

# TRANSPORTATION IMPROVEMENT PROGRAM

# FY 2027 - FY 2031



**CHARLOTTE COUNTY**

**PUNTA GORDA MPO**

1050 LOVELAND BLVD

Port Charlotte, FL 33980

941-883-3535

**DRAFT**

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# SECTION - I



**RESOLUTION  
NUMBER 2026-03**

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

**RECITALS**

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED** by the Charlotte County-Punta Gorda Metropolitan Planning Organization Board that the Transportation Improvement Program for 2026/2027 through FY 2030/2031 is hereby approved.

PASSED AND DULY ADOPTED this 18<sup>th</sup> 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:

<b>Section I</b>	Resolution endorsing the plan by the MPO Board
<b>Section II</b>	Executive Summary
<b>Section III</b>	Performance Measures
<b>Section IV</b>	Project lists including Funding Summary
<b>Section V</b>	Charlotte County - Capital Improvement Program
<b>Section VI</b>	City of Punta Gorda - Capital Improvement Program
<b>Section VII</b>	2025 FEDERAL OBLIGATIONS
<b>Section VIII</b>	TIP Amendments
<b>Section IX</b>	Public Comments
<b>Appendix A</b>	Acronyms
<b>Appendix B</b>	Check List

### Purpose

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

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

### **Financial Plan**

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

All TIP projects are financially constrained and programmed using Year of Expenditure (YOE) dollars. YOE costs are adjusted for inflation from the present year to the anticipated year of construction. Federal planning regulations require that revenue and cost estimates in the TIP reflect YOE dollars using inflation or growth rates based on reasonable financial principles and information developed cooperatively by the State, MPOs, and public transit operators.

### **Project Selection**

The TIP is developed to meet federal and state requirements in accordance with 23 C.F.R. 450.330(b), as outlined in the MPO Program Management Handbook (updated August 2, 2024). It is compiled using the FDOT Tentative Work Program, the Capital Improvement Programs (CIPs) of local jurisdictions, and project priorities developed by Charlotte County, Charlotte County Transit in cooperation with the MPO, the City of Punta Gorda, the Punta Gorda Airport Authority, and FDOT.

### **Consistency with Other Plans**

The Charlotte County–Punta Gorda MPO was established in 1992 and adopted its first Long Range Transportation Plan in December 1995. All projects included in the current TIP are consistent with the 2050 Long Range Transportation Plan, the Charlotte County Comprehensive Plan (Smart Charlotte 2050, adopted July 20, 2010), the City of Punta Gorda Comprehensive Plan 2045, the Punta Gorda Airport Master Plan, the Charlotte County Ten-Year Transit Development Plan, and the MPO’s Public Participation Plan (PPP). Additional details on MPO plans and documents are available on the MPO’s website at [www.ccpgmpo.gov](http://www.ccpgmpo.gov).

## Project Priorities

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

<b>Table 2.1</b>	<b>2025 Project Priorities Identification</b>
<b>Table 2.2</b>	2025 HIGHWAY PROJECTS
<b>Table 2.3</b>	2025 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO) PROJECTS
<b>Table 2.4</b>	2025 TRANSPORTATION ALTERNATIVES (TA) PROJECTS
<b>Table 2.5</b>	2025 COMPREHENSIVE SAFETY ACTION PLAN (CSAP) PROJECTS
<b>Table 2.6</b>	2025 FDOT D1- Freight Priorities Projects
<b>Table 2.7</b>	2025 JOINT TRIP PRIORITIES CHARLOTTE COUNTY-PUNTA GORDA MPO - SARASOTA/MANATEE MPO
<b>Table 2.8</b>	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](http://WWW.CCPGMPO.GOV)). Project selection also factored in: Strategic Intermodal System (SIS) facilities, its connectors and other regionally significant facilities; community concerns; public involvement; and state comprehensive planning rules. These local criteria include urban service area strategies, hurricane evacuation, traffic circulation, environmental benefit, freight movement, right of way protection, and continuity of capital programming. TIP projects selected and programmed for funding are consistent with federal requirements and the FDOT's Tentative Work Program and are financially feasible for the appropriate funding categories. The numbered

project priorities in the tables below represent the MPO's project priorities by project and the next phase of project implementation.

### **Transportation Disadvantaged Services**

Each county in 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](http://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

<b>HIGHWAY PROJECTS</b>	These projects are roadway widening improvement projects
<b>TRANSPORTATION ALTERNATIVE PROJECTS</b>	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.
<b>CITY OF PUNTA GORDA PROJECTS</b>	The projects are identified as a need in the City
<b>TRANSPORTATION SYSTEM MANAGEMENT (TSM) AND OPERATION PROJECTS</b>	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.
<b>FUNDED PROJECTS</b>	The projects that are funded through Construction will be removed from the list to accomodate other unfunded projects.
<b>COMPREHENSIVE SAFETY ACTION PLAN PROJECTS</b>	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
<b>SUN TRAIL PROJECTS</b>	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
<b>TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)</b>	Regional Projects with Sarasota Manatee and Lee are identified with an asterisk *. A TRIP project requires a 50% local match.
<b>NEW PROJECT</b>	

**Note : All Projects costs are in millions**

PROJECT PHASES	
<b>PLN</b>	Planning Study
<b>PD&amp;E</b>	Project Development & Engineering
<b>PE</b>	Preliminary Engineering (Design)
<b>ROW</b>	Right of Way Acquisition, if needed
<b>CST</b>	Construction
<b>CEI</b>	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	<del>Roundabout and Multimodal facilities</del>	PE & CST	<del>\$3.71</del>						\$3.71		NA		<del>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</del>
		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	<del>Taylor Rd Phase I from N. Jones Loop Rd to Airport Rd</del>	<del>Multi Use Trails</del>		\$6.56							PE & CST		<del>Design was funded in 2024-2028 for \$650,000 and has been deleted from DTWP due to lack feasible options</del>
2	435105-3	<del>Taylor Rd Phase II from Royal Rd to N. Jones Loop Rd</del>	<del>Multi Use Trails</del>		\$7.29							PE, CST, CEI		<del>Design, CST and CEI is unfunded</del>
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
<b>Charlotte County-Punta Gorda MPO</b>											
P1	US-17 from Copley Ave. to CR-74 (Bermont Rd.)	Charlotte	Roadway	N/A	Yes	Funded	\$10.9	Yes	No	Yes	No
<b>Heartland Regional TPO</b>											
P2	SR-70 from Jefferson Ave. to CR-29	Highlands	Roadway	414506-1	Yes	Completed	\$242.2	Yes	No	Yes	Yes
<b>Lee County MPO</b>											
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
<b>Polk TPO</b>											
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](http://www.ccpghmpo.gov) under “Documents.”

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

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

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

## **Previous Conforming Projects**

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

## **Joint Certification Review**

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

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

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

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

# **SECTION-III**

## Purpose

This document provides language that Florida’s metropolitan planning organizations (MPO) may incorporate in Transportation Improvement Programs (TIP) to meet the federal transportation performance management rules.

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

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

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

The document is organized as follows:

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

## Background

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

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

The Fixing America's Surface Transportation (FAST) Act supplements the Moving Ahead for Progress in the 21st Century Act (MAP-21) by establishing timelines for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to comply with MAP-21 performance management requirements. These requirements were reaffirmed and continued under the Bipartisan Infrastructure Law (BIL), which reauthorized federal surface transportation programs.

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

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

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

## Highway Safety Measures (PM1)

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

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

## Highway Safety Targets

### Statewide Targets

Safety performance measure targets are required to be adopted annually. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2024, FDOT established statewide safety performance targets for calendar year 2025. Table 3.1 presents FDOT’s statewide targets.

<b>Performance Measure</b>	<b>Calendar Year 2026 Statewide Target</b>
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

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

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

FDOT and Florida’s traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by FHWA, the death or serious injury of any person is unacceptable. [The Florida Transportation Plan](#) (FTP), the state’s long-range transportation plan, identifies eliminating transportation-related fatalities and serious injuries as the state’s highest transportation priority. Therefore, FDOT established 0 as the only acceptable target for all five federal safety performance measures.

## MPO Safety Targets

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

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

<b>Performance Measure</b>	<b>Calendar Year 2026 MPO Target</b>
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious Injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

## Safety Trends in the MPO Area

The five year rolling average for Charlotte County – Punta MPO indicates tables the five year rolling average (2020-2024) if crash date and vehicle miles are compared to the baseline date 5 years ago from (2016 -2020). Table 3.3 below indicates the safety targets for the Charlotte County – Punta Gorda MPO. may discuss recent safety performance data in the MPO area. Note that MPOs are not required to discuss performance trends in the TIP, but its inclusion can provide context and supporting information for the narrative

<b>Table 3.3 Charlotte County – Punta Gorda MPO Safety Performance Measure Target</b>				
<b>Performance Measure</b>	<b>2026 Target</b>	<b>2016–2020</b>	<b>2020–2024</b>	<b>Target Achieved</b>
<b>Number of Fatalities</b>	0	26.4	30.8	No
<b>Number of Serious Injuries</b>	0	102.2	174.6	No
<b>Fatality Rate per 100M VMT</b>	0	1.086	1.164	No
<b>Serious Injury Rate per 100M VMT</b>	0	4.200	6.534	No
<b>Total Non-Motorized Fatalities &amp; Serious Injuries</b>	0	19.8	27.4	No

### Safety Performance measures Trend Analysis

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

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

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

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

**Fatalities and Serious Injuries Five year Rolling Average**

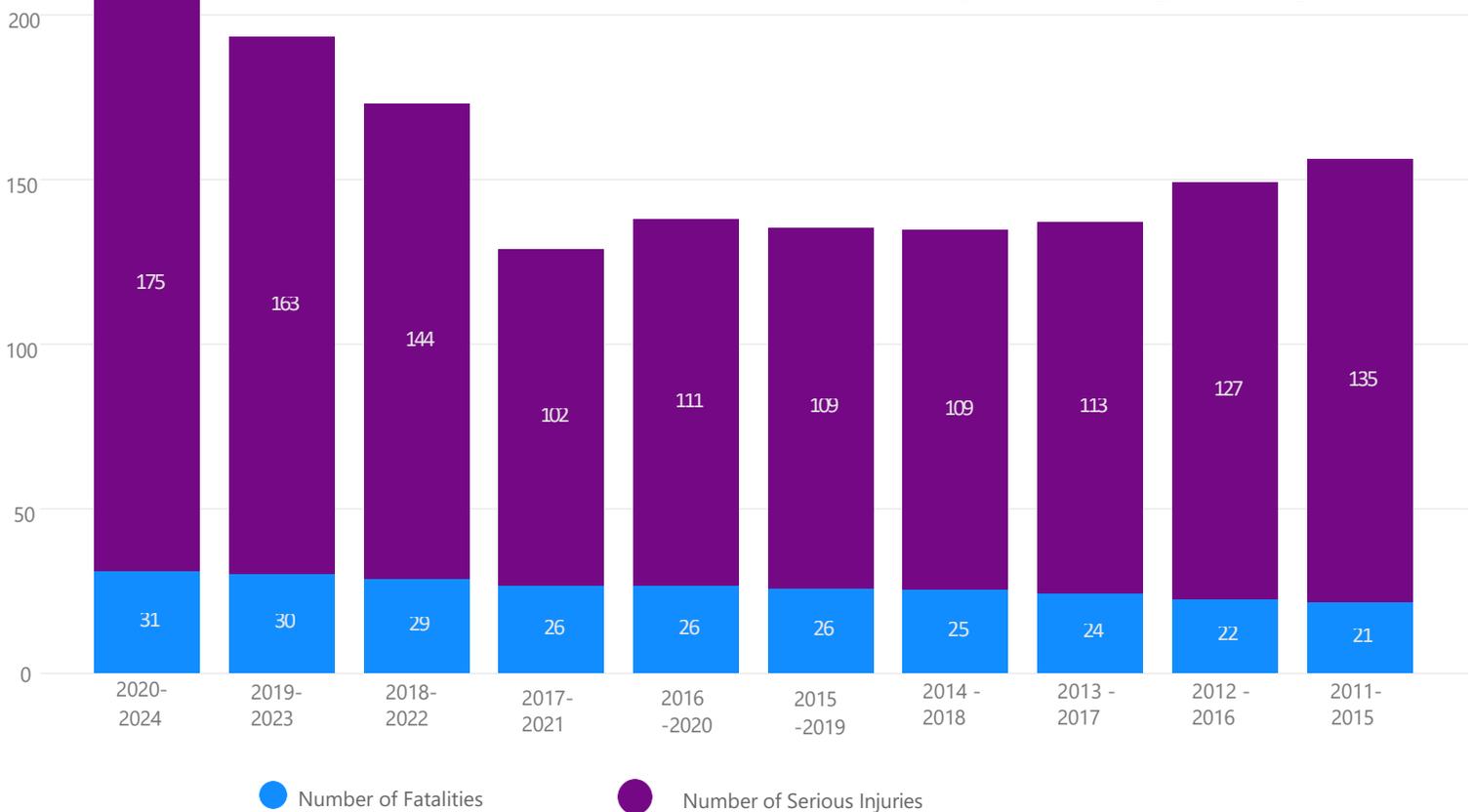


Table 3.5 below identifies five performance measures by year In Charlotte County – Punta MPO from 2017 to 2024.

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

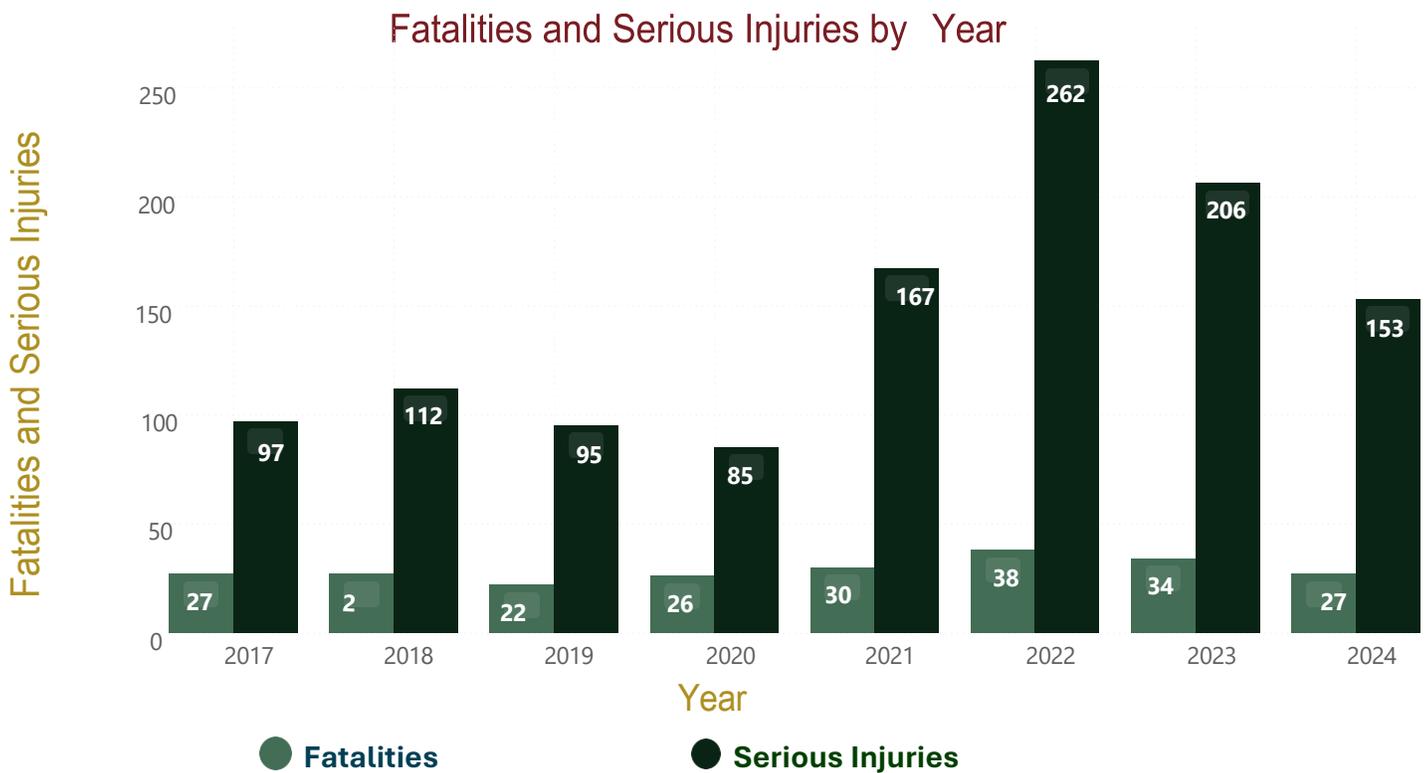
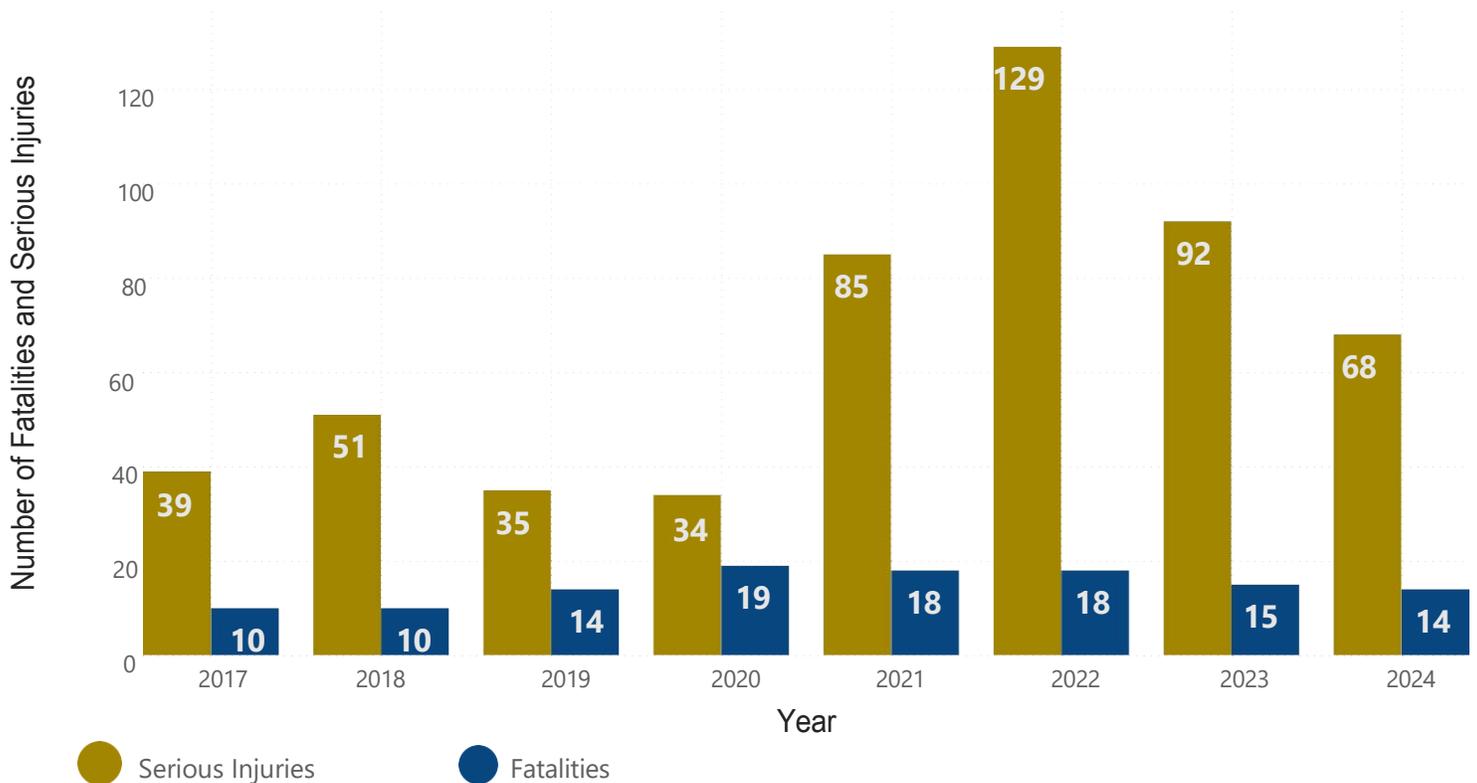


Table 3.6 below identify the Performance measures on State Highway System and comparative analysis by year from 2017 – 2024

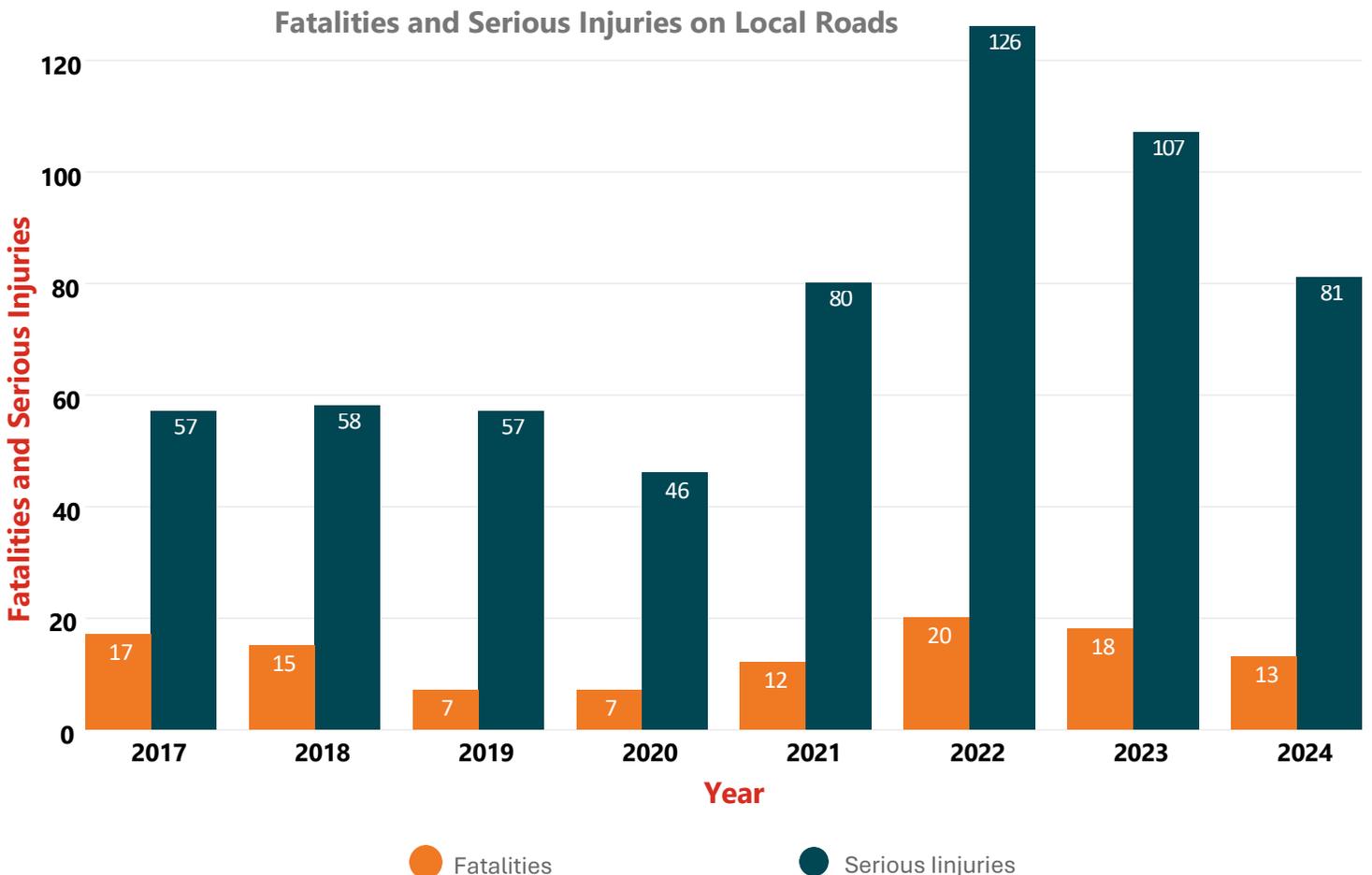
Table 3.6 State Highway System Performance Measures by Year - Charlotte County – Punta Gorda								
Performance Measures	2017	2018	2019	2020	2021	2022	2023	2024
Number of Fatalities	10	10	14	19	18	18	15	14
Number of Serious Injuries	39	51	35	34	85	129	92	68
Fatality Rate per 100M VMT	1.016	1.018	1.384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

State Highway System Fatalities and Serious Injuries by Year



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

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



## **FDOT Safety Planning and Programming**

### **Florida's Strategic Highway Safety Plan**

[Florida's Strategic Highway Safety Plan](#) (SHSP), published in March 2021, identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs, the MPOAC, and other statewide traffic safety partners. The SHSP development process included a review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

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

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

### **Florida's Highway Safety Improvement Program**

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

As discussed above, in the 2024 HSIP Annual Report, FDOT reported calendar year 2025 statewide safety performance targets at “0” for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than the baseline for at least four of the five measures. If this does not occur, FDOT must submit an annual implementation plan with actions it will take to meet targets in the future.

On April 20, 2023, FHWA reported the results of its 2022 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2022 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than the baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. [The HSIP Implementation Plan](#) was submitted with the HSIP Annual Report to FHWA on August 31, 2024.

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on the implementation of the HSIP as a core federal-aid highway program and documents the continued enhancements planned for Florida’s HSIP to better leverage the benefits of this program. However, recognizing that FDOT already allocates all HSIP funding to safety programs - and building on the integrated approach that underscores FDOT’s safety programs – the HSIP Implementation Plan also documents how additional FDOT and partner activities may contribute to progress toward zero. Building on the foundation of prior HSIP Implementation Plans, the 2024 HSIP Implementation Plan identifies the following key commitments:

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

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

the performance of roadways (i.e., evaluating results of implemented crash modification factors against projected crash reduction factors).

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

Florida received an allocation of approximately \$156 million in HSIP funds for use during the 2024 state fiscal year from July 1, 2023 through June 30, 2024, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas. This year's HSIP allocated \$134.5 million in infrastructure investments on state-maintained roadways and \$20.8 million in infrastructure investments on local roadways. A list of HSIP projects can be found in the [HSIP 2024 Annual Report](#).

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

### **Additional FDOT Safety Planning Activities**

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

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

### **Safety Investments in the TIP**

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

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

The LRTP emphasizes:

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

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

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

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

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

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

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

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

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

### 2.4.2 Safety Investments

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

FPID Number	Project Name	Type of Work
441950-1	SR 31 at CR 74	Roundabout
441524-1	US 41 from Williams St to Peace River Bridge	Safety enhancements for motorists, pedestrians, and bicyclists
444485-1	US 41 @ Rio Villa Dr	Restricted Crossing U-Turn (RCUT) – Design and implementation
<b>438262-1</b>	US 41 from Conway Blvd to Midway Blvd	Sidewalk project
<b>446393-1</b>	SR 776 at Charlotte Sports Park	Intersection improvements
<b>446830-1</b>	US 41 from Kings Hwy to Conway Blvd	Sidewalk project
<b>449652-1</b>	SR 776 from Merchants crossing to Sarasota County Line	Safety Project
<b>451360-1</b>	SR 776 at Oceanspray Blvd	Intersection Improvement
<b>452221-1</b>	Cooper St from Airport Rd to E Marion Ave	Bike Path Trail
<b>453416-1</b>	Jones Loop Road and Piper Rd	Intersection Improvement

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

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

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

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

# **Pavement & Bridge Condition Measures (PM2)**

## **Pavement & Bridge Condition Measures (PM2)**

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

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

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

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

## **Bridge & Pavement Condition Targets**

### **Statewide Targets**

Federal rules require state DOTs to establish two-year and four-year targets for bridge and pavement condition measures. On December 16, 2022, FDOT established 2023 and 2025 statewide bridge and pavement targets, and in September of 2024 adjusted the 2025 target for percent of NHS bridges (by deck area) in poor condition. Table 0.1 presents 2023 actual performance and the statewide 2023 and 2025 targets.

<b>Table 3.8 Statewide Bridge and Pavement Condition Performance Targets</b>			
<b>Performance Measure</b>	<b>2023 Statewide Conditions</b>	<b>2023 Statewide Target</b>	<b>2026 Statewide Target</b>
Percent of NHS bridges (by deck area) in good condition	55.3%	≥50.0%	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	0.6%	≤10.0%	≤5.0%
Percent of Interstate pavements in good condition	67.6%	≥60.0%	≥60.0%
Percent of Interstate pavements in poor condition	0.2%	≤5.0%	≤5.0%
Percent of non-Interstate pavements in good condition	50.8%	≥40.0%	≥40.0%
Percent of non-Interstate pavements in poor condition	0.5%	≤5.0%	≤5.0%

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

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

- Florida Statute 334.046 mandates FDOT to preserve the state’s bridges and pavement to specific state-defined standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These state statutory guidelines envelope the statewide federal targets that have been established for bridges and pavements.
- In addition FDOT also developed a [Transportation Asset Management Plan](#) (TAMP) for the state NHS bridge and pavement assets. The TAMP must include investment strategies leading to a program of projects that would make progress toward the achievement of the State’s targets for asset condition and performance of the NHS. FDOT’s current TAMP was submitted on December 30, 2022, and recertified by FHWA on February 23, 2023.
- Further, the federal pavement condition measures require a data collection methodology that is a departure from the methods historically used by FDOT. For bridge condition, performance is measured in the deck area under the federal measure, while FDOT programs its bridge repair or replacement work on a bridge-by-bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

FDOT collects and reports bridge and pavement data to FHWA annually to track performance and progress toward the targets. The percentage of Florida’s bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Reported bridge and pavement data through 2023 exceeded the established targets. FHWA determined that FDOT made significant progress toward its 2023 PM2 targets.

### MPO Targets

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

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

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

<b>Performance Measure</b>	<b>2026 MPO Target</b>
Percent of NHS bridges (by deck area) in good condition	<b>50.0%</b>
Percent of NHS bridges (by deck area) in poor condition	<b>5.0%</b>
Percent of Interstate pavements in good condition	<b>60.0%</b>
Percent of Interstate pavements in poor condition	<b>5.0%</b>
Percent of non-Interstate pavements in good condition	<b>40.0%</b>
Percent of non-Interstate pavements in poor condition	<b>5.0%</b>

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

## **PM2: Pavement and Bridge Condition Performance Measures**

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

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

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

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

TIP investments that support PM3 targets include:

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

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

## **Integration of PM2 Into the TIP**

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

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

## **Bridge & Pavement Investments in the TIP**

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

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

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

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

### TIP Investment Levels Supporting PM2

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

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

### TIP Investments Supporting System Performance (PM3)

The MPO supports FDOT's statewide PM3 targets for:

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

TIP projects supporting PM3 include:

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

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

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

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

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

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

### **National Highway Performance Program (NHPP)**

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

### **National Highway Freight Program (NHFP)**

3. Truck Travel Time Reliability Index (TTTR);

### **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO<sub>x</sub>, VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) for CMAQ-funded projects.

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

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

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

## **System Performance and Freight Targets**

### **Statewide Targets**

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On December 16, 2022, FDOT established 2023 and 2025 statewide performance targets, and in September 2024, adjusted the 2025 targets for percent of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable. Table 0.1 presents 2023 actual performance and the 2023 and 2025 statewide targets.

Table 3.10 Statewide System Performance and Freight Targets

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

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

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

System performance and freight are addressed through several statewide initiatives:

- Florida’s Strategic Intermodal System (SIS) comprises transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT’s capacity investments and is Florida’s primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida’s transportation system and account for a dominant share of the people and freight movement to, from, and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT’s focus on improving the performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA’s TPM program. The [SIS Policy Plan](#) was updated in early 2022, consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investment needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures, including mobility, safety, preservation, and economic competitiveness, as part of FDOT’s Strategic Investment Tool (SIT).
- In addition, the [Florida Mobility and Trade Plan](#) (FMTP) defines policies and investments that will enhance Florida’s economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high-priority projects support the statewide freight vision. In May 2020, FHWA

approved the FMTP as FDOT’s State Freight Plan. An update to the FMTP will be adopted in 2025.

**MPO Targets**

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

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

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

<b>Table 3.11 Charlotte County – Punta Gorda MPO System Performance and Freight Targets</b>	
<b>Performance Measure</b>	<b>2025 MPO Target</b>
Percent of person-miles traveled on the Interstate that are reliable	75.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	60.0%
Truck travel time reliability index (Interstate)	2.00

**System Performance and Freight Investments in the TIP**

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

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

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

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

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

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

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

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

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

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

# **Transit Asset Management Measures**

## Transit Asset Management Measures

### Transit Asset Performance Measures

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

**Table 3.12 FTA TAM Performance Measures**

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

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

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

The TAM regulation defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service, or more than 100 vehicles in

all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes or have 100 or less vehicles in one non-fixed route mode. A Tier I provider must establish its own TAM targets, as well as report performance and other data to FTA. A Tier II provider can establish its own targets or participate in a Group Plan with other Tier II providers whereby targets are established for the entire group in coordination with a group plan sponsor, typically a state DOT.

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

### FDOT Group TAM Plan Participants

A total of 19 public transportation providers participated in the [FDOT Group TAM Plan](#) and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 3.13). These are FDOT’s Section 5311 Rural Program subrecipients. The Group TAM Plan was adopted in September 2022 and covers fiscal years 2022-2023 through 2025-2026. Group TAM Plan targets for fiscal year 2023 were submitted to NTD in September 2023. *An MPO has the option of including the full table below for context or just identifying those Tier II providers in the MPO planning area that participated in the Group TAM Plan, if any. If the MPO area includes any providers participating in the Group TAM Plan, the MPO should check with FDOT before submitting the TIP to confirm the final 2023 targets.*

**Table 3.13 Florida Group TAM Plan Participants**

District	Participating Transit Providers
1	Central Florida Regional Planning Council Hendry County
2	Baker County Council on Aging Levy County Transit Nassau County Council on Aging/Nassau TRANSIT Ride Solution (Putnam County) Suwannee River Economic Council Suwannee Valley Transit Authority
3	Big Bend Transit

	Calhoun County Senior Citizens Association Gulf County ARC JTRANS Liberty County Transit Tri-County Community Council Wakulla Transportation
4	<i>No participating providers</i>
5	Flagler County Public Transportation Marion Transit Sumter County Transit
6	Key West Transit
7	<i>No participating providers</i>

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

## Section 1. Introduction

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

### *Transit Asset Management Rule*

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

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

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

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

### *Agency Overview*

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

## TAM Plan Requirements

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

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

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

## TAM Plan Horizon

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

## Accountable Executive

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

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

**Table 1-1: FTA TAM Compliance Checklist**

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

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

## Section 2. Asset Inventory

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

### Service Area

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

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

### Service Hours

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

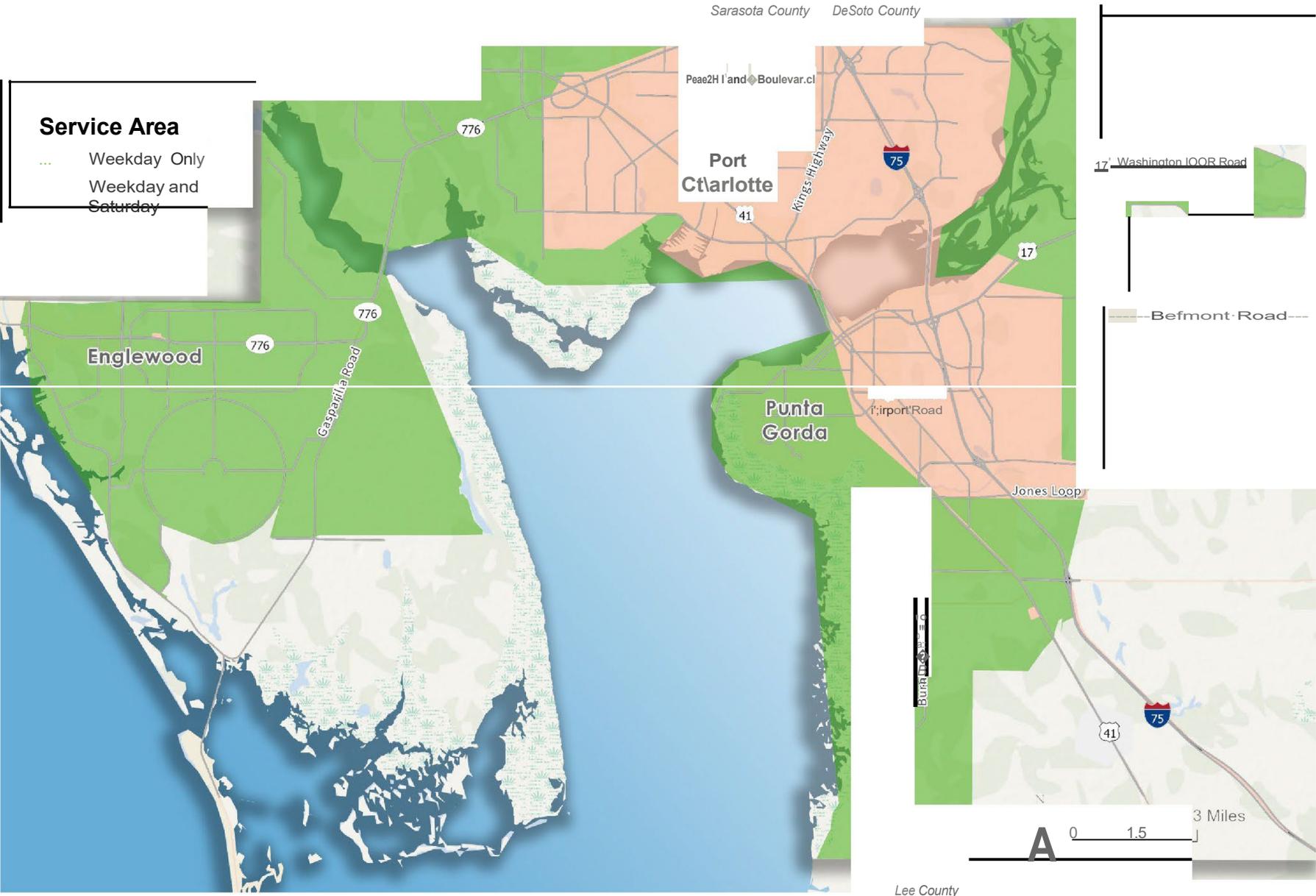
operates from 9:00 AM to 6:00 PM. Currently, no service is provided on Sundays or County and nationally recognized holidays.

### Charlotte County Transit Asset Categories

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

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

### Map 2-1: Charlotte County Transit | Service Area



**Service Area**

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

17' Washington LOR Road

--- Belmont Road ---

Lee County

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

- Rolling Stock
- Equipment
- Facilities

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

### Asset Base

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

**Table 2-1: 2025 Asset Base**

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

## 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**

<b>Make</b>	<b>Model</b>	<b>Class</b>	<b>Length (in feet)</b>	<b>ID #</b>	<b>Acquisition Date</b>	<b>Mileage</b>	<b>Acquisition Cost</b>
<b>Ford</b>	Minibus	Minibus	20	36242	4/9/2018	143,358	\$65,225.00
<b>Ford</b>	Minibus	Minibus	20	36243	4/9/2018	152,947	\$65,225.00
<b>Ford</b>	Minibus	Minibus	20	36249	4/30/2018	143,707	\$65,289.57
<b>Ford</b>	Minibus	Minibus	20	36250	4/20/2018	158,215	\$65,288.96
<b>Ford</b>	Minibus	Minibus	20	36328	4/30/2018	157,376	\$62,255.00
<b>Ford</b>	Minibus	Minibus	20	36332	5/22/2018	138,037	\$65,229.21
<b>Ford</b>	Minibus	Minibus	20	36347	6/29/2018	137,408	\$65,807.59
<b>Ford</b>	Minibus	Minibus	20	36348	6/29/2018	136,092	\$65,825.89
<b>Ford</b>	Minibus	Minibus	22	36506	11/15/2018	159,872	\$75,045.00
<b>Ford</b>	Minibus	Minibus	22	36806	3/7/2019	147,937	\$75,045.00
<b>Ford</b>	Minibus	Minibus	22	37342	12/4/2019	138,920	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37343	12/4/2019	150,648	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37345	12/4/2019	145,903	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37437	12/20/2019	129,405	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37440	12/11/2019	149,097	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37442	12/11/2019	145,473	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37443	2/10/2020	Unknown*	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37447	12/20/2019	130,846	\$79,651.00
<b>Ford</b>	Minibus	Minibus	22	37450	12/11/2019	128,043	\$79,651.00
<b>Ford</b>	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
<b>Turtle Top</b>	Odyssey	Cutaway	23	37438	11/18/2019	103,967	\$100,259.00
<b>Turtle Top</b>	Odyssey	Cutaway	23	37475	11/13/2020	92,116	\$100,259.00
<b>Turtle Top</b>	Odyssey	Cutaway	23	37481	12/11/2019	147,360	\$100,259.00
<b>Ford</b>	Minibus	Cutaway	18	38002	10/28/2020	10,118	\$53,293.00
<b>Ford</b>	Minibus	Cutaway	18	38003	10/28/2020	5,223	\$53,293.00
<b>Ford</b>	Minibus	Cutaway	18	38004	10/28/2020	16,326	\$53,293.00
<b>Ford</b>	Minibus	Cutaway	18	38005	10/28/2020	15,675	\$122,274.00
<b>Turtle Top</b>	Odyssey	Cutaway	23	37986	11/13/2020	102,468	\$103,111.00
<b>Ford</b>	Odyssey	Cutaway	23	37998	11/13/2020	82,350	\$103,111.00
<b>Turtle Top</b>	Odyssey	Cutaway	23	37999	11/13/2020	93,296	\$103,111.00
<b>Turtle Top</b>	Terra Transit	Cutaway	28	38023	3/3/2021	62,031	\$122,274.00
<b>Ford</b>	Cutaway	Cutaway	23	38741	7/9/2025	N/A	\$128,221.00
<b>Ford</b>	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
<b>Ford</b>	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)
<b>Charlotte County Transit Admin Building</b>	\$3,500,000	2022	3

**Table 2-7: Facility Assets | Other Facilities**

Facility Name	Replacement Value	Acquisition Year	Age (Years)
<b>Punta Gorda Parking Lot</b>	\$18,878	2011	14
<b>Bus Wash Facility</b>	\$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**

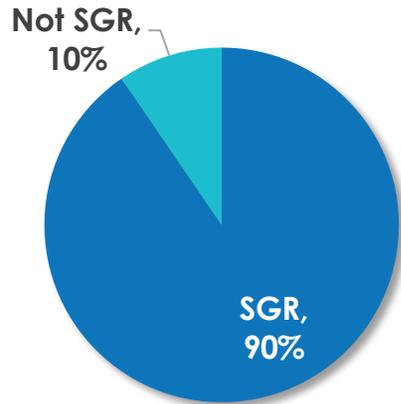
Asset Class	ULB (Years)		ULB (Mileage)
Cutaways/Minibus	7	or	at least 200,000 miles
Van	4		at least 100,000 miles
Non-Revenue Vehicles	4		at least 100,000 miles

## 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
<b>Minibus</b>	20	\$1,490,206.22	9	45%	\$599,797.22	40%
<b>Cutaway</b>	13	\$1,270,979.00	0	0%	\$0.00	0%
<b>Van</b>	1	\$53,293.00	1	100%	\$53,293.00	100%
<b>Total</b>	<b>34</b>	<b>\$2,814,478.22</b>	<b>10</b>	<b>29%</b>	<b>\$653,090.22</b>	<b>23%</b>

**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
<b>Non-Revenue Vehicles</b>	1	\$25,980.51	1	100%	\$25,980.51	100%
<b>Total</b>	<b>1</b>	<b>\$25,980.51</b>	<b>1</b>	<b>100%</b>	<b>\$25,980.51</b>	<b>100%</b>

## 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)**

<b>Asset Class</b>	<b>2025 Performance</b>	<b>2026 Target</b>	<b>2027 Target</b>	<b>2028 Target</b>	<b>2029 Target</b>	<b>2030 Target</b>
<b>Rolling Stock</b>						
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%
<b>Equipment</b>						
Non-Revenue Vehicles	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Facilities</b>						
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**

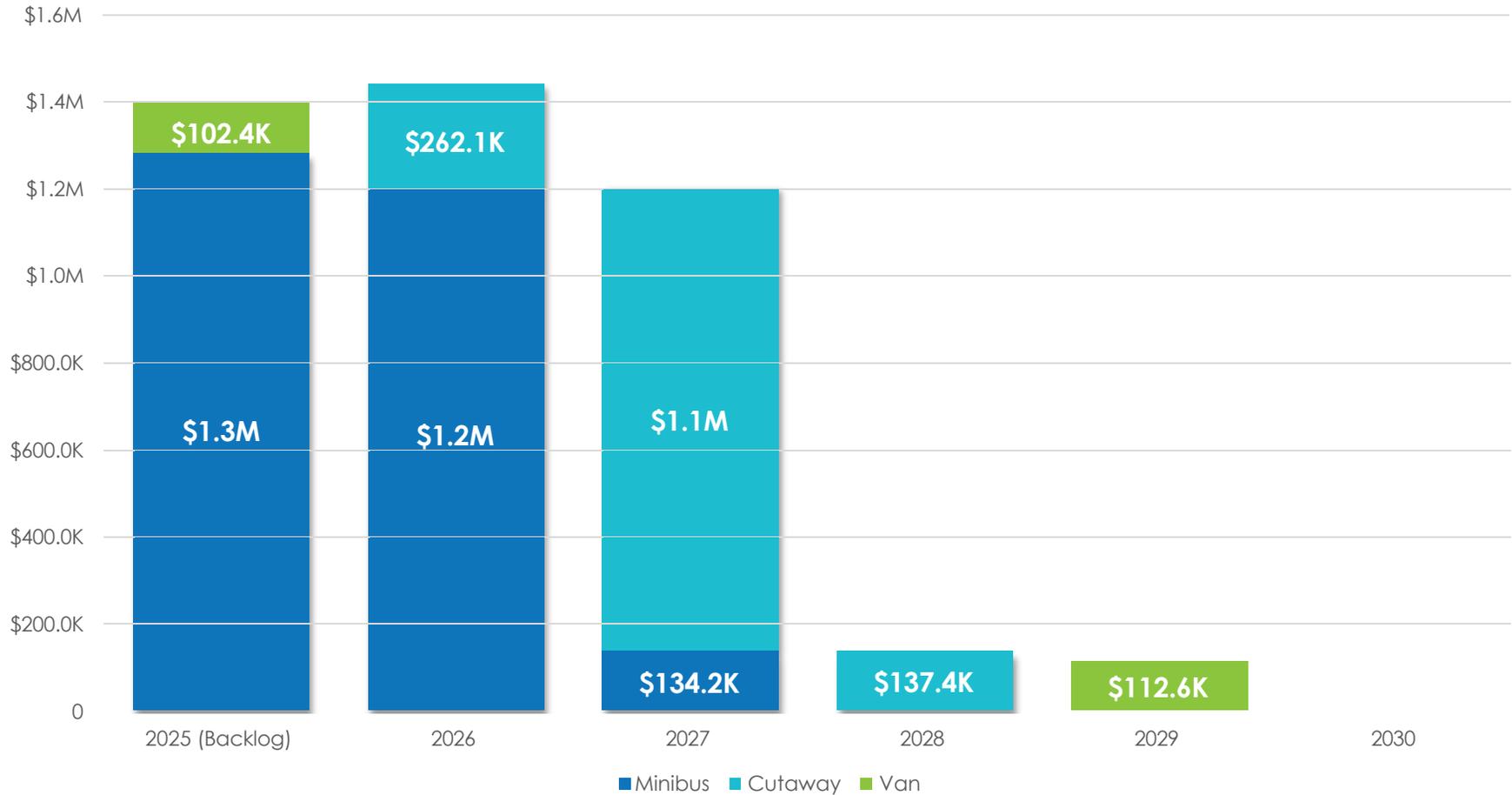
Process/Tool	Brief Description
<b>Fleet Vehicles Service Report Excel</b>	Automated spreadsheet to calculate required fleet purchase for each year for five years
<b>Transit Fleet Vehicles Service Report</b>	Multiple spreadsheets with transit inventory conditions, performance, and safety updated
<b>Capital Project</b>	Yearly and as needed basis of management review of capital needs and budget
<b>Transit Development Plan</b>	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"> <li>• Share TAM Plan with planning partners</li> </ul>	October 2025
<ul style="list-style-type: none"> <li>• Report FY26 data to NTD</li> <li>• Submit targets for FY27 to NTD</li> <li>• Submit narrative report to NTD</li> </ul>	January 2026
<ul style="list-style-type: none"> <li>• Report FY27 data to NTD</li> <li>• Submit targets for FY28 to NTD</li> <li>• Submit narrative report to NTD</li> </ul>	January 2027
<ul style="list-style-type: none"> <li>• Report FY28 data to NTD</li> <li>• Submit targets for FY29 to NTD</li> <li>• Submit narrative report to NTD</li> </ul>	January 2028
<ul style="list-style-type: none"> <li>• Report FY29 data to NTD</li> <li>• Submit targets for FY30 to NTD</li> <li>• Submit narrative report to NTD</li> </ul>	January 2029
<ul style="list-style-type: none"> <li>• Complete Updated TAM Plan</li> <li>• Share TAM Plan with planning partners</li> </ul>	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.<sup>1</sup>

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

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

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](http://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](http://www.ccpghmpo.gov). The LRTP reference included on each TIP page provides the information needed to locate full project costs and additional project details. If no LRTP reference is provided, the TIP includes the complete project cost.

### **TIP Fiscal Constraint – Projected Available Revenue**

The Transportation Improvement Program (TIP) must be fiscally constrained, meaning the total cost of projects programmed in the TIP cannot exceed the revenues reasonably expected to be available during the TIP period. All federally funded projects must be included in the TIP. In addition, any non-federally funded but regionally significant project must also be listed. For these projects, the submitting agency must demonstrate that funding is available and identify the sources of non-federal revenue.

Projects must be programmed in Year of Expenditure (YOE) dollars, which requires adjusting costs for inflation to reflect the estimated purchasing power of funds in the year the project is expected to be implemented.

Table 4.6 below provides a five-year funding summary that demonstrates fiscal constraint by showing projected available revenues and the corresponding programmed expenditures in YOE dollars. This ensures that the TIP complies with federal requirements and reflects a financially feasible program of transportation investments. Tables 4.6.1 through 4.6.4 offer visuals of the data derived from Table 4.6.

# FY 2027-2031 HIGHWAY PROJECTS

Table 4.1

**Project Type:** Charlotte County TSMCA  
**FM Number:** 412665-1  
**Lead Agency:**   
**Length:** Not Applicable  
**LRTP Reference Page #:** 2050 LRTP Congestion Management Plan Page 5-26  
**SIS Project:** No



**Description: Traffic Control Devices**

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
OPS		State	\$650,613	\$631,471						\$1,282,084
<b>Total:</b>			<b>\$650,613</b>	<b>\$631,471</b>						<b>\$1,282,084</b>

**Project Type:** City of Punta Gorda TSMCA  
**FM Number:** 413625-1  
**Lead Agency:**   
**Length:** Not Applicable  
**LRTP Reference Page #:** 2050 LRTP Congestion Management Plan Page 5-26  
**SIS Project:** No



**Description: Traffic Control Devices**

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
OPS		State	\$104,919	\$109,066	\$113,455					\$327,440
<b>Total:</b>			<b>\$104,919</b>	<b>\$109,066</b>	<b>\$113,455</b>					<b>\$327,440</b>

**Project Type:** Punta Gorda Weigh in Motion (WIM) Screening  
**FM Number:** 437001-2  
**Lead Agency:**   
**Length:** Not Applicable  
**LRTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3  
**SIS Project:**



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

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		Federal			\$4,821,936					\$4,821,936
<b>Total:</b>					<b>\$4,821,936</b>					<b>\$4,821,936</b>

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

**FM Number:** 438262-1

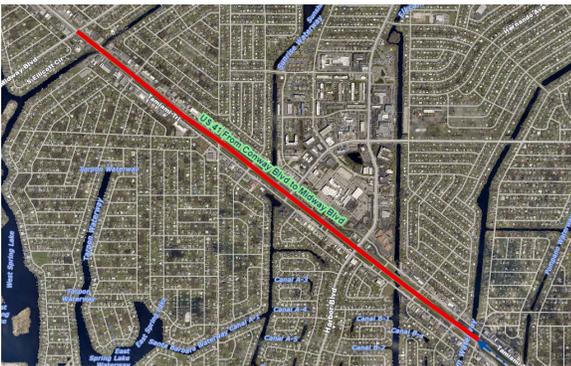
**Lead Agency:** 

**Length:** 2.136 Mi

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

**SIS Project:** No

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



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		Federal		\$9,093,809						\$9,093,809
<b>Total:</b>				<b>\$9,093,809</b>						<b>\$9,093,809</b>

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

**FM Number:** 446830-1

**Lead Agency:** 

**Length:** 2.16 Mi

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

**SIS Project:** No

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



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE		Federal	\$1,501,000							\$1,501,000
CST		Federal					\$7,659,737			\$7,659,737
<b>Total:</b>			<b>\$1,501,000</b>				<b>\$7,659,737</b>			<b>\$9,160,737</b>

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

**FM Number:** 444907-1

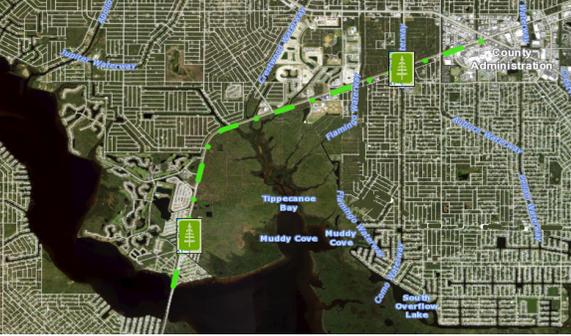
**Lead Agency:** 

**Length:** 5.68 Miles

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

**SIS Project:**

**Description:** Landscaping project



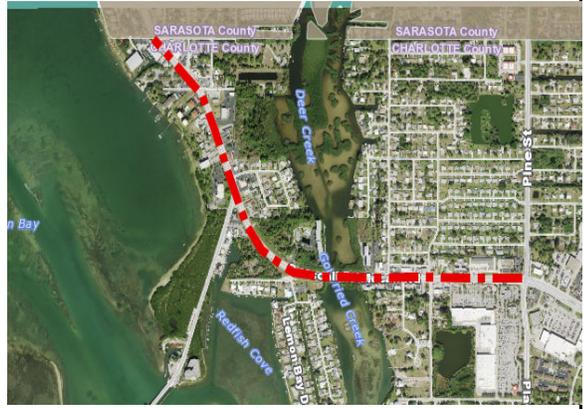
Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		State	\$852,000							\$852,000
<b>Total:</b>			<b>\$852,000</b>							<b>\$852,000</b>

**Project Type:** SR 776 at Charlotte Sports park  
**FM Number:** 446393-1  
**Lead Agency:**   
**Length:** None  
**L RTP Reference Page #:** 2050 LRTP Page 5-31  
**SIS Project Description:** Charlotte Sports Park Intersection Improvements/Add turn lanes on SR 776



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		Federal			\$917,294					
<b>Total:</b>					\$917,294					<b>\$917,294</b>

**Project Type:** SR 776 from Merchants Crossing to Sarasota County line  
**FM Number:** 449652-1  
**Lead Agency:**   
**Length:** 1.02 mile  
**L RTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3 No  
**SIS Project Description:** Safety project with proposed median improvements



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		Federal		\$3,375,791						\$3,375,791
RAIL& UTI		State		\$200,000						\$200,000
<b>Total:</b>				\$3,575,791						<b>\$3,575,791</b>

**Project Type:** SR 45 ( US 41) Tamiami Trail from Aqui Esta Dr to S of Carmalita St  
**FM Number:** 451101-1  
**Lead Agency:**   
**Length:** 1.41 mile  
**L RTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3 No  
**SIS Project Description:** Pavement online Resurfacing project



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		State	\$3,482,030							\$3,482,030
<b>Total:</b>			\$3,482,030							<b>\$3,482,030</b>

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

**FM Number:** 451103-1

**Lead Agency:**



**Length:** 7.5 mile

**L RTP Reference Page #:** 2050 LRTP Page 3-7

**SIS Project:** No

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



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		State		\$7,001,371						\$7,001,371
<b>Total:</b>				<b>\$7,001,371</b>						<b>\$7,001,371</b>

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

**FM Number:** 451104 -1

**Lead Agency:**

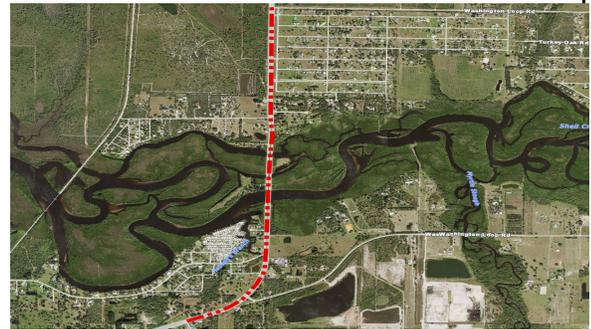


**Length:** 1.99 mile

**L RTP Reference Page #:** 2050 LRTP Page 3-7

**SIS Project:** Yes

**Description:** Resurfacing project



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		State	\$8,953,213							\$8,953,213
<b>Total:</b>			<b>\$8,953,213</b>							<b>\$8,953,213</b>

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

**FM Number:** 451105-1

**Lead Agency:**

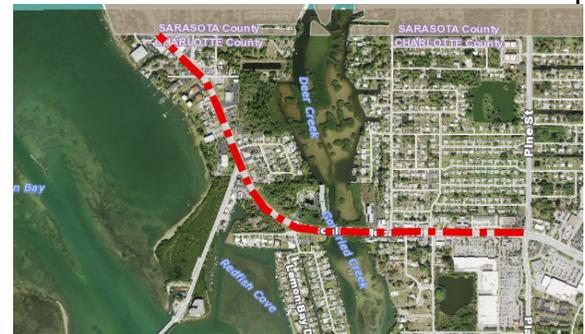


**Length:** 1.5 mile

**L RTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3 No

**SIS Project:**

**Description:** Resurfacing project



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		Federal		\$7,990,925						\$7,990,925
		State		\$820,744						\$820,744
<b>Total:</b>				<b>\$8,811,669</b>						<b>\$8,811,669</b>

**Project Type:** SR 776 at Oceanspray Blvd

**FM Number:** 451360-1

**Lead Agency:**



**Length:** None

**L RTP Reference** 2050 LRTP Goals and Objectives Page 2-3 No

**Page #:**

**SIS Project**



**Description:** Median modifications at the intersection

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		Federal		\$1,345,912						\$1,345,912
<b>Total:</b>				<b>\$1,345,912</b>						<b>\$1,345,912</b>

**Project Type:** I-75 at Jones Loop Truck parking

**FM Number:** 452154-1

**Lead Agency:**



**Length:** None

**L RTP Reference** 2050 LRTP Goals and Objectives Page 2-3 No

**Page #:**

**SIS Project**



**Description:** Truck Parking facilities at Jones loop rest area

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
CST		Federal			\$28,926,605					\$28,926,605
<b>Total:</b>					<b>\$28,926,605</b>					<b>28,926,605</b>

**Project Type:** Cooper St from Airport Rd to Marion Ave

**FM Number:** 452221-1

**Lead Agency:**



**Length:** 1.72 mile

**L RTP Reference** 2050 LRTP Page 6-5

**Page #:**

**SIS Project** No



**Description:** Cooper St from Airport Rd to Marion Ave Multi Use Recreational Trail

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE		Federal	\$308,000							\$308,000
CST		Federal			\$3,012,000					\$3,012,000
<b>Total:</b>			<b>\$308,000</b>		<b>\$3,012,000</b>					<b>\$3,320,000</b>

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

**FM Number:** 453416-1

**Lead Agency:** 

**Length:** None

**L RTP Reference Page #:** 2050 LRTP Page 5-31

**SIS Project:** No



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

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE		Federal		\$115,450						\$115,450
CST		Federal				\$145,230				\$145,230
<b>Total:</b>				<b>\$115,450</b>		<b>\$145,230</b>				<b>\$260,680</b>

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

**FM Number:** 453459-1

**Lead Agency:** 

**Length:** Not applicable

**L RTP Reference Page #:** 2050 LRTP Page 5-31

**SIS Project:** No



**Description:** Intersection improvements

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE		Federal				\$501,001				\$501,001
CST		Federal						\$3,218,282		\$3,218,282
<b>Total:</b>						<b>\$501,001</b>		<b>\$3,218,282</b>		<b>\$3,719,283</b>

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

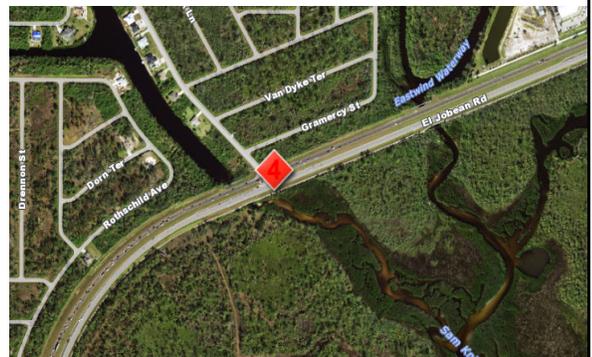
**FM Number:** 453479 1

**Lead Agency:** 

**Length:** Not applicable

**L RTP Reference Page #:** 2050 LRTP Page 5-31

**SIS Project:** No



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

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PE		Federal		\$115,449						\$115,449
CST		Federal				\$145,230				\$145,230
<b>Total:</b>				<b>\$115,449</b>		<b>\$145,230</b>				<b>\$260,679</b>

**Project Type:** Charlotte ATMS

**FM Number:** 457620-1

**Lead Agency:**



**Length:**

**LRTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3 No

**SIS Project**



**Description: Arterial Traffic Management**

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
DB		State					\$2,313,059			\$2,313,059
PE		State				\$340,090	\$100,000			\$440,090
<b>Total:</b>						<b>\$340,090</b>	<b>\$2,313,059</b>			<b>\$2,753,149</b>

FY 2027 to 2031 Transportation Improvement Program

# FY 2027 - FY 2031 AVIATION PROJECTS

Table 4.2

**Project Type:** Punta Gorda Airport Holding Bay Rwy 22 Approach  
**FM Number:** 451203-1  
**Lead Agency:**   
**Length:** Not applicable  
**L RTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3  
**SIS Project:** Yes



**Description:** Aviation capacity project.

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital		State	\$65,000				\$65,000			\$130,000
		Federal	\$1,170,000				\$1,170,000			\$2,340,000
		Local	\$65,000				\$65,000			\$130,000
<b>Total:</b>			<b>\$1,300,000</b>				<b>\$1,300,000</b>			<b>\$2,600,000</b>

**Project Type:** Punta Gorda Airport Runway 4-22 Extension  
**FM Number:** 451489-1  
**Lead Agency:**   
**Length:** Not applicable  
**L RTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3 No  
**SIS Project:** Yes



**Description:** Aviation Preservation project.

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital		State	\$37,500				\$37,500			\$75,000
		Federal	\$675,000				\$675,000			\$1,350,000
		Local	\$37,500				\$37,500			\$75,000
<b>Total:</b>			<b>\$750,000</b>				<b>\$750,000</b>			<b>\$1,500,000</b>

**Project Type:** Punta Gorda Airport Terminal Expansion  
**FM Number:** 453809-1  
**Lead Agency:**   
**Length:** Not applicable  
**L RTP Reference Page #:** 2050 LRTP Goals and Objectives Page 2-3  
**SIS Project:** Yes



**Description:** Aviation capacity project.

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital		State		\$841,648	\$717,231	\$2,500,000				\$4,058,879
		Local		\$1,000,000	\$1,000,000	\$2,500,000				\$4,500,000
<b>Total:</b>				<b>\$1,841,648</b>	<b>\$1,717,231</b>	<b>\$5,000,000</b>				<b>\$8,558,879</b>

**Project Type:** Punta Gorda Airport Perimeter Road P2B

**FM Number:** 457265-1



**Lead Agency:**

**Length:**

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

**SIS Project:** Yes

**Description:** Aviation preservation project.



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital		Federal		\$2,340,000						\$2,340,000
		State		\$130,000						\$130,000
		Local		\$130,000						\$130,000
<b>Total:</b>				<b>\$2,600,000</b>						<b>\$2,600,000</b>

**Project Type:** Punta Gorda Airport Runway 22 Exit Taxiway

**FM Number:** 457267-1



**Lead Agency:**

**Length:**

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

**SIS Project:** Yes

**Description:** Aviation capacity project.



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital		Federal			\$900,000					\$900,000
		State			\$50,000					\$50,000
		Local			\$50,000					\$50,000
<b>Total:</b>					<b>\$1,000,000</b>					<b>\$1,000,000</b>

**Project Type:** Punta Gorda Airport Part 150 Noise Study

**FM Number:** 457268-1



**Lead Agency:**

**Length:**

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

**SIS Project:** Yes

**Description:** Aviation environmental project.



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Capital		Federal		\$1,170,000						\$1,170,000
		State		\$65,000						\$65,000
		Local		\$65,000						\$65,000
<b>Total:</b>				<b>\$1,300,000</b>						<b>\$1,300,000</b>

FY 2027 to 2031 Transportation Improvement Program

# FY 2027 - FY 2031 TRANSIT PROJECTS

Table 4.3

**Project Type:** Charlotte County Transit FTA Section 5311 Operating Assistance  
**FM Number:** 410119-1  
**Lead Agency:**   
**Length:** Not applicable  
**L RTP Reference Page #:** 2050 L RTP Full Report Page 5-6 No  
**SIS Project**



**Description: Operating/Administration Assistance**

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops		Federal		\$82,800	\$50,000	\$82,800	\$82,800	\$67,268		
		State	\$82,800							\$82,800
		Local	\$82,800	\$82,800	\$50,000	\$82,800	\$82,800	\$67,268		\$448,468
<b>Total:</b>			<b>\$165,600</b>	<b>\$165,600</b>	<b>\$100,000</b>	<b>\$165,600</b>	<b>\$165,600</b>	<b>\$134,536</b>		<b>\$896,936</b>

**Project Type:** Charlotte County State Transit Block Grant Operating Assistance  
**FM Number:** 410138-1  
**Lead Agency:**   
**Length:** Not applicable  
**L RTP Reference Page #:** 2050 L RTP Full Report Page 5-6  
**SIS Project**



**Description: Operating/Administration Assistance**

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops		State	\$415,518	\$466,743	\$480,745	\$495,168	\$510,023	\$525,323		\$2,893,520
		Local	\$415,518	\$466,743	\$780,745	\$195,168	\$510,023	\$525,323		\$2,893,520
<b>Total:</b>			<b>\$831,036</b>	<b>\$933,486</b>	<b>\$1,261,490</b>	<b>\$690,336</b>	<b>\$1,020,046</b>	<b>\$1,050,646</b>		<b>\$5,787,040</b>

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



**Description: Capital for fixed route**

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops		Federal	1,235,963	1,227,473	1,979,075	2,020,245	2,732,648	\$2,888,112		\$12,083,516
		Local	308,991	306,868	494,769	505,061	683,162	\$722,028		\$3,020,879
<b>Total:</b>			<b>1,544,954</b>	<b>1,534,341</b>	<b>2,473,844</b>	<b>2,525,306</b>	<b>3,415,810</b>	<b>\$3,610,140</b>		<b>\$15,104,395</b>

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

**FM Number:** 441980-1

**Lead Agency:** 

**Length:** Not applicable

**LRTP Reference Page #:** 2050 LRTP Full Report Page 5-6

**SIS Project**

**Description: Capital for fixed route**



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops		Federal	507,736	468,860	637,960	560,038	642,460	\$661,849		\$3,478,903
		Local	126,934	117,215	159,490	140,010	160,615	\$165,462		\$869,726
<b>Total:</b>			<b>634,670</b>	<b>586,075</b>	<b>797,450</b>	<b>700,048</b>	<b>803,075</b>	<b>\$827,311</b>		<b>\$4,348,629</b>

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

**FM Number:** 441979 1

**Lead Agency:** 

**Length:** Not applicable

**LRTP Reference Page #:** 2050 LRTP Full Report Page 5-6

**SIS Project**

**Description: Operating for fixed route**



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops		Federal	767,437	762,164	1,979,075	2,020,243	2,732,646	\$2,888,112		\$11,149,677
		Local	767,437	762,164	1,979,075	2,020,243	2,732,646	\$2,888,112		\$11,149,677
<b>Total:</b>			<b>1,534,874</b>	<b>1,524,328</b>	<b>3,958,150</b>	<b>4,040,486</b>	<b>5,465,292</b>	<b>\$5,776,224</b>		<b>\$22,299,354</b>

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

**FM Number:** 410119-2

**Lead Agency:** 

**Length:** Not applicable

**LRTP Reference Page #:** 2050 LRTP Full Report Page 5-6

**SIS Project**

**Description: Operating/administration assistance**



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Ops		Federal		\$82,800	\$50,000	\$82,800	\$82,800	\$67,268		\$365,668
		Local		\$82,800	\$50,000	\$82,800	\$82,800	\$67,268		\$365,668
<b>Total:</b>				<b>\$165,600</b>	<b>\$100,000</b>	<b>\$165,600</b>	<b>\$165,600</b>	<b>\$134,536</b>		<b>\$731,336</b>

FY 2027 to 2031 Transportation Improvement Program

# FY 2027 - FY 2031 Maintenance Projects

Table 4.4

**Project Type:** Punta Gorda Highway Lighting

**FM Number:** 413536-1

**Lead Agency:**



**Length:** Not applicable

**L RTP Reference Page #:** 2050 L RTP Full Report Page 5-6

**SIS Project** Not

**Description:** Routine maintenance of Highway Lighting



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Bridge/Roadway		State	\$215,153	\$221,609						\$436,762
<b>Total:</b>			<b>\$215,153</b>	<b>\$221,609</b>						<b>\$436,762</b>

**Project Type:** Charlotte County Asset Maintenance

**FM Number:** 432899-2

**Lead Agency:**



**Length:** Not applicable

**L RTP Reference Page #:** 2050 L RTP Full Report Page 5-6 No

**SIS Project**

**Description:** Routine maintenance



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Bridge/Roadway		Federal	\$2,236,231							\$2,236,231
		State		\$2,236,231	\$980,668	\$1,039,973	\$1,039,973	\$1,039,973		\$6,336,818
<b>Total:</b>			<b>\$2,236,231</b>	<b>\$2,236,231</b>	<b>\$980,668</b>	<b>\$1,039,973</b>	<b>\$1,039,973</b>	<b>\$1,039,973</b>		<b>\$8,573,049</b>

**Project Type:** ITS Devices Electric

**FM Number:** 427781-1

**Lead Agency:**



**Length:** Not applicable

**L RTP Reference Page #:** 2050 L RTP Full Report Page 5-6 No

**SIS Project Description:**

**Other ITS**



Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
Bridge/Roadway		State		\$23,292	\$23,292					\$46,584
<b>Total:</b>				<b>\$23,292</b>	<b>\$23,292</b>					<b>\$46,584</b>

# FY 2027 - FY 2031 Transportation Planning

Table 4.5

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

**FM Number:** 439316-6

**Lead Agency:**

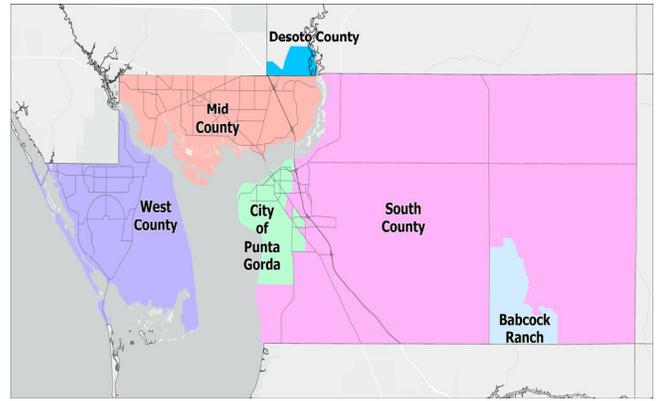


**Length:** Not applicable

**LRTP Reference**

**Page #:**

**SIS Project** No



**Description:** MPOs Transportation Planning funds

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PLN		Federal		\$626,506	\$626,506					\$1,253,012
<b>Total:</b>				<b>\$626,506</b>	<b>\$626,506</b>					<b>\$1,253,012</b>

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

**FM Number:** 439316-7

**Lead Agency:**

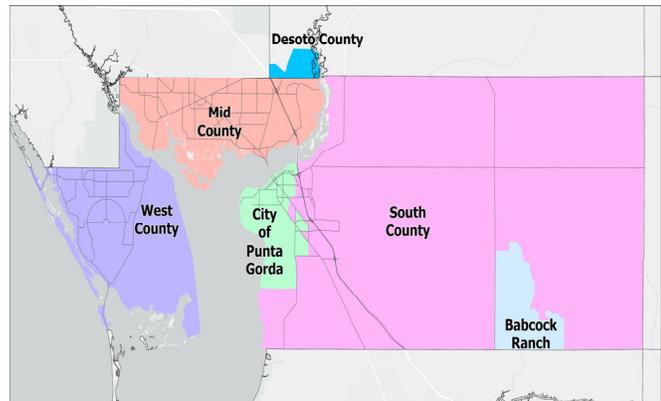


**Length:** Not applicable

**LRTP Reference**

**Page #:**

**SIS Project** No



**Description:** MPOs Transportation Planning funds

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PLN		Federal				\$851,506	\$1,001,506			\$1,853,012
<b>Total:</b>						<b>\$851,506</b>	<b>\$1,001,506</b>			<b>\$1,853,012</b>

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

**FM Number:** 439316-8

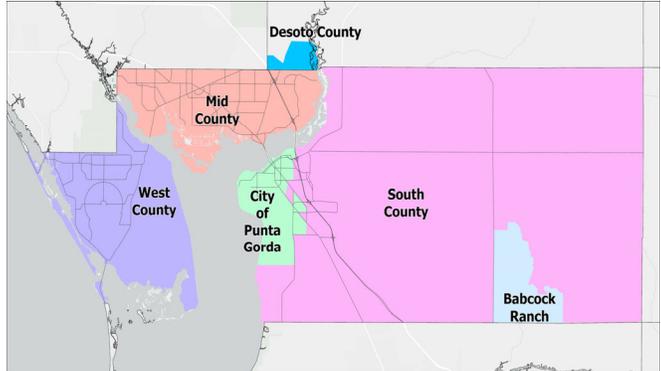
**Lead Agency:**



**Length:** Not applicable

**LRTP Reference**

**SIS Project** No



**Description:** MPOs Transportation Planning funds

Phase	Fund Category	Funding Source	<2027	2027	2028	2029	2030	2031	>2031	Total
PLN		Federal						\$776,506		\$776,506
<b>Total:</b>								<b>\$776,506</b>		<b>\$776,506</b>

FY 2027 to 2031 Transportation Improvement Program

# State Transportation Improvement Program

## Charlotte County - Punta Gorda MPO - Summary Report

### FY 2027- 2031 Transportation Improvement Program

Fund Type	<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>Federal</b>	\$8,401,367	\$28,797,939	\$43,900,451	\$6,409,093	\$16,779,597	\$10,567,397	\$0	\$114,855,844
<b>Local</b>	\$1,804,180	\$3,013,590	\$4,564,079	\$5,526,082	\$4,354,546	\$4,435,461	\$0	\$23,697,938
<b>State</b>	\$14,858,746	\$12,747,175	\$2,365,391	\$4,375,231	\$3,965,555	\$1,565,296	\$0	\$39,877,394
<b>Grand Total:</b>	<b>\$25,064,293</b>	<b>\$44,558,704</b>	<b>\$50,829,921</b>	<b>\$16,310,406</b>	<b>\$25,099,698</b>	<b>\$16,568,154</b>	<b>\$0</b>	<b>\$178,431,176</b>

Project Type	<2027	2027	2028	2029	2030	2031	>2031	All Years
<b>Highway Projects (All)</b>	\$15,851,775	\$30,799,988	\$37,791,290	\$1,131,551	\$9,972,796	\$3,218,282	\$0	\$98,765,682
<b>Sidewalks/Trails</b>	\$1,809,000	\$9,093,809	\$3,012,000	\$0	\$7,659,737	\$0	\$0	\$21,574,546
<i>Federal</i>	\$1,809,000	\$9,093,809	\$3,012,000	\$0	\$7,659,737	\$0	\$0	\$21,574,546
<i>Local</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>State</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Intersection and Safety Improvements</b>	\$0	\$5,152,602	\$917,294	\$791,461	\$0	\$3,218,282	\$0	\$10,079,639
<i>Federal</i>	\$0	\$4,952,602	\$917,294	\$791,461	\$0	\$3,218,282	\$0	\$9,879,639
<i>Local</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>State</i>	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
<b>Pavement Resurfacing</b>	\$12,435,243	\$15,813,040	\$0	\$0	\$0	\$0	\$0	\$28,248,283
<i>Federal</i>	\$0	\$7,990,925	\$0	\$0	\$0	\$0	\$0	\$7,990,925
<i>Local</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>State</i>	\$12,435,243	\$7,822,115	\$0	\$0	\$0	\$0	\$0	\$20,257,358
<b>Other Highway</b>	\$1,607,532	\$740,537	\$33,861,996	\$340,090	\$2,313,059	\$0	\$0	\$38,863,214
<i>Federal</i>	\$0	\$0	\$33,748,541	\$0	\$0	\$0	\$0	\$33,748,541
<i>Local</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>State</i>	\$1,607,532	\$740,537	\$113,455	\$340,090	\$2,313,059	\$0	\$0	\$5,114,673
<b>Aviation Projects</b>	\$2,050,000	\$5,741,648	\$2,717,231	\$5,000,000	\$2,050,000	\$0	\$0	\$17,558,879
<i>Federal</i>	\$1,845,000	\$3,510,000	\$900,000	\$0	\$1,845,000	\$0	\$0	\$8,100,000
<i>Local</i>	\$102,500	\$1,195,000	\$1,050,000	\$2,500,000	\$102,500	\$0	\$0	\$4,950,000
<i>State</i>	\$102,500	\$1,036,648	\$767,231	\$2,500,000	\$102,500	\$0	\$0	\$4,508,879
<b>Transit</b>	\$4,711,134	\$4,909,430	\$8,690,934	\$8,287,376	\$11,035,423	\$11,533,393	\$0	\$49,167,690
<i>Federal</i>	\$2,511,136	\$2,624,097	\$4,696,110	\$4,766,126	\$6,273,354	\$6,572,609	\$0	\$27,443,432
<i>Local</i>	\$1,701,680	\$1,818,590	\$3,514,079	\$3,026,082	\$4,252,046	\$4,435,461	\$0	\$18,747,938
<i>State</i>	\$498,318	\$466,743	\$480,745	\$495,168	\$510,023	\$525,323	\$0	\$2,976,320
<b>Maintenance</b>	\$2,451,384	\$2,481,132	\$1,003,960	\$1,039,973	\$1,039,973	\$1,039,973	\$0	\$9,056,395
<i>Federal</i>	\$2,236,231	\$0	\$0	\$0	\$0	\$0	\$0	\$2,236,231
<i>Local</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>State</i>	\$215,153	\$2,481,132	\$1,003,960	\$1,039,973	\$1,039,973	\$1,039,973	\$0	\$6,820,164
<b>Transportation Planning</b>	\$0	\$626,506	\$626,506	\$851,506	\$1,001,506	\$776,506	\$0	\$3,882,530
<i>Federal</i>	\$0	\$626,506	\$626,506	\$851,506	\$1,001,506	\$776,506	\$0	\$3,882,530
<i>Local</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>State</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total</b>	<b>\$25,064,293</b>	<b>\$44,558,704</b>	<b>\$50,829,921</b>	<b>\$16,310,406</b>	<b>\$25,099,698</b>	<b>\$16,568,154</b>	<b>\$0</b>	<b>\$178,431,176</b>

Table 4.6.1

## Funding Type By Year

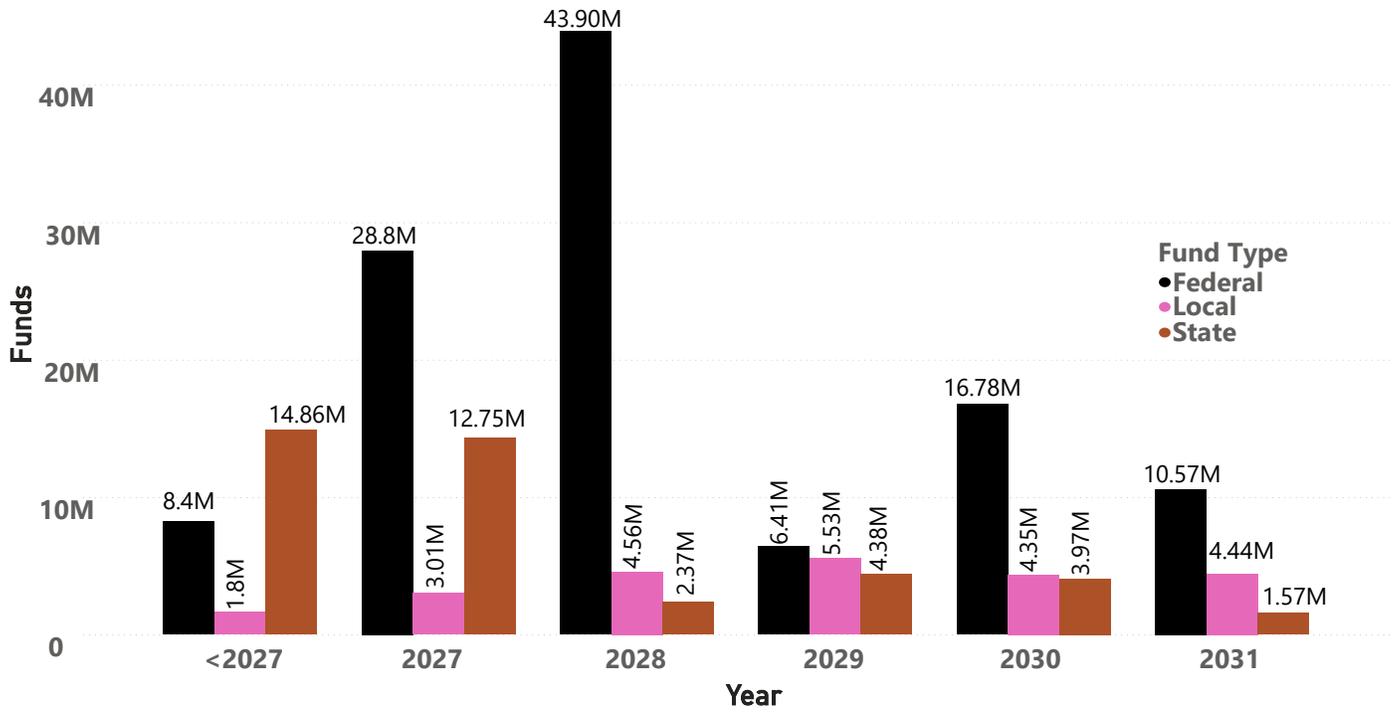


Table 4.6.2

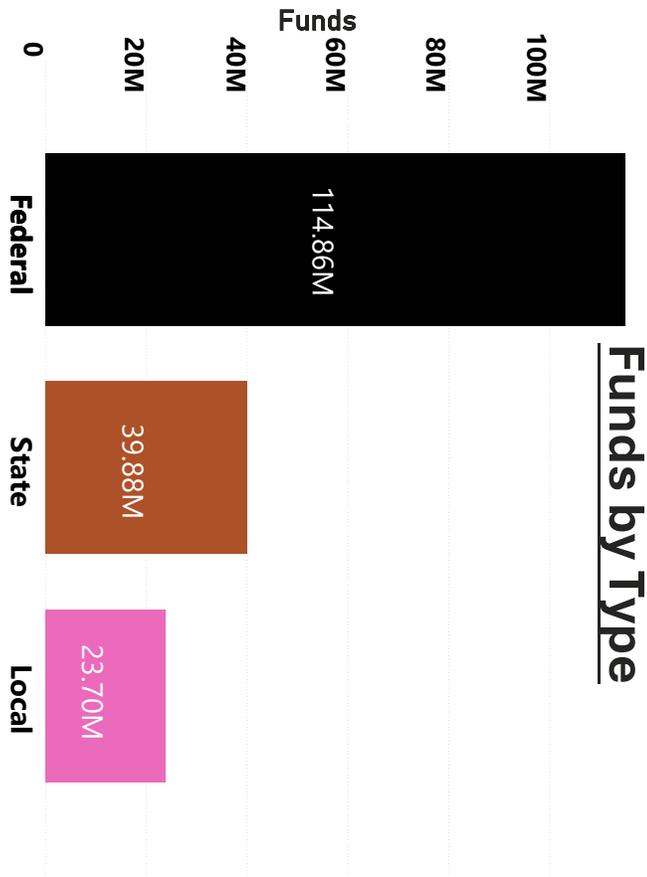
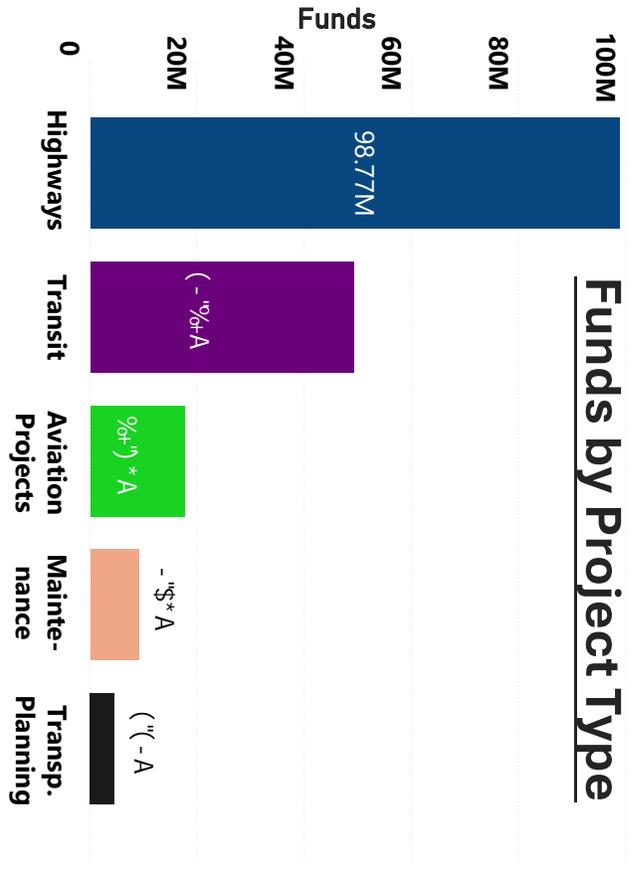


Table 4.6.3



# Funds by Project Type 2027-2031

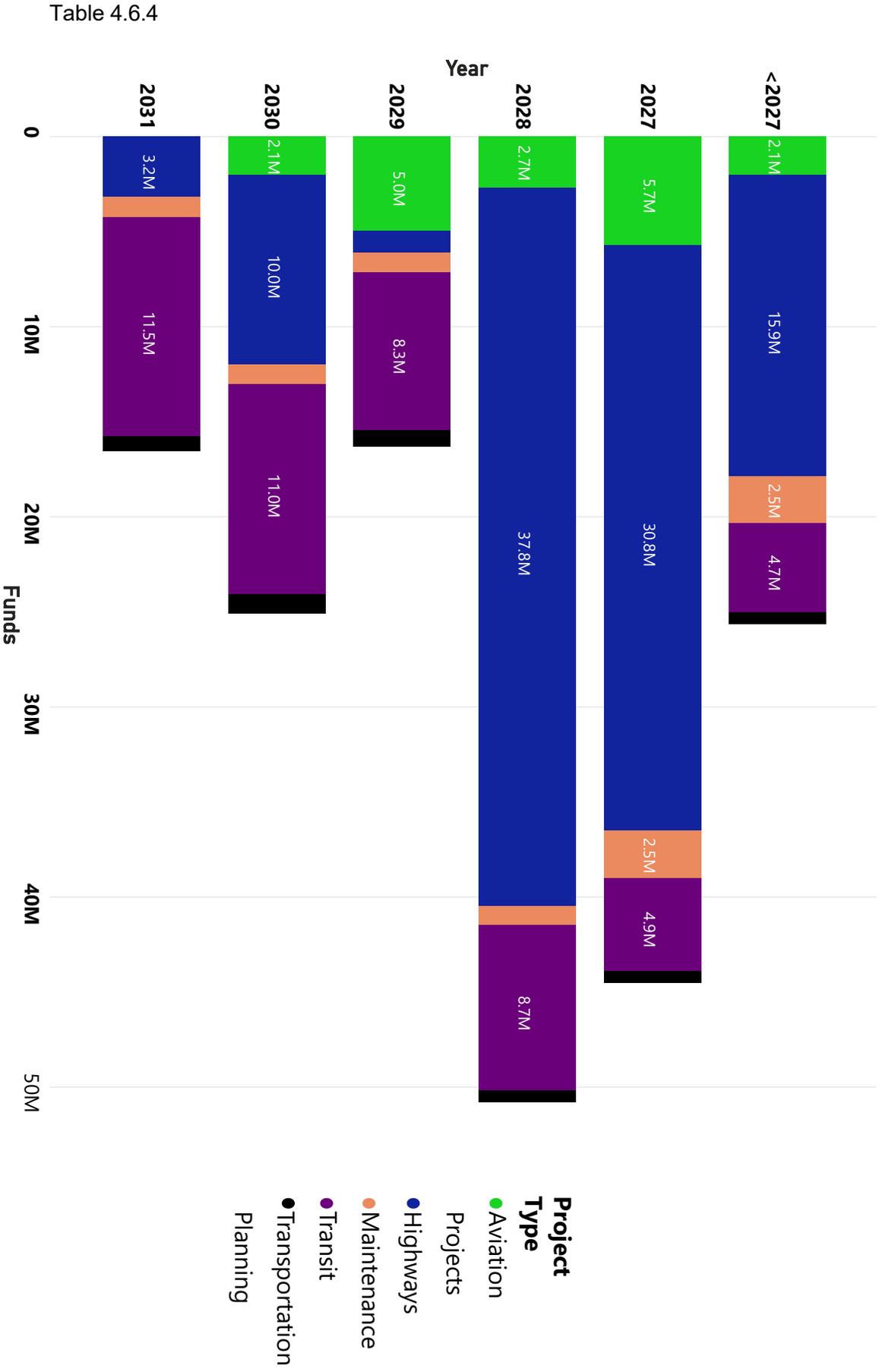


Table 4.6.4

# **SECTION-V**



# CHARLOTTE COUNTY CAPITAL IMPROVEMENTS PROGRAM

Charlotte County's Capital Improvement Program (CIP) is a six-year planning tool that guides the development of county infrastructure and capital projects needed to support future growth. The CIP is updated annually by ordinance to ensure project priorities, funding strategies, and schedules remain aligned with county needs and available resources. The next update, effective October 1, 2025, will designate the FY2025/2026 portion of the CIP as the current adopted plan and will extend the planning horizon through FY2030/2031. This update ensures continued coordination between the County and the MPO as transportation and infrastructure projects advance through planning, programming, and implementation.

For the Charlotte County - Punta Gorda MPO, the annual CIP update is an important coordination point. Transportation projects included in the CIP often intersect with MPO priorities, including roadway improvements, multimodal enhancements, safety initiatives, and infrastructure supporting future development. The updated CIP provides a clearer picture of local funding commitments, project readiness, and anticipated timelines, which supports MPO planning activities such as the Transportation Improvement Program (TIP), Long Range Transportation Plan (LRTP) implementation, and project prioritization.

## Capital Improvement Program Totals by Infrastructure Type and Project with Funding Sources 2026 Adopted CIP

(in thousands 000)

	Prior Actuals	FY25 Est	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
<b>Roadway and Sidewalk Infrastructure</b>	<b>168,839</b>	<b>3,274</b>	<b>145,001</b>	<b>167,842</b>	<b>103,539</b>	<b>22,226</b>	<b>43,742</b>	<b>4,249</b>	<b>658,712</b>
<b>R-02</b> 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
<b>R-03</b> Multi Use Path-On Road									-
Sales Tax 2014	3,603	-	197	-	-	-	-	-	3,800
Multi Use Path-On Road Total	3,603	-	197	-	-	-	-	-	3,800
<b>R-04</b> Regional Bicycle-Pedestrian Trails									-
Sales Tax 2020	2,056	1,652	2,292	-	-	-	-	-	6,000
<b>R-05</b> 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
<b>R-06</b> 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
<b>R-07</b> 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
<b>R-08</b> 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
<b>R-09</b> 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
<b>R-10</b> 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
<b>R-11</b> 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
<b>R-12</b> 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
<b>R-13</b> 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
<b>R-14</b> Edgewater Ph 5									-
Pending Sales Tax 2026	-	-	-	41,040	-	-	-	-	41,040
Road Impact Fees	-	-	-	-	-	-	-	-	-
Edgewater Ph 5 Total	-	-	-	41,040	-	-	-	-	41,040
<b>R-15</b> 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
<b>R-16</b> 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
<b>R-17</b> 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
<b>R-18</b> 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
<b>R-19</b> 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
<b>R-20</b> 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	
<b>R-21</b>	Kings Highway I75 to Desoto									-
	Gas Tax (Capital)	1,505	-	0	-	-	-	-	-	1,505
	Road Impact Fees	1,459	98	8,487	-	-	-	-	-	10,045
	Kings Highway I75 to Desoto Total	2,964	98	8,487	-	-	-	-	-	11,550
<b>R-22</b>	Mid County Transfer Roadway Reconfiguration									-
	Solid Waste Enterprise Fund	1	4	562	-	-	-	-	-	566
	Mid County Transfer Roadway Reconfiguration Total	1	4	562	-	-	-	-	-	566
<b>R-23</b>	Old Landfill Road Safety Improvements									-
	Utility Operations & Maint	10	-	490	-	-	-	-	-	500
	Old Landfill Road Safety Improvements Total	10	-	490	-	-	-	-	-	500
<b>R-24</b>	Sandhill Widening									-
	Gas Tax (Capital)	335	-	(0)	-	-	-	-	-	335
	MSBU/TU Assessments	905	-	(0)	-	-	-	-	-	905
	Road Impact Fees	634	125	18,284	-	-	-	-	-	19,043
	Sandhill Widening Total	1,874	125	18,284	-	-	-	-	-	20,283
<b>R-25</b>	Veterans / Cochran Blvd Intersection Impvts									-
	Gas Tax (Capital)	2	-	-	-	-	-	-	-	2
	Grants	-	-	3,523	-	-	-	-	-	3,523
	Road Impact Fees	11	7	187	-	-	-	-	-	205
	Veterans / Cochran Blvd Intersection Impvts Total	13	7	3,710	-	-	-	-	-	3,730
<b>R-26</b>	Burnt Store Road Area Corridor									-
	Gas Tax (Capital)	3,488	44	(0)	-	-	-	-	-	3,532
	Road Impact Fees	558	-	361	-	-	-	-	-	918
	Burnt Store Road Area Corridor Total	4,046	44	361	-	-	-	-	-	4,450
<b>R-27</b>	Burnt Store Road E/W Connector (new 2 lane road)									-
	Gas Tax (Capital)	-	-	-	-	-	-	-	-	-
	Pending Sales Tax 2026	-	-	-	-	4,409	6,263	34,111	-	44,783
	Road Impact Fees	-	-	-	-	-	-	-	-	-
	Burnt Store Road E/W Connector (new 2 lane road) Total	-	-	-	-	4,409	6,263	34,111	-	44,783
<b>R-28</b>	Burnt Store Road Widening Ph 2									-
	Capital Projects Fund	-	-	-	-	-	-	-	-	-
	Debt Proceeds	18,132	-	-	-	-	-	-	-	18,132
	Developer Contribution	13	-	-	-	-	-	-	-	13
	Gas Tax (Capital)	1,463	(1,150)	(1,216)	-	-	-	-	-	(903)
	Grants	7,294	-	-	-	-	-	-	-	7,294
	Road Impact Fees	17,720	1,449	3,557	222	198	174	149	124	23,592
	Burnt Store Road Widening Ph 2 Total	44,622	299	2,340	222	198	174	149	124	48,128

## Capital Improvement Program Totals by Infrastructure Type and Project with Funding Sources 2026 Adopted CIP

(in thousands 000)

		Prior								
		Actuals	FY25 Est	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
<b>R-29</b>	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
<b>R-30</b>	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
<b>R-31</b>	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
<b>R-32</b>	Taylor Road Widening/ N Jones Loop to Airport Rd									-
	Pending Sales Tax 2026	-	-	-	-	-	-	-	-	-
	Taylor Road Widening/ N Jones Loop to Airport Rd Total	-	-	-	-	-	-	-	-	-
<b>R-33</b>	Taylor Road Widening/ US41 to N Jones Loop Road									-
	Pending Sales Tax 2026	-	-	-	-	-	-	-	-	-
	Taylor Road Widening/ US41 to N Jones Loop Road Total	-	-	-	-	-	-	-	-	-
<b>R-34</b>	Gasparilla Rd Connector Sidewalk									-
	Gas Tax (Capital)	-	-	-	-	-	-	-	-	-
	Road Impact Fees	-	-	335	-	-	-	-	-	335
	Gasparilla Rd Connector Sidewalk Total	-	-	335	-	-	-	-	-	335
<b>R-35</b>	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
<b>R-36</b>	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
<b>R-37</b>	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
<b>R-38</b>	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
<b>S-02</b>	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
<b>S-03</b>	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
<b>S-04</b>	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
<b>S-05</b>	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
<b>S-06</b>	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
<b>S-07</b>	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
<b>S-08</b>	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
<b>S-09</b>	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
<b>S-10</b>	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
<b>S-11</b>	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
<b>S-12</b>	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
<b>S-13</b> 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
<b>S-14</b> 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
<b>S-15</b> 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
<b>GENERAL FUNDING:</b>								
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
<b>GENERAL FUNDING TOTAL</b>				<b>1,504</b>	<b>805</b>	<b>880</b>	<b>555</b>	<b>555</b>
<b>GRANT FUNDING:</b>								
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
<b>GRANT FUNDING TOTAL</b>				<b>27</b>	<b>160</b>	<b>739</b>	<b>0</b>	<b>2,911</b>
<b>PARK IMPACTS:</b>								
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
<b>PARK IMPACTS TOTAL</b>				<b>100</b>	<b>175</b>	<b>175</b>	<b>175</b>	<b>75</b>
<b>MOBILITY IMPACTS (previously Transportation):</b>								
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
<b>MOBILITY IMPACTS TOTAL</b>				<b>248</b>	<b>0</b>	<b>213</b>	<b>287</b>	<b>100</b>
<b>PUBLIC SAFETY IMPACTS:</b>								
Public Safety Building Expansion	25	6,950	450 **		300	300	300	300
<b>PUBLIC SAFETY IMPACTS TOTAL</b>				<b>0</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>
<b>SPECIAL USE FUND:</b>								
Ponce de Leon Park Improvements	26	3,300	700 **	**	**	**	**	**
<b>SPECIAL USE FUND TOTAL</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FUNDED PROJECTS</b>				<b>1,879</b>	<b>1,440</b>	<b>2,307</b>	<b>1,317</b>	<b>3,941</b>

\* 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
<b>1% SALES TAX REVENUE</b>				<b>4,394</b>	<b>4,394</b>	<b>4,394</b>	<b>4,394</b>	<b>1,098</b>	<b>18,674</b>				
<b>EXPENDITURES:</b>													
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
<b>1% SALES TAX FUNDING TOTAL</b>		<b>52,998</b>	<b>15,393</b>	<b>8,925</b>	<b>1,493</b>	<b>2,535</b>	<b>2,562</b>	<b>343</b>	<b>31,251</b>	<b>7,522</b>	<b>4,127</b>	<b>2,754</b>	<b>7,687</b>
<b>Estimated Projected Carryover - Beg</b>				<b>2,328</b>	<b>(2,203)</b>	<b>698</b>	<b>2,727</b>	<b>4,559</b>					
<b>Estimated Projected Carryover - End</b>				<b>(2,203)</b>	<b>698</b>	<b>2,557</b>	<b>4,559</b>	<b>5,314</b>					
Transfer from Fishermans Village Sale (Special Use Fund)				170	0	0	0	0					
Financing (cashflow purposes only)				3,298	(2,318)	(980)	0	0					
<b>Estimated Projected Carryover - End with Interfund Loan</b>				<b>1,265</b>	<b>1,848</b>	<b>2,727</b>	<b>4,559</b>	<b>5,314</b>					

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
<b><i>Only unfunded portion for partially funded projects:</i></b>			
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
<b><i>Fully unfunded projects:</i></b>			
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	
<b>PROJECT CATEGORY - UNFUNDED TOTAL</b>		<b>29,816</b>	

# **SECTION-VII**

## **FDOT Current Federal Obligations – FY 2025/26 (10/01/2025– 09/30/2026).**

Each year, the Florida Department of Transportation (FDOT) publishes the Federal Obligations Report, which documents all federal transportation funds that were obligated during the most recently completed federal fiscal year. For FY 2025, this report identifies the projects within the Charlotte County–Punta Gorda MPO area that received federal funding authorization.

A federal obligation occurs when the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) commits federal funds to a project. This commitment authorizes FDOT or a local agency to begin work and be reimbursed for eligible costs. Obligations may occur for:

- **Project Development & Environment (PD&E)**
- **Right-of-Way (ROW)**
- **Transit capital or operating projects**
- **Design (PE)**
- **Construction (CST)**

De-obligations may also occur when unused funds are returned or project scopes change.

### **Purpose of the Annual Obligations Report**

Federal law (23 CFR 450.334) requires MPOs to publish an Annual Listing of Federally Obligated Projects. The FY 2025 obligations report:

- Confirms which projects actually received federal funding
- Demonstrates transparency in the use of federal transportation dollars
- Ensures consistency between the TIP and the State Transportation Improvement Program (STIP)
- Shows progress toward implementing the MPO’s transportation priorities

The FY 2025 obligation listing is included as part of the TIP documentation to show:

- All projects in the MPO area that received federal funding authorization
- The amount of federal funds obligated
- The phase(s) funded during FY 2025
- Any de-obligations or adjustments

This listing ensures that the TIP remains compliant with federal requirements and accurately reflects the status of federally funded projects.

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 =====  
**HIGHWAYS**  
 =====

CHARLOTTE-PUNTA GORDA MPO

ITEM NUMBER:413042 4 PROJECT DESCRIPTION:I-75 FROM S OF N JONES LOOP TO N OF US 17 \*SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:ADD LANES & RECONSTRUCT  
 ROADWAY ID:01075000 PROJECT LENGTH: 4.232MI LANES EXIST/IMPROVED/ADDED: 6/ 4/ 2

FUND CODE	2025	
-----		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP		10,032
<b>TOTAL 413042 4</b>		<b>10,032</b>
<b>TOTAL 413042 4</b>		<b>10,032</b>

ITEM NUMBER:431219 1 PROJECT DESCRIPTION:US 41 (SR 45) AT HANCOCK AVENUE \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:INTERSECTION IMPROVEMENT  
 ROADWAY ID:01010000 PROJECT LENGTH: .272MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	2025	
-----		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL		-27,766
<b>TOTAL 431219 1</b>		<b>-27,766</b>
<b>TOTAL 431219 1</b>		<b>-27,766</b>

ITEM NUMBER:434965 2 PROJECT DESCRIPTION:HARBORVIEW ROAD FROM MELBOURNE ST TO I-75 \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:ADD LANES & RECONSTRUCT  
 ROADWAY ID:01560000 PROJECT LENGTH: 2.445MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2025	
-----		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL		17,543
<b>TOTAL 434965 2</b>		<b>17,543</b>
<b>TOTAL 434965 2</b>		<b>17,543</b>

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

FUND CODE	2025	
-----		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALL		-299,301
TALT		-15,299
<b>TOTAL 435105 1</b>		<b>-314,600</b>
<b>TOTAL 435105 1</b>		<b>-314,600</b>

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CHARLOTTE-PUNTA GORDA MPO

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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	
<b>TOTAL 436597 1</b>	<b>1,085,666</b>	
<b>TOTAL 436597 1</b>	<b>1,085,666</b>	

ITEM NUMBER:438262 1	PROJECT DESCRIPTION:SR 45 (US 41) TAMIAAMI 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	
<b>TOTAL 438262 1</b>	<b>-302,401</b>	
<b>TOTAL 438262 1</b>	<b>-302,401</b>	

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	
<b>TOTAL 440442 1</b>	<b>-334,814</b>	
<b>TOTAL 440442 1</b>	<b>-334,814</b>	

ITEM NUMBER:441517 1	PROJECT DESCRIPTION:SR 776 FROM PINEDALE DRIVE TO MYAKKA RIVER	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01050000	PROJECT LENGTH: 1.923MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE	2025	
-----		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-31,925	
<b>TOTAL 441517 1</b>	<b>-31,925</b>	
<b>TOTAL 441517 1</b>	<b>-31,925</b>	

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CHARLOTTE-PUNTA GORDA MPO

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ITEM NUMBER:441524 1	PROJECT DESCRIPTION:TAMIAMI TRAIL (SR 45/US 41) FROM WILLIAM ST TO PEACE RIVER BRIDGE	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01010000	PROJECT LENGTH: .910MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2025	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
		SA -73
<b>TOTAL 441524 1</b>		<b>-73</b>
<b>TOTAL 441524 1</b>		<b>-73</b>

ITEM NUMBER:441552 1	PROJECT DESCRIPTION:SR 35 (US 17) FROM SR 45 (US 41) TO BERMONT ROAD (CR 74)	*SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01040000	PROJECT LENGTH: 5.213MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2025	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
		SA -248
<b>TOTAL 441552 1</b>		<b>-248</b>
<b>TOTAL 441552 1</b>		<b>-248</b>

ITEM NUMBER:441950 1	PROJECT DESCRIPTION:SR 31 FROM CR 74 TO CR 74	*SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01030000	PROJECT LENGTH: .641MI	
		TYPE OF WORK:ROUNDBOUT
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2025	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
		SA -9,809
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT		
		SN -180,277
<b>TOTAL 441950 1</b>		<b>-190,086</b>
<b>TOTAL 441950 1</b>		<b>-190,086</b>

ITEM NUMBER:446340 1	PROJECT DESCRIPTION:SR 776 (EL JOBEAN RD) AT FLAMINGO BLVD	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01050000	PROJECT LENGTH: .004MI	
		TYPE OF WORK:PEDESTRIAN SAFETY IMPROVEMENT
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2025	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CHARLOTTE COUNTY BOCC		
		TALT 3,021,105
<b>TOTAL 446340 1</b>		<b>3,021,105</b>
<b>TOTAL 446340 1</b>		<b>3,021,105</b>

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	
ROADWAY ID:01010000	PROJECT LENGTH: .734MI	TYPE OF WORK:TRANSPORTATION PLANNING
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE		2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CHARLOTTE COUNTY BOCC		
SL		200,000
<b>TOTAL 446391 1</b>		<b>200,000</b>
<b>TOTAL 446391 1</b>		<b>200,000</b>

ITEM NUMBER:446393 2	PROJECT DESCRIPTION:SR 776 AT CHARLOTTE SPORTS PARK	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:	PROJECT LENGTH: .000	TYPE OF WORK:ADD RIGHT TURN LANE(S)
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE		2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL		101,276
<b>TOTAL 446393 2</b>		<b>101,276</b>
<b>TOTAL 446393 2</b>		<b>101,276</b>

ITEM NUMBER:446830 1	PROJECT DESCRIPTION:SR 45 (US 41) FROM KINGS HIGHWAY TO CONWAY BLVD	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01010000	PROJECT LENGTH: 1.503MI	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0
FUND CODE		2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT		1,000
<b>TOTAL 446830 1</b>		<b>1,000</b>
<b>TOTAL 446830 1</b>		<b>1,000</b>

ITEM NUMBER:449652 1	PROJECT DESCRIPTION:SR 776 FROM MERCHANTS CROSSING TO SARASOTA COUNTY LINE	*NON-SIS*
DISTRICT:01	COUNTY:CHARLOTTE	
ROADWAY ID:01060000	PROJECT LENGTH: 1.020MI	TYPE OF WORK:SAFETY PROJECT
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
FUND CODE		2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		421,890
<b>TOTAL 449652 1</b>		<b>421,890</b>
<b>TOTAL 449652 1</b>		<b>421,890</b>

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CHARLOTTE-PUNTA GORDA MPO

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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
<b>TOTAL 451358 1</b>		<b>135,657</b>
<b>TOTAL 451358 1</b>		<b>135,657</b>

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
<b>TOTAL 451360 1</b>		<b>56,282</b>
<b>TOTAL 451360 1</b>		<b>56,282</b>

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
<b>TOTAL 452200 5</b>		<b>-2,600,000</b>
<b>TOTAL 452200 5</b>		<b>-2,600,000</b>

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
<b>TOTAL 452893 1</b>		<b>67,433</b>
<b>TOTAL 452893 1</b>		<b>67,433</b>



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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
<b>TOTAL 453062 1</b>	<b>36,561</b>
<b>TOTAL 453062 1</b>	<b>36,561</b>
<b>TOTAL DIST: 01</b>	<b>1,543,195</b>
<b>TOTAL HIGHWAYS</b>	<b>1,543,195</b>



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**RAIL**  
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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
<b>TOTAL 456205 1</b>	<b>155,648</b>
<b>TOTAL 456205 1</b>	<b>155,648</b>
<b>TOTAL DIST: 01</b>	<b>155,648</b>
<b>TOTAL RAIL</b>	<b>155,648</b>

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**MISCELLANEOUS**  
 =====

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

FUND CODE	2025	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SL		-20,711
<b>TOTAL 438261 1</b>		<b>-20,711</b>
<b>TOTAL 438261 1</b>		<b>-20,711</b>

ITEM NUMBER:451804 1 PROJECT DESCRIPTION:HURRICANE IAN DISASTER RECOVERY - CHARLOTTE COUNTY \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:EMERGENCY OPERATIONS  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2025	
<hr/>		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		756
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		-4,315
<b>TOTAL 451804 1</b>		<b>-3,559</b>
<b>TOTAL 451804 1</b>		<b>-3,559</b>

ITEM NUMBER:452523 1 PROJECT DESCRIPTION:HURRICANE IAN PERMANENT LIGHTING REPAIR \*NON-SIS\*  
 DISTRICT:01 COUNTY:CHARLOTTE TYPE OF WORK:EMERGENCY OPERATIONS  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2025	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		-35,317
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
ER22		-130,254
<b>TOTAL 452523 1</b>		<b>-165,571</b>
<b>TOTAL 452523 1</b>		<b>-165,571</b>
<b>TOTAL DIST: 01</b>		<b>-189,841</b>
<b>TOTAL MISCELLANEOUS</b>		<b>-189,841</b>

GRAND TOTAL 2,012,208

# **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

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

## FDOT FUNDING CODES

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

# Appendix B