

**JOINT TECHNICAL ADVISORY COMMITTEE (TAC)/CITIZENS' ADVISORY
COMMITTEE (CAC)/BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
MEETING**

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

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

AGENDA

10:00 A.M., Thursday, April 23, 2026
75 Taylor Street
Punta Gorda, FL 33950

- 1. Call to Order & Roll Call**
- 2. Election of Chair for Joint TAC/CAC/BPAC Meeting**
- 3. Pledge of Allegiance**
- 4. Public Comments on Agenda Items**
- 5. Consent Agenda – Action Item**
 - A. Approval of Minutes: TAC Meeting March 4, 2026 Meeting
 - B. Approval of Minutes: CAC Meeting March 4, 2026 Meeting
 - C. Approval of Minutes: BPAC Meeting March 12, 2026 Meeting
- 6. Chair's Reports**
 - A. CAC Chair's Report
 - B. TAC Chair's Report
 - C. BPAC Chair's Report
 - D. City of Punta Gorda Report
 - E. Charlotte County Report
 - F. Sheriff's Report
- 7. Florida Department of Transportation (FDOT) Report**
- 8. 2026 Final Draft Project Priorities – Action Item**

JOINT TECHNICAL ADVISORY COMMITTEE (TAC)/CITIZENS ADVISORY COMMITTEE (CAC)/BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

CHARLOTTE COUNTY – PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION
10:00 a.m., Thursday, April 23, 2026

- 9. Final Draft FY 2026/2027 – FY 2027/2028 Unified Planning Work Program (UPWP) – Action Item**
- 10. FY 2025/2026 – FY 2029/2030 Transportation Improvement Program (TIP) Amendment – Action Item**
- 11. Final Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program (TIP) – Action Item**
- 12. Public Participation Plan Update – Action Item**
- 13. 2026-2031 General Planning Consultant Services/ Selection Committee – Action Item**
- 14. Public Comments**
- 15. Staff Comments**
- 16. Member Comments**
- 17. Adjournment (Next TAC/CAC Meetings – July 15, 2026 & BPAC Meeting July 16, 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 to 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

**APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING**



**APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING**

**AGENDA ITEM # 5-A
APPROVAL OF MINUTES MARCH 4, 2026 MEETING**

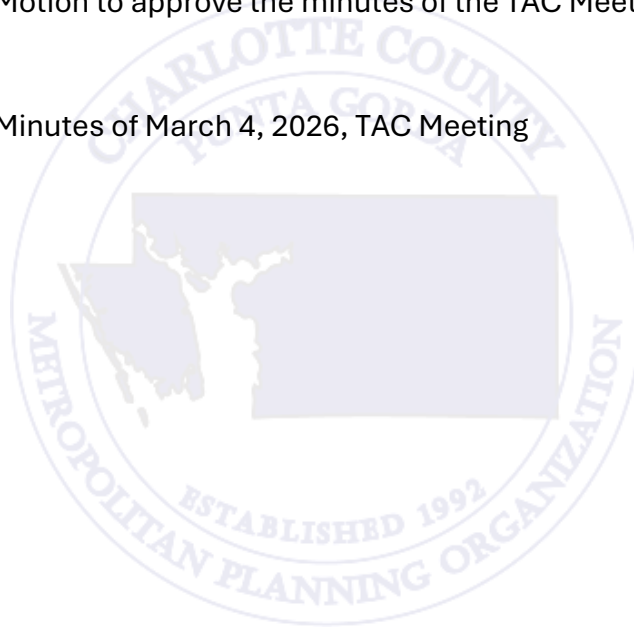
Purpose: To review and approve the Minutes of March 4, 2026, Technical Advisory Committee (TAC).

Presented by: MPO Staff

Discussion: To Be Determined

Recommendation: Motion to approve the minutes of the TAC Meeting of March 4, 2026.

Attachment: Minutes of March 4, 2026, TAC Meeting





**CHARLOTTE COUNTY - PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION
MINUTES OF MARCH 4, 2026
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

MEMBERS PARTICIPATING (IN PERSON)

Robert Fakhri, Charlotte County Public Works, Chair
Tony Conte, Charlotte County Public Schools, Vice Chair
Jordan Ray, Charlotte County Economic Development Office (Alternate)
Carl Benge, City of Punta Gorda Urban Design
Bryan Clemons, City of Punta Gorda Public Works
Betty-Ann Sherer, Charlotte County Transit (Alternate)
Anthony Friedman, City of North Port Developmental Services
Glenn DiSabatino, Punta Gorda Airport Authority (Alternate)
Don Scott, Lee County MPO

MEMBERS ABSENT

Patrick Fuller, Charlotte County Emergency Management
Sgt. Dustin Paille, Charlotte County Sheriff Office
Shaun Cullinan, Charlotte County Community Development
Misty Servia, DeSoto County

OTHERS PARTICIPATING IN PERSON

Lakshmi N. Gurram, MPO Director
Mark Yaxis, MPO Multimodal Planner
Bekie Leslie, MPO Administrative Assistant Supervisor
Kristi Smith, FDOT
Tom Arsenault, FDOT Traffic Incident Management Team
Tommy Macy, Punta Gorda Public Works
Kathryn Peto, Charlotte County Public Works
Marybeth Soderstrom, Heartland Regional TPO

1. Call to Order & Roll Call

TAC Chair, Robert Fakhri, called the TAC Meeting to order at **9:30** am. A roll call was taken. A quorum was present.

2. Public Comments on Agenda Items

There were no public comments.

3. Chair's Report:

Chair Robert Fakhri reported that work has been completed at the Cochran Boulevard and Veterans Boulevard intersection. He also noted that the County has received all required permits for the Cranberry Boulevard and Hillsborough Boulevard intersection project.

Ms. Sherer commented that the improvements at Cochran Blvd. and Veterans Blvd. intersections are much needed, and the improvements are functioning well.

4. Florida Department of Transportation (FDOT) Report

Krisit Smith, FDOT, reported that the state legislative session ends on March 13, 2026. FDOT is currently reviewing all member projects and, after the budget is finalized, will submit them to the governor for approval to be funded in 2027. She noted that the project priority application cycle ends on March 31, 2026, and all applications must be uploaded to GAP by that date.

5. Consent Agenda

A. Approval of Minutes: Technical Advisory Committee (TAC) – November 19, 2025 Minutes

Betty-Ann Sherer made a motion to approve the Consent Agenda as amended. Tony Conte seconded the motion, and it was approved unanimously.

6. Technical Advisory Committee (TAC) Bylaws Amendment

Mr. Gurram indicated that staff have completed a review of the existing TAC Bylaws to ensure consistency with current MPO policies, federal and state requirements, and the committee's needs. The proposed revisions include updates to 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. Mr. Gurram stated the changes are intended to improve clarity, strengthen the TAC's core functions, and support more efficient coordination between the MPO and Committee members.

Mr. Friedman indicated that the City of North Port no longer has a Department of Planning, Zoning and Engineering and that these services now fall under Development

Services Department. Mr. Gurram indicated that this will be addressed in the Bylaws for final Board approval.

Tony Conte made a motion to recommend that the MPO Board approve the revised TAC Bylaws with the amended language recommended by the City of North Port. **Betty-Ann Sherer** seconded the motion, and it carried unanimously.

7. 2025 Florida Department of Transportation (FDOT)/Charlotte County-Punta MPO Joint Certification

Mr. Gurram stated that 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, FDOT reported no recommendation and/or corrective actions.

He indicated that during FDOT’s annual Joint Certification review, the Charlotte County–Punta Gorda MPO was rated Low Risk, indicating that the MPO is operating efficiently, following all required procedures, and managing federal and state funds responsibly.

Ms. Sherer praised the MPO for their work over the past year, noting that she saw MPO staff at nearly every community outreach event she attended.

Tony Conte asked for clarification on whether the MPO Board Chair is required to sign the document. It was noted that the MPO Chair will sign it at the March 30, 2026, MPO Board meeting.

Tony Conte made a motion to recommend the MPO Board approve the 2025 FDOT/MPO Joint Certification, authorizing the MPO Board Chair to sign the Joint Certification Statement. **Betty-Ann Sherer** seconded the motion which was carried unanimously.

8. FY 2025 – FY 2026 Unified Planning Work Program (UPWP) De-obligation of Planning Funds (PL)/FDOT MPO Amendment to Agreement

Mr. Gurram stated 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.

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

***Jordan Ray** made a 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. **Don Scott** seconded the motion which was carried unanimously.*

9. Traffic Incident Management (TIM) Team Presentation

Mr. Tom Arsenault, Florida Department of Transportation (FDOT) gave a presentation on the Traffic Incident Management (TIM) Team effort by coordinating multi-agency partners to improve responder safety, reduce incident clearance times, and restore normal traffic flow as quickly as possible. His presentation focused on Florida’s Open Roads Policy and what the TIM Team is, and the importance of such meetings facilitated by FDOT.

Mr. Fakhri asked Mr. Arsenault if there was any stretch of highway that is considerably worse than the rest regarding safety. Mr. Arsenault explained that the stretch of I-75 between Miami and Naples, Alligator Alley, is where they receive the most calls. There was a brief discussion on TIM Meetings and CTST Meetings and whether they are public meetings.

10. Draft FY 2026/2027 – FY 2027/2028 Unified Planning Work Program (UPWP)

Mr. Gurram presented the draft FY 2026/2027 – FY 2027/2028 UPWP. He stated that the final draft will be brought back to the Committee for action at the Joint Meeting on April 23, 2026. This draft outlines the work program for the next two fiscal years beginning July 1, 2026. He noted that the UPWP includes a narrative description of planned work activities along with cost estimates for each task, and that federal and state regulations govern the types of activities eligible for planning funds.

This item was informational, and committee members did not have any questions or comments at this time.

11. Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program (TIP)

Mr. Gurram presented the draft FY 2026/2027 – FY 2030/2031 TIP. He explained 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 formally reviews the development

of the TIP. The Charlotte County – Punta Gorda MPO Board will review the TIP at the March 30, 2026 Regular Meeting.

He also mentioned the Charlotte County – Punta Gorda MPO entered into an interlocal agreement with Sarasota – Manatee MPO, Lee County MPO and also with Heartland Regional 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.

Mr. Gurram stated that this draft is for informational purposes. A final draft will be presented to the Committee for action at the Joint Meeting on April 23, 2026. No questions or comments followed.

12. 2026 Draft Project Priorities

Mr. Gurram presented the 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). Mr. Gurram discussed that 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

Mr. Gurram noted that the final LOPP applications must be submitted in GAP to FDOT District One by March 31, 2026, and indicated that the list submitted by Charlotte County is expected to be revised. 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.

Chair Robert Fakhri added to the discussion by providing updates on several projects currently included in the draft LOPP, including Flamingo Boulevard, for which the 60% design plans have been completed. Mr. Tony Conte inquired about the status of the SIS designation for Piper Road.

Laks Gurram informed the Committee that MPO staff is following up again with FDOT staff regarding the designation and expects additional information soon. He added that staff will update the members as soon as an update is received.

13. Public Comments

There were no public comments.

14. Staff Comments

Mr. Gurram provided staff with comments and explained current legislative bills relating to transportation in the ongoing legislative session.

Tony Conte mentioned that the new legislation on school zones applies only to newly designated school zones, while existing school zones are grandfathered in.

15. Member Comments

Mr. Tony Conte commented that the County's school zone enforcement project, which involves automated ticketing during designated times, will begin enforcement on April 1, 2026. He noted that enforcement will occur only when the school zone beacons are flashing. This period begins thirty minutes before breakfast is served and continues until the start of the first period, then resumes thirty minutes before dismissal and continues for thirty minutes after dismissal.

Ms. Betty-Ann Sherer reported that Charlotte County Transit has now been moved under the Human Services Department, which she explained is a better fit for its role in the community. She also noted that Transit has recently hired a new senior dispatcher and currently has an open Transit Safety Coordinator position. Additionally, Transit has acquired two new buses and plans to acquire six more in August, three of which will feature increased capacity.

16. Adjournment (Next Joint TAC/CAC/BPAC Meeting – April 23, 2026)

There being no further business, the meeting was adjourned at **11:01** a.m. The next scheduled Joint TAC/CAC/BPAC meeting will be held on Thursday, April 23, 2026, in person at Charlotte Harbor Event and Conference Center, 75 Taylor Street, Punta Gorda FL 33950 at 10 a.m.

**APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING**

**AGENDA ITEM # 5-B
APPROVAL OF MINUTES MARCH 4, 2026 MEETING**

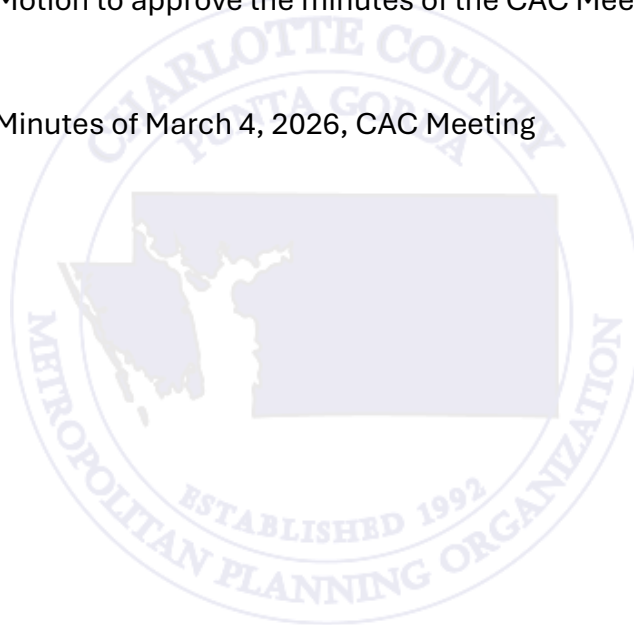
Purpose: To review and approve the Minutes of March 4, 2026, Citizens' Advisory Committee.

Presented by: MPO Staff

Discussion: To Be Determined

Recommendation: Motion to approve the minutes of the CAC Meeting of March 4, 2026.

Attachment: Minutes of March 4, 2026, CAC Meeting





**CHARLOTTE COUNTY - PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION
MINUTES OF MARCH 4, 2026
CITIZENS' ADVISORY COMMITTEE (CAC) MEETING**

MEMBERS PARTICIPATING (IN PERSON)

Dianne Quilty, Mid County Representative, CAC Chair
Steven E. Hurt, Mid County Representative
Mary Ellen Kiss, South County Representative
Pauline Klein, At-Large Representative
Stephen Rabinowitz, Mid County Representative
Priya Ahluwalia, South County Representative
James Kunard, South County Representative
Steve Schoff, West County Representative
Sam Besase, West County Representative
Richard Russell, At-Large Representative

MEMBERS ABSENT

Jill Hartman, West County Representative, CAC Vice Chair-Excused

OTHERS PARTICIPATING IN PERSON

Lakshmi N. Gurram, MPO Director
Mark Yaxis, MPO Multi-Modal Planner
Bekie Leslie, MPO Administrative Assistant Supervisor
Kristi Smith, FDOT
Tom Arsenault, FDOT Traffic Incident Management Team
Shirley Ciampi, Charlotte County Transit
Carl Bengé, City of Punta Gorda Urban Design
Officer W. Weisspennig, Charlotte County Sheriff Office
Ravi Kamarajugadda, Charlotte County Public Works (Participating Remotely)

1. Call to Order & Roll Call

MPO Director, Lakshmi N. Gurram explained that CAC Chair, Diane Quilty, would be running late to the meeting. Mr. Gurram indicated that the members present may begin the meeting by voting on a committee member or staff member to chair the meeting until such time as the Chair arrives.

Sam Besase nominated Mr. Gurram to temporarily chair the meeting of the CAC. **Pauline Klein** seconded the motion, which was carried unanimously.

Mr. Gurram called the meeting to order at 1:30 pm. A roll call was taken, and a quorum was present. Mr. Gurram welcomed Stephen Rabinowitz as the newest member of the CAC, being recently appointed by the MPO board to serve as a Mid County Representative.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

3. Public Comments on Agenda Items

There were no public comments.

4. Report:

A. Chair's Report

Mr. Gurram had nothing to report. Chair Diane Quilty provided comments under the member comments portion of this meeting.

B. City of Punta Gorda Report

Carl Bengé reported the city is working with FDOT on Cooper Street improvements and that they are working on bringing the item to the City Council Meeting in November. It was also brought up that the South Fork Alligator Creek bridge project is approved by the city. Currently they are approved for design money and are looking for sources for construction funds.

There was a discussion between members on the roundabout at Carmalita Street. Mr. Gurram stated he is happy to take any concerns about the roundabout and safety to FDOT if any member wishes to reach out to him with those concerns.

C. Charlotte County Report

Ravi Kamarajugadda reported on two projects from the County. The intersection improvements at Cochran Blvd and Veterans Blvd are complete, and work on Kings Hwy from Veterans Blvd to Sandhill Blvd should begin soon. Mr. Kamarajugadda noted that beginning on April 1, 2026 specified school zones would implement automated ticketing during specified hours. Beginning in June, this will expand to more school zones in the County.

Dr. Mary Ellen Kissed inquired on Burnt Store Road projects, which Mr. Kamarajugadda indicated he would get back to her on an answer. There was further discussion on Harborview Road and the importance of adequately addressing traffic generated by the proposed Buc-ees as well as confusion surrounding conflicting signage for the Deep Creek Elementary School Zone. Mr. Besase inquired if the county could provide crash data for crashes occurring within school zones as well as two projects on Gasparilla Rd, at the intersections of Ingraham Blvd and Rotonda East Blvd.

D. Sheriff's Report

Officer Weisspfennig reported that officer training begins for the school zone speed cameras for officers on March 5, 2026. After which time, there would be a better understanding of how this initiative will be enforced.

There was discussion on speed limit reduction on SR 31, which was determined to be a temporary reduction while construction is being performed. There was also discussion on the possible introduction of redlight cameras and speeding cameras throughout the county and if current cameras similar to and including FLOCK cameras would be used for this purpose, which officer Weisspfennig stated they would not be used for anything outside of intelligence gathering. Finally, a discussion occurred on the enforcement of e-bike usage on sidewalks and the speed limit as well as a possible buffer zone for enforcement. Officer Weisspfennig and Mr. Kamarajugadda indicated that on all public sidewalks in the county, e-bikes are limited to 15 mph and there is no buffer zone.

E. Charlotte County Transit Report

Shirley Ciampi reported that transit recently hired a senior dispatcher and that they are currently hiring a safety coordinator. Rebranding is underway and should be completed soon, with Transit officially becoming Charlotte County Rides in the near future. She reported that Transit has procured several new buses and that they expect more soon with increased capacity to meet a growing need. She also reported that Transit is now under Charlotte County Human Services, which better aligns with the services they provide. Ms. Ahluwalia asked when Transit expects service to become available in the Babcock Ranch area. Ms. Ciampi mentioned she does not have a definitive date yet as they are not at that stage yet, but that it is still something they are looking into implementing.

5. Florida Department of Transportation (FDOT) Report

FDOT Staff was not present to provide an update or report.

6. Consent Agenda:

A. Approval of Minutes: Citizens' Advisory Committee (CAC) – November 19, 2025 Minutes

James Kunard made a motion to approve the Consent Agenda as amended. Priya Ahluwalia seconded the motion, and it was approved unanimously.

7. Citizens' Advisory Committee (CAC) Bylaws Amendment

Chair Diane Quilty arrived at the meeting and Mr. Gurram transferred the chair to Ms. Quilty for the remainder of the meeting.

Mr. Gurram presented and indicated that staff have completed a review of the existing CAC Bylaws to ensure consistency with current MPO policies, federal and state requirements, and the committee's needs. The proposed revisions include updates to 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. Mr. Gurram stated the changes are intended to improve clarity, strengthen the CAC's core functions, and support more efficient coordination between MPO and its Committee members.

There was a discussion regarding whether to include or remove language requiring appointed members to be United States citizens. Members suggested updating the wording to reference citizenship but not making citizenship an outright requirement and including this clarification on the application form. Additional discussion focused on ensuring that the Bylaws clearly state the number required for a quorum under Section 6 or specify that a quorum is defined as a simple majority.

James Kunard made a motion to table this item for the July 15, 2026 meeting to make the necessary changes outlined at the meeting. Sam Besase seconded the motion which was carried unanimously.

8. 2025 Florida Department of Transportation (FDOT)/Charlotte County-Punta MPO Joint Certification

Mr. Gurram stated that 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.

He indicated 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. Mr. Gurrum praised the great working relationship between FDOT and the MPO.

There was no comments or discussion on this item

Sam Besase made a motion to recommend the MPO Board approve the 2025 FDOT/MPO Joint Certification, authorizing the MPO Board Chair to sign the Joint Certification Statement. **Pauline Klein** seconded the motion which was carried unanimously.

9. FY 2025 – FY 2026 Unified Planning Work Program (UPWP) De-obligation of Planning Funds (PL)/FDOT MPO Amendment to Agreement

Mr. Gurrum stated 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.

Bekie Leslie clarified that 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.

Mr. James Kunard asked for clarification on why the funds were being moved. Ms. Leslie explained that the money is being transferred from one UPWP to another, allowing the funds to be carried over from one fiscal year to the next. Mr. Sam Besase then inquired about current staffing levels at the MPO. Mr. Gurrum stated that the MPO currently has three staff members, and that two additional positions are expected to be filled soon, pending available funding.

Dr. Mary Ellen Kiss made a 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. **Steve Schoff** seconded the motion which was carried out unanimously.

10. Traffic Incident Management (TIM) Team Presentation

Mr. Tom Arsenault, Florida Department of Transportation (FDOT) gave a presentation on the Traffic Incident Management (TIM) Team effort by coordinating multi-agency partners to improve responder safety, reduce incident clearance times, and restore normal traffic flow as quickly as possible. His presentation focused on Florida's Open Roads Policy and what the TIM Team is, and the importance of such meetings.

11. Draft FY 2026/2027 – FY 2027/2028 Unified Planning Work Program (UPWP)

Mr. Gurram presented the Draft UPWP. He stated that the final draft will be presented to the Committee for action at the Joint Meeting on April 23, 2026. This draft focuses on the next two fiscal years beginning in July 1, 2026. He stated 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. Mr. Gurram stated that the final draft will be presented to the Committee for action at the Joint Meeting on April 23, 2026.

Mr. Kunard requested information be sent to him about current projects being undertaken by Punta Gorda Airport. There was brief discussion for clarification on funding within the UPWP.

12. Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program (TIP)

Mr. Gurram presented the Draft TIP. He explained 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 formally reviews the development of the TIP. The Charlotte County – Punta Gorda MPO Board will review the TIP at the March 30, 2026 Regular Meeting.

He also mentioned the Charlotte County – Punta Gorda MPO entered into an interlocal agreement with Sarasota – Manatee MPO, Lee County MPO and plans to enter into one with Heartland Regional 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.

Mr. Gurram stated that this draft is for informational purposes and TAC review. A final draft will be presented to the Committee for action at the Joint Meeting on April 23, 2026.

Ms. Priya Ahluwalia requested additional information regarding the road closure on SR 31 at Babcock Ranch and the traffic management plans in place during the closure. Mr. Gurram stated that he would reach out to the Lee MPO to obtain more information on the matter.

13. 2026 Draft Project Priorities

Mr. Gurram presented the 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). Mr. Gurram discussed that 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
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3. SR 776 at Pine St / Placida Rd – Add Additional Westbound Left Turn Lane
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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

Mr. Gurram mentioned the 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.

There was a brief discussion regarding the need to widen sidewalks due to increasing conflicts with e-bikes, as members expressed concern that the current widths make it unsafe for pedestrians and cyclists to share the same space. Additional discussion addressed the ongoing construction at the Rotonda Boulevard S bridge, with members noting that the extended duration of the project has forced residents to travel longer distances to reach their destinations.

14. Public Comments

There were no public comments.

15. Staff Comments

Mr. Gurram provided staff with comments regarding the latest legislative discussion items and thanked the CAC members for their participation.

Dr. Kiss requested that information on HB 543 and SB 1080 be sent to her and the other members. A brief discussion followed explaining the contents of the bills.

Ms. Bekie noted that the Peggie Walters Award is approaching and encouraged members to submit any nominations to staff.

16. Member Comments

Dr. Kiss thanked Mr. Gurram for attending a cross-jurisdiction meeting at Burnt Store Road, stating that it was a very productive meeting.

There was a discussion regarding whether the CAC members should draft and submit a letter to the Florida State House, Senate, and other interested parties expressing the Committee's opposition to HB 543, which proposes the merger of the Collier, Lee, and Charlotte MPOs. Members expressed concern about the bill and the proposed amendment.

Mr. Sam Besase raised concerns about a multifamily housing development on Parade Circle, noting potential traffic impacts in the area that have not yet been addressed. Mr. Ravi Kamarajugadda provided an explanation of the project and described the methodology used for counting units within the development.

Ms. Dianne Quilty commented on an intersection along SR 776 that several residents have contacted her about. Mr. Gurram requested that she provide additional information on the specific location so staff can further investigate the matter.

The committee members decided to independently draft letters to state legislators in opposition to an amendment filed to HB543 and SB1080. **James Kunard** *motioned for the committee to draft correspondence related to this for members to use.* **Stephen Rabinowitz** *seconded the motion which was carried unanimously.*

17. Adjournment (Next Joint CAC/TAC/BPAC Meeting – April 23, 2026)

There being no further business, the meeting was adjourned at **4:27** p.m. The next scheduled Joint CAC/TAC/BPAC meeting will be held on Thursday, April 23, 2026, in-person at Charlotte Harbor Event and Conference Center, 75 Taylor Street, Punta Gorda FL 33950 at 10 a.m.

**APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING**

**AGENDA ITEM # 5-C
APPROVAL OF MINUTES MARCH 12, 2026 MEETING**

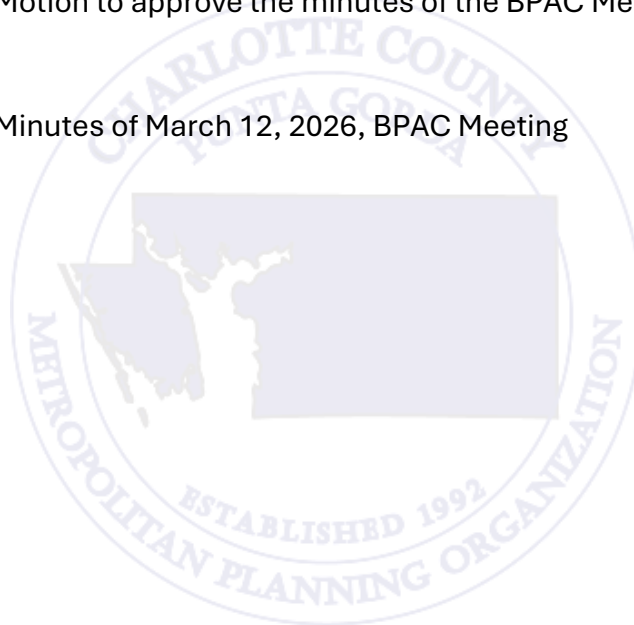
Purpose: To review and approve the Minutes of March 12, 2026, Bicycle/Pedestrian Advisory Committee (BPAC).

Presented by: MPO Staff

Discussion: To Be Determined

Recommendation: Motion to approve the minutes of the BPAC Meeting of March 12, 2026.

Attachment: Minutes of March 12, 2026, BPAC Meeting





**CHARLOTTE COUNTY - PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION
MINUTES OF THE MARCH 12, 2026
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING**

MEMBERS PARTICIPATING (IN PERSON)

Laura Rossi, Chair, Mid County Representative
David Cormier, West County Representative
Philipp Pfäeffli, Bicycle Business Representative
Brian Blankinship, South County
Pauline Klein, Bicycle Club Representative
Lorenzo Daetz, Historical/Cultural/Environmental

MEMBERS ABSENT

Jan Dick, South County Representative – Excused

ADVISORY MEMBERS

Norma Garcia, Charlotte County Public Schools
Mike Koenig, Charlotte County Community Services
Tanya Merkle, FDOT
Sgt. Dustin Paille, Charlotte County Sheriff's Office

OTHERS PARTICIPATING IN PERSON

Lakshmi N. Gurram, MPO Director
Mark Yaxis, MPO Multi-Modal Planner
Bekie Leslie, MPO Administrative Assistant Supervisor
Tom Arsenault, FDOT
Betty-Ann Sherer, Charlotte County Transit

1. Call to Order & Roll Call

Chair Laura Rossi called the meeting to order at 2:00 p.m. A roll call was taken, and a quorum was present.

1A. Addendum: Election of 2026 Officers

Mr. Gurram stated the Election of 2026 Officers was tabled on the November 20, 2025, meeting due to the lack of quorum and would need to be revisited during this meeting.

Mr. Gurrum chaired the meeting for agenda item 1A and entertained nominations for BPAC Chair.

Pauline Klein nominated **Laura Rossi** as BPAC Chair. **Brian Blankinship** seconded the nomination, and **Laura Rossi** was elected unanimously.

Mr. Gurrum asked for nominations for BPAC Vice Chair.

Laura Rossi nominated **Brian Blankinship** as BPAC Vice Chair. **David Cormier** seconded the nomination, and **Brian Blankinship** was elected unanimously.

Laura Rossi resumed the duties of chair.

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: Bicycle/Pedestrian Advisory Committee (BPAC) – November 20, 2025**
- B. Approval of minutes: Bicycle/Pedestrian Advisory Committee (BPAC) – September 25, 2025**
- C. Approval of minutes: Bicycle/Pedestrian Advisory Committee (BPAC) – July 16, 2025**

Brian Blankinship made a motion to approve the minutes. **Laura Rossi** seconded the motion, and it was passed unanimously.

Chair Laura Rossi moved to place Agenda Item 10, Traffic Incident Management (TIM) Team Presentation as the new Agenda Item 5 and to renumber Agenda Items accordingly. **David Cormier** seconded, which was approved unanimously.

5. Traffic Incident Management (TIM) Team Presentation

Tom Arsenault, FDOT, presented on the Traffic Incident Management (TIM) Team, which coordinates multi-agency partners to enhance responder safety, reduce incident clearance times, and restore traffic flow. FDOT supports these efforts through regular TIM meetings, Road Ranger operations, Traffic Management Center monitoring, and real-time traveler information systems.

Members asked questions regarding the availability of camera feeds, and Ms. Garcia requested information about presenting the program to district bus drivers.

6. Bicycle/Pedestrian Advisory Committee (BPAC) Bylaws Amendment

Mr. Gurram reported that staff completed a review of the BPAC Bylaws to ensure consistency with MPO policies and federal and state requirements. Proposed revisions update membership structure, appointment procedures, member qualifications and terms, quorum and voting requirements, leadership roles, meeting procedures, and compliance with Sunshine Law and Public Records requirements.

Mr. Daetz announced his intent to resign at the conclusion of the meeting due to his limited ability to participate in the coming year. Staff suggested converting the Historic/Cultural/Environmental representative seat to an At-large position to provide greater flexibility in filling the vacancy. Members briefly discussed the idea and noted that an at-large designation would broaden eligibility and allow Charlotte County residents to serve.

Laura Rossi made a motion to recommend the MPO Board approve the revised BPAC Bylaws. Lorenzo Daetz seconded the motion which was carried unanimously.

7. 2025 Florida Department of Transportation (FDOT)/Charlotte County-Punta MPO Joint Certification

Mr. Gurram indicated 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. He also noted that no corrective actions or recommendations have been suggested to the MPO. Mr. Gurram praised the great working relationship between FDOT and the MPO.

Ms. Sherer and Ms. Klein both complimented MPO staff for their work.

Pauline Klein made a motion to recommend the MPO Board approve the 2025 FDOT/MPO Joint Certification, authorizing the MPO Board Chair to sign the Joint Certification Statement. Brian Blankinship seconded the motion which was carried unanimously.

8. FY 2025 – FY 2026 Unified Planning Work Program (UPWP) De-obligation of Planning Funds (PL)/FDOT MPO Amendment to Agreement

Mr. Gurram reported that the MPO Board approved the current two-year UPWP on May 20, 2024. Staff recommend amending the FY 2026 UPWP by de-obligating \$40,000 from Task 1 Administration and \$20,000 from Task 8 Transit/TD Planning and rolling those

funds into the draft FY 2026/2027–FY 2027/2028 UPWP, effective July 1, 2026. The draft UPWP also includes the updated Metropolitan Planning Organization Agreement.

The de-obligation of Federal Planning (PL) funds releases previously authorized but unspent funds from FY 2025/2026 so they may be carried forward into the next UPWP and available for MPO use beginning October 2026.

Laura Rossi made a 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. **Brian Blankinship** seconded the motion which was carried unanimously.

9. Reports:

A. Chair's Report

Chair Laura Rossi reported that she attended the Safe Roads Summit hosted by the Miami-Dade TPO and Broward MPO. She noted that several topics were discussed, including the use of AI tools in the transportation planning process.

B. Charlotte County Report

No representative from Charlotte County was present.

C. City of Punta Gorda Report

No representative from the City of Punta Gorda was present.

D. Sheriff's Report

A report from the Sheriff's Office detailing recent crash data was provided in advance. Ms. Klein commented on the high number of crashes in a short period of time. Members discussed how bicycles are classified in crash data, which includes pedal-powered bicycles and e-bikes but not electric motorcycles. Some confusion remains as these vehicle categories continue to evolve.

E. Charlotte County Transit Report

Ms. Betty-Ann Sherer provided an update on Transit activities. Transit recently hired a senior dispatcher and is actively recruiting a safety coordinator. Two new buses are scheduled to enter service in April, with six additional buses expected by the beginning of the fourth quarter. Three of the new buses will feature LED destination screens.

Transit is also undergoing rebranding as Charlotte Rides. Recent performance data shows 100% on-time performance and 1,237 trips booked in February through the Charlotte Rides app. The median rider age is 55, while the median app user age is 44.

Mr. Cormier inquired about the possibility of purchasing retired buses. Ms. Sherer explained that retired vehicles are typically returned to FDOT for auction but noted she would confirm the process. Ms. Rossi asked about the availability of bike racks; Ms. Sherer stated that racks are not currently planned but remain under consideration.

10. Florida Department of Transportation (FDOT) Report

Ms. Tanya Merkle reported that FDOT is not currently accepting new SUN Trail applications in order to prioritize funding for existing projects. Additional applications may be considered as more funding becomes available. She noted that FDOT is particularly interested in projects located along corridors with high bicycle and pedestrian crash rates or where there is demonstrated public demand.

Members discussed how neighboring counties have developed enhanced trail systems, such as Sarasota County's Legacy Trail. Ms. Merkle explained that these projects often rely on substantial local matching funds and contributions from nonprofit partners.

Members also reviewed SUN Trail requirements and funding sources, including the 1% sales tax. One member observed that Charlotte County ranks among the lowest in funding received for SUN Trail projects.

11. Draft FY 2026/2027 – FY 2027/2028 Unified Planning Work Program (UPWP)

Mr. Gurram presented the Draft FY 2026/2027–FY 2027/2028 Unified Planning Work Program (UPWP), which outlines planned work activities and associated costs for the next two fiscal years beginning July 1, 2026. He noted that federal and state regulations determine which planning activities are eligible for funding.

The final draft will be presented for action at the Joint Meeting on April 23, 2026. This item was informational, and no questions or comments were raised.

12. Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program (TIP)

Mr. Gurram presented the Draft FY 2026/2027–FY 2030/2031 Transportation Improvement Program (TIP), which outlines federal and state transportation capital improvements and serves as a staged, multi-year program consistent with the MPO Long Range Transportation Plan (LRTP). The MPO Board will review the TIP at its March 30, 2026 meeting.

He also noted that the Charlotte County–Punta Gorda MPO has interlocal agreements with the Sarasota-Manatee MPO, Lee County MPO, and Heartland Regional TPO to coordinate regional planning projects. Each MPO identifies regional priorities and incorporates those projects into its TIP. Previously adopted regional priorities are included in the current draft.

Members briefly discussed the item for clarification.

13. 2026 Draft Project Priorities

Mr. Gurram presented the annual List of Project Priorities (LOPP), which is consistent with the goals and policies of the MPO's Long Range Transportation Plan. The LOPP is used in developing the FDOT Five-Year Work Program and the MPO Transportation Improvement Program (TIP). Project priority applications are expected from Charlotte County and the City of Punta Gorda. The final LOPP will be approved by the MPO Board and submitted to FDOT by June 30, 2026 for consideration in the FY 2028–FY 2032 Draft Tentative Work Program.

Mr. Daetz asked whether the county was considering signalization instead of roundabouts at certain intersections. Members explained that while roundabouts are often safer and more efficient, they require additional right-of-way and may not be suitable for tighter intersections. Studies typically balance cost, safety, and operational efficiency. Members also discussed why projects are sometimes divided into smaller segments, noting that phased funding often makes it easier to advance projects incrementally.

14. Public Comments

There were no public comments.

15. Staff Comments

Mr. Gurram provided an update on the current legislative session. He and Mr. Yaxis also presented information on BPAC membership trends across Florida's 27 MPOs to support future discussions regarding potential adjustments to BPAC membership structure, including whether to expand membership and whether additional technical staff from local jurisdictions should serve as voting members.

16. Member Comments

Brian Blankinship mentioned that the Pedal and Play event is on Saturday, March 21, 2026 at Laishley Park in Punta Gorda. There are several bike routes planned to range from an interactive 10-mile "Mystery Ride" to a 62-mile ride throughout much of Punta Gorda and the surrounding area.

17. Adjournment (Next Joint BPAC/TAC/CAC Meeting – April 23, 2026)

There being no further business, the meeting was adjourned at **4:17** p.m. The next scheduled Joint BPAC/TAC/CAC meeting will be held on Thursday, April 23, 2026, in

person at Charlotte Harbor Event and Conference Center, 75 Taylor Street, Punta Gorda, FL 33950 at 10 a.m.

DRAFT

**APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING**



**APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING**

**AGENDA ITEM # 6-A
CITIZENS' ADVISORY COMMITTEE (CAC) CHAIR'S REPORT**



**APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING**

**AGENDA ITEM # 6-B
TECHNICAL ADVISORY COMMITTEE (TAC) CHAIR'S REPORT**



**APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING**

**AGENDA ITEM # 6-C
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) CHAIR'S
REPORT**



**APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING**



**APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING**



**AGENDA ITEM # 6-E
CHARLOTTE COUNTY REPORT**

**APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING**



**APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING**



AGENDA ITEM # 7
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)
REPORTS

APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING

AGENDA ITEM # 8
2026 FINAL DRAFT PROJECT PRIORITIES

Purpose: To review and discuss the 2026 Final Draft List of Priority Projects (LOPP).

Presented by: MPO Staff

Discussion: The Draft 2026 Project Priorities lists were presented to the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Committee (BPAC) on March 4 and March 12, 2026. The draft list was also presented to the MPO Board on March 30, 2026.

The Final Draft Project Priorities presented today include several minor revisions, summarized below:

- FDOT/ MPO staff recommend segmenting the SUN Trail project on SR 776 from Gillot Blvd to US 41 to provide a more feasible financial path.
- Staff updated Highway Project Priority to reflect the current status as shown in Charlotte County's project updates.
- Projects were reorganized based on the applications received and uploaded into FDOT's GAP system.
- Under TSMO projects, comment section is updated to identify improvements recommended in previous studies.

The MPO received project priority applications from Charlotte County and the City of Punta Gorda. These candidate projects are submitted to FDOT's GAP system by March 31, 2026. The applications received are listed below.

Charlotte County Projects:

SR 776 at Biscayne Dr — Intersection Improvements, Signal (PE, CST & CEI)
Veterans Blvd at Atwater — Intersection Improvements, Turn Lanes (CST)
Harborview Road Segment II from Date Street to I-75 (ROW & CST)
Veterans Blvd at Orlando Blvd — Signalized Intersection (CST)
Veterans Blvd at Yorkshire St — Signalized Intersection Improvements (CST)
SR 776 at San Casa Drive — Turn Lane Improvements (PE & CST)
Veterans Blvd at Murdock/Paulson - Signalized Intersection (CST)
US 41 at Toledo Blade Blvd — Intersection Improvements (PE & CST)

APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING

City of Punta Gorda Projects:

Traffic Signal — Burnt Store Rd at Home Depot

Retta Esplanade — Traffic Calming

US 41 NB Harborwalk Phase IV — Retta Esplanade to Peace River Bridge

SUN Trail US 41 NB — South Alligator Bridge.

Recommendation: Review, comment and recommend MPO Board approve the 2026 Project Priorities for the upcoming FDOT Draft Tentative Work Program cycle, FY 2028 – FY 2032.

Attachments:

1. 2026 DRAFT FINAL Project Priorities
2. 2026 TRIP Regional Project Priorities



Charlotte County - Punta Gorda MPO 2026 Project Priorities

HIGHWAY PROJECTS	These projects are roadway widening improvement projects
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.
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
PROGRAMMED PROJECTS	The projects that are programmed through Construction will be removed from the list to accommodate 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. SUN Trail projects are identified with **
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 \$56.03 million. Project is programmed for CST in FY 2026 - \$91.58 million
		Harborview Rd from Date St to I-75	Road Widening	ROW /CST	\$60.60								ROW & CST	\$60.60	Segment Two is currently unfunded. The County is requesting \$43.583 million for Construction (CST) of Segment Two through the TRIP program
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	PE	\$41.30	\$41.30									The project is split into 3 phases, identified as phases 3, 4, & 5. The design will include all three phases and the construction will be multiphase. CST dollars identified in the CIP. CST scheduled for March 2028
		Collingswood Blvd to Samantha Ave	Road Widening	PE	\$41.30	\$41.30									
		Samantha Ave to SR 776	Road Widening	PE	\$66.04	\$66.04									
3*		Jones Loop Rd from Burnt Store Rd to Piper Rd	Road Widening												Study was completed in 2022 . Roadway is divided into 2 segments
		N. Jones Loop Rd from Burnt Store Rd to Knights Dr	Road Widening	PD&E	\$0.48							\$0.48	PE, ROW & CST	\$17.80	2050 LRTP identified as CFP need. This project falls into both the City and County and requires coordination between the two entities.
		N. Jones Loop Rd from Knights Dr to Piper Rd	Road Widening	PD&E	\$0.32							\$0.32	PE, ROW & CST	\$12.10	2050 LRTP identified as CFP need
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 LRTP
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
7		Taylor Rd Phase from N.Jones Loop Rd to Airport Rd	Road Widening		\$53.52								PE, ROW & CST	\$53.52	2050 LRTP Estimate (PDV)
8		Taylor Rd Phase from Airport Rd to US 41	Road Widening		\$27.86									\$27.86	2050 LRTP Estimate (PDV) Joint City - County Project
9		Tuckers Grade Extension from Burnt Store Rd to US 41	Road Widening		\$44.00		\$5.00		\$4.40	\$6.20	\$34.00				PE \$4.4 - ROW- 6.2- CST- \$34 (Current CIP values)
10		US 17 from Copley Ave to CR 74 (Bermont Rd)	Road Widening	PD&E	10.9										Freight Project through MPOAC projects

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			
1	446340-1	SR 776 @ Flamingo Blvd *	Intersection Improvements	CST	\$3.02										Programmed in the DTWP and will be removed from 2026 PP cycle. Dept and County working towards Construction Checklist, RFP and Bid docs needed to issue NTP			
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	CST	\$0.92				\$0.92						Project is programmed for CST in the current DTWP and will be removed. Funding is deferred to 2028.			
4	453479-1	SR 776 @ Cornelius Blvd *	Add turn lanes at intersections	PE/CST	\$0.12/\$0.15			\$0.12		\$0.15					Project is programmed in the current DTWP and will be removed			
5	453416-1	SR 776 @ Jacobs St	Intersection Improvements	PE/CST	\$2.69			\$0.11		\$0.15					Project is funded in the current DTWP and will be removed			
6		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.			
7	457620-1	ATMS master plan		PE/Design Build						\$0.34	\$2.41				Design and Preliminary Engineering funded in DTWP.			
8	451358-1	US 41 @ Midway Blvd	Intersection Improvements	CST	\$1.97										Construction is advanced to current year and project will be removed			
9		Veterans Blvd @ Harbor Blvd	Add EB right turn lanes	PE	Construction bids were received on March 18, 2026. This contract is scheduled to be reviewed by the BOCC on April 14th. Total PE \$0.98								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.			
10		Veterans Blvd @ Torrington St	Add EB right turn lanes	PE														
11		Veterans Blvd @ Norman St	Add EB right turn lanes	PE														
12		Veterans Blvd @ Loveland Blvd	Add EB right turn lanes	PE														
13		Veterans Blvd @ Orlando Blvd	Add EB right turn lanes	PE												CST	\$0.61	County is requesting CST funds
14		Veterans Blvd @ Yorkshire St	Add EB & WB right turn lanes	PE												CST	\$1.79	County is requesting CST funds
15		SR 776 @ Oceanspray Blvd	Median Modification	CST	\$1.30										Project is programmed in the current DTWP and will be removed			
15		SR 776 & Biscayne Dr	Add Intersection improvements		\$1.39								PE, CST & CEI	\$1.39	1			
16		SR 41 @ Toledo Blade Blvd	Add turn lanes at intersections		\$0.75								PE/CST	\$0.75	County is requesting PE, CST funds			
17		SR 776 @ San Casa Dr	Intersection Improvements		\$1.03								PE&CST	\$1.03	County is requesting PE, CST funds			
18		Veterans Blvd @ Atwater St	Add EB & WB right turn lanes	PE	\$0.20								CST	\$2.10	County is requesting CST funds			
19		Veterans Blvd @ Murdock Cir/ Paulson Drive	Add Intersection improvements	CST	\$2.51								CST		County is requesting CST funds			
20		Burnt Store Rd @ Home Depot	Intersection Improvements / Traffic Light		\$1.95								PE/ROW/CST	\$2.52	County roadway, City priority.			
21		Emergency Vehicle Pre-emption	Emergency Vehicle Preemption System	CST	\$1.27								CST	\$1.27	Purchase software licensing for the emergency vehicle preemption system			
22		US 41 @ Easy St	Intersection Improvements										PE/CST	\$1.90	County is requesting PE & CST funds			
23		US 41 @ Forrest Nelson Blvd / Crestview Cir	Add turn lanes Intersection Improvements										PE/CST	\$1.90	County is requesting PE & CST funds			
24		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			
25		SR 776 @ Winchester Boulevard	Add turn lanes at intersections										PE/ROW/CST		By 2035 - Extend storage lengths for EB Left & WB Left By 2045 - Add exclusive NB Right & SB Right lanes (ROW needed)			

26		SR 776@ US 41	Intersection Improvements										PE/ROW/CST		By 2045 - Eliminate EB Left/WB Left movements. EB/WB lefts can use Enterprise Dr/Murdock Cir.
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
27		SR 776 @Beach Rd	Intersection Improvements										PE/ROW/CST		By 2035 Extend the queue length By 2045 - Add EB Left along Beach Road Add NB Left along SR 776 (ROW needed) Or Evaluate Roundabout
28		SR 776 @CR 771/ Gasprilla Rd/Sailors Way	Intersection Improvements										PE/ROW/CST		By 2035 Add NB Left on Gasparilla & Add exclusive SB Left on Sailors Way and protected SB Left By 2045 Additional WB Left on SR 776 (ROW needed), or a Partial Displaced Left Turn Intersection
29		SR 776 @ Bay Heights Road	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations - Page #135
30		SR 776 @ Points of Pines Rd	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations - Page #137
31		SR 776 @ Merchants Crossing	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations - Page #138
32		SR 776 @ Placida Rd/ Pine St	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations - Page # 139
33		SR 776 @ Oriole Boulevard	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations - Page # 141
34		SR 776 @Wilmington Blvd/Gulfstream Blvd (West)	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations - Page #143
35		SR 776 @ Spinnaker Boulevard	Intersection Improvements										PE/ROW/CST	\$2.10	Refer to SR 776 Corridor Study for complete recommendations - Page # 144
36		SR 776 @ Sunnybrook Blvd	Intersection Improvements										PE/ROW/CST	\$2.10	Refer to SR 776 Corridor Study for complete recommendations - Page # 145
37		SR 776 @ Coliseum Boulevard/Pinedale Drive	Intersection Improvements		\$2.10								PE/ROW/CST	\$2.52	Refer to SR 776 Corridor Study for complete recommendations - Page # 147
38		SR 776 @ Gillot Boulevard	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations - Page #149
39		SR 776 @ Riverwood Drive	Intersection Improvements										PE/ROW/CST		Refer to SR 776 Corridor Study for complete recommendations- Page #150
40		Veterans Blvd @ Kings Hwy	Intersection Improvements	PLN	\$0.30								PE/ROW/CST		Veterans Blvd Planning Study - Page # 1677
41		Veterans Blvd @ Peachland Blvd/J.C Center Court	Intersection Improvements					\$0.30							PE/ROW/CST

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	\$3.01			\$3.01						Project is programmed through CST (2028) 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 programmed through CST (2027) 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 programmed through CST (2030) in the current DTWP and will be removed.
1	446391-1**	US 41 from Peace River Bridge to Kings Hwy*	Feasiblility Study	PLN	\$0.15							PE& CST		The project is currently programmed for a feasibility study, during which additional recommendations will be identified and evaluated.
2	**	US 41 from Tuckers Grade to Taylor Rd	Multi Use Trails	PE & CST									\$5.59	Multi Use trails on both sides of US 41
3		US 41 from Taylor Rd to Burnt Store Rd	Multi Use Trails	PE & CST										Multi Use trails on west side of US 41
4		US 41 from Morning side Dr to Tuckers Grade	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	
6	446339-1**	SUN Trail US 41 NB - South Alligator Bridge *	Bike-Ped Bridge	PE	\$0.82							CST/CEI	\$3.19	Application submittee by the City for CST dollars.
7	443602-3**	SUN Trail SR 776 from Myakka Forest to Gillot Blvd	SUN Trail Project	PE	\$3.46							CST	\$8.60	Project is programmed for Design in current DTWP 2025-2030. CST unfunded
8	443602-2**	SUN Trail SR 776 from Gillot Blvd to US 41	SUN Trail Project	PE	\$2.53							CST	\$23.60	Project isprogrammed for Design in current DTWP 2025-2030. CST unfunded. FDOT staff recommended segmenting the project during the March 12, 2026 BPAC meeting.
9	**	Tuckers Grade Extension from Burnt Store to US 41	Multi Use Trails	ROW/PE/CST										SUN Trail re-alignment along the new E-W connection.
10	440442-1**	SR 45 (US 41) from Midway Blvd to Paulson Dr	Multi Use Trails	PE/CST										The project has been removed from the Work Program, creating a gap along the US 41 corridor, which continues to experience a high number of crashes. Construction (CST) was previously funded in the 2022 Draft Tentative Work Program (DTWP)
11	452236-1	US 41 SB Harborwalk Phase II - ADA Ramp	ADA ramp connection	CST	\$0.69									DELETED from current Draft Tentative Work Program

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)

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 February 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	SR 684 (Cortez Rd) at 75 th St W	Manatee	\$4,790,000
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.

APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING

AGENDA ITEM # 9

FINAL DRAFT FY 2027 - FY 2028 UNIFIED PLANNING WORK PROGRAM
(UPWP)/FDOT METROPOLITAN PLANNING ORGANIZATION AGREEMENT

Purpose: To review and recommend the MPO Board approve the Final Draft FY 2027 to FY 2028 Unified Planning Work Program (UPWP)/FDOT and Metropolitan Planning Organization Agreement.

Presented by: MPO Staff

Discussion: The Final Draft FY 2027 - FY 2028 Unified Planning Work Program (UPWP)/FDOT Metropolitan Planning Organization Agreement describes transportation planning activities and establishes the MPO budget for the fiscal years spanning from July 1, 2026, to June 30, 2028. Included in the UPWP is a description of work to be accomplished and the cost estimates to carry out each work task activity. Federal and State regulations govern the types of activities that are eligible for federal and state funding.

Following approval of the draft UPWP/FDOT Metropolitan Planning Organization Agreement at the March 30, 2026, MPO Board meeting, the draft FY 2027 - FY 2028 UPWP was submitted to the appropriate reviewing agencies for comments. Comments received from the Federal Highway Administration (FHWA) and the Florida Department of Transportation were addressed and have been incorporated in this final Draft UPWP.

Recommendation: Motion to recommend the MPO Board adopt the Final Draft of the FY 2027 - FY 2028 UPWP/FDOT Metropolitan Planning Organization Agreement and authorize the MPO Board Chairman to sign all required documents. The motion should allow 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.

Attachments:

1. Final Draft FY 2027 - FY 2028 UPWP/FDOT Metropolitan Planning Organization Agreement
2. FDOT Cost Analysis Certification Statement

“Exhibit A” to the MPO Agreement

Unified Planning Work Program

Contact:

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Charlotte County-Punta Gorda Metropolitan Planning Organization
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941-883-3535 (Phone)
www.ccpmpo.gov (Website)



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

Adopted: May 18, 2026

CFDA 20.205: Highway Planning & Construction
CFDA 20.505: Federal Transit Technical Studies Grant
Federal Aid Project (FAP): PL-0408-063-M
FDOT Financial Project Number – 439316-6-14-01 – 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 Status: 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 \$289,590 (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.

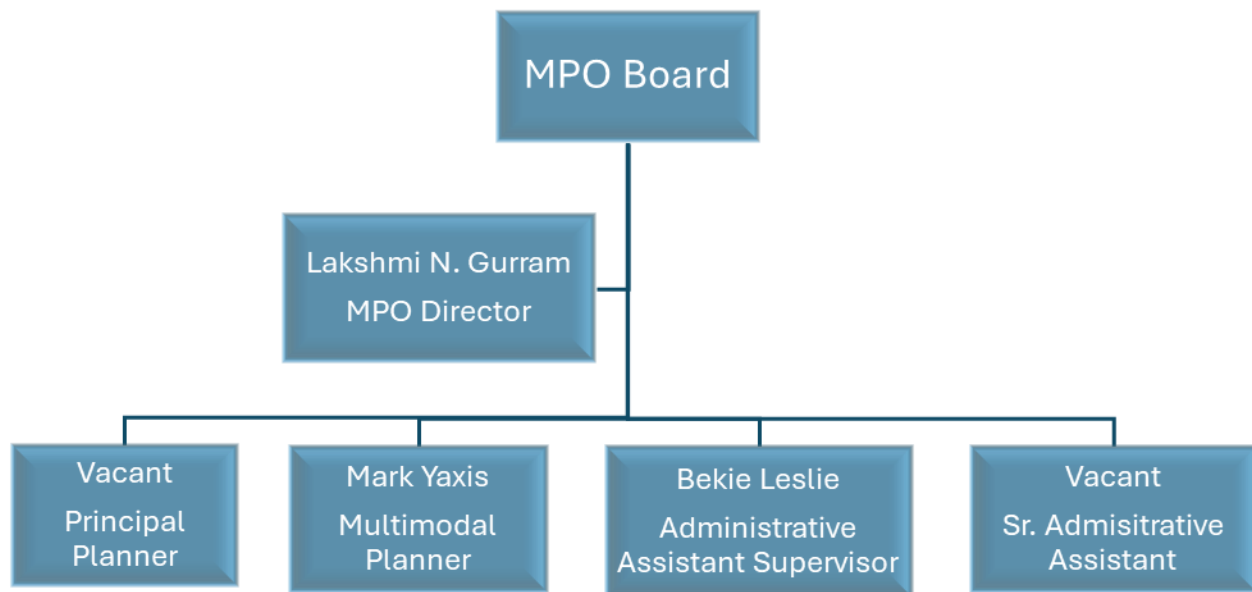
The Bicycle Pedestrian Advisory Committee (BPAC) is appointed by the MPO Board and is composed of bicycle advocates from the South, Mid and West County geographical areas, bicycle shop owners, bicycle club members, and an At-Large representative. This Committee provides recommendations on bicycle and 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)	8/9/2005, 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 5:00 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>\$435,143</u>
		TOTAL	\$435,143
	Year 2 – FY 2028	FHWA (PL)	<u>\$376,643</u>
		TOTAL	\$376,643

Task 1: Estimated Budget Detail For “Planning Task”

Task 1 ADMINISTRATION			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G3P75		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G3P75 (PL)	2027 FHWA G3P75 (Total)	
Personnel (salary and benefits)	\$ 355,843	\$ 355,843	\$ 355,843
Consultant	\$ -	\$ -	\$ -
Travel	\$ 5,500	\$ 5,500	\$ 5,500
Direct Expenses	\$ 71,000	\$ 71,000	\$ 71,000
Supplies	\$ 1,800	\$ 1,800	\$ 1,800
Equipment	\$ 1,000	\$ 1,000	\$ 1,000
2027 Totals	\$ 435,143	\$ 435,143	\$ 435,143
2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G3P75		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G3P75 (PL)	2028 FHWA G3P75 (Total)	
Personnel (salary and benefits)	\$ 297,343	\$ 297,343	\$ 297,343
Consultant	\$ -	\$ -	\$ -
Travel	\$ 5,500	\$ 5,500	\$ 5,500
Direct Expenses	\$ 71,000	\$ 71,000	\$ 71,000
Supplies	\$ 1,800	\$ 1,800	\$ 1,800
Equipment	\$ 1,000	\$ 1,000	\$ 1,000
2028 Totals	\$ 376,643	\$ 376,643	\$ 376,643

	FY 2027 & 2028 TOTAL
Personnel (salary and benefits)	\$ 653,186
Consultant	\$ -
Travel	\$ 11,000
Direct Expenses	\$ 142,000
Supplies	\$ 3,600
Equipment	\$ 2,000
Total	\$ 811,786

Task 1 ADMINISTRATION			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G3P75		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
Employees Salaries, Benefits and other deductions.	\$ 355,843	-	\$ 355,843
Personnel (salary and benefits)			
Subtotal	\$ 355,843	\$ 355,843	\$ 355,843
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 Operations, Fleet Mangement, 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
Subcription/renewal/maintenance - newspapers, website updates, website hosting, animaker video,	\$ 4,700		\$ 4,700
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	\$ 200		\$ 200
Repair/Maintenance - Building	\$ 1,000	-	\$ 1,000
Communication -Cell Phone	\$ 1,200	-	\$ 1,200
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	\$ 71,000	\$ 71,000	\$ 71,000
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	\$ 435,143	\$ 435,143	\$ 435,143

2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G3P75		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
Employees Salaries, Benefits and other deductions.	\$ 297,343	-	\$ 297,343
Personnel (salary and benefits)			
Subtotal	\$ 297,343	\$ 297,343	\$ 297,343
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 Operations, 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
Subcription/renewal/maintenance - newspapers, website updates, website hosting, animaker video,	\$ 4,700		\$ 4,700
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	\$ 200		\$ 1,000
Repair/Maintenance - Building	\$ 1,000		\$ 1,000
Communication -Cell Phone	\$ 1,200		\$ 1,200
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	\$ 71,000	\$ 71,000	\$ 71,000
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	G3P75		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G3P75 (PL)	FHWA G3P75 (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	G3P75		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G3P75 (PL)	FHWA G3P75 (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	G3P75		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
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	G3P75		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G3P75 (PL)	FHWA G3P75	
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	G3P75		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
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	G3P75		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
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 5: Estimated Budget Detail For “Planning Task”

Task 5 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G3P75		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff Salaries, Benefits & Other deductions	\$ 30,000	-	\$ 30,000
Personnel (salary and benefits) Subtotal	\$ 30,000	\$ 30,000	\$ 30,000
Total	\$ 30,000	\$ 30,000	\$ 30,000
2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G3P75		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff Salaries, benefits & 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 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 Streets

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>\$17,163</u>
		TOTAL	\$42,163
	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 \$17,163 and for FY 2027/2028 is \$15,663. These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets

Task 6: Estimated Budget Detail For “Planning Task”

Task 6 SPECIAL PROJECT PLANNING			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G3P75		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff Salaries, Benefits & Other Deductions	\$ 42,163	-	\$ 42,163
Personnel (salary and benefits) Subtotal	\$ 42,163	\$ 42,163	\$ 42,163
Total	\$ 42,163	\$ 42,163	\$ 42,163
2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G3P75		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff Salaries, benefits & Other Deductions	\$ 40,663	-	\$ 40,663
Personnel (salary and benefits) Subtotal	\$ 40,663	\$ 40,663	\$ 40,663
Total	\$ 40,663	\$ 40,663	\$ 40,663

	FY 2027 & 2028 TOTAL
Personnel (salary and benefits)	\$ 82,826
Total	\$ 82,826

[§ 11206(b)] 2.5% of the total PL allocation for FY 2026/2027 is \$17,163 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 7: Estimated Budget Detail For “Planning Task”

Task 7 REGIONAL PLANNING AND COORDINATION			
2027			
Funding Source	FHWA		FY 2027 Total
Contract Number	G3P75		
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff Salaries, Benefits & Other Deductions	\$ 19,000	-	\$ 19,000
Personnel (salary and benefits) Subtotal	\$ 19,000	\$ 19,000	\$ 19,000
Total	\$ 19,000	\$ 19,000	\$ 19,000
2028			
Funding Source	FHWA		FY 2028 Total
Contract Number	G3P75		
Source	PL	Total	
MPO Budget Reference			
Lookup Name	2028 FHWA G3P75 (PL)	FHWA G3P75 (Total)	
Personnel (salary and benefits)			
MPO Staff Salaries, Benefits & Other Deductions	\$ 19,000	-	\$ 19,000
Personnel (salary and benefits) Subtotal	\$ 19,000	\$ 19,000	\$ 19,000
Total	\$ 19,000	\$ 19,000	\$ 19,000

	FY 2027 & 2028 TOTAL
Personnel (salary and benefits)	\$ 38,000
Total	\$ 38,000

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	\$ 27,875
	Year 1 – FY 2027	FTA Section 5307 (County)	<u>\$ 298,096</u>
		TOTAL	\$391,171
	Year 2 – FY 2028	FHWA (PL)	\$ 65,200
	Year 2 – FY 2028	TD Planning Grant	\$ 27,875
	Year 2 – FY 2028	FTA Section 5307 (County)	<u>\$ 148,096</u>
		TOTAL	\$ 241,171

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	G3P75		G3XXX		XXXXX		
Source Level	PL	Total	State	Total	Federal	Total	
MPO Budget Reference							
Lookup Name	2027 FHWA G3P75 (PL)	2027 FHWA G3P75 (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	\$ 27,875	\$ 27,875	\$ -	\$ -	\$ 89,785
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	\$ 27,875	\$ 27,875	\$ 298,096	\$ 298,096	\$ 391,171
2028							
Funding Source	FHWA		CTD		FTA 5307		FY 2028 Total
Contract Number	G3P75		G3XXX		XXXXX		
Source	PL	Total	State	Total	Federal	Total	
MPO Budget Reference							
Lookup Name	2028 FHWA G3P75 (PL)	2028 FHWA G3P75 (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	\$ 27,875	\$ 27,875	\$ -	\$ -	\$ 89,785
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	\$ 27,875	\$ 27,875	\$ 148,096	\$ 148,096	\$ 241,171

	FY 2027 & 2028 TOTAL
	\$ 179,570
Consultant	\$ 446,192
Travel	\$ 2,400
Direct Expenses	\$ 4,180
Total	\$ 632,342

Task 8 TRANSIT AND TRANSPORTATION DISADVANTAGED (TD) PLANNING							
2027							
Contract Number	FHWA G3P75		CTD G3XXX		FTA 5307 XXXXX		FY 2027 Total
	PL	Total	State	Total	Federal	Total	
MPO Budget Reference							
Lookup Name	2027 FHWA G3P75 (PL)	FHWA G3P75 (Total)	2027 CTD G3XXX (State)	CTD G3XXX (Total)	2027 FTA 5307 XXXXX (Federal)	FTA 5307 XXXXX (Total)	
Personnel (salary and benefits)							
Personnel (salary and benefits) Subtotal	\$ 61,910	-	\$ 27,875	-	\$ -	-	\$ 89,785
Consultant							
Charlotte County Transit TDP Progress Report & other Transit related Studies		-		-	\$ 298,096	-	\$ 298,096
	\$ -	\$ -	\$ -	\$ -	\$ 298,096	\$ 298,096	\$ 298,096
Travel							
Travel for Staff and LCB /CTD Board Member attend tranings, meetings and conference	\$ 1,200	-		-		-	\$ 1,200
	\$ 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
	\$ 90	-		-		-	\$ 90
	\$ 2,090	\$ 2,090	\$ -	\$ -	\$ -	\$ -	\$ 2,090
Total	\$ 65,200	\$ 65,200	\$ 27,875	\$ 27,875	\$ 298,096	\$ 298,096	\$ 391,171
2028							
Contract Number	FHWA G3P75		CTD G3XXX		FTA 5307 XXXXX		FY 2028 Total
	PL	Total	State	Total	Federal	Total	
MPO Budget Reference							
Lookup Name	2028 FHWA G3P75 (PL)	FHWA G3P75 (Total)	2028 CTD G3XXX (State)	CTD G3XXX (Total)	2028 FTA 5307 XXXXX (Federal)	FTA 5307 XXXXX (Total)	
Personnel (salary and benefits)							
Personnel (salary and benefits) Subtotal	\$ 61,910	-	\$ 27,875	-	\$ -	-	\$ 89,785
Consultant							
Charlotte County Transit TDP Progress Report & other Transit related Studies		-		-	\$ 148,096	-	\$ 148,096
	\$ -	\$ -	\$ -	\$ -	\$ 148,096	\$ 148,096	\$ 148,096
Travel							
Travel for Staff and LCB Board Member attend tranings, meetings and conference	\$ 1,200	-		-		-	\$ 1,200
	\$ 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
	\$ 90	-		-		-	\$ 90
	\$ 2,090	\$ 2,090	\$ -	\$ -	\$ -	\$ -	\$ 2,090
Total	\$ 65,200	\$ 65,200	\$ 27,875	\$ 27,875	\$ 148,096	\$ 148,096	\$ 241,171

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	Local	Total	
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 expenses, 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	Local	Total	
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 expenses, 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
May 18, 2026

Funding Source	Source Level	2027	2028	FY 2027 Funding Source				FY 2028 Funding Source			
				Soft Match	Federal	State	Local	Soft Match	Federal	State	Local
CTD	State	\$ 27,875	\$ 27,875	\$ -	\$ -	\$ 27,875	\$ -	\$ -	\$ -	\$ 27,875	\$ -
	CTD G3XXX TOTAL	\$ 27,875	\$ 27,875	\$ -	\$ -	\$ 27,875	\$ -	\$ -	\$ -	\$ 27,875	\$ -
FHWA	PL	\$ 686,506	\$ 626,506	\$ 151,412	\$ 686,506	\$ -	\$ -	\$ 138,178	\$ 626,506	\$ -	\$ -
	FHWA G3P75 TOTAL	\$ 686,506	\$ 626,506	\$ 151,412	\$ 686,506	\$ -	\$ -	\$ 138,178	\$ 626,506	\$ -	\$ -
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 TOTAL	\$ 16,569	\$ 16,569	\$ -	\$ -	\$ -	\$ 16,569	\$ -	\$ -	\$ -	\$ 16,569
TOTAL		\$ 1,029,046	\$ 819,046	\$ 151,412	\$ 984,602	\$ 27,875	\$ 16,569	\$ 138,178	\$ 774,602	\$ 27,875	\$ 16,569

Table 2: Agency Participation Table FY 2027 - FY2028

**Agency Participation
May 18, 2026**

Funding Source Contract	CTD G3XXX		FHWA G3P75		FTA 5307 XXXXX		Local	
	2027	2028	2027	2028	2027	2028	2027	2028
Total Budget	\$ 27,875	\$ 27,875	\$ 686,506	\$ 626,506	\$ 298,096	\$ 148,096	\$ 16,569	\$ 16,569
Task 1 ADMINISTRATION								
Personnel (salary and benefits)	\$ -	\$ -	\$ 355,843	\$ 297,343	\$ -	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ 5,500	\$ 5,500	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ 71,000	\$ 71,000	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ 1,800	\$ 1,800	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 435,143	\$ 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)	\$ -	\$ -	\$ 42,163	\$ 40,663	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 42,163	\$ 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)	\$ 27,875	\$ 27,875	\$ 61,910	\$ 61,910	\$ -	\$ -	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -	\$ 298,096	\$ 148,096	\$ -	\$ -
Travel	\$ -	\$ -	\$ 1,200	\$ 1,200	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ 2,090	\$ 2,090	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 27,875	\$ 27,875	\$ 65,200	\$ 65,200	\$ 298,096	\$ 148,096	\$ -	\$ -
Task 9 AGENCY EXPENDITURE USING LOCAL FUNDS								
Personnel (salary and benefits)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,419	\$ 2,419
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700	\$ 700
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,450	\$ 13,450
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,569	\$ 16,569
TOTAL PROGRAMMED	\$ 27,875	\$ 27,875	\$ 686,506	\$ 626,506	\$ 298,096	\$ 148,096	\$ 16,569	\$ 16,569

Pursuant to 23 U.S.C [§ 11206(b)], 2.5% of the total PL allocation is set aside for Complete Streets. The FY 2026/2027 amount is \$17,163 and in FY 2027/2028 is \$15,663. These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets.
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

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 – MPO/FDOT Agreement, Statements & Assurances

- Exhibit A - UPWP
- Exhibit B Federal Financial Assistance (Single Audit Act)
- Exhibit C Title VI Nondiscrimination Assurances
- Exhibit D Contract Payment Requirements
- Exhibit E Debarment & Suspension Certification
- Exhibit F Lobbying Certificate for Grants, Loans, and Cooperative Agreements

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT

Financial Project No.: <u>439316-6-14-01</u> (item segment phase sequence)	Fund: <u>PL</u> <hr/> Function: <u>615</u> <hr/> Federal Award Identification No. (FAIN): <u>0408-063-M</u> <hr/> MPO Unique Entity Identifier (UEI) No.: <u>X3RBY2VEDJT3</u>	FLAIR Approp.: <u>88854</u> <hr/> FLAIR Obj.: <u>780000</u> <hr/> Org. Code: <u>55012010130</u> <hr/> Vendor No.: <u>F596000541056</u>
CFDA Number & Title: <u>20.205 Highway Planning and Construction</u>		

THIS FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT (Agreement) is made and entered into on this _____ day of _____ 2026, 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, P.O. Box 1249, Bartow, FL 33831-1249 and the Charlotte County - Punta Gorda Metropolitan Planning Organization (MPO), whose address is 1050 Loveland Boulevard Box C, Port Charlotte, FL33980, and whose Unique Entity Identifier (UEI) assigned by the System for Award Management (SAM.gov) is: X3RBY2VEDJT3 (collectively the "Parties").

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the Parties desiring to be legally bound, do agree as follows:

1. **Authority:** The MPO and the Department have authority to enter into this Agreement pursuant to 23 U.S.C. 134, 23 Code of Federal Regulations (CFR) § 450 and Section 339.175, Florida Statutes (F.S.), which, require the Department and the MPO to clearly identify the responsibilities for cooperatively carrying out the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) components of the Metropolitan Planning Process and accomplish the transportation planning requirements of state and federal law.
2. **Purpose of the Agreement:** The purpose of this Agreement is for the Department to provide Federal financial assistance to the MPO in the form of FHWA funds to support transportation planning activities identified in the MPO's Unified Planning Work Program (UPWP). This Agreement sets forth the terms and conditions under which FHWA funds will be provided and outlines the manner in which work tasks and subtasks in the UPWP will be undertaken and completed. The work to be performed by the MPO is fully described in the UPWP, which is attached and incorporated into this Agreement as Exhibit "A."
3. **Consolidated Planning Grant (CPG):** The Department began participating in the Consolidated Planning Grant (CPG) program with the State fiscal year (FY) 2022/23 – 2023/24 UPWP cycle. The Department designated FHWA to serve as the CPG lead grant agency in accordance with FTA Circular 8100.D. Under the CPG, FHWA and FTA annually deliver lump sum appropriations to the Department for allocation to MPOs for metropolitan planning activities. The federal funds are provided to the Department as FHWA Planning (PL) and FTA 5305(d) funds. The Department uses the CPG to combine the FHWA PL and FTA 5305(d) MPO allocations into a single grant administered by FHWA. The Department continues to calculate annual MPO funding allocations using the approved FHWA PL and FTA 5305(d) allocation formulas.
4. **Scope of Work:** The UPWP, Exhibit "A", constitutes the Scope of Work for this Agreement, including the Statement of Assurances, which are legally binding under this Agreement.
5. **Budgetary Ceiling:** The total budgetary ceiling for the UPWP is \$1,313,012.00. 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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT

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
439316-6-14-01 FY2027 PL	\$626,506.00
439316-6-14-01 FY2027 PL De-ob from FY25-26 UPWP	\$60,000.00
439316-6-14-01 FY2028 PL	\$626,506.00

6. **Non-federal Share:** It is the policy of the Department to fulfill the non-federal share or “soft match” with toll credits as authorized by Title 23 U.S.C. § 120 conditional on funding availability. The MPO must identify and describe the soft match in its 2-year UPWP introduction and show the total amount of toll credits used to match the FHWA funds in the UPWP Summary Budget Tables.

7. **Term of Agreement:** This Agreement shall have a term of two (2) years. This Agreement shall begin on the later of July 1, 2026 or the date the Agreement is fully executed, whichever is later, and expire on June 30, 2028. If the Agreement is fully executed after July 1, 2026, then the term of the Agreement shall be less than two (2) years and the Agreement shall expire on June 30, 2028. Expiration of this Agreement will be considered termination of the UPWP. The cost of any work performed after the expiration date of this Agreement will not be reimbursed by the Department.

8. **Renewals and Extensions:** This Agreement shall not be renewed or extended.

9. **Amendments:** Amendments may be made during the term of this Agreement. Any Amendment must be in writing and signed by the Parties with the same formalities as the original Agreement.
 - A. **Amendments and Modifications to the UPWP:** Revisions to the UPWP shall require either an Amendment or a Modification. Such revisions may be budgetary and/or programmatic in nature and may be either major or minor in scale. Minor revisions shall be processed by the MPO as a Modification, whereas major revisions shall be processed by the MPO as an Amendment. A major revision shall be defined as an alteration to the UPWP that materially impacts its original intent or anticipated outcomes.

The following section further clarifies the actions necessitating UPWP Amendments and Modifications.

i. Amendments to the UPWP

UPWP Amendments are required for actions described in 2 CFR 200.308 and 29 CFR 1470.30, as referenced in the MPO Program Management Handbook, FHWA technical memorandums and guidance, FDOT Technical memorandums and guidance, as well as other federal regulations.

In addition, a change in the MPO’s staff director, organizational name, or voting structure requires a UPWP Amendment.

ii. Modifications to the UPWP

UPWP changes that do not require an Amendment may be processed as a UPWP Modification.

- iii. If the MPO makes a modification to the UPWP budget, then the MPO shall immediately send any such modifications to the Department. Amendments to the UPWP must be approved by FHWA. Proposed amendments to the UPWP shall be filed with the Department. Within a reasonable amount of time, the Department shall review and transmit the proposed UPWP amendment and supporting documents to the FHWA with a recommendation for approval or denial. Transmittal of the proposed UPWP amendment and supporting documents to FHWA may be delayed by the Department due to the MPO failing to include all documentation required for the UPWP Amendment. The Department shall immediately forward to the MPO all correspondence that the Department receives from FHWA regarding the proposed UPWP

amendment. If FHWA approves the amendment to the UPWP then this Agreement and supporting documentation must be amended immediately following such approval.

10. General Requirements:

- A.** The MPO shall complete the UPWP with all practical dispatch in a sound, economical, and efficient manner, and in accordance with the provisions in this Agreement, the Interlocal Agreement establishing the MPO, and all applicable laws.
- B.** Federal-aid funds shall not participate in any cost which is not incurred in conformity with applicable Federal and State laws, the regulations in 23 CFR and 49 CFR, and policies and procedures prescribed by the Division Administrator of FHWA. If FHWA or the Department determines that any amount claimed is not eligible, federal participation may be approved in the amount determined to be adequately supported and the Department shall notify the MPO in writing citing the reasons why items and amounts are not eligible for federal participation. Where correctable non-compliance with provisions of law or FHWA requirements exists, Federal funds may be withheld until compliance is obtained. Where non-compliance is not correctable, FHWA or the Department may deny participation in UPWP costs in part or in total. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.
- C.** The MPO's financial management system must comply with the requirements set forth in 2 CFR § 200.302, specifically:
 - i.** Identification, in its accounts, of all Federal awards received and expended and the Federal programs under which they were received.
 - ii.** Accurate, current, and complete disclosure of the financial results of each Federal award or program in accordance with the reporting requirements set forth in § 200.327 Financial reporting and § 200.328 Monitoring and reporting program performance.
 - iii.** Records that identify adequately the source and application of funds for federally-funded activities. These records must contain information pertaining to Federal awards, authorizations, obligations, unobligated balances, assets, expenditures, income and interest and be supported by source documentation.
 - iv.** Effective control over, and accountability for, all funds, property, and other assets.
 - v.** Comparison of expenditures with budget amounts for each Federal award.
 - vi.** Written procedures to implement the requirements of § 200.305 Payment.
 - vii.** Written procedures for determining the allowability of costs in accordance with Subpart E— Cost Principles and the terms and conditions of the Federal award.

11. Compensation and Payment:

- A.** The Department shall reimburse the MPO for costs incurred to perform services satisfactorily during a monthly or quarterly period in accordance with the UPWP, Exhibit "A". Reimbursement is limited to the maximum amount authorized by the Department. The MPO shall submit a request for reimbursement to the Department on a quarterly or monthly basis. Requests for reimbursement by the MPO shall include an invoice, an itemized expenditure report, and progress report for the period of services being billed that are acceptable to the Department. The MPO shall use the format for the invoice, itemized expenditure report and progress report that is approved by the Department. The MPO shall provide any other data required by FHWA or the Department to justify and support the payment requested.
- B.** Pursuant to Section 287.058, F.S., the MPO shall provide quantifiable, measurable, and verifiable units

of deliverables. Each deliverable must specify the required minimum level of service to be performed and the criteria for evaluating successful completion. The UPWP and the quantifiable, measurable, and verifiable units of deliverables are described in Exhibit "A".

- C. Invoices shall be submitted by the MPO in detail sufficient for a proper pre-audit and post-audit based on the quantifiable, measurable and verifiable units of deliverables as established in Exhibit "A". Deliverables must be received and accepted in writing by the Department's Grant Manager prior to payments.
- D. The Department will honor requests for reimbursement to the MPO for eligible costs in the amount of FHWA funds approved for reimbursement in the UPWP and made available by FHWA. The Department may suspend or terminate payment for that portion of the UPWP which FHWA, or the Department acting in lieu of FHWA, may designate as ineligible for federal-aid. Regarding eligible costs, whichever requirement is stricter between federal and State of Florida requirements shall control. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 15 of this Agreement.
- E. Supporting documentation must establish that the deliverables were received and accepted in writing by the MPO and must also establish that the required minimum level of service to be performed based on the criteria for evaluating successful completion as specified in the UPWP, Exhibit "A", was met. All costs charged to the UPWP, including any approved services contributed by the MPO or others, shall be supported by properly executed payrolls, time records, invoices, contracts or vouchers evidencing in proper detail the nature and propriety of the charges. See Exhibit "D" for Contract Payment Requirements.
- F. Bills for travel expenses specifically authorized in this Agreement shall be documented on the Department's Contractor Travel Form No. 300-000-06 or on a form that was previously submitted to the Department's Comptroller and approved by the Department of Financial Services. Bills for travel expenses specifically authorized in this Agreement will be paid in accordance with Section 112.061, F.S.
- G. Payment shall be made only after receipt and approval of goods and services unless advance payments are authorized by the Chief Financial Officer of the State of Florida under Chapters 215 and 216, F.S. If the Department determines that the performance of the MPO fails to meet minimum performance levels, the Department shall notify the MPO of the deficiency to be corrected, which correction shall be made within a time-frame to be specified by the Department. The MPO shall, within sixty (60) days after notice from the Department, provide the Department with a corrective action plan describing how the MPO will address all issues of contract non-performance, unacceptable performance, failure to meet the minimum performance levels, deliverable deficiencies, or contract non-compliance. If the corrective action plan is unacceptable to the Department, the MPO shall be assessed a non-performance retainage equivalent to 10% of the total invoice amount. The retainage shall be applied to the invoice for the then-current billing period. The retainage shall be withheld until the MPO resolves the deficiency. If the deficiency is subsequently resolved, the MPO may bill the Department for the retained amount during the next billing period. If the MPO is unable to resolve the deficiency, the funds retained may be forfeited at the end of the Agreement's term.
- H. An invoice submitted to the Department involving the expenditure of metropolitan planning funds ("PL funds") is required by Federal law to be reviewed by the Department and issued a payment by the Department of Financial Services within 15 business days of receipt by the Department for review. If the invoice is not complete or lacks information necessary for processing, it will be returned to the MPO, and the 15-business day timeframe for processing will start over upon receipt of the resubmitted invoice by the Department. If there is a case of a bona fide dispute, the invoice recorded in the financial system of the Department shall contain a statement of the dispute and authorize payment only in the amount not disputed. If an item is disputed and is not paid, a separate invoice could be submitted requesting reimbursement, or the disputed item/amount could be included/added to a subsequent invoice.

- I. Records of costs incurred under the terms of this Agreement shall be maintained and made available upon request to the Department at all times during the period of this Agreement and for five years after final payment is made. Copies of these documents and records shall be furnished to the Department upon request. Records of costs incurred include the MPO's general accounting records and the UPWP records, together with supporting documents and records, of the consultant and all subconsultants performing work on the UPWP, and all other records of the Consultants and subconsultants considered necessary by the Department for a proper audit of costs.
- J. The MPO must timely submit invoices and documents necessary for the close out of the UPWP. Within 90 days of the expiration or termination of the grant of FHWA funds for the UPWP, the MPO shall submit the final invoice and all financial, performance, and related reports consistent with 2 CFR § 200.
- K. The Department's performance and obligation to pay under this Agreement is also contingent upon FHWA making funds available and approving the expenditure of such funds.
- L. In the event this Agreement is in excess of \$25,000 and has a term for a period of more than one year, the provisions of Section 339.135(6)(a), F.S., are hereby incorporated:
"The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The Department shall require a statement from the comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years, and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of \$25,000 and which have a term for a period of more than 1 year."
- M. **Disallowed Costs:** In determining the amount of the payment, the Department will exclude all UPWP costs incurred by the MPO prior to the effective date of this Agreement, costs incurred by the MPO which are not provided for in the latest approved budget for the UPWP, and costs attributable to goods or services received under a contract or other arrangements which have not been approved in writing by the Department. It is agreed by the MPO that where official audits by the federal agencies or monitoring by the Department discloses that the MPO has been reimbursed by the Department for ineligible work, under applicable federal and state regulations, that the value of such ineligible items may be deducted by the Department from subsequent reimbursement requests following determination of ineligibility. Upon receipt of a notice of ineligible items the MPO may present evidence supporting the propriety of the questioned reimbursements. Such evidence will be evaluated by the Department, and the MPO will be given final notification of the amounts, if any, to be deducted from subsequent reimbursement requests.
- In addition, the MPO agrees to promptly reimburse the Department for any and all amounts for which the Department has made payment to the MPO if such amounts become ineligible, disqualified, or disallowed for federal reimbursement due to any act, error, omission, or negligence of the MPO. This includes omission or deficient documentation of costs and charges, untimely, incomplete, or insufficient submittals, or any other reason declared by the applicable Federal Agency.
- Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 16 of this Agreement.
- N. If, after UPWP completion, any claim is made by the Department resulting from an audit or for work or services performed pursuant to this Agreement, the Department may offset such amount from payments due for work or services done under any agreement which it has with the MPO owing such amount if, upon demand, payment of the amount is not made within 60 days to the Department. Offsetting any

amount pursuant to this paragraph shall not be considered a breach of contract by the Department. Any determination by the Department made pursuant to this section of the Agreement is subject to the conflict and dispute resolution process set forth in Section 16 of this Agreement.

- O. Indirect Costs:** A state or federally approved indirect cost rate may be applied to the Agreement. If the MPO does not have a federally approved indirect cost rate, a rate up to the de minimis indirect cost rate of 15% of modified total direct costs may be applied. The MPO may opt to request no indirect cost rate, even if it has a federally approved indirect cost rate.

12. Procurement and Contracts of the MPO:

- A.** The procurement, use, and disposition of real property, equipment and supplies shall be consistent with the approved UPWP and in accordance with the requirements of 2 CFR § 200.
- B.** It is understood and agreed by the Parties that participation by the Department in a project as part of the UPWP with the MPO, where said project involves a consultant contract for engineering, architecture or surveying services, is contingent on the MPO's complying in full with provisions of Section 287.055, F.S., Consultants' Competitive Negotiation Act, the federal Brooks Act, 23 CFR 172, and 23 U.S.C. 112. At the discretion of the Department, the MPO will involve the Department, to an extent to be determined by the Department, in the consultant selection process for all projects funded under this Agreement. In all cases, the MPO shall certify to the Department that selection has been accomplished in compliance with the Consultants' Competitive Negotiation Act and the federal Brooks Act.
- C.** The MPO shall comply with and require its consultants and contractors to comply with applicable federal law pertaining to the use of federal-aid funds.

13. Audit Reports: The administration of resources awarded through the Department to the MPO by this Agreement may be subject to audits and/or monitoring by the Department. The following requirements do not limit the authority of the Department to conduct or arrange for the conduct of additional audits or evaluations of Federal awards or limit the authority of any State agency inspector general, the State of Florida Auditor General or any other State official. The MPO shall comply with all audit and audit reporting requirements as specified below.

- A.** In addition to reviews of audits conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, monitoring procedures may include but not be limited to on-site visits by Department staff and/or other procedures including, reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to Federal awards provided through the Department by this Agreement. By entering into this Agreement, the MPO agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The MPO further agrees to comply and cooperate with any inspections, reviews, investigations or audits deemed necessary by the Department, State of Florida Chief Financial Officer (CFO) or State of Florida Auditor General.
- B.** The MPO, a non-Federal entity as defined by 2 CFR Part 200.1, as a subrecipient of a Federal award awarded by the Department through this Agreement is subject to the following requirements:
 - i.** In the event the MPO expends a total amount of Federal awards equal to or in excess of the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, the MPO must have a Federal single or program-specific audit for such fiscal year conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements. Exhibit "B", Federal Financial Assistance (Single Audit Act), to this Agreement provides the required Federal award identification information needed by the MPO to further comply with the requirements of 2 CFR Part 200, Subpart F – Audit Requirements. In determining Federal awards expended in a fiscal year, the MPO must consider all sources of Federal awards based on when the activity related to the Federal award occurs, including the Federal award provided through the Department by this Agreement. The determination of amounts of Federal awards expended should be in

accordance with the guidelines established by 2 CFR Part 200, Subpart F – Audit Requirements. An audit conducted by the State of Florida Auditor General in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, will meet the requirements of this paragraph.

- ii. In connection with the audit requirements, the MPO shall fulfill the requirements relative to the auditee responsibilities as provided in 2 CFR Part 200, Subpart F – Audit Requirements.
- iii. In the event the MPO expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards, the MPO is exempt from Federal audit requirements for that fiscal year. However, the MPO must provide a single audit exemption statement to the Department at FDOTSingleAudit@dot.state.fl.us no later than nine months after the end of the MPO's audit period for each applicable audit year. In the event the MPO expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in Federal awards in a fiscal year and elects to have an audit conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, the cost of the audit must be paid from non-Federal resources (*i.e.*, the cost of such an audit must be paid from the MPO's resources obtained from other than Federal entities).
- iv. The MPO must electronically submit to the Federal Audit Clearinghouse (FAC) at <https://harvester.census.gov/facweb/> the audit reporting package as required by 2 CFR Part 200, Subpart F – Audit Requirements, within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period. The FAC is the repository of record for audits required by 2 CFR Part 200, Subpart F – Audit Requirements, and this Agreement. However, the Department requires a copy of the audit reporting package also be submitted to FDOTSingleAudit@dot.state.fl.us within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period as required by 2 CFR Part 200, Subpart F – Audit Requirements.
- v. Within six months of acceptance of the audit report by the FAC, the Department will review the MPO's audit reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate action on all deficiencies has been taken pertaining to the Federal award provided through the Department by this Agreement. If the MPO fails to have an audit conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, the Department may impose additional conditions to remedy noncompliance. If the Department determines that noncompliance cannot be remedied by imposing additional conditions, the Department may take appropriate actions to enforce compliance, which actions may include but not be limited to the following:
 - 1. Temporarily withhold cash payments pending correction of the deficiency by the MPO or more severe enforcement action by the Department;
 - 2. Disallow (deny both use of funds and any applicable matching credit for) all or part of the cost of the activity or action not in compliance;
 - 3. Wholly or partly suspend or terminate the Federal award;
 - 4. Initiate suspension or debarment proceedings as authorized under 2 CFR Part 180 and 1200 and Federal awarding agency regulations (or in the case of the Department, recommend such a proceeding be initiated by the Federal awarding agency);
 - 5. Withhold further Federal awards for the UPWP or program;
 - 6. Take other remedies that may be legally available.
- vi. As a condition of receiving this Federal award, the MPO shall permit the Department, or its designee, the CFO or State of Florida Auditor General access to the MPO's records including financial statements, the independent auditor's working papers and UPWP records as necessary. Records related to unresolved audit findings, appeals or litigation shall be retained until the action is complete or the dispute is resolved.
- vii. The Department's contact information for requirements under this Section is as follows:

Office of Comptroller
605 Suwannee Street, MS 24
Tallahassee, Florida 32399-0450
FDOTSingleAudit@dot.state.fl.us

- C. The MPO shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date the audit report is issued and shall allow the Department, or its designee, the CFO or State of Florida Auditor General access to such records upon request. The MPO shall ensure that the audit working papers are made available to the Department, or its designee, the CFO, or State of Florida Auditor General upon request for a period of five years from the date the audit report is issued unless extended in writing by the Department.

- 14. Termination or Suspension:** The Department may, by written notice to the MPO, suspend any or all of the MPO's obligations under this Agreement for the MPO's failure to comply with applicable law or the terms of this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected. The Department will provide written notice outlining the particulars of suspension.

The Department may terminate this Agreement at any time before the date of completion if the MPO is dissolved or if federal funds cease to be available. In addition, the Department or the MPO may terminate this Agreement if either party fails to comply with the conditions of the Agreement. The Department or the MPO shall give written notice to all Parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.

The Parties may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the Parties shall agree upon the termination conditions.

Upon termination of this Agreement, whether for cause or at the convenience of the Parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.

The Department shall reimburse the MPO for those eligible expenses incurred during the Agreement period that are directly attributable to the completed portion of the work covered by this Agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

The Department reserves the right to unilaterally cancel this Agreement for refusal by the MPO or any consultant, sub-consultant or materials vendor to allow public access to all documents, papers, letters or other material subject to the provisions of Chapter 119, F.S., and made or received in conjunction with this Agreement unless the records are confidential or exempt.

The conflict and dispute resolution process set forth in Section 16 of this Agreement shall not delay or stop the Parties' rights to terminate the Agreement.

- 15. Remedies:** Violation or breach of Agreement terms by the MPO shall be grounds for termination of the Agreement. Any costs incurred by the Department arising from the termination of this Agreement shall be paid by the MPO.

This Agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

- 16. Conflict and Dispute Resolution Process:** This section shall apply to conflicts and disputes relating to matters subject to this Agreement, or conflicts arising from the performance of this Agreement. If possible, the Parties shall attempt to resolve any dispute or conflict within thirty (30) days of a determination of a dispute or conflict. This section shall not delay or stop the Parties' rights to terminate the Agreement. In addition, notwithstanding that a conflict or dispute may be pending resolution, this section shall not delay or stop the Department from

performing the following actions pursuant to its rights under this Agreement: deny payments; disallow costs; deduct the value of ineligible work from subsequent reimbursement requests, or; offset pursuant to Section 11.N of this Agreement.

- A. Initial Resolution:** The affected Parties to this Agreement shall, at a minimum, ensure the attempted early resolution of conflicts relating to such matters. Early resolution shall be handled by direct discussion between the following officials: for the Department - the Intermodal Systems Development Manager; and for the MPO - the Staff Director.
- B. Resolution by Senior Agency Official:** If the conflict remains unresolved, the conflict shall be resolved by the following officials: for the Department - the District Secretary; and for the Charlotte County - Punta Gorda MPO - the Chairperson of the MPO.
- C. Resolution of Conflict by the Agency Secretary:** If the conflict is not resolved through conflict resolution pursuant to the provisions, "Initial Resolution" and "Resolution by Senior Agency Official" above, the conflict shall be resolved by the Secretary for the Department of Transportation or their delegate. If the MPO does not agree with the resolution provided by the Secretary for the Department of Transportation, the Parties may pursue any other remedies set forth in this Agreement or provided by law.

17. Compliance with 49 CFR Part 26: To the extent required by law, comply, and have your consultants and subconsultants comply, with the provisions of 49 CFR Part 26, as amended.

18. Compliance with Laws and Regulations:

- A.** The MPO shall comply and require its consultants and subconsultants to comply with all terms and conditions of this Agreement and all federal, state, and local laws and regulations applicable to this UPWP. Execution of this Agreement constitutes a certification that the MPO is in compliance with, and will require its consultants and subconsultants to comply with, all requirements imposed by applicable federal, state, and local laws and regulations.
- B.** The MPO shall comply with the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions," as set forth in 2 CFR Part 180 and 1200, attached and incorporated into this Agreement in Exhibit "E", and when applicable the MPO shall include Exhibit "E" required provisions in all contracts and subcontracts entered into pursuant to this Agreement.
- C. Title VI Assurances:** The MPO will comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964, the regulations of the U.S. Department of Transportation (USDOT) issued thereunder, and the assurance by the MPO pursuant thereto, including but not limited to the requirements set forth in Exhibit "C", Title VI Assurances. The MPO shall include the attached Exhibit "C", Title VI Assurances, in all contracts with consultants and contractors performing work as part of the UPWP to ensure compliance with Title VI of the Civil Rights Act of 1964, 49 CFR Part 21, and related statutes and regulations.
- D. Restrictions on Lobbying** The MPO agrees that to no federally-appropriated funds have been paid, or will be paid by or on behalf of the MPO, to any person for influencing or attempting to influence any 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 the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any federal contract, grant, loan or cooperative agreement. If any funds other than federally-appropriated funds have been paid by the MPO 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 Agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. The MPO shall require that the language of Exhibit "F" be included in the award documents

for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. No funds received pursuant to this Agreement may be expended for lobbying the Legislature, the judicial branch or a state agency.

E. The MPO must comply with FHWA's Conflicts of Interest requirements set forth in 23 CFR § 1.33.

19. Restrictions, Prohibitions, Controls, and Labor Provisions: During the performance of this Agreement, the MPO agrees as follows, and shall require the following provisions to be included in each contract and subcontract entered into pursuant to this Agreement:

- A. A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, F.S., for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.
- B. In accordance with Section 287.134, F.S., an entity or affiliate who has been placed on the Discriminatory Vendor List, kept by the Florida Department of Management Services, may not submit a bid on a contract to provide goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity.
- C. An entity or affiliate who has had its Certificate of Qualification suspended, revoked, denied or have further been determined by the Department to be a non-responsible contractor may not submit a bid or perform work for the construction or repair of a public building or public work on a contract with the MPO.
- D. Neither the MPO nor any of its contractors and consultants or their subcontractors and subconsultants shall enter into any contract, subcontract or arrangement in connection with the UPWP or any property included or planned to be included in the UPWP in which any member, officer or employee of the MPO or the entities that are part of the MPO during tenure or for 2 years thereafter has any interest, direct or indirect. If any such present or former member, officer or employee involuntarily acquires or had acquired prior to the beginning of tenure any such interest, and if such interest is immediately disclosed to the MPO, the MPO, with prior approval of the Department, may waive the prohibition contained in this paragraph provided that any such present member, officer or employee shall not participate in any action by the MPO or the locality relating to such contract, subcontract or arrangement. The MPO shall insert in all contracts entered into in connection with the UPWP or any property included or planned to be included in any UPWP, and shall require its contractors and consultants to insert in each of their subcontracts, the following provision:

"No member, officer or employee of the MPO or of the locality during his or her tenure or for 2 years thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof."

The provisions of this paragraph shall not be applicable to any agreement between the MPO and its fiscal depositories or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.
- E. No member or delegate to the Congress of the United States shall be admitted to any share or part of this Agreement or any benefit arising therefrom.

20. Miscellaneous Provisions:

A. Public Records:

- i. The MPO shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, F.S., and made or received by the MPO in conjunction with this Agreement, unless such documents are exempt from public access or are confidential pursuant to state and federal law. Failure by the MPO to grant such public access shall be grounds for immediate unilateral cancellation of this Agreement by the Department.
- ii. In addition, the MPO shall comply with the requirements of Section 119.0701, F.S.

B. It is specifically agreed between the Parties executing this Agreement that it is not intended by any of the provisions of any part of the Agreement to create in the public or any member thereof, a third party beneficiary hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the provisions of this Agreement.

C. In no event shall the making by the Department of any payment to the MPO constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the MPO and the making of such payment by the Department, while any such breach or default shall exist, shall in no way impair or prejudice any right or remedy available to the Department with respect to such breach or default.

D. If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected. In such an instance, the remainder would then continue to conform to the terms and requirements of applicable law.

E. By execution of the Agreement, the MPO represents that it has not paid and, also agrees not to pay, any bonus or commission for the purpose of obtaining an approval of its application for the financing hereunder.

F. Nothing in the Agreement shall require the MPO to observe or enforce compliance with any provision or perform any act or do any other thing in contravention of any applicable state law. If any of the provisions of the Agreement violate any applicable state law, the MPO will at once notify the Department in writing in order that appropriate changes and modifications may be made by the Department and the MPO to the end that the MPO may proceed as soon as possible with the UPWP.

G. The MPO shall comply with all applicable federal guidelines, procedures, and regulations. If at any time a review conducted by Department and or FHWA reveals that the applicable federal guidelines, procedures, and regulations were not followed by the MPO and FHWA requires reimbursement of the funds, the MPO will be responsible for repayment to the Department of all funds awarded under the terms of this Agreement.

H. The MPO:

- i. shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by MPO during the term of the contract; and
- ii. shall expressly require any contractor, consultant, subcontractors and subconsultants performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor or subconsultant during the contract term.

I. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute the same Agreement. A facsimile or electronic transmission of this Agreement with a signature on behalf of a party will be legal and binding on such party.

J. The Parties agree to comply with s.20.055(5), F.S., and to incorporate in all subcontracts the obligation to comply with s.20.055(5), F.S.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT

K. This Agreement and any claims arising out of this Agreement shall be governed by the laws of the United States and the State of Florida.

21. Exhibits: The following Exhibits are attached and incorporated into this Agreement:

- A. Exhibit "A", UPWP
- B. Exhibit "B", Federal Financial Assistance (Single Audit Act)
- C. Exhibit "C", Title VI/Nondiscrimination Assurances
- D. Exhibit "D", Contract Payment Requirements
- E. Exhibit "E", Debarment and Suspension Certification
- F. Exhibit "F", Lobbying Certification for Grants, Loans, and Cooperative Agreements

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

MPO Name
Charlotte County - Punta Gorda Metropolitan
Planning Organization

Florida Department of Transportation

MPO Executive Director Name
Lakshmi N. Gurram

District Secretary or Designee Name
James M. Driggers, Jr.

MPO Executive Director Signature

District Secretary or Designee Signature

MPO Chairperson or Designee Name

FDOT Legal Reviewer Name & Title
Don Conway, Senior Attorney

MPO Chairperson or Designee Signature

FDOT Legal Reviewer Signature

MPO Legal Reviewer Name & Title

MPO Legal Reviewer Signature

EXHIBIT “B”

FEDERAL FINANCIAL ASSISTANCE (SINGLE AUDIT ACT)

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE AS FOLLOWS:

CFDA No.: [20.205](#)
CFDA Title: HIGHWAY PLANNING AND CONSTRUCTION
Federal-Aid Highway Program, Federal Lands Highway Program
***Award Amount:** \$1,313,012.00
Awarding Agency: Florida Department of Transportation
Indirect Cost Rate: N/A
****Award is for R&D:** No

*The federal award amount may change with supplemental agreements

**Research and Development as defined at 2 CFR § 200.87

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE SUBJECT TO THE FOLLOWING
AUDIT REQUIREMENTS:**

2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles & Audit Requirements for Federal Awards
www.ecfr.gov

**FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT MAY ALSO BE SUBJECT TO
THE FOLLOWING:**

Title 23 – Highways, United States Code
<http://uscode.house.gov/browse.xhtml>

Title 49 – Transportation, United States Code
<http://uscode.house.gov/browse.xhtml>

Federal Highway Administration – Florida Division
www.fhwa.dot.gov/fldiv

Federal Funding Accountability and Transparency Act (FFATA) Sub-award Reporting System (FSRS)
www.fsr.gov

EXHIBIT “C”

TITLE VI/NONDISCRIMINATION ASSURANCES

Pursuant to Section 9 of US DOT Order 1050.2A, the 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 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 MPO’s organization and to the general public. Such information shall be published where appropriate in languages other than English.
- (3.) Insert the clauses labeled *Appendices A and E* below 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 MPO.

APPENDICES A and E

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

- (1.) **Compliance with REGULATIONS:** The contractor shall comply with the Acts and Regulations relative to nondiscrimination in federally-assisted programs of the 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 this Agreement, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of sub-contractors, 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 Agreement covers a program set forth in Appendix B of the Regulations.
- (3.) **Solicitations for Sub-contractors, including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding or negotiation made by the contractor for work to be performed under sub-contract,

including procurements of materials or leases of equipment, each potential sub-contractor or supplier shall be notified by the contractor of the contractor's obligations under this Agreement 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 Department or FHWA, FTA, Federal Aviation Administration (FAA), and Federal Motor Carrier Safety Administration (FMCSA) 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 Department, or FHWA, FTA, FAA, or FMCSA 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 Agreement, the Department shall impose such contract sanctions as it or FHWA, FTA, FAA, or FMCSA may determine to be appropriate, including, but not limited to:
- a. withholding of payments to the contractor under the Agreement until the contractor complies, and/or
 - b. cancellation, termination or suspension of the Agreement, in whole or in part.
- (6.) **Incorporation of Provisions:** The contractor shall include the provisions of paragraphs (1) through (7) in every sub- contract, 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 sub-contract or procurement as the Department or FHWA, FTA, FAA, or FMCSA may direct as a means of enforcing such provisions including sanctions for noncompliance, provided, however, that, 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 Department to enter into such litigation to protect the interests of the Department, and, in addition, the contractor may request 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 U.S.C. § 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-259), (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 USDOT regulations at 49 CFR parts 37 and 38; 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).

EXHIBIT “D”
CONTRACT PAYMENT REQUIREMENTS
Florida Department of Financial Services, Reference Guide for State Expenditures
Cost Reimbursement Contracts

Invoices for cost reimbursement contracts must be supported by an itemized listing of expenditures by category (salary, travel, expenses, etc.). Supporting documentation shall be submitted for each amount for which reimbursement is being claimed, indicating that the item has been paid. Documentation for each amount for which reimbursement is being claimed must indicate that the item has been paid. Check numbers may be provided in lieu of copies of actual checks. Each piece of documentation should clearly reflect the dates of service. Only expenditures for categories in the approved agreement budget may be reimbursed. These expenditures must be allowable (pursuant to law) and directly related to the services being provided.

Listed below are types and examples of supporting documentation for cost reimbursement agreements:

Salaries: Timesheets that support the hours worked on the UPWP or activity must be kept. A payroll register, or similar documentation should be maintained. The payroll register should show gross salary charges, fringe benefits, other deductions and net pay. If an individual for whom reimbursement is being claimed is paid by the hour, a document reflecting the hours worked times the rate of pay will be acceptable.

Fringe benefits: Fringe benefits should be supported by invoices showing the amount paid on behalf of the employee, e.g., insurance premiums paid. If the contract specifically states that fringe benefits will be based on a specified percentage rather than the actual cost of fringe benefits, then the calculation for the fringe benefits amount must be shown. Exception: Governmental entities are not required to provide check numbers or copies of checks for fringe benefits.

Travel: Reimbursement for travel must be in accordance with s. 112.061, F.S., which includes submission of the claim on the approved state travel voucher along with supporting receipts and invoices.

Other direct costs: Reimbursement will be made based on paid invoices/receipts and proof of payment processing (cancelled/processed checks and bank statements). If nonexpendable property is purchased using state funds, the contract should include a provision for the transfer of the property to the State when services are terminated. Documentation must be provided to show compliance with DMS Rule 60A-1.017, F.A.C., regarding the requirements for contracts which include services and that provide for the contractor to purchase tangible personal property as defined in s. 273.02, F.S., for subsequent transfer to the State.

Indirect costs: If the contract stipulates that indirect costs will be paid based on a specified rate, then the calculation should be shown. Indirect costs must be in the approved agreement budget, and the entity must be able to demonstrate that the costs are not duplicated elsewhere as direct costs. All indirect cost rates must be evaluated for reasonableness and for allowability and must be allocated consistently.

Contracts between state agencies may submit alternative documentation to substantiate the reimbursement request, which may be in the form of FLAIR reports or other detailed reports.

The Florida Department of Financial Services, online Reference Guide for State Expenditures can be found at this web address <https://www.myfloridacfo.com/Division/AA/Manuals/documents/ReferenceGuideforStateExpenditures.pdf>.

EXHIBIT “E”
DEBARMENT and SUSPENSION CERTIFICATION

As required by the USDOT regulations on Governmentwide Debarment and Suspension at 2 CFR Part 180 and 1200:

- (1.)** The 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 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 USDOT.

EXHIBIT “F”

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 MPO that:

- (1.)** No Federal or state appropriated funds have been paid or will be paid by or on behalf of the 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, “Disclosure Form to Report Lobbying,” in accordance with its instructions.
- (3.)** The 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.

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	TIP	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**

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

Available upon request



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 Status - Adopted, 5/18/2026

UPWP Revision Number - Initial Adoption, Select Revision Date

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: Select Date

Signature

www.fdot.gov

APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING

AGENDA ITEM # 10
FY 2025/2026 – FY 2029/2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT

Purpose: To recommend the MPO Board approve the STIP/TIP amendment in the MPO's Fiscal Year (FY) 2025/2026 through FY 2029/2030 Transportation Improvement Program (TIP).

Presented by: MPO Staff

Discussion: FDOT Staff requested the Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) approve the following STIP/TIP Amendments in the current FY 2025/2026 through FY 2029/2030 Transportation Improvement Program (TIP) at the May 18, 2026, MPO Board Meeting:

- 1. 454167-3 5310 formula operating small UA – Hope Hospice and community services. This is a new transit project that has been awarded to Hope Hospice through the 5310 Seniors & Individuals with Disabilities grant for 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 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.

The proposed TIP amendment is included as Attachment 1.

Recommendation: Motion to recommend the MPO Board approve the amendment to the Charlotte County-Punta Gorda MPO's TIP for FY 2025/2026 through FY 2029/2030 Transportation Improvement Program (TIP).

Attachment:

1. FDOT TIP Amendment letter dated 04/7/2026
Re: Request to Modify Fiscal Year (FY) 2025/2026-2029/2030
Transportation Improvement Program (TIP)



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N Broadway Avenue
Bartow, Florida 33830

JARED W. PERDUE, P.E.
SECRETARY

April 7, 2026

Mr. Lakshmi N. Gurram
MPO Director
Charlotte County – Punta Gorda MPO
1050 Loveland Blvd, Box # C
Port Charlotte, FL 33980

RE: Request to Revise Fiscal Year (FY) 2025/26-2029/30 Transportation Improvement Program (TIP)

Dear Mr. Gurram:

Florida Department of Transportation requests Charlotte County – Punta Gorda MPO to revise the FY 2025/26-2029/30 TIP to reflect project changes as described below.

Project #454167-3 is a new transit project that has been awarded to Hope Hospice through the 5310 Seniors & Individuals with Disabilities grant for FY2026. This project should be added to the TIP so that authorization to use federally reimbursed funds can be obtained.

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
454167-3	5310 FORMULA OPERATING-SMALL UA-HOPE HOSPICE AND COMMUNITY SERVICES	N/A	0.000 miles	OPS	DU LF Total	\$31,733 <u>\$31,733</u> \$63,467	2026

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

Sincerely,

DocuSigned by:
Kristi A. Smith

358572051DDE4C5...

Kristi A. Smith, CPM, PLS
Community Liaison Manager

APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING

AGENDA ITEM # 11
FINAL DRAFT FY 2026/2027 – FY 2030/2031 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

Purpose: To review and recommend the MPO Board approve the Final Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program (TIP)

Presented by: MPO Staff

Discussion: The Final Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program (TIP) presented today identifies all federally funded, state funded, and regionally significant local projects scheduled for implementation over the next five fiscal years. The TIP is developed in cooperation with the Florida Department of Transportation (FDOT), local governments, transit providers, and the public, and must remain consistent with the MPO's Long Range Transportation Plan (LRTP) and the State Transportation Improvement Program (STIP).

The following provides comments and updates made to the Draft 2026/2027 – FY 2030/2031 TIP since presented to the Board on March 30, 2026.

1. **Table of Contents** – Updated page numbering
2. **Section II – Financial Plan** – Revisions to cost tables based on April 7, 2026 snapshot (Tables 4.1 through 4.6.3)
3. **Section III – Performance Measures** – Updated narrative and performance reporting
4. **Section VII – Federal Obligations** – Inclusion of FTA federal obligations as required
5. **Public comment Phase:** The review period is from March 4, 2026, to May 18, 2026

The Final TIP reflects the region's transportation needs and investment priorities, supports economic development and safety, and maintains compliance with all federal and state planning requirements. MPO staff recommends approval of the FY 2025/26–2029/30 Transportation Improvement Program.

Additionally, the regional project priorities adopted last year in coordination with the Sarasota–Manatee MPO and the Lee County MPO are shown in Tables

APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING

2.7 and 2.8. The MPOs have also established an interlocal agreement that formalizes regional coordination and sets timeframes for producing joint planning products. Under this agreement, each MPO is responsible for identifying regional priority projects and including them in its respective TIP.

The Charlotte County–Punta Gorda MPO Board is scheduled to review and adopt the TIP at the May 18, 2026, MPO Board Meeting.

Recommendation: Review, comment and recommend the MPO Board adopt the Final Draft FY 2026/2027 – FY 2030/2031 Transportation Improvement Program.

Attachment: Final 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**

**Adoption:
May 18, 2026**

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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.

This TIP reflects new FHWA–FDOT requirements ensuring that all projects in the STIP and TIP include total project costs, inclusive of indirect costs. Previously, FDOT calculated indirect costs only at the time of federal authorization, which created inconsistencies between authorization amounts and the costs shown in the STIP/TIP. This issue has been addressed in the latest TIP snapshot provided to MPOs on April 7, 2026. The inclusion of indirect costs does not result in additional funding; these costs represent FDOT administrative and support expenses, calculated using an FHWA-approved rate, and are applied to meet federal matching requirements.

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.ccpmpo.gov.

Project Priorities

The MPO’s priority listing of projects Tables 1 to 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 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 1	2025 Project Priorities Identification
Table 2	2025 HIGHWAY PROJECTS
Table 3	2025 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO) PROJECTS
Table 4	2025 TRANSPORTATION ALTERNATIVES (TA) PROJECTS
Table 5	2025 COMPREHENSIVE SAFETY ACTION PLAN (CSAP) PROJECTS
Table 6	2025 FDOT D1- Freight Priorities Projects
Table 7	2025 JOINT TRIP PRIORITIES CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO
Table 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

Background

Transportation Performance Management (TPM) is a strategic framework that links transportation policies and investment decisions to measurable performance outcomes. Performance measures provide quantitative indicators of progress toward established goals, while performance targets define the specific levels of performance to be achieved within a set timeframe.

Federal transportation law requires state Departments of Transportation (DOTs), metropolitan planning organizations (MPOs), and transit providers to use a performance-based planning approach by monitoring performance data and setting data-driven targets. Under 23 CFR 490, these agencies must track performance, establish targets, and evaluate progress to ensure transportation investments support national and regional goals.

[Section 339.175\(10\)\(b\)](#), Florida Statutes, also requires Florida DOT (FDOT) to establish quality performance metrics in collaboration with the MPOs. These metrics mirror the federal performance measure topics. Therefore, only one set of targets will be needed to meet both federal and state 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

Statewide Targets

The tables below present the statewide targets for the federal performance measures.

Safety Performance Measures (PM1)	Calendar Year 2026 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

NHS Bridge and Pavement Performance Measures (PM2)

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

System Performance and Freight Measures (PMs)

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

Investments in the TIP

The Transportation Improvement Program (TIP) advances the investment priorities established in the 2050 Long Range Transportation Plan (LRTP), including safety, system preservation, system performance, freight movement, and transit asset management and safety.

Safety investments in the TIP include infrastructure improvements such as school zone flashers, roadway lighting, traffic calming, traffic signals, bike lanes, and sidewalks, as well as behavioral programs like Safe Routes to Schools education and pedestrian and bicycle

safety outreach. Because safety is integrated throughout Charlotte County – Punta Gorda MPO programs and supported by FDOT’s Target Zero, the TIP is expected to help achieve the adopted safety performance targets.

The Charlotte County–Punta Gorda MPO ties its 2050 Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) project selection criteria directly to bridge and pavement performance by using a performance-based planning approach aligned with federal PM2 requirements. The LRTP incorporates system-preservation goals and performance measures for pavement and bridge condition, and projects that address these needs score higher during evaluation. When programming the TIP, the MPO must demonstrate how selected projects support FDOT’s statewide pavement and bridge targets, ensuring that investments improve deficient infrastructure and advance measurable progress toward federal performance goals.

The TIP also supports system preservation through bridge and pavement projects on the Interstate and non-Interstate NHS, including bridge replacements, pavement reconstruction, resiliency upgrades such as culvert improvements, and capacity-related resurfacing. The 2026 TIP allocates 10 million for bridge improvements, *\$28 million* for resurfacing, and *\$38 million* for capacity expansion, aligning with FDOT’s Five-Year Work Program and supporting statewide pavement and bridge condition goals.

To improve mobility, reliability, and freight movement, the TIP funds corridor and intersection improvements, CMP-identified projects, managed lanes, transit, and active transportation investments that support mode shift, freight reliability enhancements, TSMO/ITS initiatives, and travel demand management programs such as park-and-ride facilities.

The Charlotte County–Punta Gorda MPO programs projects in the TIP using a performance-based approach that supports the goals and measures established in the 2050 LRTP. TIP priorities reflect how well projects address congestion, improve travel time reliability, enhance freight movement on key corridors, and support mode shift through bicycle, pedestrian, and transit investments. By aligning TIP funding decisions with these performance measures, the MPO ensures that programmed projects advance regional mobility goals and demonstrate progress toward state and federal performance targets.

The Charlotte County–Punta Gorda MPO programs transportation investments in the TIP using a performance-based planning approach that aligns with the goals and measures established in the 2050 LRTP and statewide performance targets. The TIP dedicates \$8.9 million to intersection improvements and \$2.3 million to congestion relief and TSMO strategies, supporting progress toward statewide reliability and system performance goals. An additional \$32 million is invested in freight-related projects, strengthening the efficiency and reliability of key freight corridors and advancing Florida’s freight performance targets. The TIP also allocates \$49 million to Transportation Demand Management (TDM) initiatives that encourage mode shift and reduce single-occupant vehicle travel. No funding is programmed for managed lanes during this TIP cycle. Collectively, these investments demonstrate the MPO’s commitment to data-driven decision-making and ensure that

programmed projects contribute to improved congestion management, enhanced freight reliability, and a more efficient multimodal transportation system

The TIP devotes resources to projects that will maintain and improve transit's state of good repair. Investments in transit assets in the TIP include \$330,000.00 towards vehicle replacement purchases to improve Transit's fleet, \$40,000.00 for facility improvements including enhancing the communication and dispatch call center and expanding the antenna signal in the Driver Area, \$50,000.00 in security gate improvements, and \$250,000.00 for improvements to the radio communication systems.

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

Highway Safety Measures (PM1)

State Timeline and Reporting

Safety performance measure targets must be adopted annually. In August of each calendar year (CY), FDOT reports targets to FHWA for the following calendar year. On August 31, 2025, FDOT established statewide safety performance targets for CY2026.

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

MPO Timeline and Reporting

MPOs must establish safety targets annually within 180 days of FDOT's establishment of statewide targets.

The Charlotte County–Punta Gorda MPO along with FDOT and other traffic safety partners 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.

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) . The table 2-3 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.

The table 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 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

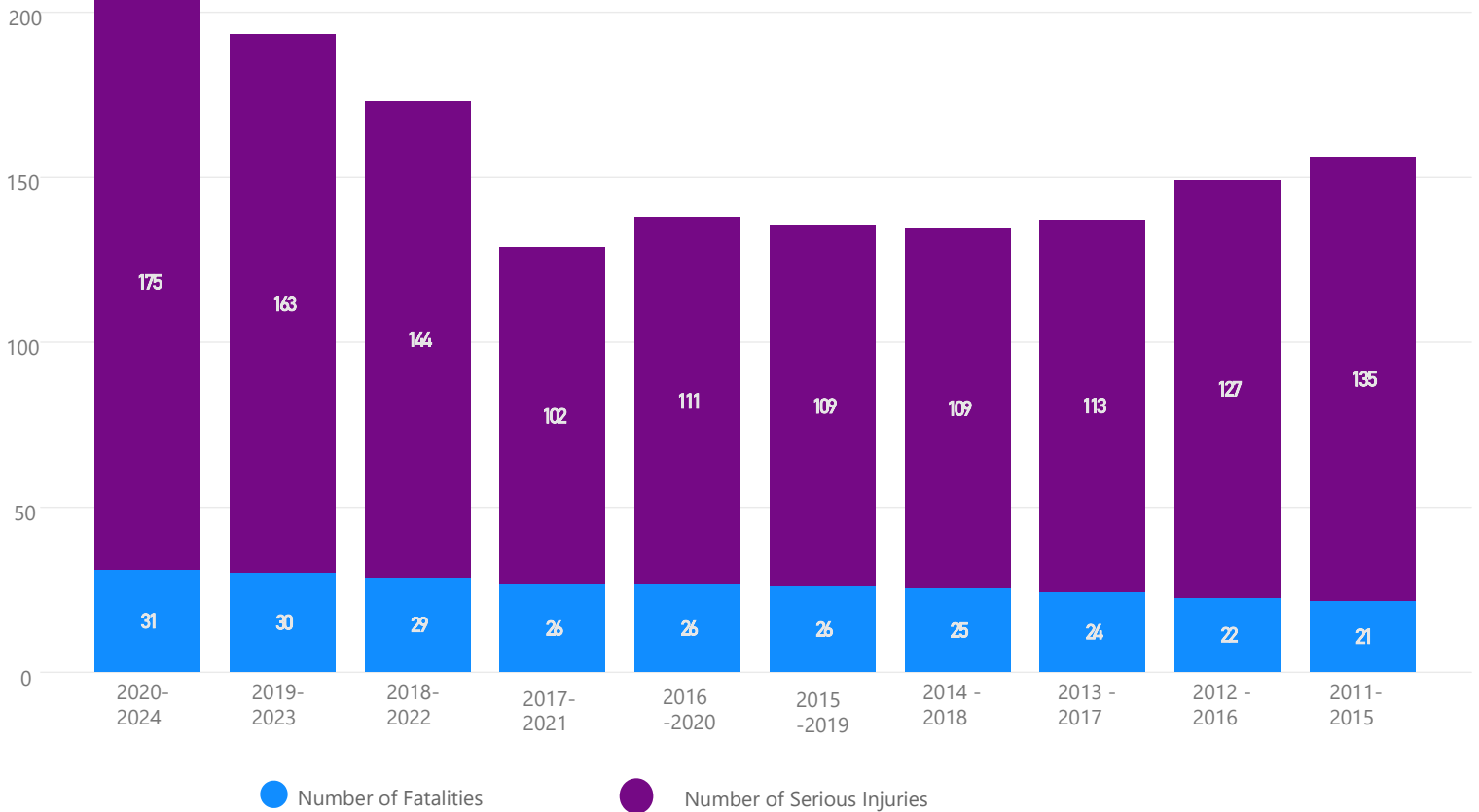


Table and Chart below identifies five performance measures by year In Charlotte County – Punta MPO from 2017 to 2024.

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

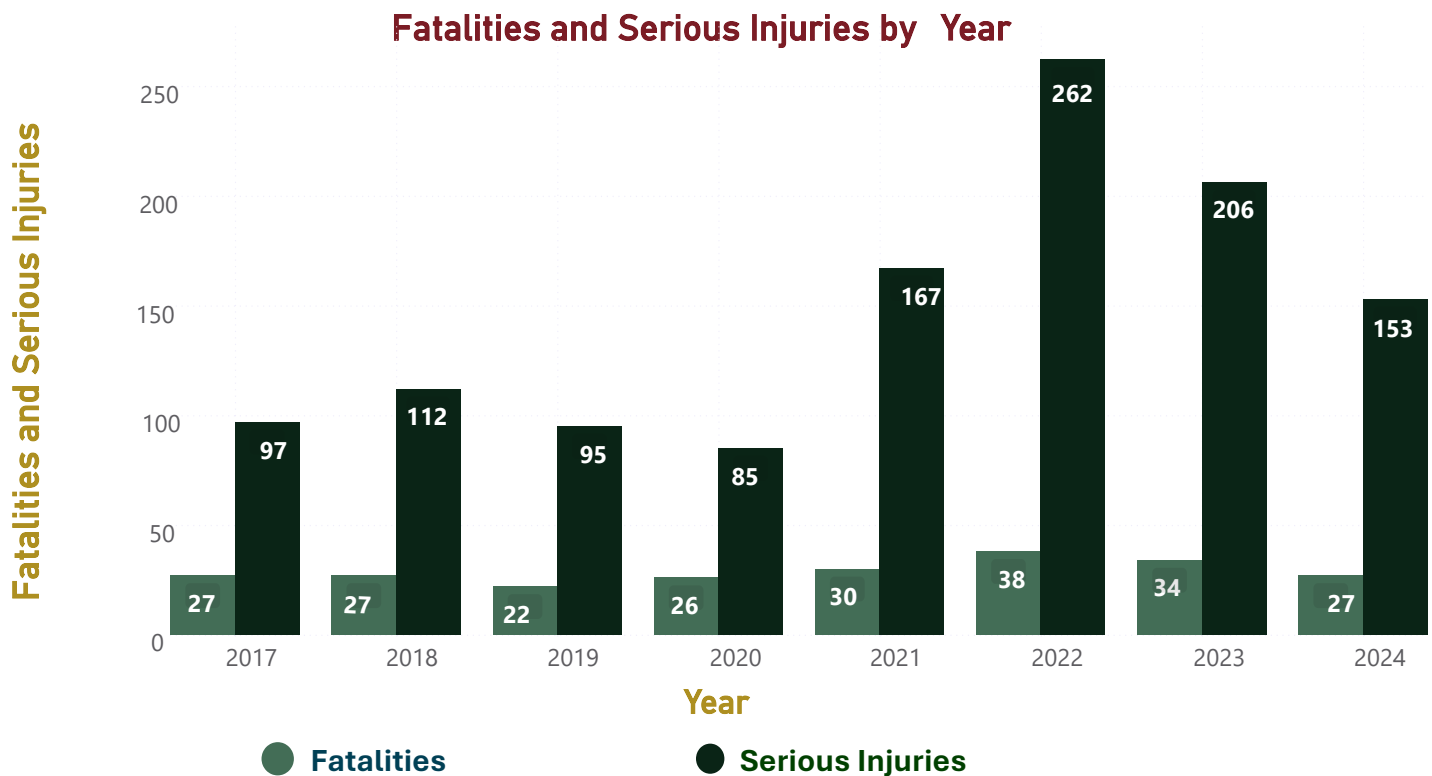


Table and chart below identify the Performance measures on State Highway System and comparative analysis by year from 2017 – 2024

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

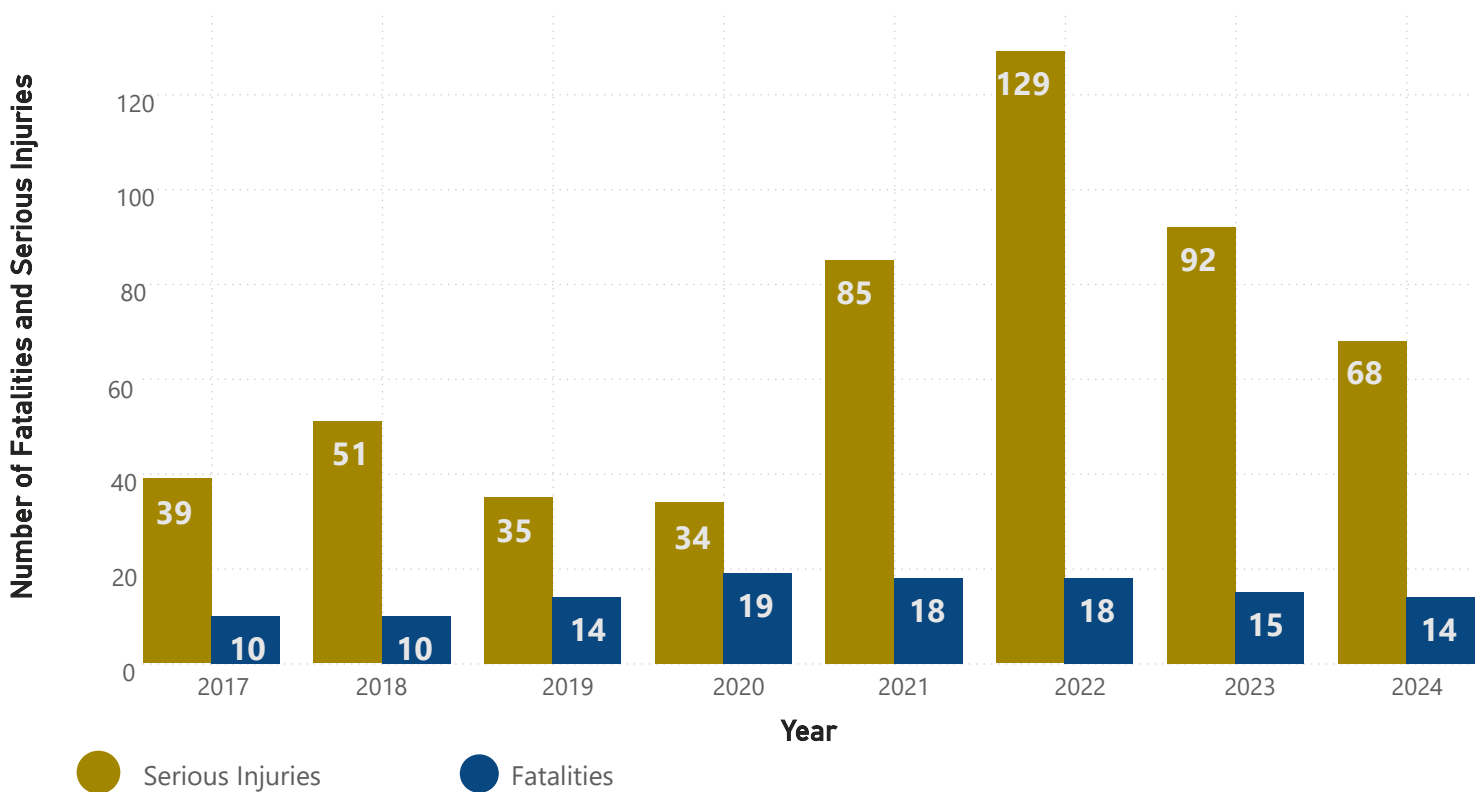
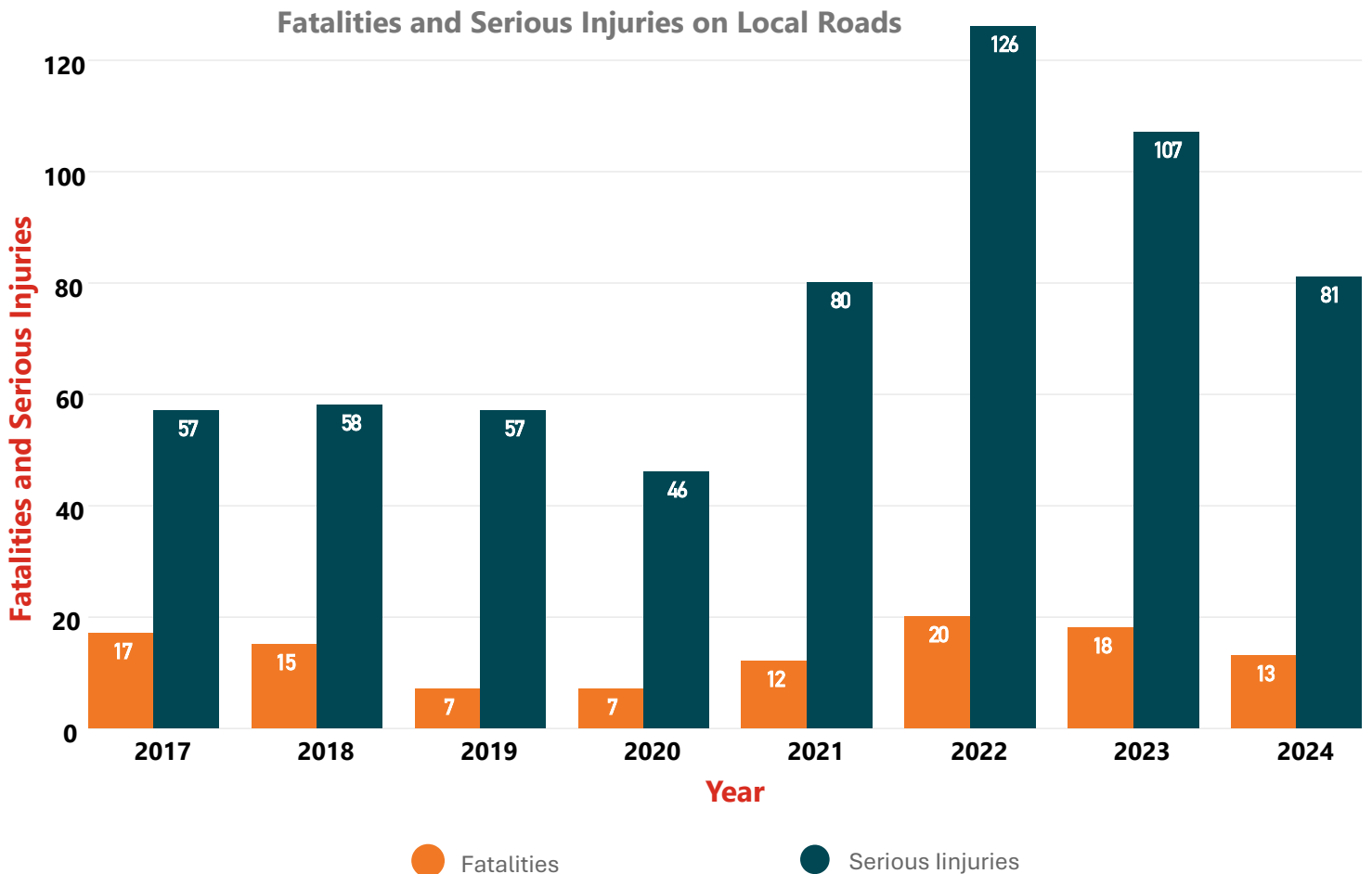


Table 3.7 Local roads Performance Measures by Year - Charlotte County – Punta Gorda MPO

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 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.

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 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)

State Timeline and Reporting

State DOTs must establish two-year and four-year targets for bridge and pavement condition measures. Progress towards targets is reported at the midpoint and at the end of the performance period. At the midpoint of the period, State DOTs may adjust the 4-year target. On December 16, 2022, FDOT established statewide bridge and pavement targets, and in September 2024, adjusted the 2025 target for the percentage of NHS bridges (by deck area) in poor condition.

Table 3.9 presents 2023’s actual performance and the statewide 2023 and 2025 targets.

Table 3.9 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.

MPO Timeline and Reporting

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 targets thereby agreeing to plan and program projects in the TIP that, once implemented, are expected to contribute to the achievement of the statewide targets.

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%

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 and PM3 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.

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

State Timeline and Reporting

State DOTs must establish two-year and four-year targets for system performance and freight. Progress towards targets is reported at the midpoint and at the end of the performance period. At the midpoint of the period, State DOTs may adjust the 4-year target. On December 16, 2022, FDOT established statewide targets, and in September 2024, adjusted the 2025 targets for the percentage of person-miles traveled on the Interstate and on the non-Interstate NHS that are reliable. **Error! Reference source not found.** presents 2023 actual performance and the 2023 and 2025 statewide 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

MPO Timeline and Reporting

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.

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.

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 3.12 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

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.

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.

Integration of PM2 and PM3 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.

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 1.1 identifies the TAM performance measures.

Table 3.13 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	Subrecipient of FTA 5311 funds
OR	OR
≥ 101 vehicles across all fixed route modes	American Indian Tribe
OR	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 1.2). These are FDOT’s Section 5311 Rural Program subrecipients. The Group TAM Plan was adopted in September 2022 and covers fiscal years 2022-2023 through 2025-2026. Group TAM Plan targets for fiscal year 2023 were submitted to NTD in September 2023. An *MPO has the option of including the full table below for context or just identifying those Tier II providers in the MPO planning area that participated in the Group TAM Plan, if any. If the MPO area includes any providers participating in the Group TAM Plan, the MPO should check with FDOT before submitting the TIP to confirm the final 2023 targets.*

Table 3.14 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 51-77 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 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.	
<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.	✓ Section 4 (Infrastructure asset category not applicable for Charlotte County Transit)
<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

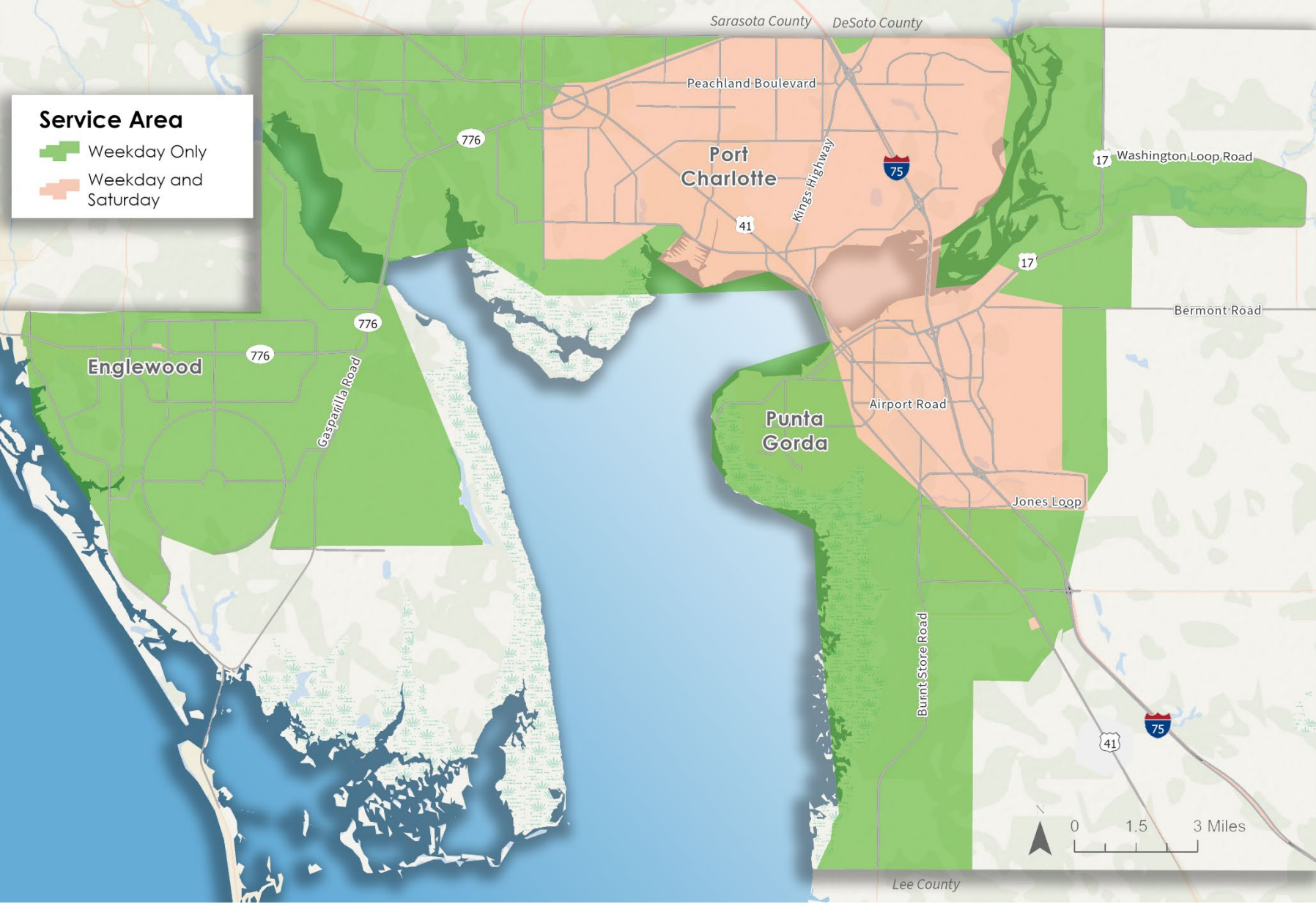
operates from 9:00 AM to 6:00 PM. Currently, no service is provided on Sundays or County and nationally recognized holidays.

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



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

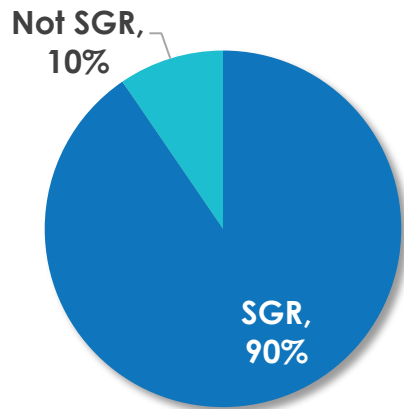
Asset Class	ULB (Years)		ULB (Mileage)
Cutaways/Minibus	7	or	at least 200,000 miles
Van	4		at least 100,000 miles
Non-Revenue Vehicles	4		at least 100,000 miles

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

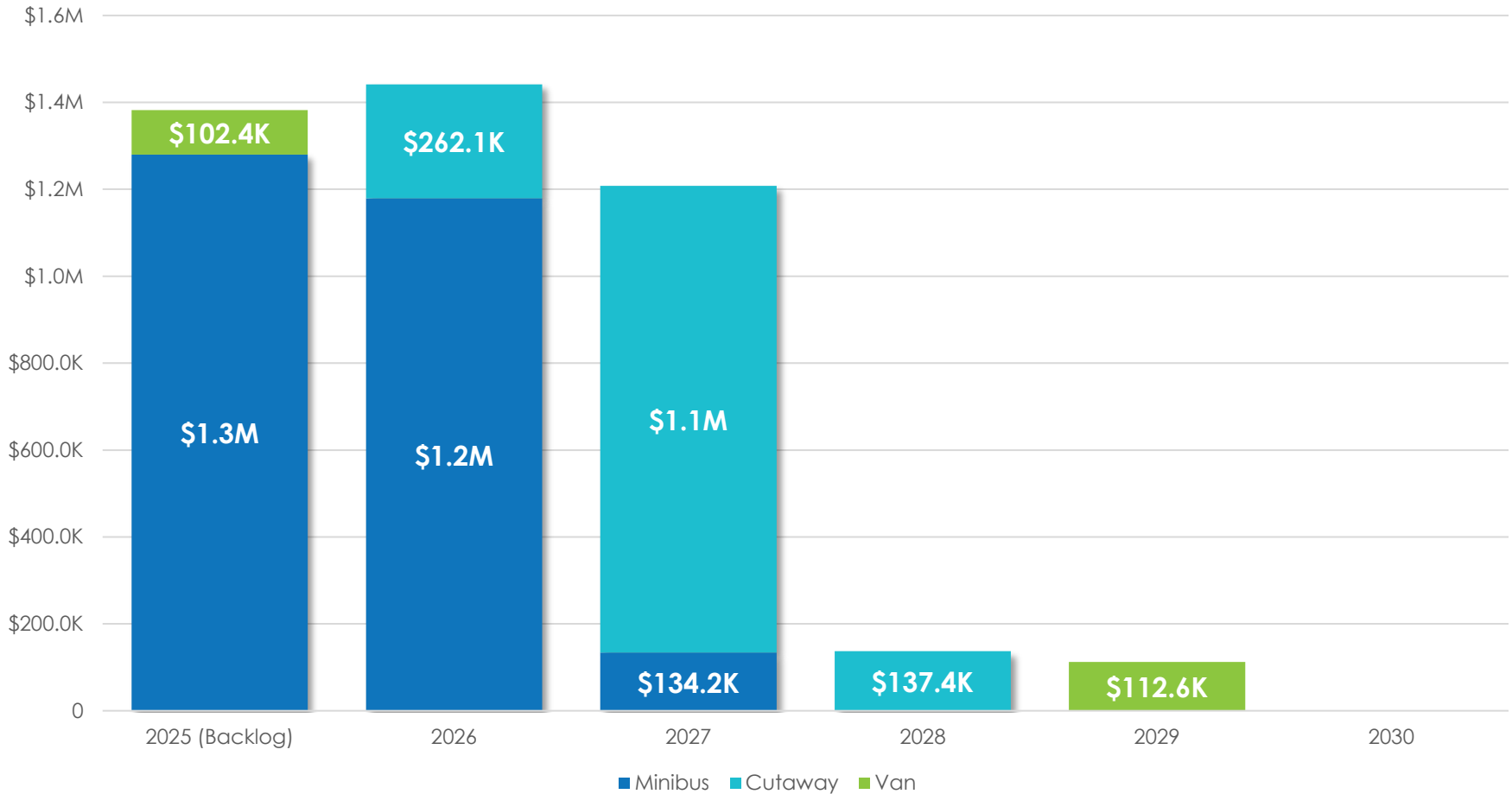
Process/Tool	Brief Description
Fleet Vehicles Service Report Excel	Automated spreadsheet to calculate required fleet purchase for each year for five years
Transit Fleet Vehicles Service Report	Multiple spreadsheets with transit inventory conditions, performance, and safety updated
Capital Project	Yearly 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.ccpgmpo.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

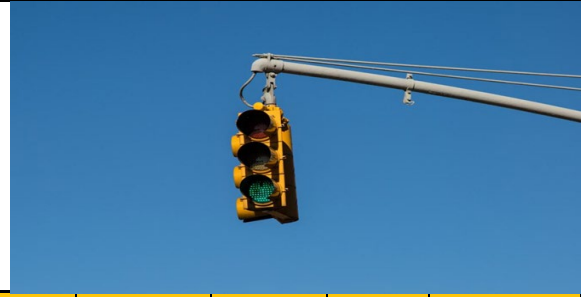
Table 4.1

Project Type: Charlotte County TSMCA
FM Number: 412665-1
Lead Agency: 
Length: Not Applicable
L RTP 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	DDR	State	\$2,525,381	\$264,783						\$2,790,164
OPS	DITS	State	\$1,359,125	\$366,688						\$1,725,813
OPS	DIOH	State	\$304,503	\$47,044						\$351,547
Total:			\$4,189,009	\$678,515						\$4,867,524

Project Type: City of Punta Gorda TSMCA
FM Number: 413625-1
Lead Agency: 
Length: Not Applicable
L RTP 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	DDR	State	\$1,050,100	\$109,066	\$113,455					\$1,272,621
OPS	DITS	State	86,368							86,368
OPS	DIOH	State	83,118	8,125	8,452					99,695
Total:			\$1,219,586	\$117,191	\$121,907					\$1,458,684

Project Type: Punta Gorda Weigh in Motion (WIM) Screening
FM Number: 437001-2
Lead Agency: 
Length: Not Applicable
L RTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3
SIS Project: Yes
Description: MCCO WEIGH STATION STATIC/WIM



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	DDR	State	\$1,454							1,454
PE			\$91							91
CST	DDR	State	\$132							132
	DS	State	\$7							7
	DWS	State			4,821,936					4,821,936
CST	DIOH	State			\$153,820					\$153,820
CST	DIOH	State	\$5							\$5
Total:			\$1,689		\$4,975,756					\$4,823,620

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	ACSL	Federal		\$9,093,809						\$9,093,809
	DDR	State		\$4,791,143						\$4,791,143
	DS	State	\$14,361							\$14,361
	TALL	Federal	\$75,865							\$75,865
	TALT	Federal		\$176,267						\$176,267
	DIOH	State		\$6,572,449						\$6,572,449
	DIOH	State		\$346,208						\$346,208
	DIOH	State	\$3,217	\$26,008						\$29,225
Total:				\$9,093,809						\$9,093,809

Project Type: SR 93(I-75) @ CR776 (HARBORVIEW RD)

FM Number: 441122 2

Lead Agency: 

Length: N A

L RTP Reference Page #: 2050 LRTP Page 6-5

SIS Project: No


Description: Landscaping



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST	DDR	State			\$1,717,200					\$1,717,200
CST	DIOH	State			\$47,340					\$47,340
	DIOH	State			\$10,570					\$10,570
Total:					\$1,775,110					\$1,775,110

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

FM Number: 446830-1

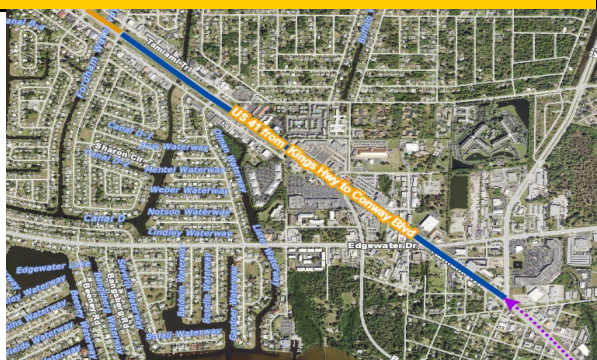
Lead Agency: 

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	TALL	Federal	\$1,158,054							\$1,158,054
PE	TALT	Federal	\$21,000							\$21,000
PE	DIOH	State	\$89,133							\$89,133
CST	ACSA	Federal					1,279,899			\$1,279,899
CST	ACSL	Federal					1,371,033			\$1,371,033
CST	ACSN	Federal					4,860,453			\$4,860,453
CST	TALL	Federal					148,352			\$148,352
CST	DIOH	State					\$218,900			\$218,900
CST	DIOH	State					\$31,313			\$31,313
Total:			\$1,268,187				\$7,909,950			\$9,178,137

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




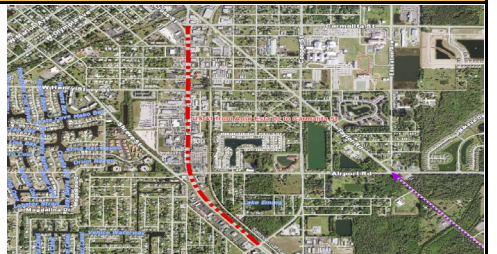
Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST	ACSL	Federal			917,294					917,294
CST	DIOH	State			24,477					24,477
CST	DIOH	State			5,445					5,445
Total:					\$947,216					\$947,216

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
SIS Project No
Description: Safety project with proposed median improvements




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	ACSS	Federal	\$10,000							\$10,000
PE	HSP	Federal	\$421,890							\$421,890
PE	DIOH	State	\$58,443							\$58,443
RAIL& UTI	DDR	State	\$200,000							\$200,000
CST	ACSS	Federal		\$2,852,442						\$2,852,442
CST	DIOH	State	\$6,380	\$80,671						\$87,051
CST	DIOH	State		\$14,586						\$14,586
Total:			\$696,713	\$2,947,699						\$3,634,412

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
SIS Project No
Description: Pavement online Resurfacing project




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	DDR	State	\$435							\$435
PE	DIH	State	\$15,923							\$15,923
PE	DS	State	\$678,539							\$678,539
PE	DIOH	State	\$68,274							\$68,274
CST	DDR	State	\$137	\$3,389,381						\$3,389,518
CST	DIH	State		\$10,290						\$10,290
CST	DS	State	\$283							\$283
CST	DIOH	State		\$98,285						\$98,285
CST	DIOH	State	\$14	\$13,451						\$13,465
Total:			\$763,605	\$3,511,407						\$4,275,012

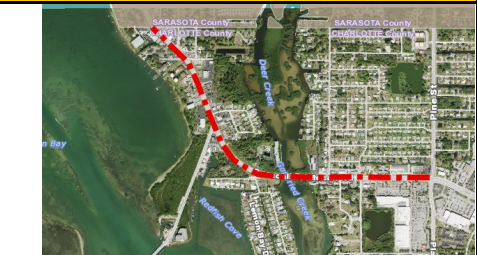
Project Type: SR 31 from N of CR 74 to DeSoto County Line
FM Number: 451103-1
Lead Agency: 
Length: 7.5 mile
L RTP Reference Page #: 2050 L RTP Page 3-7
SIS Project: No



Description: Pavement Resurfacing (Flex) project


Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	DDR	State	\$618							\$618
PE	DIH	State	\$31,118							\$31,118
PE	DS	State	\$1,658							\$1,658
PE	DIOH	State	\$4,038							\$4,038
CST	DDR	State	\$52	\$7,034,031						\$7,034,083
CST	DIH	State		\$5,145						\$5,145
CST	DS	State	\$36,384							\$36,384
CST	DIOH	State		\$204,434						\$204,434
CST	DIOH	State	\$1,312	\$23,340						\$24,652
Total:			\$75,180	\$7,266,950						\$7,342,130

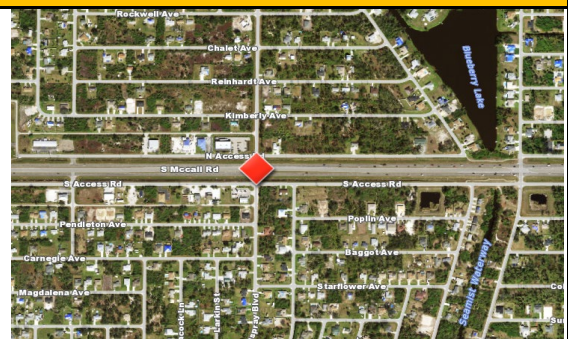
Project Type: SR 776 From N of Pine St to Sarasota County Line
FM Number: 451105-1
Lead Agency: 
Length: 1.5 mile
L RTP Reference Page #: 2050 L RTP Goals and Objectives Page 2-3
SIS Project: No



Description: Resurfacing project



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	ACSA	State	\$802,941							\$802,941
PE	DDR	State	\$243							\$243
PE	DIH	State	\$21,819							\$21,819
PE	DS	State	\$369							\$369
PE	DIOH	State	\$104,335							\$104,335
CST	ACNR	Federal		\$3,618,957						\$3,618,957
CST	ACSA	Federal		\$2,029,400						\$2,029,400
CST	DIH	State		\$10,290						\$10,290
CST	DS	State		\$716,762						\$716,762
CST	DIOH	State		\$180,183						\$180,183
CST	DIOH	State		\$27,882						\$27,882
Total:			\$929,707	\$6,583,474						\$7,513,181



Project Type: SR 776 at Oceanspray Blvd
FM Number: 451360-1
Lead Agency: 
Length: None
L RTP Reference Page #: 2050 L RTP Goals and Objectives Page 2-3
SIS Project: No




Description: Median modifications at the intersection

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	ACSS	Federal	\$83,382							\$83,382
PE	DDR	State	\$906							\$906
PE	DS	State	\$28,251							\$28,251
PE	HSP	State	\$73,902							\$73,902
PE	DIOH	State	\$20,973							\$20,973
CST	ACSS	Federal		\$1,268,258						\$1,268,258
	DS	State	\$2,999							\$2,999
	DIOH	State		\$36,207						\$36,207
	DIOH	State	\$109	\$5,320						\$5,429
Total:			\$210,522	\$1,309,785						\$1,520,307


Project Type:	I-75 at Jones Loop Truck parking									
FM Number:	452154-2									
Lead Agency:										
Length:	None									
L RTP Reference Page #:	2050 LRTP Goals and Objectives Page 2-3									
SIS Project	No									
Description: Truck Parking facilities at Jones loop rest area										
Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	ACSA	Federal	\$50,000							\$50,000
PE	DDR	State	\$306							\$306
PE	DIOH	State	\$6,828							\$6,828
CST	ACFP	Federal			\$28,926,605					\$28,926,605
CST	DIOH	State			\$821,792					\$821,792
CST	DIOH	State			\$119,530					\$119,530
Total:			\$57,134		\$29,867,927					\$29,925,061

Project Type:	Cooper St from Airport Rd to Marion Ave									
FM Number:	452221-1									
Lead Agency:										
Length:	1.72 mile									
L RTP Reference Page #:	2050 LRTP Page 6-5									
SIS Project	No									
Description: Cooper St from Airport Rd to Marion Ave Multi Use Recreational Trail (MURT)										
Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE	TALL	Federal	\$309,000							\$309,000
PE	DIOH	State	\$23,082							\$23,082
CST	ACSL	Federal			\$3,012,000					\$3,012,000
CST	DIOH	State			\$92,861					\$92,861
CST	DIOH	State			\$3,754					\$3,754
Total:			\$332,082		\$3,108,615					\$3,440,697

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	ACSL	Federal		\$115,450						\$115,450
PE	DIOH	State		\$9,217						\$9,217
CST	ACSL	Federal				\$145,230				\$145,230
CST	DIOH	State				\$4,633				\$4,633
Total:				\$124,667		\$149,863				\$269,897

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	ACSL	Federal				\$501,001				\$501,001
PE	DIOH	State				\$37,386				\$37,386
CST	ACSL	Federal						\$3,218,282		\$3,218,282
CST	DIOH	State						\$102,663		\$102,663
Total:						\$538,387		\$3,320,945		\$3,859,332

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

FM Number: 453479 1

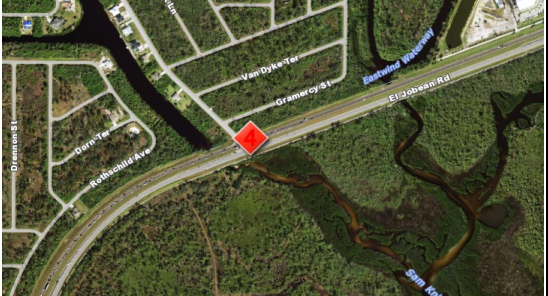
Lead Agency: 

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	ACSL	Federal		\$115,449						\$115,449
PE	DIOH	State		\$9,217						\$9,217
CST	ACSL	Federal				\$145,230				\$145,230
CST	DIOH	State				\$4,633				\$4,633
Total:				\$124,666		\$149,863				\$274,529

Project Type: Charlotte ATMS

FM Number: 457620-1


Lead Agency: 

Length:

L RTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3

SIS Project: No

Description: Arterial Traffic Management




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
DB	DITS	State					\$2,313,059			\$2,313,059
PE	DITS	State				\$340,090	\$100,000			\$440,090
PE	DIOH	State				\$25,337	\$7,452			\$32,789
CST	DIOH	State					\$59,931			\$59,931
CST	DIOH	State					\$24,063			\$24,063
Total:						\$365,427	\$2,504,505			\$2,869,932

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
LRTP 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	DPTO	State					\$65,000			\$65,000
Capital	FAA	Federal					\$1,170,000			\$1,170,000
Capital	LF	Local					\$65,000			\$65,000
Capital	DIOH	State					\$1,593			\$1,593
Total:							\$1,301,593			\$1,301,593

Project Type: Punta Gorda Airport Runway 4-22 Extension
FM Number: 451489-1
Lead Agency: 
Length: Not applicable
LRTP 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	DPTO	State					\$37,500			\$37,500
Capital	FAA	Federal					\$675,000			\$675,000
Capital	LF	Local					\$37,500			\$37,500
Capital	DIOH	State					\$919			\$919
Total:							\$750,919			\$750,919

Project Type: Punta Gorda Airport Terminal Expansion
FM Number: 453809-1
Lead Agency: 
Length: Not applicable
LRTP Reference Page #: 2050 LRTP Goals and Objectives Page 2-3
SIS Project: Yes
Description: Aviation capacity project.




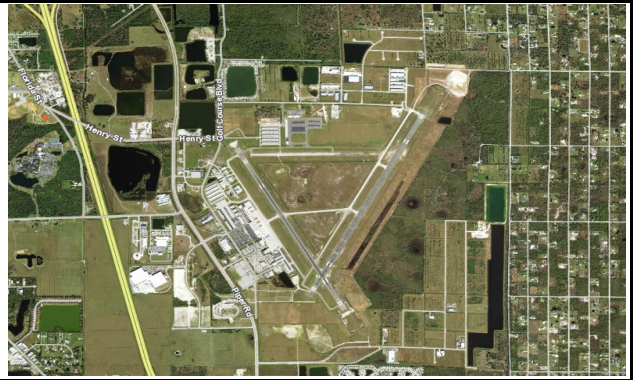
Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital	DDR	State			\$709,849					\$709,849
Capital	DPTO	State	\$1,025,000	\$841,648	\$7,382	\$2,500,000				\$4,374,030
Capital	GMR	State	\$450,000							\$450,000
Capital	LF	Local	\$1,475,000	\$1,000,000	\$1,000,000	\$2,500,000				\$5,975,000
Capital	DIOH	State	\$71,100	\$20,620	\$17,572	\$61,250				\$170,542
Total:			\$3,021,100	\$1,862,268	\$1,734,803	\$5,061,250				\$11,679,421

Project Type: Punta Gorda Airport Perimeter Road P2B
FM Number: 457265-1
Lead Agency: 
Length:
LRTP 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	DPTO	State		\$130,000						\$130,000
Capital	FAA	Federal		\$2,340,000						\$2,340,000
Capital	LF	Local		\$130,000						\$130,000
Capital	DIOH	State		\$3,185						\$3,185
Total:				\$2,603,185						\$2,603,185

Project Type: Punta Gorda Airport Runway 22 Exit Taxiway
FM Number: 457267-1
Lead Agency: 
Length:
LRTP 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	DPTO	Federal			\$50,000					\$50,000
Capital	FAA	State			\$900,000					\$900,000
Capital	LF	Local			\$50,000					\$50,000
Capital	DIOH	State			\$1,225					\$1,225
Total:					\$1,001,225					\$1,001,225

Project Type: Punta Gorda Airport Part 150 Noise Study
FM Number: 457268-1
Lead Agency: 
Length:
LRTP 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	DPTO	State		\$65,000						\$65,000
Capital	FAA	Federal		\$1,170,000						\$1,170,000
Capital	LF	Local		\$65,000						\$65,000
Capital	DIOH	State		\$1,593						\$1,593
Total:				\$1,301,593						\$1,301,593

Project Type: Punta Gorda Airport Part 150 Noise Study

FM Number: 46356-1

Lead Agency:



Length:

LRTP Reference

2050 LRTP Goals and Objectives Page 2-3

Page #:

SIS Project

Yes

Description: Aviation environmental project.




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital	DPTO	State			\$55,000					\$55,000
Capital	FAA	Federal			\$990,000					\$990,000
Capital	LF	Local			\$55,000					\$55,000
Capital	DIOH	State			\$1,348					\$1,348
Total:					\$1,101,348					\$1,101,348

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: 410119-2
Lead Agency: 
Length: Not applicable
LRTP Reference Page #: 2050 LRTP Full Report Page 5-6
SIS Project: No
Description: Operating/Administration Assistance




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops	DU	State	\$67,268	\$82,800	\$50,000	\$82,800	\$82,800	\$67,268		\$432,936
Ops	LF	Local	\$67,268	\$82,800	\$50,000	\$82,800	\$82,800	\$67,268		\$432,936
Ops	DIOH	State	\$1,648	\$2,029	\$1,225	\$2,029	\$2,029	\$1,648		\$10,608
Total:			\$136,184	\$167,629	\$101,225	\$167,629	\$167,629	\$136,184		\$876,480

Project Type: Charlotte County State Transit Block Grant Operating Assistance
FM Number: 410138-1
Lead Agency: 
Length: Not applicable
LRTP Reference Page #: 2050 LRTP Full Report Page 5-6
SIS Project: No
Description: Operating/Administration Assistance




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops	DDR	State	\$2,745,570	\$466,743	\$480,745	\$495,168	\$510,023	\$525,323		\$5,223,572
Ops	DPTO	State	\$3,437,063							\$3,437,063
Ops	DS	State	\$467,674							\$467,674
Ops	FTA	Federal	\$3,102,116							\$3,102,116
Ops	LF	Local	\$6,228,111	\$466,743	\$480,745	\$495,168	\$510,023	\$525,323		\$8,706,113
Ops	DIOH	State	\$226,910	\$11,435	\$11,778	\$12,132	\$12,496	\$12,870		\$287,621
Total:			\$16,207,444	\$944,921	\$973,268	\$1,002,468	\$1,032,542	\$1,063,516		\$21,224,159

Project Type: Charlotte County small urban North Port - Punta Gorda FTA Section 5307 Cap assist
FM Number: 410145-1
Lead Agency: 
Length: Not applicable
LRTP Reference Page #: 2050 LRTP Full Report Page 5-6
SIS Project: No
Description: Capital for fixed route




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops	FTA	Federal	\$22,129,456	\$1,227,473	\$1,979,079	\$2,020,245	\$273,648	\$2,888,112		\$30,518,013
Ops	LF	Local	\$5,516,715	\$306,868	\$494,769	\$505,061	\$683,162	\$722,028		\$8,228,603
Total:			27,646,171	1,534,341	2,473,848	2,525,306	956,810	\$3,610,140		\$38,746,616

Project Type: Charlotte County North Port - Punta Gorda FTA Section 5339 small urban
FM Number: 441980-1
Lead Agency: 
Length: Not applicable
L RTP 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
L RTP 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	FTA	Federal	\$ 8,864,301	\$ 762,164	\$ 1,979,075	\$ 2,020,243	\$ 2,732,646	\$ 2,888,112		\$19,246,541
Ops	LF	Local	\$ 8,864,301	\$ 762,164	\$ 1,979,075	\$ 2,020,243	\$ 2,732,646	\$ 2,888,112		\$19,246,541
Total:			17,728,602	1,524,328	3,958,150	4,040,486	5,465,292	\$5,776,224		\$38,493,082

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:

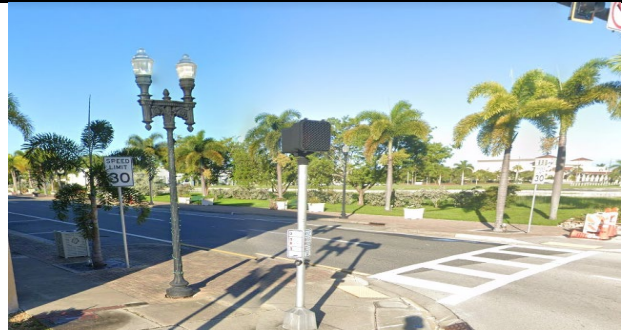


Length: Not applicable

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	D	State	\$1,671,850	\$221,609						\$1,893,459
Bridge/Roadway	DDR	State	\$1,170,699							\$1,170,699
Bridge/Roadway	DIOH	State	\$361,227	\$12,986						\$374,213
Total:			\$3,203,776	\$234,595						\$3,438,371

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

SIS Project: No

Description: Routine maintenance



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Bridge/Roadway	D	State	\$12,425,145	\$2,236,231	\$980,668	\$1,039,973	\$1,039,973	\$1,039,973		\$18,761,963
Bridge/Roadway	DIOH	State	\$1,271,476	\$131,043	\$57,467	\$60,942	\$60,942	\$60,942		\$1,642,812
Total:			\$12,425,145	\$2,367,274	\$1,038,135	\$1,100,915	\$1,100,915	\$1,100,915		\$20,404,775

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

SIS Project: No

Description: Other ITS




Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Bridge/Roadway	D	State	\$376,843	\$23,292	\$23,292					\$423,427
Bridge/Roadway	DS	State	\$39							\$39
Bridge/Roadway	DIOH	State	\$38,861	\$1,365	\$1,365					\$41,591
Total:			\$415,743	\$24,657	\$24,657					\$465,057

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

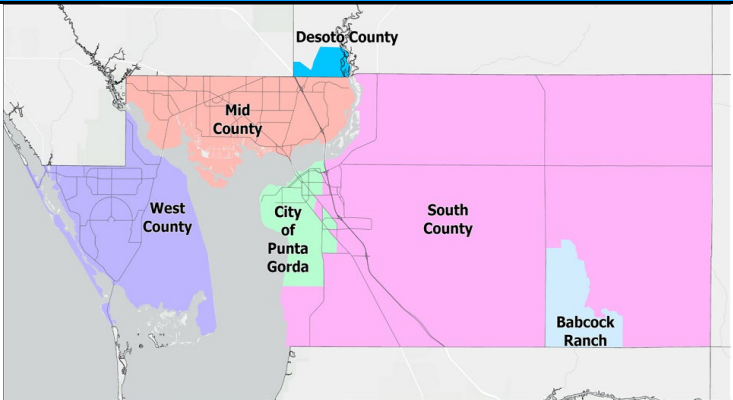
Lead Agency: 

Length: Not applicable

LRTP Reference:

SIS Project: No


Description: MPOs Transportation Planning funds



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PLN	ACPL	Federal		\$626,506	\$626,506					\$1,253,012
PLN	DIOH	State		\$89,340	\$89,340					\$178,680
Total:				\$715,846	\$715,846					\$1,431,692

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

FM Number: 439316-7

Lead Agency: 

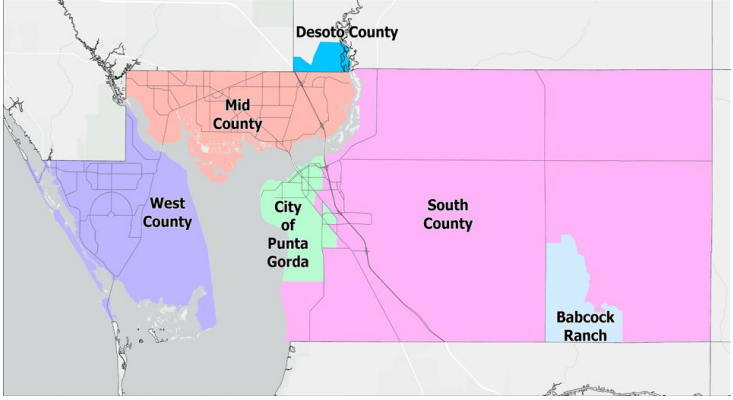
Length: Not applicable

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	ACPL	Federal				\$626,506	\$626,506			\$1,253,012
SL	ACSL	Federal				\$225,000	\$375,000			\$600,000
PLN	DIOH	State				\$121,425	\$142,815			\$264,240
Total:						\$972,931	\$1,144,321			\$2,117,252

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

FM Number: 439316-8

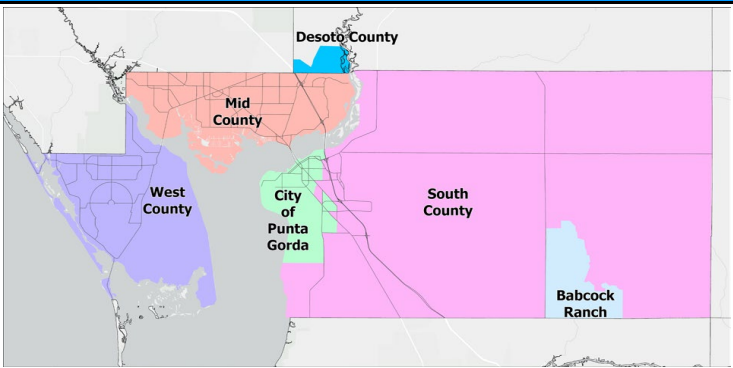
Lead Agency: 

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	ACPL	Federal						\$626,506		\$626,506
SL	SL-STP	Federal						\$150,000		\$150,000
PLN	DIOH	State						\$110,730		\$110,730
Total:								\$887,236		\$887,236

State Transportation Improvement Program

Charlotte County - Punta Gorda MPO - Summary Report

Table 4.6

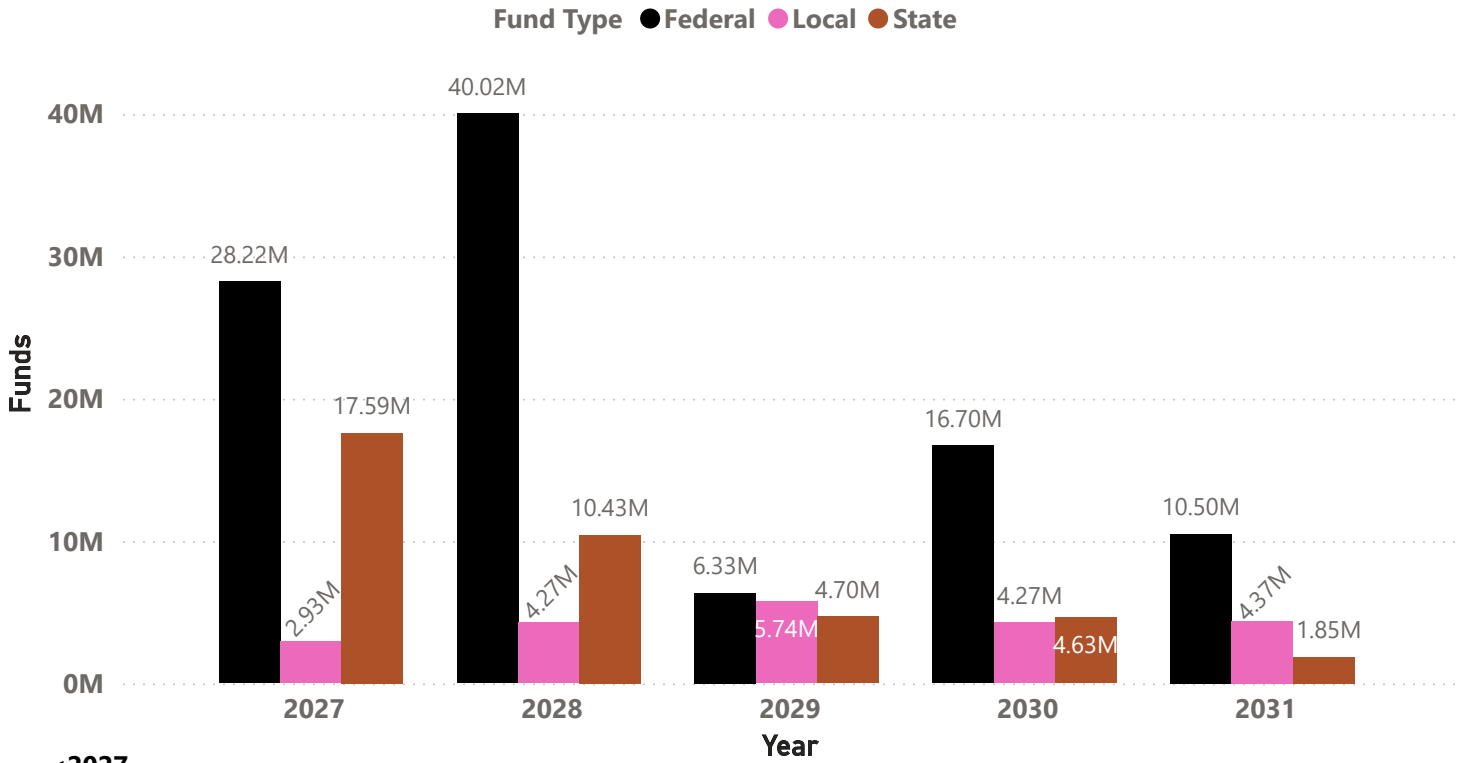
FY 2027 - 2031 Transportation Improvement Program

Fund Type	<2027	2027	2028	2029	2030	2031	>2031	All Years	Current Years (2027-2031)
Federal	\$57,311,606	\$28,217,618	\$40,018,515	\$6,326,293	\$16,696,797	\$10,500,129	\$0	\$159,070,958	\$101,759,352
Local	\$25,705,470	\$2,930,790	\$4,269,079	\$5,743,282	\$4,271,746	\$4,368,193	\$0	\$47,288,560	\$21,583,090
State	\$171,440,793	\$17,585,157	\$10,428,888	\$4,704,998	\$4,628,008	\$1,854,149	\$0	\$208,875,136	\$39,201,200
Grand Total:	\$254,457,869	\$48,733,565	\$54,716,482	\$16,774,573	\$25,596,551	\$16,722,471	\$0	\$415,234,654	\$162,543,642

Project Type	<2027	2027	2028	2029	2030	2031	>2031	All Years	Current Years (2027-2031)
Highway Projects (All)	\$143,802,432	\$34,866,853	\$40,796,531	\$1,203,540	\$10,414,455	\$3,320,945	\$0	\$234,404,756	\$90,602,324
Sidewalks/Trails	\$3,569,331	\$11,912,075	\$3,108,615	\$0	\$7,909,950	\$0	\$0	\$26,499,971	\$22,930,640
Federal	\$2,829,060	\$11,539,859	\$3,012,000	\$0	\$7,659,737	\$0	\$0	\$25,040,656	\$22,211,596
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$740,271	\$372,216	\$96,615	\$0	\$250,213	\$0	\$0	\$1,459,315	\$719,044
Intersection and Safety Improvements	\$1,007,468	\$3,197,032	\$947,216	\$838,113	\$0	\$3,320,945	\$0	\$9,310,774	\$8,303,306
Federal	\$431,890	\$3,083,341	\$917,294	\$791,461	\$0	\$3,218,282	\$0	\$8,442,268	\$8,010,378
Local	\$292,641	\$0	\$0	\$0	\$0	\$0	\$0	\$292,641	\$0
State	\$282,937	\$113,691	\$29,922	\$46,652	\$0	\$102,663	\$0	\$575,865	\$292,928
Pavement Resurfacing	\$1,768,492	\$17,361,831	\$0	\$0	\$0	\$0	\$0	\$19,130,323	\$17,361,831
Federal	\$802,941	\$5,648,357	\$0	\$0	\$0	\$0	\$0	\$6,451,298	\$5,648,357
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$965,551	\$11,713,474	\$0	\$0	\$0	\$0	\$0	\$12,679,025	\$11,713,474
Other Highway (Parking, ATMS, Add Lane, et	\$137,457,141	\$2,395,915	\$36,740,700	\$365,427	\$2,504,505	\$0	\$0	\$179,463,688	\$42,006,547
Federal	\$10,572,341	\$1,268,258	\$28,926,605	\$0	\$0	\$0	\$0	\$40,767,204	\$30,194,863
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$126,884,800	\$1,127,657	\$7,814,095	\$365,427	\$2,504,505	\$0	\$0	\$138,696,484	\$11,811,684
Aviation Projects	\$3,021,100	\$5,767,046	\$3,837,376	\$5,061,250	\$2,052,512	\$0	\$0	\$19,739,284	\$16,718,184
Federal	\$0	\$3,510,000	\$1,890,000	\$0	\$1,845,000	\$0	\$0	\$7,245,000	\$7,245,000
Local	\$1,475,000	\$1,195,000	\$1,105,000	\$2,500,000	\$102,500	\$0	\$0	\$6,377,500	\$4,902,500
State	\$1,546,100	\$1,062,046	\$842,376	\$2,561,250	\$105,012	\$0	\$0	\$6,116,784	\$4,570,684
Transit	\$68,157,654	\$4,757,294	\$8,303,937	\$8,435,937	\$10,884,348	\$11,413,375	\$0	\$111,952,545	\$43,794,891
Federal	\$37,293,831	\$2,541,297	\$4,646,110	\$4,683,326	\$6,190,554	\$6,505,341	\$0	\$61,860,459	\$24,566,628
Local	\$23,937,829	\$1,735,790	\$3,164,079	\$3,243,282	\$4,169,246	\$4,368,193	\$0	\$40,618,419	\$16,680,590
State	\$8,693,851	\$480,207	\$493,748	\$509,329	\$524,548	\$539,841	\$0	\$11,241,524	\$2,547,673
Maintenance	\$30,049,927	\$2,626,526	\$1,062,792	\$1,100,915	\$1,100,915	\$1,100,915	\$0	\$37,041,990	\$6,992,063
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$30,049,927	\$2,626,526	\$1,062,792	\$1,100,915	\$1,100,915	\$1,100,915	\$0	\$37,041,990	\$6,992,063
Transportation Planning	\$5,892,042	\$715,846	\$715,846	\$972,931	\$1,144,321	\$887,236	\$0	\$10,328,222	\$4,436,180
Federal	\$5,381,543	\$626,506	\$626,506	\$851,506	\$1,001,506	\$776,506	\$0	\$9,264,073	\$3,882,530
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$510,499	\$89,340	\$89,340	\$121,425	\$142,815	\$110,730	\$0	\$1,064,149	\$553,650
Miscellaneous	\$1,766,857	\$0	\$0	\$0	\$0	\$0	\$0	\$1,766,857	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$1,766,857	\$0	\$0	\$0	\$0	\$0	\$0	\$1,766,857	\$0
Grand Total	\$254,457,869	\$48,733,565	\$54,716,482	\$16,774,573	\$25,596,551	\$16,722,471	\$0	\$415,234,654	\$162,543,642

Table 4.6.1

Funding Type By Year 2027-2031



<2027

Federal: \$57,311,606
 Local: \$25,705,470
 State: \$171,440,793

Table 4.6.2

Funds By Project Type 2027-2031

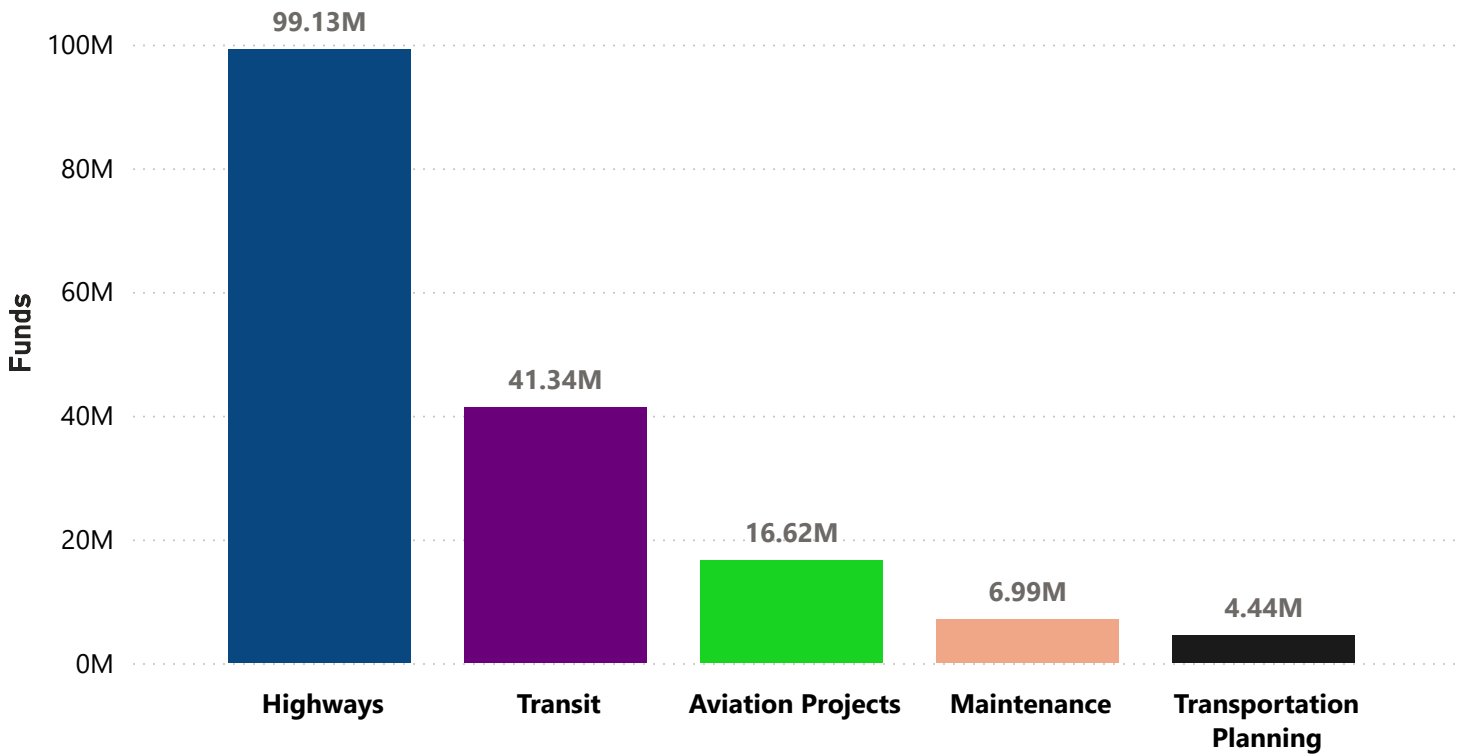
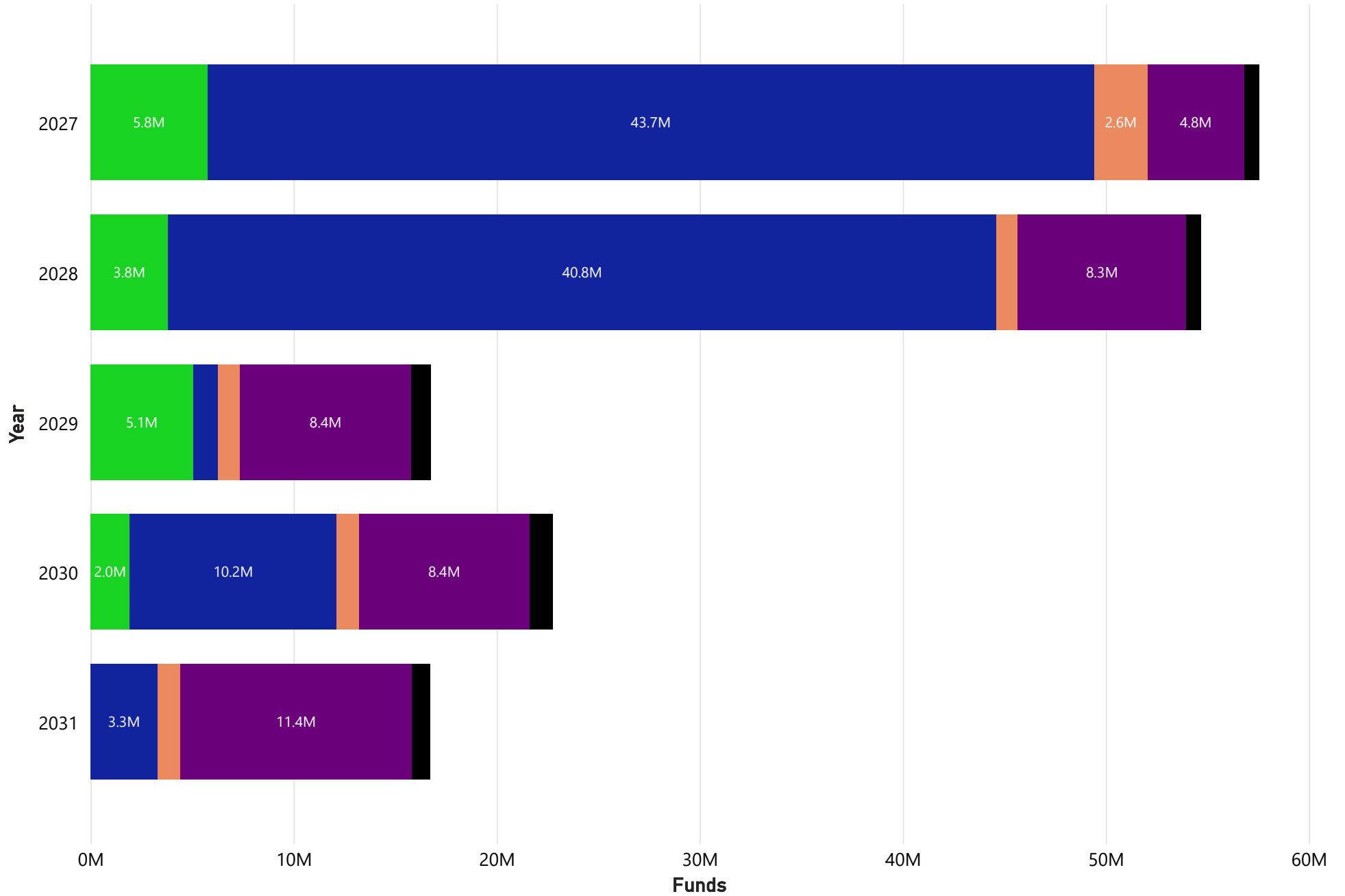


Table 4.6.3

Funds By Project Type 2027-2031

Project Type ● Aviation Projects ● Highways ● Maintenance ● Transit ● Transportation Planning



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-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 (10/01/2025– 09/30/2026).

Each year, the Florida Department of Transportation (FDOT) prepares the Federal Obligations Report, which documents all Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds obligated during the preceding federal fiscal year. For FY 2025, this report identifies the transportation projects within the Charlotte County–Punta Gorda MPO planning area that received federal authorization.

A federal obligation represents a formal commitment by FHWA or FTA that allows FDOT or a local agency to proceed with a project phase—such as Project Development and Environment (PD&E), design, right-of-way acquisition, construction, or transit capital and operating activities—and to be reimbursed for eligible expenditures. De-obligations may also occur when project scopes are adjusted or unused funds are returned.

In accordance with 23 CFR 450.334, Metropolitan Planning Organizations are required to publish an Annual Listing of Federally Obligated Projects to ensure transparency in the use of federal transportation funds and to demonstrate consistency between the Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP).

The FY 2025 obligations listing included in this TIP provides a comprehensive summary of all FHWA and FTA obligations within the MPO area, the phases funded, the amounts authorized, and any associated de-obligations. This documentation ensures that the TIP remains compliant with federal requirements and accurately reflects the status and progress of federally funded transportation investments in the region.

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

HIGHWAYS
=====

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

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

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

FUND
CODE

2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHPP

10,032

TOTAL 413042 4

10,032

TOTAL 413042 4

10,032

ITEM NUMBER:431219 1
DISTRICT:01
ROADWAY ID:01010000

PROJECT DESCRIPTION:US 41 (SR 45) AT HANCOCK AVENUE
COUNTY:CHARLOTTE
PROJECT LENGTH: .272MI

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

FUND
CODE

2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
SL

-27,766

TOTAL 431219 1

-27,766

TOTAL 431219 1

-27,766

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

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

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

FUND
CODE

2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
SL

17,543

TOTAL 434965 2

17,543

TOTAL 434965 2

17,543

ITEM NUMBER:435105 1
DISTRICT:01
ROADWAY ID:01530000

PROJECT DESCRIPTION:TAYLOR RD FROM JONES LOOP RD TO AIRPORT RD
COUNTY:CHARLOTTE
PROJECT LENGTH: 2.046MI

NON-SIS
TYPE OF WORK:PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND
CODE

2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
TALL

-299,301

TALT

-15,299

TOTAL 435105 1

-314,600

TOTAL 435105 1

-314,600

FLORIDA DEPARTMENT OF TRANSPORTATION
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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
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 =====
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 TYPE OF WORK:RESURFACING
 ROADWAY ID:01010000 PROJECT LENGTH: .910MI 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 TYPE OF WORK:RESURFACING
 ROADWAY ID:01040000 PROJECT LENGTH: 5.213MI 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 TYPE OF WORK:ROUNDBOUT
 ROADWAY ID:01030000 PROJECT LENGTH: .641MI 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 TYPE OF WORK:PEDESTRIAN SAFETY IMPROVEMENT
 ROADWAY ID:01050000 PROJECT LENGTH: .004MI 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

FLORIDA DEPARTMENT OF TRANSPORTATION
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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
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CHARLOTTE-PUNTA GORDA MPO

HIGHWAYS
=====

ITEM NUMBER:451358 1	PROJECT DESCRIPTION:US 41 AT MIDWAY BLVD		*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE		
ROADWAY ID:01010000	PROJECT LENGTH: .148MI		TYPE OF WORK:INTERSECTION IMPROVEMENT
			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		
ROADWAY ID:01050000	PROJECT LENGTH: .636MI		TYPE OF WORK:MEDIAN MODIFICATION
			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		
ROADWAY ID:01075000	PROJECT LENGTH: .536MI		TYPE OF WORK:ELECTRIC VEHICLE CHARGING
			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		
ROADWAY ID:	PROJECT LENGTH: .000		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		67,433	
TOTAL 452893 1		67,433	
TOTAL 452893 1		67,433	

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
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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 ENGINEERING / 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

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	
-----	-----	
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	
-----	-----	
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	
-----	-----	
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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FDOT - FTA Obligations

Charlotte County Transit

Charlotte County Transit TPO Annual List of FTA Obligated Projects

Charlotte County , Florida

FY26 (October 1,2025-September 30,2026)

FTA Grant Number	Award	County	FTA Grantee	Work Type	Project Description	Total Federal Funds in TIP	Total Federal Funds Obligated	Local Funds
FL-2020-094	9/22/2020	Charlotte	Charlotte County Transit	Operating & Capital	5307 Ubanized Area Formula Grants & 5339 Funds; Bus and Bus Facilities Formula - Operating, Capital, Planning	\$79,215.00	\$79,215.00	Transportation Development Credits/General Fund
FL-2021-043	7/22/2021	Charlotte	Charlotte County Transit	Operating & Capital	5307 Ubanized Area Formula Grants & 5339 Funds; Bus and Bus Facilities Formula - Operating, Capital, Planning	\$518,441.00	\$518,441.00	Transportation Development Credits/General Fund
FL-2022-047	8/25/2022	Charlotte	Charlotte County Transit	Operating & Capital	5307 Ubanized Area Formula Grants & 5339 Funds; Bus and Bus Facilities Formula - Operating, Capital, Planning	\$365,568.00	\$365,568.00	Transportation Development Credits/General Fund
FL-2023-050	8/24/2023	Charlotte	Charlotte County Transit	Operating & Capital	5307 Ubanized Area Formula Grants & 5339 Funds; Bus and Bus Facilities Formula - Operating, Capital, Planning	\$749,208.00	\$749,208.00	Transportation Development Credits/General Fund
FL2025-003	1/8/2025	Charlotte	Charlotte County Transit	Operating & Capital	5307 Ubanized Area Formula Grants & 5339 Funds; Bus and Bus Facilities Formula - Operating, Capital, Planning	\$2,113,970.00	\$2,113,970.00	Transportation Development Credits/General Fund
FL-2025-068	7/23/2025	Charlotte	Charlotte County Transit	Operating & Capital	5307 Ubanized Area Formula Grants & 5339 Funds; Bus and Bus Facilities Formula - Operating, Capital, Planning	\$215,348.00	\$215,348.00	Transportation Development Credits/General Fund
FL-2025-099	11/24/2025	Charlotte	Charlotte County Transit	Operating & Capital	5307 Ubanized Area Formula Grants & 5339 Funds; Bus and Bus Facilities Formula - Operating, Capital, Planning	\$3,195,880.00	\$3,195,880.00	Transportation Development Credits/General Fund

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



FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF POLICY PLANNING

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

MPO: **Charlotte**

TIP Submittal Date: **3.3.2026**

Review #: **1 draft**

Date of Review: **3.11.2026**

Reviewed By: **Dasha Kosheleva**

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

Comments should be categorized as:

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

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

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

If a question is categorized as Editorial, Enhancement, or Critical, a comment must accompany it. If a question is answered with "no," a comment must accompany it.

TIP Formatting and Content

- Does the cover page include the MPO name, address, and correct fiscal years and provide a location to add the date of adoption? Address can be listed on the subsequent pages as needed. **Yes** | If yes, page number: **Cover**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the Table of Contents show the title of each section with the correct page number? **Yes** | If yes, page number: **2**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP include an endorsement that it was developed following state and federal requirements and include the date of official MPO approval? This would be an MPO resolution or signed signature block on the cover.
Yes | If yes, page number: **6**
[Choose an item.](#) | [Click here to enter comments](#)

- Does the TIP include a list of definitions, abbreviations, funding, phase codes, and acronyms? **Yes** | If yes, page number: **140**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period consistent with the LRTP, containing all transportation projects funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 CFR 450.326(a)]; [49 USC Chapter 53] **Yes** | If yes, page number: **8**
[Choose an item.](#) | [Click here to enter comments](#)
- Did the MPO develop the TIP in cooperation with the state and public transit operator(s), who provided the MPO with estimates of available federal and state funds for the MPO to develop the financial plan? [s. 339.175(8) FS]; [23 CFR 450.326(a)] **Yes** | If yes, page number: **9**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP demonstrate sufficient funds (federal, state, local, and private) to implement proposed transportation system improvements, and identify any innovative financing techniques by comparing revenues and costs for each year? It is recommended that the TIP include a table(s) that compares funding sources and amounts, by year, to total project costs. [23 CFR 450.326(k)]; [23 CFR 450.326(j)]; [s. 339.175(8)(c)(3) FS] **Yes** | If yes, page number: **108-110**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP describe the project selection process and state that it is consistent with federal requirements in 23 CFR 450.332(b) and 23 CFR. 450.332(c) for non-TMA MPOs? **Yes** | If yes, page number: **9**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP identify the MPO's criteria and process for prioritizing projects from the LRTP (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 CFR 450.326(n)(1)] **Yes** | If yes, page number: **9-11**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP describe how projects are consistent with the MPO's LRTP and, to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) FS] For consistency guidance, see [Section 1. Florida LRTP Amendment Thresholds](#) and [Section 2. Meeting Planning Requirements for NEPA Approval](#). **Yes** | If yes, page number: **9**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP cross-reference projects with corresponding LRTP projects when appropriate? [s. 339.175(8)(c)(7) FS] **Yes** | If yes, page number: **95-142**
[Choose an item.](#) | [Click here to enter comments](#)

- Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download [HERE](#). [23 CFR 450.334]; [s. 339.175(8)(h), FS] **Yes** | If yes, page number: **125-142**
[Choose an item.](#) | [Click here to enter comments](#)
- Was the TIP developed with input from the public? [23 CFR 450.316]; [23 CFR 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.) **Yes** | If yes, page number: **25**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss the MPO's current FDOT annual joint certification and past FHWA/FTA quadrennial certification (for TMA MPOs)? For TMA MPOs the TIP should include the anticipated date of the next FHWA/FTA quadrennial certification. **Yes** | If yes, page number: **25**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. [s. 339.175(6)(c)(1), FS] **Yes** | If yes, page number: **41-42**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss the development of Transportation Disadvantaged (TD) services, a description of costs and revenues from TD services, and a list of improvements funded with TD funds? [s. 427.015(1) FS and 41-2.009(2) FAC] **Yes** | If yes, page number: **12**
[Choose an item.](#) | [Click here to enter comments](#)
- Does the TIP discuss how once implemented, the MPO will make progress toward achieving the performance targets for:
 - ✓ Safety performance measures
 - ✓ System performance measures
 - ✓ Bridge performance measures
 - ✓ Pavement performance measures
 - ✓ State asset management plan, including risk to off-system facilities during emergency events (if applicable)
 - ✓ State freight plan

*If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(c)] **Yes** | If yes, page number: **Section III, page 27***

- Does the TIP discuss the anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:
 - ✓ Safety performance measures
 - ✓ System performance measures
 - ✓ Bridge performance measures
 - ✓ Pavement performance measures
 - ✓ State asset management plan
 - ✓ State freight plan

If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(d)] **Yes** | If yes, page number: **Section III, page 27**

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

- Does the TIP include all Federal discretionary grants that fund capital projects under Title 23 or Title 49, USC, per the Infrastructure Investment and Jobs Act (IIJA)? Federal discretionary grants that fund capital projects must be in the TIP before executing a grant agreement with USDOT. For more information, see this [link](#). **Not Applicable** | If yes, page number: **xx**

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

- Does the TIP contain projects listed in FDOT's [23 CFR Part 667 Report](#)? If so, does the MPO reference the report in the TIP for that project? **Not Applicable** | If yes, page number: **xx**

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

Detail Project Listing for Five Fiscal Years

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

Yes | If yes, page number: **91-107**

Critical | All projects need to be revised using April 7 snapshot amounts.

TIP Review

- What date did the MPO upload the document into the [Grant Application Process \(GAP\)](#) System for review by the District, Office of Policy Planning, FloridaCommerce, FTA, & FHWA? Include the date of submission in the comments. [Select response](#) | [Click here to enter comments](#)

APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING

AGENDA ITEM # 12
PUBLIC PARTICIPATION PLAN UPDATE

Purpose: To review the Public Participation Plan of the Charlotte County – Punta Gorda Metropolitan Planning Organization.

Presented by: MPO Staff

Discussion: Federal statute 23 U.S.C. § 134 governs the metropolitan transportation planning process and establishes requirements for public participation. These provisions emphasize the importance of providing meaningful opportunities for public involvement, including holding meetings at convenient and accessible times and locations, allowing adequate time for public review and comment, encouraging broad public input, and ensuring that information is available in accessible formats.

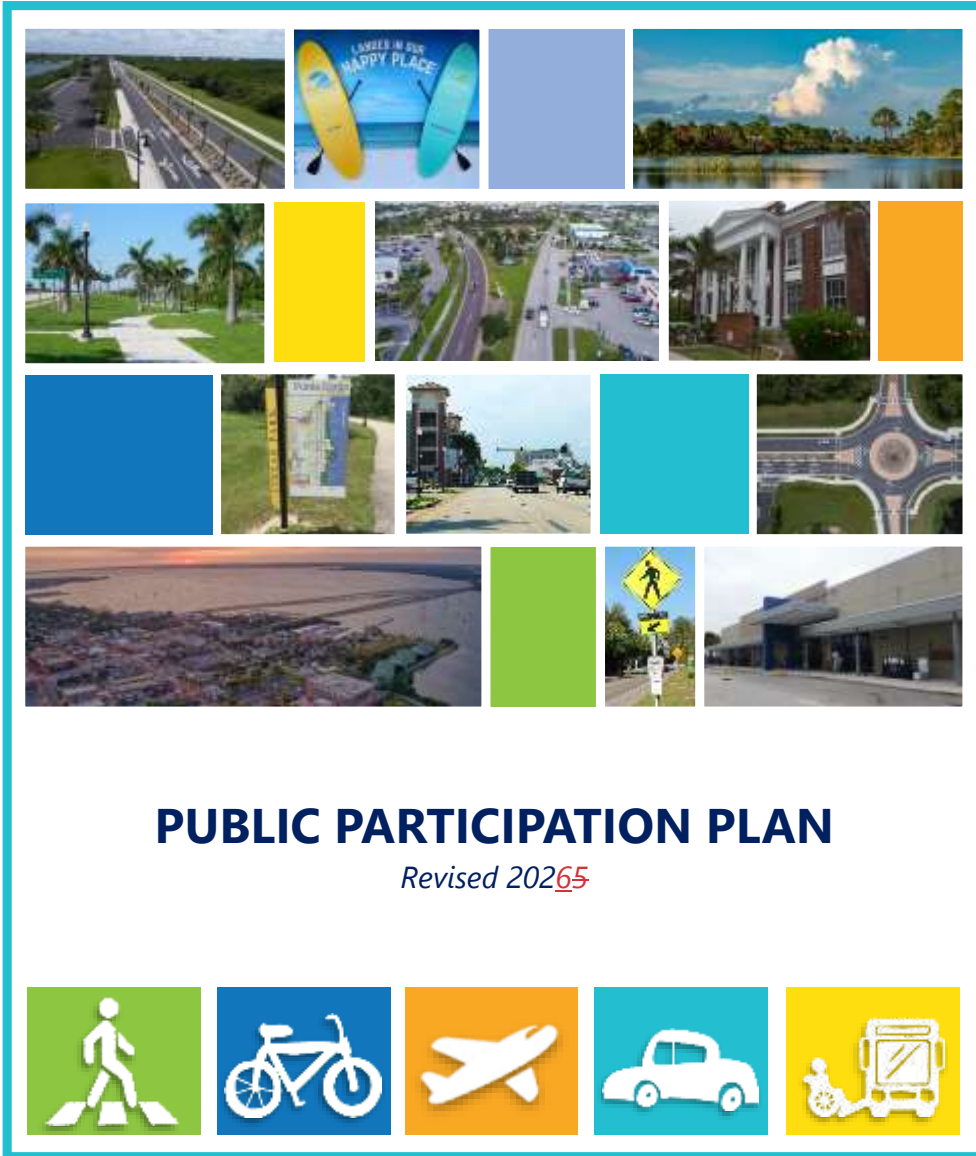
The Public Participation Plan (PPP) is designed to provide a proactive and inclusive framework for engaging the public throughout all stages of the transportation planning process. The Plan was last updated in 2025. While federal statutes do not mandate updates at a specified interval, periodic review and revision are necessary to maintain an effective, transparent, and responsive public involvement process.

The 2026 update to the PPP is intended to refine existing language, improve clarity and ensure that all contact information and outreach methods are current. These updates will support more efficient public engagement and enhance the MPO's ability to effectively communicate with and involve the community.

Recommendation: Review, comment and recommend MPO Board adopt the revised Public Participation Plan Update.

Attachment: Public Participation Plan Update

Charlotte County - Punta Gorda Metropolitan Planning Organization



PUBLIC PARTICIPATION PLAN

Revised 20265



Charlotte County - Punta Gorda
Metropolitan Planning Organization

~~Charlotte County Administration Center~~

~~18500 Murdock Circle~~

~~Port Charlotte FL 33948-1050 Loveland Blvd. Box C~~

~~Port Charlotte, FL 33980~~

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This document was coordinated and prepared by MPO staff:

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Mark Yaxis, Multimodal Planner

~~Sierra "Ray" Scott, Vacant~~, Senior Administrative Assistant

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

Funding for this document was provided by the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration), the State of Florida Department of Transportation, Charlotte County, and the City of Punta Gorda.

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1. PURPOSE

All decisions or actions made by a transportation planning agency affect someone to some degree. Whether it's a long-range plan to build a major highway or bridge or a short-term road improvement or maintenance project, someone will feel the impact of these actions. In a sense, these impacted people are the Metropolitan Planning Organization's (MPO's) customers, and they deserve every opportunity to communicate their wants and needs on all transportation planning and implementation issues.

This Public Participation Plan (PPP) is designed to provide a proactive public involvement process that includes the dissemination of accurate and timely information to the public, full public access for addressing and commenting on all transportation issues, and opportunities for members of the public to express their views ensuring they are heard, noted, and encouraged. All MPO-directed public involvement activities including this document are consistent with Federal requirements.

There is no "cookie-cutter" approach to informing, involving, and connecting with the public. Every proposed project, improvement or program is different and requires the use of different strategies and goals. Yet, every project has one common aspect: there will be some level of public involvement, ranging from local government notification to public meetings.

Active public involvement leads to transportation improvements which meet community needs and desires. The MPO will utilize this document and subsequent reviews in conducting public participation activities leading up to the adoption of MPO work tasks such as: the Long-Range Transportation Plan (LRTP); LRTP Amendments the Transportation Improvement Program (TIP); and TIP

Amendments. The MPO will undertake efforts to include public involvement aids in the building of a more credible and trusting relationship between transportation agencies and the community they serve through partnering, outreach, active listening, and real two-way communication.

The MPO is cognizant that those groups directly affected by transportation decisions may be the most difficult segments of the metropolitan population to reach. Many citizens, such as members of minority groups, people with low incomes, and transit-dependent individuals are unaware, unable, or for other reasons, do not take advantage of their opportunities to provide input into the planning process on a regular basis. The MPO is aware and committed to rising to the challenge of reaching such citizens and stimulating participatory interest at the grassroots level. A primary goal of the MPO is to provide adequate public notice and sufficient time for public comment at key decision points. This includes outreach efforts for obtaining active public involvement early in the planning and document preparation process.

This report includes the history of public participation by the Charlotte County–Punta Gorda MPO. The plan will discuss and identify the goals, objectives, policies, and procedures relating to public involvement activities and opportunities (both in person and in virtual format). The plan will also outline the assessment and evaluation techniques and concepts to be utilized by the MPO in reaching its constituents. Through these systematic evaluation efforts, the plan will discuss outreach efforts with the goal of improving or adding new public involvement activities wherever possible.

What is the Charlotte County-Punta Gorda MPO Responsible for?

1. **Long-Range Transportation Plan (LRTP)** – updated every five years, required to address a minimum time horizon of 20 years. The LRTP identifies needed improvements to the transportation network and provides a long-term investment framework that addresses current and future transportation needs. The LRTP must be multimodal and include, at a minimum, roadway, bicycle and pedestrian and transit infrastructure improvements.
2. **Transportation Improvement Program (TIP)** – identifies transportation projects and priorities that will be pursued over the next five years.
3. **Unified Planning Work Program (UPWP)** – a two-year plan that identifies funding sources for each MPO planning activity and a schedule of activities
4. **Public Participation Plan (PPP)** – provides a framework for public involvement in regard to MPO planning related activities.

The Charlotte County- Punta Gorda MPO places a high value on public involvement. For questions regarding public involvement and to learn more about how you can get involved, [go to our website or](#) contact the MPO Director ~~D'Juan Harris~~[Lakshmi N. Gurram](#) at (941) 883-3535.

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How To Get involved



CALL US

941.883.3535
8:00 am to 4:00 pm • Monday through Friday



WRITE TO US

1050 Loveland Blvd. Box C
Port Charlotte, FL 33980



EMAIL US

General Inquiries:
office@ccpgmpo.gov



VISIT OUR WEBSITE

www.ccpmpo.gov



COME TO AN EVENT

The MPO participates in events throughout the region and hosts workshops for citizens to learn about projects where they work and live. Visit the website to learn more.



PARTICIPATE IN PERSON

Make a public comment at an MPO Board or committee meeting. Find our calendar of events at www.ccpmpo.gov

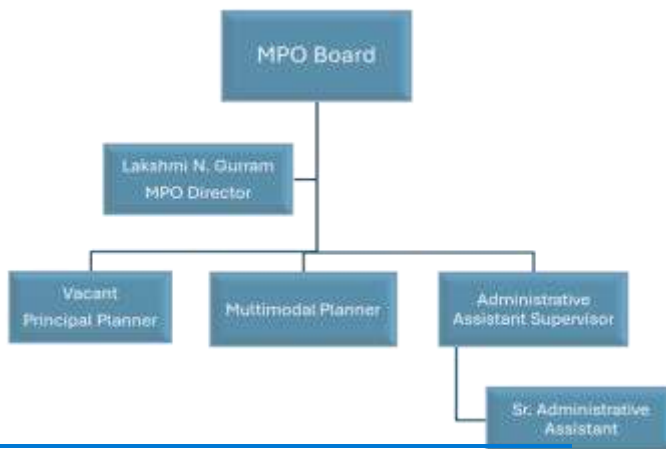


WRITE TO US

To serve as a representative on an MPO committee call, write or email the MPO office for more information.



2. BACKGROUND AND HISTORY OF THE MPO AND PUBLIC INVOLVEMENT



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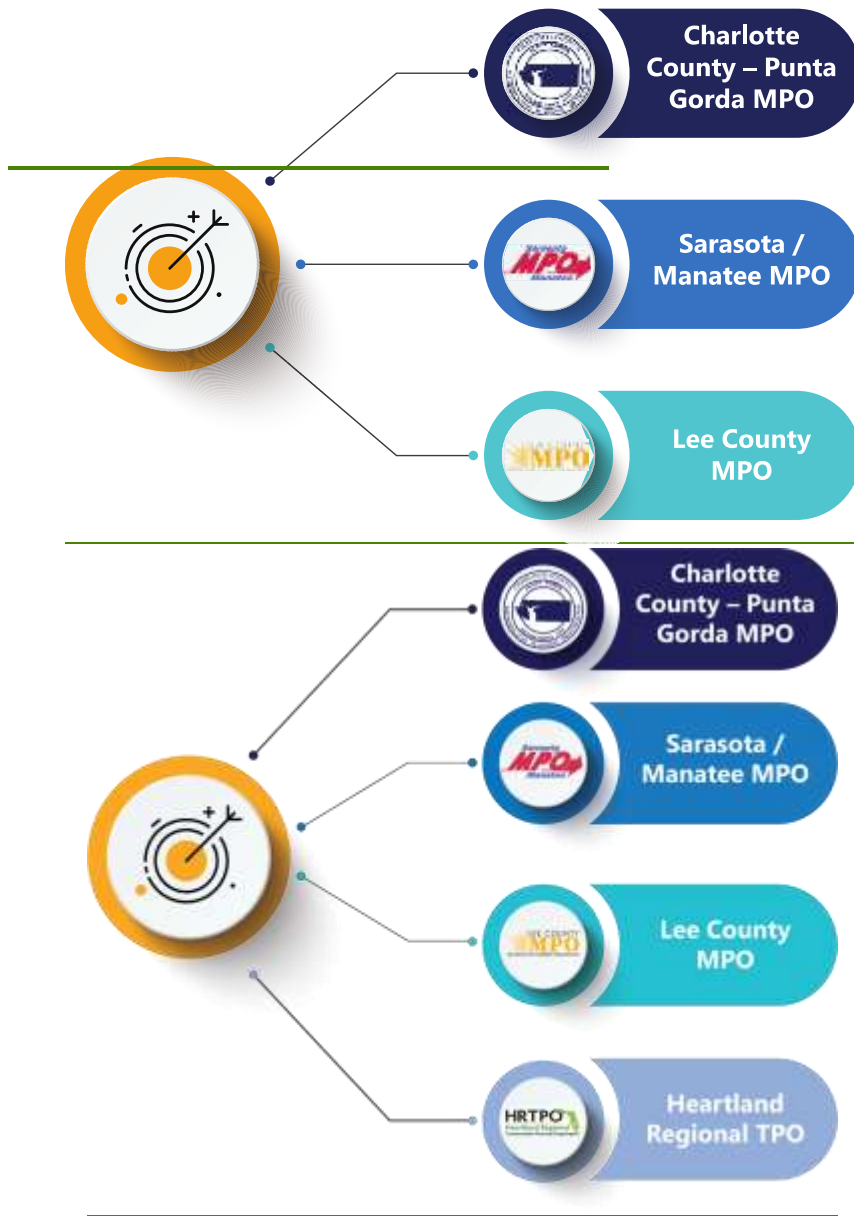
Since its founding in July 1992, the Charlotte County–Punta Gorda Metropolitan Planning Organization MPO’s public involvement

policy has evolved and expanded to embrace citizen inclusion in all aspects of transportation planning. Throughout 1994, the

MPO Board adopted several measures and amendments to its Bylaws to increase public participation opportunities. Throughout the mid and late 1990s, such public involvement concepts as the issuance of press

releases to media outlets on transportation planning issues were established, as well as the establishment of Transportation Fairs with the Florida Department of Transportation (FDOT). Of note is the increased participation and improved analytical review of recommendations by the [TAC](#), CAC and BPAC to the MPO Board. Increased emphasis on public involvement has been incorporated into the LRTP and the Transportation Improvement Plan (TIP).

a. Charlotte County – Punta Gorda Regional Coordination and Improvement of Public Involvement of the MPOs



It is the intent and goal of this PPP to ~~assure~~ ensure public access and involvement for all joint regional activities, to integrate and build upon these joint regional objectives and to provide complete information, timely public notice and early and continuous access during the transportation process within the four-county area.

The MPO complies with federal and Florida State requirements in addressing public involvement in transportation planning. The MPO meets public involvement requirements set forth in [Federal 23 C.F.R. 450.316 and 23 U.S.C.](#) and [Florida Statutes 339.175. Chapter](#)

[339 \(F.S.\)](#) requires that citizens, public agencies, and other known interested parties be given the opportunity to comment on the Florida Transportation Plan, and to hold public meetings during the development of major transportation improvements.

The [Federal Highway Administration \(FHWA\)](#) and [Federal Transit Administration \(FTA\)](#) encourage optimization of virtual public involvement technologies and techniques for public participation activities related to metropolitan and statewide transportation planning under the applicable statutes, [23 U.S.C. 134-135.](#)

3. THE MPO’S ROLE IN PUBLIC INVOLVMENT — INCLUDING TELECONFERENCES AND ALTERNATIVE PUBLIC INVOLVEMENT STRATEGIES



The MPO’s role in public involvement is directed and influenced by Federal, State, and Local laws requirements.

The MPO attempts to provide all interested parties reasonable opportunity to comment on all aspects of the planning process (including the TIP and LRTP) as is required.

These requirements attempt to encourage a proactive public involvement process with the added goal of supporting early and continuing involvement of the public in the overall planning process.

Additionally, other evaluation, analysis and development plans including Feasibility Studies, FDOT’s Work Plan, median access

and business access plans will follow the requirements and policies as set forth in this plan.

The MPO recognizes that the public has useful opinions, insights, and observations to share with their state and local agencies on the performance and needs of the transportation system and/or on specific projects.

Early and strong public engagement has the potential to accelerate project delivery by helping identify and address public concerns early in the planning process, thereby reducing delays from previously unknown interests late in the project delivery process.



Adopted March 30, 2026 Adopted December 15, 2022

During the public participation process, the Charlotte County – Punta Gorda MPO will strive to:

- ❖ Provide timely information about transportation processes and issues to all interested parties including, but not limited to: citizens; affected public agencies; representatives of public transportation employees; freight shippers; providers of freight transportation services; private providers of transportation; representatives of users of public transportation; pedestrians; bicyclists; and the disabled, opportunities to comment (in person, by mail, telephone, electronically or virtually.) This includes the use of visualization techniques to aid in describing and conducting transportation planning processes and products of the MPO process.
- ❖ Make available reasonable public access to policy and technical information utilized in the preparation, development, and adoption of proposed transportation plans, such as the LRTP and TIP. This may include administrative changes proposed by the MPO, including project related roll-forward reports. This access includes fully open public meetings at convenient times and locations when planning issues are being considered at all levels of government. Provide adequate public notice of public involvement activities or events, as well as sufficient time for public review and comment at key decision points within the planning process.
- ❖ Provide a summary and analysis if there are a significant number of comments received on any draft transportation plan or document.
- ❖ Demonstrate explicit consideration and response to public input received during the planning and program development process.
- ❖ Seek out the needs of those traditionally underserved (~~environmental justice [EJ] community~~) by existing transportation systems, including but not limited to, low-income and minority households.
- ❖ Periodically review this PPP in terms of its effectiveness in assuring that the process provides full and open access to all, through the use of innovative in-person or virtual public involvement techniques.
- ❖ Coordinate with federal (FHWA and FTA) and statewide (FDOT) public information processes, wherever possible, to enhance public consideration of the issues, plans and programs, and reduce redundancies and costs.
- ❖ Coordinate to the extent possible, public participation events, meetings and workshops with meetings and events scheduled by other governmental agencies to maximize their input and reduce logistical conflicts.

a. Teleconferences and Alternative Public Involvement Strategies

Public engagement is a critical component in the decision-making process allowing for meaningful consideration and input from interested citizens. The MPO is mindful that it is expected to continue to provide opportunities for public involvement throughout its planning activities and that these activities be proactive, but flexible in meeting public participation plan requirements. The MPO also understands that some public participation plan activities may be delayed or deferred and be replaced with other engagement strategies to ensure that all sectors of the population have an opportunity to participate and to ensure sufficient and appropriate outreach is maintained.



Early, effective, and continuous public involvement brings diverse viewpoints and ideas into the decision-making process and the MPO recognizes that meaningful public involvement can be attained by integrating virtual tools into its public participation approaches.

Video and audio teleconferences also known as virtual meetings or internet teleconferencing will be utilized to allow for a broader segment of the population to participate. These virtual meetings will be consistent with ~~regulatory~~ regularly

scheduled or special in-person meetings and used in lieu of physical in-person meetings. The MPO staff, the MPO Board, the Citizens' Advisory Committee (CAC), the Technical Advisory Committee (TAC), the Bicycle-Pedestrian Advisory Committee (BPAC) and the Transportation Disadvantaged Local Coordinating Board (LCB) will utilize teleconference software applications (such as GoToMeeting and Microsoft Teams) during states of emergency as authorized by the Governor of the State of Florida. These new opportunities for information sharing and public involvement in the transportation planning, programming, and project development process may include, but are not limited to telephone town hall, online meetings, pop-up outreach, social meetings/meeting-in-a box kits, story maps, quick videos, crowdsourcing, survey tools, real-time polling tools, and visualizations.

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To this end the MPO will follow guidance to conduct public involvement using communication media technology in a manner consistent with all Federal and State orders and directives including:

- ❖ Recognize the emergency situation calling for alternative public involvement strategies. During this time, meetings will be publicly posted, and public comment will be available by electronic, mail, telephone or virtual means
- ❖ Confirm that virtual tools maintain transparency and access to transportation planning activities that closely replicate in-person public involvement opportunities
- ❖ Specify the alternative public involvement strategies to be used, including time periods for public comment and MPO responses to the comments
- ❖ Ensure that the public involvement strategies are inclusive to the extent possible that comply with emergency executive orders to protect public health

The MPO also understands that workplace collaboration software and videoconferencing and messaging functions may have some drawbacks when it comes to virtual public meetings. While the following weaknesses have been identified, the MPO will continue to research and investigate future technological advancements to engage the public during every step of the planning process

- ❖ A significant number of participants and residents with limited internet access often eliminates the option for participants to provide comments
- ❖ Technological barriers to participation occur when there are still residents who may not be comfortable downloading meeting software or navigating the software these tools can provide

Given these risks and the associated negative outcomes possible with virtual meetings and related participant technological prowess, the MPO has developed some guidelines to engage the public by supplementing face-to-face information sharing including:

- ❖ Provide technological and presentation support for multiple remote presenters and participants
- ❖ Provide public comment opportunities
- ❖ Allow and improve upon citizen participation with ease-of-use login, password, or download access formats
- ❖ Provide access for residents with limited internet access the ability to call into meetings
- ❖ Support an unlimited number of virtual public participants where practical
- ❖ Provide online, text or phone-based survey and polling tools, including private comment options at MPO workshops and other virtual public involvement forums.

Below is a graphic of the MPO’s Conceptual Framework goals and promises for public participation.

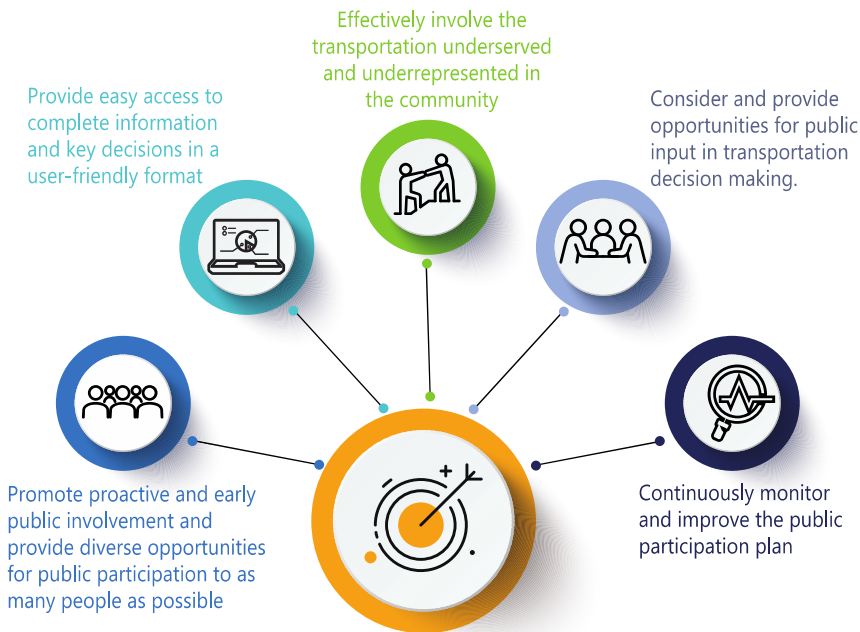
The Spectrum of Public Participation — Conceptual Framework



4. PUBLIC INVOLVEMENT POLICIES, GOALS AND OBJECTIVES INCLUDING FEDERAL REQUIREMENTS AND TITLE VI LIMITED ENGLISH PROFICIENCY (LEP) REQUIREMENTS

Inclusive public participation is a priority consideration in the MPO planning process including MPO plans, studies, and programs. The MPO must and will ensure that all segments of the population have the opportunity to be involved in any MPO sponsored public participation opportunity. On August 11, 2000, President Clinton signed the Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency, to clarify Title VI of the Civil Rights Act of 1964. Subsequent US Department of Transportation (DOT) guidance explicitly identifies MPOs as organizations that must follow Limited English Proficiency (LEP) guidelines in order to continue receiving federal financial assistance in any form (Appendix V). The intent of the MPO's LEP Plan is to ensure access to the planning process and information published by the MPO where it is determined that a very small number of residents (approximately 1%) in the Charlotte County Punta Gorda planning area do not speak or read English proficiently.

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Inclusive public participation is a priority consideration in the MPO planning process including MPO plans, studies, and programs. The MPO must and will ensure that all segments of the population including LEP persons have the opportunity to be involved in any MPO sponsored public participation opportunity. As new Census data becomes available the MPO will monitor changes in the LEP population and adjust its LEP policy accordingly. If warranted in the future, the MPO will consider the feasibility of public participation techniques to reach the LEP population.

These techniques and concepts include:

- ❖ the translation of key elements of the MPO web site, including future public participation opportunities
- ❖ the pursuit of other user friendly multi-lingual software applications compatible with the web content management systems currently used by the MPO and
- ❖ the translation of executive summaries for key MPO documents such as the Long Range Transportation Plan (LRTP) and this Public Participation Plan (PPP)

Notifications including newspaper advertisements, meeting place signage, or public outreach materials distributed at public participation events will also be considered for translation. All translated public participation materials will be user friendly, appealing, and easy to understand.

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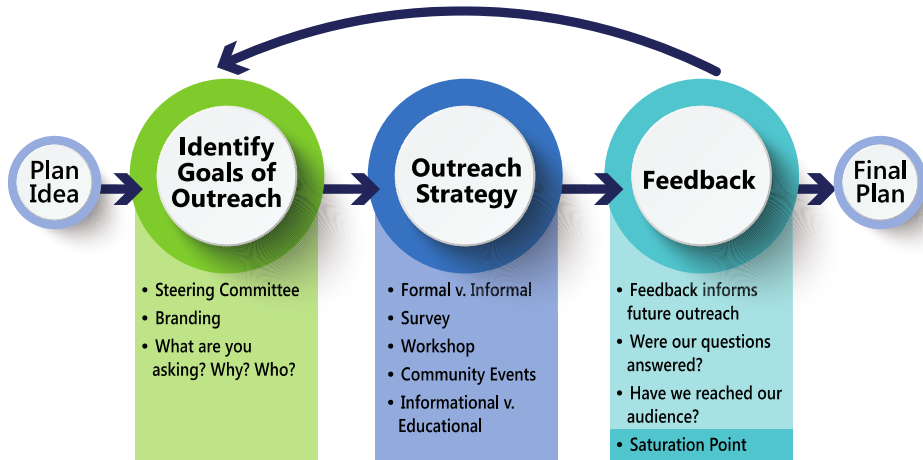
To meet these goals, the MPO is committed to providing:

- ❖ Early and continuous public involvement
- ❖ Inclusionary practices in activities and notification
- ❖ Consideration of the needs of the traditionally under-served
- ❖ Collaboration with other agencies, local governments, private sector transportation entities, and non-MPO officials
- ❖ Convenient meeting times and locations
- ❖ Reasonable access to information
- ❖ Timely notice of public involvement activities, including appropriate review and comment periods
- ❖ Acknowledgment and consideration of public comments

Furtherance to these goals, it is the intent and will be the practice of the MPO to conduct an open and accessible planning process that:

- ❖ Meets federal, state, and local requirements, including the rapid implementation of new legislation, and guidelines as it relates to future public participation directives.
- ❖ Analyzes and reviews all comments received from all formats including communication media technology.
- ❖ Is proactive, clear, and concise in identifying areas with concentrations of minority, young families and the economically disadvantaged.
- ❖ Provides “early and often” input opportunities in the development of major transportation planning documents, policy issues and project proposals.
- ❖ All meeting sites will be centrally located, handicapped accessible, and have audio/visual equipment on location to facilitate and embellish project or proposal descriptions.
- ❖ Has on-going communication between MPO staff and the community-at-large through well organized and open meetings including clearly written and accessible reports, meeting agenda items, meeting minutes, and programs through their completion and implementation.
- ❖ Provide a variety of mechanisms to solicit participation and involvement including easy-to-use virtual public participation techniques and training support efforts to allow citizens to access and comment on all public meetings.
- ❖ Uses all forms of media including the internet to reach out to the widest audience.
- ❖ Attempts to honor requests for information and meeting notices in other languages, when given 10 business days advance notice of such requests.
- ❖ Uses a variety of outlets to increase public awareness and increase attendance at MPO sponsored meetings and events. All MPO public participation events are posted on the MPO website including all public meetings, planning documents, maps, and MPO staff contact information.
- ❖ Ensures that the views of those traditionally underserved by transportation economically constrained and resource limited communities and their organizations are solicited.

The Public Participation Plan (PPP) 3-step Outreach Process and Conceptual Framework Goals and Objectives:



This process is based on the understanding that:

- ❖ Participation levels will vary
- ❖ Some individuals and groups don't realize that they have a stake
- ❖ Different interests are motivated to participate at different stages of the process
- ❖ The Charlotte County–Punta Gorda MPO's PPP needs to be flexible enough for all changing situations and conditions
- ❖ The Charlotte County Citizens' Advisory Committee (CAC) is a critical link to the public participation

MPO Policies:

Federal law requires that the public involvement process be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. A key provision requires that all MPOs develop and utilize a PPP that will provide a 45-day comment period for all interested parties. All public involvement activities whether conducted in person or by virtual methods will adhere to the following set of requirements and guidelines:

- ❖ Provide a 30-day public comment period, if feasible, and advertise at least once in a local newspaper detailing public meetings, or public participation opportunities including opportunities to comment and express opinions on the LRTP and TIP. The MPO's website will also post all opportunities for public comment to meet these guidelines.

- ❖ For LRTP and TIP amendments, the MPO will strive to meet the 30-day public comment period, although there may be exceptions to this comment period for these amendments as meeting schedules, funding timetables, agency guidance, and contractor scheduling may be such that project delays could result in not meeting the public comment period notice guidelines.
- ❖ Hold public meetings on proposed adoption of the LRTP and TIP.
- ❖ Provide timely notice and reasonable access to information about transportation issues and processes including the use of virtual meeting/communication technology.
- ❖ Employ visualization techniques to describe the LRTP and TIP.
- ❖ Make public participation, related technical information and meeting notices available through accessible means and formats. These include the World Wide Web and electronic mail use of the internet (such as the MPO website) and email.
- ❖ Hold public meetings at convenient and accessible locations and times, including the scheduling of virtual meetings.
- ❖ Seek out and consider the needs of those traditionally underserved communities with constrained opportunities to transportation by the existing transportation system, such as low income and minority households (environmental justice population).
- ❖ Include public participation activities that ensure equality among all citizens. The MPO is committed ensuring balanced and healthy environmental outcomes and access to the concept of Environmental

- ~~Justice (EJ) [Executive Order (EO) 12898]~~ and will ensure that the full and fair participation by all potentially affected communities in the transportation decision-making process. This includes public participation consistent with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990. Demographic data review and analysis will be performed when proposed plans and proposals could impact ~~EJ~~ constrained populations. Public participation plans that promote access to public information and scheduled events for minority and low-income communities will be developed.
- ❖ Demonstrate explicit consideration and response to public input received during the development of the LRTP and TIP. All revisions to the LRTP and TIP will always include procedures consistent with this PPP. During TIP and LRTP Development, the MPO will provide public participation opportunities to public agencies, users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, freight shippers, freight transportation services, private providers of transportation and users of public transit.
 - ❖ Include a summary of significant comments received on the draft LRTP and TIP as part of the final document. This includes periodic reviews of the LRTP by MPO Boards, their Advisory Committees, and the public during the preparation of the document, interim tasks and final draft plan preparation.
 - ❖ Continue to prepare a list of project priorities for FDOT review, by October 1 of each year. The list will continue to be reviewed by the MPO's TAC and CAC

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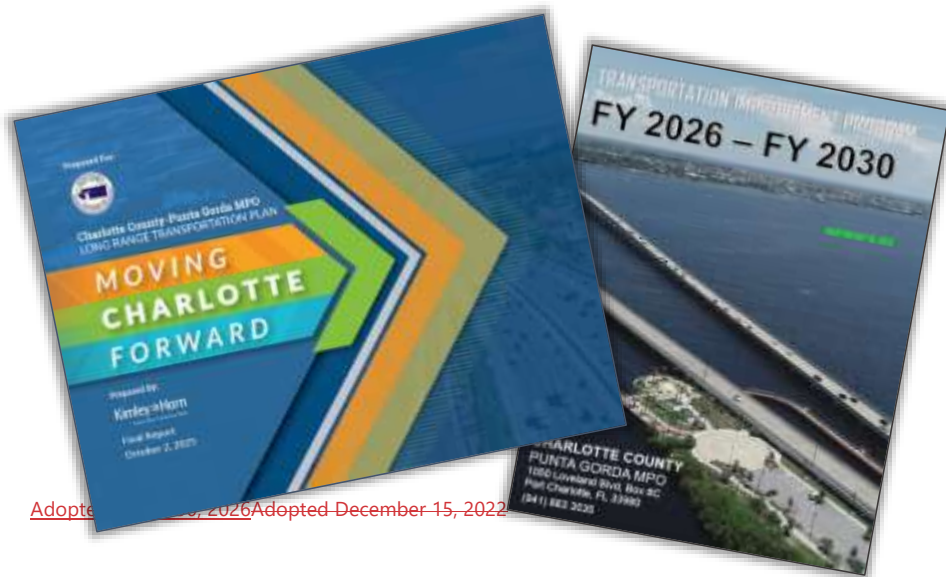
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Advisory Committees before approval by the MPO Board and submittal to FDOT.

- ❖ Compile an annual listing for public review, of projects for which Federal funds have been obligated in the preceding year.
- ❖ Periodically review the [FDOT MPO Program Management Handbook](#) and Federal Highway Administration (FHWA) guidelines, including virtual public involvement initiatives for additional requirements, authority, Plan development and activities.
- ❖ Make readily available the TIP and LRTP for public review in hard copy, electronically accessible formats and readily obtained on its website.
- ❖ Periodically review the effectiveness of the procedures and strategies contained in the PPP to ensure a full and open process including adherence to all aspects of [Florida’s Government in the Sunshine Law \(F.S. 286.011\)](#).
- ❖ Adhere to the [“Jessica Lunsford Act” \(F.S. 1012.465\)](#). This Act requires background checks of all persons entering school grounds when children are present. The MPO will consult the Charlotte County Legal Department before planning to hold any meeting or public participation event on school property.
- ❖ Ensure project documents are available in written and electronic formats.
- ❖ Provide a copy of MPO related planning material including meetings, plans, proposals and public participation events via US mail to anyone who requests a copy within seven (7) days of the meeting to ensure delivery and review time for recipients.
- ❖ When available and feasible, PowerPoint presentations will also be posted on-line to provide the public with a more reader-friendly way to learn about the project.

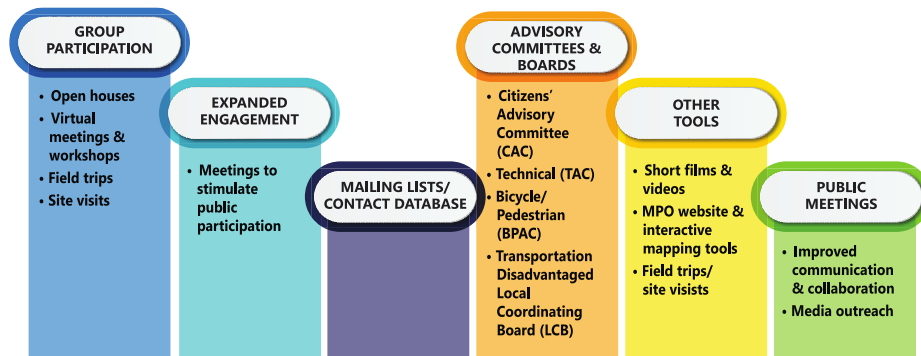
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Adopted December 15, 2022

5. DESCRIPTION OF PUBLIC PARTICIPATION ELEMENTS



a. Mailing Lists/Contact Database

The MPO will maintain a reasonably current and up-to-date database of individuals and agencies to provide that all interested parties have reasonable opportunities to comment on the transportation planning process and provide their input.

All meeting announcements, as well as public workshops, public meetings, and specific public information and input meeting are placed on the website as soon as dates are finalized. E-mail notifications of meetings and workshops are sent to MPO Committee members and interested citizens to further improve participation and input.



The MPO continues to seek more public participation from the traditionally underserved community. The MPO continually discusses with minority and younger aged citizens contact opportunities the MPO could use to increase public participation of this age group.

The MPO is responsive to all citizen requests for meeting agendas, meeting minutes and any other MPO prepared planning document. These requests are sent electronically or by mail when requested. The MPO is also cognizant that many MPO staffed Board and Committee members and their constituency do not have access to e-mail. These members are notified of public participation events through more traditional agenda packet, mailing, and telephone contact methods.

b. Meetings to Stimulate Public Participation

Various meeting types will provide the MPO with opportunities for early and continuous input into the transportation planning process. The MPO has always and will continue to hold public meetings leading to the adoption of the LRTP and TIP. All parties interested in attending and commenting on these planning documents are encouraged to

do so, including citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, pedestrian walkways, bicycle transportation facilities and the disabled.

c. Open Houses/Workshops/Virtual Meetings and Workshops

An open house or workshop is a forum where people receive information and provide input about a transportation plan or project. Workshop forums have worked well for the MPO where citizens receive information and explanations about a plan or project on a one-to-one or small group interaction basis. Attendees glean information from displays and exhibits and from talking to MPO staff or their

consultants. In this type of forum, citizens often express their comment and concerns in writing on “Evaluation/Comment Forms” ([Appendix I](#)).

Innovative virtual public involvement techniques with a platform to inform the public and receive feedback will be used when in-person workshop forums cannot be utilized. These new opportunities for virtual information sharing and public involvement in the transportation planning, programming, and project development process may include, but are not limited to telephone town halls, online meetings, pop-up outreach, social meetings/meeting-in-a box kits, online mapping tools, short videos, survey tools and real-time polling tools.



Benefits to using virtual workshops include:



Procedures the MPO will utilize to ensure the MPO meets current Federal and State requirements related to virtual public involvement include:

a. Field Trips/Site Visits

Many proposed actions look very different when people are out in the field looking at the issue or situation. It is one thing to



discuss impacts when they are an abstraction or an image in peoples’ heads, and quite another to engage with the actual reality on the ground. The key point is that citizens build mental concepts on what the impact of a project will be and then, participate in public participation forums based on those images. Field trips provide an opportunity for people to match their mental images to the reality of the actual situation.

b. Short Films and Videos

The MPO has made short videos. ~~One such MPO~~ short video first screened in February 2020 in support ~~if of~~ the 2045 Long-Range Transportation Plan (LRTP)) and will continue to utilize the services and professional staff of CC-TV-20-Charlotte County’s government access television station. The station provides viewers access to MPO Board Meetings; Board of County Commissioners (BCC) meetings; Punta Gorda City Council meetings; other civic meetings; Special documentaries and timely news-magazine stories along with local, state, and national satellite programming. The MPO also utilizes

rolling message scripts on this station to recruit representatives for vacant LCB, ~~Board and~~ CAC, and BPAC Committee seats, as well as announce opportunities to attend public involvement events.



c. Public Meetings



Generally, MPO public meetings are more structured than the open house/workshop public participation format. The MPO will use either in-person or a virtual format when an emergency necessitates the need to meet specific MPO objectives. A formal agenda will be prepared to structure the topics to be covered and to provide live input from the attending participants. Roll call votes required of the MPO Board for adoption of the Long-Range

Transportation Plan (LRTP) and the Transportation Improvement Plan (TIP), including any amendments, will be conducted and placed in the public record. Documents/policies to be adopted are made available in public libraries and are available on the MPO website.

The MPO also uses public meetings to help understand and monitor community reaction and support to transportation planning proposals. This in turn aids the MPO in diminishing public controversy and misunderstandings. The MPO has observed that public meetings have resulted in citizens proposing viable solutions to solve complex transportation planning issues, as well as offering “average citizen” concerns.

d. Notices for Public Meetings, Workshops, and Public Participation Events

All MPO-generated meeting notices and announcements will describe the meeting purpose, sponsor, time, place, and answer the questions of who, what, when, where and how. All MPO Board Meetings, Advisory Committees, public workshops, public meetings and any special meetings called by the MPO, or informational or educational purposes held within the community for presenting plans, gathering public input and public participation shall

generate notices of public meeting by the MPO. The MPO website will also be used to promote regular and special meetings, planning studies, publications, and work products such as the TIP, and the LRTP. Additionally, the MPO will continue to publicize all MPO Board, MPO Advisory Committee Meetings and all special meetings, including all public meetings, and public workshops on the transportation planning process.

e. Meeting Agendas

An agenda sets the course for a meeting and attempts to inform attendees of the topics and concepts to be discussed, and the progression of these topics.

Opportunities are provided for public participation in these agendas and include the opportunity for members to suggest new topics and issues to be presented and discussed at the next meeting.

All MPO Board and Advisory Committee Agendas and meeting packets including meeting minutes will be posted on the MPO website.

Staff virtual workplace collaborative efforts have demonstrated that the use of a virtual meeting presenter can greatly improve the flow, participant understanding and effectiveness of these meetings.

The presenter, an MPO staff member, reviews ground rules, works remotely to display the current agenda item being discussed on screen throughout the meeting, providing on-screen information as questions arise and advance/reverse informational slides to allow for a more concise and effective presentation.

f. Information (MPO Website and Interactive Mapping Tools)

In the ever-expanding information age, the use of the internet, electronic mail and fax machines are routinely used to reach the public. The MPO continually revises and strives to improve its website for users to easily and quickly find MPO related information and planning activities.

Easy to navigate dropdown menus including archived and recent meeting agenda packets, meeting minutes, the MPO event calendar, and a revised set of federal, state, and local transportation planning links. Also posted are the most current planning documents including the annually updated TIP, the 2045 LRTP, and related amendments. With the advent of the use of virtual meeting formats beginning in April 2020, the MPO provides audio and visual meeting access

links for website visitors to utilize in accessing software for remote meetings. This virtual communication format will continue to play an increasing role in future public involvement outreach efforts including annual TIP and 2045 LRTP development.

Google Earth maps are utilized on the “Contact Us—Connect with Us” dropdown menu to aid users in pinpointing the location of their concerns and comments to better aid MPO staff in understanding the issue or concern.



Since 2017 and in conjunction with the preparation of the Charlotte County Regional Bicycle and Pedestrian Plan, the MPO has used interactive mapping tools as an electronic public engagement tool. Wikimapia is a privately owned open-content collaborative mapping project that utilizes an interactive, clickable web map with a geographically referenced system. The data in Wikimapia and similar techniques is derived from voluntary crowdsourcing. All users are allowed to add a place on the Wikimap layer. Using a simple graphical

editing tool, users are able to draw an outline or polygon that matches the satellite image layer underneath. Each object or tag has specific information fields which include categories, a textual description, street address, and a related map-based link. Users are likewise capable of uploading several relevant photos. Interactive mapping tools public involvement will be used to solicit public opinion to target specific areas and locations for inclusion in the MPO's 2045 Long-Range Transportation Plan (LRTP).

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g. Media Outreach

Media outreach is a continuing activity by the MPO staff to keep the public informed and updated about the MPO and its projects and milestones.

The MPO strives to encourage the media to highlight transportation issues and to increase public awareness of the transportation planning process. As needed, media briefings have been and continue to be conducted to update the media regarding the transportation planning process and in response to media requests for interviews. The MPO will participate in this media outlet whenever possible to inform the



public of the MPO's role in the transportation planning process and to inform the public on opportunities to participate in the MPO planning process.

To facilitate improved access for County residents and coordination with County related planning functions MPO Board meetings are videotaped and shown twice a week on the local government access television station (Comcast Channel 20). The MPO anticipates increased public involvement, and participation in response to these public access improvements and will monitor and evaluate their effectiveness and target improvements and enhancements.

h. Citizens’ Advisory Committee, Technical Advisory Committee, Bicycle/Pedestrian Advisory Committees and Transportation Disadvantaged Local Coordinating Board (LCB)

These boards and committees provide a public perspective to the MPO process and strives to represent public views to the MPO Board. As part of the MPO structure, the role played in the public participation process by the CAC, TAC, BPAC, and LCB cannot be underemphasized, as they provide the link between the MPO Board and the community’s citizens. These committees are a critical link in aiding the MPO to meet the goals and objectives outlined in this plan.

All MPO planning documents including the TIP and LRTP are presented to the

CAC, TAC, BPAC, and LCB as formal agenda items during regularly scheduled meetings for their information, consideration, endorsement, support and input.

All advisory committee and board meetings either in-person or virtual are open to the public and can be accessed using audio and visual links provided on the MPO website. Citizens are encouraged to contact the MPO for help in accessing any virtual or in-person meeting and public participation event scheduled.

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i. Written and Electronic Forms of Communication including Brochures, and Evaluation/Comment Forms

The MPO updates its two informational brochures on a regular basis. “This is Your MPO” describes the MPO’s overall function and responsibilities and the “Charlotte County Bicycle/Pedestrian Map” displays the existing bike and pedestrian sidewalks and trails within the County.

The most common and in many cases the most effective way for the public in general to relate their ideas and input is through written comments. Public comments can help build an understanding of community issues, which must be considered in designing transportation solutions that fit community needs. Additionally, the information gleaned from public comments can serve as an excellent record for future project phases.



j. Public Participation Techniques and Performance Measures of Effectiveness (MOE)

Federal legislation requires that MPOs periodically review the effectiveness of their public involvement process. All MPOs are mandated by law to focus on

performance objectives and measures. The MPO has identified five (5) objectives to ensure that the mobility needs of the community are addressed.



6. CONCLUSION

Public input offers the MPO an opportunity to understand a community's values so it can better seek to avoid, minimize, or mitigate impacts from agency decisions. This PPP addresses the MPO's public involvement practices during decision-making and program implementation activities. The fundamental premise of this plan is that, in all of its programs, the MPO recognizes that it is vital to provide for meaningful public involvement, whether in an in-person or virtual format. Openness to the public furthers the MPO's mission by increasing its credibility and improving agency decision making.

The guidelines and tactics outlined in this PPP will be implemented for all MPO planning activities. This document also provides guidance and tools to comply with federal and state statutes and regulations under Title VI, ~~including environmental justice (EJ), limited English proficiency (LEP)~~ and the Florida Sunshine Law.

The MPO continues and is certainly willing to remain open to new ideas from stakeholders, and to incorporate them where appropriate. The MPO remains cognizant of its mission of providing plans and an environment where a safe, efficient, cost-effective transportation system can flourish in Charlotte County.

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7. APPENDICES

APPENDIX I

[Charlotte County-Punta Gorda MPO Public Engagement Survey](#)

APPENDIX II

[Acronyms](#)

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APPENDIX III

[Charlotte County-Punta Gorda Metropolitan Planning Organization and Sarasota/Manatee Metropolitan Planning Organization Joint Regional Public Involvement Process Component](#)

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APPENDIX IV

[Regional Public Involvement Plan Between the Lee County and Charlotte County – Punta Gorda MPO's](#)

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APPENDIX V

[TITLE VI PROGRAM Charlotte County-Punta Gorda MPO](#)

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[Appendix A – Title VI/Nondiscrimination Assurance](#)

Field Code Changed

[Appendix B – MPO Organizational Chart](#)

Field Code Changed

[Appendix C – Title VI Program Activity Log](#)

Field Code Changed

APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING

AGENDA ITEM # 13
2026-2031 GENERAL PLANNING CONSULTANT
SERVICES/SELECTION COMMITTEE

Purpose: To review the General Planning Consultant Services Agreement for the 2026-2031 General Planning Consultant selection and to determine selection committee members.

Presented by: MPO Staff

Discussion: The Charlotte County–Punta Gorda Metropolitan Planning Organization requires consultant services to support transportation planning activities identified in the Unified Planning Work Program (UPWP). These services include assistance with the development of the Long-Range Transportation Plan (LRTP), Transit Development Plan (TDP), and other MPO planning efforts as directed by the MPO Board. The contract term for production support will be up to five (5) years.

On March 27, 2026, the MPO issued a Request for Proposals (RFP) for General Planning Consultant services. Qualified firms were invited to submit proposals by May 8, 2026, with consultant responsibilities including support for the development of the 2055 LRTP and other technical tasks outlined in the MPO's scope of work outlined in the UPWP.

Below is the proposed GPC procurement timeline (subject to change):

Timeline		
1	March 27, 2026	Issue RFP & Advertise
2	April 3, 2026	Last day to submit questions/requests for clarification by 4:00 pm
3	April 6, 2026	Questions/Addendums and answers posted no later than 4:00 pm
4	May 8, 2026 @ 5:00 pm EST	Proposal for closing date
5	June 3-5, 2026	In person presentation to Selection Committee
6	June 10, 2026	Notice of short-listed firms & posted to MPO website by 4:00pm

APRIL 23, 2026
TECHNICAL ADVISORY COMMITTEE (TAC)
CITIZENS' ADVISORY COMMITTEE (CAC)
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
JOINT MEETING

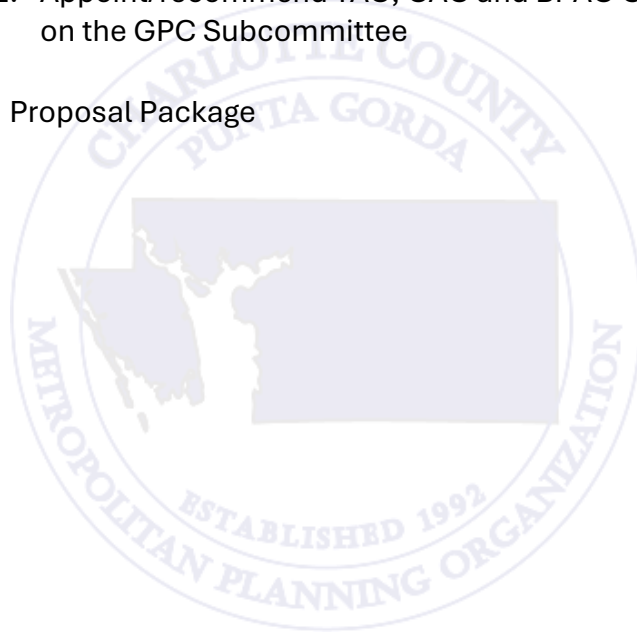
7	July 15, 2026	TAC/CAC Meeting
8	July 16, 2026	BPAC meeting
8	August 3, 2026	MPO Board Approval
9	August 3 – August 7, 2026	Period to submit dispute on selection
10	August 10 – September 1, 2026	Services Contract negotiations
11	October 5, 2026	Contract Begins

Recommendation:

1. Review and provide comments on the Draft General Planning Consultants (GPC) Package
2. Appoint/recommend TAC, CAC and BPAC Chair or Vice chair to serve on the GPC Subcommittee

Attachment:

Proposal Package



Date: Friday, March 27, 2026

To: Prospective Proposers

From: Mark Yaxis, Charlotte County – Punta Gorda MPO

RE: RFP #2026-01 – *General Planning Consultant Services for the Charlotte County – Punta Gorda Metropolitan Planning Organization*

Dear Prospective Proposer,

The Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) is seeking multiple qualified firms to provide General Planning Consultant Services.

Please refer to the Legal Advertisement and Request for Proposals (RFP) included in the enclosed Proposal Package for the full submission schedule, including the proposal due date. A detailed Scope of Services is also provided within the Proposal Package.

Proposals must be submitted electronically via email to Mark Yaxis at **Yaxis@ccpgmpo.gov** as well as one original and five printed copies mailed or hand delivered to the MPO office at **1050 Loveland Boulevard, Box C, Port Charlotte, FL 33980**.

Any questions regarding this Request for Proposals should be directed to:

- **Mark Yaxis** – Yaxis@ccpgmpo.gov | 941-883-3539
- **Lakshmi N. Gurram** – Gurram@ccpgmpo.gov | 941-883-3537

Thank you for your interest. We look forward to your participation in this process.

Sincerely,

Mark Yaxis

Multimodal Planner

Charlotte County – Punta Gorda Metropolitan Planning Organization



RFP NO. 2026-01

**General Planning Consultant Services for the
Charlotte County - Punta Gorda Metropolitan Planning Organization**

Prepared by:

Charlotte County - Punta Gorda Metropolitan Planning Organization

Date: March 27, 2026

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CHARLOTTE COUNTY- PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

REQUEST FOR PROPOSALS (RFPs) NOTICE TO PROFESSIONAL CONSULTANTS

PURPOSE: GENERAL PLANNING CONSULTANTS (GPC)

The Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) in conjunction with the Florida Department of Transportation (FDOT) is soliciting professional consultants to submit Letters of Interest for consideration in the competitive selection of professional transportation planning services. The General Planning Consultant (GPC) contract will be retained for a period of five years.

SCOPE OF WORK: The MPO requires the services of one or more consultants to provide production support to the MPO's transportation planning activities set forth in the Unified Planning Work Program (UPWP). The length of service to provide production support will be up to five (5) years. The length of the contract shall be extended for two additional one-year renewals. The work includes providing assistance to the MPO for revenue forecasting and projections, public involvement, corridor and small area studies, traffic engineering studies, ITS needs assessment, project cost estimation, land use modeling, GIS assistance, Bike-Ped Master plan update, Congestion Management Plan, long range transportation planning and modeling, transit studies, and other miscellaneous studies as directed. Staff for work assigned by the MPO, and consistent with its UPWP. Consideration will be given to only those firms that have been prequalified by FDOT to perform the following major type(s) of work.

MAJOR TYPES OF WORK: Consultants may be asked to provide planning services related to various MPO activities which may include:

- | | |
|---------------------|--|
| Policy planning | Systems Planning or Transportation System Monitoring/Data Collection |
| Long-Range Planning | Subarea/Corridor Planning or Special Project Planning |
| Regional Planning | Public Participation |

TO RESPOND: Consideration will be given solely to firms qualified to conduct business in the State of Florida and prequalified by the Florida Department of Transportation to perform the listed major types of work

PROPOSAL PACKAGES INFORMATION/REQUEST FOR PROPOSALS: Requests for questions or clarifications of the requirements or inquiries about the general planning consultant services information (questions) contained in the package must be submitted to Mark Yaxis, 941-883-3535, Yaxis@ccpgmpo.gov or Lakshmi N. Gurram, Gurram@ccpgmpo.gov by 4:00 p.m. EST, Friday, April 3, 2026. Responses to all questions will be posted at one time by 4:00 p.m. EST, Monday, April 6, 2026, on the MPO webpage at www.ccpgmpo.gov. Final proposals are due no later than Friday, May 8, 2026, at 5:00 p.m. EST. The complete GPC packet may be obtained from the [MPO website](#), via email from the staff contacts mentioned prior, or in person at the MPO office. Late submissions or questions will not be accepted, except under the sole discretion of the MPO.



Charlotte County – Punta Gorda Metropolitan Planning Organization General Planning Consultant (GPC) Services Request For Proposals (RFP)

The Charlotte County-Punta Gorda MPO (CCPGMPO) is seeking proposals from consultants to provide continuing general transportation planning activities set forth in the MPOs Unified Planning Work Program (UPWP). The purpose of this Request for Proposals (RFP) is to solicit letters of interest and statements of qualification from professional consulting firms interested in providing continuing general transportation planning consulting services for the Charlotte County-Punta Gorda MPO.

The length of service to provide production will be up to five (5) years. The scope of work will include aiding MPO staff for work assigned by the MPO, consistent with the UPWP. The selected consultants will assist MPO Staff with production support for transportation planning activities including a clear understanding of the MPO planning process, technical analysis and forecasting, community engagement and public involvement strategies, preparation of planning documents, graphics, and visualizations and general support for MPO planning processes.

Major Types of Work

Consultants may be asked to provide planning services related to various MPO activities which may include but is not limited to, the following examples:

- Policy planning
- Systems Planning or Transportation System Monitoring/Traffic Data Collection
- Subarea/Corridor Planning or Special Project Planning
- Long-Range Planning
- Regional Planning
- Public Participation
- Transit Planning
- Short- and Long-Range Planning
- Conceptual Design Services

Scope of Work

Consultants may be required to work on one or more of the following products or categories in the UPWP:

- Unified Planning Work Program (UPWP)
- Bicycle/Pedestrian Master Plan
- Performance Measures
- TSM&O System Planning
- Mapping and Graphics Production
- Public Participation and Facilitation
- Long-Range Transportation Plan (LRTP)
- Bicycle and Pedestrian Planning
- Safety Planning
- Travel Demand Modeling
- Development of Project Cost Estimates

Qualifications of Consultants

Interested parties must demonstrate substantial prior experience in providing similar services to Metropolitan Planning Organizations. Personnel proposed for this contract must possess the necessary professional skills and qualifications to perform the required services and all work to be performed must adhere to applicable federal and state laws, procedures, and guidelines.

The selected firm(s) shall be responsible for maintaining knowledge of and compliance with all federal and state regulations. Consideration will be given solely to firms qualified to conduct business in the State of Florida and prequalified by the Florida Department of Transportation to perform the listed major types of work.

Proposal Submittals Due/Staff Contact:

Proposals Due: All proposals must be mailed or delivered in a single, sealed package to the Charlotte County-Punta Gorda MPO no later than 5:00 pm on Friday, May 8, 2026 at the address listed below. All questions or clarifications must be submitted no later than April 3, 2026 by 4:00pm and all answers will be posted at one time no later than 4:00pm on April 6, 2026 to the MPO website, www.ccpgmpo.gov.

Staff Contact: Mark Yaxis, 941-883-3535, Yaxis@ccpgmpo.gov
cc: Lakshmi N. Gurram, 941-883-3535, Gurram@ccpgmpo.gov
Charlotte County-Punta Gorda MPO
1050 Loveland Blvd, Box C
Port Charlotte FL, 33980-1814

All proposal packages must include:

One (1) Original copy with all required documents located within Attachment A and ~~Attachment B~~ of the full GPC RFP, including all state and federal forms.


One (1) Electronic Copy of the entire proposal including all required state and federal documents identical to the printed original proposal. PDFs must be printable. Electronic copy shall be submitted via a single flash drive included in the sealed package, or via email to: Yaxis@ccpgmpo.gov cc: Gurram@ccpgmpo.gov.

Five (5) Printed hard copies of the proposal which will include details as identified below. The proposals will remain in effect for 90 calendar days from the date of submission. The MPO reserves the right to reject any and all proposals

Proposals should be on standard 8.5"x11" paper and use 12-point font, single spacing.

Summary of Comments on 13_Attachment_Proposal Package - Changes Tracked.pdf


Page: 5


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Required Contents of Proposal

1. Cover Page shall include the following
 - a. Company Name
 - b. Primary Office Address
 - c. Phone Number(s)
 - d. Contact Name, Title
 - i. Email Address
 - ii. Direct Phone Number (Cell and Office)
 - e. Designated Project Manager and Title
 - i. Email Address
 - ii. Direct Phone Number (Cell and Office)
2. Table of Contents (1 Page)
3. Transmittal Letter
 - a. Signed by an officer of the company with authority to enter into a contract
4. Staff Chart (2 Pages Maximum)
 - a. Brief biographies of key personnel (consultants and subcontractors)
 - b. Each biography ¹/₂ page each ~~(1/2 page each)~~ must include:
 - i. Total years of planning experience
 - ii. Years in current position
 - iii. Primary office location
5. Proposal Narrative (10 Pages Maximum)
 - a. Demonstrates a general understanding of the requested services
 - b. Highlight qualifications, experience, approach, innovations,
 - c. Explain why your team is best qualified to work with MPO staff, consultants, and partners.
6. Samples of Work ~~(1 Page)~~ ²
 - a. Up to ten (10) samples corresponding to the major types of work/scope of services
 - b. indicate roles of team members on projects.
 - c. Provide links to these samples (do not include the full documents)
7. Professional References (1 Page)
 - a. At least three (3) separate contacts including
 - i. Name, title, company,
 - ii. relationship to the type of work performed
 - iii. Phone number, and email address.
8. Resumes/CVs
 - a. For Staff members to be assigned to this contract

Page: 6

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- b. Include professional organizations, certifications, leadership roles, awards, and any presentations given at state or national conferences.
- 9. Certifications
 - a. Both state and federal certifications signed by an authorized officer of the company
- 10. ~~The consultant selected by the MPO Board shall include all twelve (12) exhibits contained within pages 33-58 of this packet, and outlined in Article 2 of Attachment A on pages 11 and 12.~~ ¹

Timeline of the Proposal

Timeline		
1	March 27, 2026	Issue RFP & Advertise
2	April 3, 2026	Last day to submit questions/requests for clarification by 4:00 pm
3	April 6, 2026	Questions/Addendums and answers posted no later than 4:00 pm
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6	June 10, 2026	Notice of short-listed firms & posted to MPO website by 4:00pm
7	July 15, 2026	TAC/CAC Meeting
8	July 16, 2026	BPAC meeting
8	Aug 3, 2026	MPO Board Approval
9	August 3 – August 7, 2026	Period to submit dispute on selection
10	August 10 – Sep 1, 2026	Services Contract negotiations
11	Oct 5, 2026	Contract Begins

**Dates may be adjusted without notice, as needs and circumstances dictate.*



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Proposals are asked to include the twelve (12) exhibits contained within pages 33-58 of this packet and outlined in Article 2 of Attachment A on pages 11 and 12 as sample or draft documents. Final selected firms may be required to revise, update, or resubmit the exhibits following proposal evaluation to reflect final terms and negotiations.

EVALUATION CRITERIA

Each member of the Selection Committee shall evaluate proposals using the same established criteria to ensure consistency, fairness, and uniformity throughout the grading process.

The following guidelines will be used for evaluations:

- 1. Qualifications of Firm & Key Personnel Firm's Credentials (25 Points):** The Consultant shall include the following in their proposal
 - a. Provide a clear description of the firm's business history, including the total number of years it has been in operation and the year it was established.
 - b. Identify the firm's principals, their roles, and the total number of employees.
 - c. Include any additional information that demonstrates the firm's capabilities, capacity, and overall qualifications to perform the required services.
 - d. Provide a brief introduction to each key individual and describing their role in performing the scope of services.
 - e. Include an organizational chart showing relationships between the proposer, sub-consultants, and the MPO, including communication, authority, and responsibilities.
 - f. For each person on the chart, identify company affiliation, office location, and provide a résumé.
 - g. Identify any existing working relationships among the Project Manager, key staff, and sub-consultants, including past projects and roles.
 - h. Provide letters of intent from all sub-consultants confirming participation.
 - i. Scoring considers dedicated personnel (typical 15 points) and awards additional points for relevant past work, exceptional expertise, and demonstrated team collaboration.

- 2. Related Technical Experience (20 Points):**

Consultant shall be

 - a. Evaluated on experience performance on similar projects, including reference checks, and must have at least five years of acceptable professional experience on projects of comparable size and scope.
 - b. Consultant must describe relevant project experience, including project scope, tasks performed, and other pertinent details.
 - c. Typical scoring is 10 points for firms with strong, satisfactory experience; additional points may be awarded for substantial related experience and outstanding past performance, while firms with limited or no similar experience will receive fewer points.

3. Ability to Complete on Time and Within Budget (10 Points):

Rating will be based on

- a. Implement detailed timelines, milestone tracking, and regular progress reviews to ensure on-time delivery.
- b. Balance current and projected workload through resource planning to prevent delays. Maintain availability of qualified staff and allocate personnel strategically to meet project demands.
- c. Use cost-tracking systems to monitor expenditures and provide evidence of final costs versus budgets.
- d. Submit documentation and references from past projects confirming timely completion and budget compliance.

4. Past Performance (15)

- a. Quality of previous work for MPOs or similar agencies; references; timeliness; responsiveness; ability to meet deadlines.

5. Current/Planned Workload (10)

- a. Assesses the consultant's current and anticipated workload to determine the firm's capacity to perform the requested Work Assignment Order within the required schedule.
- b. Consider the firm's available staff resources, ongoing commitments, and ability to allocate qualified personnel without compromising performance or timeliness

6. Quality Assurance/ Quality Control Program (10 Points):

- a. Outline the firm's QA/QC procedures for ensuring accuracy and compliance.
- b. Identify QA/QC staff and their review responsibilities.
- c. Describe how QA/QC is applied to all task orders, including sub-consultant coordination.

7. Innovation Project (10 Points): Provide an example where your firm has used innovation in the past to address one of the tasks identified in the scope.

Total Points Available: 100



AGREEMENT NO. 2026-01

General Planning Consultant Services Agreement

between

Charlotte County – Punta Gorda Metropolitan Planning Organization

And

(CONSULTANT)

AGREEMENT FOR GENERAL CONSULTING SERVICES

THIS AGREEMENT is entered into by and between **CHARLOTTE COUNTY – PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION**, hereinafter referred to as "MPO", with offices located at 1050 Loveland Blvd, Port Charlotte, Florida, 33980, and _____ (CONSULTANT), a General Planning Consultant, authorized to conduct business in the State of Florida and prequalified by the Florida Department of Transportation, hereinafter referred to as the "CONSULTANT", duly authorized to conduct business in the State of Florida with offices located at _____ (Address). The MPO and the CONSULTANT are collectively referred to as the Parties and also individually as a Party.

WHEREAS, the MPO has determined that it is necessary, expedient and in its best interests to retain the CONSULTANT to render professional services as described in this Agreement for the purpose of general transportation planning.

WHEREAS, the CONSULTANT submitted a proposal in response to Request For Proposal for General Planning Consultant (GPC) Services August 2020 and the MPO thereafter conducted a competitive selection process in compliance with Chapter 287.087, resulting in this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representations contained herein, the Parties hereto agree as follows:

ARTICLE 1. SCOPE OF SERVICES

CONSULTANT covenants and represents to MPO that CONSULTANT shall provide services to perform transportation planning services as defined by the Florida Department of Transportation as detailed in "**Exhibit A**" - "**Scope of Services**"

ARTICLE 2. EXHIBITS INCORPORATED

This agreement consists of a primary contract and twelve (12) exhibits, which are as follows:

Exhibit A – SCOPE OF SERVICES

Exhibit B – FEE RATE SCHEDULE

Exhibit C – SAMPLE WORK ASSIGNMENT

Exhibit D – AFFIDAVIT OF NO CONFLICT

Exhibit E – INSURANCE REQUIREMENTS

Exhibit F – DEBARMENT AND SUSPENSION CERTIFICATE

Exhibit G – LOBBYING CERTIFICATION

Exhibit H – TITLE VI NON-DISCRIMINATION ASSURANCE

Exhibit I - DRUG-FREE WORKPLACE CERTIFICATION

Exhibit J - E-VERIFY

Exhibit K - SWORN STATEMENT

Exhibit L – TRUTH IN NEGOTIATION STATEMENT

Exhibit M - VENDOR CERTIFICATION REGARDING SCRUTINIZED COMPANIES LISTS

These Exhibits are attached hereto and are incorporated into the Agreement. ~~In the event of a conflict between the terms and conditions provided in the Articles of this Agreement and any Exhibit, the provisions contained within these Articles shall prevail unless the term or provision in the Exhibit specifically states that it shall prevail.~~ ¹

ARTICLE 3. COMPENSATION

The MPO agrees to compensate the CONSULTANT for services performed under this Agreement as specified in each approved Work Assignment.

- A. Payment shall be made upon satisfactory performance of services. Each Work Assignment may be compensated on a lump-sum basis or on a time-and-materials basis, as mutually agreed in writing.
- B. The maximum compensation for each Work Assignment shall be established in writing and shall include all labor, expenses, and reimbursable costs necessary to complete the services described.
- C. When compensation is based on time and materials, the CONSULTANT shall use the FDOT-audited hourly rates in Exhibit B. These fully loaded rates include all salaries, overhead, indirect costs, fringe benefits, administrative expenses, and operating margin. Partial hours shall be billed in one-tenth (0.1) hour increments.
- D. A “Task” refers to a defined grouping of services described in Exhibit A or in an individual Work Assignment.
- E. The CONSULTANT affirms that the compensation established in each Work Assignment is sufficient to perform the required services. No additional compensation shall be provided unless the MPO issues a written amendment or Work Assignment modification.
- F. Any proposed changes to rates, classifications, or staffing must be submitted in writing and approved by the MPO before taking effect. If unanticipated staffing changes occur, the CONSULTANT shall request approval for replacements or rate adjustments. If agreement cannot be reached, the MPO may terminate the affected Work Assignment or this Agreement.

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In the event of any conflict among the terms of this Agreement, the order of precedence shall be as follows: (1) any applicable federal or state funding requirements incorporated by law; (2) the Articles of this Agreement; (3) any duly executed Work Assignment; and (4) the Exhibits. To the extent any Exhibit conflicts with a Work Assignment, the Work Assignment shall control unless expressly stated otherwise.

G. All compensation is contingent upon the availability of federal and state planning funds and the annual approval of the MPO's Unified Planning Work Program (UPWP) by FDOT, FHWA, and FTA. The MPO may suspend or terminate work if funding is reduced, delayed, or withdrawn.

ARTICLE 4. INVOICES AND TIME OF PAYMENT

A. Invoice Requirements

The CONSULTANT may submit invoices in accordance with the schedule and deliverables approved in each Work Assignment. Each invoice shall include:

- A description of work performed and progress toward deliverables.
- The applicable Work Assignment number and MPO accounting code.
- Total compensation due for the billing period, not to exceed the Work Assignment maximum.
- Any reimbursable expenses authorized in the Work Assignment.
- Required supporting documentation.

The MPO may withhold payment for incomplete or unacceptable deliverables or for amounts owed to the MPO under any other agreement with the CONSULTANT.

B. Reimbursable Expenses

All costs of providing services are the responsibility of the CONSULTANT except for the following reimbursable items, when authorized:

- Reproduction costs beyond routine reporting.
- Required permit or document fees supported by original invoices.
- Courier services requested by the MPO.

The final invoice shall be clearly marked "**Final Invoice.**"

C. Records and Audit Access

The CONSULTANT shall maintain all payroll, cost, and project records, including those of subconsultants, and make them available to the MPO upon request. Records shall be retained for **three (3) years** after final payment or longer if required by federal law. The MPO, FDOT, FHWA, FTA, and the U.S. Comptroller General shall have full access for audit and inspection.

D. Progress Payments

Unless otherwise specified in Exhibit A or the Work Assignment, the CONSULTANT and MPO Project Manager shall agree monthly on the percentage of completion for each task. Invoices shall reflect the agreed-upon progress.

Disputes regarding invoice content or percentage of completion shall be resolved under Article 15 and applicable procurement procedures.

E. Payment Terms

- All invoices must be approved by the MPO prior to payment.
- The MPO shall pay approved invoices within **forty-five (45) days** of receipt.
- The CONSULTANT shall maintain all financial records for three (3) years after completion or termination of this Agreement.

ARTICLE 5. AGREEMENT TERM

A. This Agreement shall remain in effect for a fixed term of five (5) years from the date of execution. No extensions or renewals shall be permitted.

B. Any Work Assignments issued during the term of this Agreement shall remain in effect until completed, even if completion occurs after the Agreement's expiration. All terms and conditions of this Agreement shall continue to apply to such Work Assignments until they are fully completed and accepted by the MPO.

ARTICLE 6. TERMINATION OF AGREEMENT

Termination for Default

The MPO may terminate this Agreement, in whole or in part, by written notice if the CONSULTANT:

- Fails to provide services that meet the required specifications or professional performance standards.
- Fails to deliver services or complete tasks within the time specified in a Work Assignment.
- Fails to make sufficient progress, thereby endangering performance.
- Fails to perform any other material obligation under this Agreement.

Before termination for default, the MPO shall provide written notice describing the deficiency and allow up to ten (10) days (or the period stated in the notice) for the CONSULTANT to cure or submit an acceptable corrective plan. Failure to cure may result in termination.

Upon termination for default, the CONSULTANT is liable for any increased costs incurred by the MPO to complete the work. The CONSULTANT shall have no claim for lost profits or lost opportunities.

Upon receiving notice of termination, the CONSULTANT shall:

1. Stop work as directed.
2. Terminate and settle all related subcontracts.
3. Transfer all work in progress, completed work, and materials to the MPO.
4. Continue any portions of work not terminated.

Termination for default may also result in suspension or debarment under applicable FDOT procedures.

Termination for Convenience

The MPO may terminate this Agreement, in whole or in part, for its convenience with thirty (30) days' written notice. The CONSULTANT shall be paid only for services performed and accepted up to the effective date of termination.

A termination for convenience may apply to a specific Work Assignment or to the entire Agreement.

ARTICLE 7. WORK ASSIGNMENTS

A. The CONSULTANT shall perform services only upon receipt of a written Work Assignment issued in the form provided in Exhibit C. Each Work Assignment shall be signed by both Parties and shall constitute a supplemental agreement under this Contract.

B. Each Work Assignment shall include:

- A project title and general description of the work.
- The maximum compensation and any authorized reimbursable expenses.
- Identification of services to be performed on a lump-sum basis and those billed on time-and-materials, with a not-to-exceed amount.
- The applicable unit prices and hourly rates from Exhibit B and the negotiated hours or fixed fee.
- A completion date and any interim deadlines.

- Any additional details necessary to define the Parties' duties, including technical specifications, deliverables, and subconsultant fee breakdowns.
- Identification of the CONSULTANT's Project Manager and the MPO's Project Manager.

C. All plans, reports, data, maps, and other materials produced under a Work Assignment are works made for hire and become the property of the MPO. The CONSULTANT shall not copyright any materials developed under this Agreement. All work shall be available for MPO inspection at any time.

D. All final documents shall bear the endorsement of qualified CONSULTANT personnel. The CONSULTANT shall maintain regular communication with the MPO and provide status updates upon request.

E. If delays occur that affect the Work Assignment schedule, the CONSULTANT shall promptly request an extension in writing, identifying the reasons and additional time needed. The MPO Project Manager may approve all or part of the request through a Change Order.

F. A Work Assignment is not effective until approved in accordance with MPO procurement authority. Assignments shall not be artificially divided to circumvent approval thresholds.

G. Upon completion of the services under a Work Assignment, the CONSULTANT shall notify the MPO in writing. The MPO shall accept the work or identify deficiencies within thirty (30) days. ~~Failure to respond within this period constitutes deemed acceptance, except that acceptance does not waive the MPO's right to require correction of improper or deficient work.~~ □

ARTICLE 8. NEGOTIATION OF WORK ASSIGNMENT

Each Work Assignment shall be negotiated based on the CONSULTANT's estimated hours and applicable fee rates in Exhibit B. Compensation shall be based on actual hours worked and approved rates, and shall not exceed the maximum amount established in the Work Assignment.

The MPO's Purchasing Official may authorize written adjustments to compensation for specific tasks or phases, provided such adjustments do not exceed the total not-to-exceed amount for the Work Assignment.

Any additions, deletions, or modifications to subconsultants listed in Exhibit B shall be handled in accordance with Article 26.

Failure of the MPO to respond within this period shall constitute acceptance solely for purposes of administrative processing; however, such acceptance shall not waive the MPO's right to require correction of defective, nonconforming, or incomplete work, including latent defects discovered after acceptance.

ARTICLE 9. MPO OWNERSHIP OF WORK PRODUCT

All documents, data, records, drawings, specifications, reports, maps, and other work product prepared by the CONSULTANT under this Agreement are works made for hire and are the exclusive property of the MPO. Such materials shall be provided to the MPO upon request and shall be delivered to the MPO within seven (7) days of termination or expiration of this Agreement. The MPO may withhold final payment until all required materials are received.

The CONSULTANT may retain copies of work product for reference but shall not copyright, restrict, or limit the MPO's use of any materials developed under this Agreement.

All intellectual property rights in any work product—including copyrights, patents, trade secrets, and all related rights—are hereby assigned to the MPO. The CONSULTANT shall execute any documents necessary to perfect or enforce the MPO's ownership rights.

ARTICLE 10. TRANSITION SERVICES UPON TERMINATION

Upon termination or expiration of this Agreement, the CONSULTANT shall fully cooperate with the MPO to ensure an orderly and uninterrupted transition of services. At the MPO's direction, the CONSULTANT shall perform all necessary transition activities ("Transition Services"), which may include:

- Working with the MPO to develop a Transition Services Plan outlining tasks, responsibilities, timelines, and deliverables.
- Transferring all documents, data, files, work products, and related materials in the format required by the MPO.
- Responding to MPO inquiries and providing reasonable technical assistance to support continuity of MPO operations.
- Performing any additional reasonable services needed to transition responsibilities to the MPO or a successor consultant without disrupting federally funded planning activities.

Transition Services shall be performed at the rates in Exhibit B unless otherwise agreed in writing. Completion of all Transition Services is a condition of final payment under this Agreement.

ARTICLE 11. RESPONSIBILITIES OF THE MPO

The MPO shall:

- Designate an MPO Representative with authority to issue instructions, receive information, interpret MPO policy, and make decisions related to this Agreement. The MPO may change this representative with written notice to the CONSULTANT.
- Provide the CONSULTANT, at no cost, with available project information needed to perform the Scope of Services.
- Promptly notify the CONSULTANT of any observed defects or concerns in the performance of work.
- Give timely consideration to the CONSULTANT's findings and recommendations and issue notices to proceed in a manner that does not unduly delay the work.
- Make MPO personnel available, when necessary and as schedules permit, to assist the CONSULTANT.
- Perform all responsibilities in this Article at no cost to the CONSULTANT.

ARTICLE 12. MPO's PROJECT MANAGER

The MPO shall appoint a Project Manager to represent the MPO in all technical matters related to this Agreement. The Project Manager's responsibilities include:

- Reviewing reports, drawings, estimates, proposals, and other documents submitted by the CONSULTANT and issuing written approvals or comments within a reasonable time so as not to delay the work.
- Transmitting instructions, receiving information, and interpreting MPO policies and decisions related to the services performed under this Agreement.
- Providing prompt written notice to the CONSULTANT whenever the MPO observes defects, required changes, or other issues affecting the work.

ARTICLE 13. AGREEMENT TYPE

This Agreement is an indefinite-quantity contract for the goods and/or services described in Exhibit A. Actual quantities are not guaranteed and will be ordered only through written Work Assignments issued under this Agreement. The CONSULTANT shall provide the required goods and/or services when and if ordered, and Work Assignments may require delivery or performance at multiple locations.

ARTICLE 14. RESPONSIBILITIES OF THE CONSULTANT

The CONSULTANT shall comply with all applicable **Build America, Buy America Act** requirements for any federally funded project and shall provide documentation as requested by the MPO or FDOT.

The CONSULTANT shall:

- Appoint a CONSULTANT's Agent with full authority to act on behalf of the firm, receive information, and make decisions related to this Agreement, and may designate replacements with written notice to the MPO.
- Perform all work in accordance with this Agreement and maintain qualified, licensed, and certified personnel as required.
- Collect all existing data necessary for the completion of each task.
- Avoid contractual or professional conflicts of interest and attest to this through the required affidavit.
- Review information provided by the MPO, identify any errors or deficiencies, and assist in resolving them while remaining responsible for verifying obvious issues.
- Ensure the professional quality, technical accuracy, and coordination of all designs, drawings, specifications, and services, and correct any errors or deficiencies at no additional cost.
- Maintain an adequate and competent staff and obtain MPO approval before subcontracting, assigning, or transferring any portion of the work.
- Remove and replace any personnel deemed incompetent, careless, or otherwise objectionable by the MPO, without entitlement to additional compensation and while indemnifying the MPO from related claims.
- If composed of multiple legal entities, ensure all such entities are jointly and severally liable.

ARTICLE 15. DISPUTE RESOLUTION

Disputes arising under this Agreement shall be resolved in accordance with §§ 2-26-63 and 2-26-64 of the Charlotte County – Punta Gorda MPO Code. Any dispute resolution that results in a material change to this Agreement is not final until an amendment is approved and executed by the MPO Purchasing Official. If a dispute concerns the percentage of work completed, the MPO shall promptly issue payment for any amount determined to be due once the dispute is resolved.

ARTICLE 16. MAINTENANCE OF RECORDS; AUDITS; LICENSES

- A. The CONSULTANT shall maintain all records, accounts, property records, and personnel records in accordance with generally accepted accounting principles and as needed to ensure proper accounting of funds and compliance with this Agreement.

The CONSULTANT shall provide the MPO with all information, reports, records, and documents required under this Agreement or requested for monitoring, evaluation, or audit purposes. These materials shall be available for inspection and copying during normal business hours as often as the MPO deems necessary. The MPO may also obtain and review any audit of the CONSULTANT performed by a local, state, or federal agency. If relevant materials are held by a third party, the CONSULTANT shall obtain them or certify why they cannot be obtained.

All records and supporting documents related to this Agreement shall be retained in accordance with applicable laws and, at minimum, for **three (3) years** after termination.

The CONSULTANT shall obtain and maintain all licenses required to perform the Scope of Services. Copies of any reports issued by or to licensing or regulatory agencies shall be provided to the MPO within ten (10) days of receipt. The CONSULTANT shall immediately notify the MPO if any required license of its principals or agents is suspended, revoked, or otherwise becomes invalid.

ARTICLE 17. PUBLIC RECORDS

To the extent the CONSULTANT is performing services on behalf of the MPO, the CONSULTANT shall comply with **Florida Statutes §119.0701** and:

- Maintain all public records necessary for the MPO to perform its duties.
- Provide public access to such records under the same terms and costs applicable to the MPO and consistent with Chapter 119, Florida Statutes.
- Protect records that are exempt or confidential and disclose them only as permitted by law.
- Upon termination of this Agreement, transfer all public records to the MPO at no cost and destroy any confidential or exempt duplicate records. Electronic records must be provided in a format compatible with the MPO's systems.

Public Records Contact: Charlotte County – Punta Gorda MPO Attn: Records Manager
1050 Loveland Blvd., Box C Port Charlotte, FL 33980 Phone: 941-883-3535 Email:
Bekie@ccpgmpo.gov

ARTICLE 18. INDEMNIFICATION

The CONSULTANT shall indemnify and hold harmless the MPO, its officers, employees, and agents from all claims, damages, losses, liabilities, and costs—including attorneys’ and paralegals’ fees—arising from the negligence, recklessness, or intentional wrongful conduct of the CONSULTANT or its employees, agents, or subcontractors in performing this Agreement. This obligation includes payment of all valid claims and related costs. The MPO may defend itself with its own counsel at the CONSULTANT’s expense. Nothing in this Article limits the MPO’s rights or immunities under Section 768.28, Florida Statutes.

ARTICLE 19. NO WAIVER OF SOVEREIGN IMMUNITY

Nothing in this Agreement shall be construed as a waiver of the MPO’s sovereign immunity or the limitations on liability set forth in Section 768.28, Florida Statutes, or any other applicable law. The MPO expressly reserves all rights and immunities to the fullest extent permitted by law.

ARTICLE 20. INSURANCE

The CONSULTANT shall maintain all insurance coverage required in **Exhibit E** throughout the term of this Agreement, including any renewal periods.

Certificates of Insurance and copies of the required policies must be submitted to the Purchasing Official before the Effective Date. Certificates shall identify policy types, numbers, expiration dates, coverage amounts, and insurers, and must reference this Agreement. No changes to coverage may be made without prior written approval from the MPO’s Risk Management Division.


Insurance coverage shall remain in effect for at least **three (3) years** after completion of services, including coverage for all completed products and services. If any policy expires before the Agreement ends, renewal certificates and policy copies must be provided at least **30 days** before expiration.

Nothing in this Article shall be construed as a waiver of the MPO’s sovereign immunity or the liability limitations in Section 768.28, Florida Statutes.

ARTICLE 21. LITIGATION SERVICES

If requested in writing by the Office of the MPO Attorney, the CONSULTANT shall provide litigation support services through the completion of the litigation. These services include:

- Coordinating and communicating directly with the Office of the MPO Attorney.

 Number: 1 Author: Mark Yaxis Subject: Sticky Note Date: 4/3/2026 4:38:36 PM

Insert: The provisions set forth in Articles 21 through 52 shall apply only to Work Assignments that are funded in whole or in part with federal funds, and only to the extent required by applicable federal law, regulation, or grant conditions. For Work Assignments that are not federally funded, these provisions shall not apply.

- Making personnel available to testify in litigation proceedings.
- Performing litigation-related tasks as directed by the MPO Attorney, including predisposition or pretrial preparation, preparation of exhibits, attendance and testimony at depositions or hearings, and any other services necessary to support the MPO's legal position.

Compensation for litigation services shall not exceed the hourly rates in Exhibit B, which include all associated costs. Travel expenses shall be reimbursed in accordance with Section 112.061, Florida Statutes, with prior approval from the MPO Attorney or designee.

The CONSULTANT shall submit monthly invoices for litigation services to the Office of the MPO Attorney, including detailed descriptions of work performed, dates, hours, personnel involved, and itemized approved expenses with receipts.

ARTICLE 22. LEGAL RESTRAINTS AND LIMITATIONS

The CONSULTANT acknowledges that the MPO is subject to various legal requirements, restrictions, and regulations imposed by federal, state, regional, and local authorities. All services performed under this Agreement shall comply with all applicable laws, ordinances, rules, and regulations.

ARTICLE 23. SOLICITATION OF AGREEMENT

The CONSULTANT warrants that it has not employed or retained any person or entity other than its own bona fide employees to solicit or secure this Agreement, and that it has not paid or agreed to pay any fee, commission, percentage, gift, or other consideration contingent upon the award of this Agreement. If the CONSULTANT breaches this warranty, the MPO may annul the Agreement without liability or deduct from the Agreement price the full amount of any such prohibited payment.

ARTICLE 24. NON-DISCRIMINATION

The CONSULTANT shall not discriminate against any employee or applicant for employment on the basis of race, color, sex, creed, national origin, disability, or age, and shall take affirmative action to ensure equal employment opportunity in all aspects of employment, including recruitment, hiring, assignment, promotion, demotion, transfer, layoff, termination, and training.

No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, denied the benefits of, or subjected to discrimination in the performance of this Agreement.

ARTICLE 25. KEY PERSONNEL

The following individuals are designated as key personnel for this Agreement and shall not be replaced without the MPO’s prior written approval of acceptable alternate personnel:

Lakshmi N. Gurram, MPO Director

Mark Yaxis , Multimodal Planner

ARTICLE 26. SUB-CONSULTANTS

The CONSULTANT is expected to have the in-house capability to perform all required services. If sub-consultants are used, their fees shall be those listed in Exhibit B, and each sub-consultant must comply with all applicable provisions of this Agreement. The CONSULTANT remains fully responsible to the MPO for all work performed and for all obligations under this Agreement, and the MPO is not liable for payment to any sub-consultant. Any additions or replacements to the sub-consultants listed in Exhibit B require prior written approval from the MPO.

ARTICLE 27. NOTICES

All notices, requests, and authorizations under this Agreement must be in writing and delivered by hand or sent by U.S. Mail to the following addresses:

To the MPO: Charlotte County–Punta Gorda MPO Attn: MPO Director 1050 Loveland Blvd., Box C Port Charlotte, FL 33980 Phone: 941-883-3535

To the CONSULTANT: _____

ARTICLE 28. PROFESSIONAL LIABILITY

The CONSULTANT acknowledges that licensed professionals performing services under this Agreement are not relieved of personal liability for their own negligent acts, and such liability does not relieve the CONSULTANT or its firm from responsibility.

To the fullest extent permitted by law and consistent with Section 558, Florida Statutes, the MPO agrees that no individual employee or agent of the CONSULTANT shall be held personally liable for damages arising from negligence committed within the scope of this Agreement.

ARTICLE 29. RELATIONSHIP OF PARTIES

The CONSULTANT is an independent contractor and not an employee, agent, or representative of the MPO. Nothing in this Agreement creates an employment relationship between the MPO and the CONSULTANT or any of its officers, employees, agents, or sub-consultants. The MPO is not liable for any obligations, debts, or claims incurred by the CONSULTANT or its subcontractors in connection with this Agreement. The CONSULTANT shall promptly pay or resolve all such obligations and claims.

ARTICLE 30. NO CONFLICT

By accepting award of this Agreement, CONSULTANT, which shall include its directors, officers and employees, represents that it presently has no interest in and shall acquire no interest in any business or activity which would conflict in any manner with the performance of duties or services required here under.

ARTICLE 31. PUBLIC ENTITY CRIMES

The CONSULTANT acknowledges that, in performing services for the MPO, its work is subject to public observation and scrutiny. The CONSULTANT shall conduct all activities under this Agreement in accordance with applicable professional ethical standards and shall communicate truthfully with MPO personnel regarding all matters related to this Agreement and the services provided.

The CONSULTANT affirms that it has been informed of the requirements of the Florida Public Entity Crimes Act, Section 287.133, Florida Statutes, and shall comply with all provisions of that statute before and throughout the term of this Agreement.

ARTICLE 32. SEVERABILITY

If any part of this Agreement is found to be illegal or in conflict with applicable law, the remaining provisions shall remain in full force and effect, and the rights and obligations of the parties shall be enforced as though the invalid portion had not been included.

ARTICLE 33. HEADINGS, CONSTRUCTION

The parties acknowledge that they jointly participated in drafting this Agreement; therefore, no rule of construction that interprets ambiguities against the drafter shall apply in any dispute concerning this Agreement. The article titles and paragraph headings are provided solely for convenience and shall not affect the interpretation of any provision.

ARTICLE 34. TAXES

The MPO is exempt from Federal Excise and Florida Sales Taxes (F.E.T. Exemption Certificate No. 59-78-0089K; Florida Sales Tax Exemption Certificate No. 51-02-027548-53C). The CONSULTANT shall not charge or impose any sales or service taxes on the MPO. This exemption does not alter the CONSULTANT's own tax obligations.

The CONSULTANT is responsible for paying all federal, state, and local taxes imposed on it under applicable law.

ARTICLE 35. FORCE MAJEURE

Neither party shall be deemed in default to the extent its performance is delayed or prevented by a Force Majeure event. "Force Majeure" includes, but is not limited to, acts of hostility, civil unrest, strikes, epidemics, accidents, fire, flood, windstorms, earthquakes, hurricanes, explosions, transportation failures, governmental actions, acts of God, or any other cause—whether similar or dissimilar—beyond the reasonable control and without the fault or negligence of the party seeking relief.

ARTICLE 36. LEGAL REFERENCES

All references in this Agreement to statutory sections or chapters shall be interpreted to include any subsequent amendments and any successor provisions. References to "applicable law" or "general law" include all relevant local, state, and federal laws, whether established by legislation, administrative rule or regulation, or judicial decision.

ARTICLE 37. GOVERNING LAW, JURISDICTION AND VENUE

This Agreement is governed by the laws of the State of Florida. Any legal action arising from this Agreement shall be brought exclusively in Charlotte County, Florida, or, if filed in federal court, in the appropriate federal court serving that jurisdiction.

ARTICLE 38. ATTORNEY FEES

In any litigation arising from this Agreement, each party shall bear its own attorney's fees, including appellate fees, regardless of the outcome.

ARTICLE 39. PATENT AND COPYRIGHT RESPONSIBILITY

The CONSULTANT warrants that any materials, designs, or items it specifies or provides under this Agreement will not knowingly infringe any patent or copyright. The CONSULTANT

is solely responsible for obtaining all licenses or permissions required for the use of patented or copyrighted materials in performing the professional services.

ARTICLE 40. NO THIRD-PARTY BENEFICIARIES

This Agreement is solely for the benefit of the parties and creates no rights, privileges, remedies, or causes of action for any third party. No person or entity, whether private or governmental, shall be deemed a beneficiary of this Agreement or any of its provisions.

ARTICLE 41. AMENDMENTS

This Agreement, together with all referenced Exhibits, constitutes the entire understanding between the parties regarding its subject matter, and no verbal agreements, representations, or warranties exist outside of it. Any amendment to this Agreement must be in writing and executed by both parties. The parties shall execute any additional documents necessary to carry out the intent of this Agreement.

ARTICLE 42. TIME

For purposes of computing any period of a number of days hereunder for notices or performance of ten (10) days or less, Saturdays, Sundays and holidays shall be excluded unless otherwise stated.

ARTICLE 43. FTA THIRD PARTIES

The MPO and the CONSULTANT acknowledge that, despite any concurrence or approval by the Federal Government regarding the solicitation or award of this Agreement, the Federal Government is not a party to this Agreement and assumes no obligations or liabilities to the MPO, the CONSULTANT, or any other party unless it provides express written consent to do so.

The CONSULTANT shall include this clause in every subcontract financed in whole or in part with Federal Transit Administration (FTA) assistance. The clause may be modified only to identify the subcontractor subject to its terms.

ARTICLE 44. FTA FRAUD AND RELATED ACTS

The CONSULTANT acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 et seq., and the U.S. Department of Transportation's regulations at 49 C.F.R. Part 31 apply to all actions related to this Project. By entering into this Agreement, the CONSULTANT certifies the truthfulness and accuracy of all statements it has made, makes, or may make in connection with this Agreement or the FTA-assisted project. The

CONSULTANT further acknowledges that the Federal Government may impose penalties under the Program Fraud Civil Remedies Act for any false, fictitious, or fraudulent claim, statement, submission, or certification.

The CONSULTANT also acknowledges that false, fictitious, or fraudulent statements made to the Federal Government in connection with any project financed in whole or in part with FTA assistance under 49 U.S.C. § 5307 may subject the CONSULTANT to penalties under 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1), as the Federal Government deems appropriate.

The CONSULTANT shall include these clauses in every subcontract financed in whole or in part with FTA assistance. The clauses may be modified only to identify the subcontractor subject to their terms.

ARTICLE 45. FTA ACCESS TO RECORDS AND REPORTS

When the MPO is a local government acting as an FTA recipient or subgrantee under 49 C.F.R. § 18.36(i), the CONSULTANT shall provide the MPO, the FTA Administrator, the Comptroller General of the United States, and their authorized representatives access to all books, documents, papers, and records directly related to this contract for purposes of audit, examination, excerpting, and transcription.

The CONSULTANT shall permit any of these parties to reproduce or copy such materials by any reasonable means as needed.

ARTICLE 46. FEDERAL CHANGES

The CONSULTANT shall comply at all times with all applicable FTA regulations, policies, procedures, and directives, including those referenced in the Master Agreement between the MPO and the FTA, as amended or issued during the term of this Agreement. Failure to comply with any such requirements constitutes a material breach of this Agreement.

ARTICLE 47. FTA CIVIL RIGHTS REQUIREMENTS

The following requirements apply to the underlying contract:

- A. Nondiscrimination - In accordance with Title VI of the Civil Rights Act, the Age Discrimination Act of 1975, the Americans with Disabilities Act, and 49 U.S.C. § 5332, the CONSULTANT shall not discriminate against any employee or applicant based on race, color, creed, national origin, sex, age, or disability. The CONSULTANT shall comply with all applicable federal implementing regulations and any additional requirements issued by the FTA.

- B. Equal Employment Opportunity - The following requirements apply:

Race, Color, Creed, National Origin, Sex — In accordance with Title VII of the Civil Rights Act, 49 U.S.C. § 5332, and U.S. Department of Labor regulations at 41 C.F.R. Parts 60 implementing Executive Orders 11246 and 11375, the CONSULTANT shall take affirmative action to ensure equal employment opportunity. This includes nondiscrimination in hiring, promotion, demotion, transfer, recruitment, advertising, layoff, termination, compensation, and training. The CONSULTANT shall comply with all applicable federal statutes, regulations, executive orders, and FTA requirements affecting project-related employment.

Age — In accordance with the Age Discrimination in Employment Act, 29 U.S.C. § 623, and 49 U.S.C. § 5332, the CONSULTANT shall not discriminate against current or prospective employees based on age and shall comply with all related FTA requirements.

Disabilities — In accordance with the Americans with Disabilities Act, 42 U.S.C. § 12112, and EEOC regulations at 29 C.F.R. Part 1630, the CONSULTANT shall comply with all requirements governing the employment of individuals with disabilities, including any additional FTA directives.

The CONSULTANT shall include all provisions of this Article in every subcontract financed as a whole or in part with FTA assistance, modified only as necessary to identify the subcontractor subject to these requirements.

ARTICLE 48. INCORPORATION OF FTA TERMS

The provisions of this Agreement include certain standard terms and conditions required by the U.S. Department of Transportation, whether or not expressly stated herein. All contractual requirements set forth in FTA Circular 4220.1E, as amended or superseded, are incorporated by reference. In the event of any conflict between this Agreement and FTA-mandated terms, the FTA requirements shall control.

The CONSULTANT shall not take or omit any action, or refuse any request of the MPO, that would cause the MPO to violate applicable FTA terms and conditions.

ARTICLE 49. FTA LOBBYING

Contractors applying for or bidding on awards of \$100,000 or more shall submit the certification required by 49 C.F.R. Part 20, *New Restrictions on Lobbying*, in accordance with the Byrd Anti-Lobbying Amendment, 31 U.S.C. § 1352, as amended by the Lobbying Disclosure Act of 1995.

Each tier of the contracting chain certifies to the tier above that it has not used and will not use federally appropriated funds to pay any person or organization to influence, or attempt to influence, any federal agency official, Member of Congress, congressional employee, or employee of a Member of Congress in connection with obtaining any federal contract, grant, or award covered by 31 U.S.C. § 1352.

Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf using non-federal funds regarding such federal contract, grant, or award. Required disclosures shall be forwarded through each tier up to the MPO as the recipient.

ARTICLE 50. FTA CLEAN AIR

The CONSULTANT shall comply with all applicable standards, orders, and regulations issued under the Clean Air Act, 42 U.S.C. §§ 7401 et seq. The CONSULTANT shall report any violation to the MPO, which will in turn notify the FTA and the appropriate EPA Regional Office as required.

The CONSULTANT shall include these requirements in every subcontract exceeding \$100,000 that is financed in whole or in part with FTA assistance.

ARTICLE 51. FTA CLEAN WATER

The CONSULTANT shall comply with all applicable standards, orders, and regulations issued under the Federal Water Pollution Control Act, 33 U.S.C. § 1251 et seq. The CONSULTANT shall report any violation to the MPO, which will in turn notify the FTA and the appropriate EPA Regional Office as required.

ARTICLE 52. FTA PATENT AND RIGHTS

A. Rights in Data

1. Definition of Subject Data: “Subject data” means recorded information, whether or not copyrighted, that is delivered or required to be delivered under this Agreement. It includes drawings, specifications, software, technical reports, manuals, and similar materials, but excludes financial or administrative information incidental to contract administration.
2. Restrictions on Use and Publication: Except for internal use, neither the MPO nor the CONSULTANT may publish or reproduce subject data, in whole or in part, without the written consent of the Federal Government until the Government releases or approves the release of such data. This restriction does not apply to contracts with academic institutions.
3. Federal License: Under 49 C.F.R. §§ 18.34 and 19.36, the Federal Government retains a royalty-free, non-exclusive, irrevocable license to reproduce, publish, or otherwise use subject data for Federal Government purposes, and to authorize others to do so. This applies to:
 - subject data developed under this Agreement, whether or not copyrighted;
 - and

- any copyrights purchased with FTA assistance. The Federal Government may not extend this license to others without the copyright owner's consent.
4. **Public Availability of Research Data:** For experimental, developmental, or research work, FTA generally intends to make resulting subject data publicly available. Unless FTA determines otherwise, the MPO and CONSULTANT agree to permit FTA to release copyrighted or uncopyrighted subject data. If the work is not completed, all data produced becomes subject data and must be delivered as directed by the Federal Government. This does not apply to adaptations of data-processing equipment or software financed for MPO or CONSULTANT use in capital projects.
 5. **Indemnification:** Unless prohibited by state law, the MPO and CONSULTANT shall indemnify and hold harmless the Federal Government from liability arising from willful or intentional violations of proprietary rights, copyrights, or privacy rights related to the use or publication of subject data. This does not apply to wrongful acts of Federal employees.
 6. **Patent Rights Not Affected:** Nothing in this clause grants the Federal Government a patent license or alters any patent rights otherwise provided.
 7. **Privately Developed Data:** Data developed entirely without Federal assistance and incorporated into the work is exempt from these requirements if identified in writing at the time of delivery.

The CONSULTANT shall include these data-rights requirements in every subcontract for experimental, developmental, or research work financed in whole or in part with FTA assistance.

B. Patent Rights

1. **Inventions** — If any invention, improvement, or discovery is conceived or first reduced to practice under this Agreement and is patentable, the MPO and CONSULTANT shall promptly notify the next higher tier until FTA is notified.
2. **Federal Patent Rights** — Unless the Federal Government determines otherwise in writing, the MPO and CONSULTANT shall take all necessary actions to ensure the Federal Government receives the patent rights due to it under 37 C.F.R. Part 401, regardless of the CONSULTANT's organizational status.

The CONSULTANT shall include these patent-rights requirements in every subcontract for experimental, developmental, or research work financed in whole or in part with FTA assistance.

ARTICLE 53. REQUIRED CREDIT/DISCLAIMERS

In accordance with 23 C.F.R. § 420.117(e), the CONSULTANT shall include the required credit reference and disclaimer statement in all applicable work products, including final

reports and any mid-contract planning or feasibility studies. The statements shall be in substantially the following form:

“The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.”

“This report was funded in part through grant(s) from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.”

Article 54. FLY AMERICA.

This Article applies to any contract or subcontract involving international air transportation of persons or property when FTA funds are used.

A. Definitions

For purposes of this clause:

- “International air transportation” means air travel between the United States and a foreign country, or between two locations outside the United States.
- “United States” includes the 50 states, the District of Columbia, and U.S. outlying areas.
- “U.S.–flag air carrier” means an air carrier holding a certificate under 49 U.S.C. Chapter 411.

B. Federal Requirement

Under the Fly America Act, 49 U.S.C. § 40118, when Federal funds are used, U.S.–flag air carriers must be used for international air transportation of personnel, their personal effects, or property whenever such service is available. The Comptroller General may disallow costs for foreign-flag air transportation if U.S.–flag service was available and not used.

C. Use of U.S.–Flag Carriers

The CONSULTANT shall use U.S.–flag air carriers for all covered international air transportation when such service is available.

D. Required Statement When Foreign-Flag Service Is Used

If the CONSULTANT uses a foreign-flag air carrier, it shall include the following statement on all vouchers for that travel:

Statement of Unavailability of U.S.–Flag Air Carriers International air transportation of persons (and their personal effects) or property by U.S.–flag air carrier was not available, or it was necessary to use foreign-flag air carrier service for the following reasons:

(End of statement; see FAR § 47.403.)

The CONSULTANT shall include the substance of this clause, including this paragraph, in every subcontract or purchase order under this Agreement that may involve international air transportation.

ARTICLE 55. AUTHORITY TO EXECUTE

Each party represents and warrants to the other that it has full lawful authority to enter into and execute this Agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement No. _____ for **Professional Planning Services** to be executed by their duly authorized representatives.

Consultant: _____

**Charlotte County – Punta Gorda
Metropolitan Planning Organization**

By: _____
Signature

By: _____
Signature

Name: _____
Print

Name: _____
Print

Title: _____

Title: **MPO Chair**

Attest: _____
Signature

Attest: _____
Signature

Name: _____
Print

Name: _____
Print

Title: _____

Title: **MPO Director**

EXHIBITS

EXHIBIT A

SCOPE OF SERVICES

The Charlotte County-Punta Gorda MPO (CCPGMPO) requires the services of one or more consultants to provide production support to the MPO's transportation planning activities set forth in the Unified Planning Work Program (UPWP). The length of service to provide production support will be up to five (5) years. The work includes providing assistance to the MPO staff for work assigned in the development of the 2050 Long Range Transportation Plan (LRTP).

The consultant(s) will also assist the MPO staff by providing additional resources to accomplish assignments authorized by the MPO, and consistent with its UPWP. Production support could include providing technical assistance and related public participation activities in transportation planning relative to GIS activities; scenario planning; transit systems planning; and development of Intelligent Transportation System (ITS), Transportation System Management (TSM) and Transportation Demand Management (TDM) measures.

Tasks may be assigned to the consultant(s) under one or more GPC contracts. Firms have been prequalified by the FDOT to perform the indicated major type(s) of work:

Major Types of Work

Consultants may be asked to provide planning services related to various MPO activities which may include but are not limited to, the following examples:

- Unified Planning Work Program (UPWP)
- Bicycle/Pedestrian Master Plan
- Performance Measures
- TSM&O System Planning
- Mapping and Graphics Production
- Public Participation and Facilitation
- Long-Range Transportation Plan (LRTP)
- Bicycle and Pedestrian Planning
- Safety Planning
- Travel Demand Modeling
- Development of Project Cost Estimates

Detailed Scope of Work

Consultants will assist staff with transportation planning activities that will aid in ensuring an efficient, effective intermodal transportation system for Charlotte County and Southwest Florida. This activity will facilitate the completion of UPWP work tasks where staff resources need enhancement. Any scopes or agreements prepared by the MPO and proposals provided by a GPC will be reviewed and evaluated by FDOT, Federal Highway Administration (FHWA) and Federal Transit Authority (FTA) for their concurrence prior to advertisement and execution.

One or more Consultant's will be hired to support the work outlined in the tasks of the MPO's UPWP. Specific tasks will be assigned to the consultant(s) selected by the MPO on an as-needed basis. The length of service to provide production will be up to five (5) years with no option of extending the contract term. Other activities in which the Consultants could assist staff include efforts to:

1. Transit Planning Support

- Assist the selected Transit Development Plan (TDP) consultant with local transit issues, clarifications, data requests, and synthesis of supporting information.
- Support long-range transit system planning, including transit network coding and the development of capital, operating, and maintenance cost projections for new and existing transit services.
- Provide assistance to staff with transit-related grant applications.

2. Long-Range Transportation Planning (LRTP)

- Assist in the preparation of amendments to the 2050 Long Range Transportation Plan (LRTP) and other LRTP-related tasks assigned by MPO staff.
- Test and evaluate alternative development scenarios to determine their impacts on the transportation system.
- Develop project information and community impact assessments, including input into the Efficient Transportation Decision Making (ETDM) process.

3. Geographic Information Systems (GIS) and Data Analysis

- Develop and maintain GIS tools and datasets for transportation planning purposes.
- Create and manage a linear referencing system (LRS).
- Integrate GIS data from multiple agencies and in varying formats.
- Develop scripts or automated processes to streamline repetitive GIS operations.
- Conduct traffic, bicycle/pedestrian count data collection and other survey-based data collection activities.

4. Corridor, Area, and Special Studies

- Conduct area and corridor studies, including evaluation of access management, transit options, Intelligent Transportation Systems (ITS), Transportation Systems Management (TSM), and Transportation Demand Management (TDM) strategies.
- Assist in the development and update of the Regional Roadway Network and other special transportation planning studies.
- Review Project Development & Environment (PD&E) studies and provide technical input.
- Evaluate potential Transportation Regional Incentive Program (TRIP) applications.

5. Intelligent Transportation Systems (ITS)

- Assess current and future ITS needs and identify potential ITS applications.
- Develop or update countywide ITS deployment and integration plans consistent with the Regional ITS Architecture and FDOT guidelines.

6. Public Involvement and Communications

- Assist with public involvement activities, including preparation of newsletters, website content, and other educational or informational materials.
- Support MPO outreach efforts as needed for planning studies and major initiatives.

7. Project Development and Costing

- Develop planning-level project concepts for bicycle/pedestrian, intersection, transit, and multimodal improvements.
- Prepare planning-level project cost estimates.
- Provide administrative and technical support to MPO staff during project development activities.

8. Performance Measures and Emerging Technologies

- Develop and analyze federal performance measures and assist with required reporting.
- Analyze the impacts of emerging mobility technologies, including autonomous vehicles, ride-sharing services, and electric vehicle infrastructure needs.

This Scope of Services was originally developed by the Charlotte County–Punta Gorda (CC-PG MPO) and may be utilized by any FDOT District One MPO including the local entities that fall within the MPOs Planning area boundary, provided it is applied in accordance with their respective procurement requirements.

These contracts are established as fixed-term agreements for various and miscellaneous professional transportation planning and consulting services. Services will be provided on an as-needed basis. Individual tasks will be assigned through individual Work Assignment Orders, each of which will include:

- A written Scope of Work
- A description of required products and/or services
- A completion schedule
- A maximum authorized compensation amount

EXHIBIT B

FEE RATE SCHEDULE

Consultant: _____

YEARLY COMPENSATION ESTIMATING RATES

Must be based on most current hourly rate and FDOT approved overhead rates

The following tables are provided for definition of contractual rates:

Table 1: Salary Multipliers

Table 2: Unloaded Salary Rates

Table 3: Loaded Billing Rates

Table 4: Wage Contract Rates by Job Classification and Employee

Table 1	Salary Multipliers			
Consultant	Operating Margin (%)	Overhead Rate (%)	FCCM (%)	Expense (%)

**Table 2
UNLOADED SALARY RATES**

Consultant: _____

Contract Rates:

OVERHEAD RATE	FCCM	OPERATING MARGIN	EXPENSE

Salary Rates For Establishing Work Assignment Orders

Overhead, Operating Margin, FCCM and Expense Rate will be added to the following rates in accordance with FDOT practices.

Job Classification/Name	Hourly Rate		
	2026/2027	2027/2028	2028/2029

The above rates for overhead, FCCM, and Expenses are fixed and not subject to audit adjustment during the term of the agreement.

**Table 3
LOADED BILLING RATES**

Consultant: _____

Contract Rates:

OVERHEAD RATE	FCCM	OPERATING MARGIN	EXPENSE

Salary Rates For Establishing Work Assignment Orders

Overhead, Operating Margin, FCCM and Expense Rate will be added to the following rates in accordance with FDOT practices.

Job Classification/Name	Hourly Rate		
	2026/2027	2027/2028	2028/2029

The above rates for overhead, FCCM, and Expenses are fixed and not subject to audit adjustment during the term of the agreement.

FEE RATE SCHEDULE (Sub-Consultant)

Consultant: _____

Sub-Consultant: _____

YEARLY COMPENSATION ESTIMATING RATES

Must be based on most current hourly rate and FDOT approved overhead rates

The following tables are provided for definition of contractual rates:

Table 5: Salary Multipliers

Table 6: Unloaded Salary Rates

Table 7: Loaded Billing Rates

Table 8: Wage Contract Rates by Job Classification and Employee

Table 5	Salary Multipliers			
Consultant	Operating Margin (%)	Overhead Rate (%)	FCCM (%)	Expense (%)

**Table 6
UNLOADED SALARY RATES**

Consultant: _____

Sub-Consultant: _____

Contract Rates:

OVERHEAD RATE	FCCM	OPERATING MARGIN	EXPENSE

Salary Rates For Establishing Work Assignment Orders

Overhead, Operating Margin, FCCM and Expense Rate will be added to the following rates in accordance with FDOT practices.

Job Classification/Name	Hourly Rate		
	2026/2027	2027/2028	2028/2029

The above rates for overhead, FCCM, and Expenses are fixed and not subject to audit adjustment during the term of the agreement.

**Table 7
LOADED BILLING RATES**

Consultant: _____

Sub-Consultant: _____

Contract Rates:

OVERHEAD RATE	FCCM	OPERATING MARGIN	EXPENSE

Salary Rates For Establishing Work Assignment Orders

Overhead, Operating Margin, FCCM and Expense Rate will be added to the following rates in accordance with FDOT practices.

Job Classification/Name	Hourly Rate		
	2026/2027	2027/2028	2028/2029

The above rates for overhead, FCCM, and Expenses are fixed and not subject to audit adjustment during the term of the agreement.

EXHIBIT C

SAMPLE WORK ASSIGNMENT

WORK TASK ASSIGNMENT NUMBER:

Pursuant to the Standard Professional Services Agreement between the Charlotte County–Punta Gorda Metropolitan Planning Organization (“MPO”) and _____ (“CONSULTANT”), the MPO has determined that the CONSULTANT is authorized to perform the following Task Order Assignment under that Agreement.

UPWP TASK NUMBER:

TASK TITLE:

PHASES AND/OR TASKS OF PROFESSIONAL SERVICES TO BE AUTHORIZED:

CONSULTANT shall perform work consistently with the approved Scope of Services (attached) and will begin work upon written notice to proceed from the Executive Director or his designee.

COMPENSATION

Compensation for all deliverables identified in the attached Scope of Services shall not exceed: \$ _____

	CONSULTANT	CHARLOTTE COUNTY – PUNTA GORDA MPO
Authorized Signature		
Print/Type		Commissioner Christopher G. Constance
Title		Chair, MPO Board
Attest		
Print/Type		Lakshmi N. Gurram
Title		MPO Director

EXHIBIT D

AFFADAVIT OF NO CONFLICT

Charlotte County – Punta Gorda Metropolitan Planning Organization

BEFORE ME, the undersigned authority, personally appeared _____, as _____ of _____, with full authority to bind _____ (the “CONSULTANT”), who, being first duly sworn, deposes and states that the CONSULTANT:

- **Is not engaged, and will not become engaged, in any obligations, undertakings, or contracts that would place the CONSULTANT in an adversarial role against the MPO or impair or influence the advice, recommendations, or quality of work provided to the MPO.**
- **Has fully disclosed all contractual relationships that may present a potential conflict of interest, including any that could reasonably raise a question of conflict.**
- **Has fully disclosed all prior work history and qualifications that may reasonably be viewed as presenting a possible conflict of interest.**

Affiant makes this Affidavit for the purpose of inducing the Charlotte County – Punta Gorda MPO, a political subdivision of the State of Florida, to enter into Agreement No. _____ for _____.

DATED this _____ day of _____, _____.

Signature

The foregoing instrument was sworn to and acknowledged before me this _____ day of

_____, _____, by _____, as

_____ of _____. He/she is

personally known to me or has produced _____ as identification.

Notary Public, State of Florida

Commission No. _____

CONFLICT OF INTEREST CERTIFICATION

I certify that I have no present conflict of interest, that I am not aware of any conflict of interest involving my firm, and that I will recuse myself from any decision-making, approval, disapproval, or recommendation on any contract if I have, or become aware of, an actual or potential conflict of interest.

Consultants and contractors performing work for the MPO are expected to safeguard their ability to make objective, fair, and impartial decisions. They may not accept any benefit under circumstances in which a reasonable observer could infer that the benefit was intended to influence a pending or future decision, or to reward a past decision. Consultants must avoid any conduct—whether business, financial, or social—that could undermine public trust or create the appearance of impropriety.

For purposes of determining any possible conflict of interest, all firms must disclose whether any Charlotte County–Punta Gorda MPO Board Member, MPO Employee, Advisory Committee Member, or any of their agencies is also an owner, corporate officer, agent, employee, or otherwise affiliated with their business.

Disclosure: YES _____ NO _____

If YES, list all names and positions:

Name(s) Position(s)

I realize that violation of the above-mentioned standards could result in the termination of my work for the MPO.

DATE _____	SIGNATURE _____
COMPANY _____	
ADDRESS _____	NAME _____

_____	TITLE _____
PHONE _____	
ALTERNATE _____	EMAIL _____
PHONE	

EXHIBIT E

INSURANCE REQUIREMENTS

The CONSULTANT shall not begin work under this Agreement until all required insurance coverage has been obtained. Within ten (10) calendar days of the notice of intent to award, the CONSULTANT shall provide the MPO with evidence of the following minimum insurance coverage, at the CONSULTANT's expense (inclusive of any umbrella or excess policies):

- Automobile Liability Insurance — \$1,000,000 combined single limit for bodily injury, death, and property damage per occurrence, covering owned, hired, and non-owned vehicles.
- Commercial General Liability Insurance — \$1,000,000 per occurrence and aggregate for bodily injury, death, property damage, and personal injury.
- Professional Liability Insurance — \$2,000,000 per claim and annual aggregate for negligent acts, errors, or omissions related to this Agreement.
- Workers' Compensation Insurance — As required by Florida law, and Employer's Liability Insurance with minimum limits of \$100,000 per accident.

INSURANCE REQUIREMENTS

I. THE POLICIES ARE TO CONTAIN, OR BE ENDORED TO CONTAIN, THE FOLLOWING PROVISIONS:

Commercial General Liability and Automobile Liability Coverages

- The Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) shall be named as an Additional Insured for liability arising from:
 - activities performed by or on behalf of the CONSULTANT,
 - products and completed operations, and
 - automobiles owned, leased, hired, or borrowed by the CONSULTANT. Coverage shall contain no special limitations on protection for the MPO, its officials, employees, or volunteers.
- The CONSULTANT must provide both:
 - a Certificate of Insurance, and
 - an endorsement naming “Charlotte County – Punta Gorda MPO, a Political Subdivision of the State of Florida” as Additional Insured, either:
 - by specific endorsement, or
 - by an endorsement stating that all Certificate Holders are Additional Insureds.
- The CONSULTANT's insurance shall be primary. Any insurance or self-insurance maintained by the MPO shall be excess and non-contributory.
- All liability policies must be written on an occurrence form.

Workers' Compensation and Employer's Liability

The insurer shall waive all rights of subrogation against the MPO, its officials, employees, and volunteers for losses arising from work performed under this Agreement.

II. GENERAL INSURANCE PROVISIONS APPLICABLE TO ALL POLICIES:

- Prior to contract execution (or issuance of a Purchase Order), and annually upon policy renewal, the CONSULTANT shall provide Certificates of Insurance with applicable endorsements naming the MPO as Additional Insured. Certificates must include the solicitation or contract number and title.
 - If a policy contains an aggregate limit, the CONSULTANT must provide written confirmation that the aggregate has not been eroded.
 - Upon written request, the CONSULTANT shall provide certified copies of all applicable policies. Certificates and policies shall be sent to: **Charlotte County – Punta Gorda MPO**
1050 Loveland Blvd, Box C Port Charlotte, FL 33980
 - The solicitation number and title must appear on each certificate.
 - The CONSULTANT shall provide **30 days' written notice** to the MPO's Risk Manager of any cancellation, non-renewal, termination, material change, or reduction in coverage.
 - Failure to maintain required insurance coverage may result in **termination** of the Agreement.
 - The CONSULTANT **waives all subrogation rights** against the MPO for losses occurring during the contract period.
 - The CONSULTANT is solely responsible for all premiums and deductibles.
 - The CONSULTANT must ensure that all agents, representatives, and subcontractors comply with these insurance requirements. They must either be covered under the CONSULTANT's policies or provide separate certificates and endorsements.
 - All required policies must be issued by insurers with a minimum **A.M. Best rating of A-, FSC VII** or better. The MPO may require reduction or elimination of deductibles or self-insured retentions.
- III. The insurance limits required herein shall not be construed as a limitation on the CONSULTANT's liability to the MPO or others. The MPO's failure to request evidence of insurance does not waive the CONSULTANT's obligation to maintain the required coverage.
- IV. The CONSULTANT shall sign the enclosed ¹Hold Harmless Agreement, which becomes part of this contract.
- V. Nothing in this section shall be construed as a waiver of the MPO's sovereign immunity or rights under section 768.28, Florida Statutes, or any other applicable law.
- VI. No award shall be made until the MPO has received the required Certificate(s) of Insurance and the executed Hold Harmless Agreement.

PROPOSER'S INSURANCE STATEMENT

THE UNDERSIGNED has read and understands the aforementioned insurance and bond requirements of this RFP and shall provide the insurance and bonds required by this section within ten (10) days from the date of notice of intent to award.

Proposer Name: _____ Date: _____

Authorized Proposer's

Signature: _____

Print Name: _____

Insurance Agency: _____

Agent Name: _____ Agent Phone: _____

Surety Agency: _____

Surety Name: _____ Surety Phone: _____

Please return this completed and signed statement with your proposal.

EXHIBIT F

DEBARMENT AND SUSPENSION CERTIFICATION

As required by the USDOT regulation on Government Debarment and Suspension under 49 CFR 29.510

- (1) The Contractor 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 judgement 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 government entity (federal, state, 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, local) terminated for cause or default.

- (2) The contractor 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 MPO.

Signature: _____ Date: _____

EXHIBIT G

LOBBYING CERTIFICATION

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the Charlotte County – Punta Gorda Metropolitan Planning Organization 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 Metropolitan Planning Organization, 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 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, “Disclosure Form to Report Lobbying,” in accordance with its instructions.
- (3) The Charlotte County – Punta Gorda Metropolitan Planning Organization 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 exceed \$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.

Signature: _____ Date: _____

EXHIBIT H

TITLE VI – NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of USDOT Order 1050.2A, the planning process and work of the MPO is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. The Contractor assures the Charlotte County – Punta Gorda MPO that no person shall on the basis of race, color, national origin, sex, age, disability, family, religious, or marital status be excluded from participation, denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Contractor further assures the MPO 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 Contractor’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.
3. Insert the Certification Clauses 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 Contractor shall immediately be forwarded to the MPO 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.

Signature: _____ Date: _____

DRUG-FREE WORKPLACE CERTIFICATION

EXHIBIT I

The undersigned Bidder certifies that it has implemented and maintains a Drug-Free Workplace Program in accordance with Section 440.102, Florida Statutes. To qualify as a drug-free workplace, the business affirms that it has completed the following actions:

1. Published a written statement informing employees that the unlawful manufacture, distribution, dispensing, possession, or use of controlled substances is prohibited in the workplace and identifying the consequences for violations.
2. Informed employees about:
 - o The dangers of drug abuse in the workplace,
 - o The company’s policy of maintaining a drug-free workplace,
 - o Available drug counseling, rehabilitation, and employee assistance programs, and
 - o Penalties that may be imposed for drug-related violations.
3. Provided each employee engaged in work related to the commodities or contractual services under this bid with a copy of the written statement described in Item 1.
4. Included in the written statement a notice that, as a condition of working on the commodities or contractual services under this bid, employees must:
 - o Abide by the terms of the statement, and
 - o Notify the employer within five (5) days of any conviction, guilty plea, or nolo contendere plea for violations of Chapter 893, Florida Statutes, or any controlled substance law of the United States or any state, when the violation occurs in the workplace.
5. Imposed sanctions or required satisfactory participation in a drug abuse assistance or rehabilitation program (if available in the employee’s community) for any employee convicted of a drug-related offense.
6. Made a good-faith effort to maintain a drug-free workplace through ongoing implementation of these requirements.

This Certification is made for the purpose of inducing the Charlotte County – Punta Gorda MPO, a political subdivision of the State of Florida, to enter into Agreement

No. _____ for _____.

DATED this ____ day of _____, _____.

Signature: _____

Title: _____

Printed Name: _____

Company: _____

EXHIBIT J

E-VERIFY

Contract No: _____

Financial Project No(s): _____

Project Description: _____

In accordance with the contract, the Vendor/Consultant/Contractor hereby acknowledges and certifies compliance with Section 448.095, Florida Statutes. The Vendor/Consultant/Contractor shall register with and use the E-Verify system to verify the work authorization status of all newly hired employees. The

Vendor/Consultant/Contractor shall utilize the U.S. Department of Homeland Security’s E-Verify system, in accordance with the terms governing use of the system. The Vendor/Consultant/Contractor shall comply with Section 448.095, Florida Statutes, for the duration of the contract term, including any extensions or renewal periods.

Company/Firm: _____

Authorized Signature: _____

Title: _____

Date: _____

Exhibit K

SWORN STATEMENT UNDER SECTION 287.133(3)(a),
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

(To be signed in the presence of a notary public or other officer authorized to administer oaths.)

Before me, the undersigned authority, personally appeared _____, who,
being by me first duly sworn, made the following statements:

1. The business address of _____ (name of bidder or contractor)
is _____.

2. My relationship to _____ (name of bidder or contractor) is

(relationship such as sole proprietor, partner, president, vice president, etc.)

3. I understand that a public entity crime as defined in Section 287.133 of the Florida Statutes includes a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity in Florida or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or such an agency or political subdivision and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

4. I understand that "convicted" or "conviction" is defined by the statute to mean a finding of guilt or a conviction of a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.

5. I understand that "affiliate" is defined by the statute to mean (1) a predecessor or successor of a person or a corporation convicted of a public entity crime, or (2) an entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime, or (3) those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate, or (4) a person or corporation who knowingly entered into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months.

6. Neither the bidder or contractor nor any officer, director, executive, partner, shareholder, employee, member or agent who is active in the management of the bidder or contractor nor any affiliate of the bidder or contractor has been convicted of a public entity crime subsequent to July 1, 1989.

Signature/Date (undersigned authority)

Sworn to and subscribed before me in the state of and county of _____ on the
___ day of _____, 20 ____.

(affix seal)

Notary Public

My commission expires

EXHIBIT L

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRUTH IN NEGOTIATION CERTIFICATION

Pursuant to Section 287.055(5)(a), Florida Statutes, for any lump-sum or cost-plus-a-fixed fee professional services contract over the threshold amount provided in Section 287.017, Florida Statutes for CATEGORY FOUR, the Department of Transportation (Department) requires the Consultant to execute this certificate and include it with the submittal of the Technical Proposal, as prescribed in the contract advertisement.

The Consultant hereby certifies, covenants, and warrants that wage rates and other factual unit costs supporting the compensation for this project's agreement are accurate, complete, and current at the time of contracting.

The Consultant further agrees that the original agreement price and any additions thereto shall be adjusted to exclude any significant sums by which the Department determines the agreement price was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs. All such agreement adjustments shall be made within (1) year following the end of the contract. For purposes of this certificate, the end of the agreement shall be deemed to be the date of final billing or acceptance of the work by the Department, whichever is later.

Name of Consultant

By: _____

Date: _____

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**VENDOR CERTIFICATION REGARDING
SCRUTINIZED COMPANIES LISTS**

EXHIBIT M

Respondent Vendor Name: _____

Vendor FEIN: _____

Vendor's Authorized Representative Name and Title: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone Number: _____

Email Address: _____

Section 287.135, Florida Statutes prohibits a company from bidding on, submitting a proposal for, or entering into or renewing a contract for goods or services of any amount if, at the time of contracting or renewal, the company is on the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, Florida Statutes, or is engaged in a boycott of Israel. Section 287.135, Florida Statutes, also prohibits a company from bidding on, submitting a proposal for, or entering into or renewing a contract for goods or services of \$1,000,000 or more, that are on either the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Terrorism Sector Lists which were created pursuant to s. 215.473, Florida Statutes.

As the person authorized to sign on behalf of Respondent, I hereby certify that the company identified above in the section entitled "Respondent Vendor Name" is not listed on either the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Terrorism Sectors List, or the Scrutinized Companies that Boycott Israel List. I further certify that the company is not engaged in a boycott of Israel. I understand that pursuant to section 287.135, Florida Statutes, the submission of a false certification may subject company to civil penalties, attorney's fees, and/or costs.

Certified By: _____

who is authorized to sign on behalf of the above referenced company.

Authorized Signature Print Name and Title: _____

Date: _____

GENERAL PLANNING CONSULTANT CERTIFICATION

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 all regulations governing nondiscrimination in federally assisted programs of the U.S. Department of Transportation, as set forth in **Title 49, Code of Federal Regulations, Part 21**, as amended. These regulations are incorporated into this Agreement by reference and made an enforceable part of the Contractor’s obligations.

2. Nondiscrimination:

The Contractor shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion, or family status in the selection or retention of subcontractors, including the procurement of materials and the leasing of equipment for work performed under this contract. The Contractor shall not participate, directly or indirectly, in any discriminatory practices prohibited by section 21.5 of the applicable Regulations, including discriminatory employment practices when the contract involves programs identified in Appendix B of those Regulations.

3. Solicitations for Subcontractors, Materials, and Equipment

In every solicitation issued by the Contractor—whether by competitive bidding or negotiation—for any subcontract, procurement of materials, or lease of equipment under this contract, the Contractor shall notify each potential subcontractor or supplier of the Contractor’s obligations under this contract and under applicable nondiscrimination regulations. This notice shall inform each potential subcontractor or supplier that nondiscrimination is required on the basis of race, color, national origin, sex, age, disability, religion, or family status.

3. Information and Reports:

The Contractor shall provide all information and reports required under applicable regulations or directives. The Contractor shall permit access to its books, records, accounts, facilities, and any other sources of information that the Florida Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, the Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration determine are necessary to assess compliance with such regulations, orders, or instructions.

If any required information is in the exclusive possession of another party who refuses to furnish it, the Contractor shall certify this fact to the appropriate agency

or agencies listed above and shall describe the efforts made to obtain the information.

5. Sanctions for Noncompliance:

In the event the Contractor fails to comply with the nondiscrimination provisions of this contract, the Florida Department of Transportation may impose any sanctions it, or the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration, deem appropriate. Sanctions may include, but are not limited to:

- Withholding payments due under the contract until the Contractor achieves compliance.
- Cancellation, termination, or suspension of the contract, in whole or in part.

These sanctions may be applied individually or in combination, depending on the nature and severity of noncompliance.

6. Incorporation of Provisions:

The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and equipment leases, unless exempt under applicable regulations or directives. The Contractor shall take any action required by the Florida Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, the Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration to enforce these provisions, including the imposition of sanctions for noncompliance.

If the Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request that the Florida Department of Transportation participate in the litigation to protect its interests. The Contractor may also request that the United States participate to protect the interests of the Federal Government.

Compliance with Nondiscrimination Statutes and Authorities:

Civil Rights and Nondiscrimination Statutes

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq.; 49 C.F.R. Part 21) — Prohibits discrimination based on *race, color, or national origin*.
- Federal-Aid Highway Act of 1973 (23 U.S.C. § 324) — Prohibits discrimination based on *sex*.
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794; 49 C.F.R. Part 27) — Prohibits discrimination based on *disability*.
- Age Discrimination Act of 1975 (42 U.S.C. § 6101 et seq.) — Prohibits discrimination based on *age*.

- Title IX of the Education Amendments of 1972 (20 U.S.C. § 1681 et seq.) — Prohibits discrimination based on sex in education programs or activities.

Americans with Disabilities Act (ADA)

- Titles II and III of the ADA (42 U.S.C. §§ 12131–12189; 49 C.F.R. Parts 37 and 38) — Prohibit discrimination based on *disability* in public entities, transportation systems, places of public accommodation, and certain testing entities.

Transportation-Specific Nondiscrimination Statutes

- Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47123) — Prohibits discrimination based on *race, creed, color, national origin, or sex*.
- Federal Aviation Administration Nondiscrimination Statute (49 U.S.C. § 47123) — Reinforces nondiscrimination requirements for aviation-related programs.

Property Acquisition and Relocation

- 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 is acquired for Federal or Federal-aid projects.

Civil Rights Restoration Act of 1987

- Public Law 100-209 — Broadens the definition of “programs or activities” to include *all* operations of Federal-aid recipients, subrecipients, and contractors, whether or not each specific program is federally funded.

Executive Orders

- Executive Order 12898 — Requires Federal actions to address *environmental justice* for minority and low-income populations and prohibits disproportionately high and adverse human health or environmental effects.
- Executive Order 13166 — Requires meaningful access for *persons with limited English proficiency (LEP)*; national origin discrimination includes discrimination based on limited English proficiency.