# 2045 Cost Feasible Plan

## Cost Feasible Plan Overview

The Cost Feasible Plan reflects nearly $1.3 billion (YOE) of implementable projects. Prior to identifying the Cost Feasible Plan, the amount of available funding must be estimated over the next 25 years to pay for the improvements. More than 54 percent of revenues that are anticipated to fund the projects included in this plan are from local sources. The remaining 46 percent are expected from federal and state sources. Nearly 65 percent of available revenues will be spent on highway expansion and congestion management projects. **Table 8‑1** shows the Cost Feasible Plan summary.

Table 8‑1: Cost Feasible Plan Summary (2021 – 2045)

|  |  |  |
| --- | --- | --- |
| Mode or Program | Total Cost (YOE) | Percent (YOE) |
| Roads/Highways | $559.19 million | 43.12% |
| Road/Highway Maintenance | $240.13 million | 18.52% |
| Bicycle, Pedestrian, Multi-Use Trails | $81.12 million | 6.25% |
| Congestion Management | $281.18 million | 21.68% |
| Transit (Capital) | $16.44 million | 1.27% |
| Transit (Operations) | $118.87 million | 9.17% |
| Total\* | $1,296.93 million | 100% |
| Revenue Source | **Total Revenues (YOE)** | **Percent (YOE)** |
| Federal and State Revenues | $563.82 million | 38.54% |
| SIS | $86.53 million | 5.92% |
| Local Revenues | $766.17 million | 52.37% |
| Developer Contributions | $46.36 million | 3.17% |
| Total\* | $1,462.87 million | 100% |
| Composition of Local Revenues | **Total Revenues (YOE)** | **Percent (YOE)** |
| Impact Fees | $96.2 million | 12.56% |
| Infrastructure Surtax | $239.31 million | 31.23% |
| Gas Tax | $400.22 million | 52.24% |
| Local Transit | $30.43 million | 3.97% |
| Total\* | $766.17 million | 100% |

\* Totals may not equal due to rounding

## Setting Priorities

Determining the transportation projects and strategies to include in the Route to 2045 Cost Feasible LRTP was based on evaluation of the prioritized needs and availability of transportation revenues. A series of factors were used for evaluating each mode. These prioritization factors were aligned with the goals and performance benefits that projects provide to the public.

### Roadway Project Priorities

For the roadway projects, ten criteria were identified and used for prioritizing projects for the 2045 LRTP. These criteria are developed utilizing the previous LRTP updates and were refined to be consistent with current local planning activities and requirements of the Metropolitan Planning Process. Listed below in **Table 8‑2** are the criteria used for prioritizing the roadway network and the relationship of each criterion to the Goals of the 2045 LRTP. Additionally, these criteria provide the basis of ranking project priorities for possible inclusion in the MPO’s Transportation Improvement Program (TIP) for the next five years.

Table 8‑2: Prioritization Criteria and LRTP Goals

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Prioritization Criteria | Weight | Goal 1 Efficient Travel | Goal 2 Transportation Choices | Goal 3 Natural Spaces | Goal 4 Vibrant Centers | Goal 5 Safety & Security |
| Existing and committed volume to capacity ratio | 15% |  |  |  |  |  |
| Community and environmental impact | 10% |  |  |  |  |  |
| Roadway safety | 20% |  |  |  |  |  |
| Access to major activity centers | 10% |  |  |  |  |  |
| Multimodal connectivity | 20% |  |  |  |  |  |
| Emergency evacuation routes | 5% |  |  |  |  |  |
| Hazard mitigation | 5% |  |  |  |  |  |
| Local economic development | 5% |  |  |  |  |  |
| Freight access | 5% |  |  |  |  |  |
| Project status | 5% |  |  |  |  |  |

### Transit Project Priorities

A hybrid methodology using qualitative and quantitative criteria was developed to evaluate and prioritize the transit needs. To prioritize and program these service improvements for potential implementation, it is important to weigh the benefits of each service improvement against the others.

The four evaluation categories identified for use in the process to rank the transit service alternatives are described as follows:

* **Community Support –** A key factor of success of any improvement is its acceptance and support by the community it serves and its impacts. Findings from the extensive public outreach effort were reviewed to gauge public interest.
* **Ridership Demand –** Success of any route relies heavily on how productive it is. Three GIS-based technical analyses conducted as part of the demand assessment were reviewed to assess the potential demand from discretionary, traditional, and ridership markets for each improvement.
* **Activity Center Connectivity –** Connectivity to key activity centers/hubs plays a critical role as CCT focuses on enhancing and expanding its services for Charlotte County residents and visitors and meeting the demands of creating a truly multimodal transportation system for their use.
* **Funding Potential –** Funding is often the most restrictive factor and, therefore, is one of the most heavily-weighted criteria, as funding for community transportation is linked primarily to the routes for which funding is applied.

### Bicycle and Pedestrian Priorities

The needs assessment process used in the Bicycle/Pedestrian Master Plan identified a series of gaps and needs within the County which were used to generate prospective projects. Prioritization of these projects, grouped into tiers, was developed using criteria which fell into one of four themes.

* **Mobility:** Provide access to places where people live, work, and play by extending and closing gaps in the network.
* **Safety:** Improve safety of high crash locations and where high‐volume roads create stressful walking and biking conditions.
* **Land Use/Economic Development Impacts:** Identify the economic impact of historically disadvantaged areas and areas with substantial planned growth of jobs and residents in 2040.
* **Public Opinion:** Integrate public preference from public workshops and online surveys into prioritization.

## Available Funding

The Route to 2045 LRTP includes revenue projections from Federal, State, and Local sources used to develop the 2045 Cost Feasible Plan. Estimates of Federal and State revenues were developed in coordination with FDOT. This revenue forecast includes estimates of available 2045 revenues for certain capacity programs for each MPO. The estimated revenues can be used to fund planned capacity improvements to major elements of the transportation system (e.g., highways, transit). These metropolitan estimates are grouped into 5-year periods and one final 10-year period.

In addition to the estimates provided by FDOT, revenue information was also collected from Charlotte County, Charlotte County Transit, and the City of Punta Gorda to provide forecasts of Federal and other State funds not provided by FDOT. **Table 8‑3** presents a summary of the total projected revenues anticipated to be available. These revenues from federal, State, and local sources exceed $1.4 billion in future “Year-Of-Expenditure (YOE)” format.

Table 8‑3: Revenue Projection Summary – Year-of-Expenditure Revenues ($ millions)

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Funding Programs and Sources | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2045 | Total |
| *Roadways* | **$105.52** | **$213.63** | **$218.03** | **$460.32** | **$997.50** |
| Strategic Intermodal System | $0.00 | $0.00 | $31.09 | $55.43 | **$86.52** |
| Other Roads Construction & ROW - Capacity | $48.59 | $59.02 | $63.68 | $132.51 | **$303.80** |
| Other Roads Construction & ROW – Product Support | $10.69 | $12.99 | $14.01 | $29.15 | **$66.84** |
| Other Roads Construction & ROW - Federal Portion | $8.58 | $10.42 | $11.24 | $23.38 | **$53.62** |
| TRIP Funds | $1.32 | $1.97 | $2.19 | $4.49 | **$9.97** |
| Fuel Taxes to Local Governments | $7.22 | $7.48 | $7.64 | $15.53 | **$37.87** |
| Local Option Fuel Taxes | $17.39 | $18.21 | $24.64 | $50.08 | **$110.32** |
| Mobility/Impact Fees | $0.00 | $23.80 | $23.80 | $47.60 | **$95.20** |
| Local Government Infrastructure Sales Tax | $11.73 | $33.38 | $39.74 | $102.15 | **$187.00** |
| Developer Contributions | $0.00 | $46.36 | $0.0 | $0.00 | **$46.36** |
| *Transit Revenues* | **$20.98** | **$22.88** | **$26.36** | **$65.41** | **$135.63** |
| State and Federal Funding | $16.78 | $17.78 | $20.33 | $50.32 | **$105.21** |
| Local (County, Farebox, Other) | $4.20 | $5.10 | $6.03 | $15.09 | **$30.42** |
| *Bicycle and Pedestrian* | **$5.78** | **$12.09** | **$13.87** | **$34.09** | **$65.83** |
| Federal Transportation Alternatives | $2.50 | $2.50 | $2.50 | $5.01 | **$12.51** |
| Mobility/Impact Fees (Punta Gorda) | $0.00 | $0.25 | $0.25 | $0.50 | **$1.00** |
| Local Government Infrastructure Sales Tax | $3.28 | $9.34 | $11.12 | $28.58 | **$52.32** |
| *Roadway Maintenance* | **$45.85** | **$47.46** | **$48.41** | **$98.41** | **$240.13** |
| Fuel Taxes to Local Governments | $10.84 | $11.22 | $11.45 | $23.29 | **$56.80** |
| Local Option Fuel Taxes | $35.01 | $36.24 | $36.96 | $75.12 | **$183.33** |
| Revenue Totals | **$178.14** | **$296.05** | **$306.68** | **$658.23** | **$1,439.11** |

Existing revenues are insufficient to address the County’s future mobility needs that result from future growth in population and employment expected by 2045. In 2020, voters in Charlotte County approved the fifth extension of a one-penny Local Government Infrastructure Surtax that was first enacted in 1995.

Additional details on the development of revenue estimates along with the *2045 Revenue Forecast* provided by FDOT for the LRTP can be found in **Technical Report 4.**

## Cost Assumptions

Planning-level cost estimates for the LRTP were developed for each mode, including roadway, bicycle, pedestrian, and transit. Using the FDOT District 1 Costing Tool Version 2.0, unit costs for roadway widening and intersection modifications were developed. Estimates for bicycle and pedestrian projects resulted from the *Charlotte County Regional Bicycle and Pedestrian Master Plan* while the transit capital and operating costs were based on the *Charlotte Rides 10-Year TDP.* Additional details on the development of unit costs are included in **Technical Report 4**.

### Inflation Factors

Unit Cost estimates are based on the FDOT District 1 Costing Tool and have been listed in FY 2019 dollars. Since the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law in August 2005, MPOs have been required to develop a cost feasible LRTP using inflation rates to reflect the future YOE dollars. Inflation factors are listed in **Table 8‑4** by project phase and the corresponding time period that were used to convert project costs from 2019 dollars to the future YOE costs presented later in this chapter.

Table 8‑4: Inflation Factors

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Time Period | Product Support Factor | Urban and Suburban Right-of-Way Factor | Rural Right-of-Way Factor | Construction Factor | Transit Factor |
| 2024-2025 | 1.189 | 1.045 | 1.045 | 1.256 | 1.185 |
| 2026-2030 | 1.250 | 1.160 | 1.160 | 1.341 | 1.244 |
| 2031-2035 | 1.414 | 1.378 | 1.345 | 1.577 | 1.404 |
| 2036-2045 | 1.600 | 1.995 | 1.684 | 1.855 | 1.585 |

### Roadway Costs

Roadway construction unit costs were derived from the standard roadway typical sections and based on a per centerline mile basis as provided by in Version 2.0 of the Costing Tool with Version 3.1 Costing Data. The roadway construction unit costs are summarized in **Table 8‑5**. Unit costs are presented as present-day costs (PDC). Cost for intersection and roundabout projects were also developed and are included as a per intersection cost.

Cost estimates for the Project Development and Environmental (PD&E) and Preliminary Engineering (PE) phases were calculated based on a percentage of overall construction cost at five and 15 percent, respectively. In addition to construction, PD&E, and PE costs, right-of-way costs were also considered in the overall project cost estimates. Right-of-way costs were presented as a range from high to low on a per acre basis for each area type (urban, suburban, and rural). These unit costs were also provided by FDOT District One.

### Transit Costs

Transit costs were derived from 2019 Transit Development Plan based on the following assumptions.

* Annual operating and capital costs are based on Charlotte County Transit’s 2019 TDP Cost Efficient Plan
* An average annual inflation rate of 4% was used for paratransit services operating cost projections
* Vehicle replacements for revenue vehicles were based on vehicle age and useful life benchmarks from CCT’s Transit Asset Management (TAM) Plan.
* Based on the average cost of the existing fleet, cutaway paratransit vehicles cost $116,000. Replacement mini vans are cost $60,000, and support vehicles cost $50,000.
* Annual allocation of $25,000 to ensure funds for mobile app/software maintenance.
* An average annual allocation of $75,000 is assumed for the bus stop infrastructure program to install bus stop signs and shelters. The program would allow CCT to gradually install bus stop signs and a limited number of bus shelters at suitable locations such as at key activity centers.
* An annual cost of $15,000 is assumed for expansions of transit marketing/awareness program.

Table 8‑5:Roadway Cost Table

|  |  |  |
| --- | --- | --- |
| Project Type | Project Description | 2045 LRTP\* |
| Rural |  |  |
| New Construction | 2-Lane Undivided Roadway with 5' Outside Shoulder Paved | $5,480,017 |
| New Construction | 4-Lane Roadway with 5' Outside Shoulder Paved | $9,831,135 |
| New Construction | 6-Lane Roadway with 5' Outside Shoulder Paved | $12,529,720 |
| Widening | 2-Lane Roadway to 4 Lanes with 5' Outside Shoulder Paved (Includes milling and resurfacing of existing pavement) | $5,136,157 |
| Widening | 4-Lane Roadway to 6 Lanes with 5' Outside Shoulder Paved (Includes milling and resurfacing of existing pavement) | $5,185,880 |
| Urban |  |  |
| New Construction | 2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter | $9,490,508 |
| New Construction | 3-Lane Undivided Dual-use Roadway with 6' Sidewalk, 4' Bike Lane, and Curb & Gutter | $8,479,010 |
| New Construction | 4-Lane Roadway (45mph Design Speed) with 5' Sidewalk, 4' Bike Lane, and Curb & Gutter | $10,946,781 |
| New Construction | 4-Lane Roadway (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved | $12,186,900 |
| New Construction | 5-Lane Undivided Dual-use Roadway with 6' Sidewalk, 4' Bike Lane, and Curb & Gutter | $10,681,902 |
| New Construction | 5-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane, and Curb & Gutter | $10,675,985 |
| Widening | 2-Lane Roadway to 4 Lanes (45mph Design Speed) with 5' Sidewalk, 4' Bike Lane, and Curb & Gutter (Includes milling and resurfacing) | $6,942,182 |
| Widening | 2-Lane Roadway to 4 Lanes (55mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement) | $7,484,637 |
| Widening | 4-Lane Roadway to 6 Lanes (45 mph Design speed) with 5' Sidewalk, 4' Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement) | $7,000,443 |
| Widening | 4-Lane Roadway to 6 Lanes (50mph Design Speed) with 5' Sidewalk, 6.5' Bike Lane, and Curb & Gutter with 4' Inside Shoulder Paved (Includes milling and resurfacing of existing pavement) | $7,111,900 |
| Interchange | Compressed Diamond Interchange - Mainline over Crossroad | $54,300,096 |
| Arterial Roundabout | 2-Lane Arterial Roundabout | $1,750,853 |
| Arterial Roundabout | 4-Lane Arterial Roundabout | $2,506,372 |
| Intersection | 4-Lane/4-Lane Intersection w/Single Right Turn Lanes | $2,690,825 |
| Intersection | 4-Lane/4-Lane Intersection w/Dual Right Turn Lanes | $3,092,020 |
| Intersection | 6-Lane/4-Lane Intersection w/Single Right Turn Lanes | $3,363,989 |
| Signalization | Mast Arm Assembly - 2-Lane Roadway Intersecting 2-Lane Roadway | $392,621 |
| Signalization | Mast Arm Assembly - 4-Lane Roadway Intersecting 4-Lane Roadway | $374,192 |
| Signalization | Mast Arm Assembly - 6-Lane Roadway Intersecting 6-Lane Roadway | $516,933 |

## Roadway Projects

Determining the roadway projects and strategies to include in the Route to 2045 Cost Feasible LRTP was based on an evaluation of the prioritized needs and availability of transportation revenues. Highlights of the projects listed in **Table 8‑6** and shown in **Figure 8‑1** are listed below based on geographic region of Charlotte County.

##### West County

* Widening of SR 776 from CR 775 to Spinnaker Blvd to 6-lanes
* Corridor Study of SR 776 to identify future intersection improvements.

##### Mid County

* Corridor Study of SR 776 to identify future intersection improvements.
* Widening of Edgewater Drive / Flamingo Blvd to 4-lanes from Midway Blvd to US 41
* Widening of Toledo Blade Blvd to 4-lanes from SR 776 to US 41
* Widening of Prineville Drive to 4-lanes from Paulson Drive to Hillsborough Blvd.
* Funding for implementation of US 41 Corridor Vision Plan recommendations.
* New connection between Veterans Blvd and Hillsborough Blvd (coordinated with the Sarasota/Manatee MPO and future I-75 interchange opportunity)
* Widening of Harbor View Rd to 4-lanes from Melbourne St. to I-75
* Study of I-75 interchange improvements

##### South County

* Complete Streets Project on US 17 from US 41 to I-75
* Roundabout at CR 74 and SR 31 intersection
* Funding for implementation of US 41 Corridor Vision Plan recommendations
* Widening of Taylor Road to 4-lanes from US 41 to Airport Road
* Widening of Old Burnt Store Road to 4-lanes from N. Jones Loop Road to Taylor Road
* Widening of SR 31 to 4/6-lanes from Lee County Line to North of Cook Brown Road
* Land Purchase for N. Jones Loop widening from US 41 to Piper Road
* Study of future Burnt Store Road extension North of Taylor Road to US 17
* Study of future Airport Road widening from Taylor Road to Piper Road
* Study of I-75 interchange improvements

Many of the projects funded in the Cost Feasible Plan are congestion management projects to address safety, intersection operations, and recurring bottlenecks. Primarily located on SR 776 and US 41 the congestion management projects represent more than 20% of the Cost Feasible Plan funding (see **Table 8‑1**). In addition to funding improvements on these two critical corridors, funding for implementation of strategies identified in the upcoming Charlotte County ITS Master Plan has also been included.

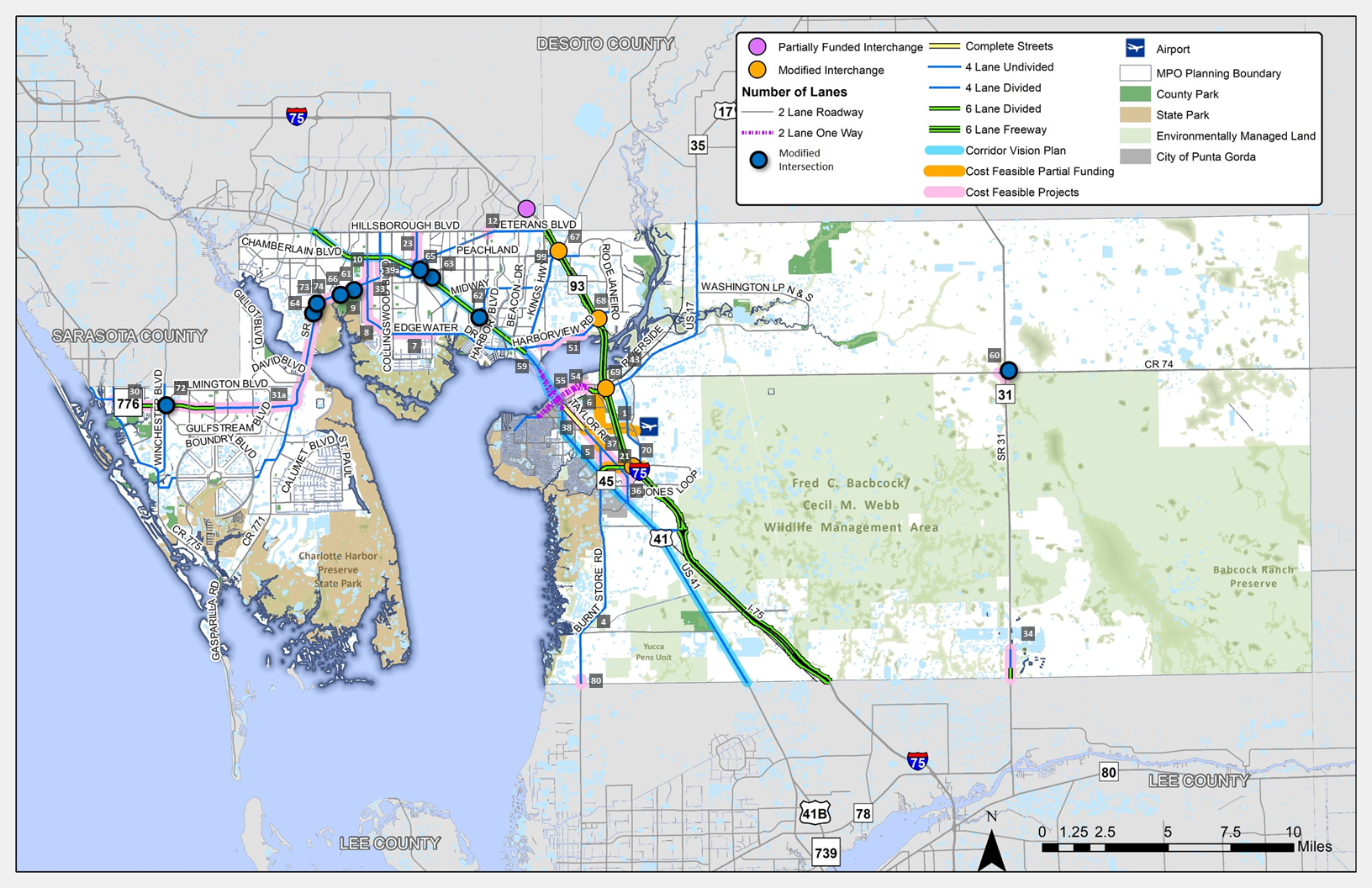
Table 8‑6: Roadway Cost Feasible Projects List ($ Millions Future Year of Expenditure)

| **Map ID** | **Facility** | **From** | **To** | **Existing  Lanes** | **Project Description** | **LRTP Funding Source** | **2021 – 2025 (YOE)** | | | **2026-2030 (YOE)** | | | **2031-2035 (YOE)** | | | **2036-2045 (YOE)** | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **PD&E / PE** | **ROW** | **CST** | **PD&E / PE** | **ROW** | **CST** | **PD&E / PE** | **ROW** | **CST** | **PD&E / PE** | **ROW** | **CST** |
| 1 | Airport Road | Taylor Rd | Piper Road | 2 | Widen 2 to 4 lanes | ***Local*** |  |  |  |  |  |  | $5.80 | $7.43 |  |  |  |  |
| 4 | Burnt Store Rd | Zemel Rd | Scham Rd | 2 | Widen 2 to 4 lanes | ***TIP*** |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | Burnt Store Rd | N Jones Loop | Taylor Rd | 2 | Widen 2 to 4 lanes | ***Local*** |  |  |  |  |  |  |  |  |  | $2.75 | $2.45 | $21.30 |
| 6 | Burnt Store Rd Extension | Taylor Rd | Florida St @ US 17 | 0 | New 4-lane | ***Local*** |  |  |  |  |  |  |  |  |  | $12.53 |  |  |
| 7 | Edgewater Dr (Phase 3) | Midway Blvd | Collingswood Blvd | 2 | Widen 2 to 4 lanes | ***TRIP / Local*** |  |  |  |  |  | $31.40 |  |  |  |  |  |  |
| 8 | Edgewater Dr (Phase 4) | Collingswood Blvd | Samantha Ave | 0 | Roadway realignment and new bridge | ***Local*** | $2.10 |  | $23.00 |  |  |  |  |  |  |  |  |  |
| 9 | Edgewater Dr / Flamingo (Phase 5) | Collingswood Blvd | SR 776 | 2 | Widen 2 to 4 lanes | ***Local*** | $1.00 |  |  |  |  | $25.12 |  |  |  |  |  |  |
| 10 | Flamingo Blvd | SR 776 | US 41 | 2 | Widen 2 to 4 lanes | ***Local*** |  |  |  |  |  |  | $3.21 | $5.33 | $17.92 |  |  |  |
| 12 | Hillsborough Blvd / Raintree Blvd | Veterans Blvd |  | 0 | New 2-lane | ***Local*** |  |  |  |  |  |  | $0.45 | $1.40 | $2.53 |  |  |  |
| 21 | N Jones Loop | Burnt Store Rd | Piper Road | 4 | Widen 4 to 6 lanes | ***State*** | $1.22 |  |  |  |  |  | $4.48 |  |  |  | $5.27 |  |
| 23 | Prineville Dr | Paulson Dr | Hillsborough Blvd | 2 | Widen 2 to 4 lanes | ***TRIP / Local*** |  |  |  |  |  |  |  |  |  | $9.07 | $15.64 | $52.59 |
| 30 | SR 776 | CR 775 | Spinnaker Blvd | 4 | Widen 4 to 6 lanes | ***State*** | $2.00 |  |  | $6.49 | $6.13 |  |  |  | $57.38 |  |  |  |
| 31a | SR 776 Future Corridor Study | Pine Street / Placida Rd | US 41 |  | Future Corridor Study | ***State*** |  |  |  | $6.48 | $20.28 |  | $2.57 |  |  |  | $9.98 | $67.38 |
|  | (Funding for up to 8 intersection locations) Potential Candidate Intersections: Sunnybrook Blvd, Oceanspray Blvd, David Blvd, Coliseum Blvd, San Casa Dr, Winchester Blvd, Hollis Ave, Biscayne Dr.) | | | | | | | | | | | | | | | | | |
| 34 | SR 31 | Lee County Line  Cypress Parkway | Cypress Parkway  Lake Babcock Dr. | 2 | Widen 2 to 6 lanes  Widen 2 to 4 lanes | ***Developer*** |  |  |  | $2.56 | $7.18 | $28.99 |  |  |  |  |  |  |
| 36 | Taylor Rd | US 41 | Jones Loop Rd | 2 | Widen 2 to 4 lanes | ***Local*** |  |  |  |  |  |  | $5.37 | $8.90 | $29.93 |  |  |  |
| 37 | Taylor Rd | N Jones Loop Rd | Airport Rd | 2 | Widen 2 to 4 lanes | ***Local*** |  |  |  |  |  |  |  |  |  | $7.42 | $12.80 | $43.03 |
| 38 | Taylor Rd | Airport Rd | US 41 | 2 | Complete Streets | ***Local*** |  |  |  |  |  |  |  |  |  | $3.22 | $4.23 | $18.66 |
| 39a | Toledo Blade Blvd (CR 39) | SR 776 | Whitney Avenue | 2 | Widen 2 to 4 lanes | ***Developer*** |  |  |  |  |  | $7.62 |  |  |  |  |  |  |
| 43 | US 17 | Copley Ave | CR 74 | 4 | Widen 4 to 6 lanes | ***SIS*** |  |  |  |  |  |  | $1.05 |  |  | $2.00 |  |  |
| 51 | Harbor View Road | Melbourne St | I-75 | 2 | Widen 2 to 4 lanes | ***Federal / Local*** | $4.02 | $9.79 |  |  |  | $31.60 |  |  |  |  |  |  |
| 54 / 55 | Marion Avenue / Olympia Avenue | US 41 | Marlympia Way | 3 | Lane Repurposing - resurface and striping | ***State*** | $0.29 |  |  | $1.42 |  | $9.32 |  |  |  |  |  |  |
| 59 | US 41 Corridor Vision Plan |  |  | 4/6 | Corridor & Safety Improvements | ***State*** |  |  |  | $5.95 |  | $6.28 |  |  |  |  |  | $18.55 |
| 60 | SR 31 | @ CR 74 |  | 2 | Roundabout | ***State*** |  | $0.64 |  |  |  | $0.89 |  |  |  |  |  |  |
| 61 | SR 776 | @ Flamingo Blvd |  | 4 | Intersection - turn lanes | ***TIP*** |  |  | $1.46 |  |  |  |  |  |  |  |  |  |
| 62 | US 41 | @ Easy Street |  | 4 | Intersection - turn lanes | ***State*** |  |  |  |  |  |  |  |  |  | $1.09 |  | $8.44 |
| 63 | US 41 | @ Forrest Nelson |  | 4 | Intersection - turn lanes | ***State*** |  |  |  |  |  |  |  |  |  | $1.09 |  | $8.44 |
| 64 | SR 776 | @ Jacobs St |  | 4 | Intersection - turn lanes | ***State*** |  |  |  |  |  |  |  |  |  | $1.09 |  | $8.44 |
| 65 | US 41 | @ Carousel Plaza |  | 4 | Intersection - turn lanes | ***State*** |  |  |  |  |  |  |  |  |  | $1.09 |  | $8.44 |
| 66 | SR 776 | @ Charlotte Sports Park |  | 4 | Intersection - turn lanes | ***State*** | $0.15 |  |  |  |  | $1.27 |  |  |  |  |  |  |
| 67 | I-75 | at CR 769/Kings Hwy |  |  | Interchange Modifications | ***SIS*** |  |  |  |  |  |  | $6.50 |  |  |  |  |  |
| 68 | I-75 | at CR 776/Harbor View |  |  | Interchange Modifications | ***SIS*** |  |  |  |  |  |  | $6.50 |  |  |  |  |  |
| 69 | I-75 | at US 17/SR35 |  |  | Interchange Modifications | ***SIS*** |  |  |  |  |  |  | $7.50 |  |  |  |  |  |
| 70 | I-75 | at North Jones Loop Rd |  |  | Interchange Modifications | ***SIS*** |  |  |  |  |  |  | $6.50 |  |  |  |  |  |
| 71 | ITS Master Plan Implementation |  |  |  |  | ***State / Federal / Local*** |  |  |  |  |  | $3.14 | $7.07 |  | $3.54 |  |  | $16.00 |
| 72 | SR 776 | @ Gulfstream Blvd / Wilmington Blvd |  | 4 | Intersection - turn lanes | ***State*** |  |  |  | $0.81 |  | $5.71 |  |  |  |  |  |  |
| 73 | SR 776 | @ Biscayne Blvd |  | 4 | Intersection - turn lanes | ***State*** |  |  |  | $0.81 |  | $5.71 |  |  |  |  |  |  |
| 74 | SR 776 | @ Cornelius |  | 4 | Intersection - turn lanes | ***State*** |  |  |  |  |  |  | $0.96 | $7.17 | $7.17 |  |  |  |
| 80 | Burnt Store Road | Vincent Avenue | Wallaby Lane | 2 | Widen 2 to 4 Lanes | ***Federal*** |  |  |  |  |  |  | $0.56 | $0.27 | $3.11 |  |  |  |
| 99 | Kings Hwy / Peachland / Veterans |  |  |  | Intersection Modification | ***Local*** |  |  |  | $5.95 |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  | *Subtotal:* | *$10.78* | *$10.43* | *$24.46* | *$30.47* | *$33.59* | *$157.05* | *$58.52* | *$30.5* | *$128.58* | *$41.35* | *$50.37* | *$271.27* |
|  |  |  |  |  |  | ***Total:*** |  |  |  | **$840.37** | | | | | | | | |

**Notes:**

* PD&E/PE are product support phases for Project Development & Environment phase and Preliminary Engineering phase
* ROW is Right-of-Way costs associated with land acquisition
* CST is the Construction cost for completing the identified project
* Existing Funding is included in the MPO’s 2020/2021 – 2024/2025 Transportation Improvement Program.

Figure 8‑1: Roadway Cost Feasible Projects



## Transit Projects

Expanding on the analysis completed in the Charlotte County 10-Year TDP, the 2045 cost feasible transit projects include increased demand response service and technology solutions for more efficient delivery of transit to the community. Highlights of the projects listed in **Table 8‑7** include:

* **Enhanced Dial-A-Ride Service –** Using upgraded technology, enhance the current paratransit services by adding a mobile application that allows for real-time bus tracking.



* **Charlotte Link Service –** Mobility-on-demand service in Charlotte Link zones in Englewood, west Port Charlotte, central Port Charlotte, and Punta Gorda. The service would allow use of a rideshare provider such as Uber, Lyft, taxi, or wheelchair transport. Anyone within a two-mile radius of these locations (Charlotte Link zones) would be eligible, and services would be available every weekday from 6:00am to 8:00pm and on Saturday from 9:00am to 8:00pm.
* **US-41/Airport Connector –** Implement regularly-scheduled transit service with mobile app/live bus tracking technology on US-41 from Port Charlotte Town Center to Punta Gorda Airport. The service will be provided every 60 minutes every weekday from 6:00am to 8:00pm.
* **Babcock Express –** Implement mobile app-based limited service (two trips during morning and afternoon hours) from the Bayfront Health in Punta Gorda to Babcock Ranch’s Founder’s Square every weekday. The service will be within the hours of 6:00am to 8:00pm.
* **Establish New Administration & Operations Facility –** Establish the proposed new Administration and Operations facility, funded fully by federal grants.
* **Implement Bus Stop Infrastructure Program –** To support the growth and implementation of any new transit services, Charlotte County Transit (CCT) should continue the infrastructure program to install bus stops with benches, shelters, bicycle storage facilities, and other infrastructure needed to improve rider experience at bus stops and potentially attract new riders.
* **Implement Real-Time Bus Locator App and Reservation Technology Upgrades –** CCT should work with Route Match software to upgrade its system technologies to include real-time bus tracking app for demand-response service and regularly-scheduled transit.
* **Expand Transit Marketing/Awareness Campaign –** CCT should explore all avenues to expand its marketing program for residents and visitors. This should also include coordinating with the FDOT Commuter Services program to use any avenues/opportunities or piggy-back on its events to increase awareness and promote the benefits of using transit.
* **Develop Employee Bus Pass/Subsidy Programs**
* **Promote Transit Demand Management (TDM) Strategies**

Table 8‑7: Cost Feasible Transit Projects ($ Millions Future Year of Expenditure)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Proposed Improvement | Implement. Year | Capital Cost | Operating Cost | Total Cost |
| Existing & Enhanced Paratransit Service | 2022 | $9.330 | $93.431 | $102.761 |
| Charlotte Link:  (Four Mobility On Demand Zones) | 2024 | $0 | $12.034 | $12.034 |
| Babcock Express (AM/PM Peak) | 2026 | $0.386 | $3.199 | $3.585 |
| US 41/Airport Connector | 2028 | $0.386 | $10.199 | $10.584 |
| Replacement Vans | 2021-2045 | $0.480 | $0 | $0.480 |
| Replacement Support Vehicles | 2021-2045 | $0.200 | $0 | $0.200 |
| New Administration and Operations Facility - Construction | 2021 | $2.593 | $0 | $2.593 |
| Mobile App & Reservation Technology | 2021-2045 | $0.750 | $0 | $0.750 |
| Bus Stop Infrastructure | 2021-2045 | $1.740 | $0 | $1.740 |
| Expand Marketing/Awareness Campaign | 2021-2045 | $0.375 | $0 | $0.375 |
| Transit Planning Services/2024 TDP Major Update | 2024 | $0.200 | $0 | $0.200 |
| Total |  | $16.440 | $118.864 | $135.304 |

## Bicycle/Pedestrian/Multi-Use Trails Program

Developing an active (walking and cycling) transportation system in Charlotte County is built on completing the existing network of sidewalks, trails, bike lanes, and paths in a manner that recognizes the unique needs of the users and function of transportation facilities.

Highlights of the approach encompassed in the Route to 2045 LRTP include the following:



* All road widening and construction projects in the Cost Feasible LRTP will include appropriate bicycle facilities and sidewalks
* Continued implementation of bicycle and sidewalk safety projects currently prioritized for implementation.
* Use the recently adopted Regional Bicycle/Pedestrian Master Plan when filling gaps in the system or resurfacing/rehabilitation of existing roadways.
* Construct the prioritized projects based on Tiers listed in the Regional Bicycle/Pedestrian Master Plan through annual development of funding decisions during the Transportation Improvement Program update.
* Coordinate with FDOT, County and City staff through the Bicycle / Pedestrian Advisory Committee review of priorities for utilizing the $60 million allocated in the LRTP through 2045 for bicycle/pedestrian projects

Table 8‑8 provides a listing of the cost feasible projects recommended from the Charlotte County Regional Bicycle / Pedestrian Master Plan. Several of these projects can be incorporated with roadway widening and construction projects. The location of these bicycle and pedestrian projects are illustrated in Table 8‑8.

Table 8‑8: Bicycle/Pedestrian Master Plan Projects

| Map ID | On Street | From | To | Project Type | Total Cost  (2019 $) | Total Cost (Future YOE $) | Project  Status |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  |  |  | **TIER 1 Projects** |  |  |  |  |
| 1 | Notre Dame Blvd | Burnt Store Rd | US 41 | Sidewalk or SUP, one side | $417,391 | $524,243 |  |
| 2 | Port Charlotte Blvd | Edgewater Dr | US 41 | SUP, one side | $209,124 | $262,660 |  |
| 3 | Tucker’s Grade | US 41 | Wildlife Management Area | Sidewalk, one side and Buffered Bike Lanes | $1,395,816 | $1,753,145 |  |
| 6 | South County Reg. Park Internal Rd | Carmalita St | Cooper St | Sidewalk, one side and Advisory Shoulder | $127,662 | $160,343 |  |
| 8 | Harbor View Rd | US 41 | Sulstone Dr | SUP, one side | $783,263 | $983,778 | Widening under design from Melbourne to I-75 |
| 9 | Edgewater Dr | Collingswood Blvd | Midway Blvd | SUP, one side | $378,990 | $476,011 | Widening priority project for MPO |
| 12 | E/W Utility Easement | Education Ave |  | SUP, one side | $181,953 | $181,953 | $144,867 |
| 13 | Airport Rd | FSW to Piper Rd | Riverside Dr | SUP, one side | $935,495 | $1,174,982 |  |
| 15 | US 41 | Tucker’s Grade | Burnt Store Rd | SUP, one side | $775,896 | $974,526 |  |
| 16 | Zemel Rd | Burnt Store Rd | US 41 | SUP, one side | $1,323,443 | $1,662,245 |  |
| 24 | US 41 | Lee County Line | Tucker's Grade | SUP, one side | $1,721,213 | $2,161,844 |  |
| 41 | US 41 | Peace River Bridge | Midway Blvd | SUP, one side | $1,132,642 | $1,422,598 | FPN: 438262-1 $840,001 PE in 2023 $4,452,174 CST in 2025 |
| 45 | Taylor Road | Royal Road | Airport Road | Separated Bike Lane, One Way | $2,103,800 | $2,642,373 | FPN: 435105-2 $664,999 PE in 2024 |
| 53 | Loveland Blvd | Peachland Blvd | Veterans Blvd | SUP, one side | $243,081 | $305,310 |  |
|  |  |  |  | **Tier 1 Subtotal:** | **$11,692,684** | **$14,686,011** |  |
|  |  |  | **TIER 2 Projects** |  |  |  |  | |
| 7 | San Casa Dr | Placida Rd | SR 776 | Separated Bike Lane, One Way | $1,069,901 | $1,434,737 |  | |
| 11 | Harbor Blvd | Port Charlotte Beach | Midway Blvd | Sidewalk, gap closures and Separated Bike Lane, One Way | $1,749,997 | $2,346,746 |  | |
| 17 | Fruitland Ave/Avenue of the Americas | San Casa Dr | Gulfstream Blvd | Sidewalk, one side | $266,519 | $357,402 |  | |
| 20 | SR 776 | Sarasota County Line | Gasparilla Rd | SUP, both sides | $3,297,817 | $4,422,373 |  | |
| 21 | Oil Well Rd | US 41 | Granville Rd | Sidewalk | $568,338 | $762,141 |  | |
| 36 | SUN Trail | SR 776 | Myakka State Forest | SUP, one side | $505,805 | $678,285 |  | |
| 37 | SUN Trail on SR 776 | Gasparilla Rd | US 41 | SUP, one side | $1,866,641 | $2,503,165 |  | |
| 38 | SUN Trail on US 41 | Midway Blvd | SR 776 | SUP, one side | $539,509 | $723,481 | FPN: 440442-1 $6,090,709 CST in 2024 | |
| 39 | SUN Trail on Burnt Store Rd | Scham Rd | Jones Loop Rd | SUP, one side | $517,289 | $693,684 |  | |
| 40 | SUN Trail on Beach Rd | Gulf Blvd | SR 776 | SUP, one side | $807,584 | $1,082,970 |  | |
| 42 | Cape Haze Pioneer Trail | S McCall Road | Boca Grande | SUP, one side | $164,239 | $220,245 |  | |
| 44 | SUN Trail on Placida Rd | Gasparilla Rd | SR 776 | SUP, one side | $2,234,628 | $2,996,636 |  | |
| 47 | Rampart Blvd. | Kings Hwy | Rio de Janeiro Ave | Sidewalk, one side and Separated Bike Lane, One Way | $433,703 | $581,596 |  | |
| 48 | Atwater St | Veterans Blvd | Hillsborough Blvd | Sidewalk or SUP, one side | $98,841 | $132,546 |  | |
|  |  |  |  | **Tier 2 Subtotal:** | **$14,120,811** | **$18,936,007** |  | |
|  |  |  |  |  |  |  |  | |
|  |  |  | **TIER 3 Projects** |  |  |  |  | |
| 4 | Moss Rd | Charlotte Sports Park | North Charlotte Regional Park | Advisory Shoulder | TBD | TBD |  | |
| 10 | Pellam Blvd/Prineville Dr | Edgewater Dr | County Line | SUP, one side | TBD | TBD |  | |
| 19 | Edgewater Dr/Flamingo Blvd Ext. | Collingswood Blvd | County Line | Sidewalk or SUP, and/or Paved Shoulder | TBD | TBD |  | |
| 50 | O’Donnell Blvd | North Charlotte Regional Park |  | Advisory Shoulder | TBD | TBD |  | |
| 51 | Royal Poinciana | Burnt Store Rd | US 41 | SUP, one side | $1,426,760 | $2,250,000 |  | |
| 5 | Gulfstream Blvd | Fruitland Ave | SR 776 | Sidewalk, one side and Bike Lane | $2,125,982 | $3,943,696 |  | |
| 14 | Washington Loop Rd | US 17 S | US 17 N | Paved Shoulder | $4,422,320 | $8,203,403 |  | |
| 18 | CR 74/Bermont Rd. | Richards Blvd | SR 31 | Paved Shoulder | $4,955,218 | $9,191,930 |  | |
| 22 | Riverside Drive | Marion Ave | US 17 | Paved Shoulder | $3,996,513 | $7,413,532 |  | |
| 23 | Babcock Ranch Connection | Granville Rd | SR 31 | SUP, one side | $3,201,980 | $5,939,673 |  | |
| 35 | SUN Trail on US 41 | N Jones Loop Rd | Peace River Bridge | SUP, one side | $789,689 | $1,464,873 | FPN: 446339-1 $290,000 PE in 2025 | |
| 43 | SUN Trail on Burnt Store Rd | Lee County Line | Zemel Rd | SUP, one side | $371,396 | $688,940 |  | |
| 46 | Jones Loop Rd | Burnt Store Rd | Piper Rd | Paved Shoulder | $2,268,520 | $4,208,105 |  | |
| 49 | Kings Hwy | Veterans Blvd | Sandhill Blvd | Sidewalk, one side and Separated Bike Lane, One Way | $160,770 | $298,229 |  | |
| 52 | Hillsborough Blvd | Cranberry Blvd | Toledo Blade Blvd | Sidewalk, one side and Separated Bike Lane, One Way | $153,115 | $284,028 |  | |
|  |  |  |  | **Tier 3 Subtotal:** | **$23,872,263** | **$43,886,409** |  | |
|  |  |  |  |  |  |  |  | |
|  |  | | **Additional Projects  as funds become available** | |  |  |  | |
| 25 | Cape Haze Pioneer Trail near Rotonda Blvd E. | | Enhanced Crosswalk | | TBD | TBD |  | |
| 26 | San Casa Drive @ Avenue of the Americas | | Full Traffic Signal | | $257,597 | $257,597 |  | |
| 27 | SR 776 @ Fairgrounds / Charlotte Sports Park | | Crossing Enhancements/Traffic Signal | | $1,100,000 | $1,100,000 | FPN: 446393-1 $151,000 PE in 2025 | |
| 28 | US 41 @ Harbor Blvd | | Enhanced Crosswalk | | TBD | TBD |  | |
| 29 | US 41 @ Murdock Circle E | | Median Safety Islands and at intersection | | TBD | TBD |  | |
| 30 | US 41 @ Harbor View Rd/Edgewater Dr | | North to South Crossing across US 41, Median Safety Islands | | TBD | TBD |  | |
| 31 | Veterans Blvd @ Murdock Circle E | | Median Safety Islands and at intersection | | TBD | $2,250,000 |  | |
| 32 | US 41 @ Burnt Store Road | | Median Safety Islands and at intersection. | | TBD | TBD |  | |
| 33 | US 41 @ Carmalita St | | Full Traffic Signal | | TBD | TBD |  | |
| 34 | US 41 @ Tuckers Grade | | Median safety islands and at intersection | | TBD | TBD |  | |
|  |  | | **Additional Projects Subtotal:** | | **$1,357,597** | **$3,607,597** |  | |
|  |  | | **Bicycle/Pedestrian Master Plan Total:** | | **$51,043,355** | **$81,116,024** |  | |

Figure 8‑2: Bicycle/Pedestrian Master Plan Cost Feasible Projects

