# Plan Implementation

## Key Highlights

The following are some of the key outcomes resulting from the 2045 LRTP development and analysis.

* The population in Charlotte County is projected to increase from 165,550 in 2015 to more than 260,000 in 2045, an increase of more than 57%.
* Employment is also expected to more than double over the same time period. While service sector jobs will experience the largest amount of growth, jobs in the office and professional services sector are expected to grow at the highest rate.
* More than 800 citizens participated in the development of the Route to 2045 LRTP through stakeholder interviews, workshop groups, virtual forums, MPO committee and Board meetings, surveys, and an interactive web map.
* The 2045 LRTP reflects a $1.3 billion (in year of-expenditure dollars) transportation program from 2021 to 2045. When compared to the total cost of the 2040 Long Range Transportation Plan (adopted in 2015), the 2045 Plan represents an increase of 45%, primarily due to increased revenues from locally generated transportation revenues.
* An estimated $766 million of the $1.3 billion in revenues comes from local funding sources.
* Nearly all of the transit needs identified for Charlotte County are funded in the Cost Feasible Plan. Two exceptions include (1) Express Service between the Englewood Library and the Port Charlotte Town Center, and (2) a Beach Circulator providing service between Englewood Beach and the Englewood Library.

## Key Actions

The 2045 LRTP identifies the transportation investments that are possible for Charlotte County in support of the vision and Goals that have been adopted. Over the next five years, the MPO and its planning partners will work together to implement and advance the projects listed in the LRTP. Successful implementation will rely on the support and partnership of the City of Punta Gorda, Charlotte County, the Charlotte County Airport Authority, FDOT District 1, neighboring MPO’s and the public.

In addition to prioritizing funding for specific priority projects for construction, key implementation actions for advancing the vision of the 2045 LRTP include the following activities:

* **Financial Feasibility**: With impacts to current transportation revenues resulting from the COVID-19 pandemic, the MPO in partnership with FDOT should continue to monitor decreased revenue projections and the impact that has on project delivery.
* **SR 776 corridor Study:** Coordinate with FDOT on developing a corridor study and priority locations for multi-modal transportation improvements to address the needs of the public.
* **Growth in South County and future interchange potential**: Continued analysis and review of transportation needs through coordination with the Lee County MPO regarding feasible options for providing regional connections.
* **North Port interchange**: Coordination with FDOT and the Sarasota/Manatee MPO on the timing and potential for a new connection between Charlotte and Sarasota counties and the potential for a new I-75 interchange.
* **ATMS Master Plan**: With the master plan funded for study in the next fiscal year, the MPO should prioritize the $30 million in future funding for construction in the upcoming Transportation Improvement Program to reduce delays in implementation.
* **US 41 Corridor Vision Plan**: The LRTP has set aside $30 million in future funding for implementation of strategies identified through this vision plan. The MPO and FDOT should partner to identify priority locations for improvements.
* **Future Comprehensive Plan Updates and Population Projections**: The MPO in partnership with Charlotte County should continue the independent analysis of population growth previously conducted by Western Michigan University to better understand impacts of Babcock Ranch on historic trends. Based on the neighborhood constraints in and around Punta Gorda, the MPO should work with City staff to identify constrained roadways for the next LRTP update.
* **M-CORES**: As plans are finalized for the Southwest-Central Florida Connector, the MPO should focus on the priority connecting east-to-west with I-75 along CR 74. As a heavily traveled freight route, future demand and needs for CR 74 could be significantly different as the M-CORES program continues to be developed.
* **Technology**: As transportation technology continues to advance, the MPO should continue to become informed on the potential benefits of Connected and Autonomous Vehicles. Understanding the types of technology improvements will aid the MPO in directing funding for priority projects.

## LRTP Amendment Process

In addition to the five-year update cycle for revising the assumptions and cost feasibility of the LRTP, the MPO has the ability to process amendments to the 2045 LRTP. Consistent with the Federal Regulations (23 CFR 450.104), guidance provided by FDOT and the MPO’s Public Participation Plan, there are two ways in which the LRTP can be updated.

* An **administrative modification** is a minor revision to the LRTP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, or a redemonstration of fiscal constraint
* An **amendment** means a revision to the LRTP that involves a major change to a project including:
  + the addition or deletion of a project
  + a major change in project cost, project phase initiation dates
  + a major change in design concept or design scope
* Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint.