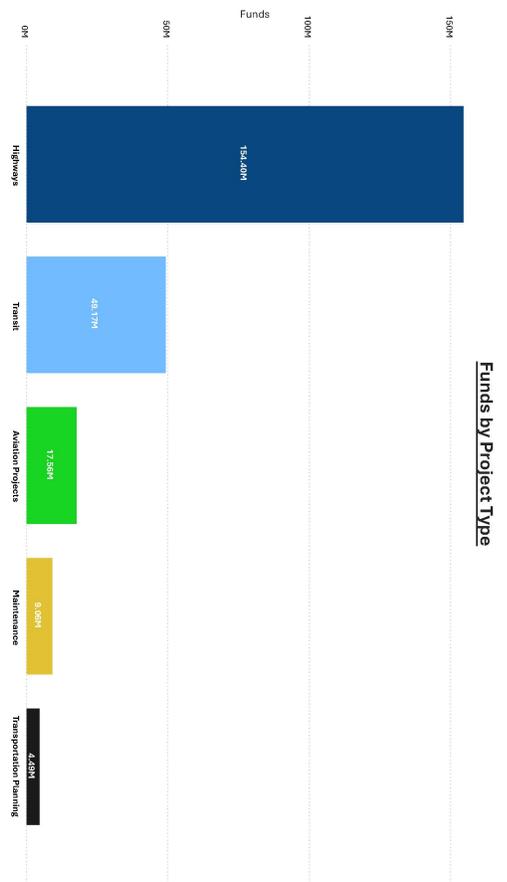
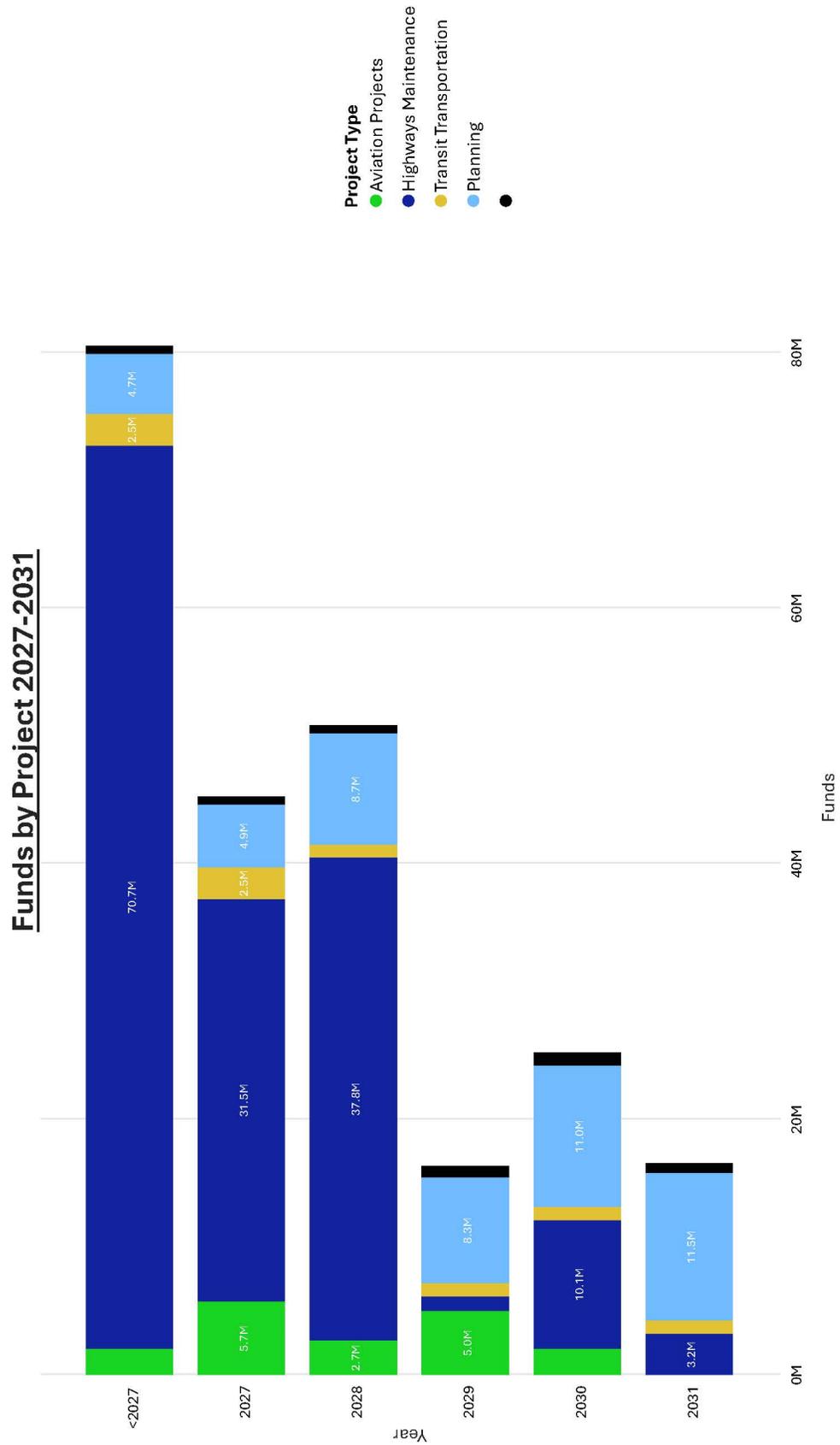


Table 4.6.4



SECTION-V



CHARLOTTE COUNTY CAPITAL IMPROVEMENTS PROGRAM

Charlotte County's Capital Improvement Program (CIP) is a six-year planning tool that guides the development of county infrastructure and capital projects needed to support future growth. The CIP is updated annually by ordinance to ensure project priorities, funding strategies, and schedules remain aligned with county needs and available resources. The next update, effective October 1, 2025, will designate the FY2025/2026 portion of the CIP as the current adopted plan and will extend the planning horizon through FY2030/2031. This update ensures continued coordination between the County and the MPO as transportation and infrastructure projects advance through planning, programming, and implementation.

For the Charlotte County - Punta Gorda MPO, the annual CIP update is an important coordination point. Transportation projects included in the CIP often intersect with MPO priorities, including roadway improvements, multimodal enhancements, safety initiatives, and infrastructure supporting future development. The updated CIP provides a clearer picture of local funding commitments, project readiness, and anticipated timelines, which supports MPO planning activities such as the Transportation Improvement Program (TIP), Long Range Transportation Plan (LRTP) implementation, and project prioritization.

Capital Improvement Program Totals by Infrastructure Type and Project with Funding Sources 2026 Adopted CIP

(in thousands 000)

	Prior Actuals	FY25 Est	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Roadway and Sidewalk Infrastructure	168,839	3,274	145,001	167,842	103,539	22,226	43,742	4,249	658,712
R-02 Intersection Improvements at Various Locations									-
Developer Contribution	18	-	-	-	-	-	-	-	18
Gas Tax (Capital)	672	-	0	-	-	-	-	-	672
Road Impact Fees	1,022	177	11,670	5,773	4,960	4,384	2,764	2,855	33,605
Intersection Improvements at Various Locations Total	1,712	177	11,670	5,773	4,960	4,384	2,764	2,855	34,295
R-03 Multi Use Path-On Road									-
Sales Tax 2014	3,603	-	197	-	-	-	-	-	3,800
Multi Use Path-On Road Total	3,603	-	197	-	-	-	-	-	3,800
R-04 Regional Bicycle-Pedestrian Trails									-
Sales Tax 2020	2,056	1,652	2,292	-	-	-	-	-	6,000
R-05 Road Right of Way Mapping									-
Gas Tax (Capital)	0	-	(0)	-	-	-	-	-	0
Road Impact Fees	31	39	207	-	-	-	-	-	278
Road Right of Way Mapping Total	31	39	207	-	-	-	-	-	278
R-06 Sidewalks 2009 Sales Tax Extension									-
Sales Tax 2009	9,489	-	2,876	-	-	-	-	-	12,365
Sidewalks 2009 Sales Tax Extension Total	9,489	-	2,876	-	-	-	-	-	12,365
R-07 Sidewalk Hazard Mitigation (HB41)									-
Gas Tax (Capital)	3,332	-	(0)	-	-	-	-	-	3,332
Road Impact Fees	1,138	-	4,386	-	-	-	-	-	5,524
Sidewalk Hazard Mitigation (HB41) Total	4,470	-	4,386	-	-	-	-	-	8,856
R-08 Sidewalks - Gap/Infill Gas Taxes/Impact Fees									-
Gas Tax (Capital)	-	-	-	-	-	-	-	-	-
Road Impact Fees	-	-	915	1,250	1,250	1,250	1,250	1,250	7,165
Sidewalks - Gap/Infill Gas Taxes/Impact Fees Total	-	-	915	1,250	1,250	1,250	1,250	1,250	7,165
R-09 Charlotte Harbor CRA Melbourne Street MUP									-
TIF	193	68	3,692	-	-	-	-	-	3,953
Charlotte Harbor CRA Melbourne Street MUP Total	193	68	3,692	-	-	-	-	-	3,953
R-10 Charlotte Harbor CRA Parmely St Improvements									-
TIF	142	0	2,108	-	-	-	-	-	2,250
Charlotte Harbor CRA Parmely St Improvements Total	142	0	2,108	-	-	-	-	-	2,250
R-11 Edgewater Ph 2									-
Gas Tax (Capital)	2,864	-	(4)	-	-	-	-	-	2,860
Road Impact Fees	7,023	19	3,245	-	-	-	-	-	10,288
Sales Tax 2009	20,000	-	0	-	-	-	-	-	20,000
Edgewater Ph 2 Total	29,888	19	3,242	-	-	-	-	-	33,148

Capital Improvement Program Totals by Infrastructure Type and Project with Funding Sources 2026 Adopted CIP

(in thousands 000)

	Prior Actuals	FY25 Est	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
R-12 Edgewater Ph 3									-
Gas Tax (Capital)	-	-	-	-	-	-	-	-	-
Road Impact Fees	-	-	-	31,360	-	-	-	-	31,360
Sales Tax 2020 Tier 2	-	-	-	10,000	-	-	-	-	10,000
Edgewater Ph 3 Total	-	-	-	41,360	-	-	-	-	41,360
R-13 Edgewater/Flamingo Ph4 Corridor Connection									-
Road Impact Fees	941	-	11	-	-	-	-	-	952
Sales Tax 2014	2,257	358	7,384	-	-	-	-	-	10,000
Sales Tax 2020	-	-	-	30,412	-	-	-	-	30,412
Edgewater/Flamingo Ph4 Corridor Connection Total	3,198	358	7,395	30,412	-	-	-	-	41,364
R-14 Edgewater Ph 5									-
Pending Sales Tax 2026	-	-	-	41,040	-	-	-	-	41,040
Road Impact Fees	-	-	-	-	-	-	-	-	-
Edgewater Ph 5 Total	-	-	-	41,040	-	-	-	-	41,040
R-15 El Jobean Rd (SR 776) at Charlotte Sports Park									-
Gas Tax (Capital)	-	-	(0)	-	-	-	-	-	(0)
Grants Pending	-	-	105	879	-	-	-	-	984
Road Impact Fees	-	-	50	100	-	-	-	-	150
El Jobean Rd (SR 776) at Charlotte Sports Park Total	-	-	155	979	-	-	-	-	1,134
R-16 El Jobean Road (SR 776) at Flamingo Blvd									-
Grants	-	-	3,021	-	-	-	-	-	3,021
El Jobean Road (SR 776) at Flamingo Blvd Total	-	-	3,021	-	-	-	-	-	3,021
R-17 Harborview Melbourne to Date St Ph 1									-
Grants	-	-	8,674	-	-	-	-	-	8,674
Grants Pending	-	-	-	-	-	-	-	-	-
Pending Sales Tax 2026	-	-	-	-	56,031	-	-	-	56,031
Sales Tax 2020	666	176	17,883	-	-	-	-	-	18,725
Harborview Melbourne to Date St Ph 1 Total	666	176	26,557	-	56,031	-	-	-	83,430
R-18 Harborview Road Widening - Date St to I75 Ph 2									-
Grants	-	-	-	-	-	-	-	-	-
Grants Pending	-	-	-	-	-	-	-	-	-
Pending Sales Tax 2026	-	-	18,594	-	33,858	-	-	-	52,452
Harborview Road Widening - Date St to I75 Ph 2 Total	-	-	18,594	-	33,858	-	-	-	52,452
R-19 Harborview Rd/Kings Hwy Intersection Impvts									-
Ad Valorem (Lighting District)	-	7	143	-	-	-	-	-	150
Grants	148	-	2,352	-	-	-	-	-	2,500
Harborview Rd/Kings Hwy Intersection Impvts Total	148	7	2,496	-	-	-	-	-	2,650
R-20 Hillsborough /Cranberry Blvd									-
Gas Tax (Capital)	71	-	-	-	-	-	-	-	71
Road Impact Fees	314	1	3,336	-	-	-	-	-	3,651
Hillsborough /Cranberry Blvd Total	385	1	3,336	-	-	-	-	-	3,721

**Capital Improvement Program Totals
by Infrastructure Type and Project with Funding Sources
2026 Adopted CIP**

(in thousands 000)

	Prior									
	Actuals	FY25 Est	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total	
R-21	Kings Highway I75 to Desoto									-
	Gas Tax (Capital)	1,505	-	0	-	-	-	-	-	1,505
	Road Impact Fees	1,459	98	8,487	-	-	-	-	-	10,045
	Kings Highway I75 to Desoto Total	2,964	98	8,487	-	-	-	-	-	11,550
R-22	Mid County Transfer Roadway Reconfiguration									-
	Solid Waste Enterprise Fund	1	4	562	-	-	-	-	-	566
	Mid County Transfer Roadway Reconfiguration Total	1	4	562	-	-	-	-	-	566
R-23	Old Landfill Road Safety Improvements									-
	Utility Operations & Maint	10	-	490	-	-	-	-	-	500
	Old Landfill Road Safety Improvements Total	10	-	490	-	-	-	-	-	500
R-24	Sandhill Widening									-
	Gas Tax (Capital)	335	-	(0)	-	-	-	-	-	335
	MSBU/TU Assessments	905	-	(0)	-	-	-	-	-	905
	Road Impact Fees	634	125	18,284	-	-	-	-	-	19,043
	Sandhill Widening Total	1,874	125	18,284	-	-	-	-	-	20,283
R-25	Veterans / Cochran Blvd Intersection Impvts									-
	Gas Tax (Capital)	2	-	-	-	-	-	-	-	2
	Grants	-	-	3,523	-	-	-	-	-	3,523
	Road Impact Fees	11	7	187	-	-	-	-	-	205
	Veterans / Cochran Blvd Intersection Impvts Total	13	7	3,710	-	-	-	-	-	3,730
R-26	Burnt Store Road Area Corridor									-
	Gas Tax (Capital)	3,488	44	(0)	-	-	-	-	-	3,532
	Road Impact Fees	558	-	361	-	-	-	-	-	918
	Burnt Store Road Area Corridor Total	4,046	44	361	-	-	-	-	-	4,450
R-27	Burnt Store Road E/W Connector (new 2 lane road)									-
	Gas Tax (Capital)	-	-	-	-	-	-	-	-	-
	Pending Sales Tax 2026	-	-	-	-	4,409	6,263	34,111	-	44,783
	Road Impact Fees	-	-	-	-	-	-	-	-	-
	Burnt Store Road E/W Connector (new 2 lane road) Total	-	-	-	-	4,409	6,263	34,111	-	44,783
R-28	Burnt Store Road Widening Ph 2									-
	Capital Projects Fund	-	-	-	-	-	-	-	-	-
	Debt Proceeds	18,132	-	-	-	-	-	-	-	18,132
	Developer Contribution	13	-	-	-	-	-	-	-	13
	Gas Tax (Capital)	1,463	(1,150)	(1,216)	-	-	-	-	-	(903)
	Grants	7,294	-	-	-	-	-	-	-	7,294
	Road Impact Fees	17,720	1,449	3,557	222	198	174	149	124	23,592
	Burnt Store Road Widening Ph 2 Total	44,622	299	2,340	222	198	174	149	124	48,128

Capital Improvement Program Totals by Infrastructure Type and Project with Funding Sources 2026 Adopted CIP

(in thousands 000)

		Prior								
		Actuals	FY25 Est	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
R-29	Burnt Store Road Ph 3									-
	Gas Tax (Capital)	2,498	-	0	-	-	-	-	-	2,498
	Grants	6,118	-	-	-	-	-	-	-	6,118
	Road Impact Fees	379	17	88	-	-	-	-	-	483
	Sales Tax 2009	20,000	-	-	-	-	-	-	-	20,000
	Burnt Store Road Ph 3 Total	28,995	17	88	-	-	-	-	-	29,099
R-30	Jones Loop Road North - Roundabout at Piper Rd									-
	Grants	-	-	-	-	-	4,234	-	-	4,234
	Jones Loop Road North - Roundabout at Piper Rd Total	-	-	-	-	-	4,234	-	-	4,234
R-31	Piper Road North									-
	Gas Tax (Capital)	0	-	-	-	-	-	-	-	0
	Grants	729	-	-	-	-	-	-	-	729
	Sales Tax 2014	11,760	17	719	-	-	-	-	-	12,496
	Piper Road North Total	12,489	17	719	-	-	-	-	-	13,225
R-32	Taylor Road Widening/ N Jones Loop to Airport Rd									-
	Pending Sales Tax 2026	-	-	-	-	-	-	-	-	-
	Taylor Road Widening/ N Jones Loop to Airport Rd Total	-	-	-	-	-	-	-	-	-
R-33	Taylor Road Widening/ US41 to N Jones Loop Road									-
	Pending Sales Tax 2026	-	-	-	-	-	-	-	-	-
	Taylor Road Widening/ US41 to N Jones Loop Road Total	-	-	-	-	-	-	-	-	-
R-34	Gasparilla Rd Connector Sidewalk									-
	Gas Tax (Capital)	-	-	-	-	-	-	-	-	-
	Road Impact Fees	-	-	335	-	-	-	-	-	335
	Gasparilla Rd Connector Sidewalk Total	-	-	335	-	-	-	-	-	335
R-35	CR 775 (Placida Rd) Safety Impvts/Rotonda Blvd West to Boca Grande Cswy									-
	Gas Tax (Capital)	152	-	0	-	-	-	-	-	152
	Road Impact Fees	2,957	-	-	-	-	-	-	-	2,957
	Sales Tax 2009	9,689	29	290	-	-	-	-	-	10,008
	CR 775 (Placida Rd) Safety Impvts/Rotonda Blvd West to Boca Grande Cswy Total	12,798	29	290	-	-	-	-	-	13,117
R-36	SUN Trail - Cape Haze Pioneer Trail Gillott-Myakka State Forest									-
	Gas Tax (Capital)	-	-	10	210	-	-	-	-	220
	Grants	-	-	928	-	-	-	-	-	928
	Grants Pending	-	-	-	10,274	-	-	-	-	10,274
	SUN Trail - Cape Haze Pioneer Trail Gillott-Myakka State Forest Total	-	-	938	10,484	-	-	-	-	11,423
R-37	SUN Trail - Cape Haze Pioneer Trail US41-Gillott Blvd									-
	Gas Tax (Capital)	-	-	20	570	-	-	-	-	590
	Grants	-	-	2,536	-	-	-	-	-	2,536
	Grants Pending	-	-	-	28,070	-	-	-	-	28,070
	SUN Trail - Cape Haze Pioneer Trail US41-Gillott Blvd Total	-	-	2,556	28,640	-	-	-	-	31,196

Capital Improvement Program Totals by Infrastructure Type and Project with Funding Sources 2026 Adopted CIP

(in thousands 000)

	Prior Actuals	FY25 Est	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
R-38	SUN Trail Cape Haze S. Fork of Alligator Creek Bridge								-
	Gas Tax (Capital)	-	-	5	80	-	-	-	85
	Grants	-	-	822	-	-	-	-	822
	Grants Pending	-	-	-	3,925	-	-	-	3,925
	SUN Trail Cape Haze S. Fork of Alligator Creek Bridge Total	-	-	827	4,005	-	-	-	4,832
S-02	Deep Creek Sidewalks Rampart Blvd/ Rio De Janeiro to Navigator								-
	MSBU/TU Assessments	8	42	584	-	-	-	-	635
	Deep Creek Sidewalks Rampart Blvd/ Rio De Janeiro to Navigator Total	8	42	584	-	-	-	-	635
S-03	Deep Creek Blvd Sidewalks/Rio De Janeiro to Seasons								-
	MSBU/TU Assessments	-	-	140	1,067	-	-	-	1,207
	Deep Creek Blvd Sidewalks/Rio De Janeiro to Seasons Total	-	-	140	1,067	-	-	-	1,207
S-04	Deep Creek Blvd Sidewalks/Seasons to Paramarlbo								-
	MSBU/TU Assessments	-	-	-	-	201	1,480	-	1,681
	Deep Creek Blvd Sidewalks/Seasons to Paramarlbo Total	-	-	-	-	201	1,480	-	1,681
S-05	Englewood East Sidewalks Willmington/ Pannel to Roberta								-
	MSBU/TU Assessments	1,804	-	(0)	-	-	-	-	1,804
	Englewood East Sidewalks Willmington/ Pannel to Roberta Total	1,804	-	(0)	-	-	-	-	1,804
S-06	Greater Port Charlotte Sidewalks/Dorchester								-
	MSBU/TU Assessments	272	10	4,101	-	-	-	-	4,382
	Greater Port Charlotte Sidewalks/Dorchester Total	272	10	4,101	-	-	-	-	4,382
S-07	Greater Port Charlotte Sidewalk Cannolot/ Cochran to Morrison								-
	MSBU/TU Assessments	-	-	-	-	-	103	607	710
	Greater Port Charlotte Sidewalk Cannolot/ Cochran to Morrison Total	-	-	-	-	-	103	607	710
S-08	Greater Port Charlotte Sidewalk Morrison/ Cannolot to Pellam								-
	MSBU/TU Assessments	-	-	-	-	100	593	-	693
	Greater Port Charlotte Sidewalk Morrison/ Cannolot to Pellam Total	-	-	-	-	100	593	-	693
S-09	Greater Port Charlotte Sidewalk Cannolot/ Morrison to Pellam								-
	MSBU/TU Assessments	-	-	-	-	142	840	-	982
	Greater Port Charlotte Sidewalk Cannolot/ Morrison to Pellam Total	-	-	-	-	142	840	-	982
S-10	Gulf Cove Sidewalks								-
	MSBU/TU Assessments	264	-	-	-	2,314	2,695	3,388	8,661
	Gulf Cove Sidewalks Total	264	-	-	-	2,314	2,695	3,388	8,661
S-11	Manasota Key Community Plan								-
	Ad Valorem	2,581	11	282	149	115	78	40	3,275
	Debt Proceeds	-	-	3,642	-	-	-	-	3,642
	Manasota Key Community Plan Total	2,581	11	3,924	149	115	78	40	6,917
S-12	NWPC Sidewalks Chamberlain/US41 to Jacobs								-
	MSBU/TU Assessments	-	75	2,584	-	-	-	-	2,659
	NWPC Sidewalks Chamberlain/US41 to Jacobs Total	-	75	2,584	-	-	-	-	2,659

**Capital Improvement Program Totals
by Infrastructure Type and Project with Funding Sources
2026 Adopted CIP**

(in thousands 000)

	Prior Actuals	FY25 Est	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
S-13 NWPC Sidewalks Chamberlain/ Jacobs to Cambell									-
MSBU/TU Assessments	-	-	542	2,461	-	-	-	-	3,003
NWPC Sidewalks Chamberlain/ Jacobs to Cambell Total	-	-	542	2,461	-	-	-	-	3,003
S-14 NWPC Sidewalks McCabe/ Chamberlain to Chancellor									-
MSBU/TU Assessments	-	-	-	-	203	1,322	-	-	1,525
NWPC Sidewalks McCabe/ Chamberlain to Chancellor Total	-	-	-	-	203	1,322	-	-	1,525
S-15 Placida Gasparilla Pines Sidewalk									-
Debt Proceeds	-	-	-	-	-	-	-	-	-
MSBU/TU Assessments	118	0	-	-	-	-	-	-	118
Placida Gasparilla Pines Sidewalk Total	118	0	-	-	-	-	-	-	118

SECTION-VI



CITY OF PUNTA GORDA CAPITAL IMPROVEMENTS PROGRAM

Coordination between the local governments' Capital Improvement Programs (CIPs) and the Metropolitan Planning Organization's Transportation Improvement Program (TIP) is essential to ensure that transportation investments are consistent, financially feasible, and supportive of regional priorities. The Charlotte County–Punta Gorda MPO works closely with the City of Punta Gorda, Charlotte County, and other local agencies to align planned transportation projects across all planning documents.

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.

CAPITAL IMPROVEMENTS PROGRAM
FY 2024 - FY 2028
(All figures in thousands of dollars)

PROJECT IDENTIFICATION	Page#	TOTAL PROJECT COST	Prior Years' Funding*	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
GENERAL FUNDING:								
National Pollutant Discharge Elimination System	1	208	108	20	20	20	20	20
Storm Sewer Reconstruction	2	640	265	75	75	75	75	75
Bridge Repair	3	98	48	10	10	10	10	10
Drainage Improvements	4	4,051	2,551	300	300	300	300	300
Laishley Park Playground & Interactive Fountain	5	1,580	290 **		0	0	0	0
Freeman House Preservation (\$32,000 from ins.)	6	1,410	32 **		0	0	0	0
Wooden/Composite Pathways, Piers, and Docks	7	1,045	395	100	100	150	150	150
Channel and Basin Dredging at Boat Club Area	8	240	40	0	0	0	0	0
King Street Improvements	9	550	48	62 **		0	0	0
Railroad Crossing Rehabilitation	10	1,075	263	187	300	325	0	0
Public Safety Air Conditioning System Replacement	11	250	250	0	0	0	0	0
Historic City Hall (Sale of Belaire and Insurance)	12	12,888	**	750	0	0	0	0
GENERAL FUNDING TOTAL				1,504	805	880	555	555
GRANT FUNDING:								
Freeman House Preservation (\$497,900 from State grant)	13	1,410	498 **		0	0	0	0
Living Shoreline Tiki Point (State grant pending)	14	1,357	**	27	160	431 **		0
Drainage Improvements - Boca Grande Area (3 grants)	15	7,391	3,805 **		0	0	0	0
Channel and Basin Dredging at Boat Club Area	16	240	200	0	0	0	0	0
Complete Street - Cooper Street Improvements (FDOT)	17	3,309	**	0	0	308	0	2,911
GRANT FUNDING TOTAL				27	160	739	0	2,911
PARK IMPACTS:								
Laishley Park Playground & Interactive Fountain	18	1,580	325	100	0	0	0	0
Henry St Property Improvements	19	3,227	**	0	75	75	100	0
Park Improvements (Nature Park)	20	705	355	0	100	100	75	75
PARK IMPACTS TOTAL				100	175	175	175	75
MOBILITY IMPACTS (previously Transportation):								
Sidewalk Improvements	21	222	222	0	0	0	0	0
Historic District Infrastructure	22	2,788	0	0	0	213	287 **	
King Street Improvements	23	550	192	248 **		0	0	0
Complete Street - Airport Road Improvements	24	2,289	0	0	0	0 **		100
MOBILITY IMPACTS TOTAL				248	0	213	287	100
PUBLIC SAFETY IMPACTS:								
Public Safety Building Expansion	25	6,950	450 **		300	300	300	300
PUBLIC SAFETY IMPACTS TOTAL				0	300	300	300	300
SPECIAL USE FUND:								
Ponce de Leon Park Improvements	26	3,300	700 **	**	**	**	**	**
SPECIAL USE FUND TOTAL				0	0	0	0	0
TOTAL FUNDED PROJECTS				1,879	1,440	2,307	1,317	3,941

* Prior Years' funding is included for projects that have additional funding FY 24-28 or may not be complete at 9/30/23

** Funding from another source - See CIP detail sheet

PROJECTS WITHIN CITY BOUNDARIES SCHEDULED BY OTHER AGENCIES

US 41 NB Tamiami Trail Williams Street to Peace River Bridge
 US 41 SB Tamiami Trail Peace River Bridge to Charlotte Ave
 US 41 SB ADA Ramp
 US 41 @ Carmalita St Extension

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

PROJECT IDENTIFICATION	Page #	Total Project Cost	Prior Years	Projected FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Planned/ Funded	Estimated Grant Application	Estimated Impacts or Other	Unfunded Tier 2	Unidentified Funding Source
1% SALES TAX REVENUE				4,394	4,394	4,394	4,394	1,098	18,674				
EXPENDITURES:													
Harborwalk West - Area 2 - Final Phase	27	3,178	3,178	0	0	0	0	0	3,178	0	0	0	0
Henry Street Sidewalk	28	156	156	0	0	0	0	0	156	0	0	0	0
Virginia Ave Complete St Improv.-US 41 to Nesbit	29	1,056	950	106	0	0	0	0	1,056	0	0	0	0
Historic City Hall Preservation and Rehabilitation	30	12,638	4,988	6,266	0	0	0	0	11,254	0	750	0	634
Complete Street - Airport Rd Improvements	31	2,289	1,350	0	0	0	0	0	1,350	0	250	0	689
Ponce de Leon Park Improvements	32	3,300	305	0	0	0	0	0	305	0	995	0	2,000
Harborwalk - US 41 SB Bridge Ramp (decorative standards)	33	90	90	0	0	0	0	0	90	0	0	0	0
Harborwalk - US 41 Bridge Approach Lighting (SB)	34	400	0	0	0	0	0	0	0	0	0	0	400
US 41 NB Decorative/safety standards	35	620	120	0	500	0	0	0	620	0	0	0	0
Freeman House Preservation (\$32,000 from ins.)	36	1,410	208	672	0	0	0	0	880	498	32	0	0
Drainage Improvements - Boca Grande Area	37	7,391	2,076	209	0	0	0	0	2,285	3,805	0	0	1,301
Henry St Property Improvements	38	3,227	844	973	0	0	0	0	1,817	0	250	1,000	160
Henry Street Crosswalk	39	539	0	539	0	0	0	0	539	0	0	0	0
ADA Improvements - Citywide	40	1,593	813	130	130	130	130	130	1,463	0	0	0	130
Bayfront Activity Center	41	TBD	0	30	313	0	0	0	343	0	0	0	TBD
Public Safety Building Expansion	42	6,950	0	0	550	2,000	1,882	0	4,432	0	1,350	159	1,009
Historic District Infrastructure	43	2,788	0	0	0	275	550	213	1,038	0	500	1,250	0
Shreve Street Complete Street Improvements	44	445	225	0	0	130	0	0	355	0	0	0	90
Complete Street - Cooper Street Improvements	45	3,309	90	0	0	0	0	0	90	3,219	0	0	0
Complete Street - US 17 Improvements (Cancelled)		0	0	0	0	0	0	0	0	0	0	0	0
Traffic Signal - Burnt Store Rd and Home Depot	46	1,100	0	0	0	0	0	0	0	0	0	345	755
US 41 Complete Street - Airport to Carmalita	47	519	0	0	0	0	0	0	0	0	0	0	519
1% SALES TAX FUNDING TOTAL		52,998	15,393	8,925	1,493	2,535	2,562	343	31,251	7,522	4,127	2,754	7,687
Estimated Projected Carryover - Beg				2,328	(2,203)	698	2,727	4,559					
Estimated Projected Carryover - End				(2,203)	698	2,557	4,559	5,314					
Transfer from Fishermans Village Sale (Special Use Fund)				170	0	0	0	0					
Financing (cashflow purposes only)				3,298	(2,318)	(980)	0	0					
Estimated Projected Carryover - End with Interfund Loan				1,265	1,848	2,727	4,559	5,314					

Schedule covers through December 31, 2026

**UNFUNDED PROJECTS
CAPITAL IMPROVEMENTS PROGRAM
FY 2024 - FY 2028
(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>			
Historic City Hall Preservation and Rehabilitation	48	634	
Drainage Improvements - Boca Grande Area	49	1,301	
Complete Street - Airport Rd Improvements	50	689	
Ponce de Leon Park Improvements	51	2,000	
Harborwalk - US 41 SB Bridge Approach Lighting (decorative star)	52	400	
Henry St Property Improvements	53	1,160	
Bayfront Activity Center	54	Unknown	
Public Safety Building Expansion	55	1,168	
Historic District Infrastructure	56	1,250	Yes
Complete Street - Shreve Street	57	90	
Traffic Signal - Burnt Store Rd and Home Depot	58	1,100	
Complete Street - US 41 - Airport to Carmalita	59	519	
Living Shoreline Tiki Pt Harborwalk	60	758	Yes
<i>Fully unfunded projects:</i>			
Public Safety Building Fencing	61	100	
Pickleball Court Fence Replacement	62	110	
W. William St. Drainage Improvements	63	140	
Glasgow Avenue Improvements	64	700	
Laishley Pier	65	1,000	
Sidewalk Connections W Marion: Bal Harbor to Shreve Street	66	1,500	
Sidewalk Improvement Phase I	67	432	
Unimproved Alleyway	68	750	
Baynard/Vasco Sidewalk Improvements	69	400	
Harborwalk East - Phase II	70	1,500	
Bicycle Capital Improvement Program	71	1,200	
Harborwalk - US 41 NB Bridge Underpass Improvements	72	200	
Virginia Ave Complete St Improvements - Harvey St. to US 41	73	800	
Maud Street Angled Parking	74	275	
Royal Poinciana Improvements Complete St	75	2,500	
Tropicana & Marion Sidewalk Enhancement	76	300	
Historic District Street Lights	77	550	
Gilchrist Park - Harborwalk Improvements (Seating and Shade)	78	350	
Historic District Interpretation Markers	79	500	
Harborwalk - Laishley Park Marriage Point	80	750	
Veteran's Park Shade Structure(s)	81	350	
Trabue Park Improvements	82	1,250	
South Punta Gorda Park (Firestation II)	83	1,000	
Harborwalk West - Area 3	84	1,800	
PROJECT CATEGORY - UNFUNDED TOTAL		29,816	

SECTION-VII

FDOT Current Federal Obligations – FY 2025/26 (10/01/2025– 09/30/2026).

Each year, the Florida Department of Transportation (FDOT) publishes the Federal Obligations Report, which documents all federal transportation funds that were obligated during the most recently completed federal fiscal year. For FY 2025, this report identifies the projects within the Charlotte County–Punta Gorda MPO area that received federal funding authorization.

A federal obligation occurs when the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) commits federal funds to a project. This commitment authorizes FDOT or a local agency to begin work and be reimbursed for eligible costs. Obligations may occur for:

- **Project Development & Environment (PD&E)**
- **Right-of-Way (ROW)**
- **Transit capital or operating projects**
- **Design (PE)**
- **Construction (CST)**

De-obligations may also occur when unused funds are returned or project scopes change.

Purpose of the Annual Obligations Report

Federal law (23 CFR 450.334) requires MPOs to publish an Annual Listing of Federally Obligated Projects. The FY 2025 obligations report:

- Confirms which projects actually received federal funding
- Demonstrates transparency in the use of federal transportation dollars
- Ensures consistency between the TIP and the State Transportation Improvement Program (STIP)
- Shows progress toward implementing the MPO’s transportation priorities

The FY 2025 obligation listing is included as part of the TIP documentation to show:

- All projects in the MPO area that received federal funding authorization
- The amount of federal funds obligated
- The phase(s) funded during FY 2025
- Any de-obligations or adjustments

This listing ensures that the TIP remains compliant with federal requirements and accurately reflects the status of federally funded projects.

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

ITEM NUMBER:436597 1	PROJECT DESCRIPTION:SR 776 FROM NORTH OF PLACIDA RD/PINE ST/CR 775 TO SPINNAKER BLVD	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01050000	PROJECT LENGTH: 3.178MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2025	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	1,085,666	
TOTAL 436597 1	1,085,666	
TOTAL 436597 1	1,085,666	

ITEM NUMBER:438262 1	PROJECT DESCRIPTION:SR 45 (US 41) TAMiami TRAIL FROM CONWAY BLVD TO MIDWAY BLVD	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01010000	PROJECT LENGTH: 2.136MI	
		TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0
FUND CODE	2025	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
CARL	-302,401	
TOTAL 438262 1	-302,401	
TOTAL 438262 1	-302,401	

ITEM NUMBER:440442 1	PROJECT DESCRIPTION:SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01010000	PROJECT LENGTH: 2.652MI	
		TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0
FUND CODE	2025	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALL	-124,671	
TALT	-210,143	
TOTAL 440442 1	-334,814	
TOTAL 440442 1	-334,814	

ITEM NUMBER:441517 1	PROJECT DESCRIPTION:SR 776 FROM PINEDALE DRIVE TO MYAKKA RIVER	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01050000	PROJECT LENGTH: 1.923MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2025	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-31,925	
TOTAL 441517 1	-31,925	
TOTAL 441517 1	-31,925	

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

CHARLOTTE-PUNTA GORDA MPO

HIGHWAYS
=====

ITEM NUMBER:441524 1	PROJECT DESCRIPTION:TAMIAMI TRAIL (SR 45/US 41) FROM WILLIAM ST TO PEACE RIVER BRIDGE	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01010000	PROJECT LENGTH: .910MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2025	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		-73
TOTAL 441524 1		-73
TOTAL 441524 1		-73

ITEM NUMBER:441552 1	PROJECT DESCRIPTION:SR 35 (US 17) FROM SR 45 (US 41) TO BERMONT ROAD (CR 74)	*SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01040000	PROJECT LENGTH: 5.213MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2025	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		-248
TOTAL 441552 1		-248
TOTAL 441552 1		-248

ITEM NUMBER:441950 1	PROJECT DESCRIPTION:SR 31 FROM CR 74 TO CR 74	*SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01030000	PROJECT LENGTH: .641MI	
		TYPE OF WORK:ROUNDBOUT
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2025	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		-9,809
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SN		-180,277
TOTAL 441950 1		-190,086
TOTAL 441950 1		-190,086

ITEM NUMBER:446340 1	PROJECT DESCRIPTION:SR 776 (EL JOBEAN RD) AT FLAMINGO BLVD	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01050000	PROJECT LENGTH: .004MI	
		TYPE OF WORK:PEDESTRIAN SAFETY IMPROVEMENT
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2025	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CHARLOTTE COUNTY BOCC		
TALT		3,021,105
TOTAL 446340 1		3,021,105
TOTAL 446340 1		3,021,105

CHARLOTTE-PUNTA GORDA MPO

HIGHWAYS

ITEM NUMBER:446391 1	PROJECT DESCRIPTION:US 41 (SR 45) FROM KINGS HWY TO PEACE RIVER BRIDGE	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:TRANSPORTATION PLANNING
ROADWAY ID:01010000	PROJECT LENGTH: .734MI	LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2025	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CHARLOTTE COUNTY BOCC		
SL		200,000
TOTAL 446391 1		200,000
TOTAL 446391 1		200,000

ITEM NUMBER:446393 2	PROJECT DESCRIPTION:SR 776 AT CHARLOTTE SPORTS PARK	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:ADD RIGHT TURN LANE(S)
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2025	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL		101,276
TOTAL 446393 2		101,276
TOTAL 446393 2		101,276

ITEM NUMBER:446830 1	PROJECT DESCRIPTION:SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:SIDEWALK
ROADWAY ID:01010000	PROJECT LENGTH: 1.503MI	LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND CODE	2025	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT		1,000
TOTAL 446830 1		1,000
TOTAL 446830 1		1,000

ITEM NUMBER:449652 1	PROJECT DESCRIPTION:SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY LINE	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:01060000	PROJECT LENGTH: 1.020MI	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2025	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		421,890
TOTAL 449652 1		421,890
TOTAL 449652 1		421,890

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
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CHARLOTTE-PUNTA GORDA MPO

HIGHWAYS
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ITEM NUMBER:451358 1	PROJECT DESCRIPTION:US 41 AT MIDWAY BLVD	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:INTERSECTION IMPROVEMENT
ROADWAY ID:01010000	PROJECT LENGTH: .148MI	LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0
FUND CODE	2025	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	135,657	
TOTAL 451358 1	135,657	
TOTAL 451358 1	135,657	

ITEM NUMBER:451360 1	PROJECT DESCRIPTION:SR 776 AT OCEANSPRAY BLVD	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:MEDIAN MODIFICATION
ROADWAY ID:01050000	PROJECT LENGTH: .636MI	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2025	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	56,282	
TOTAL 451360 1	56,282	
TOTAL 451360 1	56,282	

ITEM NUMBER:452200 5	PROJECT DESCRIPTION:ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN PHASE I I-75 (SR93)	*SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:ELECTRIC VEHICLE CHARGING
ROADWAY ID:01075000	PROJECT LENGTH: .536MI	LANES EXIST/IMPROVED/ADDED:12/ 0/ 0
FUND CODE	2025	

PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE		
GFEV	-2,600,000	
TOTAL 452200 5	-2,600,000	
TOTAL 452200 5	-2,600,000	

ITEM NUMBER:452893 1	PROJECT DESCRIPTION:RAILROAD SIGNAL EQUIPMENT REPLACEMENT - CROSSING 623246U	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:RAILROAD CROSSING
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2025	

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22	67,433	
TOTAL 452893 1	67,433	
TOTAL 452893 1	67,433	

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

CHARLOTTE-PUNTA GORDA MPO

HIGHWAYS
=====

ITEM NUMBER:452893 2 PROJECT DESCRIPTION:RAILROAD SIGNAL EQUIPMENT REPLACEMENT - CROSSING 623245M
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:RAILROAD CROSSING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND
CODE

2025

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

ER22

36,695

TOTAL 452893 2

36,695

TOTAL 452893 2

36,695

ITEM NUMBER:452893 3 PROJECT DESCRIPTION:RAILROAD SIGNAL EQUIPMENT REPLACEMENT - CROSSING 643799V
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:RAILROAD CROSSING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND
CODE

2025

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

ER22

34,231

TOTAL 452893 3

34,231

TOTAL 452893 3

34,231

ITEM NUMBER:452893 4 PROJECT DESCRIPTION:RAILROAD SIGNAL EQUIPMENT REPLACEMENT - CROSSING 623234A
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:RAILROAD CROSSING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND
CODE

2025

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

ER22

15,739

TOTAL 452893 4

15,739

TOTAL 452893 4

15,739

ITEM NUMBER:452967 1 PROJECT DESCRIPTION:CR-775 OVER OYSTER CREEK - BRIDGE NO 010063
DISTRICT:01 COUNTY:CHARLOTTE
ROADWAY ID: PROJECT LENGTH: .000

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

FUND
CODE

2025

PHASE: PRELIMINARY ENGINEE ING / RESPONSIBLE AGENCY: MANAGED BY FDOT

ER22

103,998

TOTAL 452967 1

103,998

TOTAL 452967 1

103,998

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

ITEM NUMBER:453062 1
 DISTRICT:01
 ROADWAY ID:

PROJECT DESCRIPTION:GILLOT BLVD REPAIRS NORTH OF BLITMAN ST
 COUNTY:CHARLOTTE
 PROJECT LENGTH: .000

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

FUND CODE	2025
<hr/>	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT ER22	36,561
TOTAL 453062 1	36,561
TOTAL 453062 1	36,561
TOTAL DIST: 01	1,543,195
TOTAL HIGHWAYS	1,543,195

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

ITEM NUMBER: 456205 1
 DISTRICT: 01
 ROADWAY ID:

PROJECT DESCRIPTION: REGENT ROAD CROSSING 623232L
 COUNTY: CHARLOTTE
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK: RAIL SAFETY PROJECT
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND
 CODE

2025

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

RHH

	155,648
TOTAL 456205 1	155,648
TOTAL 456205 1	155,648
TOTAL DIST: 01	155,648
TOTAL RAIL	155,648

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

MISCELLANEOUS
=====

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

FUND CODE	2025	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL		-20,711
TOTAL 438261 1		-20,711
TOTAL 438261 1		-20,711

ITEM NUMBER:451804 1	PROJECT DESCRIPTION:HURRICANE IAN DISASTER RECOVERY - CHARLOTTE COUNTY	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	TYPE OF WORK:EMERGENCY OPERATIONS
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2025	
<hr/>		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		756
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		-4,315
TOTAL 451804 1		-3,559
TOTAL 451804 1		-3,559

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	2025	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		-35,317
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		-130,254
TOTAL 452523 1		-165,571
TOTAL 452523 1		-165,571
TOTAL DIST: 01		-189,841
TOTAL MISCELLANEOUS		-189,841

GRAND TOTAL		2,012,208
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SECTION-VIII

TIP AMENDMENTS

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

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

MARCH 12, 2026
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 13
2026 DRAFT PROJECT PRIORITIES

Purpose: To review and discuss the 2026 Draft List of Priority Projects (LOPP).

Presented by: MPO Staff

Discussion: Florida Statutes 339.175(8) requires the MPO to develop an annual List of Project Priorities (LOPP) consistent with the goals, objectives, and policies of the MPOs adopted Long Range Transportation Plan. The LOPP is used in developing the next draft FDOT Five-Year Work Program, and the Charlotte County – Punta Gorda MPO Transportation Improvement Program (TIP).

The MPO is expecting project priority applications for candidate projects from Charlotte County and the City of Punta Gorda. Below is the list of top five projects that both entities submitted on October 1, 2025

Charlotte County Projects:

1. SR 776 at Biscayne Blvd – Signalization
2. Veterans Blvd at Atwater St – Turn Lanes / Intersection Improvements
3. SR 776 at Pine St / Placida Rd – Add Additional Westbound Left Turn Lane
4. SR 776 at San Casa Dr – Add Northbound Left Turn Lane
5. SR 776 at Spinnaker Blvd – Add Eastbound and Westbound Right Turn Lanes

City of Punta Gorda Projects:

1. Cooper St from Airport Rd to E. Marion Ave
2. Traffic Light at Burnt Store Rd and Home Depot
3. Retta Esplanade Traffic Calming
4. US 41 NB Harborwalk Phase IV from Retta Esplanade to Peace River Bridge
5. SUN Trail US 41 NB – South Alligator Bridge

Final LOPP applications must be submitted in GAP to FDOT District One by March 31, 2026. The Final LOPP will be approved by the MPO Board and submitted to FDOT by June 30, 2026, for consideration during the development of the FY 2028–FY 2032 Draft Tentative Work Program.

Recommendation: Review and comment on the 2026 Project Priorities for the upcoming FDOT Draft Tentative Work Program cycle, FY 2028 – FY 2032.

Attachments:

1. [2025 Project Priorities – Approved by the MPO Board May 19, 2025](#)
2. [2026 DRAFT Project Priorities](#)
3. [2026 TRIP Regional Project Priorities](#)

Charlotte County - Punta Gorda MPO

2025 Project Priorities

HIGHWAY PROJECTS	These projects are roadway widening improvement projects
TRANSPORTATION ALTERNATIVE PROJECTS	Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.
CITY OF PUNTA GORDA PROJECTS	The projects are identified as a need in the City
TRANSPORTATION SYSTEM MANAGEMENT (TSM) AND OPERATION PROJECTS	TSMO is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed.
FUNDED PROJECTS	The projects that are funded through Construction will be removed from the list to accomdate other unfunded projects.
COMPREHENSIVE SAFETY ACTION PLAN PROJECTS	This Comprehensive Safety Action Plan (CSAP) sets a path forward for the Charlotte County-Punta Gorda Metropolitan Planning Organization (CC-PG MPO) to work with their partners and the community to reach the goal of zero fatalities and serious injuries due to traffic crashes by the year 2045
SUN TRAIL PROJECTS	Established in 2015 [Section 339.81, Florida Statutes (F.S.)], receives an annual allocation from the redistribution of new vehicle tag revenues pursuant to Section 320.072, F.S., motor vehicle licenses. These revenues are used for the development of a statewide system of interconnected high-priority, paved, non-motorized multi-use trail / two-directional Shared Use Path (SUP) within the SUN Trail network
TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)	Regional Projects with Sarasota Manatee and Lee are identified with an asterisk *. A TRIP project requires a 50% local match.
NEW PROJECT	

Note : All Projects costs are in millions

PROJECT PHASES	
PLN	Planning Study
PD&E	Project Development & Engineering
PE	Preliminary Engineering (Design)
ROW	Right of Way Acquisition, if needed
CST	Construction
CEI	Construction Engineering and Inspection

Charlotte County - Punta Gorda MPO 2025 Project Priorities

HIGHWAY PROJECTS

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Local Funds	Requested Funds	2026	2027	2028	2029	2030	Unfunded Phase	Unfunded Cost	Comments
1*		Harborview Rd from Melbourne St to I-75	Road Widening	NA	\$96.72										Project is divided into two segments. ROW unfunded. Local funds for ROW is \$11. million. Local matching funds \$1.69 M. Total CST is \$96.72 million.
	434965-3	Harborview Rd from Melbourne St to Date St	Road Widening	ROW	\$48.78	\$22.60	\$15.00	\$48.78					ROW	\$27.00	Segment One. Local contributions \$20.2 million. Project is programmed for CST in FY 2026 - \$46.45 million
		Harborview Rd from Date St to I-75	Road Widening	ROW /CST	\$49.27	\$1.69	\$47.50						ROW&CST	\$49.27	Segment Two is unfunded. Local funds \$1.69 are for ROW. County requesting \$47.583 million for CST Segment 2
2*		Edgewater Dr/ Flamingo Blvd from Midway Blvd to SR 776	Road Widening	PE	\$95.00		\$2.50						ROW & CST		No application received towards 2025 PP
3*		Jones Loop Rd from Burnt Store Rd to Piper Rd													No application received towards 2025 PP
	435563-1	N. Jones Loop Rd from I-75 to Piper Rd	Roundabout and Multimodal facilities	PE & CST	\$3.71						\$3.71		NA		Segment 3 of Jones Loop Study is funded through CST in FY 2029. Project will be removed. Needed guidance from FDOT regarding Segment 1 and 2.
		N. Jones Loop Rd from Burnt Store Rd to Knights Dr	Road Widening	ROW, PE & CST											MPO Staff is looking for advice from FDOT Staff for proposed amendments for the entire segment of Jones Loop. May 2023 Board meeting
4*		Burnt Store Rd from Lee County Line to Wallaby Lane	Road Widening	ROW/CST	\$7.20		\$7.20						ROW & CST	\$7.20	Widen the 100 feet of Burnt Store Rd
5	439316 -7	2055 Long Range Transportation Plan Update	Planning	PLN	\$0.60					\$0.15	\$0.30	\$0.15			Planning dollars were allocating in the current 2029- 2030 WP to supplement MPO complete 2055 Long Range Transportation Plan LRTP

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO) PROJECTS

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Local Funds	Requested Funds	2026	2027	2028	2029	2030	Unfunded Phase	Unfunded Cost	Comments
1	446340 1	SR 776 @ Flamingo Blvd *	Intersection Improvements	CST	\$3.02										Programmed in the DTWP and will be removed from 2025 PP cycle
2	446340 2	SR 776 @ Flamingo Blvd *	Pedestrian Safety Improvements	CST	\$0.64										
3	446393-1	SR 776 @ Charlotte Sports Park *	Add turn lanes on EB & WB SR 776	PE	\$0.960/\$0.24	\$0.05	\$1.39						CEI	\$0.25	PE in current year. Additional \$240,065 requested for CEI
4	453479 1	SR 776 @ Cornelius Blvd *	Add turn lanes at intersections	PE/CST	\$0.115/\$0.145										Programmed for construction during the previous work program development cycle and will be removed from the 2025 list of project priorities.
5	453416 1	SR 776 @ Jacobs St	Add turn lanes at intersections	PE/CST	\$0.115/\$0.145										This project priority was programmed for construction during the previous work program development cycle and will be removed from the 2025 list of project priorities.
6		Veterans Blvd @ Cochran Blvd	Complete Intersection Improvements	PE	\$3.10										FUNDED \$3.1 million (Appropriations) Will be removed from the 2025 PP
40		Emergency Vehicle Preemption	Emergency Vehicle Preemption System		\$1.27								CST	\$1.27	Purchase software licensing for the emergency vehicle preemption system
7		SR 776 & Biscayne Dr	Add signals Intersection Improvements	PE,CST,CEI	\$1.30								PE, CST & CEI	\$1.32	County is requesting PE, CST & CEI funds
8		Veterans Blvd @ Yorkshire St	Add EB & WB right turn lanes										CST	\$1.11	County is requesting CST funds
9		Veterans Blvd @ Atwater St	Add EB & WB right turn lanes	CST,CEI	\$2.39								CST/CEI	\$2.39	County is requesting CST and CEI funds
10		Veterans Blvd @ Harbor Blvd	Add EB & WB right turn lanes										CST	\$0.43	County is requesting CST funds
11		Veterans Blvd @ Torrington St	Add EB right turn lanes										CST	\$0.43	County is requesting CST funds
12		Veterans Blvd @ Orlando Blvd	Add EB right turn lanes										CST	\$0.45	County is requesting CST funds
13		Veterans Blvd @ Norman St	Add EB right turn lanes										PE/ROW/CST	\$0.78	County is requesting CST funds
14		Veterans Blvd @ Loveland Blvd	Add EB right turn lanes										CST	\$0.39	County is requesting CST funds
15		US 41 @ Easy St	Intersection Improvements										PE/CST		County is requesting PE & CST funds
16		US 41 @ Forrest Nelson Blvd / Crestview Cir	Add turn lanes Intersection Improvements										PE/CST	\$0.62	County is requesting PE & CST funds
17		SR 776 @ Toledo Blade Boulevard	Add turn lanes at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
18		SR 776 @ Winchester Boulevard	Add turn lanes at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
19		SR 776@ US 41	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
20		SR 776 @Beach Rd	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO) PROJECTS

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost		Requested Funds	2026	2027	2028	2029	2030	Unfunded Phase	Unfunded Cost	Comments
21		SR 776 @CR 771/ Gasprilla Rd/Sailors Way	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
22		SR 776 @Murdock Cir/Enterprise Dr	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
23		SR 776 @San Casa Dr	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
24		SR 776 @ Sunnybrook Blvd	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
25		SR 776 @ Placida Rd/ Pine St	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
26		SR 776 @Wilmington Boulevard/Gulfstream Boulevard (West)	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
27		SR 776 @ Coliseum Boulevard/Pinedale Drive	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
28		SR 776 @ Oriole Boulevard	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
29		SR 776 @ Gillot Boulevard	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
30		SR 776 @ Jacobs St	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
31		SR 776 @ Points of Pines Rd	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
32		SR 776 @ Merchants Crossing	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
33		SR 776 @ Spinnaker Boulevard	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
34		SR 776 @ Riverwood Drive	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
35		SR 776 @ Bay Heights Road	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
36		Veterans Blvd @ Kings Hwy	Add/turns lanes Improvements at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
37		Veterans Blvd @ Peachland Blvd/J.C Center Court	Add/turns lanes Improvements at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
38		Veterans Blvd@ Murdock Cir/Paulson Drive	Add/turns lanes Improvements at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
39		ATMS master plan											PE/ROW/CST		The ATMS master plan study is underway

TRANSPORTATION ALTERNATIVES (TA) PROJECTS

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Requested Funds	2026	2027	2028	2029	2030	Unfunded Phase	Unfunded Cost	Comments
1	435105-2	Taylor Rd Phase - I from N. Jones Loop Rd to Airport Rd	Multi Use Trails		\$6.56							PE & CST		Design was funded in 2024-2028 for \$650,000 and has been deleted from DTWP due to lack feasible options
2	435105-3	Taylor Rd Phase - II from Royal Rd to N. Jones Loop Rd	Multi Use Trails		\$7.29							PE, CST, CEI		Design, CST and CEI is unfunded
3	446391-1	US 41 from Peace River Bridge to Kings Hwy*	Feasibility Study	PLN	\$0.15							PE& CST		Project is funded in the WP and will be removed. County Staff agreed to lead this Study - Jan 2023
4	440442-1	US 41 from Midway Blvd to Paulson Dr	Multi Use Trails	CST									\$6.45	CST funded in 2022 DTWP . Removed from current DTWP. Leaves gap on US 41
5		US 41 from Tuckers Grade to Taylor Rd	Multi Use Trails	PE & CST										Multi Use trails on both sides of US 41
6		US 41 from Morning side Dr to Tuckers Grade	Multi Use Trails	PE & CST										Multi Use trails on west side of US 41
7		US 41 from Taylor Rd to Burnt Store Rd	Multi Use Trails	PE & CST										Multi Use trails on west side of US 41
8	452221 -1	Cooper St from Airport Rd to E. Marion Ave	Complete Streets Project	PE & CST	\$0.38/\$2.9							NA		Project is funded through Construction in the current DTWP and will be deleted.
9		US 41 NB - Harborwalk Phase IV from Retta Esplanade to Peace River Bridge *	Bridge Lighting									CST	\$0.36	
10	452236-1	US 41 SB Harborwalk Phase II - ADA Ramp	ADA ramp connection	CST	\$0.69									FDOT Staff will be handling as in house project. Connects Harborwalk to the existing US 41 SB sidewalk. Project is deferred to 2027
11	446339-1	SUN Trail US 41 NB - South Alligator Bridge *	Bike-Ped Bridge	PE	\$0.82							CST/CEI	\$3.19	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	SUN Trail SR 776 from Myakka Forest to Gillot Blvd	SUN Trail Project	PE	\$3.46							CST	\$8.60	Project is funded for Design in current DTWP 2025-2030. CST unfunded
13	443602-2	SUN Trail SR 776 from Gillot Blvd to US 41	SUN Trail Project	PE	\$2.53							CST	\$23.60	Project is funded for Design in current DTWP 2025-2030. CST unfunded
14	438262 -1	US 41 from Conway Blvd to Midway Blvd	Multi Use Trails	CST	\$5.57			\$5.56						Project is funded through Construction in the current DTWP and will be removed.
15	446830 -1	SR 45 (US 41) from Kings Hwy to Conway Blvd	Multi Use Trails	PE/CST	\$1.5 / \$4.5		\$1.50		\$4.56					Project is funded through Construction in the current DTWP and will be removed.
16		SR 45 (US 41) from Midway Blvd to Paulson Dr	Multi Use Trails	PE/CST										Project moved out of the Work Program. Gap on US 41 with High crashes

COMPREHENSIVE SAFETY ACTION PLAN (CSAP) PROJECTS

Corridor	FPID	Project Name	Type of Work	Project Score	2030 Planning level cost	Present Day Cost (PDC)	Comments
1		US 41 from Midway Blvd to Conway Blvd	High Injury Network Improvements	84.17	\$1.15	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
2		US 41 from Conway Blvd to Melbourne St	High Injury Network Improvements	80.83	\$0.376	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
3		US 41 from Veterans Blvd to Midway Blvd	High Injury Network Improvements	77.5	\$0.171	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
4		US 41 from Retta Esplanade to Carmalita St	High Injury Network Improvements	82.92	\$0.121	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
5		Kings Hwy from US 41 to Palmetto Mobile Park	High Injury Network Improvements	70.83	\$0.540	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
6A		SR 776 from Centennial Blvd to US 41	High Injury Network Improvements	61.17	\$0.531	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
6B		Veterans Blvd (CR776) from US 41 to E.Paulson Drive	High Injury Network Improvements	91.25	\$0.248	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
7		Kings Hwy from Veterans Blvd to E. Sandhill Blvd	High Injury Network Improvements	55.83	\$0.578	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
8		Midway Blvd from Lakeview Blvd to Harbor Blvd	High Injury Network Improvements	56.25	\$0.218	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
9		Edgewater Dr from Midway Blvd to Conreid Dr	High Injury Network Improvements	52.92	\$0.121	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
10		Olean Blvd from US 41 to Key Lane	High Injury Network Improvements	49.58	\$0.250	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
11		Cooper St from E.Olympia Ave to Burland St	High Injury Network Improvements	51.76	\$0.332	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
12		Marion Ave from Henry St to Chasteen St	High Injury Network Improvements	43.33	\$0.259	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)
13		US 41 from W.Retta Esplanade to Airport Rd	High Injury Network Improvements	60	\$0.286	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2045)

DRAFT 2025 Project Priority List – FDOT D1

[Freight Coordinator: Amanda Tyner]

Map ID	Project Name	County	Project Type	FM Number	DFC Priority	PD&E Status	Project Request (Millions)	Network Designations*			
								SHS	NHFN	SIS	RFN
Charlotte County-Punta Gorda MPO											
P1	US-17 from Copley Ave. to CR-74 (Bermont Rd.)	Charlotte	Roadway	N/A	Yes	Funded	\$10.9	Yes	No	Yes	No
Heartland Regional TPO											
P2	SR-70 from Jefferson Ave. to CR-29	Highlands	Roadway	414506-1	Yes	Completed	\$242.2	Yes	No	Yes	Yes
Lee County MPO											
P3	SR-739 (Metro Pkwy.) Widening from Daniels Pkwy. to Winkler Ave.	Lee	Roadway	431334-1 431334-2	No	On-Going	\$76.1	Yes	No	No	Yes
P4	SR-78 Widening from SR-31 to I-75 and Interchange Improvements	Lee	Roadway & Interchange	444937-1	Yes	On-Going	\$187.5	Yes	Yes	Yes	Yes
Polk TPO											
P5	SR-60 Widening from CR-630 to Osceola Co. Line	Polk	Roadway	433856-2 433856-3	Yes	Completed	\$110.0	Yes	No	Yes	No

*SHS = State Highway System
NHFN = National Highway Freight Network
SIS = Strategic Intermodal System
RFN = Regional Freight Network

Adopted May 19, 2025

2025 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	\$12,533,934
2	*Fort Hamer Rd from Rive Isle Run to US 301	Manatee County	\$9,682,150
3	Harborview Rd from Melbourne St to I-75	Charlotte County	\$4,000,000
4	Lorraine Rd from Palmer Blvd to Fruitville Rd	Sarasota County	\$25,072,461
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 - Segment B	Sarasota County	\$24,569,060
7	Jones Loop Rd from Burnt Store Rd to Piper Rd	Charlotte County	\$5,000,000
8	Lorraine Rd from SR 72/Clark Rd to Knights Trail - Segment C	Sarasota County	\$33,587,042
9	Kings Hwy from Sandhill Blvd to DeSoto County Line	Charlotte County	\$5,000,000
10	Burnt Store Rd from Lee County line to Wallaby Lane	Charlotte County	\$2,000,000
11	SR 72/Clark Rd at McIntosh Rd	Sarasota County	\$1,000,000

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 requests that FDOT attempt to award funding on an equitable basis among the three counties (Charlotte, Manatee, and Sarasota) when funding new TRIP projects.

* This project is not identified in the Sarasota/Manatee MPO 2045 Long Range Transportation Plan.

2025 JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO

Adoption by Lee MPO in May or June

Adoption by Charlotte County-Punta Gorda MPO in May 19, 2025

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Programmed	Year Funded	2025 Joint Priority
Lee & Charlotte Counties	Burnt Store Rd	Van Buren Pkwy	Wallaby Lane	2L to 4L	ROW	\$29,060,000	\$5,000,000			
Charlotte County	Harborview Rd	Melbourne St	I -75	2L to 4L	CST	\$45,630,000	\$4,000,000			
Lee County	Alico Extension - Phase 2	Airport Haul Road	SR 82	New 4L	CST	\$190,294,000	\$10,000,000			
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 1B/3	Alico Road	SR 82	New 4L	CST	\$127,347,000	\$10,000,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$71,000,000	\$8,000,000			

Charlotte County - Punta Gorda MPO 2026 Project Priorities

HIGHWAY PROJECTS	These projects are roadway widening improvement projects
TRANSPORTATION ALTERNATIVE PROJECTS	Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.
CITY OF PUNTA GORDA PROJECTS	The projects are identified as a need in the City
TRANSPORTATION SYSTEM MANAGEMENT (TSM) AND OPERATION PROJECTS	TSMO is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed.
PROGRAMMED PROJECTS	The projects that are programmed through Construction will be removed from the list to accomdate other unfunded projects.
COMPREHENSIVE SAFETY ACTION PLAN PROJECTS	This Comprehensive Safety Action Plan (CSAP) sets a path forward for the Charlotte County-Punta Gorda Metropolitan Planning Organization (CC-PG MPO) to work with their partners and the community to reach the goal of zero fatalities and serious injuries due to traffic crashes by the year 2045
FREIGHT PROJECTS	
SUN TRAIL PROJECTS	Established in 2015 [Section 339.81, Florida Statutes (F.S.)], receives an annual allocation from the redistribution of new vehicle tag revenues pursuant to Section 320.072, F.S., motor vehicle licenses. These revenues are used for the development of a statewide system of interconnected high-priority, paved, non-motorized multi-use trail / two-directional Shared Use Path (SUP) within the SUN Trail network
TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)	Regional Projects with Sarasota Manatee and Lee are identified with an asterisk.* A TRIP project requires a 50% local match.
NEW PROJECT	
DELETED	

Note : All Projects costs are in millions

PROJECT PHASES	
PLN	Planning Study
PD&E	Project Development & Engineering
PE	Preliminary Engineering (Design)
ROW	Right of Way Acquisition, if needed
CST	Construction
CEI	Construction Engineering and Inspection

Charlotte County - Punta Gorda MPO 2026 Project Priorities

HIGHWAY PROJECTS

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Local Funds	Requested Funds	2027	2028	2029	2030	2031	Unfunded Phase	Unfunded Cost	Comments
1*		Harborview Rd from Melbourne St to I-75	Road Widening	NA	\$151.00										Project is divided into two segments. ROW unfunded . Local funds for ROW is \$11. million. Local matching funds \$1.69 M. Total CST is \$96.72 million.
	434965-3	Harborview Rd from Melbourne St to Date St	Road Widening	ROW	\$91.58	\$56.80	\$9.00								Segment One. Local contributions \$20.2 million. Project is programmed for CST in FY 2026 - \$46.45 million
		Harborview Rd from Date St to I-75	Road Widening	ROW /CST	\$60.60								ROW & CST	\$60.60	Segment Two is unfunded. Local funds \$1.69 are for ROW. County requesting \$47.583 million for CST Segment 2
2*		Edgewater Dr/ Flamingo Blvd from Midway Blvd to SR 776	Road Widening		\$148.60		\$2.50						ROW & CST		No application received towards 2025 PP
		Midway Blvd to Collingswood Blvd	Road Widening	CST	\$41.30	\$41.30									Phase - III
		Collingswood Blvd to Samantha Ave	Road Widening	CST	\$41.30	\$41.30									Phase - IV
		Samantha Ave to SR 776	Road Widening	CST	\$66.04	\$66.04									Phase - V
3*		Jones Loop Rd from Burnt Store Rd to Piper Rd	Road Widening	ROW, PE & CST	\$29.97										No application received towards 2025 PP
		N. Jones Loop Rd from Burnt Store Rd to Knights Dr	Road Widening	ROW, PE & CST	\$17.85										MPO Staff is looking for advice from FDOT Staff for proposed amendments for the entire segment of Jones Loop . May 2023 Board meeting
		N. Jones Loop Rd from Knights Dr to Piper Rd	Road Widening	ROW, PE & CST	\$12.12										
4*		Burnt Store Rd from Lee County Line to Wallaby Lane	Road Widening	ROW/CST	\$7.20		\$5.00						ROW & CST	\$7.20	Widen the 1000 feet of Burnt Store Rd
5	439316 -7	2055 Long Range Transportation Plan Update	Planning	PLN	\$0.60					\$0.225	\$0.375	\$0.15			Planning dollars were allocating in the current 2029- 2030 WP to supplement MPO complete 2055 Long Range Transportation Plan L RTP
6		Taylor Rd Phase from Royal Rd to N.Jones Loop Rd	Road Widening		\$58.50								PD&E, PE, ROW & CST	\$58.50	Added based on the recommendation received from MPO Board May 19, 2025
		Taylor Rd Phase from N.Jones Loop Rd to Airport Rd	Road Widening		\$53.52								PE, ROW & CST	\$53.52	2050 LRTP Estimate (PDV)
		Taylor Rd Phase from Airport Rd to US 41	Road Widening		\$27.86									\$27.86	2050 LRTP Estimate (PDV) Joint City - County Project
		Tuckers Grade Extension from Burnt Store Rd to US 41	Road Widening	PE	L RTP		\$5.00						ROW&CST		2050 LRTP Estimate

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO) PROJECTS

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Local Funds	Requested Funds	2027	2028	2029	2030	2031	Unfunded Phase	Unfunded Cost	Comments
	446340-1	SR 776 @ Flamingo Blvd *	Intersection Improvements	CST	\$3.02										Programmed in the DTWP and will be removed from 2025 PP cycle. Dept and County working towards Construction Checklist, RFP and Bid docs needed to issue NTP
		SR 776 @ Flamingo Blvd *	Pedestrian Safety Improvements	CST	\$0.64										
	446393-1	SR 776 @ Charlotte Sports Park *	Add turn lanes on EB & WB SR 776	CST	\$0.92				\$0.92						Project is programmed for CST in the current DTWP and will be removed. Funding is deferred to 2028.
	453479-1	SR 776 @ Cornelius Blvd *	Add turn lanes at intersections	PE/CST	\$0.12/\$0.15			\$0.12		\$0.15					Programmed for construction during the previous work program development cycle and will be removed from the 2025 list of project priorities.
	453416-1	SR 776 @ Jacobs St	Intersection Improvements	PE/CST	\$2.61			\$0.11		\$0.15					Project is funded in the current DTWP and will be removed
		Veterans Blvd @ Cochran Blvd	Complete Intersection Improvements	PE	\$3.32										FUNDED \$3.32 million (Appropriations) Will be removed from the 2025 PP. Project Complete 2026.
	453416-1	SR 776 @ Jacobs St	Intersection Improvements	PE/CST	\$0.12/\$0.15			\$0.12		\$0.15					Project is programmed in the current DTWP and will be removed
	457620-1	ATMS master plan		PE/Design Build						\$0.34	\$2.41				Design and Preliminary Engineering funded in DTWP.
	451358-1	US 41 @ Midway Blvd	Intersection Improvements	CST	\$1.97										Construction is advanced to current year and project will be removed
1		Emergency Vehicle Preemption	Emergency Vehicle Preemption System	CST	\$1.27								CST	\$1.27	Purchase software licensing for the emergency vehicle preemption system
2		US 41 @ Easy St	Intersection Improvements										PE/CST	\$1.90	County is requesting PE & CST funds
3		US 41 @ Forrest Nelson Blvd / Crestview Cir	Add turn lanes Intersection Improvements										PE/CST	\$1.90	County is requesting PE & CST funds
4		SR 776 & Biscayne Dr	Add signals Intersection Improvements										PE, CST & CEI	\$2.10	County is requesting PE, CST & CEI funds
5		SR 776 @ Toledo Blade Boulevard	Add turn lanes at intersections										PE/ROW/CST	\$2.10	Refer to SR 776 Corridor Study for complete recommendations
6		SR 776 @Murdock Cir/Enterprise Dr	Intersection Improvements										ROW/CST		SB Right turn lane - Febuary Transportation Workshop. Refer to SR 776 Corridor Study for complete recommendations
7		SR 776 @ Winchester Boulevard	Add turn lanes at intersections										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
8		SR 776@ US 41	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
9		SR 776 @Beach Rd	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
10		SR 776 @CR 771/ Gasprilla Rd/Sailors Way	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
11		SR 776 @San Casa Dr	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
12		SR 776 @ Sunnybrook Blvd	Intersection Improvements										PE/ROW/CST	\$2.10	Refer to SR 776 Corridor Study for complete recommendations
13		SR 776 @ Placida Rd/ Pine St	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
14		SR 776 @Wilmington Boulevard/Gulfstream Boulevard (West)	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
15		SR 776 @ Coliseum Boulevard/Pinedale Drive	Intersection Improvements		\$2.10								PE/ROW/CST	\$2.52	Refer to SR 776 Corridor Study for complete recommendations

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Local Funds	Requested Funds	2027	2028	2029	2030	2031	Unfunded Phase	Unfunded Cost	Comments
16		SR 776 @ Oriole Boulevard	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
17		SR 776 @ Gillot Boulevard	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
18		SR 776 @ Points of Pines Rd	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
19		SR 776 @ Merchants Crossing	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
20		SR 776 @ Spinnaker Boulevard	Intersection Improvements										PE/ROW/CST	\$2.10	Refer to SR 776 Corridor Study for complete recommendations
21		SR 776 @ Riverwood Drive	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
22		SR 776 @ Bay Heights Road	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations
23		Veterans Blvd @ Atwater St	Add EB & WB right turn lanes	CST,CEI	\$2.39										Construction funded for 2026
24		Veterans Blvd@ Murdock Cir/Paulson Drive	Add/turns lanes Improvements at intersections	CST	\$1.20			\$1.20							Construction funded for 2027
25		Veterans Blvd @ Kings Hwy	Add/turns lanes Improvements at intersections	PLN	\$0.30			\$0.30					PE/ROW/CST		Planning Study funded for 2027
26		Veterans Blvd @ Peachland Blvd/J.C Center Court	Add/turns lanes Improvements at intersections			PE/ROW/CST			Planning Study funded for 2027						
27		Veterans Blvd @ Yorkshire St	Add EB & WB right turn lanes	CST	\$1.25								Construction cost for all these intersections is \$4,460,425		This project incorporates the design and construction of new turn lanes at various intersections along Veterans Boulevard. County Staff is advertising for construction bidding.
28		Veterans Blvd @ Harbor Blvd	Add EB & WB right turn lanes	CST	\$0.35										
29		Veterans Blvd @ Torrington St	Add EB right turn lanes	CST	\$0.43										
30		Veterans Blvd @ Orlando Blvd	Add EB right turn lanes	CST	\$0.61										
31		Veterans Blvd @ Norman St	Add EB right turn lanes	CST	\$0.68										
32		Veterans Blvd @ Loveland Blvd	Add EB right turn lanes	CST	\$0.40										
33		Burnt Store Rd @ Home Depot	Intersection Improvements / Traffic Light		\$1.95								PE/ROW/CST	\$2.52	County roadway, City priority.

TRANSPORTATION ALTERNATIVES (TA) PROJECTS

Rank	FPID	Project Name	Type of Work	Current Phase	Present Day Cost	Requested Funds	2027	2028	2029	2030	2031	Unfunded Phase	Unfunded Cost	Comments
	452221 -1	Cooper St from Airport Rd to E. Marion Ave	Complete Streets Project	PE & CST	\$3.01			\$3.01						Project is funded through Construction in the current DTWP and will be removed.
	438262 -1	US 41 from Conway Blvd to Midway Blvd	Multi Use Trails	CST	\$9.09		\$9.09							Project is funded through Construction in the current DTWP and will be removed.
	446830 -1	SR 45 (US 41) from Kings Hwy to Conway Blvd	Multi Use Trails	PE/CST	\$7.66					\$7.66				Project is funded through Construction in the current DTWP and will be removed.
	446391-1	US 41 from Peace River Bridge to Kings Hwy*	Feasiblility Study	PLN	\$0.15							PE& CST		Project is funded in the WP and will be removed. County Staff agreed to lead this Study - Jan 2023
1	440442-1	US 41 from Midway Blvd to Paulson Dr	Multi Use Trails	CST									\$6.45	CST funded in 2022 DTWP . Removed from current DTWP. Leaves gap on US 41
2		US 41 from Tuckers Grade to Taylor Rd	Multi Use Trails	PE & CST										Multi Use trails on both sides of US 41
3		US 41 from Morning side Dr to Tuckers Grade	Multi Use Trails	PE & CST										Multi Use trails on west side of US 41
4		US 41 from Taylor Rd to Burnt Store Rd	Multi Use Trails	PE & CST										Multi Use trails on west side of US 41
5		US 41 NB - Harborwalk Phase IV from Retta Esplanade to Peace River Bridge *	Bridge Lighting									CST	\$0.36	
7	446339-1	SUN Trail US 41 NB - South Alligator Bridge *	Bike-Ped Bridge	PE	\$0.82							CST/CEI	\$3.19	City intends to apply for CST dollars.
8	443602-3	SUN Trail SR 776 from Myakka Forest to Gillot Blvd	SUN Trail Project	PE	\$3.46							CST	\$8.60	Project is funded for Design in current DTWP 2025-2030. CST unfunded
9	443602-2	SUN Trail SR 776 from Gillot Blvd to US 41	SUN Trail Project	PE	\$2.53							CST	\$23.60	Project is funded for Design in current DTWP 2025-2030. CST unfunded
10		SR 45 (US 41) from Tuckers Grade to Taylor Rd	Multi Use Trails	PE/CST									\$5.59	Multi Use trails oneast and west side of US 41
11		Tuckers Grade Extension from Burnt Store to US 41	Multi Use Trails	ROW/PE/CST										
12		SR 45 (US 41) from Midway Blvd to Paulson Dr	Multi Use Trails	PE/CST										Project moved out of the Work Program. Gap on US 41 with High crashes
13	452236-1	US 41 SB Harborwalk Phase II - ADA Ramp	ADA ramp connection	CST	\$0.69	DELETED from current Draft Tentative Work Program								FDOT Staff will be handling as in house project. Connects Harborwalk to the existing US 41 SB sidewalk. Project is deferred to 2027

COMPREHENSIVE SAFETY ACTION PLAN (CSAP) PROJECTS

Corridor	FPID	Project Name	Type of Work	Project Score	2030 Planning level cost	Present Day Cost (PDC)	Comments
1		US 41 from Midway Blvd to Conway Blvd	High Injury Network Improvements	84.17	\$1.15	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
2		US 41 from Conway Blvd to Melbourne St	High Injury Network Improvements	80.83	\$0.376	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
3		US 41 from Veterans Blvd to Midway Blvd	High Injury Network Improvements	77.5	\$0.171	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
4		US 41 from Retta Esplanade to Carmalita St	High Injury Network Improvements	82.92	\$0.121	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
5		Kings Hwy from US 41 to Palmetto Mobile Park	High Injury Network Improvements	70.83	\$0.540	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
6A		SR 776 from Centennial Blvd to US 41	High Injury Network Improvements	61.17	\$0.531	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
6B		Veterans Blvd (CR776) from US 41 to E.Paulson Drive	High Injury Network Improvements	91.25	\$0.248	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
7		Kings Hwy from Veterans Blvd to E. Sandhill Blvd	High Injury Network Improvements	55.83	\$0.578	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
8		Midway Blvd from Lakeview Blvd to Harbor Blvd	High Injury Network Improvements	56.25	\$0.218	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
9		Edgewater Dr from Midway Blvd to Conreid Dr	High Injury Network Improvements	52.92	\$0.121	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
10		Olean Blvd from US 41 to Key Lane	High Injury Network Improvements	49.58	\$0.250	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
11		Cooper St from E.Olympia Ave to Burland St	High Injury Network Improvements	51.76	\$0.332	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
12		Marion Ave from Henry St to Chasteen St	High Injury Network Improvements	43.33	\$0.259	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)
13		US 41 from W.Retta Esplanade to Airport Rd	High Injury Network Improvements	60	\$0.286	N/A	Refer to CSAP for Near-Term(2030), MID - Term (2040) and Long - Term (2050)

FREIGHT PROJECTS

Rank	FM number	Project Name	Project Type	County	DFC Priority	PDE Status	Requested Funds	Network Designation
1	NA	US 17 from Copley Ave to CR 74 (Bermont Rd)	Road Widening	Charlotte	Yes	Funded	\$10.90	SHS/SIS

DRAFT

2026 JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO

Adoption by Lee MPO in May or June

Adoption by Charlotte County-Punta Gorda MPO in May 2026

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Prgrammed	Year Funded	2025 Joint Priority
Lee & Charlotte Counties	Burnt Store Rd	Van Buren Pkwy	Wallaby Lane	2L to 4L	ROW	\$29,060,000	\$4,000,000			
Charlotte County	Harborview Rd	Melbourne St	I -75	2L to 4L	CST	\$45,630,000	\$9,000,000			
Lee County	Sunshine Ext.	75TH Street	SR 80	New 4L	PD&E	\$6,000,000	\$3,000,000			
Charlotte County	Edgewater Dr/Flamingo Blvd Ext.	Collingswood Blvd	SR 776	2L to 4L	CST	\$38,080,000	\$2,200,000			
Lee County	Alico Extension - Phase 2	Alico Road	SR 82	New 4L	CST	\$190,284,151	\$10,000,000			
Charlotte County	Jones loop Rd	Burnt Store Rd	Piper Rd	4L to 6L	PE	\$45,020,000	TBD			
Lee County	Alico Extension - Phase 1B	Alico Road	SR 82	New 4L	CST	\$41,082,029	\$6,000,000			
Charlotte County	Tuckers Grade Extension	Burnt Store Rd	US 41	New 2L	CST	\$31,000,000	\$5,000,000			
Lee County	Alico Extension - Phase 3	Alico Road	SR 82	New 4L	CST	\$86,265,388	\$8,000,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$52,457,000	\$8,000,000			

2026 Transportation Regional Incentive Program (TRIP)

Project Priority List (Draft January 2026)

Charlotte County-Punta Gorda MPO ♦ Sarasota/Manatee MPO

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

Rank	Project	County	Funds Requested
1	Fruitville Rd from Sarasota Center Blvd to Lorraine Rd	Sarasota	\$13,355,532
2	Harborview Rd from Melbourne St to I-75	Charlotte	\$9,000,000
3	Ft Hamer Rd from Rive Isle Run to Moccasin Wallow Rd 2050 Unfunded Need	Manatee	\$60,716,141
4	Edgewater Dr/Flamingo Blvd Ext from Midway Blvd to SR 776	Charlotte	\$2,200,000
5	Lorraine Rd from Palmer Blvd to Fruitville Rd	Sarasota	\$25,072,461
6	Jones Loop Rd from Burnt Store Rd to Piper Rd	Charlotte	\$5,000,000
7	Lorraine Rd from Clark Rd to Knights Trail – Segment B	Sarasota	\$24,569,060
8	Tuckers Grade Ext. from Burnt Store Rd to US 41	Charlotte	\$5,000,000
9	Lorraine Rd from Clark Rd to Knights Trail – Segment C	Sarasota	\$33,587,042
10	Burnt Store Rd from Lee County line to Wallaby Lane	Charlotte	\$5,000,000
11	I-75 and SR 681 2050 Unfunded Need	Sarasota	\$2,700,000
12	SR 72 (Clark Rd) at McIntosh Rd	Sarasota	\$1,000,000
13	Fruitville Rd from Lorraine Rd to Bourneside Rd 2050 Unfunded Need	Sarasota	\$2,500,000
14	Honore Ave from Fruitville Rd to 17 th St 2050 Unfunded Need	Sarasota	\$17,488,953

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