



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

**9:30 a.m., Thursday, October 2, 2025**  
**Charlotte County Administration Center**  
**Room #119**  
**18500 Murdock Circle**  
**Port Charlotte, FL 33948**

**MPO Board Members**

Christopher G. Constance, MD, Chair/Commissioner/Charlotte County  
Joseph Tiseo, Vice Chair/Commissioner  
/Charlotte County  
Kenneth Doherty, Commissioner/Charlotte County  
Thomas “T.J.” Thornberry, Commissioner/Airport Authority  
Jeannine Polk, Councilmember/City of Punta Gorda

**MPO Director**

Lakshmi N. Gurram

**MPO Administrative Service Coordinator**

Bekie E. Leslie

**Legal Counsel to MPO Board**

David Moscoso

- 1. Call to Order & Roll Call**
- 2. Invocation – Pastor Bill Frank - First Baptist Church of Punta Gorda**
- 3. Pledge of Allegiance**
- 4. Addition and/or Deletion to the Agenda**
- 5. Public Comments on Agenda Items**
- 6. Consent Agenda:**
  - A. Approval of Minutes: [August 4, 2025, MPO Board Meeting](#)**
  - B. [Draft MPO Board and Advisory Committees Meeting Schedule for Calendar Year 2026](#)**
- 7. Chairs’ Reports:**
  - A. [MPO Board Chair’s Report](#)**
  - B. [Citizens’ Advisory Committee \(CAC\) Chair’s Report](#)**
  - C. [Technical Advisory Committee \(TAC\) Chair’s Report](#)**
  - D. [Bicycle/Pedestrian Advisory Committee \(BPAC\) Chair’s Report](#)**



**CHARLOTTE COUNTY – PUNTA GORDA MPO**  
**OCTOBER 2, 2025 AGENDA (continued)**

8. **Local Government Reports:**
  - A. **Charlotte County Airport Authority**
  - B. **City of Punta Gorda**
  - C. **Charlotte County**
9. **Florida Department of Transportation (FDOT) Report**
10. **MPO Director's Annual Evaluation**
11. **FY 2025-FY 2026 Unified Planning Work Program (UPWP) Amendment**
12. **Final Draft 2050 Long Range Transportation (LRTP)**
13. **Florida Gulf Coast Trail Connector Update**
14. **Public Comments**
15. **Staff Comments**
16. **Member Comments**
17. **Adjournment**



**Charlotte County-Punta Gorda MPO**  
**Schedule of Future Meetings/Public Meetings/Joint Meetings**

Monday, December 15, 2025 – 2:00 p.m.  
MPO Regular Board Meeting  
Charlotte County Administration Center  
18500 Murdock Circle  
Room #119, Port Charlotte, Florida

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

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

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

**CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION**  
1050 Loveland Blvd. Box C, Port Charlotte, FL 33980 Telephone: (941) 883-3535 Fax: (941) 883-3534



OCTOBER 2, 2025  
MPO BOARD MEETING

**AGENDA ITEM # 6-A**

**APPROVAL OF MINUTES: AUGUST 4, 2025, MPO BOARD MEETING**

- Purpose:** To review and approve the Minutes of the August 4, 2025 MPO Board Meeting.
- Presented by:** MPO Staff
- Discussion:** To Be Determined
- Recommendation:** Motion to approve the Minutes of the MPO Board Meeting of August 4, 2025.
- Attachment:** [Draft Minutes of the MPO Board Meeting held on August 4, 2025](#)





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

MINUTES OF THE MPO BOARD MEETING  
MONDAY, AUGUST 4, 2025  
CHARLOTTE COUNTY ADMINISTRATION CENTER  
18500 MURDOCK CIRCLE, ROOM #119  
PORT CHARLOTTE, FL 33948

**MEMBERS PRESENT**

**Commissioner Christopher G. Constance**, MD, Charlotte County Commissioner, MPO Chair  
**Commissioner Joseph Tiseo**, Charlotte County Commissioner, MPO Vice Chair  
**Commissioner Ken Doherty**, Charlotte County Commissioner  
**Commissioner Thomas Thornberry**, Charlotte County Airport Authority  
**Councilmember Jeannine Polk**, Punta Gorda City Council

**ADVISORY**

**Wayne Gaither**, FDOT Southwest Area Office,

**STAFF PRESENT**

Lakshmi N. Gurram, MPO Director  
Bekie Leslie, Administrative Services Coordinator  
Wendy Scott, MPO Planner  
Sierra “Ray” Scott, Senior Administrative Assistant MPO  
David Moscoso, Assistant County Attorney (MPO Legal Services)

**OTHERS PRESENT IN-PERSON**

Pam Barr, FDOT  
Sean Pugh, FDOT  
Chris Speese, FDOT - Atkins Realis  
Jason Heironimus, FDOT  
Keith Robbins, FDOT  
Robert Fakhri, Charlotte County Public Works, TAC Chair  
John Elias, Charlotte County Public Works  
William Roll, Kimley Horn & Associates  
Elaine Allen-Emrich, Charlotte Sun



Kimlyn Walker, Charlotte County Attorney  
Heidi Maddox, Transit  
Betty-Ann Sherer, Transit  
Jill Turner, Transit  
Shirley Ciampi, Transit  
Shaun Cullinan, Charlotte County Community Development  
Dustin Paille, Charlotte County Sheriff's Office  
Dianne Quilty, CAC Chair  
Jill Hartman, CAC West County Representative  
Richard Russell, CAC At-Large Representative  
Dr. Mary Ellen Kiss, CAC South County Representative  
Joe Sabatino, LCB, Peggy Walters Award Recipient  
Anita Sabatino, Peggy Walters Award presentation  
Gary Harrell, retired MPO Director  
Ken Eitenmiller, Citizen  
Carl Benge, City of Punta Gorda  
Richard Lehmkuhl, City of Punta Gorda

**1. Call to Order & Roll Call**

MPO Chair Constance called the meeting to order at 2:00 p.m. All MPO Board members were present.

**2. Invocation – Pastor Bill Frank – First Baptist Church of Punta Gorda**

Pastor Bill Frank from First Baptist Church of Punta Gorda gave invocation.

**3. Pledge of Allegiance**

The Pledge of Allegiance was recited.

**4. Presentation of the “Peggy Walters” Citizens Mobility Award**

The MPO received a nomination for Joseph Sabatino to be the recipient of the 2025 “Peggy Walters” Citizens Mobility Award. This is the 16th year of award presentation. The award recognizes achievement by an individual or group who, through their efforts and accomplishments, has made significant and noteworthy contributions to transportation planning in Charlotte County.

Commissioner Constance presented the Award to Joseph Sabatino and photographs were taken. Commissioner Doherty, who is Chair of the Local Coordinating Board where Mr. Sabatino serves, spoke highly about Mr. Sabatino and his unwavering dedication to those in need.

**4A. MPO Staff Employee Retirement**

Wendy Scott, a long time MPO staff member, will be retiring on August 29, 2025 after 25 years of service. Laks Gurram thanked her for dedication and contributions were honored with a heartfelt gesture that included a plaque and flowers. Commissioner Doherty also spoke kindly on



Mrs. Scott's tenure. Commissioner Constance complimented the MPO on being a wonderful family.

## **5. Addition and/or Deletion to the Agenda**

Laks Gurram noted the following modifications to the agenda: consent agenda, item number 7, was split from A, B, and C to items 7A., 7.1.A. and 7.1.B. to accommodate the need for individual votes.

*Commissioner Tiseo made a motion to approve the modifications to the agenda packet. Commissioner Doherty seconded the motion. It was approved unanimously.*

## **6. Public Comments on Agenda Items**

Public comments. Mary Ellen Kiss, spoke on her role on the Citizens' Advisory Committee. She highlighted her continued dedication and thanked the board for their consideration for reappointment.

Gary Harrell, retired MPO director, reflected on his time with the MPO and thanked Wendy Scott for her years of dedicated service.

## **7. Consent Agenda:**

### **A. Approval of Minutes: May 19, 2025, MPO Board Meeting**

*Commissioner Doherty made a motion to approve the Consent Agenda. Commissioner Tiseo seconded the motion, and it carried unanimously.*

### **7.1.A. Citizens' Advisory Committee (CAC) Reappointment/Appointment - South County**

Following a vote by MPO Board members, Mary Ellen Kiss was ~~unanimously~~ re-appointed as the CAC South county representative.

*A vote of the MPO Board was taken, and Dr. Mary Ellen Kiss was appointed to the three-year term as South County CAC representative. Commissioner Doherty moved approval of Dr. Kiss, and Commissioner Tiseo seconded the motion.*

### **7.1.B. Citizens' Advisory Committee (CAC) Appointment – West County**

Following a vote by MPO Board members, Sam Besase was elected to fill the West CAC vacancy.

*A vote of the MPO Board was taken, and Sam Besase was appointed to the three-year term as West County CAC representative. Commissioner Doherty moved approval of Sam Besase, and Commissioner Tiseo seconded the motion.*



Commissioner Tiseo thanked the applicants, including those who were not selected. He encouraged the citizens' to check the Charlotte County website for vacancies in other departments as the County is always looking for volunteers.

# **8. PUBLIC MEETING: FY 2025 – FY 2026 Unified Planning Work Program (UPWP) Amendment**

The FY 2026 UPWP budget is being amended to incorporate the following additional funding: \$36,630 in PL carryforward funds, \$6,951 in CPG 5305(d) PL funds, \$854 in TD funds and \$100,000 in FTA Section 5307. These amendments are reflected in the following task allocations:

- \$30,581 allocated to Task 1-Admisitration
- \$7,000 allocated to Task 2 - Data Collection & Analysis Planning
- \$6,000 allocated to Task 8 – Transit and Transportation Disadvantaged (TD) Planning
- \$854 in additional funding from the Commission for the Transportation Disadvantaged (CTD) for TD Planning reflected under Task 8- Transit & Transportation Disadvantaged (TD) Planning
- \$100,000 added to FTA Section 5307 Transit Funds reflected under Task 8 - Transit & Transportation Disadvantaged (TD) Planning to support consulting services for a cost analysis comparing in-house drivers to contracted services.
- Additionally, the MPO Agreement will be amended to reflect the FHWA/5305(d) funding allocations only.

## **Budgeted Action:**

Funding Source	Source Level	Previous FY 2026 UPWP Allocation	New FY 2026 UPWP Allocation	UPWP FY 2024 Increase
FHWA	PL	\$523,378	\$560,959	\$37,581
FHWA/5305(d)	PL	\$ 82,845	\$88,845	\$ 6,000
TD	State	\$ 26,437	\$ 27,291	\$ 854
FTA Section 5307	Federal	\$ 48,029	\$148,029	\$100,000
<b>TOTAL</b>		<b>\$680,689</b>	<b>\$825,124</b>	<b>\$144,435</b>

Laks Gurram presented the overview of the amendment and highlighted the various tasks when the funds have been distributed in the Agenda item.

*Commissioner Tiseo made a motion to close the Public Meeting. Commissioner Doherty seconded the motion which passed unanimously.*

*Commissioner Doherty made a motion to amend the FY 2026 Unified Planning Work Program (UPWP) to include: \$36,630 in PL carry forward funds from FY 2024 closeout. \$6,951 in Combined Planning Grant (CPG) 5305(d); \$854 from Commission for the Transportation*



*Disadvantaged (TD) Task 8; and \$100,000 added to FTA Section 5307 Transit Funds in Task 8 - Transit & Transportation Disadvantaged (TD) Planning to support consulting services for a cost analysis comparing in-house drivers to contracted services. **Commissioner Tiseo** seconded the motion.*

**9. PUBLIC MEETING: FY2025/2026 through FY 2029/2030 Transportation Improvement Program (TIP) Roll-Forward Amendment**

On July 9, 2025, the MPO received a request from the Florida Department of Transportation (FDOT) to amend the adopted TIP to include projects that are being rolled forward from the previous fiscal year. These include:

- Projects that were programmed but not initiated in the prior fiscal year
- Projects with uncommitted funds or remaining balances
- Projects that are partially completed or fully completed but still have residual funding

These projects are automatically carried forward in FDOT's Work Program and must be reflected in the MPO's TIP to maintain consistency and ensure eligibility for federal and state funding.

The amendment ensures that the MPO's TIP remains aligned with FDOT's FY 2026–2030 Work Program and complies with federal and state planning requirements. A roll call vote required.

***Commissioner Tiseo** made a motion to close the Public Meeting. **Commissioner Doherty** seconded the motion which passed unanimously.*

***Commissioner Doherty** made a motion to approve the FY 2025/2026 through FY 2029/2030 TIP Roll-Forward Amendment as presented. **Commissioner Tiseo** seconded the motion. It was approved unanimously in a roll call vote.*

**10. Chairs' Reports:**

**A. MPO Board Chair's Report:**

MPO Chair Constance thanked FDOT for the quick response on a piece of paving at the Jones Loop and I-75 ramp. This has been addressed promptly and effectively. He also noted that there is a Restricted Crossing U-Turn (R-CUT) that has been in place near US-17 at Lettuce Lake, and he believes this will help save lives at this high conflict intersection. He believes that R-CUTs will help decrease serious injury and fatal accidents across the board.

Commissioner Tiseo pointed out that there are no R-CUTs in Charlotte County yet but they are in design for Veterans Blvd. Robert Fakhri stated that the right turn only lanes are in design and the R-CUTs will come at a later date.

**B. Joint Citizens' Advisory Committee (CAC)/Technical Advisory Committee (TAC)/ Bicycle/Pedestrian Advisory Committee (BPAC) Chair's Report**



Acting Chair for the Joint Meeting, Robert Fakhri, reported that the joint meeting was well attended. He summarized the presentations given and the discussions that took place. Commissioner Constance had recommended that we do joint meetings regularly and stated he was appreciative of Mr. Gurram for making this happen.

## **11. Local Government Reports:**

### **A. Charlotte County Airport Authority**

Commissioner Thornberry provided the following Airport Authority Report in advance for the MPO Board Members:

Commissioner Thornberry stated the airport is still doing storm cleanup. Also stated that there are several new locals available for flights out of Punta Gorda including New Orleans, LA, Appleton, WI, and Allenton, PA. Allegiant will also begin flying out of Sarasota and Fort Myers.

[CCAA-Agenda-Packet-6-19-25-Revised.pdf](#)  
[Latest News and Announcements - Punta Gorda Airport](#)

### **B. City of Punta Gorda**

Councilmember Polk provided a City of Punta Gorda project update in advance:

The construction of the Laishley Park Splash Pad is ongoing. Trench drains and recirculation piping have been installed. The final play surface preparation is in process. It is expected to reopen in the 3rd quarter of 2025. Completion has been delayed due to hurricanes, DOH permitting, and contractor issues.

The Boca Grande drainage project area is bound by Taylor Road to the north, Cooper Street to the east, Palmera Drive to the south, and the Seminole Gulf Railway ditch to the west. The project continues to move forward. The area encompasses about 105 acres of which approximately 25 acres are commercial with the remaining 80 acres consisting of low-density residential. This is a master drainage plan for water quality and drainage improvements to include the installation of stormwater piping and inlets, swale improvements, and construction of a stormwater management area. The City is in the final stage of completing the Environmental Record Review, and sending the report to Florida Commerce.

Hurricane repairs continue. Plans are being developed for the extensive repairs needed for waterfront facilities.

The City's 2025 swale program is underway and is anticipated to be completed in the 3rd quarter of 2025.

The field work and post-processing of the city's pavement condition analysis and 5-year program has been completed and is in the final review.

The City's annual paving program has been completed



Electric power has been restored in the city's linear parks 1 and 2 and Harborwalk East. Electrical work is ongoing in Gilchrist Park, Wood Street, Taylor Street, and Pitman Park.

The kickoff meeting for the Local Option 1% Sales Tax Committee was held on July 8. The next meeting is scheduled for August 12, 10am at the Laishley Park Community Center, when the Committee will start reviewing capital projects eligible for the 1% sales tax. The Committee is scheduled to meet every second Tuesday of the month until February 2026.

As a traffic calming measure, the City Council approved the addition of new speed tables on both the east and west approaches to the West Marion Street Bridge.

Additionally, the City Council will discuss potential traffic calming measures along West Retta Esplanade adjacent to Gilchrist Park.

In the upcoming week, Urban Design staff are overseeing bench installations and replacement tree ID markers along the Linear Park multimodal path.

Urban Design staff met with FDOT to discuss crosswalk improvements along the East Olympia and East Marion corridors.

FDOT District 1 wants to remove the pedestrian stairs that connect the US 41 SB sidewalk to the Harbor Walk. Staff believes that the stairs should remain to maintain pedestrian connectivity until a pedestrian ramp can be built in coordination with the potential hotel redevelopment.

### **C. Charlotte County**

Commissioner Tiseo provided the County report in advance on the following items:

#### **Charlotte County Roadway Project Updates August 2025 MPO Board Meeting**

##### **1. Veterans Boulevard at Cochran Boulevard Intersection Improvements Latest Updates:**

Construction started on May 19th, 2025. All storm drain structures are installed. One of three mast arm foundations is installed. Contractor is currently installing base rock for the roadway. Subcontractors are onsite installing underground conduit for the lighting and signal system. The project is currently 25% completed.

**Construction is forecasted for completion by November 2025.**

##### **2. Veterans Boulevard Intersection Improvements Latest Updates:**

- Veterans Boulevard @ Loveland Boulevard intersection: Final plans have been received. Charlotte County is preparing a priority list and securing funding.
- Veterans Boulevard @ Torrington Street intersection: Final plans have been received. Charlotte County is preparing a priority list and securing funding.



- Veterans Boulevard @ Harbor Boulevard intersection: Final plans have been received. Charlotte County is preparing a priority list and securing funding.
- Veterans Boulevard @ Yorkshire Street intersection: Final plans have been received. Charlotte County is preparing a priority list and securing funding.
- Veterans Boulevard @ Orlando Boulevard intersection: 100% construction plans have been received and are currently being reviewed by county staff.
- Veterans Boulevard @ Norman Street intersection: 100% construction plans have been received and are currently being reviewed by county staff.
- Veterans Boulevard @ Atwater Street intersection: 60% plans have been reviewed by county staff. Comments have been returned to FTE for corrections. An addendum is being created to add a dedicated right turn lane off Atwater Street to westbound Veterans Boulevard.

Robert Fakhri explained that “finalized” plans go to bid and 100% plans may have adjustments yet prior to finalization.

### **Construction Forecast Year: 2025/2026**

#### **3. Flamingo/Edgewater Widening Latest Updates:**

- 99% of field survey work has been completed.
- 100% of geotechnical field work has been completed.
- 90% design plans for phases 3, 4, and 5 have been received. All phases now working toward 100% design.
- 85% property acquisition in progress.
- Recently, the county obtained the necessary SWFWMD permit.
- Coordination to resolve outside utility conflicts is ongoing.
- Received design complete memo from FDOT for the SR 776/Flamingo Blvd. intersection project.
- FDOT LAP project review is in progress for the SR 776 intersection work.
- Submitted and awaiting FDEP permitting for SR 776 utility work.
- ACOE agency permitting review in progress for phases 3, 4, and 5.

### **Design Development Forecast: February 2025**

Robert Fakhri said he would investigate the development forecast and the due date.

#### **4. Kings Highway Widening Latest Updates:**



- Final plans have been received. Contract documents are currently being reviewed by county staff.
- Johnson Engineering is currently working with the permitting agencies for final permits.

### **Construction Forecast Year: October 2026**

#### **5. Sandhill Boulevard Widening Project Description:**

Replace the existing two-lane roadway on Sandhill Blvd from Kings Highway to Deep Creek Blvd, including intersection improvements at Capricorn Boulevard and Deep Creek Blvd.

#### **Latest Updates:**

- 30% construction plans are due for review on June 3rd, 2025.

#### **Design Development Forecast Completion: July 2026**

#### **Construction Forecast Completion: August 2028**

#### **6. Peachland Boulevard at Harbor Boulevard Intersection Improvements Project Description:**

This project incorporates the design and construction of new turn lanes and traffic signal modifications at the intersection of Peachland Boulevard and Harbor Boulevard. New left and right turn lanes will be added along with signal modifications, sidewalks, and pedestrian crosswalk improvements.

#### **Latest Updates:**

- Design survey has started.
- 60% plans are due for review on November 21, 2025.

#### **Design Development Forecast Completion: February 2026**

### **12. Florida Department of Transportation (FDOT) Report**

Wayne Gaither also congratulated Wendy Scott on her service. He also reminded the MPO Board that FDOT is entering a shortened legislative cycle and is working closely with the MPO to ensure that projects are ready to be moved on in the shortened cycle. He also clarified that earmarks allow local governments to reallocate existing funds to different projects and do not create new funding, but instead shift money from other approved projects.

Commissioner Constance requested a copy of the policy that specifies the source of earmark funding and asked that this document be sent to all five MPO Board members.

Pam Barr reviewed the FDOT Led Discussion items with assistance from Wayne Gaither, John Elias, and Robert Fakhri:



**FDOT Led Discussion**

	FPID #	PROJECT DESCRIPTION
A.	N/A	<a href="#"><u>US 41 at Olean Boulevard</u></a> (Pam Barr/Wayne Gaither - FDOT) An issue with utilities required design changes as it would cost more to move the utilities than to move the mast arm. Commissioner Constance asked if there funding for the move; he also would like a briefing on which utilities were there that could not be moved.
B.	446340-1	<a href="#"><u>SR 776 at Flamingo Boulevard</u></a> (Pam Barr/Wayne Gaither - FDOT) Ongoing coordination with permitting.
C.	446393-1	<a href="#"><u>SR 776 at Charlotte Sports Park – Intersection Improvements</u></a> (Pam Barr - FDOT) To begin soon. Commissioner Constance was pleased with updated graphic. Commissioner Tiseo later in the meeting suggested that this project be removed from the list, which was agreed upon.
D.	N/A	<a href="#"><u>I-75 Possible New Interchange North of Kings Hwy Interchange</u></a> (Pam Barr - FDOT) Has to deal with the white papers that were presented and still needing coordination with both counties.
E.	N/A	<a href="#"><u>Resurfacing under I- 75 &amp; limited ROW</u></a> (Pam Barr – FDOT) – Finished in some portions, pleased with progress currently. Commissioner Tiseo stated later in the discussion that this item could be removed from the list, which the other commissioners agreed.

**Joint Local and FDOT Discussion**

Robert Fakhri provided updates on various projects (items A-G):

	FPID #	PROJECT DESCRIPTION
A.	434965-1 434965-2 434965-3 434965-4 434965-5	<a href="#"><u>Harbor View Road Combined Funding Strategies</u></a> (Wayne Gaither - FDOT/Shawn Cullinan/Robert Fakhri - Charlotte County) <a href="#"><u>FDOT 12/05/2023 PUBLIC HEARING DOCUMENTS</u></a> Commissioner Constance asked about the progress with the Buc-ee's and the roundabouts. Wayne Gaither stated that discussions are ongoing and moving as expected. Commissioner Constance hoped that all directions are being considered, especially to the north. He also stressed the importance of considering "worst case" scenarios to ensure that proper infrastructure is in place and prevent future issues. Commissioner Tiseo asked how much of the infrastructure needs are going to be paid for by the applicant (Buc-ee's). Wayne Gaither answered that he would look into it. Shawn Cullinan stated that the property has been purchased by Buc-ee's and will be addressing all issues that are compelled by the traffic study. To date they have not come back with the final detail site plan yet. The site plan will come before the Board of County Commissioners on consent agenda. Commissioner Doherty asked Mr. Cullinan to interface with Buc-ee's regarding their transportation and environmental permitting. Commissioner Doherty also expressed that he was impressed with the



		Buc-ee's in Georgia and the way the traffic <a href="#">movement</a> is handled. Shaun Cullinan stated he will reach out to the applicants so they may watch this portion of the MPO Board meeting and understand what the Board is expecting of them.
B.	446391-1	<a href="#"><b>US 41 from Kings Hwy to Peace River Bridge Planning/Operational Improvements Study</b></a> (Wayne Gaither - FDOT/Robert Fakhri-Charlotte County) Working with department on paperwork and will be seeking a consultant for the study.
C.	N/A	<a href="#"><b>Bermont Road (CR 74) Safety Discussion</b></a> (Wayne Gaither - FDOT/Robert Fakhri-Charlotte County) Commissioner Constance inquired whether the Glades County patch project is still being pursued. Wayne Gaither confirmed that it is and stated he would follow up with Heartland TPO to verify the status. Commissioner Constance requested that a formal report be sent to the MPO Board detailing the project's progress.
D.	436928-3	<a href="#"><b>Burnt Store Road – From Lee/Charlotte C/L to Wallaby Lane</b></a> (Wayne Gaither - FDOT/Robert Fakhri-Charlotte County) Ongoing project with 60% design plans.
E.	N/A	<a href="#"><b>Burnt Store Road @ Home Depot/ US 41 @ Madrid Blvd</b></a> (Gaither, FDOT/Robert Fakhri – Charlotte County) Signal/Access Management – Not on priority list for funding.
F.	N/A	<a href="#"><b>US 41 @ Rio Villa Drive/Baynard Drive</b></a> Discussion. (Wayne Gaither, FDOT) A Restricted Crossing U-Turn (RCUT) project completed in 2022. There have been multiple discussions about how the project is doing. He also stated that staff looked into a signal at US-41 and Aqui Esta. Staff analysis was completed and not a huge amount of traffic was moving between Rio Villa and Aqui Esta, making a signal unwarranted when compared to area and traffic growth. From a department standpoint, the safety issue has been addressed. Councilmember Polk stated that she found the area much safer now and had no issues when making the U-turn. Commissioner Tiseo suggested that this item be removed from the list due to the noted success.
G.	N/A	<a href="#"><b>SR 776 @ Toledo Blade Intersection</b></a> (John Elias/Robert Fakhri – Charlotte County) Discussion. Traffic study under review, 30% design plans are underway. Right Of Way along SR 776 is highly constrained, and project staff are actively evaluating options to address this limitation. Commissioner Constance requested a study be initiated south of SR 776 on Cochran Blvd to assess the ROW for future improvements. John Elias stated that they are analyzing the right of way currently.



**City of Punta Gorda Led Discussion**

	<b>FPID #</b>	<b>PROJECT DESCRIPTION</b>
<b>A.</b>	N/A	<b><u>Crosswalks and ADA Projects</u></b> (Laks Gurram - MPO) Laks Gurram discussed the city projects. Commissioner Constance noted that much work was underway in the city. Councilmember Polk wants the item to stay and be updated as things are moved forward.

**13. 2050 Long Range Transportation Plan (LRTP) Cost Feasible Plan**

Laks Gurram introduced William Roll who gave the presentation. The Charlotte County–Punta Gorda MPO is preparing to adopt its 2050 Long Range Transportation Plan (LRTP), as required every five years. The LRTP must be adopted by the MPO Board on October 2, 2025, following a minimum 30-day public comment period in accordance with the MPO’s Public Participation Plan.

The Draft 2050 Cost Feasible Plan being presented today includes a prioritized list of multimodal transportation projects, such as roadway widenings, intersection improvements, transit services, and bicycle/pedestrian facilities. These projects were identified through the previously approved Needs Assessment and shaped by extensive input from the public and local stakeholders. The Draft Cost Feasible Plan and Adoption Report, that is presented today highlights:

- Vision, Goals, Objectives, & Performance Measures
- Public and stakeholder comments
- Revenue forecasts
- A financially constrained list of projects through 2050

**Key Milestones & Outreach Efforts**

May 27 –28, 2025: Three in-person public workshops held in West, Mid and South County

May 29, 2025: Virtual public meeting to gather additional community input

June 9, 2025: Second Consensus Building Workshop with community stakeholders

July 8, 2025: LRTP Steering committee met to review the draft Cost Feasible Plan and public comments

July 16 -17, 2025: Three in-person public workshops held in West, Mid and South County

**Draft Cost Feasible Plan Highlights**

- Over \$305 million, Present Day Value (PDV) in transportation projects funded through Local, State, and Federal sources.
- Coordination with the Transportation Improvement Program (TIP) for consistent and continuous delivery of transportation projects multimodal investments include:
  - Roadway widening and intersection improvements
  - Transit services



- Bicycle and pedestrian priorities

All future roadway projects will incorporate appropriate bicycle/pedestrian facilities aligned with local and state design standards and context-sensitive solutions.

### **Public Comment & Adoption**

- The 30-day public comment period will meet applicable federal and MPO requirements.
- The comment period will close during the October 2, 2025 MPO Board Meeting, where the Board will consider formal adoption of the 2050 LRTP.

At the July 16, 2025, Joint Meeting of the TAC, CAC and BPAC, the committees reviewed the Draft Cost Feasible Projects as part of the 2050 Long Range Transportation Plan (LRTP) development.

Following a detailed discussion, the Joint committees made formal recommendations for consideration by the MPO Board. These recommendations are documented in the attachments presented during today's meeting for the MPO Board's consideration.

Commissioner Tiseo asked about Babcock Ranch's responsibility for improvements along State Road 31 (SR-31). Shaun Cullinan confirmed that Babcock Ranch is responsible for a small portion of SR 31 and the responsibility is limited to the southern portion of SR-31.

Commissioner Doherty thanked Mr. Roll for adding the Veterans Blvd , King Hwy and I-75 study into the Cost Feasible portion 2050 LRTP. He requested a phased approach, to evaluate the cost feasibility for this project as soon as possible. He also asked when Project Development & Environment (PD&E) could begin.

Wayne Gaither's indicated that due to district-wide budget constraints, the best way to initiate the project is to elevate its priority through the MPO

Commissioner Doherty expressed that he understands the complexity of the project but also sees it as an explicit need for Charlotte County that need should be addressed today. He wants to ensure the MPO Board is informed as to what can be done to improve the process. William Roll stated that with competition statewide conducting a targeted study to define the problem and benefits would be a worthwhile investment.

Commissioner Constance asked about costs to improve Taylor Rd. John Elias stated that despite this project being cited for 2050, it is probable to need movement on it as soon as the next three years. A lot of the decision making regarding the improvements is constrained by funding and whether adding sidewalks and railings would be feasible.

***Commissioner Tiseo made a motion to 1) Approve the Draft 2050 Long Range Transportation Adoption package including the Cost Feasible Plan and 2) Open the 30-day public comment period in accordance with the MPO's Public Participation Plan. The public comment period will close on September 5<sup>th</sup>. Commissioner Doherty seconded the motion. It was approved unanimously in a roll call vote.***



William Roll emphasized that the LRTP adoption report reflects the cost feasible projects selected for the 2050 Long Range Transportation Plan (LRTP). He further clarified that public comments, are welcomed, but will not alter the adopted cost feasible projects list unless a formal plan amendment is initiated.

#### **14. E-Bikes/Micromobility Presentation**

Laks Gurram introduced Sergeant Paille who gave the presentation.

Micromobility devices include electric bikes (E-Bikes), electric scooters (e-scooters), shared bicycles, and electric pedal-assisted bicycles. These devices can be owned and operated privately or as part of a shared system. As a result of FDOT's ACES initiative, shared micromobility has become a rapidly growing transportation strategy adopted by several agencies across the state.

Micromobility devices are defined as motorized transportation devices designed to travel at speeds typically less than 30 miles per hour (mph) on level ground (Price et al., 2021). In Florida, the design speed for such devices is limited to 20 mph (Florida Statutes, 2023a). These devices are made available for private use by reservation through an online application, website, or software for point-to-point trips (Florida Statutes, 2023a).

Commissioner Tiseo asked about the three categories of E-Bikes and wondered if the faster devices are allowed on sidewalks. Sergeant Paille answered that once a mobility device surpasses the 28 mph range it is no longer considered a bicycle and is categorized as a motor vehicle, which are not allowed on sidewalks. In addition, once the device can be categorized as a motor vehicle it must be registered, which the Department of Motor Vehicles is unlikely to do, as they do not meet safety standards.

Commissioner Tiseo asked what happens when someone is pulled over, for example, doing 60 mph on an E-Bike. Sergeant Paille stated that it often depends on circumstances but most likely would be pulled over for operating an unregistered motor vehicle. However, Commissioner Tiseo also asked what if the vehicle is travelling at the correct rate of speed for the road, such as 45 mph. There are two options according to Sergeant Paille, either criminally charge for operating an unregistered motor vehicle, or educate the person and make arrangements for the transport of the vehicle back to the operator's home.

Commissioner Tiseo commented that he has seen an increase in the use of E-Bikes over the last two years, including children, that are exceeding 28 mph. Commissioner Doherty agreed that he wished he was observing children operating E-Bikes going under 28 mph and stated that they are simply flying down the roads.

Commissioner Doherty also had a question for FDOT regarding the design of multi-use paths and whether vehicles that travel over the intended speed limit are being considered during their design. Wayne Gaither stated that all designs are the same as before. Sidewalks are not designed with a speed limit as they are intended to be walked or run on, well within the control of the person using it. He also explained that pathways or trails are designed wider with the design speed of 20 mph. Anything being operated beyond that speed is beyond the design of that pathway. As for bike lanes on the roadways, they are expected to travel under 35 mph. He also



explained that they are attempting to separate slower moving people/vehicles from the higher moving vehicles on roadways.

Commissioner Doherty believes that the people designing the roadways should be in conversation with the people enforcing, to help the standards be understood more clearly. FDOT wants to help local municipalities make decisions on creating ordinances regarding these devices and their restrictions. Commissioner Tiseo asked whether local ordinances can be created by local governments. Sergeant Paille explained that restrictions under the law are possible. Commissioner Tiseo commented that this should be a conversation that happens soon as he believes these devices are going to continue to proliferate as time goes on. John Elias made a statement that we have started these discussions with admin and legal by first seeing what other municipalities are doing.

Councilmember Polk commented that motorized vehicles are not allowed on the Harbor Walk in Punta Gorda and that these types of vehicles are dangerous when meeting with a person walking. She also agreed that this should be a conversation had with decisions being made on definitions and regulations.

#### **15. Traffic Safety Culture - Presentation**

Keith Robbins, Ph.D., presented on the influence of culture on public perceptions of traffic safety and how these insights can be leveraged to drive positive change. Additionally, he provided an update on the District One Safety Strategic Plan and highlights current trends in roadway fatalities and serious injuries within the Charlotte County – Punta Gorda MPO region.

Commissioner Constance thanked Dr. Robbins for his time and efforts. He also stated that drivers who are being held accountable, such as those with a “how is my driving?” sticker on their vehicle are most often driving responsibly. Commissioner Tiseo shared his experience with driving outside of Florida in Georgia and the difference in the safety culture of their drivers as well as the amount of traffic enforcement on the roads. Commissioner Doherty agreed that he has had a similar experience when driving outside of Florida.

#### **16. Public Comments**

There was one public comment from Richard Russell regarding Buc-ee’s paying impact fees. He believes these fees are critical. Mr. Russell also had a comment on motorized and electric bikes, stating that he believes they should be required to get a license and training in order to mitigate the danger of these vehicles.

#### **17. Staff Comments**

Laks Gurram once again congratulated Joseph Sabatino and Wendy Scott. He also shared that staff attended the recent Florida Metropolitan Planning Partnership (FMPP) and MPO Advisory Council (MPOAC) meetings. Notable highlights include:

- Senate Bill 462 – MPOs: No additional MPOs may be designated after July 1, unless the area is not contiguous to a currently designated MPO, based on the 2020 Census boundaries.



- MPO–FDOT Agreements: There was no support for adding five optional agreements beyond the existing two-year agreement currently in place.
- Performance Measures: MPOs across the state collectively agreed that no additional state-level performance measures are required beyond those already mandated by federal regulations.
- Next MPOAC meeting is MPOAC Quarterly Meeting, October 23, 2025 8:00 am - 5:00 pm
- Next MPOAC Institute for Elected Officials is Friday, October 10, 2025

Other activities are included in the MPO Staff report that was included in the commissioner's packets.

## **18. Member Comments**

Commissioner Tiseo shared concerns about the long travel time required to attend the MPOAC meetings. He explained that the drive is roughly six hours of driving for three hours of informational meeting.

He also stated that attendance electronically is allowed but an in-person quorum is required. He asked if any Board members would be willing to attend. Commissioner Constance, current alternate, agreed to take the October 23, 2025, meeting. Commissioner Thornberry suggested that all five Board members rotate attendance to share the responsibility.

Laks Gurram stated he would provide the details of all upcoming MPOAC meetings. Commissioner Constance also reminded the board that the MPOAC representatives will be officially selected at the December 15, 2025, MPO Board meeting. Commissioner Doherty also expressed his willingness to participate in future meetings as needed.

Commissioner Constance congratulated Joseph Sabatino on being awarded the Peggy Walters Citizens' Mobility Award and Wendy Scott on her retirement after 25 years with the MPO. Commissioner Doherty also congratulated Joe Sabatino and Wendy Scott.

David Moscoso was also introduced as the MPO's assigned legal representative. He was welcomed and thanked for his service.

## **19. Adjournment**

The next MPO Board Meeting will be a regular MPO Board Meeting on Thursday, October 2, 2025, 9:30 a.m. There being no further business, the meeting was adjourned at 4:45 pm.



OCTOBER 2, 2025  
MPO BOARD MEETING

**AGENDA ITEM # 6-B**  
**MPO MEETING SCHEDULE FOR CALENDAR YEAR 2026**

**Purpose:** To establish a 2026 Meeting Schedule for the MPO Board, Technical Advisory, Citizens Advisory and Bicycle/Pedestrian Advisory Committees, and the Charlotte Transportation Disadvantaged Local Coordinating Board (LCB)

**Agenda Item Presented by:** MPO Staff

**Discussion:**

The MPO staff has prepared a Draft Meeting Schedule for the MPO Board, its standing committees and the LCB for calendar year 2026. This draft meeting schedule for 2026 is being presented for consideration of approval by the MPO Board.

**Recommendation:** Motion to approve the 2026 MPO Meeting Schedule.

**Attachment:** [2026 MPO Meeting Schedule \(Draft\)](#)





## 2026 Draft MPO Meeting Schedule

Charlotte County Punta Gorda MPO  
1050 Loveland Blvd, Box C  
Port Charlotte, FL 33980

[www.ccpgmipo.gov](http://www.ccpgmipo.gov) | (941) 883-3535

Joint MPO Meeting	TAC
Regular MPO Board Meeting	CAC
MPOAC	BPAC
Joint TAC/CAC/BPAC Meeting	LCB

Date	Time	Board/Committee	Location
January 26, 2026	11:00 a.m.	Joint MPO Board w/Sarasota/Manatee MPO	Venice Community Center, 326 Nokomis Avenue S, Venice FL
February 27, 2026	9:30 a.m.	Joint Charlotte and Lee MPO Board	Burnt Store Road Presbyterian Church, Steward Hall, 11330 Burnt Store Road, Punta Gorda FL
March 30, 2026	2:00 p.m.	MPO Board	Charlotte County Administration Center, Room #119, 18500 Murdock Circle, Port Charlotte, FL
May 18, 2026	2:00 p.m.	MPO Board	Admin Center, Port Charlotte
August 3, 2026	2:00 p.m.	MPO Board	Admin Center, Port Charlotte
October 5, 2026	2:00 p.m.	MPO Board	Admin Center, Port Charlotte
December 14, 2026	2:00 p.m.	MPO Board	Admin Center, Port Charlotte
January 29, 2026	1:00 p.m. - 3:00 p.m.	MPOAC Meeting	Location to Be Determined
April 30, 2026	1:00 p.m. - 3:00 p.m.	MPOAC Meeting	Location to Be Determined
July 30, 2026	1:00 p.m. - 3:00 p.m.	MPOAC Meeting	Location to Be Determined
October 29, 2026	1:00 p.m. - 3:00 p.m.	MPOAC Meeting	Location to Be Determined
March 4, 2026	9:30 a.m.	TAC	Bob Pryor Employee Health & Wellness Center, 1050 Loveland Blvd, Port Charlotte FL
April 23, 2026	9:30 a.m.	TAC	Charlotte Harbor Event Center, 75 Taylor Street, Punta Gorda FL
July 15, 2026	9:30 a.m.	TAC	Bob Pryor Center, Port Charlotte
September 16, 2026	9:30 a.m.	TAC	Bob Pryor Center, Port Charlotte
November 18, 2026	9:30 a.m.	TAC	Bob Pryor Center, Port Charlotte
March 4, 2026	1:30 p.m.	CAC	Bob Pryor Employee Health & Wellness Center, 1050 Loveland Blvd, Port Charlotte FL
April 23, 2026	1:30 p.m.	CAC	Charlotte Harbor Event Center, 75 Taylor Street, Punta Gorda FL
July 15, 2026	1:30 p.m.	CAC	Bob Pryor Center, Port Charlotte
September 16, 2026	1:30 p.m.	CAC	Bob Pryor Center, Port Charlotte
November 18, 2026	1:30 p.m.	CAC	Bob Pryor Center, Port Charlotte
March 12, 2026	2:00 p.m.	BPAC	Bob Pryor Employee Health & Wellness Center, 1050 Loveland Blvd, Port Charlotte FL
April 23, 2026	2:00 p.m.	BPAC	Charlotte Harbor Event Center, 75 Taylor Street, Punta Gorda FL
July 16, 2026	2:00 p.m.	BPAC	Bob Pryor Center, Port Charlotte
September 24, 2026	2:00 p.m.	BPAC	Bob Pryor Center, Port Charlotte
November 19, 2026	2:00 p.m.	BPAC	Bob Pryor Center, Port Charlotte
January 8, 2026	10:00 a.m.	LCB	Charlotte County Transit Facility, 545 Theresa Blvd., Port Charlotte FL
May 7, 2026	10:00 a.m.	LCB	Charlotte Transit Facility
September 3, 2026	10:00 a.m.	LCB	Charlotte Transit Facility
November 5, 2026	10:00 a.m.	LCB	Charlotte Transit Facility

Draft: September 23, 2025



OCTOBER 2, 2025  
MPO BOARD MEETING

**AGENDA ITEM # 7**  
**CHAIRS' REPORTS**



OCTOBER 2, 2025  
MPO BOARD MEETING

**AGENDA ITEM # 7-A**  
**MPO BOARD CHAIR'S REPORT**



OCTOBER 2, 2025  
MPO BOARD MEETING

**AGENDA ITEM # 7-B**  
**CITIZENS' ADVISORY COMMITTEE (CAC) CHAIR'S REPORT**





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

**MINUTES OF THE SEPTEMBER 17, 2025  
CITIZENS' ADVISORY COMMITTEE (CAC) MEETING**

**MEMBERS PARTICIPATING (IN PERSON)**

Dianne Quilty, Mid County Representative, CAC Chair  
Jill Hartman, West County Representative, CAC Vice Chair  
Steven E. Hurt, Mid County Representative  
Mary Ellen Kiss, South County Representative  
Pauline Klein, At-Large Representative  
Robert Logan, Mid County Representative

**MEMBERS ABSENT**

Priya Ahluwalia, South County Representative  
James Kunard, South County Representative - Excused  
Richard Russell, At-Large Representative - Excused  
Steve Schoff, West County Representative -Excused

**OTHERS PARTICIPATING IN PERSON**

Laks Gurram, MPO Director  
Mark Yaxis, MPO Planner  
Bekie Leslie, MPO Administrative Services Coordinator  
Sierra Ray Scott, MPO Senior Administrative Assistant  
Pam Barr, FDOT  
William Roll, Kimley-Horn and Associates  
William Weisspfennig, Charlotte County Sheriff's Office  
Ariana Raldiris, Charlotte County Sheriff's Office  
Ravi Kamarajugadda, Charlotte County Public Works Traffic Engineering  
Shirley Ciampi, Charlotte County Transit  
Tiffany Hummel, Charlotte County Transit  
Lou Long, Charlotte County Public Schools  
Alex Juskco, Citizen, Real Estate  
Sean Cullinan, Charlotte County Community Development  
Charles Hines, Trust for Public Land  
Elaine Allen-Emrich, Media



**1. Call to Order & Roll Call**

Chair Dianne Quilty called the CAC Meeting to order at 1:30 pm. A roll call was taken. A quorum was present.

**2. Pledge of Allegiance**

All attendees recited the Pledge of Allegiance.

**3. Public Comments on Agenda Items**

There were no public comments.

**4. Reports**

**A. Chair's Report**

CAC Chair Dianne Quilty provided an update from the last MPO Board meeting. She welcomed both new and reappointed members to the committee. Ms. Quilty gave a brief overview of R-Cut intersections, explaining what they are, how they help reduce crashes, and where they have been recently implemented. She also led a short discussion on earmarks, what they are, how they function, and which projects could be affected. Dr. Mary Ellen Kiss provided clarification on the differences between Congressional earmarks and state earmarks.

**B. City of Punta Gorda Report**

No representative from the City of Punta Gorda was present.

**C. Charlotte County Report**

Ravi Kamarajugadda reported on several ongoing projects with developers, noting that commitments have been made to install signals once roadway improvements are completed. Pauline Klein asked when the traffic light at Sunseeker would become operational. Mr. Kamarajugadda explained that the timing is uncertain since the road is under FDOT's jurisdiction.

Mr. Kamarajugadda also shared a crash data dashboard he developed. He noted that, unlike data from the Sheriff's Office, this dashboard excludes crashes that occur in parking lots or those involving animal collisions. The dashboard tracks crashes by factors such as time of year and day of the week to help identify trends, address safety concerns, and reduce the number of fatal or serious injury crashes. His goal is to resolve as many issues as possible in a cost-efficient manner.

Dr. Mary Ellen Kiss asked how this data relates to the Safe Streets for All (SS4A) program. Mr. Kamarajugadda clarified that the dashboard uses current and up-to-date crash data, whereas the SS4A analysis relied on data from 2018 to 2022.



There was discussion regarding crashes that occur at county lines, specifically at the Sarasota County and Lee County boundaries, and how these crashes are counted. Dr. Kiss asked how such data is compiled when drivers are from outside counties or when Charlotte County drivers are involved in crashes that are recorded across the line. She noted that this information would be valuable when evaluating crash data for Charlotte County.

Bob Logan inquired about signal timing at two intersections on Quesada Avenue—one at Cochran Boulevard and the other at Forrest Nelson Boulevard—expressing concern about truck traffic leaving BJ's. Mr. Kamarajugadda explained that signal timing analysis is conducted only once every few years and can only be slightly adjusted by the county between those studies.

#### **D. Sheriff's Report**

Charlotte County Sheriff's Office representative Deputy William Weisspfennig reported that there was nothing specific to update at this time. He briefly discussed issues related to E-Bikes and associated traffic violations. He also noted several traffic trouble spots, particularly along Kings Highway, Cochran Boulevard, and US-41.

In response to a question regarding recent crashes, Deputy Weisspfennig reviewed crash data from May through August. He noted that peak crash hours occur between 12:00 p.m. and 4:00 p.m. on weekdays. During this period, the traffic department conducted three weeks of targeted enforcement in several problem areas.

- Week 1: Officers issued citations for violations.
- Week 2: Officers monitored problem areas by parking visibly and observing violations.
- Week 3: Officers used unmarked vehicles to record violations.

Deputy Weisspfennig reported that this approach can reduce violations in targeted areas by up to 30%.

A discussion followed regarding traffic at Deep Creek Elementary during student pick-up and drop-off times. Pauline Klein expressed concern that congestion during these periods poses serious traffic and safety risks, noting that one incident resulted in a fatality when an ambulance was unable to pass through. Deputy Weisspfennig acknowledged the concern and suggested that Ms. Klein address the issue directly with the school board, as it cannot be resolved through enforcement measures alone.

Deputy Weisspfennig also reported that the Sheriff's Department recently added six new deputies and that the traffic department is now fully staffed.

#### **5. Consent Agenda:**

- A. Approval of Minutes: Joint Citizens Advisory Committee (CAC)/Technical Advisory Committee (TAC) and Bicycle/Pedestrians Advisory Committee (BPAC) Meeting - July 16, 2025, Meeting**



## **B. Draft MPO Board and Advisory Committees Meeting Schedule for Calendar Year 2026**

Jill Hartman had one correction to the joint meeting minutes regarding her title as Vice Chair for CAC.

*Bob Logan made a motion to approve the Joint Citizens Advisory Committee (CAC)/Technical Advisory Committee (TAC) and Bicycle/Pedestrians Advisory Committee (BPAC) Meeting - July 16, 2025, Meeting as amended. Jill Hartman seconded the motion, and it was approved unanimously with one abstention from Dr. Mary Ellen Kiss.*

*Steve Hurt made a motion to approve the Draft MPO Board and Advisory Committees Meeting Schedule for Calendar Year 2026. Dr. Mary Ellen Kiss seconded the motion, and it was approved unanimously.*

## **6. Florida Department of Transportation (FDOT) Report**

### **A. SR 776 @ Biscayne Drive**

This presentation has been rescheduled for the next round of meetings in November and will be brought forward to the December MPO Board.

Pam Barr reported that at least eight intersections on SR 776 have been converted to Restricted Crossing U-Turn (RCUT). Jill Hartman requested information on which intersections were completed and which remain programmed and asked that this information to be sent to her. Dr. Kiss inquired about Burnt Store Road, where Steve Andrews had submitted a Memorandum of Understanding indicating that the PD&E was accepted and transferred to Lee County. She also requested this information be provided.

FDOT asked the MPO to identify its top five projects from the project priorities list, in case funding becomes available that must be used within a short timeframe. CAC members were encouraged to submit their major concerns, ranked in order, to the MPO for consideration.

Pam Barr also updated regrading a public hearing will be held on the new Tentative Work Program for FY 2027–2031. Hearings will take place the week of October 20–24, with in-person meetings scheduled at 11:00 a.m. at both the District One head office in Bartow and the Southwest Area Office (SWAO) office.

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

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

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



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

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

***Steve Hurt** made a motion to recommend the MPO Board approve an amendment to the FY 2026 Unified Planning Work Program (UPWP). The motion allows for transmittal of the document to FDOT and required agencies, including the ability for staff to make minor changes and adjustments based on comments and input received. **Pauline Klein** seconded the motion which was carried unanimously.*

## **8. Florida Gulf Coast Trail Connector Update**

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

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

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

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

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

Laks Gurram introduce Charles Hines, who presented on this project.

Jill Hartman asked if the Pioneer Trail in Englewood is included in the connector project. She said it was shown as portion black on the map presented by Mr. Hines.

Mr. Gurram then provided a brief update on the SUN Trail projects in Charlotte County. Dianne Quilty inquired about the design status of SUN Trail project from Gillot Blvd to US-



41 on SR 776. Mr. Gurram explained that design work has not yet begun but a memorandum of agreement will be executed soon

Dr. Kiss asked how existing trails will connect to the Gulf Coast Trail Charlotte Harbor Preserve. Mr. Gurram explained that when Burnt Store Road is widened, the trails will be reviewed and adjustments to the connecting trails will be proposed.

## **9. Final Draft 2050 Long Range Transportation Plan (LRTP)**

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

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

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

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

Laks Gurram introduced William Roll, consultant from Kimley-Horn and Associates, who presented the final draft 2050 LRTP.

During the discussion, Bob Logan asked how the unfunded projects might eventually be financed. Mr. Roll explained that funding decisions are determined at the national level. He noted that while inflation is a concern, the project accounts for this by adjusting revenues and expenditure accordingly. Steve Hurt asked about the average rate of inflation, and Mr. Roll responded that over a 15-year period, the increase is approximately 8-9%.

*Dr. Mary Ellen Kiss made a motion to recommend the MPO Board adopt the Draft 2050 Long Range Transportation Plan (LRTP); Bob Logan seconded the motion, and it was passed unanimously.*

## **14. Public Comments**

There were no public comments.

## **15. Staff Comments**

Shirley Ciampi shared new data from Charlotte County Transit. As of August 2025, nearly 75,000 trips have been completed. Of these, about 4,000 were on same-day trips, and approximately 8,000 were scheduled using the mobile app. The mobile app now has nearly 1,000 users in its first year.



She also provided a breakdown of trip purposes:

- For riders ages 14–60, the majority of trips are work-related.
- For riders age 61 and older, most trips are for medical appointments.

Ms. Ciampi also introduced Tiffany Hummel as the new Business Services Supervisor at Transit and announced that a senior dispatcher has joined the team.

Additional updates included:

- A new driver vendor contract will begin in October, providing more drivers and reducing unmet trip requests.
- Charlotte County Transit received a National Association of Counties award for the Charlotte Rides mobile app.
- The Transit Development Plan update will be completed in November.
- In June, Transit Director Heidi Maddox graduated from the Florida Transit Leadership Academy and received the Commissioners Award for Customer Service.

Ms. Ciampi encouraged committee members to contact her if they are aware of any HOAs or public meetings where Transit presentations would be valuable.

Laks Gurram welcomed the new Multimodal Planner, Mark Yaxis, to the MPO. He also shared his recent attendance at the 2025 Florida Public Transportation Association (FPTA) Annual Conference in St. Pete. Mr. Gurram suggested that, at future Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) meetings, participating agencies will be providing a brief presentation about their organization and services.

## **16. Member Comments**

Bob Logan asked who would be addressing concerns with the school board regarding Deep Creek Elementary. Shaun Cullinan responded that developers are in discussions with local entities and are committed to working with the school to help mitigate impacts. However, he clarified that developers are only responsible for addressing impacts related to their own projects and are not required to correct pre-existing issues.

## **17. Adjournment (Next CAC Meeting – November 19, 2025)**

*Bob Logan made a motion to adjourn the CAC meeting. Steve Hurt seconded the motion which was approved unanimously.*

There being no further business, the meeting was adjourned at 3:32 pm. The next regularly scheduled CAC meeting will be held on Wednesday, November 19, 2025 in-person at 1050 Loveland Blvd, Port Charlotte, Florida 33980 at 1:30 p.m.



OCTOBER 2, 2025  
MPO BOARD MEETING

**AGENDA ITEM # 7-C**  
**TECHNICAL ADVISORY COMMITTEE (TAC) CHAIR'S REPORT**

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

**MINUTES OF THE SEPTEMBER 17, 2025  
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

**MEMBERS PARTICIPATING (IN PERSON)**

Ravi Kamarajugadda, Charlotte County Public Works (Alternate)  
Jordan Ray, Charlotte County Economic Development Office (Alternate)  
Boyd Lawrence, City of Punta Gorda Urban Design (Alternate)  
Betty-Ann Sherer, Charlotte County Transit Division (Alternate)  
Tony Conte, Charlotte County Public Schools  
Brett White, Punta Gorda Airport Authority  
Patrick Fuller, Charlotte County Emergency Management  
Shaun Cullinan, Charlotte County Community Development  
Ron Gogoi, Lee County MPO (Alternate)

**MEMBERS ABSENT**

Bryan Clemens, City of Punta Gorda Public Works  
Gabriel Quintas, City of North Port Planning and Zoning  
Sergeant Dustin Paille, Charlotte County Sheriff Office (Excused)  
Mist Servia, DeSoto County

**OTHERS PARTICIPATING IN PERSON**

Laks Gurram, MPO Director  
Mark Yaxis, MPO Planner  
Bekie Leslie, MPO Administrative Services Coordinator  
Sierra Ray Scott, MPO Senior Administrative Assistant  
Pam Barr, FDOT  
William Roll, Kimley-Horn  
Charles Hines, Trust for Public Land, Inc  
Alex Jusko, Real Estate  
Jeff Lustig, Citizen  
Tiffany Hummel, Charlotte County Transit Division



### **1. Call to Order & Roll Call**

MPO Director, Laks Gurram, called the TAC Meeting to order at 9:32 am. A roll call was taken and TAC members introduced themselves. A quorum was present.

Mr. Gurram informed the committee that TAC Chair Mr. Robert Fakhri was excused from the meeting. TAC Vice Chair Ms. April Santos was also excused. Upon reviewing the TAC Bylaws, Mr. Gurram noted that due to Ms. Santos's recent transition from the Charlotte County Department of Public Works to the Utilities Department, she is no longer eligible to serve on the Technical Advisory Committee (TAC). Membership eligibility is tied to representation from the Public Works Department, and unless the TAC Bylaws are amended, Mr. Gurram mentioned that they will need to hold an election to fill Vice chair. .

Bekie Leslie explained that because there are so many alternate members in attendance for the day that holding an election for a new Chair and Vice chair at this meeting would not be suitable.

*Tony Conte made a motion to hold elections for chair and vice chair of the TAC at the next meeting on November 19, 2025, and allow Laks Gurram to chair this current meeting (per the TAC bylaws). Betty-Anne Sherer seconded the motion which was carried unanimously.*

### **2. Public Comments on Agenda Items**

There were no public comments.

### **3. Reports**

#### **A. Chair's Report**

MPO Director, Laks Gurram, had nothing to report.

### **4. Consent Agenda:**

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

Mr. Laks Gurram introduced the agenda item. There were no changes requested by the members and no discussion followed.

*Shaun Cullinan made a motion to approve the Consent Agenda. Patrick Fuller seconded the motion, and it was approved unanimously.*

### **5. Florida Department of Transportation (FDOT) Report**

#### **A. SR. 776 @ Biscayne Drive**



Pam Barr, Florida Department of Transportation, reported that item 5-A is differed to the November 19, 2025 TAC meeting.

Ms. Barr also noted that FDOT requested the Charlotte County-Punta Gorda MPO to select five top-priority projects from the 2025 List of Priority Projects. This process ensures that funding is directed toward the highest identified needs in the area while allowing additional funding to be applied as it becomes available. She added that occasionally, spare funds are shifted to District 1, and having projects ready and awaiting funding increases the chances of securing those funds before they are allocated to another district

Mr. Laks Gurram presented to the Committee the 2025 List of Project Priorities which was approved by the MPO Board on May 19, 2025. A copy of this list is available in the meeting agenda from the May 19, 2025 MPO Board meeting on the MPO website ([www.ccpgmpo.gov](http://www.ccpgmpo.gov)). Mr. Gurram asked committee members to review the list and provide feedback to the MPO Staff at the earliest possible convenience

Mr. Tony Conte requested clarification on whether the projects identified must come from the provided list. Both Mr. Gurram and Ms. Barr confirmed that the list includes projects already submitted for FDOT funding, and that new projects may only be added during the next round of priority project they wish to identify must be from the list provided. Both Mr. Gurram and Ms. Barr answered in the affirmative, stating that these projects are the ones already placed for funding through FDOT and during the next round of priority projects selection.

A brief discussion followed regarding freight corridors in the county. Brett White, representing the Airport Authority, noted that the industrial park south of the airport significantly contributes to freight traffic and congestion about freight corridors within the county followed. He also mentioned the industrial park to the south of the airport is a major contributor to freight traffic and congestion. He added that the traffic is typically routed along Jones Loop and I-75.

Ms. Pam Barr asked committee members to return their priority project selections to her as soon as possible so the funding process can begin. She also noted that the MPO is moving into the 2027 funding cycle and will need to prepare for the next fiscal year. Ms. Barr announced timeline for next Draft Tentative Work Program cycle and informed members that a public meeting will be held in Fort Myers and Bartow in October to review the Five-Year Plan

## **6. FY 2025-FY 2026 Unified Planning Work Program (UPWP) Amendment**

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

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



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

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

Mr. Laks Gurram introduced the Unified Planning Work Program Amendment. Mr. Gurram also explained that this amendment is a requirement from FDOT due to his promotion to MPO Director in March 2025. This amendment will be on the MPO Board Meeting Agenda for October 2, 2025, where it will need to be approved before submitting to FDOT.

***Betty-Ann Sherer** made a motion to recommend the MPO Board approve an amendment to the FY 2026 Unified Planning Work Program (UPWP). The motion allows for transmittal of the document to FDOT and required agencies, including the ability for staff to make minor changes and adjustments based on comments and input received. **Shaun Cullinan** seconded the motion which was carried unanimously.*

## **7. Florida Gulf Coast Trail Connector Update**

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

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

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

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

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

Mr. Laks Gurram introduced Mr. Charles Hines from the Trust for Public Land, who presented on the Gulf Coast Trail. Mr. Hines' presentation focused on the 420 miles of existing and proposed trails within the Gulf Coast network, extending from Pinellas County to Collier County. He highlighted Charlotte County's role in this network, noting key connections to Sarasota County and Lee County.



Mr. Hines encouraged members to contact him with any updates to the existing trails map or to provide feedback on the current configuration to ensure no areas are overlooked.

Mr. Gurram presented an update on Sun Trail projects currently in the design phase within Charlotte County. Sun Trails are multi-use paths separated from vehicular rights-of-way (ROW) and require a minimum width of 12 feet. His presentation highlighted the planned connection from SR 776 to Myakka State Forest, which will ultimately link to a Legacy Trail in Sarasota County. He also outlined the proposed connection to Lee County via Burnt Store Road, noting existing conditions, ROW, and possible connection alternatives.

Mr. Ravi Kamarajugadda expressed concerns about one of the alternative routes in south Charlotte County, citing the canal's proximity and its existing uses. He suggested that the new east – west connection from Burnt Store Rd to Tuckers Grade extension alternative would be a more feasible option.

Mr. Ron Gogoi inquired about the connection between Charlotte and Lee counties and whether it would remain unchanged. Mr. Gurram confirmed that the connection will remain along Burnt Store Road.

Mr. Gurram emphasized that the presentation was for informational purposes only and requested unanimous consent to move to the next agenda item. , The TAC members unanimously consented to the Agenda item.

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

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

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

MPO Staff advertised twice since the August 4<sup>th</sup> MPO Board meeting. The public comment period will officially close at the October 2, 2025, MPO Board Meeting. Adoption by this date ensures compliance with the MPO's requirement to complete the LRTP update by October 5, 2025.

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

Mr. Laks Gurram introduced Mr. William Roll from Kimley-Horn, who presented on the 2050 LRTP.

Mr. Roll mentioned that the LRTP is complete and awaiting final approval from the MPO Board at the next October 2, 2025 meeting. It was explained that this adoption is required, and changes are allowed afterward via amendments. The following are key highlights of the presentation:



- No public comments during the 30-day open comment period.
- Many workshops were held during the completion of the 2050 LRTP to both provide information to the public and stakeholder as well as allowing input.
- Key projects include a connection from I-75 to west county, a feasibility study for a connection to Jones Loop Road, and an operational evaluation for the Kings Highway/Veterans Boulevard area.
- Funding for projects is a recurring issue.

*Shaun Cullinan made a motion to recommend the MPO Board adopt the Draft 2050 Long Range Transportation Plan (LRTP); Patrick Fuller seconded the motion, and it was passed unanimously.*

## **9. Public Comments**

There were no public comments.

## **10. Staff Comments**

MPO Director, Laks Gurram, provided staff comments.

Mr. Gurram expressed appreciation to William Roll and Charles Hines for attending the meeting and presenting their information. He then introduced Mark Yaxis as the MPO's new Multimodal Planner. Mr. Gurram and congratulated Sierra "Ray" Scott on accepting a full-time position with the MPO as the Senior Administrative Assistant. Ms. Scott had previously served as an Administrative Assistant through STARR.

## **11. Member Comments**

Mr. Shaun Cullinan reported that Buc-ee's has submitted its final site plan for a new location on Harbor View Road. The plan includes several roadway improvements, including the proposed roundabout at the entrance of Buc-ees to help reduced congestion.

Charles Hines noted that public-private partnerships have proven to be effective in advancing trail projects, such as the Gulf Coast Trail.

Mr. Ravi Kamarajugadda has requested that FDOT staff evaluate the following intersections along US 41:

- US41 at Acline Road: Provide the status of the signal warrant study conducted by FDOT.
- US41 at Toledo Blade: Assess potential improvements to mitigate westbound congestion.
- US41 at Centennial Blvd: Review the intersection for possible signalization.



Mr. Kamarajugadda presented the Safety Dashboard he developed, which tracks the fatalities and serious injuries. The data is updated quarterly to reflect current conditions. He noted that the full dataset is not publicly available due to privacy concerns related to the parties involved in these crashes. However, a public-facing version of the data can be accessed at [Signal4Analytics.com](https://Signal4Analytics.com).

Mr. Tony Conte provided updates on the work being done with Community Traffic Safety Teams (CTST). He reported that school zone safety improvements are underway and noted that Charlotte County has an enforcement strategy in place to maintain safe school zones.

Mr. Conte explained that updates are also being made to school speed zones. Current law does not mandate a specific speed reduction, allowing for discretion. For example:

- A 35-mph roadway entering a school zone may be reduced to 15 mph.
- A 40-mph roadway entering a school zone may be reduced to 20 mph.

He stated that the county is working to align all school speed zones with this pattern, ensuring slower roads have proportionally lower school zone speed limits.

Ms. Betty-Anne Sherer welcomed Ms. Tiffany Hummel as the new Transit Business Services Supervisor and spoke highly of her abilities. Ms. Sherer provided the following update on Transit Services:

- 74,602 total trips until the end of August (FY-25)
- 1,916 new clients to transit
- 884 new mobile app users
- 7,743 mobile app trips completed
- Average rider age is 51
- Average mobile app user age is 41
- For riders aged 14-60 years, the greatest purpose of using transit services is to reach employment.
- For riders aged 60 years and above, the greatest purpose of using transit is to reach medical services.

Ms. Pam Barr reported that at the 2025 American Council of Engineering Companies (ACEC) of Florida Project Management Conference, FDOT received a total of eight awards. Three of these award-winning projects were located within District One and members expressed pride in this accomplishment.

Mr. Boyd Lawrence noted that the City of Punta Gorda is exploring the use of speed cameras at various locations to help control speeding.

Mr. Patrick Fuller reported that he is working with a consultant to complete a Threats and Hazard Mitigation Plan.

Mr. Jordan Ray noted that several projects are currently being planned that will likely impact transportation. However, he stated that no details can be discussed at this time.

There were no additional member comments.



**12. Adjournment (Next TAC Meeting – November 19, 2025)**

There being no further business, the meeting was adjourned at 11:10 a.m. The next regularly scheduled TAC meeting will be held on Wednesday, November 19, 2025, in-person at 1050 Loveland Blvd, Port Charlotte, Florida 33980 at 9:30 a.m.

DRAFT



OCTOBER 2, 2025  
MPO BOARD MEETING

**AGENDA ITEM # 7-D**  
**BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)**  
**CHAIR'S REPORT**

**The Draft BPAC Minutes from the September 25, 2025 will be provided as a walk-on item at the MPO Board Meeting.**



OCTOBER 2, 2025  
MPO BOARD MEETING

**AGENDA ITEM #8**  
**LOCAL GOVERNMENT REPORTS**



OCTOBER 2, 2025  
MPO BOARD MEETING

**AGENDA ITEM # 8-A**  
**CHARLOTTE COUNTY AIRPORT AUTHORITY REPORT**



**From:** [TJ Thornberry](#)  
**To:** [Leslie, Bekie](#); [Diane Ricciardi](#)  
**Subject:** RE: Airport Report for -October 2 MPO Board Meeting  
**Date:** Tuesday, September 23, 2025 3:36:29 PM

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**Caution – This email originated from outside of our organization**

Please do not open any attachments or click on any links from unknown sources or unexpected email.

[Report Suspicious](#)

Hi Bekie, nothing specific to report related to road transportation. We just had our final budget hearing and approved the budget along with our revised rates and charges schedules. Construction projects including the terminal expansion are moving forward as planned. Total ops are up from last year the historical summer slowdown is minimal. We are looking forward to the upcoming Airshow Nov 1-2 and expect a great community turnout featuring the Blue Angels.

Thanks

TJ Thornberry

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OCTOBER 2, 2025  
MPO BOARD MEETING

**AGENDA ITEM # 8-B**  
**CITY OF PUNTA GORDA REPORT**





**City of Punta Gorda  
MPO Report  
Sept. 22, 2025**

The construction of the Laishley Park Splash Pad is ongoing. The drain function is preventing it from being inspected by the DOH. The engineering firm is working on a solution.

The Boca Grande drainage project area is bound by Taylor Road to the north, Cooper Street to the east, Palmera Drive to the south, and the Seminole Gulf Railway ditch to the west. The project continues to move forward. The area encompasses about 105 acres of which approximately 25 acres are commercial with the remaining 80 acres consisting of low-density residential. This is a master drainage plan for water quality and drainage improvements to include the installation of stormwater piping and inlets, swale improvements, and construction of a stormwater management area. The City is in the final stage of completing the Environmental Record Review, and sending the report to Florida Commerce.

Hurricane repairs continue. Plans are being developed for the extensive repairs needed for waterfront facilities.

The City's 2025 swale program has been completed. The 2026 program is in the beginning stages of review.

The field work and post-processing of the city's pavement condition analysis and 5-year program have been completed. This information will be used to develop the 2026 pavement management program.

The City's annual paving program has been completed. Material defects are creating issues, and the contractor is returning to the city to mill out the defective material and repave the affected areas.

Electric power has been restored in many parts of the city. Load centers are being repaired or replaced as time allows. Many of the street lighting circuits have underground shorts, extending repair timelines.

The roofing is being replaced on the historic city hall and the council chambers.

Teams are pre-installing ground anchors for the Tiger Dams purchased to protect vulnerable city properties. This will expedite deployment during storm preparation.

Urban Design Staff are finalizing a scope for the Complete Street construction of Virginia Street from US 41 to Nesbit Street.

During meetings in August and September, the 1% Sales Tax Committee reviewed potential projects for recommendation to the City Council for the 2026 referendum.

Those projects include:

- Complete Streets for Airport Road and Shreve Street
- Accessible Pedestrian Signals at 20 key intersections in the City.





## CITY OF PUNTA GORDA

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CITY MANAGER  
326 WEST MARION AVENUE  
PUNTA GORDA, FL 33950  
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[mreichert@CityofPuntaGordaFL.com](mailto:mreichert@CityofPuntaGordaFL.com)

- Designated Street Lighting for the US 41 southbound bridge approach into the City.

At the October 8th City Council meeting, the Police Department will be presenting a proposal for School Zone Speed Cameras.

At the October 22nd meeting, Urban Design staff will present some concepts for boat ramp parking fees or user fees.

On November 18th, the City Council will host a workshop to obtain and consider public input for future improvements to the Laishley Park Marina.



OCTOBER 2, 2025  
MPO BOARD MEETING

**AGENDA ITEM # 8-C**  
**CHARLOTTE COUNTY REPORT**



# Charlotte County Roadway Project Updates

October 2025 MPO Board Meeting

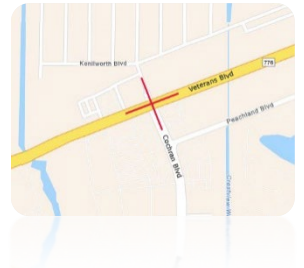
## 1. Veterans Boulevard at Cochran Boulevard Intersection Improvements

### Latest Updates:

EHC Construction is currently installing base rock for the roadway widening on Cochran Boulevard and Veterans Boulevard. Subcontractors are onsite installing underground conduit for the new street lighting and traffic signal system. The project is currently 33% completed.

Change Order 01 has been approved to add contract time due to inclement weather which has impacted the project and also a new traffic signal camera to be added to the new signal system.

### **Construction Completion Forecast – December 2025**



## 2. Veterans Boulevard Intersection Improvements

### Latest Updates:

- Veterans Boulevard @ Loveland Boulevard intersection. Final plans have been received. Charlotte County is preparing a priority list and securing funding.
- Veterans Boulevard @ Torrington Street intersection. Final plans have been received. Charlotte County is preparing a priority list and securing funding.
- Veterans Boulevard @ Harbor Boulevard intersection. Final plans have been received. Charlotte County is preparing a priority list and securing funding.
- Veterans Boulevard @ Yorkshire Street intersection. Final plans have been received. Charlotte County is preparing a priority list and securing funding.
- Veterans Boulevard @ Orlando Boulevard intersection. 100% construction plans have been reviewed by county staff for accuracy and submitted comments back to FTE for corrections.





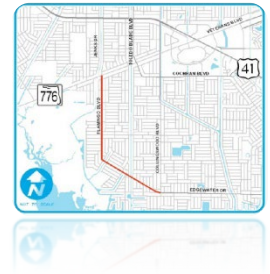
- Veterans Boulevard @ Norman Street intersection. 100% construction plans have been reviewed by county staff for accuracy and submitted comments back to FTE for corrections. SWFWMD is currently reviewing the plans for a Major Permit Modification.
- Veterans Boulevard @ Atwater Street intersection. 60% plans have been reviewed by county staff. Comments have been returned to FTE for corrections. An Addendum was created to add a dedicated right turn lane off Atwater Street to west bound Veterans Boulevard. The Board of County Commissioners approved this at the September 9th, 2025 meeting. FTE will revisit the 60% plans and resubmit with the additional turn lane.

## Design Completion Forecast – Winter 2026

### 3. Flamingo/Edgewater Widening

#### Latest Updates:

- 90% design plans for phases #3, #4, & #5 have been received. All phase now working towards 100% design.
- Phase #4 100% received and under review and comment phase.
- Voluntary property acquisition in progress near completion and will be advancing to the eminent domain process upon final plan completion.
- SWFWMD permit approved and in place for these projects.
- Coordination to resolve outside utility conflicts is ongoing.
- Flamingo at SR776 intersection - FDOT reviews and approval for the LAP bidding documents are on-going.
- FDEP permitting for SR776 utility work are now approved and in place for the project.
- USACOE Agency permitting review in progress for phase 3, 4, & 5. Recent feedback required plan note that the engineer is implementing.



## Design Completion Forecast – Winter 2026



## **4. Kings Highway Widening**

### **Latest Updates:**

- Final Plans have been received.
- Johnson Engineering is currently working with SWFWMD for final permit approval.



### **Construction Forecast Year – Spring 2027**

## **5. Sandhill Boulevard Widening**

### **Project Description:**

Reconstruct the existing two-lane roadway on Sandhill Blvd from Kings Highway to Deep Creek Blvd, including intersection improvements at Capricorn Boulevard and Deep Creek Blvd.

### **Latest Updates:**

- Johnson Engineering has submitted the 30% roadway constructions plans. Charlotte County staff has reviewed for accuracy and sent all comments back to Johnson Engineering for corrections.
- 60% plans are due in February 2026

### **Design Completion Forecast – Summer 2026**

### **Construction Completion Forecast – Summer 2028.**



## **6. Peachland Boulevard at Harbor Boulevard Intersection Improvements**

### **Project Description:**

This project incorporates the design and construction of new turn lanes and traffic signal modifications at the intersection of Peachland Boulevard and Harbor Boulevard. New dedicated left turn lanes will be added along with signal modifications, sidewalks, and pedestrian crosswalk improvements.



### **Latest Updates:**

- Design survey has started.
- 60% plans are due for review by November, 2025.

**Design Completion Forecast – Winter 2026.**

## **7. Kings Highway at Harborview Intersection Improvements**

### **Project Description:**

The intent of this project is to harden the intersection from future storms. This includes replacing the existing span wire traffic signals with mast arm signalization and improve streetlights. Other improvements include milling and resurfacing the intersection pavement with new signing and marking and updated pedestrian crossings.



### **Latest Updates:**

- Completed work: Material shop drawings were approved. ASW started silt fence installation.
- Upcoming work: Installation of post mount MOT (Maintenance of Traffic) signs.
- Note: Mast arms for traffic signals have been ordered and are currently expected delivery in February 2026.

**Construction Completion Forecast - Spring 2026.**



**AGENDA ITEM # 9**  
**FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)**  
**REPORT**

**FDOT Led Discussion**

[FDOT Item PP](#)

	FPID #	PROJECT DESCRIPTION
A.	N/A	<a href="#"><u>US 41 at Olean Boulevard</u></a> (Pam Barr/Wayne Gaither-FDOT/Robert Fakhri-Charlotte County)
B.	446340-1	<a href="#"><u>SR 776 at Flamingo Boulevard</u></a> (Pam Barr/Wayne Gaither -FDOT/ Robert Fakhri - Charlotte County)
C.	N/A	<a href="#"><u>I-75 Possible New Interchange North of Kings Hwy Interchange</u></a> (Pam Barr/Wayne Gaither-FDOT)

**Joint Local and FDOT Discussion**

	FPID #	PROJECT DESCRIPTION
A.	434965-1 434965-2 434965-3 434965-4 434965-5	<a href="#"><u>Harbor View Road Combined Funding Strategies</u></a> (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County) <a href="#"><u>FDOT 12/05/2023 PUBLIC HEARING DOCUMENTS</u></a>
B.	446391-1	<a href="#"><u>US 41 from Kings Hwy to Peace River Bridge Planning/Operational Improvements Study</u></a> (Wayne Gaither-FDOT/John Elias/Robert Fakhri-Charlotte County)
C.	N/A	<a href="#"><u>Bermont Road (CR 74)</u></a> Safety Discussion (FDOT/John Elias/Robert Fakhri-Charlotte County)
D.	436928-3	<a href="#"><u>Burnt Store Road – From Lee/Charlotte C/L to Wallaby Lane</u></a> (FDOT/John Elias/Robert Fakhri-Charlotte County)
E.	N/A	<a href="#"><u>Burnt Store Road @ Home Depot</u></a> Signal/Access Management
F.	N/A	<a href="#"><u>SR 776 @ Toledo Blade Intersection</u></a> Discussion

**City of Punta Gorda Led Discussion**

	FPID #	PROJECT DESCRIPTION
A.	N/A	<a href="#"><u>Crosswalks and ADA Projects</u></a>



OCTOBER 2, 2025  
MPO BOARD MEETING

**AGENDA ITEM # 10**  
**MPO DIRECTOR'S ANNUAL EVALUATION**

**Purpose:** Request the MPO Board to conduct the annual performance evaluation of MPO Director Lakshmi N. Gurram

**Agenda Item Presented by:** Janette Knowlton, Legal Counsel to MPO Board

**Discussion:**

Pursuant to the terms of Paragraph 1, of the First Amendment to the Interlocal Agreement for Administrative Services between Charlotte County and the Charlotte County-Punta Gorda MPO, the MPO Director shall be subject to an annual performance evaluation conducted by the MPO Governing Board.

This evaluation marks the first formal performance review of Mr. Gurram in his role as MPO Director

**Recommendation:** Motion to approve the pay for performance increase set forth by the MPO Board for the MPO Director and retroactive to the date the County implemented its increase.

**Attachments:**

1. [MPO Board Annual Performance Evaluations](#)
2. [2025 MPO Director Evaluation Tally Sheet](#)



## MPO DIRECTOR EVALUATION

MPO DIRECTOR'S NAME: Lakshmi N. Gurram \_\_\_\_\_

EVALUATOR'S NAME: Jeannine Polk \_\_\_\_\_

Evaluation Period: 2/14/2025 to 10/2/2025 Date: 08/16/2025 \_\_\_\_\_

### EVALUATION INSTRUCTIONS:

- **PERFORMANCE CATEGORIES**

The Performance Categories that comprise this evaluation tool may be considered subjective, but they are closely aligned with the duties that are performed regularly by the incumbent. With each Performance Category, are listed a few key elements for the evaluator to consider. Please score each Performance Category based on the elements listed and other relevant criteria.

**Rating Scale for Quality of Performance:**

The following rating scale should be used to rate each specific statement under each of the performance dimensions of the Personnel Performance Assessment and Evaluation, and to rate overall performance in each of the categories.

- 5 **EXCELLENT**: The incumbent consistently demonstrates performance that significantly surpasses reasonable expectations related to the performance dimension.
- 4 **GOOD**: The incumbent consistently demonstrates performance that often surpasses reasonable expectations related to the performance dimension. The individual demonstrates no appreciable performance deficiencies.
- 3 **SATISFACTORY**: The incumbent consistently achieves the reasonable expectations related to the performance dimension. The individual demonstrates an acceptable degree of competence and performance.
- 2 **FAIR**: The incumbent achieves the minimum of expectations related to the performance dimension. The individual requires development in specific areas in order to meet the reasonable expectations for the performance dimension.
- 0-1 **UNSATISFACTORY**: The incumbent occasionally achieves minimum expectations related to the performance dimension and may be unsuited for the position.



## 1. ABILITY TO COMMUNICATE

**Provides effective level of communication to the Board members and the public and follows up regarding issues and services.**

- Expresses information orally in a clear and concise manner when making presentations to groups or individuals.
- Ensures open lines of communication with the Board members and all levels of the organization by providing updates related to policy changes, project status, and other items of importance.
- Maintains effective communication with the media, and is proactive in providing information that is important to the public

OVERALL RATING FOR ABILITY TO COMMUNICATE	5
<b>Comments:</b> I have reached out to Mr. Gurram on many occasions since being on the MPO board and he is always quick to respond to any questions or concerns I've had. He has made himself accessible at any time. Weekly updates as to any road condition changes or construction projects along the roads are beneficial to the MPO board members and assist in being able to convey information to citizens. Furthermore, although Mr. Gurram is a non-native English speaker, he ensures there are detailed visual aids included with his speaking presentations, which is highly beneficial to listeners and assists in oral communication with the board and/or audience.	

## 2. LEADERSHIP

**Provides leadership and supervision for those under his authority to ensure accountability and productivity.**

- Leads by example by adhering to the established policies, rules, and procedures, and ensuring that subordinates do the same
- Motivates people, sparks others to take action, and takes action himself to achieve goals and policies of the Board
- Gains commitment from others on new or unpopular policies, methods, and procedures
- Capable and composed in high pressure situations

OVERALL RATING FOR LEADERSHIP	5
<b>Comments:</b> Mr. Gurram is a highly productive individual, as are the individuals under his guidance.	

### **METROPOLITAN PLANNING ORGANIZATION**

1050 Loveland Blvd. | Port Charlotte, FL 33980  
Phone: 941.883.3535 | Fax: 941.883.3534



### 3. INTEGRITY

**Builds credibility, confidence, and a reputation for professionalism with the public, co-workers, and board members.**

- Sets and adheres to high ethical standards of behavior, both personally and professionally
- Leads by example in adhering to the established policies, rules, and procedures, and ensuring that subordinates do the same
- Ensures that all business conducted by the MPO is free of conflicts of interest or practices that might be construed as illegal, unethical, or un-professional

OVERALL RATING FOR INTEGRITY	5
Comments: Mr. Gurram is very respectful towards board members and his professionalism at meetings is commendable.	

### 4. ORGANIZATIONAL AND PROJECT OVERSIGHT

**Provide oversight and ensures progress continues toward completing high priority capital projects.**

- Establishes a sense of purpose
- Follows through on issues
- Structures direct reports' work appropriately
- Brings people together successfully around tasks
- Manages the process of decision-making well; knows who to involve on what issue
- Sets priorities and manages time well

OVERALL RATING FOR ORGANIZATIONAL AND PROJECT OVERSIGHT	5
Comments:	

#### **METROPOLITAN PLANNING ORGANIZATION**

1050 Loveland Blvd. | Port Charlotte, FL 33980  
Phone: 941.883.3535 | Fax: 941.883.3534



**5. INTERGOVERNMENTAL RELATIONS AND INTERACTIONS WITH OTHERS**

**Establishes and maintains productive Intergovernmental Relationships (IGR).**

- Consistently acts in a manner that is courteous and professional, including attendance at meetings, returning phone calls/messages, and adhering to scheduled appointments
- Maintains effective working relationships with members of the MPO, with citizens, community leaders, other outside agencies and the media
- Acknowledges the efforts of others, and gives appropriate credit for their accomplishments
- Works effectively with others over whom he has no direct authority
- Skilled at relating to many different types of people

OVERALL RATING FOR INTERGOVERNMENTAL RELATIONS AND INTERACTIONS WITH OTHERS	5
Comments: Mr. Gurram has made a concerted effort towards including our city staff input when making MPO decisions that are important to our community's welfare. He has worked effectively in this area.	

**6. BUDGET, PLANNING AND OVERSIGHT**

**Organizes and presents recommendations to the MPO to meet challenges facing the organization.**

- Ensures that the Unified Planning Work Program meets the needs of the board, and is submitted in a timely manner that allows appropriate review and modification
- Develops effective monitoring mechanisms to ensure that the MPO is meeting its committed deadlines and timetables

OVERALL RATING FOR BUDGET PLANNING AND OVERSIGHT	5
Comments:	

**METROPOLITAN PLANNING ORGANIZATION**

1050 Loveland Blvd. | Port Charlotte, FL 33980  
Phone: 941.883.3535 | Fax: 941.883.3534



## 7. ACCOMPLISHMENTS/GOALS

- Employee has reached goals and/ or shown progress with accomplishments.

OVERALL RATING FOR <b>ACCOMPLISHMENTS/GOALS</b>	<b>5</b>
<b>Comments:</b>          	

## 8. JUDGMENT AND DECISION MAKING

- Exercises sound judgement in determining those issues that should appropriately be submitted to the Board for consideration or approval.
- Makes logical decisions based on a thorough review of available information and soliciting input from appropriate sources but is also able to effectively make decisions rapidly in situations where information is limited and the outcome might be uncertain.
- Assumes command of tasks presenting difficult or unusual circumstances and effectively assumes charge of field situations or incidents, when necessary. Able to discern when it is necessary to assume charge of situations that would normally be handled by a subordinate; and when it is necessary to only provide guidance and support.

OVERALL RATING FOR <b>JUDGMENT AND DECISION MAKING</b>	<b>5</b>
<b>Comments:</b>          	

### **METROPOLITAN PLANNING ORGANIZATION**

1050 Loveland Blvd. | Port Charlotte, FL 33980  
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## SUMMARY SHEET

Communication	Leadership	Integrity and Professionalism	Organizational and Project Oversight	Intergovernmental Relations/Interaction with others	Budget Planning and Oversight	Accomplishments /Goals	Judgement and Decision Making
5	5	5	5	5	5	5	5
OVERALL SCORE						40/40	

### EVALUATOR'S COMMENTS: (if any)

Not many people could have taken over the MPO Director's position and performed as well as Mr. Gurram. He has been effective in balancing the many facets of this very important position. He has done an outstanding job in keeping the board informed and communicating the past, as well as the future transportation projects that will be taking place in District 1 and Charlotte County.

Evaluator's Signature: Jeannine C. Polk Date: 8/16/2025

### MPO DIRECTOR'S COMMENTS: (if any)

Councilmember Polk,  
Thank you for the opportunity !!

MPO Director's Signature:  Date: 8/18/2025

#### **METROPOLITAN PLANNING ORGANIZATION**

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## MPO DIRECTOR EVALUATION

MPO DIRECTOR'S NAME: Lakshmi N. Gurram \_\_\_\_\_

EVALUATOR'S NAME: KEN DOHERTY

Evaluation Period: 2/14/2025 to 10/2/2025 Date: 8/20/2025

### EVALUATION INSTRUCTIONS:

- **PERFORMANCE CATEGORIES**

The Performance Categories that comprise this evaluation tool may be considered subjective, but they are closely aligned with the duties that are performed regularly by the incumbent. With each Performance Category, are listed a few key elements for the evaluator to consider. Please score each Performance Category based on the elements listed and other relevant criteria.

**Rating Scale for Quality of Performance:**

The following rating scale should be used to rate each specific statement under each of the performance dimensions of the Personnel Performance Assessment and Evaluation, and to rate overall performance in each of the categories.

- 5 **EXCELLENT:** The incumbent consistently demonstrates performance that significantly surpasses reasonable expectations related to the performance dimension.
- 4 **GOOD:** The incumbent consistently demonstrates performance that often surpasses reasonable expectations related to the performance dimension. The individual demonstrates no appreciable performance deficiencies.
- 3 **SATISFACTORY:** The incumbent consistently achieves the reasonable expectations related to the performance dimension. The individual demonstrates an acceptable degree of competence and performance.
- 2 **FAIR:** The incumbent achieves the minimum of expectations related to the performance dimension. The individual requires development in specific areas in order to meet the reasonable expectations for the performance dimension.
- 0-1 **UNSATISFACTORY:** The incumbent occasionally achieves minimum expectations related to the performance dimension and may be unsuited for the position.



**1. ABILITY TO COMMUNICATE**

**Provides effective level of communication to the Board members and the public and follows up regarding issues and services.**

- Expresses information orally in a clear and concise manner when making presentations to groups or individuals.
- Ensures open lines of communication with the Board members and all levels of the organization by providing updates related to policy changes, project status, and other items of importance.
- Maintains effective communication with the media, and is proactive in providing information that is important to the public

OVERALL RATING FOR <b>ABILITY TO COMMUNICATE</b>	4.0
<b>Comments:</b>	

**2. LEADERSHIP**

**Provides leadership and supervision for those under his authority to ensure accountability and productivity.**

- Leads by example by adhering to the established policies, rules, and procedures, and ensuring that subordinates do the same
- Motivates people, sparks others to take action, and takes action himself to achieve goals and policies of the Board
- Gains commitment from others on new or unpopular policies, methods, and procedures
- Capable and composed in high pressure situations

OVERALL RATING FOR <b>LEADERSHIP</b>	4.0
<b>Comments:</b>	

**METROPOLITAN PLANNING ORGANIZATION**

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3. **INTEGRITY**

**Builds credibility, confidence, and a reputation for professionalism with the public, co-workers, and board members.**

- Sets and adheres to high ethical standards of behavior, both personally and professionally
- Leads by example in adhering to the established policies, rules, and procedures, and ensuring that subordinates do the same
- Ensures that all business conducted by the MPO is free of conflicts of interest or practices that might be construed as illegal, unethical, or un-professional

OVERALL RATING FOR INTEGRITY	5.0
Comments:	

4. **ORGANIZATIONAL AND PROJECT OVERSIGHT**

**Provide oversight and ensures progress continues toward completing high priority capital projects.**

- Establishes a sense of purpose
- Follows through on issues
- Structures direct reports' work appropriately
- Brings people together successfully around tasks
- Manages the process of decision-making well; knows who to involve on what issue
- Sets priorities and manages time well

OVERALL RATING FOR ORGANIZATIONAL AND PROJECT OVERSIGHT	4.0
Comments:	

**METROPOLITAN PLANNING ORGANIZATION**

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**5. INTERGOVERNMENTAL RELATIONS AND INTERACTIONS WITH OTHERS**

**Establishes and maintains productive Intergovernmental Relationships (IGR).**

- Consistently acts in a manner that is courteous and professional, including attendance at meetings, returning phone calls/messages, and adhering to scheduled appointments
- Maintains effective working relationships with members of the MPO, with citizens, community leaders, other outside agencies and the media
- Acknowledges the efforts of others, and gives appropriate credit for their accomplishments
- Works effectively with others over whom he has no direct authority
- Skilled at relating to many different types of people

OVERALL RATING FOR INTERGOVERNMENTAL RELATIONS AND INTERACTIONS WITH OTHERS	4.5
Comments:	

**6. BUDGET, PLANNING AND OVERSIGHT**

**Organizes and presents recommendations to the MPO to meet challenges facing the organization.**

- Ensures that the Unified Planning Work Program meets the needs of the board, and is submitted in a timely manner that allows appropriate review and modification
- Develops effective monitoring mechanisms to ensure that the MPO is meeting its committed deadlines and timetables

OVERALL RATING FOR BUDGET PLANNING AND OVERSIGHT	4.5
Comments:	

**METROPOLITAN PLANNING ORGANIZATION**

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## 7. ACCOMPLISHMENTS/GOALS

- Employee has reached goals and/ or shown progress with accomplishments.

OVERALL RATING FOR <b>ACCOMPLISHMENTS/GOALS</b>	4.0
<b>Comments:</b>     	

## 8. JUDGMENT AND DECISION MAKING

- Exercises sound judgement in determining those issues that should appropriately be submitted to the Board for consideration or approval.
- Makes logical decisions based on a thorough review of available information and soliciting input from appropriate sources but is also able to effectively make decisions rapidly in situations where information is limited and the outcome might be uncertain.
- Assumes command of tasks presenting difficult or unusual circumstances and effectively assumes charge of field situations or incidents, when necessary. Able to discern when it is necessary to assume charge of situations that would normally be handled by a subordinate; and when it is necessary to only provide guidance and support.

OVERALL RATING FOR <b>JUDGMENT AND DECISION MAKING</b>	4.0
<b>Comments:</b>     	

### **METROPOLITAN PLANNING ORGANIZATION**

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## SUMMARY SHEET

Communication	Leadership	Integrity and Professionalism	Organizational and Project Oversight	Intergovernmental Relations/Interaction with others	Budget Planning and Oversight	Accomplishments /Goals	Judgement and Decision Making
4.0	4.0	5.0	4.0	4.5	4.5	4.0	4.0
OVERALL SCORE							34.0

**EVALUATOR'S COMMENTS:** (if any) MR. GURRAM IS RELATIVELY NEW IN THE POSITION OF MPO DIRECTOR. OVER THE YEARS, HOWEVER, HE HAS PARTICIPATED IN "TD" LCB MEETINGS THAT I CHAIR. HE IS A TRUE PROFESSIONAL, AND I LOOK FORWARD TO WORKING WITH HIM ON THE MPO BOARD.

Evaluator's Signature: [Signature] Date: 8/20/2025

**MPO DIRECTOR'S COMMENTS:** (if any)

Commissioner Doherty

Thank you for the Opportunity!!!

MPO Director's Signature: [Signature] Date: 8/22/2025

### **METROPOLITAN PLANNING ORGANIZATION**

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## **MPO DIRECTOR EVALUATION**

**MPO DIRECTOR'S NAME:** Lakshmi N. Gurram \_\_\_\_\_

**EVALUATOR'S NAME:** Joseph Tiseo \_\_\_\_\_

**Evaluation Period:** 2/2025 to 10/2025 **Date:** 9/10/2025 \_\_\_\_\_

### **EVALUATION INSTRUCTIONS:**

- **PERFORMANCE CATEGORIES**

The Performance Categories that comprise this evaluation tool may be considered subjective, but they are closely aligned with the duties that are performed regularly by the incumbent. With each Performance Category, are listed a few key elements for the evaluator to consider. Please score each Performance Category based on the elements listed and other relevant criteria.

**Rating Scale for Quality of Performance:**

The following rating scale should be used to rate each specific statement under each of the performance dimensions of the Personnel Performance Assessment and Evaluation, and to rate overall performance in each of the categories.

- 5 EXCELLENT:** The incumbent consistently demonstrates performance that significantly surpasses reasonable expectations related to the performance dimension.
- 4 GOOD:** The incumbent consistently demonstrates performance that often surpasses reasonable expectations related to the performance dimension. The individual demonstrates no appreciable performance deficiencies.
- 3 SATISFACTORY:** The incumbent consistently achieves the reasonable expectations related to the performance dimension. The individual demonstrates an acceptable degree of competence and performance.
- 2 FAIR:** The incumbent achieves the minimum of expectations related to the performance dimension. The individual requires development in specific areas in order to meet the reasonable expectations for the performance dimension.
- 0-1 UNSATISFACTORY:** The incumbent occasionally achieves minimum expectations related to the performance dimension and may be unsuited for the position.



## 1. ABILITY TO COMMUNICATE

**Provides effective level of communication to the Board members and the public and follows up regarding issues and services.**

- Expresses information orally in a clear and concise manner when making presentations to groups or individuals.
- Ensures open lines of communication with the Board members and all levels of the organization by providing updates related to policy changes, project status, and other items of importance.
- Maintains effective communication with the media, and is proactive in providing information that is important to the public

OVERALL RATING FOR <b>ABILITY TO COMMUNICATE</b> 4.	<b>4.0</b>
<b>Comments:</b>	

## 2. LEADERSHIP

**Provides leadership and supervision for those under his authority to ensure accountability and productivity.**

- Leads by example by adhering to the established policies, rules, and procedures, and ensuring that subordinates do the same
- Motivates people, sparks others to take action, and takes action himself to achieve goals and policies of the Board
- Gains commitment from others on new or unpopular policies, methods, and procedures
- Capable and composed in high pressure situations

OVERALL RATING FOR <b>LEADERSHIP</b>	<b>4.0</b>
<b>Comments:</b>	

### **METROPOLITAN PLANNING ORGANIZATION**

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### 3. INTEGRITY

**Builds credibility, confidence, and a reputation for professionalism with the public, co-workers, and board members.**

- Sets and adheres to high ethical standards of behavior, both personally and professionally
- Leads by example in adhering to the established policies, rules, and procedures, and ensuring that subordinates do the same
- Ensures that all business conducted by the MPO is free of conflicts of interest or practices that might be construed as illegal, unethical, or un-professional

OVERALL RATING FOR <b>INTEGRITY</b>	<b>4.0</b>
<b>Comments:</b>	

### 4. ORGANIZATIONAL AND PROJECT OVERSIGHT

**Provide oversight and ensures progress continues toward completing high priority capital projects.**

- Establishes a sense of purpose
- Follows through on issues
- Structures direct reports' work appropriately
- Brings people together successfully around tasks
- Manages the process of decision-making well; knows who to involve on what issue
- Sets priorities and manages time well

OVERALL RATING FOR <b>ORGANIZATIONAL AND PROJECT OVERSIGHT</b>	<b>4.0</b>
<b>Comments:</b>	

#### **METROPOLITAN PLANNING ORGANIZATION**

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## 5. INTERGOVERNMENTAL RELATIONS AND INTERACTIONS WITH OTHERS

**Establishes and maintains productive Intergovernmental Relationships (IGR).**

- Consistently acts in a manner that is courteous and professional, including attendance at meetings, returning phone calls/messages, and adhering to scheduled appointments
- Maintains effective working relationships with members of the MPO, with citizens, community leaders, other outside agencies and the media
- Acknowledges the efforts of others, and gives appropriate credit for their accomplishments
- Works effectively with others over whom he has no direct authority
- Skilled at relating to many different types of people

OVERALL RATING FOR INTERGOVERNMENTAL RELATIONS AND INTERACTIONS WITH OTHERS	4.0
Comments:	

## 6. BUDGET, PLANNING AND OVERSIGHT

**Organizes and presents recommendations to the MPO to meet challenges facing the organization.**

- Ensures that the Unified Planning Work Program meets the needs of the board, and is submitted in a timely manner that allows appropriate review and modification
- Develops effective monitoring mechanisms to ensure that the MPO is meeting its committed deadlines and timetables

OVERALL RATING FOR BUDGET PLANNING AND OVERSIGHT	4.0
Comments:	

### **METROPOLITAN PLANNING ORGANIZATION**

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Phone: 941.883.3535 | Fax: 941.883.3534



## 7. ACCOMPLISHMENTS/GOALS

- Employee has reached goals and/ or shown progress with accomplishments.

OVERALL RATING FOR <b>ACCOMPLISHMENTS/GOALS</b>	<b>4.0</b>
<b>Comments:</b>	

## 8. JUDGMENT AND DECISION MAKING

- Exercises sound judgement in determining those issues that should appropriately be submitted to the Board for consideration or approval.
- Makes logical decisions based on a thorough review of available information and soliciting input from appropriate sources but is also able to effectively make decisions rapidly in situations where information is limited and the outcome might be uncertain.
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OVERALL RATING FOR <b>JUDGMENT AND DECISION MAKING</b>	<b>4.0</b>
<b>Comments:</b>	

### **METROPOLITAN PLANNING ORGANIZATION**

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## SUMMARY SHEET

Communication	Leadership	Integrity and Professionalism	Organizational and Project Oversight	Intergovernmental Relations/Interaction with others	Budget Planning and Oversight	Accomplishments /Goals	Judgement and Decision Making
4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
OVERALL SCORE							32.0

### EVALUATOR'S COMMENTS: (if any)

Stepping into the MPO Director's position is commendable. I appreciate your experience and insight into all thing's transportation. I am scoring you this year to establish a baseline going forward. Keep up the great work.

Evaluator's Signature: \_\_\_\_\_

Date: \_\_\_\_\_

### MPO DIRECTOR'S COMMENTS: (if any)

Commissioner Tisco, Its a great opportunity to serve as your MPO Director. Thank you for giving the opportunity Looking forward to work another year.

MPO Director's Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**METROPOLITAN PLANNING ORGANIZATION**

1050 Loveland Blvd. | Port Charlotte, FL 33980

Phone: 941.883.3535 | Fax: 941.883.3534



## **MPO DIRECTOR EVALUATION**

**MPO DIRECTOR'S NAME:** Lakshmi N. Gurram

**EVALUATOR'S NAME:** TJ Thornberry

**Evaluation Period:** 2/14/2025 to 10/2/2025 **Date:** 9.18.25

### **EVALUATION INSTRUCTIONS:**

- **PERFORMANCE CATEGORIES**

The Performance Categories that comprise this evaluation tool may be considered subjective, but they are closely aligned with the duties that are performed regularly by the incumbent. With each Performance Category, are listed a few key elements for the evaluator to consider. Please score each Performance Category based on the elements listed and other relevant criteria.

**Rating Scale for Quality of Performance:**

The following rating scale should be used to rate each specific statement under each of the performance dimensions of the Personnel Performance Assessment and Evaluation, and to rate overall performance in each of the categories.

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- 0-1 **UNSATISFACTORY:** The incumbent occasionally achieves minimum expectations related to the performance dimension and may be unsuited for the position.



## 1. ABILITY TO COMMUNICATE

**Provides effective level of communication to the Board members and the public and follows up regarding issues and services.**

- Expresses information orally in a clear and concise manner when making presentations to groups or individuals.
- Ensures open lines of communication with the Board members and all levels of the organization by providing updates related to policy changes, project status, and other items of importance.
- Maintains effective communication with the media, and is proactive in providing information that is important to the public

OVERALL RATING FOR <b>ABILITY TO COMMUNICATE</b>	<b>4</b>
<ul style="list-style-type: none"><li>• <b>Comments:</b> All the above and continue to work on: expresses information orally in a clear and concise manner when making presentations to groups or individuals.</li></ul>	

## 2. LEADERSHIP

**Provides leadership and supervision for those under his authority to ensure accountability and productivity.**

- Leads by example by adhering to the established policies, rules, and procedures, and ensuring that subordinates do the same
- Motivates people, sparks others to take action, and takes action himself to achieve goals and policies of the Board
- Gains commitment from others on new or unpopular policies, methods, and procedures
- Capable and composed in high pressure situations

OVERALL RATING FOR <b>LEADERSHIP</b>	<b>5</b>
<b>Comments:</b> All the above.	

### **METROPOLITAN PLANNING ORGANIZATION**

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### 3. INTEGRITY

**Builds credibility, confidence, and a reputation for professionalism with the public, co-workers, and board members.**

- Sets and adheres to high ethical standards of behavior, both personally and professionally
- Leads by example in adhering to the established policies, rules, and procedures, and ensuring that subordinates do the same
- Ensures that all business conducted by the MPO is free of conflicts of interest or practices that might be construed as illegal, unethical, or un-professional

OVERALL RATING FOR <b>INTEGRITY</b>	<b>5</b>
<b>Comments:</b> All the above	

### 4. ORGANIZATIONAL AND PROJECT OVERSIGHT

**Provide oversight and ensures progress continues toward completing high priority capital projects.**

- Establishes a sense of purpose
- Follows through on issues
- Structures direct reports' work appropriately
- Brings people together successfully around tasks
- Manages the process of decision-making well; knows who to involve on what issue
- Sets priorities and manages time well

OVERALL RATING FOR <b>ORGANIZATIONAL AND PROJECT OVERSIGHT</b>	<b>5</b>
<b>Comments:</b> All the above.	

#### **METROPOLITAN PLANNING ORGANIZATION**

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**5. INTERGOVERNMENTAL RELATIONS AND INTERACTIONS WITH OTHERS**

**Establishes and maintains productive Intergovernmental Relationships (IGR).**

- Consistently acts in a manner that is courteous and professional, including attendance at meetings, returning phone calls/messages, and adhering to scheduled appointments
- Maintains effective working relationships with members of the MPO, with citizens, community leaders, other outside agencies and the media
- Acknowledges the efforts of others, and gives appropriate credit for their accomplishments
- Works effectively with others over whom he has no direct authority
- Skilled at relating to many different types of people

OVERALL RATING FOR INTERGOVERNMENTAL RELATIONS AND INTERACTIONS WITH OTHERS	4
Comments: All the above.	

**6. BUDGET, PLANNING AND OVERSIGHT**

**Organizes and presents recommendations to the MPO to meet challenges facing the organization.**

- Ensures that the Unified Planning Work Program meets the needs of the board, and is submitted in a timely manner that allows appropriate review and modification
- Develops effective monitoring mechanisms to ensure that the MPO is meeting its committed deadlines and timetables

OVERALL RATING FOR BUDGET PLANNING AND OVERSIGHT	5
Comments: All the above.	

**METROPOLITAN PLANNING ORGANIZATION**

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## 7. ACCOMPLISHMENTS/GOALS

- Employee has reached goals and/ or shown progress with accomplishments.

OVERALL RATING FOR <b>ACCOMPLISHMENTS/GOALS</b>	<b>5</b>
<b>Comments:</b> Great job growing into this role!	

## 8. JUDGMENT AND DECISION MAKING

- Exercises sound judgement in determining those issues that should appropriately be submitted to the Board for consideration or approval.
- Makes logical decisions based on a thorough review of available information and soliciting input from appropriate sources but is also able to effectively make decisions rapidly in situations where information is limited and the outcome might be uncertain.
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OVERALL RATING FOR <b>JUDGMENT AND DECISION MAKING</b>	<b>5</b>
<b>Comments:</b> All the above.	

### **METROPOLITAN PLANNING ORGANIZATION**

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## SUMMARY SHEET

Communication	Leadership	Integrity and Professionalism	Organizational and Project Oversight	Intergovernmental Relations/Interaction with others	Budget Planning and Oversight	Accomplishments /Goals	Judgement and Decision Making
4	5	5	5	4	5	5	5
OVERALL SCORE							38

### EVALUATOR'S COMMENTS: (if any)

After several candidates and interviews, I am very pleased Lakshmi stepped up for the full time Director position. He has done an incredible job to-date and I have no doubt he was and is the best person for the job. Lakshmi displays a high level of skill, professionalism, management and detail.

\_\_\_\_\_  
\_\_\_\_\_  
Evaluator's Signature: \_\_\_\_\_ Date: 9.15.25 \_\_\_\_\_

### MPO DIRECTOR'S COMMENTS: (if any)

Commissioner Thornberry,  
Thank you for the opportunity to serve as your MPO Director.  
and looking for another year to lead the MPO in this role.

MPO Director's Signature: C. Thornberry Date: 9/15/2025

**METROPOLITAN PLANNING ORGANIZATION**

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## **MPO DIRECTOR EVALUATION**

**MPO DIRECTOR'S NAME:** Lakshmi N. Gurram

**EVALUATOR'S NAME:** Commissioner Christopher G. Constance, MD

**Evaluation Period:** 2/14/2025 to 10/2/2025 **Date:** 09/16/2025

### **EVALUATION INSTRUCTIONS:**

- **PERFORMANCE CATEGORIES**

The Performance Categories that comprise this evaluation tool may be considered subjective, but they are closely aligned with the duties that are performed regularly by the incumbent. With each Performance Category, are listed a few key elements for the evaluator to consider. Please score each Performance Category based on the elements listed and other relevant criteria.

**Rating Scale for Quality of Performance:**

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- 5 **EXCELLENT:** The incumbent consistently demonstrates performance that significantly surpasses reasonable expectations related to the performance dimension.
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- 0-1 **UNSATISFACTORY:** The incumbent occasionally achieves minimum expectations related to the performance dimension and may be unsuited for the position.



**1. ABILITY TO COMMUNICATE**

**Provides effective level of communication to the Board members and the public and follows up regarding issues and services.**

- Expresses information orally in a clear and concise manner when making presentations to groups or individuals.
- Ensures open lines of communication with the Board members and all levels of the organization by providing updates related to policy changes, project status, and other items of importance.
- Maintains effective communication with the media, and is proactive in providing information that is important to the public

OVERALL RATING FOR <b>ABILITY TO COMMUNICATE</b>	4.0
<b>Comments:</b>	

**2. LEADERSHIP**

**Provides leadership and supervision for those under his authority to ensure accountability and productivity.**

- Leads by example by adhering to the established policies, rules, and procedures, and ensuring that subordinates do the same
- Motivates people, sparks others to take action, and takes action himself to achieve goals and policies of the Board
- Gains commitment from others on new or unpopular policies, methods, and procedures
- Capable and composed in high pressure situations

OVERALL RATING FOR <b>LEADERSHIP</b>	4.0
<b>Comments:</b>	

**METROPOLITAN PLANNING ORGANIZATION**

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### 3. INTEGRITY

**Builds credibility, confidence, and a reputation for professionalism with the public, co-workers, and board members.**

- Sets and adheres to high ethical standards of behavior, both personally and professionally
- Leads by example in adhering to the established policies, rules, and procedures, and ensuring that subordinates do the same
- Ensures that all business conducted by the MPO is free of conflicts of interest or practices that might be construed as illegal, unethical, or un-professional

OVERALL RATING FOR <b>INTEGRITY</b>	4.0
<b>Comments:</b>	

### 4. ORGANIZATIONAL AND PROJECT OVERSIGHT

**Provide oversight and ensures progress continues toward completing high priority capital projects.**

- Establishes a sense of purpose
- Follows through on issues
- Structures direct reports' work appropriately
- Brings people together successfully around tasks
- Manages the process of decision-making well; knows who to involve on what issue
- Sets priorities and manages time well

OVERALL RATING FOR <b>ORGANIZATIONAL AND PROJECT OVERSIGHT</b>	4.0
<b>Comments:</b>	

#### **METROPOLITAN PLANNING ORGANIZATION**

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**5. INTERGOVERNMENTAL RELATIONS AND INTERACTIONS WITH OTHERS**

**Establishes and maintains productive Intergovernmental Relationships (IGR).**

- Consistently acts in a manner that is courteous and professional, including attendance at meetings, returning phone calls/messages, and adhering to scheduled appointments
- Maintains effective working relationships with members of the MPO, with citizens, community leaders, other outside agencies and the media
- Acknowledges the efforts of others, and gives appropriate credit for their accomplishments
- Works effectively with others over whom he has no direct authority
- Skilled at relating to many different types of people

OVERALL RATING FOR <b>INTERGOVERNMENTAL RELATIONS AND INTERACTIONS WITH OTHERS</b>	4.0
<b>Comments:</b>	

**6. BUDGET, PLANNING AND OVERSIGHT**

**Organizes and presents recommendations to the MPO to meet challenges facing the organization.**

- Ensures that the Unified Planning Work Program meets the needs of the board, and is submitted in a timely manner that allows appropriate review and modification
- Develops effective monitoring mechanisms to ensure that the MPO is meeting its committed deadlines and timetables

OVERALL RATING FOR <b>BUDGET PLANNING AND OVERSIGHT</b>	4.0
<b>Comments:</b>	

**METROPOLITAN PLANNING ORGANIZATION**

1050 Loveland Blvd. | Port Charlotte, FL 33980  
Phone: 941.883.3535 | Fax: 941.883.3534



## 7. ACCOMPLISHMENTS/GOALS

- Employee has reached goals and/ or shown progress with accomplishments.

OVERALL RATING FOR <b>ACCOMPLISHMENTS/GOALS</b>	4.0
<b>Comments:</b>          	

## 8. JUDGMENT AND DECISION MAKING

- Exercises sound judgement in determining those issues that should appropriately be submitted to the Board for consideration or approval.
- Makes logical decisions based on a thorough review of available information and soliciting input from appropriate sources but is also able to effectively make decisions rapidly in situations where information is limited and the outcome might be uncertain.
- Assumes command of tasks presenting difficult or unusual circumstances and effectively assumes charge of field situations or incidents, when necessary. Able to discern when it is necessary to assume charge of situations that would normally be handled by a subordinate; and when it is necessary to only provide guidance and support.

OVERALL RATING FOR <b>JUDGMENT AND DECISION MAKING</b>	4.0
<b>Comments:</b>          	

### **METROPOLITAN PLANNING ORGANIZATION**

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Phone: 941.883.3535 | Fax: 941.883.3534



## SUMMARY SHEET

Communication	Leadership	Integrity and Professionalism	Organizational and Project Oversight	Intergovernmental Relations/Interaction with others	Budget Planning and Oversight	Accomplishments /Goals	Judgement and Decision Making
4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
OVERALL SCORE						32.0	4.0

### EVALUATOR'S COMMENTS: (if any)

Welcome to the team. Keep advocating for the MPO.

Evaluator's Signature: \_\_\_\_\_

*Christina Cat...*

Date: \_\_\_\_\_

9/16/2025

### MPO DIRECTOR'S COMMENTS: (if any)

Commissioner Constance,

Thank you for the opportunity.

MPO Director's Signature: \_\_\_\_\_

*Constance*

Date: \_\_\_\_\_

9/16/2025

### **METROPOLITAN PLANNING ORGANIZATION**

1050 Loveland Blvd. | Port Charlotte, FL 33980  
Phone: 941.883.3535 | Fax: 941.883.3534



## 2025 MPO Director Evaluation

### Categories

Board Members	ABILITY TO COMMUNCIATE	LEADERSHIP	INTEGRITY	ORGANIZATIONAL & PROJECT OVERSIGHT	INTERGOVERNMENTAL RELATIONS & INTERACTIONS WITH OTHERS	BUDGET, PLANNING & OVERSIGHT	ACCOMPLISHMENTS/ GOALS	JUDGMENT & DECISION MAKING	TOTAL
Councilmember Jeananine Polk	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	40.0
Commissioner Christopher G. Constance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	32.0
Commissioner Kenneth Doherty	4.0	4.0	5.0	4.0	4.5	4.5	4.0	4.0	34.0
Commissioner Joseph Tiseo	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	32.0
Commissioner TJ Thornberry	4.0	5.0	5.0	5.0	4.0	5.0	5.0	5.0	38.0
TOTAL									176.0
AVERAGE									35.20



**AGENDA ITEM # 11**  
**FY 2025-FY 2026 UNIFIED PLANNING WORK PROGRAM (UPWP)**  
**AMENDMENT**

**Purpose:** Update FY 2025-2026 UPWP to reflect change in MPO Director and comply with federal regulations

**Presented by:** MPO Staff

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

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

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

**Recommendations:** Motion to approve an amendment to the FY 2026 Unified Planning Work Program (UPWP) by:

- Replacing Resolution 2024-01 with Resolution 2025-04
- Updating the MPO Director’s signature to reflect current Staff Director
- Authorizing MPO staff to make minor, non-financial adjustments based on input received from FDOT

**Attachments:**

1. [UPWP Resolution 2025-04](#)
2. [FDOT UPWP Revision Form](#)
3. [FDOT Technical Memorandum 22-01REV-1](#)





**RESOLUTION  
NUMBER 2025-04**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION (MPO) APPROVING THE  
UNIFIED PLANNING WORK PROGRAM (UPWP) AND CONSOLIDATED PLANNING GRANT  
(CPG) PROGRAM AND THE FLORIDA  
DEPARTMENT OF TRANSPORTATION METROPOLITAN PLANNING  
ORGANIZATION AGREEMENT FOR FISCAL YEAR 2024/2025 AND FISCAL YEAR 2025/2026**

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

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

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

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

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

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

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

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

1. The MPO Board hereby authorizes the MPO Chair and/or the MPO Director, or their designee, to execute amendments, supplemental agreements, administrative documents, contracts, UPWPs and other time sensitive agreements as needed in the future to meet mandatory deadlines.



2. The MPO Director is hereby authorized to make administrative modifications to adopted UPWPs by shifting funds among line-item tasks as needed providing that:
  - a) The revision does not increase or decrease the total MPO budget in an adopted UPWP.
  - b) The revision does not change the scope of the work to be accomplished within any line-item task.
  - c) The revision does not add or delete a line-item task in a UPWP.
  - d) All modifications are coordinated with the appropriate funding agencies.
3. Copies of the Final FY 2024/2025 and FY 2025/2026 UPWP, Metropolitan Planning Organization Agreement and this Resolution shall be forwarded to the Florida Department of Transportation and Federal Highway Administration (FHWA).

PASSED AND DULY ADOPTED this 2<sup>nd</sup> day of October 2025.


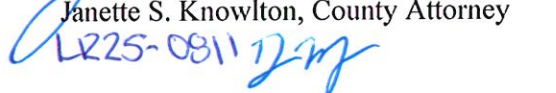
CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION

\_\_\_\_\_  
Christopher G. Constance, MD, Chairman

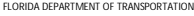
ATTEST:

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY

By: \_\_\_\_\_  
Lakshmi N, Gurram  
Designated Clerk of the  
MPO Board

By:   
Janette S. Knowlton, County Attorney  






Revision #:

Fiscal Year:  Contract #:  Fund:  Form:  of:

## Revision Type:

**Total Budget Amount for FY**☐ Task Pages (if a change occurs) - Current & Proposed

FDOT	Reviewer:		Comments:	
	Action:			
FHWA	Reviewer:		Comments:	
	Action:			
FTA	Reviewer:		Comments:	
	Action:			



# Technical Memorandum 22-01REV-1

## Office of Policy Planning



FROM: Office of Policy Planning

DATE: July 21, 2023

SUBJECT: Unified Planning Work Program (UPWP) Revision Thresholds

---

### Purpose

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

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

### Revising the UPWP

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

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

#### 1. Amendments

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



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

## **2. Modifications**

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

## **3. Key Person**

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



## **Supplement to Technical Memorandum 22-01**

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

### *Question 1*

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

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

### *Question 2*

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

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

### *Question 3*

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

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

### *Question 4*

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

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

### *Question 5*

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

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

### *Question 6*

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



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

#### *Question 7*

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

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

#### *Question 8*

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

**A:** Yes.

#### *Question 9*

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

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

#### *Question 10*

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

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



### *Financial v. Non-Financial Amendments*

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

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



**AGENDA ITEM # 12**  
**2050 LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE**

**Purpose:** To review, comment and adopt the Draft Final 2050 Long Range Transportation Plan (LRTP)

**Presented by:** MPO Staff

**Discussion:**

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

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

Since the August 4 meeting, MPO staff has advertised the public comment period twice, with the official close scheduled for the October 2, 2025 MPO Board Meeting. Adoption by this date ensures compliance with the MPO's requirement to complete the LRTP update by October 5, 2025.

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

Additionally, at the September 17, 2025, TAC/CAC meeting and the September 25, 2025 BPAC meeting, the committees reviewed and recommended approval of the Final Draft 2050 LRTP.

**Recommendation:** Motion to:

1. Close the Public Hearing
2. Adopt the 2050 Long Range Transportation Plan (LRTP)
  - *By Roll call vote required*
  - Authorize the MPO Chair to sign the Resolution of Adoption
  - Authorize MPO Staff to make necessary modifications to the LRTP document based on comments received during the public review period

**Attachments:**

1. [2050 LRTP Adoption Package](#)
2. [Power Point Presentation](#)
3. [2050 LRTP Resolution of Adoption](#)



Prepared For:



**Charlotte County-Punta Gorda MPO**  
**LONG RANGE TRANSPORTATION PLAN**

**MOVING**  
**CHARLOTTE**  
**FORWARD**

Prepared By:

**Kimley»Horn**

Expect More. Experience Better.

Final Report

September 5, 2025





*Resolution Text Here*



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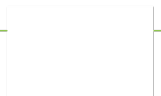
## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

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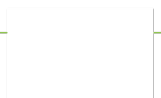
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## APPENDICES

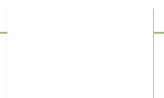
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# Chapter 1: Plan Overview



# 1.0 PLAN OVERVIEW

## 1.1 INTRODUCTION

The Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) guides transportation planning and decision-making processes in Charlotte County. As a liaison between the local community and the Florida Department of Transportation (FDOT), the MPO provides comprehensive and cooperative plans for the near-term and long-term futures of the area. Per federal mandate, metropolitan areas with populations that exceed 50,000 must establish an MPO to guide transportation development. The current MPO area, which includes all of Charlotte County and part of Desoto County was established in 1992.



The Long Range Transportation Plan (LRTP) is a strategic document that addresses short- and long-term multimodal transportation needs within the MPO jurisdiction. It is required to be updated every five years and must cover a horizon year of at least 20 years. The 2050 LRTP as prepared by the Charlotte County-Punta Gorda MPO serves as the primary guidance for further developing the transportation system in Charlotte County over the next 25 years.

The LRTP must be fiscally constrained, meaning the MPO cannot plan to spend more money than it can reasonably receive through the year 2050. Importantly, transportation projects must be included in the LRTP to be eligible for federal funding.

The plan considers the adopted Comprehensive Plan for Charlotte County and adheres to federal standards for metropolitan transportation planning. Appendix A provides a checklist demonstrating how and where long range transportation planning requirements identified in State Statutes and Federal Regulations have been addressed.



The LRTP addresses the transportation needs of both people and freight, covering roadway facilities, public transit assets, bicycle accommodations, and pedestrian facilities. It relies on input from the community, engaging stakeholders and the public throughout its development to ensure comprehensive, inclusive planning.

This plan:

- Is consistent with applicable state and federal requirements
- Is consistent and coordinated locally, and within the region and state,
- Integrates detailed and general community and stakeholder input,
- Aligns community vision with project priorities,
- Identifies a multimodal, fiscally constrained Cost Feasible Plan to enhance the area's transportation network over the next 25 years, and
- Provides benefits to the entire population without disproportionate adverse impacts.

## 1.2 FEDERAL LEGISLATION AND GUIDANCE

The previous Charlotte County-Punta Gorda MPO LRTPs were guided by the Fixing American's Surface Transportation (FAST) Act of 2015. This federal legislation established performance-based planning, emphasized multimodal transportation, and expanded stakeholder involvement. Key additions from the FAST Act included focusing on system resiliency, enhancing tourism, and broadening consultation requirements.

The 2050 LRTP is guided by the new legislation per the Infrastructure Investment and Jobs Act (IIJA) of 2021. The IIJA serves as a reauthorization of the FAST Act, building upon that legislation and upon the 2012 MAP-21 Act. The IIJA introduced new priorities to address contemporary transportation challenges. Key goals of the IIJA include the following:

- Modernizing and expanding transportation infrastructure to enhance safety, efficiency, and sustainability
- Promoting climate resilience and reducing greenhouse gas emissions through investments in clean energy and sustainable transportation
- Enhancing outreach in transportation planning to ensure all communities have improved access
- Supporting the deployment of electric vehicle infrastructure and smart city technologies to foster innovation
- Strengthening the multimodal transportation system by integrating emerging modes like micromobility and autonomous vehicles



By incorporating these new priorities, the 2050 LRTP aims to provide a resilient, equitable, and sustainable transportation system that meets future needs, building on the foundations of MAP-21 and the FAST Act while addressing critical issues outlined in the IIJA.

## 1.3 THE PLAN AT A GLANCE

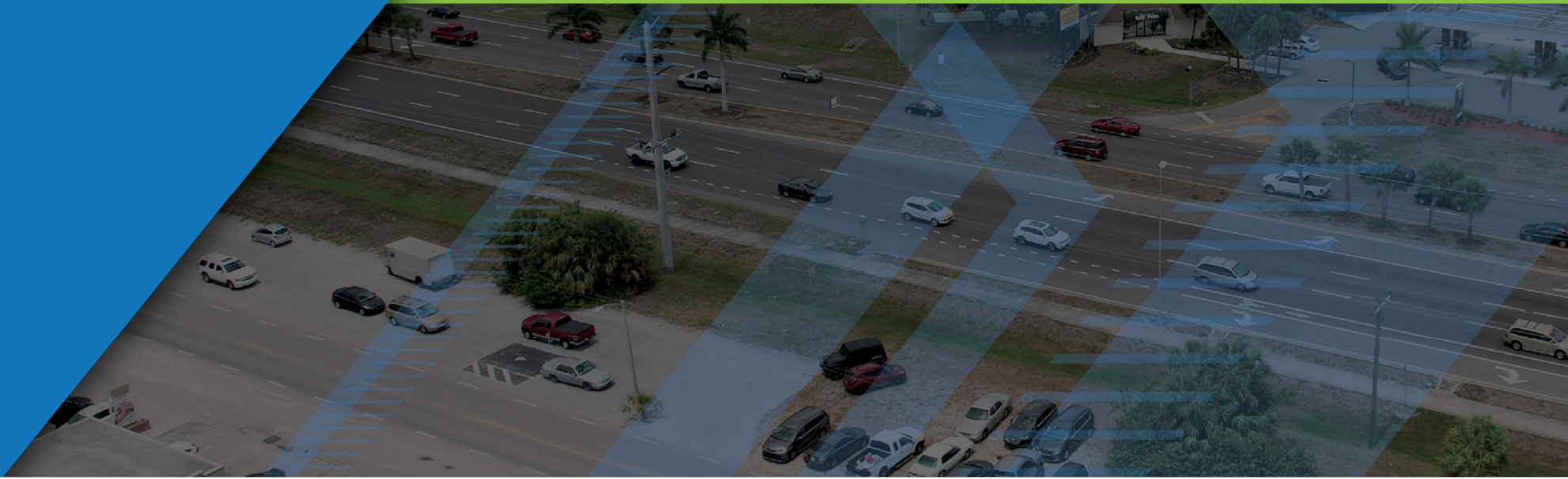
The Long Range Transportation Plan (LRTP) was developed through a comprehensive analysis of existing conditions within the Charlotte County–Punta Gorda MPO Planning Area, coupled with a detailed evaluation of the previously adopted 2045 LRTP. Building on this baseline assessment, the plan was refined and updated to incorporate revisions and additions that more accurately address projected future conditions and evolving transportation needs of the region. The 2050 LRTP is organized as follows:

- Chapter 1: Introduction and Overview
  - About the MPO and the LRTP process
  - Federal Legislation and Guidance
- Chapter 2: Vision, Goals, Objectives, Performance Indicators and Measures, and Targets
  - Plan guidance
  - Federal, state, and local regulations
  - Performance indicators and measures
- Chapter 3: Relationship to Federal and State Plans
  - Federal Goals and Planning Factors
  - Florida Transportation Plan
  - Local Plans
- Chapter 4: Planning Assumptions
  - Area Profile
  - Demographic and employment trends and forecasts
- Chapter 5: Transportation Plan
  - Overview and Financial Resources
  - Cost Feasible Plan
  - Needs Assessment
  - Other Plan Considerations
- Chapter 6: Public Involvement
  - Summary of public involvement activities
  - Summary of public input
- Chapter 7: Performance Evaluation
  - Network performance results
- Chapter 8: Plan Implementation
  - Implementation action items
  - Federal compliance
  - Amendment process



An aerial photograph of a coastal city, likely Miami, showing a mix of residential and commercial buildings, palm trees, and a body of water in the background. A large blue geometric overlay, consisting of several overlapping triangles, covers the left side and top of the image.

## Chapter 2: Vision, Goals, Objectives, Performance Indicators and Measures, and Targets





## 2.0 VISION, GOALS, OBJECTIVES, PERFORMANCE INDICATORS AND MEASURES, AND TARGETS

### 2.1 INTRODUCTION

This chapter outlines the strategy for maintaining, enhancing, and expanding the transportation network and systems of the Charlotte County-Punta Gorda region. In compliance with federal and state regulations, the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) has established a primary Vision and set of Goals along with a set of Objectives, Performance Measures, and Performance Indicators to provide a basis for performance-based planning that will best serve the community and environment now and in the future.

The Charlotte County-Punta Gorda MPO Vision, Goals, Objectives, Performance Measures, and Performance Indicators align with the current federal transportation planning requirements, including those set forth in the Infrastructure Investment and Jobs Act (IIJA ), which replaced the FAST Act, and the Florida Transportation Plan.

The MPO's approach incorporates the latest Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) guidance on transportation planning, including:

- A focus on data-driven decision-making and performance-based planning.
- Consideration of emerging technologies and their impact on transportation systems.
- Emphasis on safety, particularly for vulnerable road users.
- Integration of multimodal transportation options.
- Addressing climate change and environmental sustainability.
- Promoting accessibility in transportation planning.

In addition to the elements listed above, the Charlotte County-Punta Gorda MPO also considered the most recent adopted Charlotte County Transit Public Transportation Agency Safety Plan (PTASP) when developing the goals and objectives identified within this plan.

By adhering to these updated guidelines, the Charlotte County-Punta Gorda MPO's Long Range Transportation Plan (LRTP) will remain current and responsive to both federal and state priorities while addressing local needs.



## 2.2 VISION, GOALS, AND OBJECTIVES

The Charlotte County-Punta Gorda MPO developed the LRTP Vision and updated the Goals and Objectives, to reflect a modernized approach to the region's transportation planning through 2050. The plan also includes a set of Performance Measures that align with federal and state requirements and a set of performance indicators to offer actionable insights that are measurable through the implementation of this plan and its guidance, reflecting local priorities and providing a practical approach to achieving transportation objectives. These comprehensive updates are critical in guiding the 2050 LRTP toward its overarching vision. The *Vision* guides this plan, and the MPO has established key *Goals* that address each aspect of planning and decision-making.

### *Moving Charlotte Forward 2050 LRTP Vision*

---

*To provide a SAFE and EFFICIENT MULTIMODAL transportation system that serves Charlotte County.*

---

- Enhancing Safety for all Users
- Improving Mobility through expanded multimodal options
- Promote Efficiency and Reliability in the transportation network
- Supporting the local and regional Economic Development by connecting communities and businesses
- Promoting Quality of Life through accessible transportation
- Safeguarding the natural environment with a focus on Environmental Protection
- Promoting System Preservation and Resiliency to adapt future challenges
- Emphasizing Implementation to turn plans into outcomes



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

By integrating these Goals with associated *Objectives*, *Performance Measures* and *Performance Indicators*, the MPO aims to create a balanced, inclusive, and future-ready transportation system for the region. The Objectives of the plan with the related federally required Performance Measures (PM) and MPO Performance Indicators (PI) are detailed as follows.

*Goal 1 – Enhancing Safety for all users*

*Goal 2 – Improving Mobility through expanded multimodal options*

*Goal 3 – Promote Efficiency and Reliability in the transportation network*

*Goal 4 – Supporting local and regional Economic Development by connecting communities and businesses*

*Goal 5 – Promoting Quality of Life through accessible transportation*

*Goal 6 – Safeguarding the natural environment with a focus on Environmental Protection*

*Goal 7 – Promoting System Preservation and Resiliency to adapt to future challenges*

*Goal 8 – Emphasizing Implementation to turn plans into outcomes*



# CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

As some of the performance measures and performance indicators support more than one of the objectives of the LRTP, Table 2-1 summarizes those objectives where there is such primary and secondary support.

Table 2-1. LRTP Objectives Related to Performance Measures and Indicators

Performance Measure Indicator		Moving Charlotte Forward Goals							
		Safety	Mobility	Efficiency & Reliability	Economic Development	Quality of Life	Environmental Protection	System Preservation & Resiliency	Implementation
Moving Charlotte Forward Objectives	PM 1: Number of Fatalities	●		○	○	○			
	PM 1: Fatality Rate per 100 million VMT	●		○	○	○			
	PM 1: Number of Serious Injuries	●		○		○			
	PM 1: Serious Injuries Rate per 100 million VMT	●		○		○			
	PM 1: Number of Non-Motorized Crashes	●		○		○			
	PI: The plan will prioritize and fund safety improvements.	●	○		○	○		○	○
	PI: The plan will reduce the number of traffic-related public transportation fatalities.	●	○			○			
	PI: The plan provides fixed-route public transit connections to major residential areas, employment hubs, retail, and medical centers.	○	●	○	○	○	○	○	
	PI: The plan provides sidewalks and bike facilities in the Urban Area.	○	●	○	○	○	○	○	○

● Primary support      ○ Secondary support



Performance Measure Indicator		Moving Charlotte Forward Goals						
		Safety	Mobility	Efficiency & Reliability	Economic Development	Quality of Life	Environmental Protection	System Preservation & Resiliency
Moving Charlotte Forward Objectives	PI: The plan will provide for 75% of the county population to be within 5 miles of major regional trails.		●		○	○	○	○
	PI: The plan will accommodate future transportation technologies (automated, connected, shared mobility, and alternative energy).	○	●	○	○	○		○
	PM 2: Percentage of pavements on the Interstate System in Good condition	○		○				●
	PM 2: Percentage of pavements on the Interstate System in Poor condition	○		○				●
	PM 2: Percentage of pavements on the non-Interstate NHS in Good condition	○		○				●
	PM 2: Percentage of pavements on the non-Interstate NHS in Poor condition	○		○				●
	PM 2: Percent of NHS bridges (by deck area) in Good condition	○		○				●
	PM 2: Percent of NHS bridges (by deck area) in Poor condition	○		○				●

● Primary support      ○ Secondary support



Performance Measure Indicator		Moving Charlotte Forward Goals						
		Safety	Mobility	Efficiency & Reliability	Economic Development	Quality of Life	Environmental Protection	System Preservation & Resiliency
Moving Charlotte Forward Objectives	PI: The plan will identify projects eligible for resiliency funding and identify priority projects discretionary funding.				○		○	●
	PI: The plan will identify projects that can be funded for implementation within a 5-10 year time band.	○	○	○	○			○
	PI: The plan will identify planning studies to prepare future projects for funding and implementation.	○	○	○	○			○
	PM 3: National Highway System (NHS) Interstate Level of Travel Time Reliability (LOTTR) in Person Miles Traveled (PMT)		○	●	○	○		
	PM 3: Non-NHS Interstate Level LOTTR in PMT		○	●	○	○		
	PM 3: Truck Travel Time Reliability (TTTR)			●	○			
	PI: The plan reduces vehicle miles traveled (VMT) per capita.	○	○	●		○	○	○
	PI: The plan will reduce hours of delay per VMT.		○	●		○	○	
	PI: The plan identifies high priority transportation projects that may be competitive for grant funding.		○		●		○	○

● Primary support      ○ Secondary support



Performance Measure Indicator		Moving Charlotte Forward Goals							
		Safety	Mobility	Efficiency & Reliability	Economic Development	Quality of Life	Environmental Protection	System Preservation & Resiliency	Implementation
Moving Charlotte Forward Objectives	PI: The plan will improve access to major employment hubs in the County and the region.		○	○	●	○			
	PI: The plan will reduce goods movement average travel time per capita.			○	●				
	PI: The plan includes context-appropriate projects to promote economic development.	○	○		●	○		○	○
	PI: The plan will increase sidewalk facilities in the urban area.	○	○	○	○	●	○		○
	PI: The plan will increase bicycle facilities.	○	○	○	○	●	○		○
	PI: The plan will support increased access to public transportation service.	○	○	○	○	●	○		○
	PI: The plan will limit proposed transportation impacts to jurisdictional protected lands or critical habitat.				○	○	●		
	PI: The plan will include projects to reduce air pollution and/or carbon emissions.	○		○	○	○	●		
	PI: The plan will minimize adverse impacts to the Peace River/Charlotte Harbor waterways.				○	○	●		

● Primary support      ○ Secondary support



The background of the slide is an aerial photograph of a coastal city. The top half shows a wide view of the city and the ocean under a cloudy sky. The bottom half shows a closer view of a multi-lane highway with several cars. A large blue geometric shape, resembling a stylized arrow or a series of overlapping triangles, points from the left edge towards the center. A horizontal green banner is positioned across the middle of the slide, containing the chapter title in white text.

## Chapter 3: Relationship to State and Federal Plans



## 3.0 RELATIONSHIP TO FEDERAL AND STATE PLANS

The Charlotte County-Punta Gorda MPO Vision, Goals, Objectives, Performance Measures, and Performance Indicators were developed based on federal, state, and local guidance. The requirements and guidance are described below.

### 3.1.1 INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

Signed into law on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA), provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA builds upon and expands programs included in the Fixing America's Surface Transportation (FAST) Act.

The 2050 Charlotte County-Punta Gorda LRTP has been developed to ensure compliance with the requirements of the IIJA and includes a performance-based approach to the transportation decision-making process.

#### 3.1.1.1 IIJA (Federal) Goals

The IIJA maintains and expands upon the national goals established in previous legislation. These goals are as follows:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition – To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment, with a new emphasis on reducing transportation-related carbon emissions.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.



### 3.1.1.2 IIJA (Federal) Planning Factors

Further, the federal legislation has established planning factors that address the relationship between transportation, land use, and economic development. The federal planning factors are applied to the Charlotte County-Punta Gorda LRTP and include the following:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability to improve preparedness and response to natural disasters and other emergencies.
10. Enhance travel and tourism.

A matrix showing consistency between the LRTP Goals and the planning factors from the IIJA is shown in Table 3-1.



Table 3-1. LRTP Goals and IJA Planning Factors

IJA Planning Factors	Moving Charlotte Forward LRTP Goals							
	Safety	Mobility	Efficiency and Reliability	Economic Development	Quality of Life	Environmental Protection	System Preservation and Resiliency	Implementation
Economic Vitality	•	•	•	•			•	•
Safety	•	•			•		•	•
Security	•				•			•
Movement of People & Freight		•	•	•	•	•	•	•
Environment and Quality of Life		•		•		•	•	
Integration / Connectivity	•	•		•	•	•		•
System Management & Operation	•		•	•	•		•	•
Resiliency	•		•			•	•	
Tourism	•	•	•	•	•	•		



### 3.1.3 FLORIDA TRANSPORTATION PLAN (FTP)

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. FDOT has begun the process of updating the FTP, with the new plan targeted for 2055. The 2055 FTP is expected to be adopted in November 2025. The existing 2045 FTP includes the following policy goals with which the 2050 Charlotte County-Punta Gorda LRTP is consistent, as shown in Table 3-2.

Table 3-2. Existing 2045 FTP Policy Goals

2045 FDOT FTP Policy Element Goals	Moving Charlotte Forward LRTP Objectives							
	Goal 1 – Safety	Goal 2 – Mobility	Goal 3 – Efficiency	Goal 4 – Economic Development	Goal 5 – Quality of Life	Goal 6 – Environmental Protection	Goal 7 – System Preservation and Resiliency	Goal 8 – Implementation
1. Safety and security for residents, visitors, and businesses	•	•						•
2. Agile, resilient, and quality infrastructure	•		•			•		•
3. Connected, efficient, and reliable mobility for people and freight	•		•		•			•
4. Transportation choices that improve equity and accessibility		•			•	•		
5. Transportation solutions that strengthen Florida's economy			•	•			•	•
6. Transportation solutions that enhance Florida's communities	•	•				•	•	
7. Transportation solutions that enhance Florida's environment				•	•	•	•	



### 3.1.4 LOCAL PLANS

Local agencies involved in planning and managing Florida's transportation system follow guidelines set forth by the FTP. Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community.

## 3.2 PERFORMANCE-BASED PLANNING/SYSTEM PERFORMANCE REPORT

The FAST Act and the IIJA have established requirements for performance-based planning and programming in the MPO planning process. This approach aims to improve transparency, accountability, and the efficient allocation of transportation resources. Key components of performance-based planning and programming include:

- Tracking specific performance measures
- Setting data-driven targets
- Selecting projects to meet these targets
- Developing plans
- Monitoring, evaluating, and reporting progress

Under this framework, FDOT is required to develop appropriate performance targets and monitor progress. MPOs in Florida can either accept and support the FDOT performance targets or establish their own. The IIJA has further reinforced performance-based planning by increasing federal transportation funding and introducing new requirements emphasizing multimodal transportation, resilience, and innovative funding approaches. This performance-based approach ensures efficient investment of transportation funds by linking decisions to key outcomes related to national goals.

The IIJA prescribes policy requirements and programmatic framework related to performance measures and targets for the national transportation system in the metropolitan planning process. These directly impact the Charlotte County-Punta Gorda MPO and the planning activities of the agency.



### 3.2.1 HIGHWAY SAFETY MEASURES (PM1) TARGETS

State DOTs and MPOs are required to annually establish highway safety targets and report performance and progress toward targets to FHWA. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. In August 2024, FDOT established statewide safety performance targets for calendar year 2025.

MPOs are required to establish safety targets annually within 180 days of when FDOT established targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or establish their own quantitative targets for the MPO planning area. On December 18, 2023, the Charlotte County-Punta Gorda MPO agreed to support FDOT's statewide safety performance targets for calendar year 2025.

The MPO has identified a range of safety projects aimed at reducing fatalities and serious injuries. These include initiatives in education, policy, enforcement, and emergency response, as well as the stricter application of traffic laws. In addition, the MPO has planned engineering countermeasures and improvements across the near-, mid-, and long-term horizons. These safety projects are explained in further detail later in this report.

Table 3-3 presents the statewide and Charlotte County-Punta Gorda MPO baseline performance and the adopted targets.

Table 3-3. PM1 Statewide and Charlotte County-Punta Gorda MPO Targets

Performance Measure*	Florida Statewide Baseline Performance (Five-Year Rolling Average 2020-2024)	Calendar Year 2025 Statewide Target	Charlotte County-Punta Gorda MPO Baseline Performance (Five-Year Rolling Average 2020-2024)	Calendar Year 2025 Charlotte County-Punta Gorda MPO Target
Number of fatalities	3,423	0	31	0
Number of serious injuries	15,564	0	175	0
Number of non-motorized fatalities and serious injuries	3,145	0	27	0
Rate of fatalities per 100 million VMT	1.510	0	1.164	0
Rate of serious injuries per 100 million VMT	6.868	0	6.534	0

\*For all measures listed, lower values indicate better safety performance.



### 3.2.2 PAVEMENT & BRIDGE CONDITION MEASURES (PM2) TARGETS

State DOTs are required to establish two-year and four-year targets for bridge and pavement conditions. On December 16, 2022, FDOT established statewide bridge and pavement targets for the second performance period ending in 2025. The two-year targets represent bridge and pavement condition at the end of calendar year 2023, while the four-year targets represent condition at the end of 2025. On December 18, 2023, the Charlotte County-Punta Gorda MPO agreed to support FDOT's statewide bridge and pavement performance targets. On March 31, 2025 the Charlotte County-Punta Gorda MPO agreed to support FDOT's adjusted pavement targets. Table 3-4 presents the statewide and MPO existing conditions and targets.

Table 3-4. PM2 Statewide and Charlotte County-Punta Gorda MPO Targets

Performance Measure	2024 Statewide Conditions	2023 Statewide Target	2025 Statewide Target	2024 Charlotte County-Punta Gorda MPO Conditions	2023 Charlotte County-Punta Gorda MPO Target	2025 Charlotte County-Punta Gorda MPO Target
Percent of NHS bridges (by deck area) in Good condition*	53.9%	≥50.0%	≥50.0%	65.3%	≥50.0%	≥50.0%
Percent of Interstate pavements in Good condition*	65.3%	≥60.0%	≥60.0%	96.5%	≥60.0%	≥60.0%
Percent of non-Interstate NHS pavements in Good condition*	50.2%	≥40.0%	≥60.0%	69.0%	≥40.0%	≥40.0%
Percent of NHS bridges (by deck area) in Poor condition**	0.8%	≤10.0%	≤10.0%	0.0%	≤10.0%	≤5.0%
Percent of Interstate pavements in Poor condition**	0.1%	≤5.0%	≤5.0%	0.0%	≤5.0%	≤5.0%
Percent of non-Interstate NHS pavements in Poor condition**	0.5%	≤5.0%	≤5.0%	2.0%	≤5.0%	≤5.0%

\*For this measure, higher values indicate better performance.

\*\*For this measure, lower values indicate better performance.



### 3.2.3 SYSTEM PERFORMANCE, FREIGHT, & CONGESTION MITIGATION PROGRAM MEASURES (PM3)

State DOTs and MPOs are required to establish targets for performance measures focused on system preservation and maintenance. Performance Measure 3 (PM3) requirements also address the Congestion Mitigation and Air Quality Improvement Program (CMAQ). However, these CMAQ rules do not apply to the Charlotte County-Punta Gorda MPO since the planning area is not designated as nonattainment or a maintenance area for air quality.

State DOTs are required to establish two-year and four-year targets for the system performance and freight targets. On December 16, 2022, FDOT established statewide performance targets for the second performance period ending in 2025. The two-year targets represent performance at the end of calendar year 2023, while the four-year targets represent performance at the end of 2025. On December 18, 2023, the Charlotte County-Punta Gorda MPO agreed to support FDOT's statewide system performance and freight targets. In September 2024, Charlotte County-Punta Gorda agreed to support FDOT's adjusted 2025 targets for percent of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable. Table 3-5 presents the statewide and MPO targets along with baseline conditions.

Table 3-5. PM3 Statewide and Charlotte County-Punta Gorda MPO Targets

Performance Measure	2024 Statewide Conditions	2023 Statewide Target	2025 Statewide Target	2024 Charlotte County-Punta Gorda MPO Conditions	2023 Charlotte County-Punta Gorda MPO Target	2025 Charlotte County-Punta Gorda MPO Target
Percent of Interstate Person Miles Traveled (PMT) that are Reliable*	80.7%	≥75.0%	≥75.0%	100.0%	≥75.0%	≥75.0%
Percent of non-Interstate NHS Person Miles Traveled that are Reliable*	90.0%	≥50.0%	≥60.0%	99.2%	≥50.0%	≥60.0%
Truck Travel Time Reliability Index (TTTR)**	1.54	≤1.75	≤2.00	1.15	≤1.75	≤2.00

\*For these measures, higher values indicate better performance.

\*\*For this measure, lower values indicate better performance.



### 3.3 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," require 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 3-6 identifies the TAM performance measures.

*Table 3-6. FTA TAM Performance Measures*

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that met or exceeded their Useful Life Benchmark (ULB)
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
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

#### 3.3.1 TRANSIT ASSET MANAGEMENT TARGETS

The Charlotte County-Punta Gorda MPO planning area is served by Charlotte County Transit which is considered a Tier II provider that does not participate in the FDOT group TAM plan. It provides curb-to-curb paratransit service only on a first come, first served basis by reservation only.

Charlotte County Transit established TAM targets for each of the applicable asset categories. On October 29, 2019, the Charlotte County-Punta Gorda MPO supported and continues to work towards these transit provider targets. The transit provider's TAM targets are based on the condition of existing transit assets and planned investments in revenue vehicles, equipment, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and capital investment plans for improving these assets. Table 3-7 summarizes both existing conditions for the most recent year available and the current targets.



Table 3-7. TAM Existing Conditions and Targets

Asset-Category Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2025 Target
Rolling Stock			
Age – Percent of revenue vehicles within a particular asset class that have met or exceeded ULB	Cutaway	7.25%	5%
	Mini-Bus	3%	2%
Equipment			
Age – Percent of non-revenue vehicles within a particular asset class that have met or exceeded ULB	Non-Revenue Automobile	100%	100%
	Trucks and other Rubber Tire Vehicles	N/A	N/A
	Bus Lift	0%	0%
	Data Equipment	1%	1%
Facilities			
Condition – Percent of facilities with a condition rating below a 3.0 on the TERM Scale	Administration	0%	0%
	Bus Wash	100%	100%





## Chapter 4: Planning Assumptions





## 4.0 PLANNING ASSUMPTIONS

### 4.1 POPULATION AND EMPLOYMENT FORECASTING

One of the first steps in the LRTP process is to develop a forecast of the county's population and employment over the LRTP timeframe. This forecast is distributed geographically in a manner that is supportive of existing and future land uses per local and regional comprehensive plans.

These socioeconomic data are developed and analyzed at a geographic level known as traffic analysis zone (TAZ), which are used to forecast future travel patterns. Figure 4-1 illustrates the traffic analysis zone geographic structure for Charlotte County-Punta Gorda used for this forecast effort. The forecast data represents a cooperative effort among the CC-PG MPO, FDOT District Five, and the local government jurisdictions in Charlotte County-Punta Gorda. In addition to these policy documents, attempts were made to maintain an appropriate degree of consistency between the 2050 forecasts and the 2045 forecasts prepared five years ago.

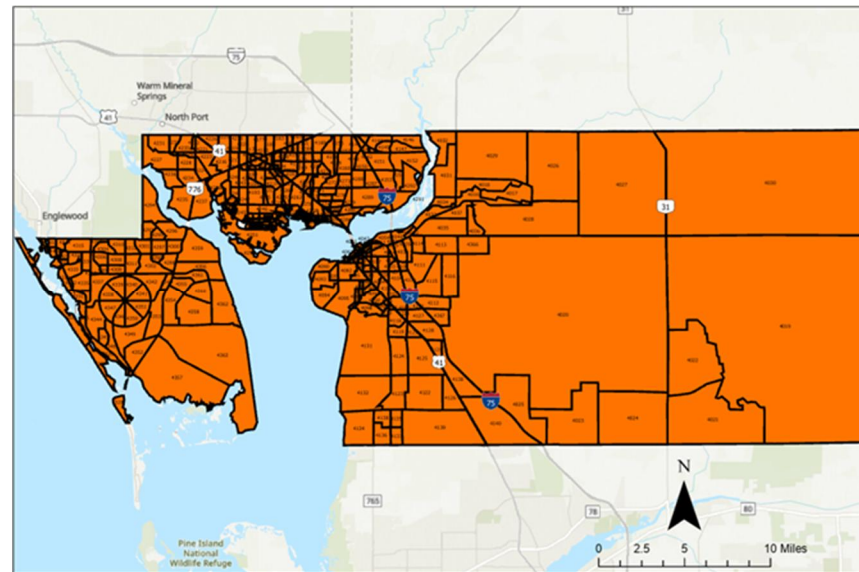


Figure 4-1. Charlotte County-Punta Gorda Traffic Analysis Zones (TAZs)



#### 4.1.1 POPULATION CONTROL TOTALS

Establishing statistical controls was one of the first steps in the 2050 socioeconomic data forecast. Historically, population control totals used by Florida counties have been based on forecasts developed by the University of Florida Bureau of Economic and Business Research (BEBR). These forecasts are prepared for each county and provide three varying ranges: Low, Medium, and High. The Medium is an average of the others and is used more frequently for forecasting applications.

Growth trends in Charlotte County support the use of a population control total higher than the BEBR Medium forecast. The 2050 population forecast will assume a population control total based on the average of the 2023 BEBR *Florida Estimates of Population* Medium and High forecasts, resulting in a 2050 forecast of 284,380 persons, reflecting an increase of 103,560 residents from the 2019 baseline. This represents a 57.27% growth over the 31-year planning horizon.

To effectively support the Transportation Demand Model, only forecasts of the County's permanent population are utilized. This permanent population includes individuals residing within the County for more than six months annually. This population is made up of two categories: those in households and those residing in what is termed 'Group Quarters.'

The U.S. Census Bureau classifies Household population as individuals who consider a housing unit their regular place of residence. Housing units, as defined by the Census Bureau, encompass spaces such as houses, apartments, mobile homes or trailers, groups of rooms, or individual rooms. These units are either occupied or designed to be occupied as independent living quarters, where occupants live separately from others in the building and have direct access to their unit either from outside or through shared corridors.

Meanwhile, Group Quarters encompass those not residing in traditional households. The U.S. Census Bureau identifies two types of Group Quarters: institutional (such as prisons or nursing homes) and non-institutional (such as college, dormitories, military barracks, group homes, and shelters).

Table 4-1 shows the population totals for Charlotte County. Figure 4-2 through Figure 4-4 show the total distribution across Charlotte County for the time period from 2019 to 2050.



# CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

Table 4-1. Population Control Totals

	2019	2025	2030	2040	2050	2019→2050
Preliminary Control Totals	180,820	209,310	228,640	259,140	284,380	103,560
Working Control Totals	180,820	209,310	228,640	259,140	284,380	103,560
Population to Allocate (per time frame)	0	28,490	19,330	30,500	25,240	103,560



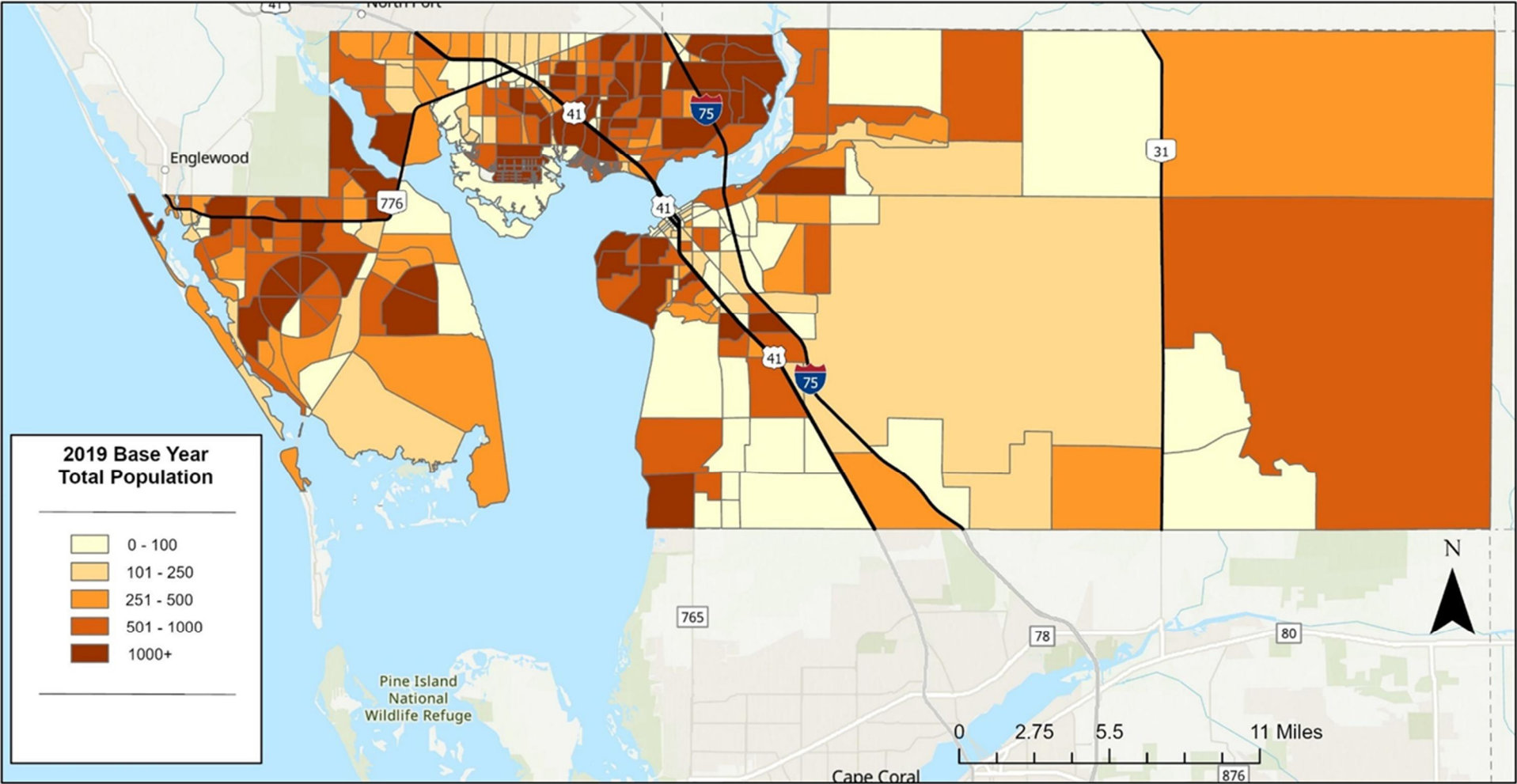


Figure 4-2. 2019 Population by TAZ



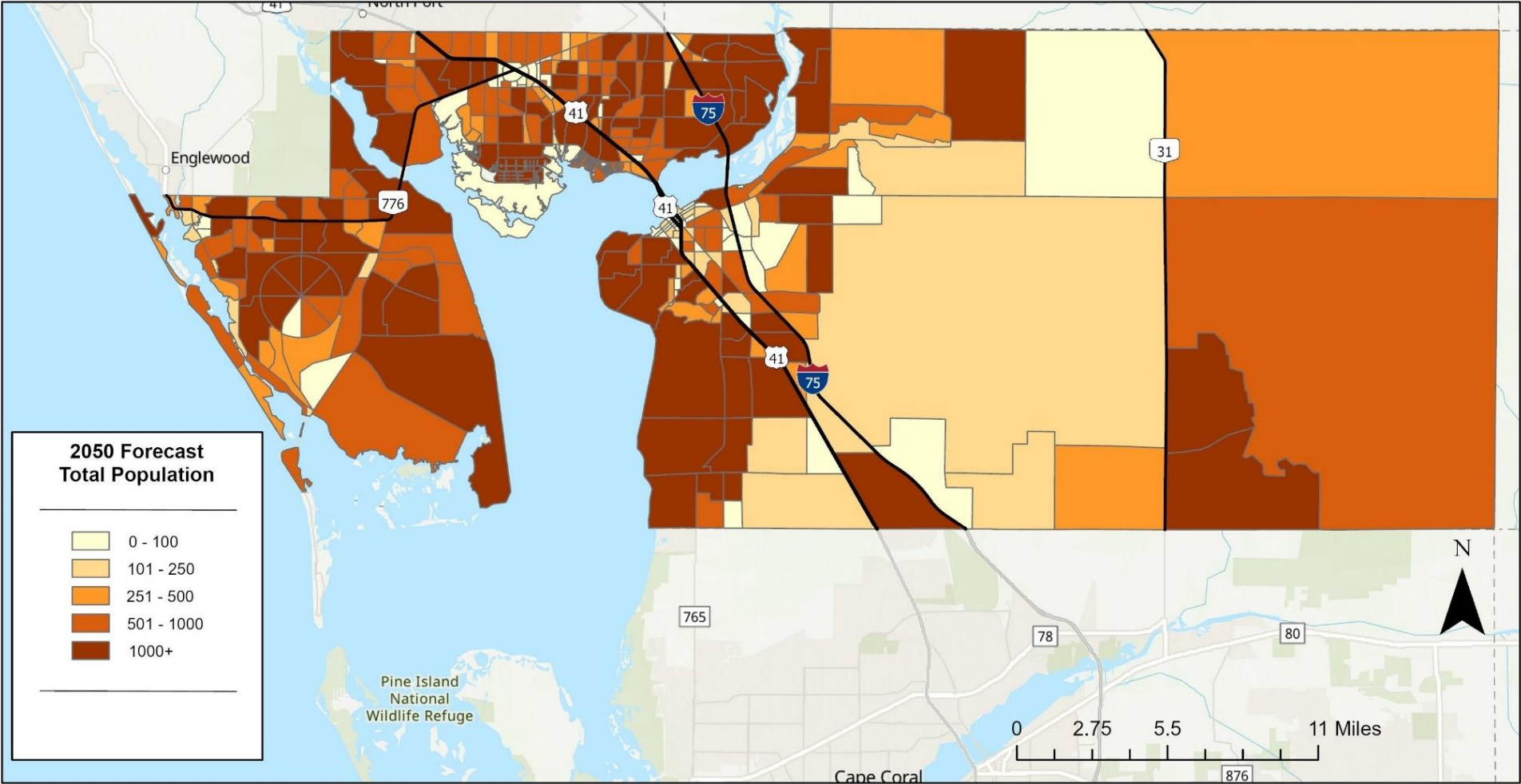


Figure 4-3. 2050 Population Projections by TAZ



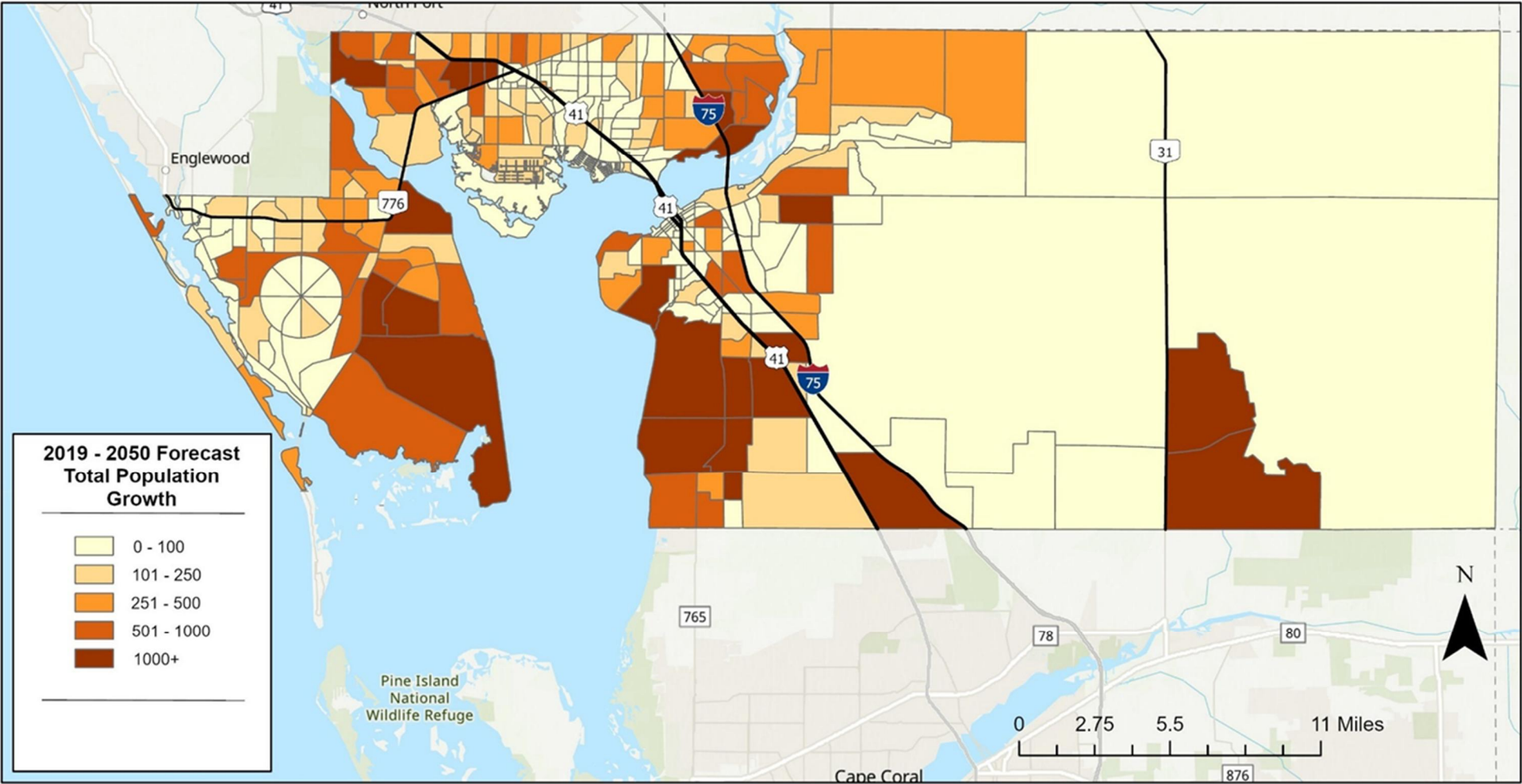


Figure 4-4. 2019-2050 Population Growth Projection by TAZ



## 4.1.2

### 4.1.2 EMPLOYMENT CONTROL TOTALS

The employment control totals for each of the scenarios were developed based on a total employees/population ratio and an assumption that unemployment has settled at a natural rate of 4 percent and will remain stable through 2050. Total employment was broken out into Industrial, Commercial, and Service employment categories, per the US Department of Commerce Standard Industrial Classification (SIC). Descriptions of these categories are as follows:

- Industrial Employment – All full-time and regular part-time employees, and self-employed persons by job location, whose job is an industry classified in Standard Industrial Classification (SIC) categories 01 to 39 (i.e., agriculture, forestry, fisheries, mining, contract construction, and manufacturing).
- Commercial Employment – All full-time and regular part-time employees and self-employed persons, by job location, whose job is an industry classified in SIC categories 50 to 59 (retail trade and wholesale trade are commonly located in areas zoned for commercial land use activities).
- Service Employment – All full-time and regular part-time employees, and self-employed persons, by job location, whose job is in an industry classified in SIC categories 40 to 49 and 60 to 93 (i.e., transportation, communication and utilities services; finance, insurance and real estate services; selected personal services; tourism and recreational services, health and educational services; government services).

Total employment in Charlotte County is projected to reach 86,820 by the year 2050, reflecting an increase of 31,610 employees from the 2019 baseline. This represents a 57.25% growth over the 31-year planning horizon. The employment control totals are presented in Table 4-2. The total employment across Charlotte County for the time period from 2019 to 2050 are shown in Figure 4-5 through Figure 4-7.

Table 4-2. Employment Projections

	2019	2025	2030	2040	2050	2019→2050
Employee Control Totals	55,210	63,900	69,810	79,130	86,820	31,610
Working Control Totals	55,210	63,900	69,810	79,130	86,820	31,610
Population to Allocate (per time frame)	0	8,690	5,910	9,320	7,690	31,610



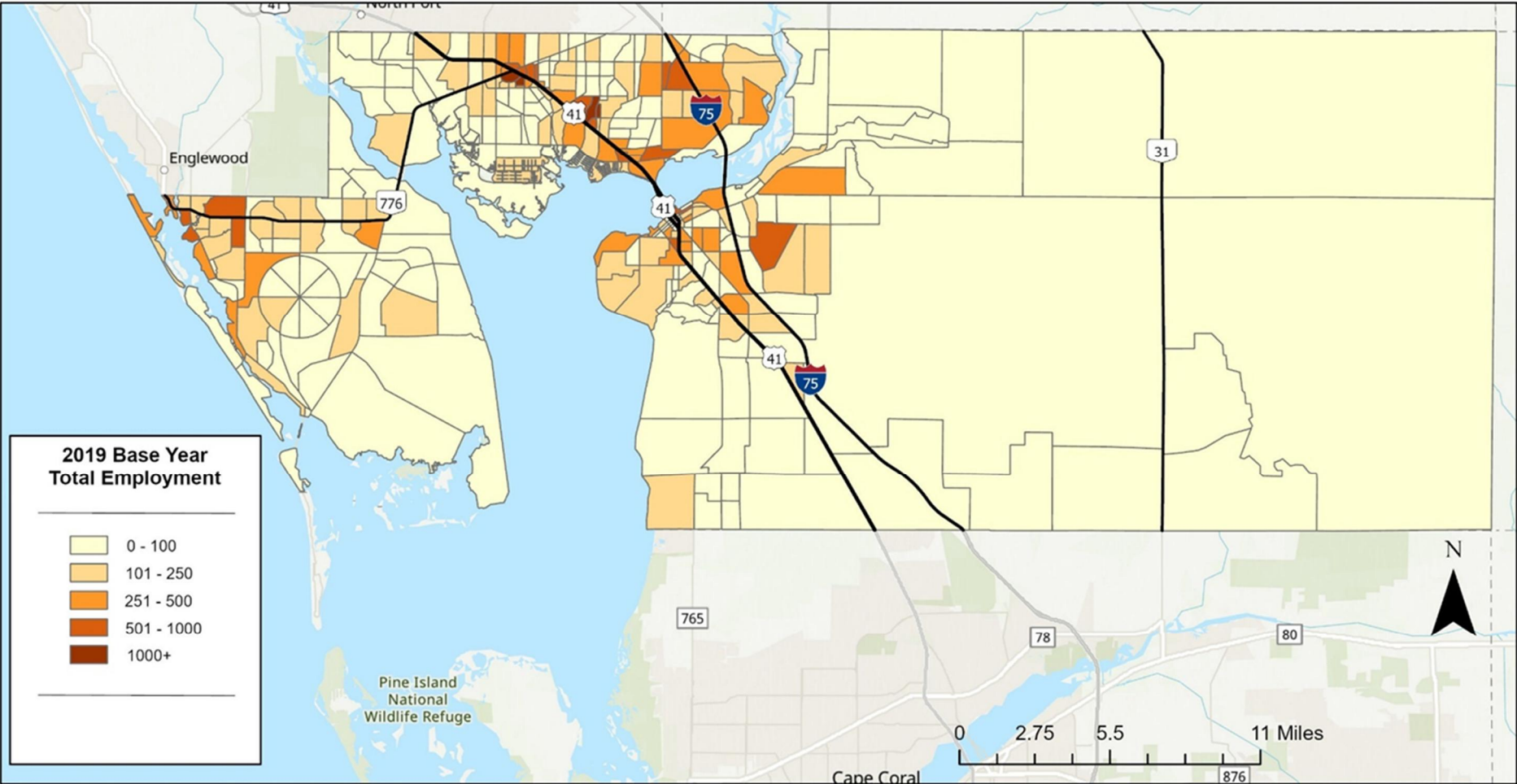


Figure 4-5. 2019 Total Employment by TAZ



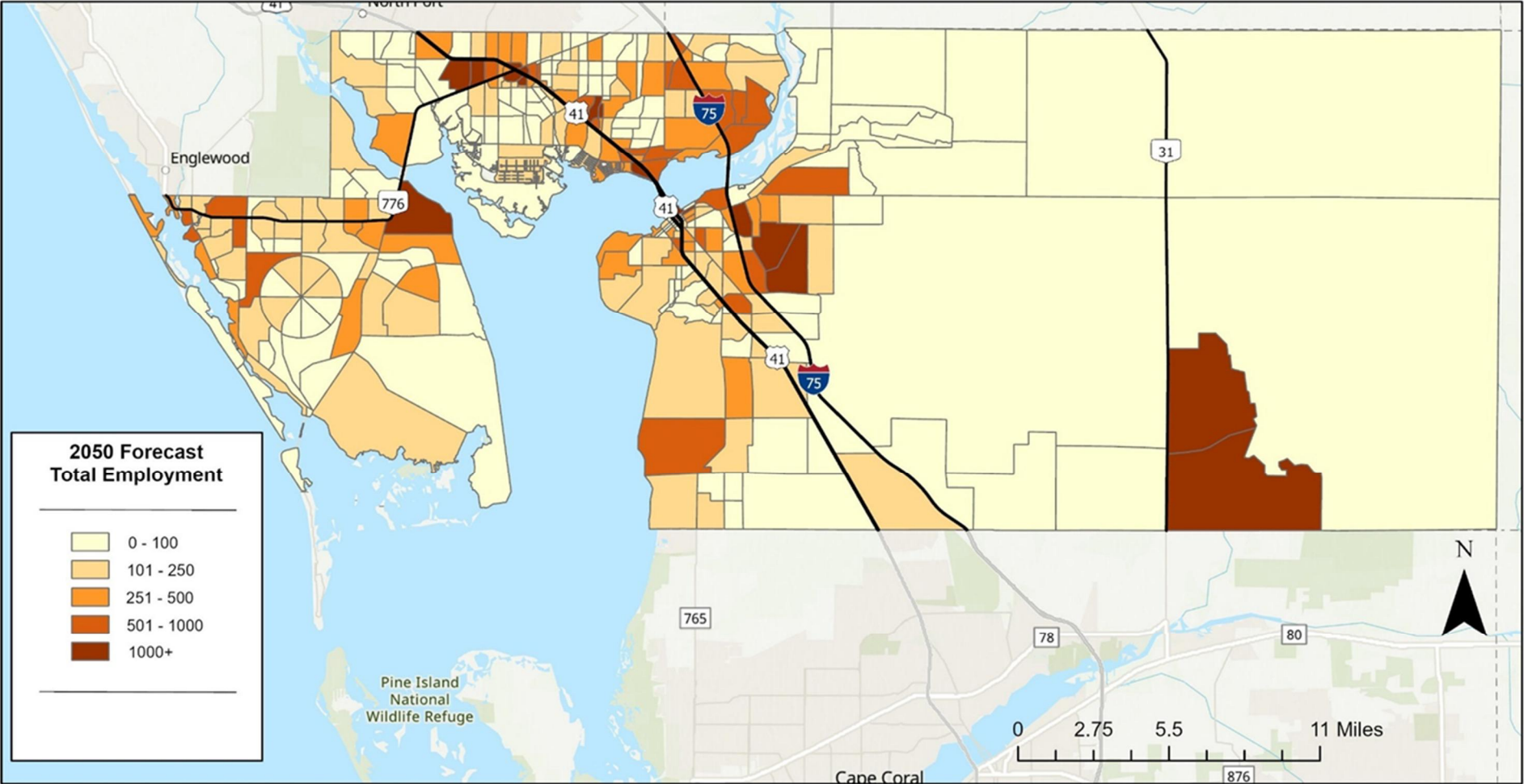


Figure 4-6. 2050 Total Employment Projection by TAZ



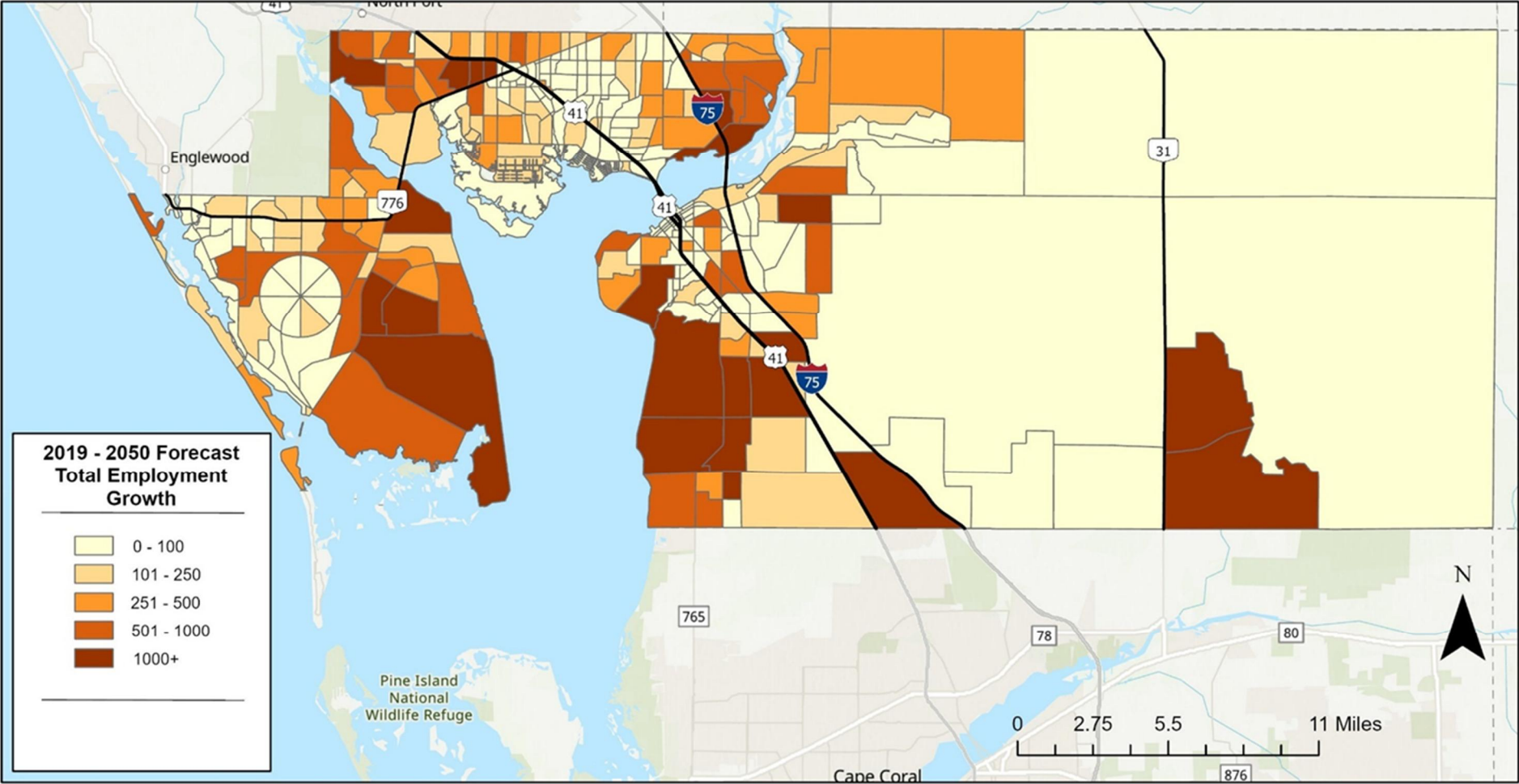


Figure 4-7. 2019-2050 Total Employment Growth Projection by TAZ



### 4.1.3 POPULATION AND EMPLOYMENT PROJECTIONS

By 2050, Charlotte County's population is projected to reach approximately 284,380 residents, with employment estimated at around 86,820 jobs. This represents an increase of 103,560 residents and 31,610 jobs compared to 2019 levels. Over the 31-year period, the county is expected to experience population and employment growth rates of 57.27% and 57.25%, respectively.

As shown in Table 4-3, the employment-to-population ratio remains relatively stable throughout the forecast horizon, increasing slightly from 0.034 in 2019 to 0.040 by 2050. The table also provides a breakdown of population by housing type, with single-family households consistently comprising approximately 73.1% of the population and multi-family households 26.9%. Additionally, the labor force is projected to grow by over 2,300 residents, while the number of employees increases by more than 37,500.

Employment by sector is also detailed, with industrial employment accounting for the largest share of jobs, growing from 55,213 in 2019 to 86,824 by 2050. Service-related employment shows the highest percentage of growth, increasing by 67.3% over the same period.

Table 4-3. Charlotte County Population and Employment Forecasts

	2019	2025	2030	2040	2050	2019→2050
Household Population	180,820	209,310	228,640	259,140	284,380	103,560
Single-Family Population Ratio	0.731	0.731	0.731	0.731	0.731	N/A
Multi-Family Population Ratio	0.269	0.269	0.269	0.269	0.269	N/A
Group Quarters Percent	2.14%	2.14%	2.14%	2.14%	2.14%	N/A
Single-Family Population	132,218	153,030	167,163	189,489	207,915	75,697
Multi-Family Population	48,602	56,252	61,447	69,654	76,428	27,826
Labor Force (Resident)	3,863	4,568	4,990	5,657	6,207	2,344
Employed Labor Force	184,683	213,850	233,600	264,800	290,550	105,867
Unemployment Rate	71,048	82,269	89,867	101,869	111,775	40,727
Employees	68,632	77,086	85,373	96,776	106,187	37,555
Employees/Population Ratio	0.034	0.034	0.040	0.040	0.040	N/A
Industrial	55,213	63,904	69,806	79,129	86,824	31,611
Commercial	0.305	0.305	0.305	0.305	0.305	N/A
Service	5,173	6,051	6,680	7,730	8,656	3,483
Industrial/Employment Ratio	16,359	18,231	19,147	19,963	20,429	4,070
Commercial/Employment Ratio	33,681	39,622	43,979	51,435	57,740	24,059
Service/Employment Ratio	0.094	0.095	0.096	0.098	0.100	N/A



#### 4.1.4 SCHOOL ENROLLMENT FORECAST

By 2050, total K-12 enrollment—including both public and private schools—is projected to reach approximately 26,130 students, reflecting an increase of 8,067 students from 2019. This growth represents an average annual increase of about 1.3%.

Higher education enrollment is forecasted to reach approximately 1,685 students by 2050, up from 1,443 by 2050, up from 1,443 students in 2019—an increase of 252 students. This growth represents an average annual increase of about 0.5%.

These projections were developed with guidance from the Charlotte County-Punta Gorda MPO staff and Charlotte County Public Schools representatives. Table 4-4 presents the recommended school enrollment forecasts for Charlotte County.

Table 4-4. Charlotte County School/College Enrollment Forecasts

	Students in 2019	Students in 2050	2019→2050
Pre K to Grade 12	18,063	26,130	8,067
College/University	1,433	1,685	252

#### 4.1.5 HOTEL/MOTEL FORECAST

Projected units include those associated with approved developments, such as Developments of Regional Impact (DRIs) and Master Planned Unit Developments (MPUDs). These units were allocated to the appropriate forecast years based on input from staff at the Charlotte County-Punta Gorda MPO, Charlotte County, and local municipalities. By 2050, the total number of hotel/motel units in the county is projected to reach approximately 2,920—an increase of 1,063 units from current levels. This growth represents an average annual increase of approximately 1.47%. Table 4-5 presents the forecasted hotel and motel unit growth for Charlotte County through 2050.

Table 4-5. Hotel/Motel Units Forecast

	2019	2050	2019→2050
Hotel/Motel Units	1,857	2,920	1,063



#### 4.1.6 PLANNING AREA ALLOCATION SUMMARY

The land use policies that guided the 2045 forecast also strongly influenced the 2050 forecast. The county was delineated into five Planning Areas identified by the Charlotte County-Punta Gorda MPO staff as shown in Figure 4-8. Similar to other communities with a historically high growth rate, the economic recession that started in 2008 delayed the growth forecasted between 2008 and 2015 that was considered when developing the 2050 forecast. Attention was directed throughout the forecast in maintaining relative consistency between the allocation of growth by planning area between the 2045 and 2050 forecasts. The resulting growth forecasts by planning area are summarized in Table 4-6 through Table 4-9 for each of the major forecast categories (single-family dwelling units, multi-family dwelling units, industrial employment, commercial employment, and service employment). Figure 4-9 through Figure 4-11 show the distribution of industrial, commercial, and service employment across Charlotte County.

The primary criteria used to develop the forecasts include the following:

- Existing land use
- Future land use
- Existing population and employment
- Location of cities
- Major roadway corridors
- Character of areas
- Functional relationship land uses



# CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

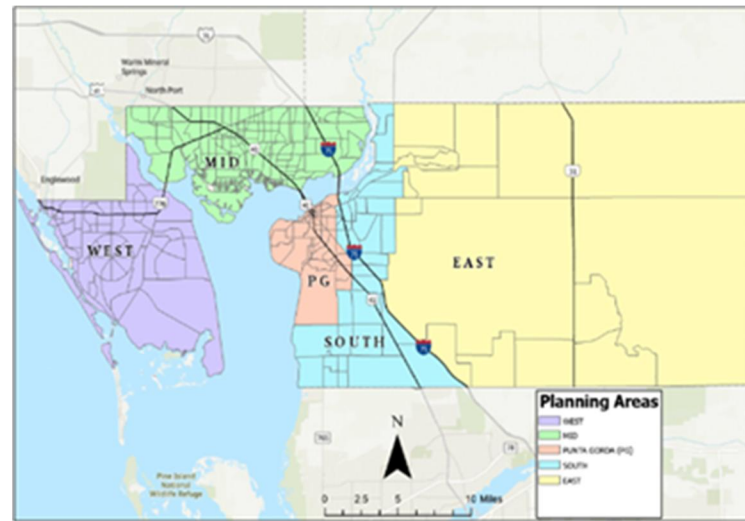


Figure 4-8. Planning Area Map

Table 4-6. Planning Area Allocation Summary Table (Single-Family Dwelling Units)

Planning Area	Single-Family Dwelling Units 2019	Single-Family Dwelling Units 2050	Single-Family Dwelling Units 2019→2050
West	20,888	28,324	7,436 (19%)
Mid	37,057	52,714	15,657 (40%)
Punta Gorda	8,819	11,893	3,074 (8%)
South	4,894	10,941	6,047 (15%)
East	1,541	8,541	7,000 (18%)
Countywide	73,199	112,413	39,214



# CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

Table 4-7. Planning Area Allocation Summary Table (Multi-Family Dwelling Units)

Planning Area	Multi-Family Dwelling Units 2019	Multi-Family Dwelling Units 2050	Multi-Family Dwelling Units 2019→2050
West	10,213	14,377	4,164 (29%)
Mid	13,109	18,473	5,364 (37%)
Punta Gorda	7,599	8,660	1,061 (7%)
South	3,727	5,186	1,459 (10%)
East	677	3,054	2,377 (17%)
Countywide	35,325	49,750	14,425

Table 4-8. Planning Area Allocation Summary Table (Total Household Population)

Planning Area	Total Household Population 2019	Total Household Population 2050	Total Household Population 2019→2050
West	45,093	64,653	19,470 (19%)
Mid	92,822	134,827	42,005 (41%)
Punta Gorda	24,012	30,698	6,686 (6%)
South	14,766	28,547	13,781 (13%)
East	4,127	25,721	21,594 (21%)
Countywide	180,820	284,356	103,536



CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

Table 4-9. Planning Area Allocation Summary Table (Industrial Employment)

Planning Area	Industrial Employment 2019	Industrial Employment 2050	Industrial Employment 2019→2050
West	1,199	1,282	83 (2%)
Mid	2,370	2,685	315 (9%)
Punta Gorda	833	1,533	700 (20%)
South	573	2,965	2,392 (68%)
East	198	201	3 (1%)
Countywide	5,173	8,666	3,493



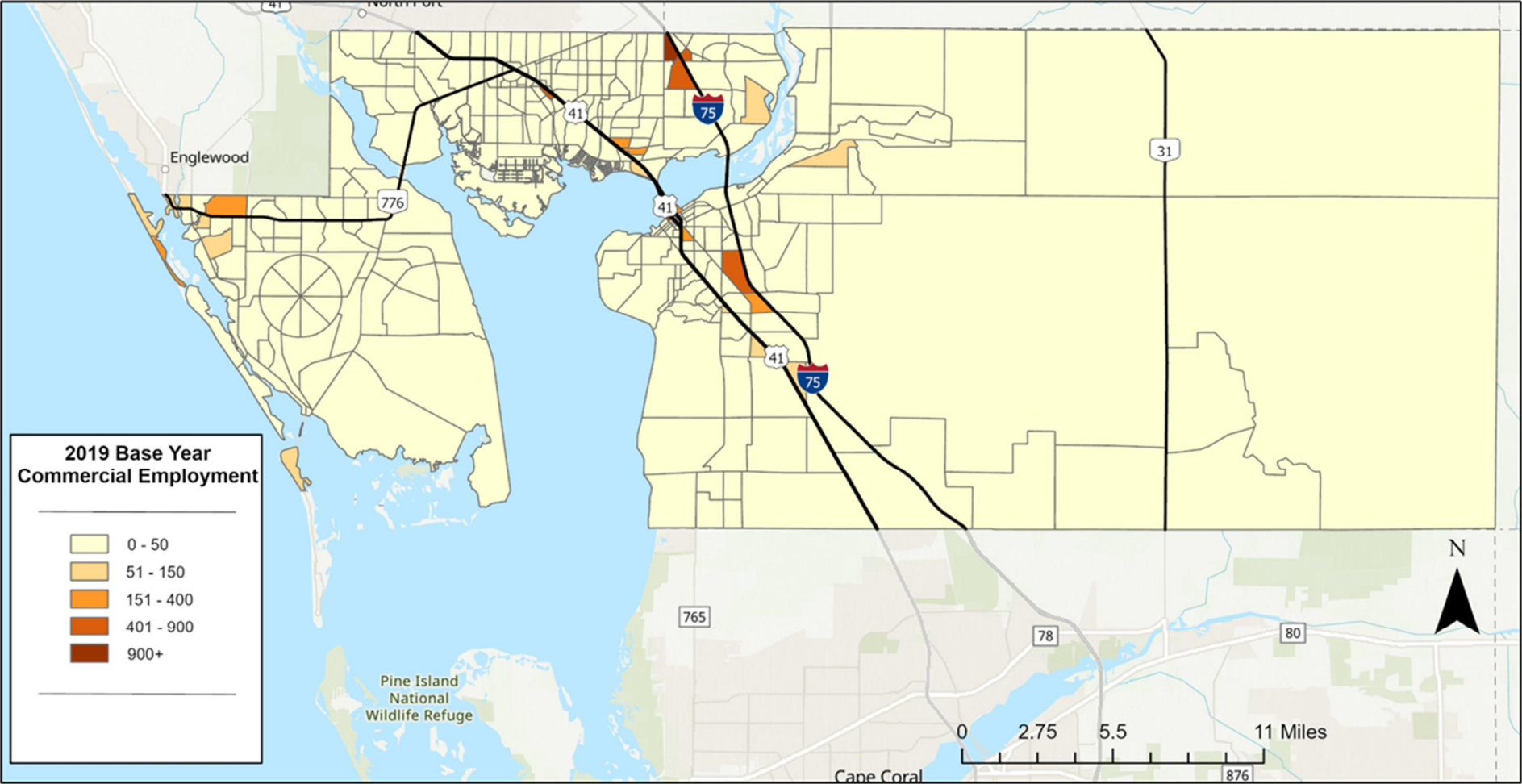


Figure 4-9. 2019 Commercial Employment by TAZ



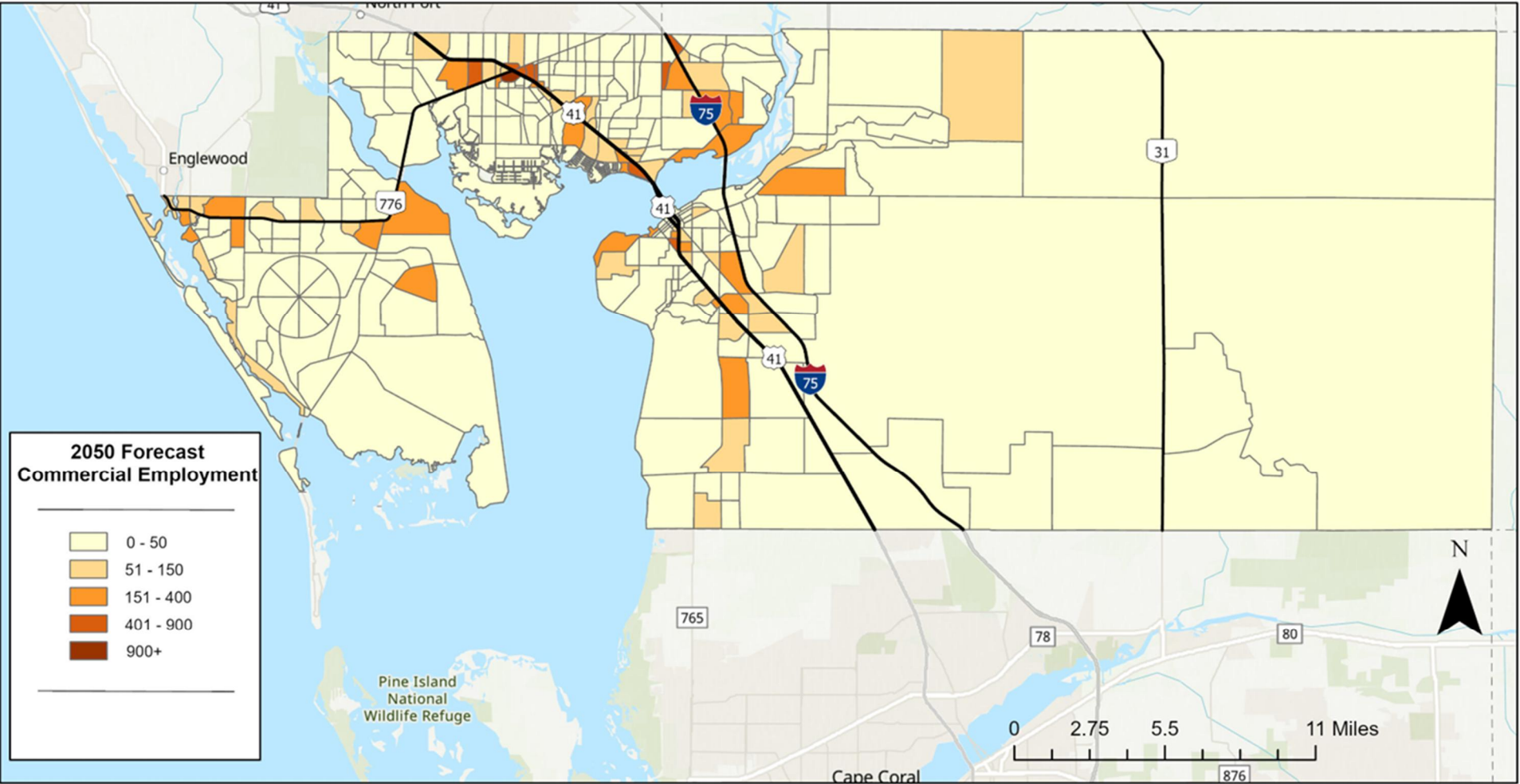


Figure 4-10. 2050 Commercial Employment Map by TAZ



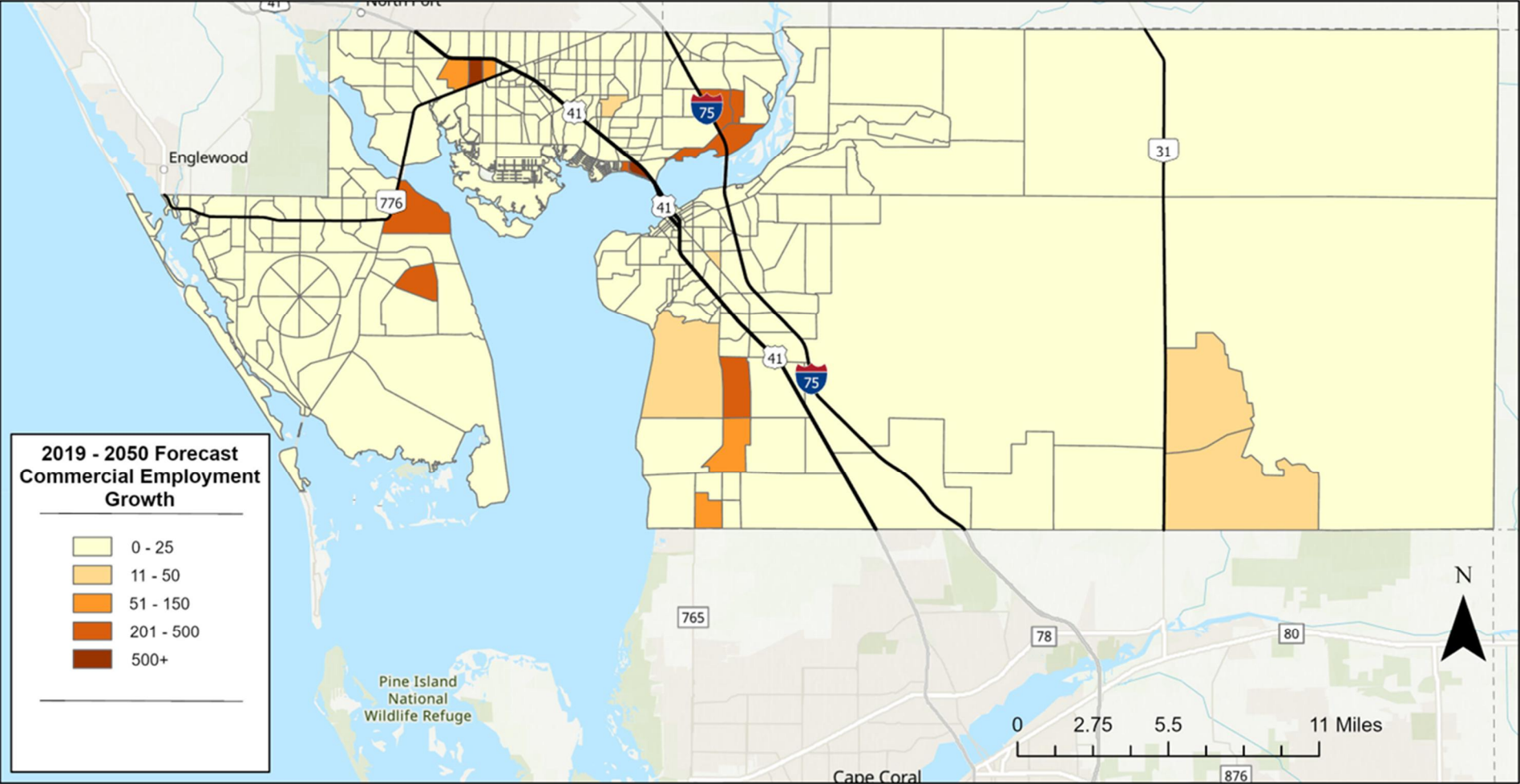


Figure 4-11. 2019-2050 Commercial Employment by TAZ



## 4.2 TRAVEL AND TOURISM

Travel and tourism play a vital role in the economic vitality and cultural identity of the Charlotte County-Punta Gorda region. The Transportation Plan supports this sector by enhancing access to key destinations, improving mobility for visitors, and ensuring a safe, efficient, and attractive transportation network. By coordinating infrastructure investments with tourism priorities such as beach access, historic downtowns, parks, and recreational corridors the plan aims to strengthen the visitor experience while supporting local businesses and regional connectivity.





## 4.3 TRAVEL DEMAND MODEL

The primary purpose of the forecasted population and employment data is to support the development of travel demand projections for the year 2050. This is achieved using a travel demand forecasting model, which translates population and employment figures into estimated trips. These trips are then assigned to roadway and/or transit networks.

The Charlotte County-Punta Gorda MPO LRTP utilizes the District One Regional Planning Model (D1RPM), developed by FDOT District One. The D1RPM is a traditional Florida Standard Urban Transportation Structure (FSUTMS) four-step, trip-based model. It has been enhanced with recommendations from the FDOT Transit Model Update project to improve transit demand forecasting in alignment with federal expectations and to incorporate state-of-the-practice modeling techniques through a prototype application.

*Model Output to be inserted when Regional Model is finalized*



## 4.4 REGIONAL COORDINATION

In Southwest Florida, there has been and continues to be a need for regional transportation planning due to the volume of growth that the region has experienced and the expectation that this trend will continue. For more than ten years, the Charlotte County-Punta Gorda MPO has maintained strong regional alliances with other urbanized areas in southwest Florida. The MPO has interlocal agreements with the Sarasota/Manatee MPO and the Lee County MPO regarding regional transportation planning and coordination. The MPO provided regular updates to these groups as the *Moving Charlotte Forward* LRTP was being developed. The MPO will ensure that the regional projects contained in *Moving Charlotte Forward* reflect the D1RPM.

Throughout the development of the D1RPM, the Charlotte County-Punta Gorda MPO also coordinated with FDOT District One as well as the other five MPOs/TPOs within District One. The Charlotte County-Punta Gorda MPO recognizes there are several regional transportation corridors that link our regions and there may be opportunities in the future for coordination between the Charlotte County-Punta Gorda MPO and Heartland TPO.

The D1RPM was prepared as one regional model for all twelve counties in District One to be used by each the MPOs/TPOs for their LRTPs. A substantial amount of coordination was required between FDOT and each MPO/TPO through each of the major steps in building the D1RPM, as each MPO/TPO provided data and input in support of the model validation, population and employment forecast, and subsequent model runs as various alternatives were tested for the LRTPs.





The image is a composite graphic. The top half features an aerial photograph of a coastal city, likely Miami, with buildings and palm trees visible under a cloudy sky. This image is overlaid with a series of large, semi-transparent blue and green triangles that create a geometric pattern. The bottom half of the image is a solid green horizontal band. On the left side of this band, there is a large, solid blue triangle pointing towards the center. Centered within the green band is the text "Chapter 5: Transportation Plan" in a white, sans-serif font. Below the green band, another aerial photograph shows a busy multi-lane highway with several cars and a truck. This bottom image is also overlaid with the same blue and green geometric triangle pattern as the top image.

## Chapter 5: Transportation Plan



## 5.0 TRANSPORTATION PLAN

The Transportation Plan serves as the cornerstone of the Charlotte County-Punta Gorda MPO's Long Range Transportation Plan (LRTP), providing a fiscally responsible and forward-looking blueprint for meeting the region's mobility needs through the planning horizon. This section integrates a wide range of critical components, including projected revenues, phasing, and prioritization considerations, to guide the development of a Cost Feasible Plan that aligns with available funding. It also identifies unfunded roadway needs to highlight future investment opportunities beyond current fiscal constraints. The plan builds upon the existing and committed roadway network and incorporates a multimodal perspective through the multimodal priority map, transit strategies, and coordination with the Transit Development Plan. Regional connectivity is addressed through regional projects, while system performance is enhanced by operations and management strategies, congestion management, and safety-focused initiatives. The plan also integrates the Bicycle and Pedestrian Master Plan, addresses vulnerable roadways and mitigation strategies, and emphasizes safety as a guiding principle throughout. Together these elements form a cohesive strategy to support a safe, efficient, and resilient transportation system for all users.

### 5.1 PROJECTED REVENUES

Existing revenues are insufficient to address the county's future mobility needs that result from future growth in population and employment expected by 2050. In 2020, voters in Charlotte County approved the fifth extension of a one-penny Local Government Infrastructure Surtax that was first enacted in 1995. The projected revenues through 2050 are shown in **Table 5-1** and **Table 5-2**.

The tables provide a summary of the roadway revenue totals by revenue source available for capital projects by timeframe through the year 2050. The revenues are provided in Present-Day Value (PDV), which is the value of the dollars at the time of the estimate (2024 Dollars) and Year of Expenditure (YOE), which is the estimated cost at the time of spending in the future, including inflation.



*US 41 Southbound at W Retta Esplanade*



# CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

Table 5-1. Projected Revenues in Present Day Value (PDV, 2025 Dollars)

Revenue Source		2031-2035	2036-2040	2041-2050	2031-2050 Total
Strategic Intermodal System (SIS) <sup>1</sup>		\$-	\$-	\$2,474,227	\$2,474,227
State Highway System (Non-SIS) – Non-TMA <sup>2</sup>		\$3,508,820	\$2,964,935	\$4,837,107	\$11,310,862
SHS (non-SIS) Product Support <sup>3</sup>		\$771,940	\$652,286	\$1,064,164	\$2,488,390
Other Roads (Non-SIS, Non-SHS) “Off-System”		\$2,806,202	\$2,416,667	\$3,953,608	\$9,176,476
Other Roads (Non-SIS, Non-SHS) Product Support <sup>3</sup>		\$617,364	\$531,667	\$869,794	\$2,018,825
Surface Transportation Block Grant – Non-TMA (SN, SM, SL) <sup>4</sup>		\$2,652,993	\$2,204,878	\$3,522,488	\$8,380,360
Transportation Alternatives – Any Area (TALT, TALN, TALM, TALL) <sup>4</sup>		\$1,570,101	\$1,291,029	\$2,061,136	\$4,922,266
<b>Subtotal Federal/State Revenues for Capacity</b>		\$7,704,327	\$6,565,554	\$13,198,899	\$27,468,780
State Levied Fuel Taxes	County Gas Tax (1¢)	\$5,959,000	\$6,295,000	\$13,600,000	\$25,854,000
	Constitutional Gas Tax (2¢)	\$13,811,000	\$14,686,000	\$31,998,000	\$60,495,000
Locally Levied Fuel Taxes	1st Local Option Gas Tax (6¢)	\$31,897,000	\$33,891,000	\$73,764,000	\$139,552,000
	2nd Local Option Gas Tax (5¢)	\$21,470,000	\$22,225,000	\$46,712,000	\$90,407,000
	9th Cent Gas Tax (1¢)	\$8,679,000	\$10,919,000	\$28,552,000	\$48,150,000
1% Local Option Sales Tax		\$12,002,880	\$13,133,280	\$29,656,800	\$54,792,960
Impact Fee Roads		\$31,750,000	\$27,700,000	\$73,120,000	\$132,570,000
<b>Subtotal Local Revenues for Capacity</b>		\$65,222,880	\$63,058,280	\$149,488,800	\$277,769,960
<b>Grand Total (Available for Capacity)</b>		\$72,927,207	\$69,623,834	\$162,687,699	\$305,238,740

1. Based on SIS Second Five Year Plan FY 2028/2029 – FY 2032/2033 and SIS Cost Feasible Plan 2035-2050
2. Estimated Charlotte County-Punta Gorda MPO allocation of funding eligible for non-TMA MPOs in District One (CCPG MPO and HRTPO)
3. According to the FDOT 2050 Revenue Forecast MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds are available from the statewide “Product Support” program to support PD&E and PE activities.
4. Estimated CCPG MPO allocation of funding eligible anywhere in District One.
5. FDOT District One have advised that SA funds are identified for Operation and Maintenance activities. (Banded items are identified as revenue sources to be used for roadway capacity projects. 2<sup>nd</sup> Local Option Gas Tax allocated 48% for capital projects.)



# CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

Table 5-2. Projected Revenues in Year of Expenditure (YOE)

Revenue Source		2031-2035	2036-2040	2041-2050	2031-2050 Total
Strategic Intermodal System (SIS) <sup>1</sup>		\$-	\$-	\$4,800,000	\$4,800,000
State Highway System (Non-SIS) – Non-TMA <sup>2</sup>		\$4,526,378	\$4,625,299	\$9,383,988	\$18,535,664
SHS (non-SIS) Product Support <sup>3</sup>		\$995,803	\$1,017,566	\$2,064,477	\$4,077,846
Other Roads (Non-SIS, Non-SHS) “Off-System”		\$3,620,000	\$3,770,000	\$7,670,000	\$15,060,000
Other Roads (Non-SIS, Non-SHS) Product Support <sup>3</sup>		\$796,400	\$829,400	\$1,687,400	\$3,313,200
Surface Transportation Block Grant – Non-TMA (SN, SM, SL) <sup>4</sup>		\$3,422,361	\$3,439,610	\$6,833,628	\$13,695,599
Transportation Alternatives – Any Area (TALT, TALN, TALM, TALL) <sup>4</sup>		\$2,025,431	\$2,014,006	\$3,998,604	\$8,038,040
<b>Subtotal Federal/State Revenues for Capacity</b>		\$9,938,581	\$10,242,265	\$25,605,865	\$45,786,711
State Levied Fuel Taxes	County Gas Tax (1¢)	\$7,687,110	\$9,820,200	\$26,384,000	\$43,891,310
	Constitutional Gas Tax (2¢)	\$17,816,190	\$22,910,160	\$62,076,120	\$102,802,470
Locally Levied Fuel Taxes	1st Local Option Gas Tax (6¢)	\$41,147,130	\$52,869,960	\$143,102,160	\$237,119,250
	2nd Local Option Gas Tax (5¢)	\$27,696,300	\$34,671,000	\$90,621,280	\$152,988,580
	9th Cent Gas Tax (1¢)	\$11,195,910	\$17,033,640	\$55,390,880	\$83,620,430
1% Local Option Sales Tax		\$15,483,715	\$20,487,917	\$57,534,192	\$93,505,824
Impact Fee Roads		\$40,957,500	\$43,212,000	\$141,852,800	\$226,022,300
<b>Subtotal Local Revenues for Capacity</b>		\$84,137,515	\$98,370,917	\$290,008,272	\$472,516,704
<b>Grand Total (Available for Capacity)</b>		\$94,076,096	\$108,613,181	\$315,614,137	\$518,303,415

1. Based on SIS Second Five Year Plan FY 2028/2029 – FY 2032/2033 and SIS Cost Feasible Plan 2035-2050
2. Estimated Charlotte County-Punta Gorda MPO allocation of funding eligible for non-TMA MPOs in District One (CCPG MPO and HRTPO)
3. According to the FDOT 2050 Revenue Forecast MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds are available from the statewide “Product Support” program to support PD&E and PE activities.
4. Estimated CCPG MPO allocation of funding eligible anywhere in District One.
5. FDOT District One have advised that SA funds are identified for Operation and Maintenance activities. (Banded items are identified as revenue sources to be used for roadway capacity projects. 2<sup>nd</sup> Local Option Gas Tax allocated 48% for capital projects.)



## 5.2 PHASING

At the beginning of the plan, an initial Needs Assessment was performed. From here, the needs were divided up based on funding status. Roadway and Highway projects in the plan are grouped into five categories based on funding status and implementation readiness: Existing and Committed, Cost Feasible (Interim), Cost Feasible, Partially Funded, and Other Unfunded Needs. Each phase is evaluated across three planning components—Needs Assessment, High Priority, and Cost Feasible—to show how projects align with identified needs, MPO priorities, and available funding. The accompanying table summarizes these relationships to guide strategic project development over time. **Figure 5-1** shows the funding status and priority by phase.

	TIER 1	TIER 2	TIER 3	TIER 4	TIER 5
	Existing and Committed Roadway Improvements (2025-2030)	Cost Feasible Plan (2031-2040)	Cost Feasible Plan (2041-2050)	Partially Funded Other Priority Projects	Other Unfunded Needs
Needs Assessment?	Yes	Yes	Yes	Yes	Yes
High Priority?	Yes	Yes	Yes	Yes	
Cost Feasible?	Yes	Yes	Yes	Should funds become available	

Figure 5-1. Funding Status and Priority by Tier



## 5.3 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Charlotte County-Punta Gorda Transportation Improvement Program (TIP) bridges long-range planning with near-term implementation by identifying funded transportation projects scheduled for delivery over the next five years. This section highlights anticipated revenues and the specific projects programmed for advancement, reflecting the MPO's commitment to aligning available resources with regional priorities. The TIP ensures that planned investments are both financially constrained and consistent with the goals outlined in the Charlotte County-Punta Gorda LRTP.

Revenue sources for TIP projects are listed below in **Table 5-3**. The full table can be found in the Charlotte County-Punta Gorda MPO Transportation Improvement Program FY 2025/2026-FY 2029/30 available under separate cover.



Table 5-3. TIP FY 2025/2026-2029/2030 Revenues

Source	<2026	2026	2027	2028	2029	2030	All Years through 2030
<b>Federal</b>	\$50,231,599	\$38,565,074	\$19,996,654	\$33,569,279	\$9,391,492	\$7,046,777	\$158,800,875
<b>Local</b>	\$42,093,665	\$24,415,214	\$1,794,691	\$4,154,404	\$5,667,556	\$4,125,032	\$82,250,562
<b>State 100%</b>	\$160,760,869	\$11,580,392	\$10,711,317	\$7,518,893	\$2,952,242	\$465,809	\$193,989,522
<b>Grand Total</b>	\$253,086,133	\$74,560,680	\$32,502,662	\$45,242,576	\$18,011,290	\$11,637,618	\$435,040,959



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

TIP projects are listed below in **Table 5-4** through **Table 5-7**. Additional details can be found in the Charlotte County-Punta Gorda MPO Transportation Improvement Program FY 2025/2026-FY 2029/30 available under separate cover.

*Table 5-4. TIP FY 2025/2026-2029/2030 Highway Projects (Includes Bike/Ped/Trail)*

Project	From Street	To Street	Improvement Type	Latest Phase Funded	Funded Level	Total Cost
<b>Harborview Rd</b>	Melbourne St	I-75	Roadway Widening	CST	Full	<b>\$46,453,373</b>
<b>SR 776</b>	at Charlotte Sports Park		Intersection Improvements	CST	Full	<b>\$917,294</b>
<b>US 41</b>	at Midway Blvd		Intersection Improvements	CST	Full	<b>\$1,742,963</b>
<b>SR 776</b>	at Jacobs St		Intersection Improvements	CST	Full	<b>\$260,680</b>
<b>Jones Loop Rd</b>	Piper Rd		Roundabout	CST	Full	<b>\$3,719,283</b>
<b>SR 776</b>	at Cornelius Blvd		Intersection Improvements	CST	Full	<b>\$260,679</b>
<b>US 41</b>	Conway Blvd	Midway Blvd	Multi Use Trail	CST	Full	<b>\$5,569,716</b>
<b>US 41</b>	Kings Hwy	Conway Blvd	Multi Use Trail	CST	Full	<b>\$6,063,199</b>
<b>Cooper St</b>	Airport Rd	Marion Ave	Multi Use Trail	CST	Full	<b>\$3,219,000</b>

*Table 5-5. TIP FY 2025/2026-2029/2030 Transit Projects*

Project Type	Description	Federal	State	Local	Total Cost
<b>FTA 5311</b>	Operating Assistance	-	\$ 380,400	\$ 380,400	<b>\$495,200</b>
<b>State Block Grant</b>	Operating Assistance	-	\$2,198,920	\$1,733,111	<b>\$2,561,738</b>
<b>State Block Grant</b>	Fixed Route Capital	\$9,195,404	-	\$2,298,851	<b>\$8,078,445</b>
<b>North Port-PG FTA 5307 CAP</b>	Fixed Route Capital	\$8,261,565	-	\$8,261,565	<b>\$16,523,130</b>
<b>North Port-PG FTA 5339</b>	Fixed Route Capital	\$2,817,054	-	\$704,264	<b>\$3,521,318</b>

*Table 5-6. TIP FY 2025/2026-2029/2030 Aviation Projects*

Project	Description	Federal	State	Local	Total Cost
<b>PG Airport Bay Rwy 22 Approach</b>	Aviation Capacity	\$1,170,000	\$65,000	\$65,000	<b>\$1,300,000</b>
<b>PG Airport Runway 4-22 Ext</b>	Preservation	\$675,000	\$37,500	\$37,500	<b>\$750,000</b>
<b>PG Airport Terminal Expansion</b>	Capacity	-	\$37,500	\$3,500,000	<b>\$7,000,000</b>

*Table 5-7. TIP FY 2025/2026-2029/2030 Operations and Maintenance*

Project	Description	Federal	State	Local	Total Cost
<b>Highway Lighting</b>	Lighting	\$436,762			<b>\$436,762</b>
<b>Asset Maintenance</b>	Maintenance	\$5,453,130			<b>\$5,453,130</b>



## 5.4 PRIORITIZATION CONSIDERATIONS

Prioritizing transportation projects is a complex process that requires balancing data, policy, and public input—there is no single formula that can capture all the nuances of regional needs and values. **Table 5-8** summarizes a brief exploration of strengths and limitations of three key approaches used to inform project prioritization: Data-Driven Scoring & Performance-Based, Policy and Planning Consistency, and Stakeholder and Public Input-Based. Each method offers unique insights and plays a complementary role in shaping a well-rounded, transparent, and context-sensitive prioritization strategy.

*Table 5-8. Prioritization Criteria*

Approach	Pros	Cons
<b>Data-Driven Scoring &amp; Performance-Based</b>	<ul style="list-style-type: none"> <li>✓ Generally objective and transparent</li> <li>✓ Repeatable and scalable</li> <li>✓ Reflective of past exercises</li> </ul>	<ul style="list-style-type: none"> <li>• Dependent on data availability and accuracy</li> <li>• May overlook local context</li> <li>• Can favor high-volume urban corridors</li> </ul>
<b>Policy and Planning Consistency</b>	<ul style="list-style-type: none"> <li>✓ Supports long-term regional/state goals</li> <li>✓ Aligns with funding frameworks</li> <li>✓ Reduces redundancy across plans</li> </ul>	<ul style="list-style-type: none"> <li>• May reinforce outdated priorities</li> <li>• Less responsive to emerging needs</li> <li>• Can limit innovative solutions</li> </ul>
<b>Stakeholder and Public Input-Based</b>	<ul style="list-style-type: none"> <li>✓ Reflects community values</li> <li>✓ Builds public trust and buy-in</li> <li>✓ Highlights needs not captured by data</li> </ul>	<ul style="list-style-type: none"> <li>• Can be subjective or politically influenced</li> <li>• May lack technical justification</li> <li>• Input quality can vary</li> </ul>

## 5.5 COST FEASIBLE DETAILS

Detailed tables of the Cost Feasible projects are included in **Appendix B** and **Appendix C** of this document. **Appendix B** includes the projects in terms of Present Day Value (PDV), while **Appendix C** includes the projects with the Year of Expenditure (YOE) costs.

2050 LRTP-identified projects include an estimated \$2.32 billion (PDV) of roadway costs. Unfunded Needs account for nearly half of that total, valuing about \$938 million. Many high-priority unfunded projects are on the SIS system and would be eligible for future funding based on statewide priorities. Charlotte County will also continue to consider opportunities to increase funding for transportation. The tables included in **Appendices B & C** ensure that the proposed improvements included in the Cost Feasible Plan are identified sufficiently per 23 C.F.R. 450.322(f)(6).



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

Figures 5-2 through 5-4 present the geographic distribution of all projects identified during the full needs assessment for the Charlotte County-Punta Gorda MPO's LRTP. The maps identify the Existing and Committed (E+C) roadway network in **Figure 5-2**, the Cost Feasible Projects in **Figure 5-3**, and Unfunded Needs in **Figure 5-4**.

There is a specific amount of projected revenue designated for the capital costs of roadway capital projects. Other roadway revenues are designated for operations and maintenance (O&M) of the county's roadways throughout the planning period of the LRTP. **Table 5-9** and **Table 5-10** summarize the projected revenues and costs for capital and for O&M.

*Table 5-9. Demonstration of Fiscal Constraint 2031-2050 (Year of Expenditure)*

	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Revenue for Capital Projects	\$94,076,096	\$108,613,181	\$315,614,137	\$518,303,415
Cost of Capital Projects	\$43,533,127	\$146,133,191	\$321,902,317	\$511,568,634
Capital Contingency	\$50,542,970	-\$37,520,009	-\$6,288,180	\$6,734,781
Capital Balance*	\$0	\$0	\$0	\$0
Revenue for O&M	\$98,042,726	\$128,268,814	\$356,115,496	\$582,427,035
Cost of O&M Projects	\$98,042,726	\$128,268,814	\$356,115,496	\$582,427,035
O&M Balance	\$0	\$0	\$0	\$0

\*Note: All figures are shown in year-of-expenditure (YOE) dollars, which reflect future cost increases using time-band-specific inflation per the FDOT Revenue Forecasting Handbook. Capital Contingency represents a flexible funding buffer to account for project risks, cost increases, or emerging needs. It is shown here as an adjusted amount in each time band to ensure the plan is fully balanced — but in practice, contingency is managed as a rolling reserve that can carry forward across the 20-year horizon.

*Table 5-10. Demonstration of Fiscal Constraint 2031-2050 (Present Day Value, For Reference)*

	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Revenue for Capital Projects	\$72,927,207	\$69,623,834	\$162,687,699	\$305,238,740
Cost of Capital Projects	\$33,746,610	\$93,675,122	\$165,929,029	\$293,350,761
Capital Contingency	\$39,180,596	\$(24,051,288)	\$(3,241,330)	\$11,887,978
Capital Balance*	\$-	\$-	\$-	\$(0)
Revenue for O&M	\$76,002,113	\$82,223,598	\$183,564,688	\$341,790,400
Cost of O&M Projects	\$76,002,113	\$82,223,598	\$183,564,688	\$341,790,400
O&M Balance	\$0	\$0	\$0	\$0

\*Note: This table presents the same revenue and cost data in base-year (present-day) dollars for reference and internal reconciliation. Capital Balance reflects the difference between base-year revenues and costs and may show surpluses or deficits across time bands. This version is not used for formal financial constraint, which must be demonstrated in YOE dollars.



5.5.1 EXISTING AND COMMITTED ROADWAY NETWORK

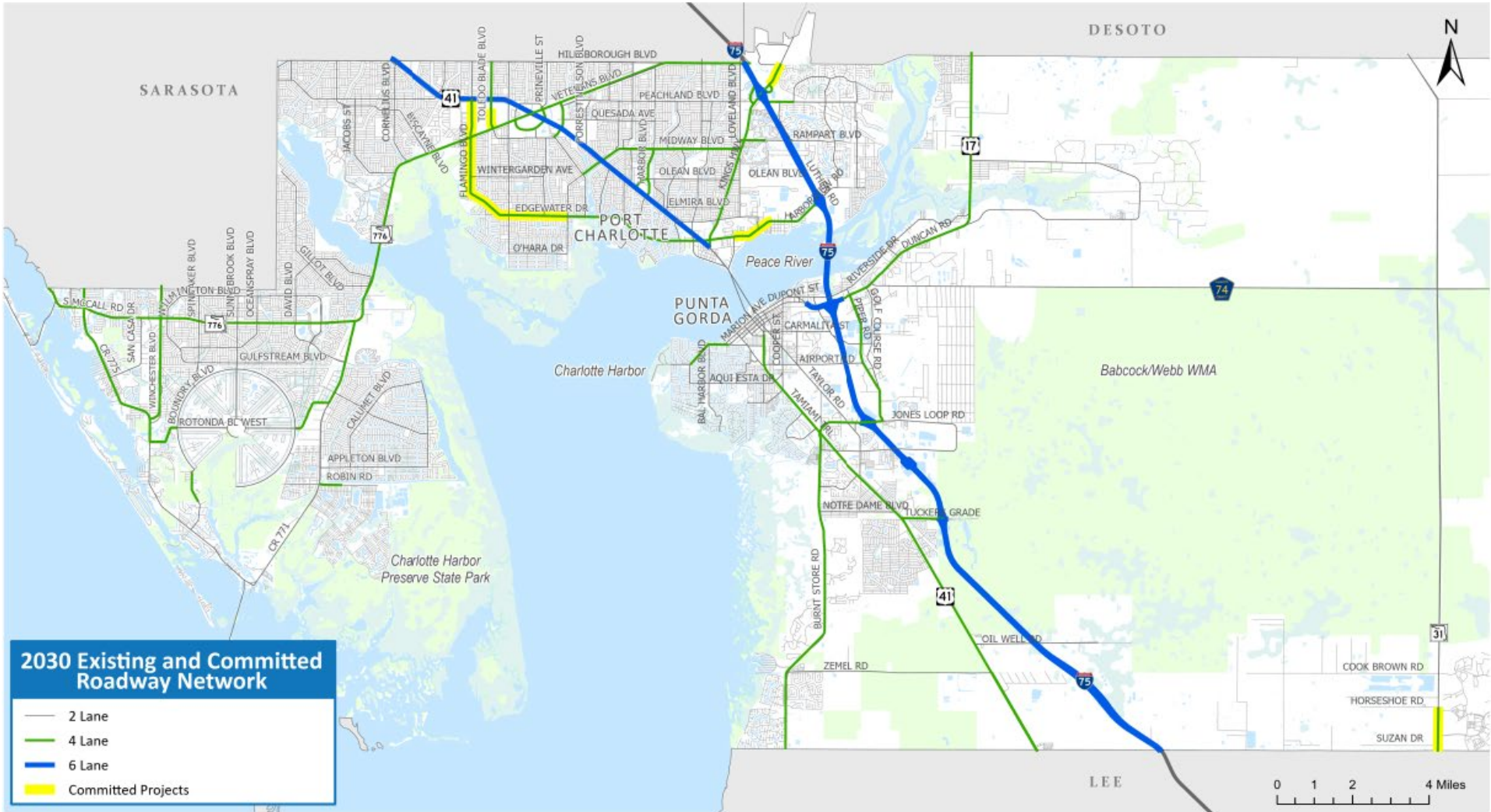
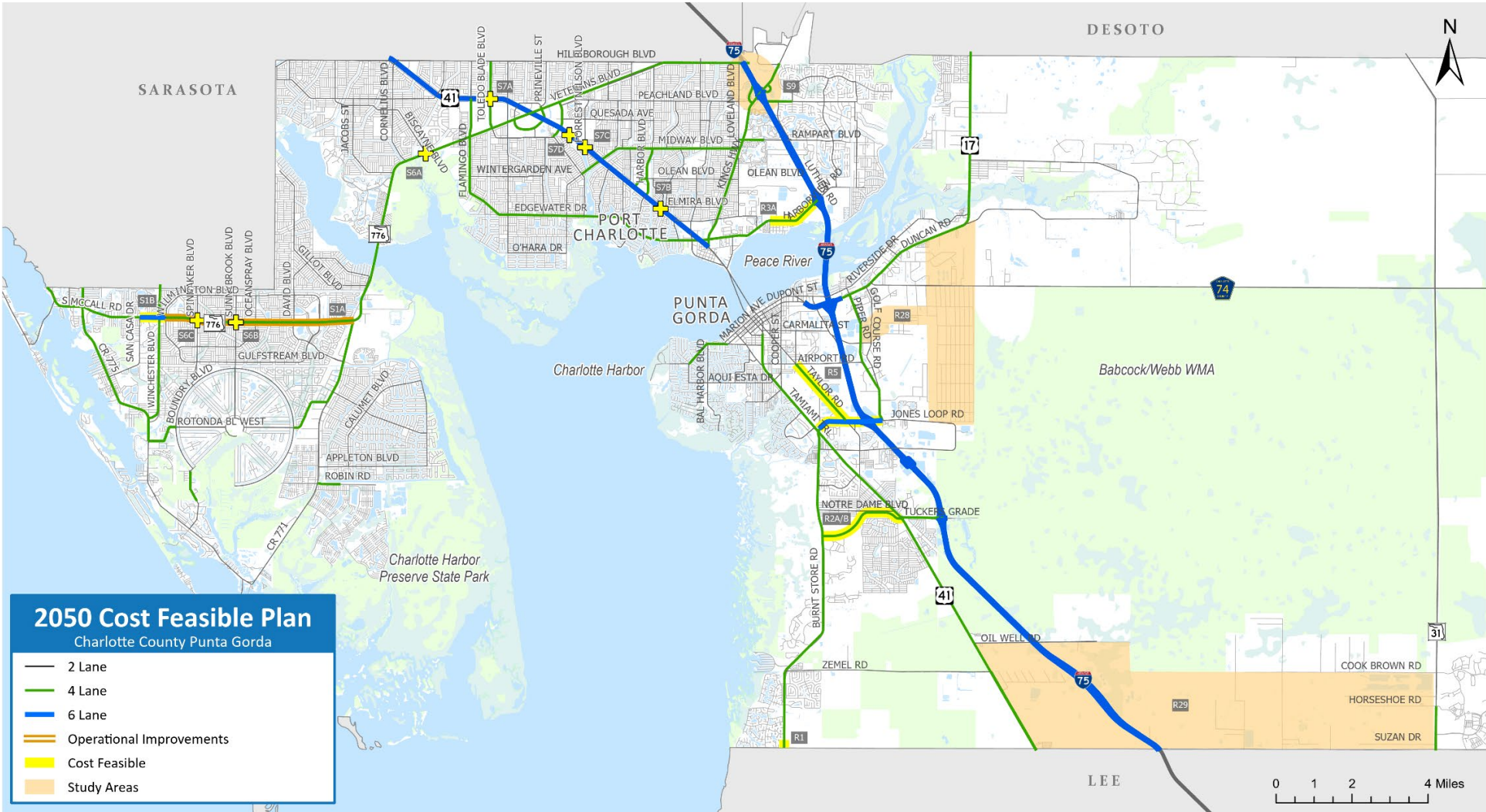


Figure 5-2. Charlotte County-Punta Gorda 2030 Existing and Committed Roadway Network Map



5.5.2 COST FEASIBLE PLAN





# CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

*Table 5-11. Cost Feasible Roadway Projects (Capacity)*

Map ID	On Street	From	To	Improvement	Implementation Timeframe
<b>R1</b>	BURNT STORE RD	LEE CO LINE	WALLABY LN	WIDEN 2 TO 4	2031 – 2035
<b>R2A</b>	TUCKERS GRADE EXT - PH 1	BURNT STORE RD	US 41	NEW 2 LANE ROAD	2036 – 2040
<b>S1A</b>	SR 776	W WILMINGTON BLVD/ GULFSTREAM BLVD	CR 771 (GASPARILLA RD)	OPERATIONAL IMPROVEMENTS	2036 – 2040
<b>R3A</b>	HARBORVIEW RD	DATE ST	I-75	WIDEN 2 TO 4	2041 - 2050
<b>R4A</b>	N JONES LOOP RD	KNIGHTS DR	E OF I-75	WIDEN 4 TO 6	2041 - 2050
<b>S1B</b>	SR 776	SAN CASA DR	W WILMINGTON BLVD/ GULFSTREAM BLVD	WIDEN 4 TO 6	2041 - 2050
<b>R5</b>	TAYLOR RD	N JONES LOOP RD	AIRPORT RD	WIDEN 2 TO 4	2041 - 2050
<b>R4B</b>	N JONES LOOP RD	BURNT STORE RD	KNIGHTS DR	WIDEN 4 TO 6	2041 - 2050
<b>R2B</b>	TUCKERS GRADE EXT - PH 2	BURNT STORE RD	US 41	WIDEN 2 TO 4	2041 - 2050

*Table 5-12. Cost Feasible Intersection Projects*

Map ID	On Street	From	Improvement	Implementation Timeframe
<b>S6A</b>	SR 776	AT BISCAYNE DR	INTERSECTION IMPROVEMENTS	2036 – 2040
<b>S6B</b>	SR 776	AT SUNNYBROOK BLVD	INTERSECTION IMPROVEMENTS	2036 – 2040
<b>S7A</b>	US 41	AT TOLEDO BLADE BLVD	INTERSECTION IMPROVEMENTS	2036 – 2040
<b>S6C</b>	SR 776	AT SPINNAKER BLVD	INTERSECTION IMPROVEMENTS	2041 - 2050
<b>S7B</b>	US 41	AT EASY ST	INTERSECTION IMPROVEMENTS	2041 - 2050
<b>S7C</b>	US 41	AT FORREST NELSON BLVD	INTERSECTION IMPROVEMENTS	2041 - 2050
<b>S7D</b>	US 41	AT CARROUSEL PLAZA	INTERSECTION IMPROVEMENTS	2041 - 2050



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

*Table 5-13. Partially Funded Roadway Projects (Capacity)*

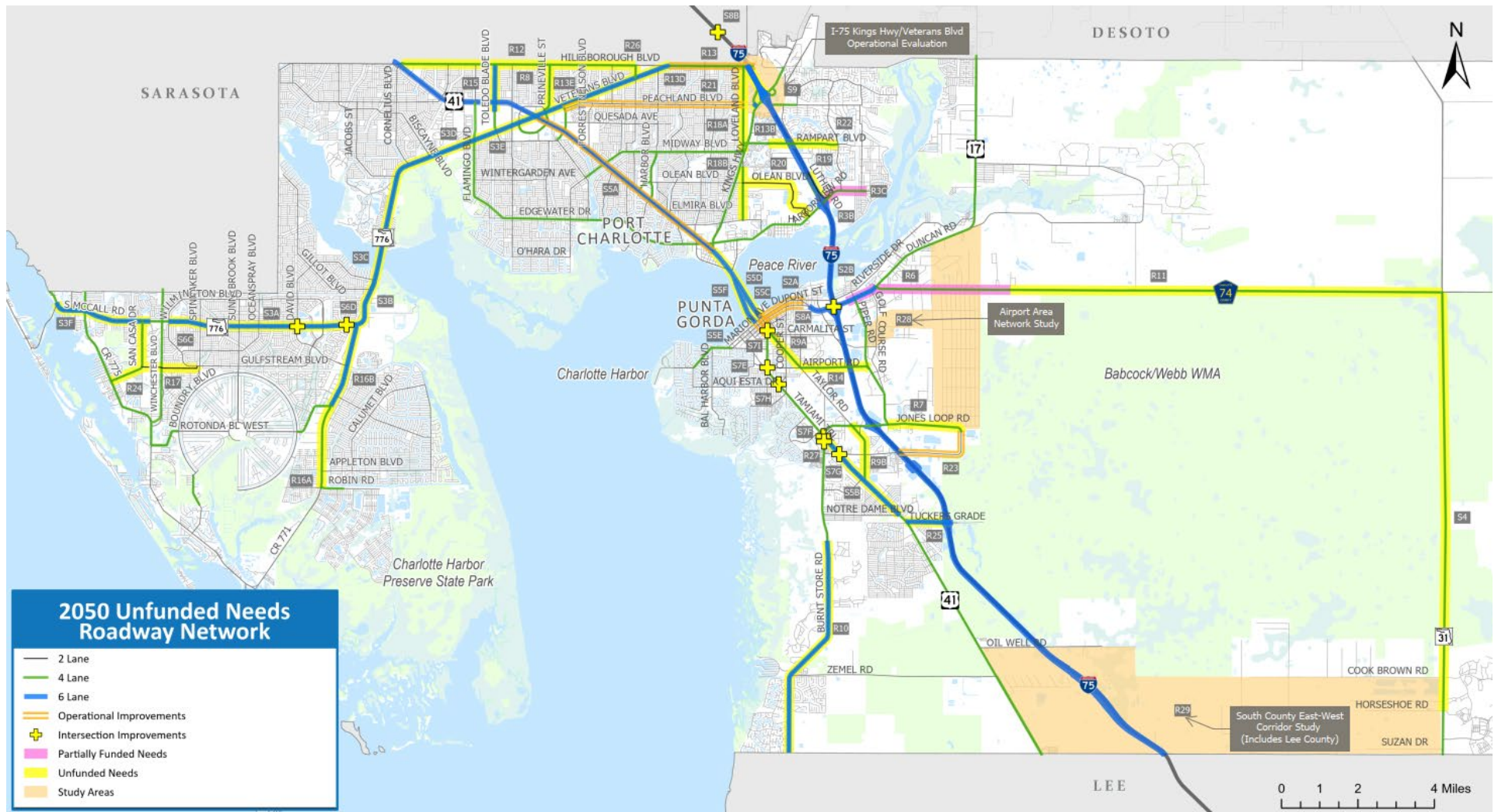
Map ID	On Street	From	To	Improvement	Phases Funded
<b>R3B</b>	HARBORVIEW RD	E OF I-75	RIO DE JANEIRO AVE	WIDEN 2 TO 4	PDE, DES, ROW
<b>R3C</b>	HARBORVIEW RD	RIO DE JANEIRO AVE	SUNNYBROOK RD	WIDEN 2 TO 4	PDE, DES, ROW
<b>R6</b>	CR 74	US 17	HAPPY HOLLOW RD	WIDEN 2 TO 4	PDE, DES, ROW
<b>S2A</b>	US 17 WB AND EB	E OF US 41	E OF MARLYMPIA WAY	OPERATIONAL IMPROVEMENTS	PDE, DES
<b>S2B</b>	US 17	COPLEY AVE	CR 74	WIDEN 4 TO 6	PDE, DES, ROW
<b>S8A</b>	I-75	AT US 17		INTERCHANGE MODIFICATION	PDE, DES (SIS)
<b>S8B</b>	I-75	AT RAINTREE BLVD (IN SARASOTA COUNTY)		NEW INTERCHANGE	PDE, DES (SIS)
<b>S9</b>	I-75 (STUDY)	KINGS HWY	VETERANS BLVD	OPERATIONAL EVALUATION	PDE (SIS Anticipated)
<b>R2B</b>	AIRPORT STUDY			AREA STUDY	PDE
<b>R29</b>	SOUTH COUNTY EAST-WEST CORRIDOR STUDY			AREA STUDY	PDE (Lee MPO)



*Northeast Viewshed of US 41 at Murdock Circle (SE)*



### 5.5.3 UNFUNDED ROADWAY NEEDS





# CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

Figure 5-4. Charlotte County-Punta Gorda MPO 2050 Unfunded and Partially Funded Roadway Needs Map

Table 5-14. Unfunded Roadway Needs (Capacity)

MAP ID	ON STREET	FROM STREET	TO STREET	LENGTH (IN MILES)	IMPROVEMENT	TOTAL COST (PDV, 2025\$)
<b>R7</b>	N JONES LOOP RD	E OF PIPER RD	W OF CURVE	1.75	WIDEN 2 TO 4	\$37,164,558
<b>R8</b>	PRINEVILLE ST	PAULSON DR	HILLSBOROUGH BLVD	1.24	WIDEN 2 TO 4	\$26,418,691
<b>R9A</b>	TAYLOR RD	AIRPORT RD	US 41	1.31	WIDEN 2 TO 4	\$27,862,800
<b>R9B</b>	TAYLOR RD	US 41 SB	N JONES LOOP RD	1.62	WIDEN 2 TO 4	\$58,500,000
<b>R10</b>	BURNT STORE RD	WALLABY LANE	TUCKERS GRADE EXT	5.97	WIDEN 4 TO 6	\$102,780,300
<b>R11</b>	BERMONT RD	HAPPY HOLLOW RD	SR 31	12.16	WIDEN 2 TO 4	\$258,304,293
<b>R12</b>	HILLSBOROUGH BLVD	CRANBERRY BLVD	YORKSHIRE ST	6.16	WIDEN 2 TO 4	\$130,819,242
<b>S3A</b>	SR 776	WEST WILLMINGTON BLVD / GULFSTREAM BLVD	CR 771 (GASPARILLA RD)	4.93	WIDEN 4 TO 6	\$89,397,148
<b>S3B</b>	SR 776	CR 771 (GASPARILLA RD)	GILLOT BLVD	1.08	OPERATIONAL IMPROVEMENTS	\$2,104,050
<b>S3C</b>	SR 776	GILLOT BLVD	STURKIE AVE	1.26	BRIDGE IMPROVEMENTS	\$37,362,125
<b>S3D</b>	SR 776	STURKIE AVE	FLAMINGO BLVD	4.07	OPERATIONAL IMPROVEMENTS	\$7,926,750
<b>S3E</b>	SR 776	FLAMINGO BLVD	US 41	1.73	WIDEN 4 TO 6	\$15,931,033
<b>R13</b>	VETERANS BLVD	W OF WYLAM DR	E OF I-75	2.20	OPERATIONAL IMPROVEMENTS	\$4,064,450
<b>R13B</b>	VETERANS BLVD	PEACHLAND BLVD	KINGS HWY	0.13	WIDEN 4 TO 6	\$2,151,296
<b>R14</b>	AIRPORT RD	TAYLOR RD	PIPER RD	1.81	WIDEN 2 TO 4	\$38,481,245
<b>R15</b>	CR 39 (TOLEDO BLADE)	WHITNEY AVE	HILLSBOROUGH BLVD	1.24	WIDEN 4 TO 6	\$21,272,011
<b>R16A</b>	CR 771 (GASPARILLA RD)	ROBIN RD	ROTONDA BLVD EAST	2.20	WIDEN 2 TO 4	\$46,721,158
<b>R16B</b>	CR 771 (GASPARILLA RD)	ROTONDA BLVD EAST	SR 776	2.27	WIDEN 4 TO 6	\$38,981,477



**CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN**

MAP ID	ON STREET	FROM STREET	TO STREET	LENGTH (IN MILES)	IMPROVEMENT	TOTAL COST (PDV, 2025\$)
<b>R17</b>	FRUITLAND AVE	GULFSTREAM BLVD	SAN CASA DR	1.50	IMPROVED 2 LANE ROAD	\$25,248,799
<b>R18A</b>	LOVELAND BLVD	WESTCHESTER BLVD	SUNCOAST BLVD	1.40	WIDEN 2 TO 4	\$38,035,270
<b>R18B</b>	LOVELAND BLVD	MIDWAY BLVD	VETERANS BLVD	2.25	WIDEN 2 TO 4	\$47,804,239
<b>R19</b>	LUTHER RD EXT	HARBORVIEW RD	LUTHER CURVE	0.86	NEW 2 LANE ROAD	\$14,488,122
<b>R20</b>	OLEAN BLVD EXT	LOVELAND BLVD	HARBORVIEW RD	2.49	NEW 2 LANE ROAD	\$41,963,267
<b>R21</b>	PEACHLAND BLVD	COCHRAN BLVD	LOVELAND BLVD	4.71	OPERATIONAL IMPROVEMENTS	\$8,711,650
<b>R22</b>	RAMPART BLVD	KINGS HWY	RIO DE JANEIRO	2.37	WIDEN 2 TO 4	\$24,701,099
<b>R23</b>	S JONES LOOP	I-75	SOUTH OF N/S SEGMENT	2.16	OPERATIONAL IMPROVEMENTS	\$3,996,000
<b>R24</b>	SAN CASA DR	CR 775	SR 776	2.10	WIDEN 2 TO 4	\$44,491,285
<b>S4</b>	SR 31	CYPRESS PKWY	CR 74	11.78	WIDEN 2 TO 4	\$263,794,029
<b>S3F</b>	SR 776	CRESTVIEW DR	SAN CASA DR	2.40	WIDEN 4 TO 6	\$43,573,853
<b>R25</b>	TUCKERS GRADE	US 41	I-75	2.34	WIDEN 4 TO 6	\$40,203,413
<b>S5A</b>	US 41	SR 776	KINGS HWY	11.93	OPERATIONAL IMPROVEMENTS	\$45,000,000
<b>S5B</b>	US 41	NOTRE DAME BLVD	BURNT STORE RD	5.81	WIDEN 4 TO 6	\$105,469,768
<b>S5C</b>	US 41 NB	TAYLOR RD	MARION AVE	0.39	OPERATIONAL IMPROVEMENTS	\$764,400
<b>S5D</b>	US 41 NB	MARION AVE	N OF PEACE RIVER	1.34	BRIDGE IMPROVEMENTS	\$198,671,616
<b>S5E</b>	US 41 SB	CARMALITA ST	MARION AVE	0.41	OPERATIONAL IMPROVEMENTS	\$803,400
<b>S5F</b>	US 41 SB	MARION AVE	N OF PEACE RIVER	1.34	BRIDGE IMPROVEMENTS	\$198,671,616
<b>R13E</b>	VETERANS BLVD	US 41	MURDOCK CIR E / PAULSON DR	0.58	WIDEN 4 TO 6	\$9,947,591
<b>R13D</b>	VETERANS BLVD	MURDOCK CIR EAST	HILLSBOROUGH BLVD	3.50	WIDEN 4 TO 6	\$60,253,488



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

MAP ID	ON STREET	FROM STREET	TO STREET	LENGTH (IN MILES)	IMPROVEMENT	TOTAL COST (PDV, 2025\$)
<b>R26</b>	YORKSHIRE ST	VETERANS BLVD	SARASOTA C/L	0.33	WIDEN 2 TO 4	\$6,901,989

*Table 5-15. Unfunded Intersection Needs*

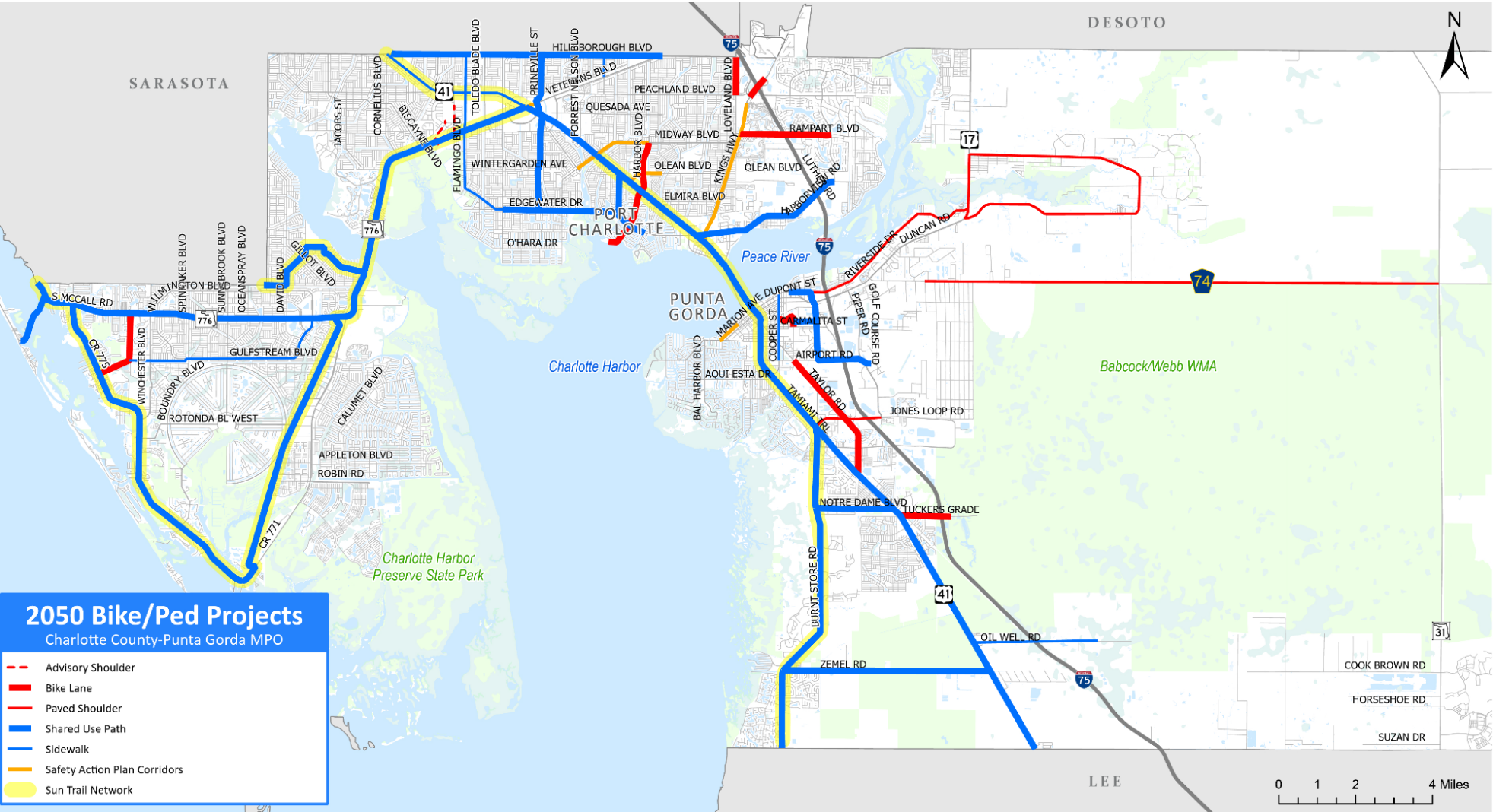
Map ID	ON STREET	INTERSECTION	IMPROVEMENT	TOTAL COST
<b>R27</b>	BURNT STORE RD	AT HOME DEPOT PLAZA	INTERSECTION IMPROVEMENT	\$1,950,000
<b>S6C</b>	SR 776	AT DAVID BLVD	INTERSECTION IMPROVEMENT	\$2,102,000
<b>S6D</b>	SR 776	AT PINEDALE DR	INTERSECTION IMPROVEMENT	\$2,102,000
<b>S7E</b>	US 41	AT AIRPORT RD	INTERSECTION IMPROVEMENT	\$1,950,000
<b>S7F</b>	US 41	AT ACLINE RD	INTERSECTION IMPROVEMENT	\$1,950,000
<b>S7G</b>	US 41	AT JONES LOOP RD	INTERSECTION IMPROVEMENT	\$1,950,000
<b>S7H</b>	US 41	AT AQUI ESTA DR	INTERSECTION IMPROVEMENT	\$1,950,000
<b>S7I</b>	US 41	AT TAYLOR RD	INTERSECTION IMPROVEMENT	\$1,950,000



*Western Viewshed of Edgewater Drive at W Tarpon Blvd NW*



5.6 MULTIMODAL PRIORITIES





# CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

Table 5-16. Bicycle, Trail, Pedestrian Priorities

LOPP ID	PROJECT	FROM	TO	IMPROVEMENT	TOTAL UNFUNDED (PDV, 2025\$)
3B	US 41 EASTSIDE	KINGS HWY	CONWAY BLVD	MULTI USE RECREATIONAL TRAIL (MURT) WITH 8-FOOT SIDEWALK	COMMITTED
3C	US 41 EASTSIDE	CONWAY BLVD	MIDWAY BLVD	MURT WITH 8-FOOT SIDEWALK	COMMITTED
4	COOPER ST	AIRPORT RD	E MARION AVE	MURT WITH 8-FOOT SIDEWALK	COMMITTED
1	TAYLOR RD - PHASE I	N.JONES LOOP RD	AIRPORT RD	MURT WITH 8-FOOT SIDEWALK	\$ 6,560,000
2	TAYLOR RD - PHASE II	ROYAL RD	N. JONES LOOP RD	MURT WITH 8-FOOT SIDEWALK	\$ 7,290,000
3	US 41 SIDEWALKS	MORNINGSIDE DRIVE	SARASOTA COUNTY LINE	MURT WITH 8-FOOT SIDEWALK	\$ 5,570,000
3A	US 41	PEACE RIVER BRIDGE	KINGS HWY	TRAFFIC OPERATIONAL ANALYSIS STUDY TO IMPROVE SAFETY AND OPERATIONAL EFFICIENCY ALONG THIS CORRIDOR	\$ 5,480,000
3D	US 41 EAST SIDE	MIDWAY BLVD	PAULSON DR	MURT WITH 8-FOOT SIDEWALK	\$ 9,107,422
3E	US 41 WESTSIDE & EAST SIDE	TUCKERS GRADE	TAYLOR RD	MURT WITH 8-FOOT SIDEWALK	\$ 5,519,650
3F	US 41 WESTSIDE	MORNINGSIDE DR	TUCKERS GRADE	MURT WITH 8-FOOT SIDEWALK	\$ 5,002,182
3H	US 41 WESTSIDE	TAYLOR RD	BURNT STORE RD	MURT WITH 8-FOOT SIDEWALK	\$ 5,519,650
9	HARBORWALK PHASE IV	W. RETTA ESPLANADE	PEACE RIVER BRIDGE	BRIDGE UNDERPASS & LIGHTING	\$ 360,480
11	US 41 NB	MULTI USE RECREATIONAL TRAIL BRIDGE OVER ALLIGATOR CREEK - SOUTH		BICYCLE/PED BRIDGE	\$ 3,750,000*
12	SR 776 - SUN TRAIL	MYAKKA STATE FOREST	GILLOT BLVD	SUN TRAIL PROJECT WITH PAVED TRAIL CORRIDORS FOR BICYCLISTS AND PEDESTRIANS.	\$ 8,600,000*
13	SR 776 - SUN TRAIL	GILLOT BLVD	US 41	SUN TRAIL PROJECT WITH PAVED TRAIL CORRIDORS FOR BICYCLISTS AND PEDESTRIANS.	\$ 23,600,000*

\*Figure reflects construction costs only as remaining unfunded amount.

List is compiled from the CCPG MPO FY2025/26-2029/30 Transportation Improvement Program.

Bicycle, pedestrian, and trail projects are to be programmed on an annual basis to meet the dynamic needs of the community



## 5.7 TRANSIT

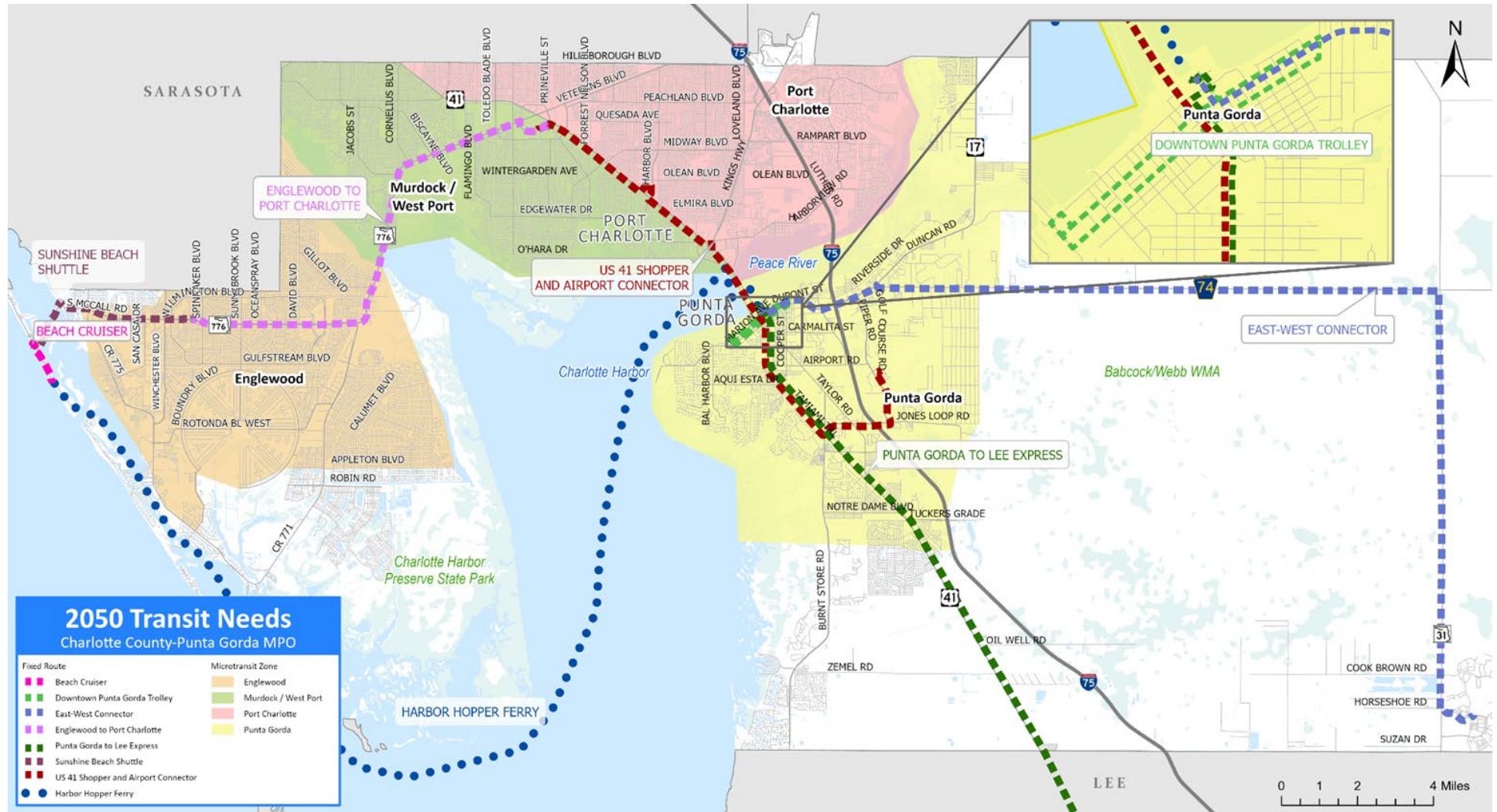


Figure 5-6. Charlotte County-Punta Gorda 2050 Transit Needs Map



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

Table 5-17. Transit Needs

SERVICE IMPROVEMENT	NOTES
<b>MICROTRANSIT</b>	
Englewood	On-demand service
Murdock/West Port	On-demand service
Port Charlotte	On-demand service
Punta Gorda	On-demand service
<b>FIXED-ROUTE/REGULARLY SCHEDULED SERVICE</b>	
Beach Cruiser (Seasonal)	15-minute headways
Downtown Punta Gorda Trolley	30-minute headways
East-West Connector (to Babcock Ranch)	Peak Hour only (2 trips AM, PM)
Englewood to Port Charlotte	60-minute headways
Punta Gorda to Fort Myers Express	Peak Hour only (2 trips AM, PM)
Sunshine Beach Shuttle	60-minute headways
US-41 Shopper and Airport Connector	60-minute headways
Passenger Ferry	60-minute headways
<b>CAPITAL</b>	
Mobility Hubs	Areas to facilitate multimodal access
Transit Signal Priority	Queue jumps for transit vehicles, mitigating impacts of congestion
Vanpool	Expansion of/partnership with FDOT District 1 program
Vehicle Replacement/Acquisition	New vehicles

### 5.7.1 TRANSIT SAFETY PERFORMANCE

In accordance with the Federal Transit Administration's (FTA) Public Transportation Agency Safety Plan (PTASP) rule, Charlotte County's latest adopted PTASP was considered as part of this report. The Safety Performance Targets identified in the PTASP were developed based on the agency's performance over the 5-year period from 2020 to 2024 and are listed in **Table 5-18** below.

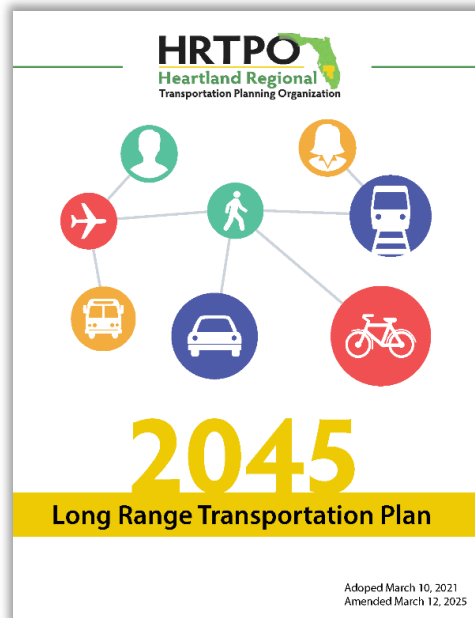
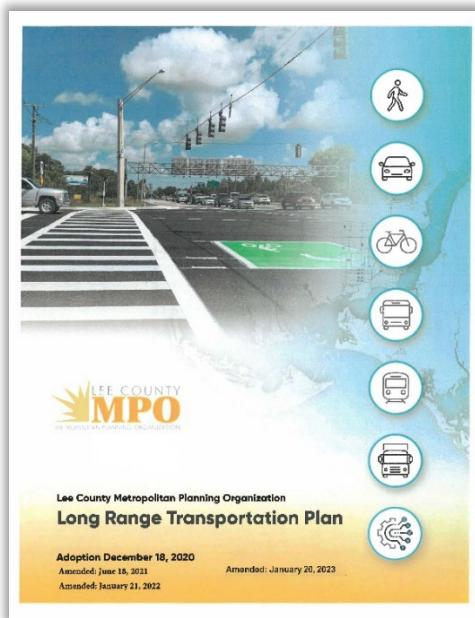
Table 5-18. Transit Safety Performance Targets

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM / failures)
Paratransit	0	0	3	0.8	3	0.8	20,000



## 5.8 REGIONAL PROJECTS

In recognition of the interconnected nature of the transportation network, this section highlights regional projects that address cross-boundary needs and priorities shared with the Florida Department of Transportation (FDOT) and neighboring agencies, including the Lee County MPO, Heartland TPO, and Sarasota/Manatee MPO. These projects support regional mobility, enhance system continuity, and promote coordinated investment across jurisdictional lines.



**Figure 5-7** shows a map of all Charlotte County-Punta Gorda 2050 roadway needs as well as several significant adjacent roadways that Lee MPO and Sarasota/Manatee MPO have shown potential improvements.



[illegible]

*Figure 5-7. All 2050 Charlotte County Roadway Needs with Regionally Significant Needs*



## 5.8.1 OTHER REGIONAL PROJECTS

### 5.8.1.1 Southwest Florida Rail Study

Currently, there are no existing or planned intercity or high-speed rail service serving the major urban centers in Southwest Florida. The MPOs of Collier, Lee, Sarasota/Manatee, and Charlotte-Punta Gorda counties collaborated on a resolution to make Southwest Florida Rail Study one of the Passenger Rail Priorities of the Metropolitan Planning Organization Advisory Council. Charlotte County-Punta Gorda MPO adopted the resolution in March 2024.

Such a study would build upon two other key planning efforts: the Federal Railroad Administration's (FRA) vision plan for a passenger rail service from Tampa to Naples, passing through Bradenton, Sarasota, Port Charlotte, and Fort Myers. This corridor is part of the FRA's broader strategy to enhance regional mobility, reduce highway congestion, and support sustainable growth through expanded intercity rail service in underserved areas.

FDOT's Rail System Plan identifies a potential Miami-Naples-Tampa alignment as a strategic corridor for future passenger rail development. This plan emphasizes the importance of connecting major metropolitan areas across South and Southwest Florida, leveraging existing infrastructure where possible and integrating with the Strategic Intermodal System (SIS). The corridor is envisioned to support both intercity and high-speed rail, offering a viable alternative to automobile travel along the heavily trafficked I-75 corridor.

Together, the FRA's vision plan and FDOT's Rail System Plan plans provide a framework for the Southwest Florida Rail Study, which would assess the technical, economic, and environmental feasibility of implementing such a corridor. The study would serve as a catalyst for coordinated planning among local governments and MPOs, positioning the region to pursue federal funding opportunities through the Bipartisan Infrastructure Law (BIL) and initiatives like the Florida Rail Enterprise.



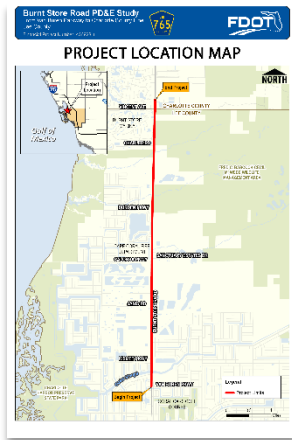
*Southeast Regional Rail Network Vision  
(FRA - Southeast Rail Plan, December 2020)*



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

### 5.8.1.2 South County East-West Corridor

As shown in the growth maps in Chapter 4, of the growth in Charlotte County-Punta Gorda is expected to occur in South County, which is projected to see an increase in population of 62,102 from 2015 to 2045 compared to 23,501 in Mid County and 9,390 in West County over the same period. South County will especially see growth in developments like Babcock Ranch and Heritage Landing. The predicted increase in population, employment, and dwelling units presents the opportunity for a new interchange on I-75 in South County and Lee County. Lee County will lead the project, establishing a priority for feasible options for regional connectivity. To accurately assess the need for an east-west corridor, Charlotte County-Punta Gorda MPO will continue to perform transportation demand analysis in partnership with Lee County MPO.



### 5.8.1.3 Burnt Store Road Widening

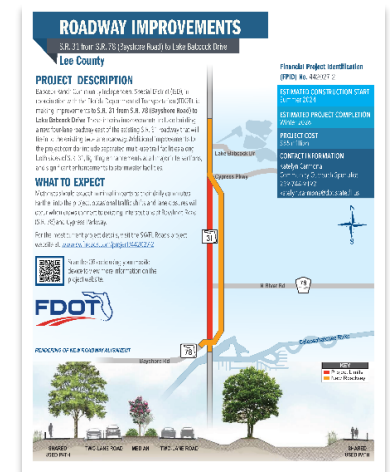
Burnt Store Road, also known as County Road 765, serves as an important north-south corridor between Lee and Charlotte County. In 2020, FDOT District 1 began conducting a PD&E study on a stretch of the road measuring about 5.7 miles. The study area begins at Van Buren Parkway and extends about 1000 feet north of the Charlotte County Line, passing through the City of Cape Coral and unincorporated Lee County. This corridor is the only portion of Burnt Store Road from Pine Island Road to US 41 that is unimproved and only has two lanes. Growth projections indicate that without any improvements, the segment will be operating at an “F” level of service by 2045. FDOT has recommended widening the segment from two lanes to four, with future capacity for six lanes. The proposed widening will also include multimodal improvements, elevation of the roadway in response to historic flooding, and will increase the capacity for emergency evacuation, as the corridor is part of a designated hurricane evacuation route.

### 5.8.1.4 SR 31 Improvements

In May 2021, FDOT approved the completion of a State Environmental Impact Report for SR 31 from SR 78 (Bayshore Road) to Cook Brown Road as a collaboration between Charlotte and Lee County. Following the study, interim improvements were proposed to build a new four-lane roadway east of existing SR 31. The existing roadway will eventually become an access road within Lee County. The interim four-lane roadway will have capacity to be expanded to six lanes from SR 78 in Lee County to Cypress Parkway in Charlotte County. Traffic circles have been proposed for three intersections during the interim phase of the project. FDOT will acquire right of way for the roadway between SR 78 and CR 78 (North River Road). The cost of construction is \$85 million and estimated completion of the current phase is slated for mid-2027.

### 5.8.1.5 Kings Highway Widening

Growth projections from Charlotte's mid- and west county areas combined with those from DeSoto County indicate that Kings Highway will fail by 2038. To address this increase in population and jobs, Kings Highway will be widened to four lanes from Sandhill Boulevard to the DeSoto County line.





With a budget of \$10,143,000, the project will also incorporate the design of utility infrastructure, street lighting, and sidewalks. As of July 2025, final plans have been received, and the project is awaiting final permits. Construction is set to begin in mid-October 2025 and end in late October 2025.

### 5.8.1.6 I-75 Improvements

As part of the Southwest Connect Interstate Program, FDOT District One prepared an I-75 Central Corridor Master Plan to evaluate the need for improvements on I-75 based on projected population and employment growth in Lee, Charlotte, DeSoto, and Sarasota counties. The plan identified a potential new I-75 interchange at Raintree Boulevard or Yorkshire Street or a Collector-Distributor (C-D) system that would provide access to both roadways. The interchange would be located in the City of North Port in Sarasota County, just north of the Charlotte County Line. The Charlotte County-Punta Gorda MPO and Sarasota-Manatee MPO both proposed a new interchange to mitigate the impacts of congestion by distributing traffic and improving operations. FDOT and the MPOs continue to coordinate next steps for the new interchange.

## 5.9 OPERATIONS AND MANAGEMENT STRATEGIES

The Transportation Systems Management and Operations (TSM&O) program was created by FDOT with the goals of promoting safe, efficient statewide transportation systems that foster economic growth and development while maintaining environmental resources, connectedness, and quality of life. The TSM&O Program is divided into five areas: Management/Deployments, Statewide Arterial Management Program, Connected Vehicle, ITS Communications, and ITS Software and Architecture.

The Charlotte County-Punta Gorda MPO uses Transportation Systems Management strategies to improve operations and expand the existing system's capabilities. TSM&O strategies are often supported by ITS (Intelligent Transportation Systems) and ACES (Automated, Connected, Electric, and Shared-Use) initiatives. ACES strategies make use of emergent technologies like electronic signs, traffic controls, sensors, cameras, and communication technology to improve system control and management.

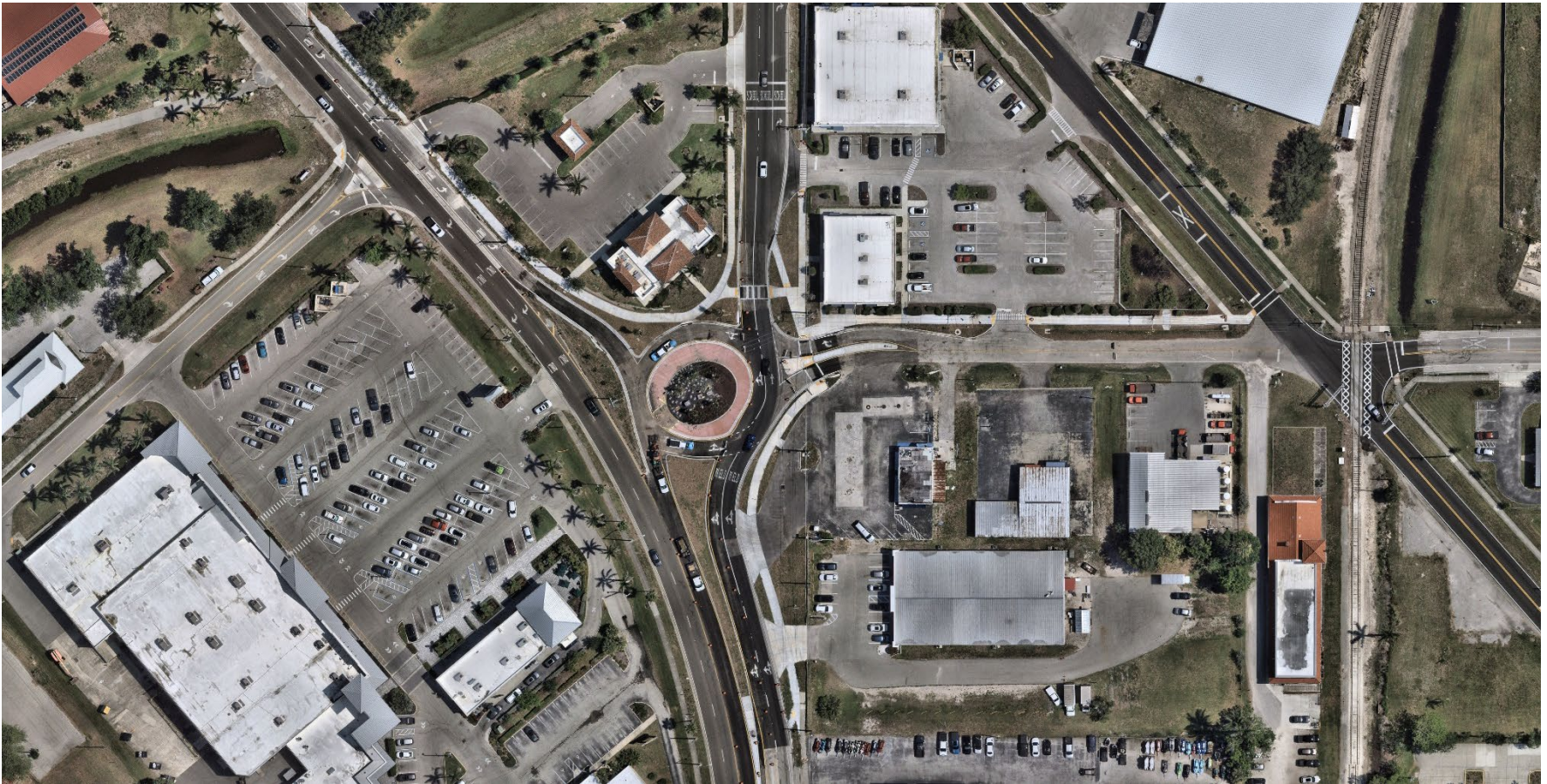
Traffic control devices are an integral part of the MPO's ITS framework, supporting the safe and efficient use of roadway network capacity. To guide future efforts, the MPO developed the ATMS/ITS Master Plan in 2022 that guides priority technologies and projects aimed at reducing congestion, improving safety, and modernizing traffic operations. Key recommendations from the plan are listed below, and additional detail can be found in the full ATMS/ITS Master Plan available under separate cover.

- New Traffic Management Center for real-time monitoring
- Upgraded signal controllers/software for adaptive operations
- Expanding fiber optic communications network
- CCTV cameras/detection at key locations
- Dynamic message signs for traveler info
- Transit signal priority implementation
- Integrated corridor management
- Phased implementation tied to funding



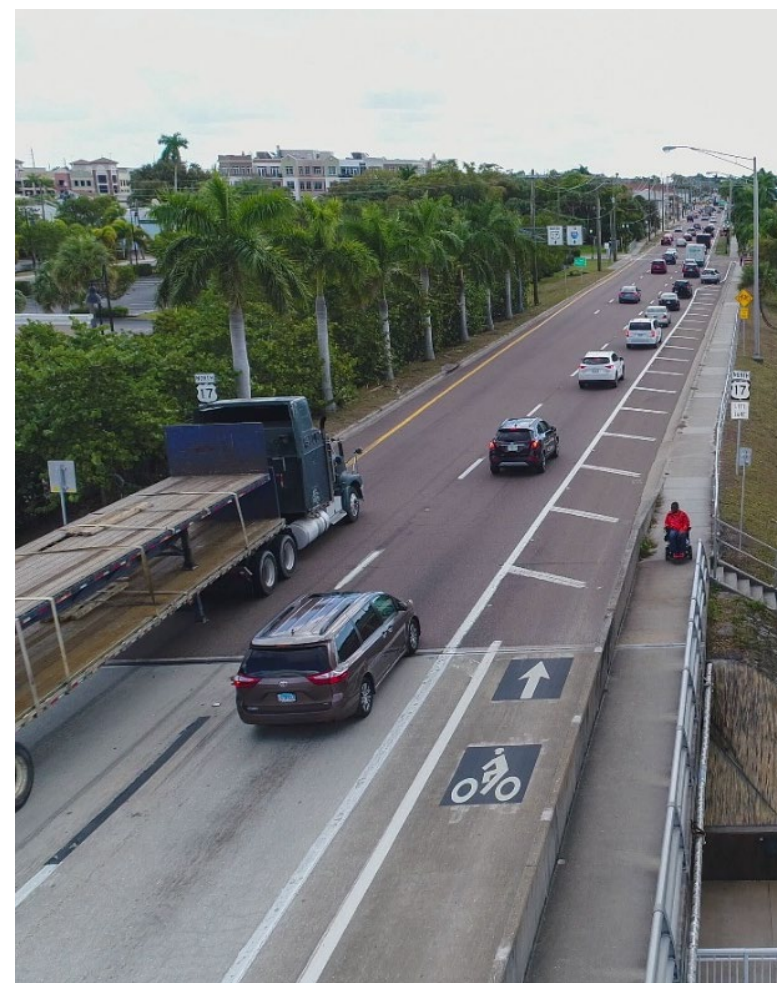
## 5.10 CONGESTION MANAGEMENT

MPOs are required by the State of Florida and the FHWA to develop and maintain a Congestion Management Process (CMP), a management system that is designed to improve traffic operations, increase safety, and reduce the volume of travel demand. The federal government requires that CMPs be monitored, evaluated based on performance, and implemented periodically. The CMP uses a variety of tools, including ITS and data modeling, to create strategies that reduce overall congestion and mitigate its impacts.



*US 41 at Carmalita St*





*Southern Viewshed US 41 SB Bridge, South of Peace River*

*Figure 5-8. Federal Highway Administration (FHWA), Eight Actions Congestion Management Process*



## 5.11 TRANSIT DEVELOPMENT PLAN

The Charlotte County 10-Year Transit Development Plan (TDP) for 2025 – 2034 adopted a major update in July 2024. FDOT requires that TDPs cover a 10-year planning horizon, receive major updates every five years, and are developed in accordance with other regional plans created by FDOT and the MPO. Charlotte County's TDP outlines its four transit goals and provides a strategic plan to achieve those goals:

- Goal 1: Improve Charlotte County Transit's overall effectiveness and efficiency through strategic investments in innovative technologies and infrastructure upgrades.
- Goal 2: Develop, maintain, improve, and enhance an efficient public transit system that maximizes community benefits through increased mobility options.
- Goal 3: Increase visibility and successfully promote transit services in Charlotte County.
- Goal 4: Foster the development of multimodal infrastructure that integrates transit with land use planning to create accessible and sustainable communities.

In addition to setting forth specific actions, the TDP also makes note of all transit needs—even those for which there is currently no funding. Charlotte County Transit conducted a Transit Market Assessment to evaluate transit demand over the 10-year planning horizon. This assessment used spatial distribution analysis of existing trips to conclude that employment density, rather than dwelling unit density, is the primary indicator of discretionary transit markets in Charlotte County and identified these markets. By contrast, there is a larger reliance on transit in traditional rider markets—youths, low-income households, zero-vehicle households, and older adults. A ridership demand forecast predicts a 17.8% increase in demand for regularly scheduled transit and between 33% and 40% increase in demand for microtransit in the next 10 years. The TDP outlines plans to improve current curb-to-curb services in a technology-based on-demand microtransit service with four zones. Charlotte County has also identified the need for local and regional connectors that can supplement microtransit services and serve important shopping, recreation, and employment centers at longer distances. However, the county also has a need for circulators that can serve smaller areas, like downtowns or beach communities. The final major transit need the county identified was for a passenger ferry to provide waterborne transit for both connectivity and recreation. The TDP details the capital, infrastructure, technology, and policy necessary to meet these 10-year transit needs.

Charlotte County also adopted a Transportation Disadvantaged Service Plan (TDSP) for Fiscal Years 2021/2022 - 2025/26. The plan was originally approved in September 2021 and received its third annual update in May 2025. The TDSP identifies the transportation needs of people with disabilities, older adults, and low-income individuals and creates a comprehensive strategy to meet and prioritize those needs. The plan is divided into three sections dedicated to development, service, and quality assurance. Charlotte County articulates goals for the coordination, marketing, provision, and quality of service, resource management, safety, and implementation of standards and policies. The TDSP also includes information on the county's safety plan, intercounty services, and emergency preparedness and response.



## 5.12 BICYCLE AND PEDESTRIAN MASTER PLAN

Charlotte County's first Regional Bicycle and Pedestrian Master Plan was adopted by the MPO's Board in 2018. The plan's initial goal was to create connections with an integrated multimodal network of safe, practical bicycle and pedestrian facilities. This adoption was also a requirement to receive federal and state funds, as well as private grants. By working with a technical Project Steering Committee and receiving public input, Charlotte County and the City of Punta Gorda have proposed improvements for over 165 miles of multimodal transportation facilities including sidewalks, bikeways, paved shoulders, shared-use paths, and crosswalks. These projects span roads without any facilities and those that have gaps or missing links alike. The MPO's previous LRTPs highlighted the need for multi-use trails which could be selected as funds become available. The plan proposed the expansion of bike facilities on all roads (except I-75) that are slated for improvement on the highway needs plans. Sidewalk expansion along new and improved roads was also proposed to increase safety usage.

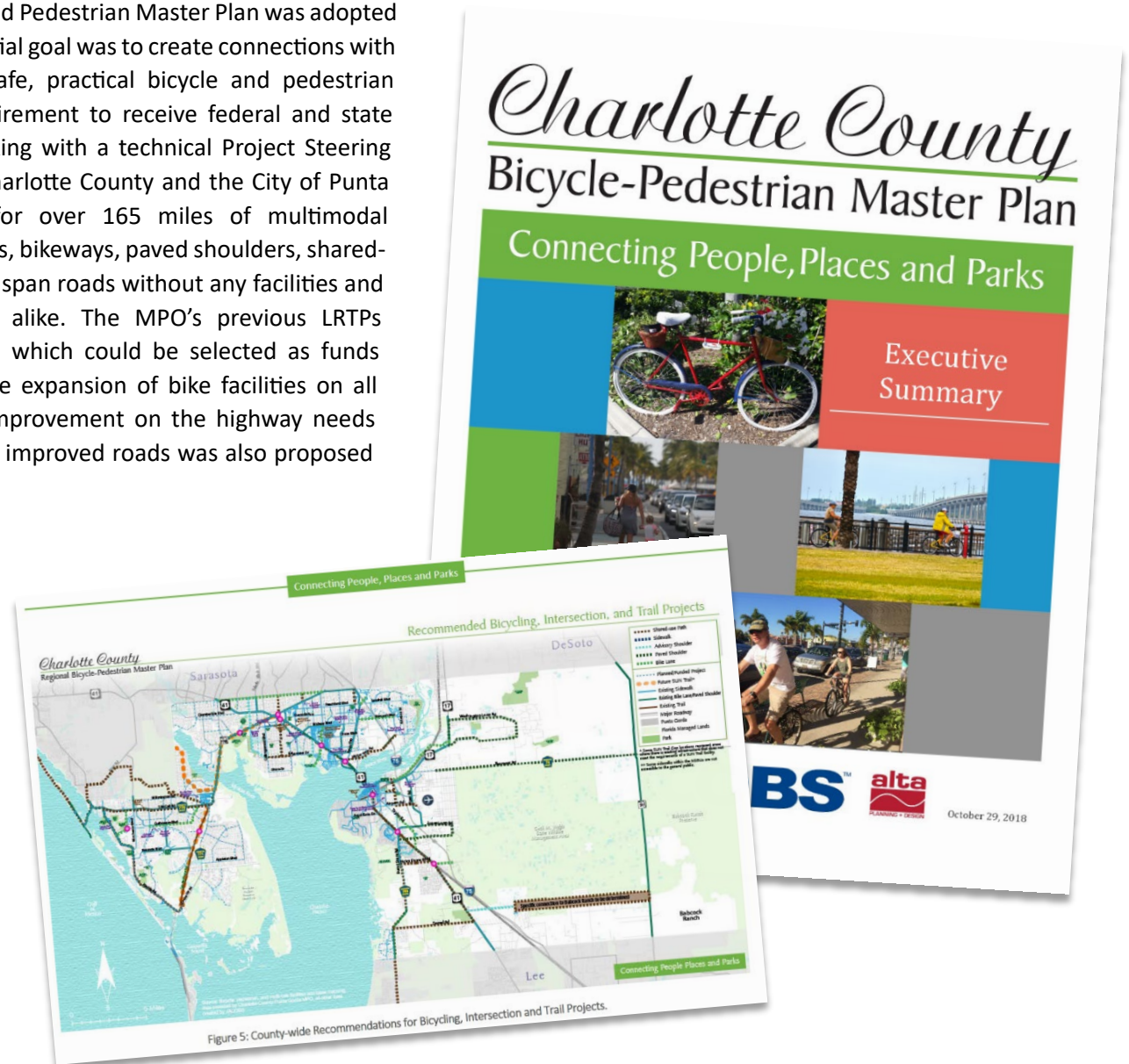


Figure 5: County-wide Recommendations for Bicycling, Intersection and Trail Projects.



## 5.13 SAFETY

From 2016 – 2020, Charlotte County experienced 512 traffic collisions with serious injuries and 132 with fatalities. Because this fatality rate exceeds the national average, the USDOT’s Safe Streets and Roads for All (SS4A) program funded the Charlotte County-Punta Gorda MPO’s Comprehensive Safety Action Plan (CSAP) to help reach the goal zero fatalities and serious injuries due to traffic crashes by 2045. The public engagement process involved two pop-up events, two public workshops, an online survey, and the creation of a page dedicated to the CSAP on the Charlotte County-Punta Gorda MPO’s website, including a CSAP dashboard that presented data related to crashes. In order to address traffic safety concerns in the region, the CSAP identified 13 High Injury Network (HIN) Corridors, or street networks that see a disproportionately crashes that lead to people being killed or severely injured (KSI):

- US 41 (Tamiami Trail) from Midway Blvd to Conway Blvd
- US 41 (Tamiami Trail) from Conway Blvd to Melbourne St
- US 41 (Tamiami Trail) from Veterans Blvd to Midway Blvd
- US 41 (Tamiami Trail) from W Retta Esplanada to Carmalita St
- Kings Highway from US 41 to Palmetto Mobile Park
- Veterans Boulevard from Centennial Boulevard to Tamiami Trail
- Veterans Boulevard from Tamiami Trail to Murdock Circle
- Kings Highway from Veterans Blvd to E of Sandhill Blvd
- Midway Boulevard from Lakeview Blvd to Harbor Blvd
- Edgewater Drive from Midway Blvd to Conreid Dr NE
- Olean Boulevard from US 41 to Key Ln
- Cooper Street from Olympia Ave to Burland St
- Marion Ave from Henry St to Chasteen St
- US 41 (Tamiami Trail) from Retta Esplanade to Airport Rd



The following sections include snapshots of components of the CSAP that focus on the HIN and crashes by travel mode.



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

The Charlotte County HIN map can be found in **Figure 5-9**. Crashes on HIN Corridors make up 54% of all KSI crashes in the region, including 56% of pedestrian, 51% of bicyclist, and 65% of motorcyclist KSI crashes. Maps of crashes by mode type can be found in **Figure 5-10** to **Figure 5-13**. The CSAP provided specific safety countermeasure strategies to mitigate crashes at each of these locations. The plan also included a suite of final recommended countermeasures, which were divided into 5 categories:

- Education, policy, enforcement, and emergency response countermeasures like increasing awareness of safe driving, updating transportation infrastructure standards, and stricter application of traffic laws
- Planned engineering countermeasures
- Near-term improvements (by 2030)
- Mid-term improvements (by 2040)
- Long-term improvements (by 2045)

Examples of near-term improvements include road safety audits, speed feedback signs, and low-cost, quick-build pedestrian safety improvements. Mid-term improvements include road upgrades to include paved shoulders and drainage improvements, new and enhanced buffered bike lanes, and signaling intersections with leading pedestrian intervals (LPIs) and high-emphasis crosswalks. Long-term improvements include conversion of channelized right turns to improve sight distance, creation of multiuse trails or shared-use paths with tree canopies, and future land use and zoning revisions.

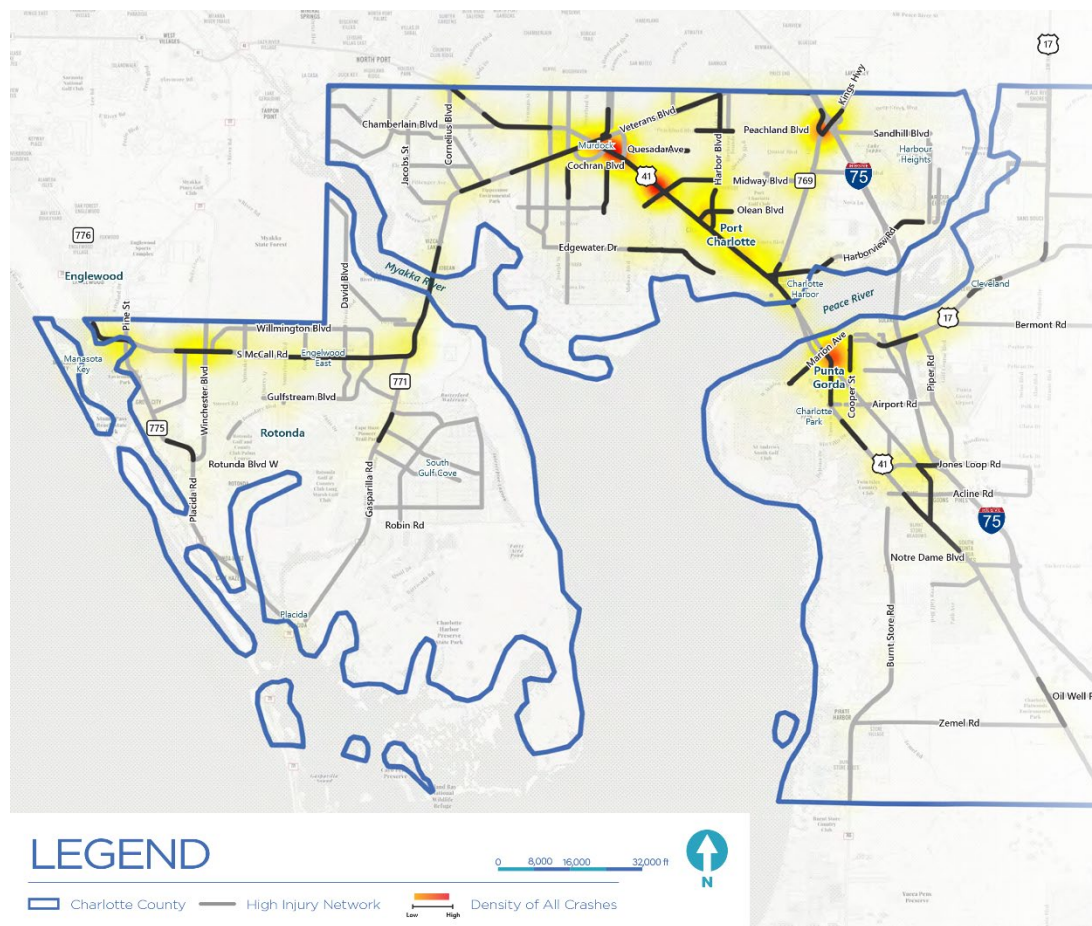


Figure 5-9. Charlotte County-Punta Gorda MPO Planning Area High Injury Network (HIN)



### 5.13.1.1 Motor Vehicle Crashes

Motor Vehicle (car/truck) crashes made up 94.4% of reported crashes from 2018-2022. These include 70 fatalities and 344 serious injuries. There were high concentrations of motor vehicle crashes near the US 41/SR 776 intersection, along US 41 east of SR 776, and on SR 776 in West County.

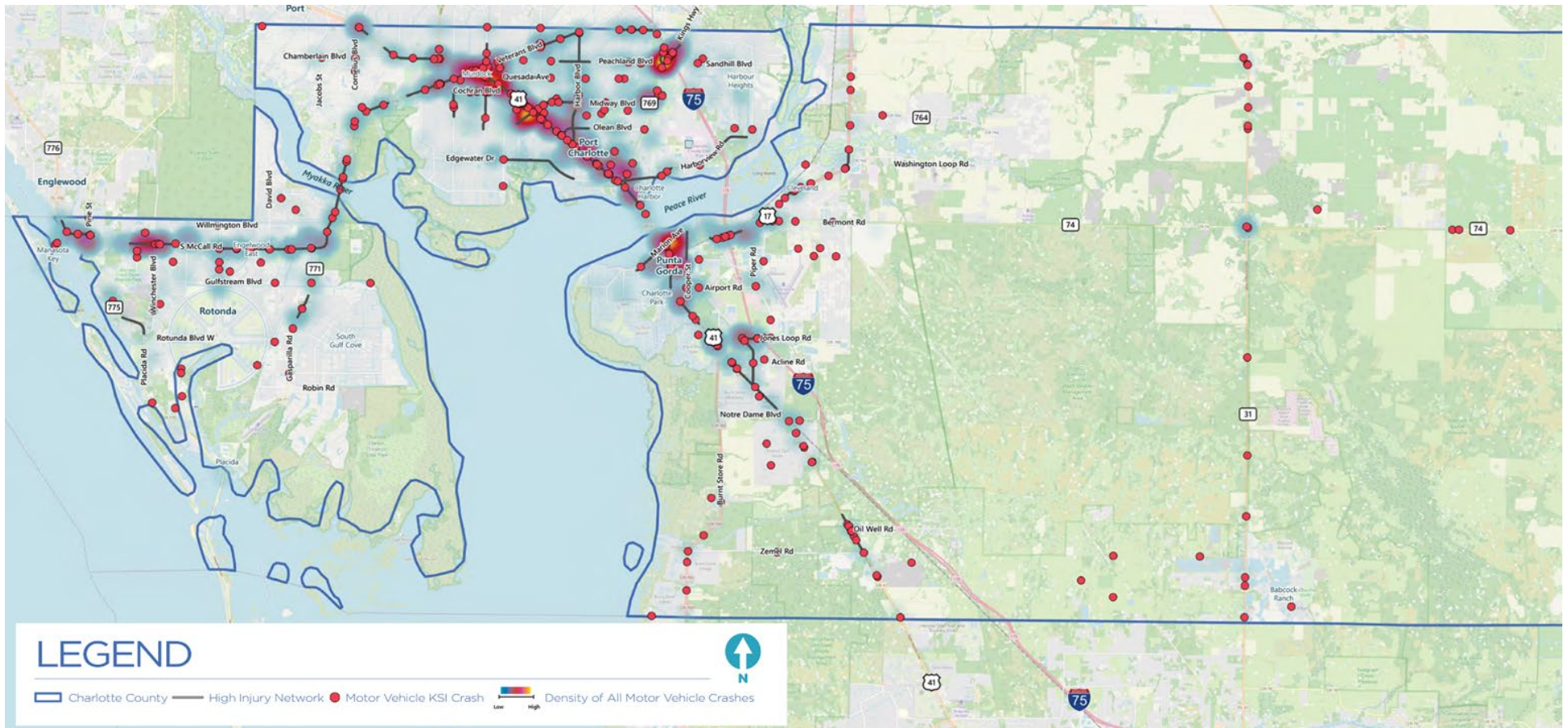


Figure 5-10. Charlotte County-Punta Gorda MPO Planning Area Automobile Crashes (2018-2022)



### 5.13.1.2 Motorcycle Crashes

Crashes involving motorcycles made up 2.5% of reported crashes from 2018-2022. These include 28 fatalities and 116 serious injuries. There was a high concentration of motorcycle crashes along US 41, east of SR 776 and along SR 776, west of US 41, and in West County.

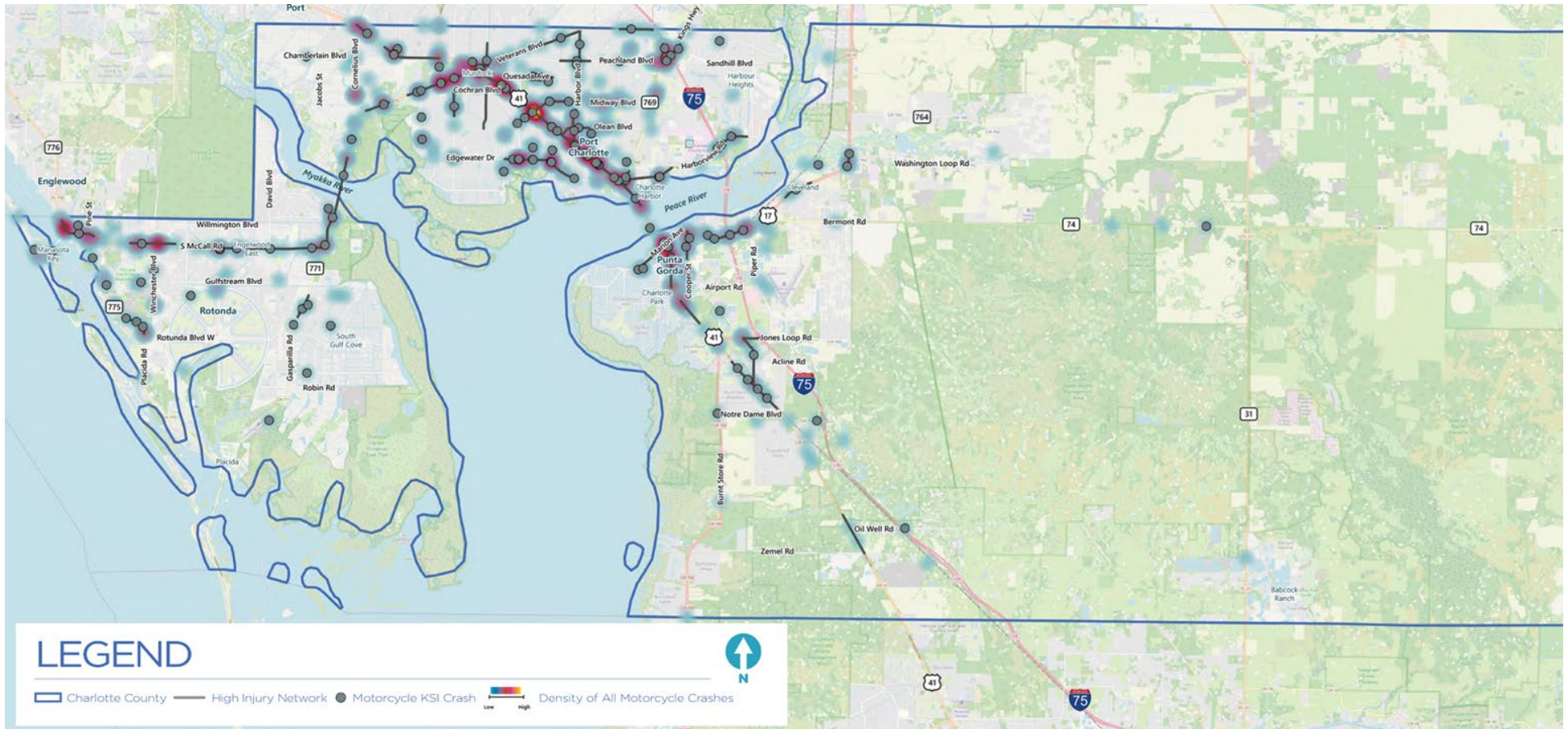


Figure 5-11. Charlotte County-Punta Gorda MPO Planning Area Motorcycle Crashes (2018-2022)



### 5.13.1.3 Bicycle Crashes

Crashes involving bicycles made up 1.4% of reported crashes from 2018-2022. These include 11 fatalities and 34 serious injuries. There was an especially high concentration of bicycle crashes along US 41, east of SR 776. Other roadways throughout the Port Charlotte area saw a significant amount of crashes involving bicycles.

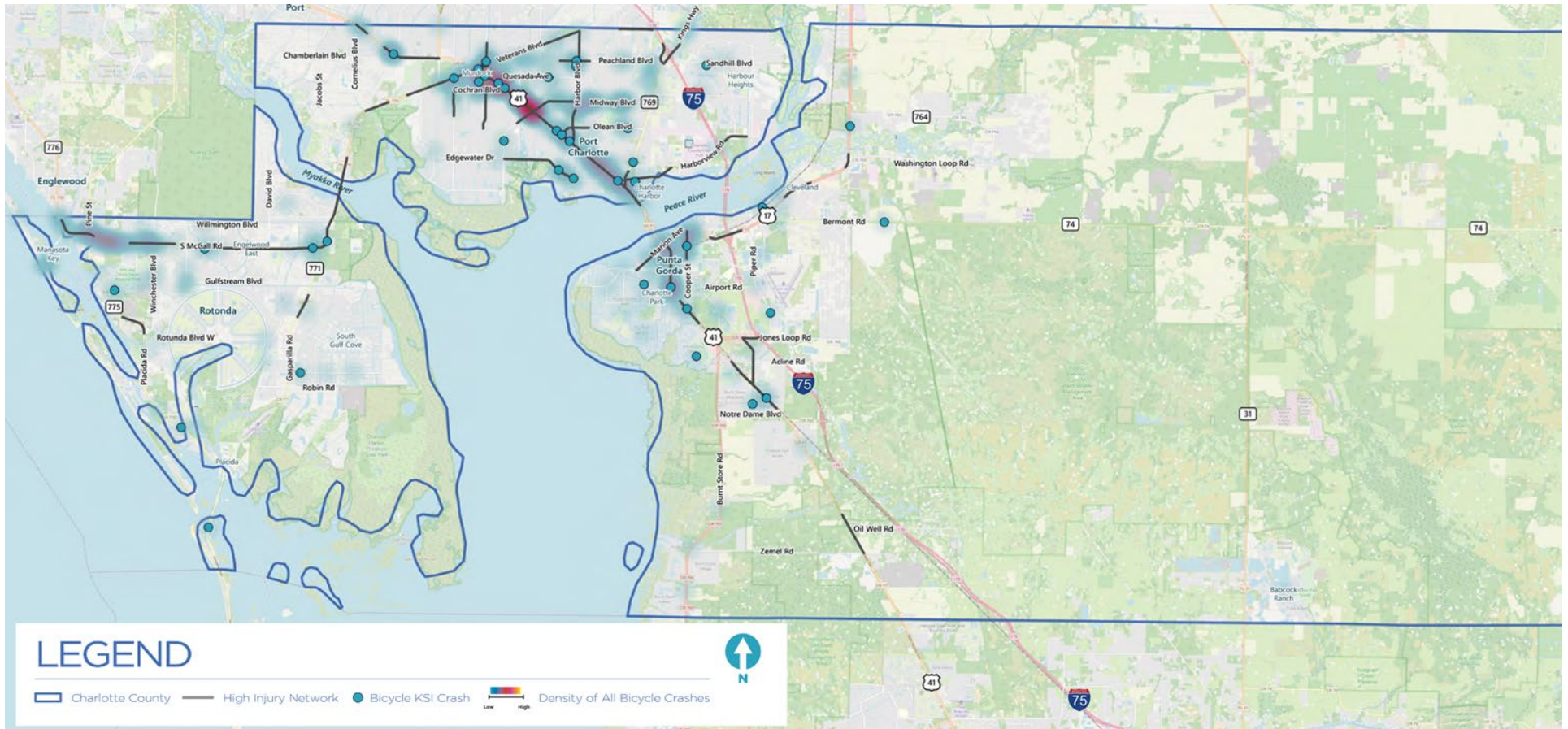


Figure 5-12. Charlotte County-Punta Gorda MPO Planning Area Bicycle Crashes (2018-2022)



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

### 5.13.1.4 Pedestrian Crashes

Crashes involving pedestrians made up 1.7% of reported crashes from 2018-2022. These include 23 fatalities and 48 serious injuries. Generally, there is a higher rate of fatality and serious injury associated with crashes involving pedestrians. There was an especially high concentration of bicycle crashes along US 41, east of SR 776, where there is significant commercial land use.

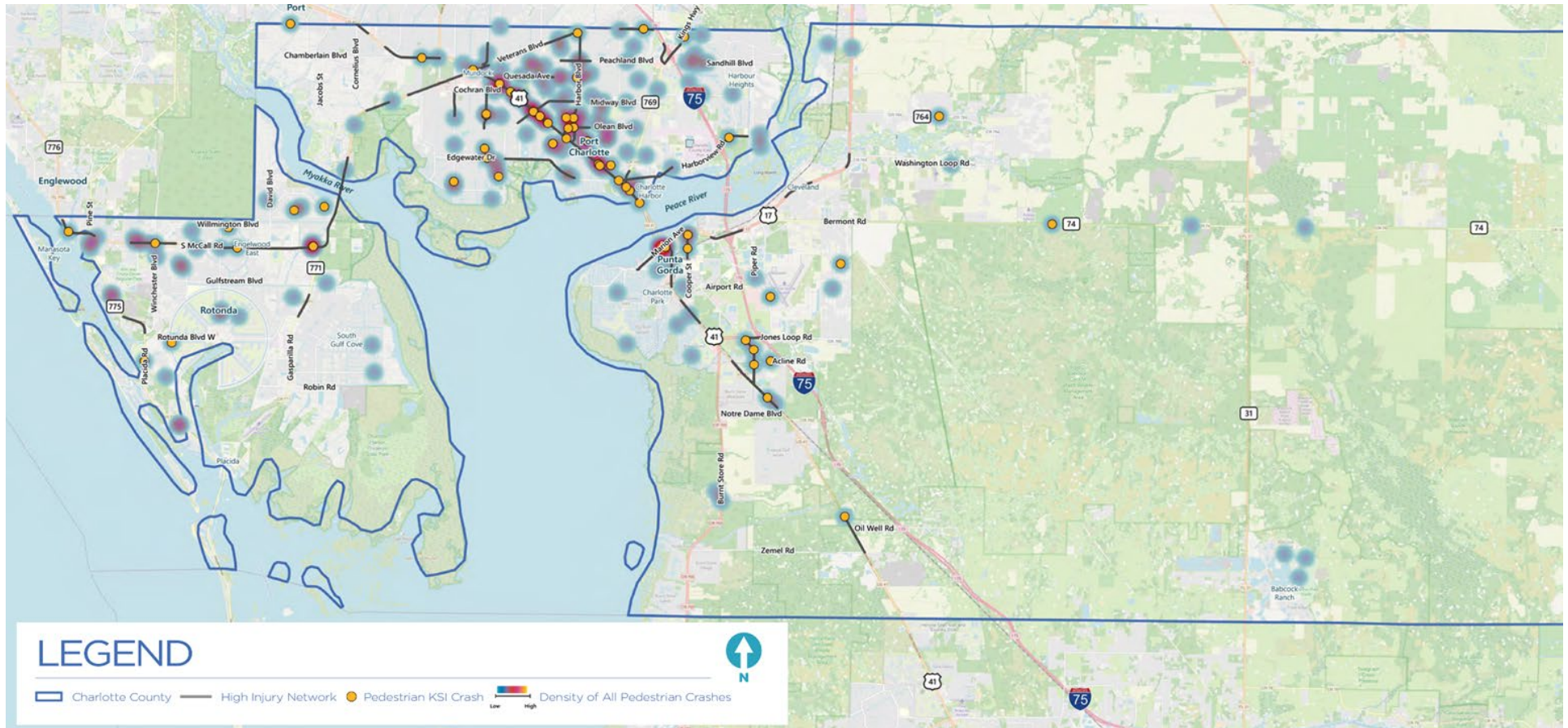


Figure 5-13. Charlotte County-Punta Gorda MPO Planning Area Pedestrian Crashes (2018-2022)



## 5.14 VULNERABLE ROADWAYS AND MITIGATION STRATEGIES

The MPO has worked with Florida State University's Department of Urban and Regional Planning to generate a Hazard Mitigation Study. The study identified roadways vulnerable to flooding and other weather events. Since the study, MPO uses increasingly up-to-date information from the National Oceanic and Atmospheric Administration's (NOAA) flood plain maps and the University of Florida Sea Level Scenario Sketch Planning Tool to target potential cost feasible mitigation projects. The MPO prioritizes these projects while maintaining a focus on designing and engineering roadways flood resiliency and stormwater management features and avoiding the construction of additional roadways in vulnerable areas. In this way, the MPO not only reduces exposure to hazards but also helps mitigate surface transportation impacts on stormwater quality and drainage systems. Stormwater best management practices to limit runoff and protect water quality should be incorporated into projects identified in this LRTP including both roadway retrofits and new projects.



*Western Viewshed Edgewater Dr*





## Chapter 6: Public Involvement



## 6.0 PUBLIC INVOLVEMENT

### 6.1 INTRODUCTION

To be eligible to receive federal transportation funds, Charlotte County-Punta Gorda MPO must comply with federal and state standards regulating public involvement processes in transportation planning. To promote full and fair participation in the LRTP update process by all affected citizens, the MPO provided public notice and allowed for public comment both at key points and throughout the planning process.

The Charlotte County-Punta Gorda MPO's Long Range Transportation Plan (LRTP) Update was guided by a comprehensive public participation strategy that began early and continued throughout the planning process. Outreach methods included workshops, stakeholder interviews, surveys, MPO meetings, press releases, newsletters, and a dedicated project website—each designed to maximize community input and visibility.

To ensure equitable access and meaningful participation, outreach efforts adhered to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990. Special attention was given to engaging minority, low-income, transit-dependent, and limited English proficiency populations.



*South County Public Meeting, May 2025*

The MPO hosted a wide array of public engagement activities as shown in **Table 6-1**.



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

*Table 6-1. Public Engagement Activities hosted by Charlotte County-Punta Gorda MPO*

Date	Activity	Location
February 10, 2025	Public Workshop 1 (Mid County)	Charlotte County Family Services Center Port Charlotte
February 11, 2025	Public Workshop 1 (West County)	Ann & Chuck Dever Regional Park Recreation Center Englewood
February 12, 2025	Public Workshop 1 (South County)	Charlotte Harbor Event & Conference Center Punta Gorda
March 5, 2025	Virtual Workshop 1	Virtual (GoTo Webinar)
April 7, 2025	Consensus Building Workshop 1	Charlotte County Family Services Center Port Charlotte
April 24, 2025	Community Transportation Workshop	MPO Office Port Charlotte
May 15, 2025	Consensus Building Workshop 2	Charlotte County Family Services Center Port Charlotte
May 27, 2025	Public Workshop 2 (West County)	Ann & Chuck Dever Regional Park Recreation Center Englewood
May 28, 2025	Public Workshop 2 (Mid County)	Charlotte County Family Services Center Port Charlotte
May 28, 2025	Public Workshop 2 (South County)	Charlotte Harbor Event & Conference Center Punta Gorda
May 29, 2025	Virtual Workshop 2	Virtual (GoTo Webinar)
July 16, 2025	Public Workshop 3 (West County)	Tringali Community Center Englewood
July 17, 2025	Public Workshop 3 (Mid County)	Charlotte County Family Services Center Port Charlotte
July 17, 2025	Public Workshop 3 (South County)	Charlotte Harbor Event & Conference Center Punta Gorda
August 14, 2025	Virtual Workshop 3	Virtual (GoTo Webinar)



## 6.2 PUBLIC INVOLVEMENT APPROACH



*Consensus Building Workshop, April 2025*

Public workshops were a central component of the LRTP outreach strategy, designed to gather input on both the Needs Plan and the Cost Feasible Plan (CFP). Locations were selected across west, central, and south Charlotte County to ensure geographic diversity and reach underserved communities.

In addition to in-person sessions, four virtual workshops were held to expand accessibility. All meetings were publicly advertised and included formal presentations followed by Q&A sessions and opportunities for public comments.

Throughout the planning process, interim findings were presented to the MPO Governing Board, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Committee (BPAC). Technical memoranda were distributed in advance to support informed discussion. Public involvement activities were structured into three phases:

- Phase I – Establishing a long-term vision for 2050
- Phase II – Identifying transportation needs and potential improvements
- Phase III – Prioritizing projects based on cost feasibility and implementation readiness

In-person and phone interviews with key stakeholders were conducted to gather input on future growth and transportation investment priorities for Charlotte County through 2050. Insights from these conversations helped shape subsequent public involvement efforts and informed the overall direction of the LRTP.

**Table 6-2** provides a list of stakeholders contacted and interviewed as part of the Moving Charlotte Forward 2050 LRTP efforts.



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

Table 6-2. Stakeholder Information

Name & Position	Organization
Jason Fair/Tina Chavez, Director	Charlotte County Public Safety/Fire
Rhonda Harvey, Executive Director	Keep Charlotte Beautiful
Carl Benge, Principal Planner	City of Punta Gorda
Bryon Clemens, City Engineer	City of Punta Gorda
Dave Watson, Director	Utilities
Kenneth Stecher, Operations Manager	Utilities
Doug Izzo, Executive Director	Englewood Chamber of Commerce
Bob White, Executive Director	Charlotte County Chamber of Commerce
Ray Massey/Brookshire, Vice President	Peace River Riders
Andy Cripps, Executive Director	Punta Gorda Chamber
Dr. Ian Neuhard/Dr. Tom Rath, Vice President of Student Affairs	Florida Southwestern College
Brett White, Development Officer	Punta Gorda Airport
Patrick Fuller, Emergency Management Director	Charlotte County Emergency Management
Lynn Matthews, President	Military Heritage Museum
Tony Conte/Andrew Mitchell, Transportation Director	Charlotte County Public Schools Transportation
Nicholas Cook alternate for Matt McGee	Human Services/Veteran Services Office
Heidi Maddox, Transit Operations Manager	Charlotte County Transit Division
Kay Tracy, Economic Development Director	Charlotte County Economic Development
Robert Fakhri, Transportation Engineer	Charlotte County Public Works – Transportation
April Santos, Projects Manager	Charlotte County Public Works – Utilities
Ben Bailey, Community Development Director	Charlotte County Community Development
Don Scott, Executive Director	Lee MPO
Dustin Paille, Sergeant	Charlotte County Sheriff's Office
Laura/Drew Rossi, Project Manager/Project Manager	Protean Design Group
James Wernicke	BPAC
Steve Hurt	CAC
Dr. Ellen Kiss	CAC
Dianne Quilty	CAC
Priya Ahlumalia	CAC
Rudy Askew, 2025 Leadership Team	Private Citizen
Kellie Dunson Allen, Senior Director of Outreach	Charlotte County Habitat for Humanity
Angie Mattessen, Executive Director	United Way of Charlotte County
Brandon Moody, Water Quality and Resiliency Manager	Charlotte County Utilities Department
Jennifer Hecker, Executive Director	Charlotte Harbor Natural Estuary Program
Alternate Tracyann Brathwaite for Maricela Morado, Director	Area Agency on Aging SWFL
Ralph Mitchell, Director	IFAS



## 6.3 PUBLIC INVOLVEMENT INPUT

### 6.3.1 FEBRUARY PUBLIC WORKSHOPS

Comments received at the February workshops are summarized below:

- Accessibility and Safety for Individuals with Disabilities
  - Need more transportation options outside of business hour
  - Need drivers trained in safety for those with developmental disabilities
  - Need better infrastructure like lighting and accessible sidewalks
  - Regular engagement with the disabled community is essential to meet their evolving needs
- Bicycle Infrastructure and Safety
  - Need improved bike lanes, better safety measures, and secure bike racks on public transit
  - Need more multi-use trails, safer bike paths, and enhanced connectivity, particularly around Jones Loop and Punta Gorda Isles, to prevent potential accidents
- Public Transit and Transportation Options
  - Need for increased public transit for low-income residents
  - Need for better connections between key facilities
  - Need for rail options to high-traffic locations
  - Need to expand EV charging stations and ensure better beach access through transit
- Roadway Conditions and Safety
  - Safety should be the top priority, followed by improvements to road conditions and managing growing traffic, especially during peak season
  - Need to improve traffic flow
  - Need to enhance road safety
  - Need to add dedicated bike lanes



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

- Infrastructure and Growth Management
  - Infrastructure should be hurricane-resistant
  - Concerns about the impact of rapid growth on road construction costs and funding
  - Need more north-south routes
  - Need another bridge over Charlotte Harbor
  - Need improvements to Burnt Store Road
- Specific Location and Infrastructure Concerns
  - Concerns about bike path connections in Punta Gorda Isles
  - Need county-wide bike plan
  - Concerns about access to federal funds
  - Suggestions include water taxis and ferry services like those in major cities
- Emergency Response and Law Enforcement
  - Ensuring adequate police services is critical, but it may require higher taxes
  - Fines collected from expanded police services could help offset cost of expanding those services
- Miscellaneous
  - Requests include access to maps and information used in workshops and updated data on injuries and deaths on Burnt Store Road, especially in relation to the High Injury Network Dashboard

### 6.3.2 MARCH VIRTUAL WORKSHOP

During the March Virtual Workshop, the project team presented key components of the Long Range Transportation Plan (LRTP), including the project schedule, policy framework and goals, revenue and socioeconomic forecasts, and a list of high-priority and capacity-enhancing projects. No public comments were received from participants during the session.

### 6.3.3 APRIL CONSENSUS BUILDING WORKSHOP

At the April Consensus Building Workshop, stakeholders were asked questions based on the Preliminary Needs Map, High Priority Needs Map, Transit Development Plan Map, and Bike, Pedestrian, and Trail Plan Map. Stakeholders were asked a series of questions regarding each of these maps. Their responses are summarized below.



### 6.3.3.2 Preliminary Needs Map

- Are there any improvements that are not currently included that should be considered?
  - Widening of key corridors including:
    - Biscayne Drive and Cornelius Boulevard (SR 776 to Sarasota County Line)
    - Gasparilla Road (Rotonda Boulevard to SR 776) as evacuation route
    - Zemel Road (Burnt Store Road to US 41)
    - Taylor Road (North Jones Loop to US 41)
    - Jones Loop Road (North and South)
    - Loop Connector (Jones Loop Road to US 17)
  - New US 41 bridge across Peace River to relieve congestion
  - Veterans Boulevard connection to I-75 via Orlando Boulevard
- Are there any improvements depicted that may need to be removed from consideration?
  - Gulfstream Extension (Coach Road to CR 771)
  - Peachland Boulevard (Veterans Boulevard to Loveland Boulevard)
  - Rampart Boulevard (Kings Highway to Rio De Janeiro Avenue)
  - Loop Connector (Jones Loop Road to US 17)
- From your perspective, what are the three most important capacity needs for Charlotte County roadway network?  
*(Listed in no particular order)*
  - SR 776 (Placida Road to US 41)
  - Kings Highway and I-75 Interchange
  - Burnt Store Road

### 6.3.3.3 High Priority Needs Map

- Are there any improvements that should be added, removed, or modified?
  - Widening of key corridors to be added:
    - Veterans Boulevard
    - Tuckers Grade (US 41 to I-75)
    - Loveland Boulevard (Westchester Boulevard to Hillsborough Boulevard)
    - CR 74 (US 17 to SR 31)
    - North and South Jones Loop Road



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

- Widening of key corridors to be retained:
  - SR 31 (Lee County Line to CR 74)
  - Kings Highway Interchange

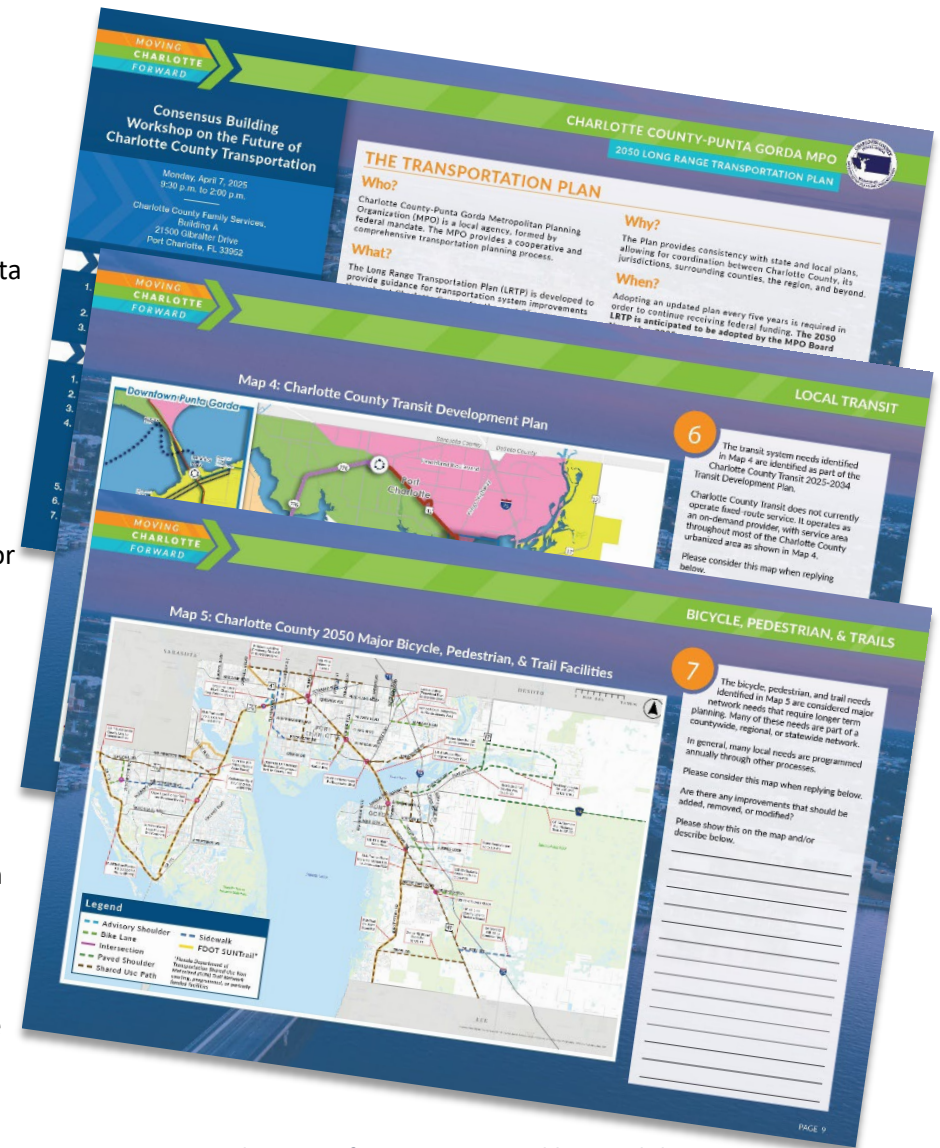
### 6.3.3.4 Transit Development Plan Map

- What changes would you make?

- Create hubs at hospitals and airport
- Airport Connector to other routes
- Add Veterans Boulevard and Kings Highway to Punta Gorda route
- Loop US 41 shopper
- Add stops to Harbor Hopper
- Connection to Charlotte Beach
- Connection to Harbor Heights Park

### 6.3.3.5 Bicycle, Pedestrian, and Trail Map

- Are there any improvements that should be added, removed, or modified?
- Add bike lanes to key corridors including:
  - Ocean Boulevard and Harbor Boulevard
  - Kings Highway, West Port
  - Peachland Boulevard to Rampart Boulevard
- Add multi-use paths to key corridors including:
  - Riverside Drive in South Punta Gorda
  - Carmalita Street (Cooper Street to Education Avenue)
  - Airport Road (Cooper Street to Taylore Road)
- Add a sidewalk to the following key corridor:
  - Harborview Boulevard (Rio De Janeiro Avenue to Highlands Road)
- Remove paved shoulder on the following corridor:
  - CR 74 (Bermont Rd)



Select Pages from Consensus Building Workshop



#### 6.3.4 APRIL COMMUNITY TRANSPORTATION WORKSHOP

During the Community Transportation Workshop, the project team presented key components of the Long Range Transportation Plan (LRTP), including the project schedule, policy framework and goals, revenue and socioeconomic forecasts, demographic information, and a list of high-priority and capacity-enhancing projects. No public comments were received from participants during the session.

#### 6.3.5 MAY PUBLIC WORKSHOPS

Comments received at the May workshops are summarized below:

- Jones Loop Road
  - Strong opposition to proposed Jones Loop Road extension, concerns raised about cutting through property in the Ranchettes
  - Support for expanding micro transportation and public transportation within the county
  - A resident expressed a desire to remove “race track roads”

#### 6.3.6 JUNE CONSENSUS BUILDING WORKSHOP

At the June Consensus Building Workshop, stakeholders were asked questions based on the Preliminary Needs Map, Local Revenue Sources, Project Prioritization Considerations, High Priority Capacity Needs Map, Transit Development Plan Map, and Bicycle, Pedestrian, and Trail Facilities Map. Stakeholders were asked a series of questions regarding each of these. Their responses are summarized below.

##### 6.3.6.1 Preliminary Needs Map

- Are there any improvements that should be added or removed?
  - Add the following improvements:
    - Intersection at US 41 and Toledo Blade Boulevard
    - Buc-ee’s intersection on Harbor View Road
    - Intersection at US 41 and Melbourne Street
  - Modify the following improvements:
    - Gasparilla Road 4-lane widening to Harness/Robin Road
    - Sandhill Boulevard and Kings Highway improvements



#### 6.3.6.2 Local Revenue Sources

- What three potential approaches would the community consider to increase future revenue available for transportation capital improvement?
  - Increase impact fees for developers
  - Increase vehicle registration costs
  - Vehicle registration fee based on weight of vehicle

#### 6.3.6.3 Project Prioritization considerations

- What are the three most important criteria to consider when prioritizing roadway capacity projects for funding in the cost feasible plan?
  - Projects with existing phases completed or funded
  - Safety
  - Roadway project affordability
  - Data analysis of roadways (volumes, capacity, etc.)

#### 6.3.6.4 High Priority Capacity Needs Map

- Do you agree that the improvements highlighted as Tier 1 are the top priorities to be funded by 2050 in Charlotte County?
  - Move Veterans Blvd/Kings Hwy improvements to highest tier
  - Consider moving SR 776 (Placida Road to US 41) to Tier 1
  - Move intersections on SR 776 near Wilmington Boulevard to Tier 1
- What can be done to downsize Tier 2 projects to address the needs at reduced costs?
  - Phasing or segmenting certain expensive roadway projects
  - Jones Loop Road to Tier 3 until development requires it
  - Consider moving Burnt Store Road Extension (Taylor Road to North Jones Loop Road) to Tier 3
  - Consider moving Prineville Street (Paulson Drive to Hillsborough Boulevard) to Tier 3

#### 6.3.6.5 Transit Development Plan

- What are the three most important improvements identified in the TDP?
  - Micro transit in Punta Gorda
  - Fixed-Route service from Englewood to Port Charlotte
  - Fixed-Route service for the US 41 Shopper and the Airport Connector



### 6.3.8 JULY PUBLIC WORKSHOPS

Comments received at the July workshops are summarized below:

- Cornelius Boulevard (SR 776 to US 41):
  - Need another north-south corridor to reduce congestion
  - Used as a shortcut to I-75, especially during Spring Training and with West Port growth
  - Although only 10% built out, consider improvements now – possible a super 3-lane or roundabouts
  - Travel speeds are likely faster than posted and volumes are increasing
- Veterans Boulevard and Kenilworth Boulevard:
  - Will be vital when new I-75 interchange at Yorkshire Street opens
  - In the future, when North Port is built out, Kenilworth Boulevard could be one-way westbound and Veterans Boulevard one-way eastbound, but this would require major re-routing at key intersections (Atwater Drive, Harbor Boulevard, Murdock Circle, Cochran Boulevard)
- Harborview Road:
  - Accident rate is increasing
  - Adding Buc-ee's will multiply fatalities
  - Sidewalks are urgently needed to protect the public
- US 41 and Melbourne Street:
  - Will become dangerous when Whiskey Joe's opens and Sunseeker is fully active
  - Traffic crossing US 41 to the gas station or Whiskey Joe's during rush hour will be risky
  - Suggest a signalized T-intersection at Melbourne and US 41
- Harborview Road and I-75:
  - Buc-ee's will likely open before the interchange can handle the additional traffic
  - The nearby traffic circle will also be busy and confusing, especially for eastbound traffic, which could impact emergency evacuations
- Transit and Accessibility:
  - Ensure bus pick-ups are on time so people can get to meetings
  - Add audible cross signals at all improved intersections
  - Provide audio descriptions for web pages



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

- San Domingo Boulevard and Ingraham Boulevard (South Gulf Cove)
  - Too many accidents and deaths due to multiple turn options and lack of median space
  - Recommend right-turn only exits to improve safety

Discussions led by Wendy Scott at the July workshops are summarized below:

- West County (Tringali) 7/16/25
  - First Group:
    - Most citizens were interested in SR 776 improvements and other West County areas
    - Note that Jill Hartman and Steve Schoff from CAC were present
  - Second Group:
    - These citizens were affiliated with a group called Visually Impaired Persons (VIP) and were provided with a separate presentation
    - They showed strong interest in services that benefit the visually impaired such as auditory traffic signals, easily accessible transit vehicles, adaptive meeting materials, and the mobile app for trip scheduling
    - The Transit Mobility Manager followed up on some of their individual concerns and will be presenting to the VIP Group in September 2025 regarding use of the new transit mobile app
- Mid County (Family Services Center) 7/17/25
  - This group was a diverse mix of individuals
  - At least three of the individuals were transit users who were interested in transit service
  - One individual was an attorney who represented a client interested in a Gasparilla Road extension. He also asked a number of questions regarding general MPO procedures with project selection
  - A major group topic of conversation was Harborview Road including Buc-ee's approved for the I-76 interchange there
- South County (Charlotte Event Center) 7/17/25
  - Severe weather may have impacted this event (a Special Marine Warning was issued as the event was commencing)
  - Four elected officials were present (two from the City of Punta Gorda, two from the Charlotte County Punta Gorda, and two from the Charlotte County Airport Authority)
  - There was interest in projects involving downtown Punta Gorda (US 41 and SR 17), as well as Taylor Road and the Harborwalk
  - Harborview Road was another discussion item
  - The following locations were discussed regarding Burnt Store Road:
    - Near US 41 in the area of a proposed signal at the Home Depot



### 6.3.9 AUGUST VIRTUAL WORKSHOP

During the August Virtual Workshop, the project team revisited key components of the Long Range Transportation Plan (LRTP), including the project schedule, and policy framework and goals. The cost feasible plan was also presented at this meeting. No public comments were received from participants during the session

### 6.3.10 KEY TAKEAWAYS

In total, 170 individuals attended LRTP public workshops, and 455 survey responses were collected—246 of which were submitted online. Key themes from public input include:

- **Accessibility and Inclusion for Individuals with Disabilities**
  - Strong demand for improved transportation services, infrastructure, and regular engagement tailored to the needs of disabled and visually impaired individuals
- **Bicycle Infrastructure and Safety**
  - Widespread support for safer, better-connected bike lanes and multi-use trails, especially in areas like Punta Gorda Isles and Jones Loop
- **Public Transit Expansion**
  - Calls for more frequent and accessible public transit options, especially for low-income residents and during non-business hours, with interest in rail and micro-transit solutions
- **Roadway Safety and Traffic Management**
  - Safety is a top priority, with requests for improved traffic flow, dedicated bike lanes, and better road conditions, particularly during peak seasons
- **Infrastructure Resilience and Growth Planning**
  - Concerns about rapid growth and its impact on infrastructure funding, with suggestions for hurricane-resistant designs and new north-south corridors and bridges
- **Emergency Services and Law Enforcement**
  - Recognition of the need for expanded police services, with ideas for funding through fines and acknowledgement of potential tax implications



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

### ➤ Location-Specific Concerns

- Detailed feedback on roads like Burnt Store Road, Harborview Road, Cornelius Boulevard, and Veterans Boulevard, highlighting congestion, safety risks, and future planning needs

### ➤ Transit Accessibility Enhancements

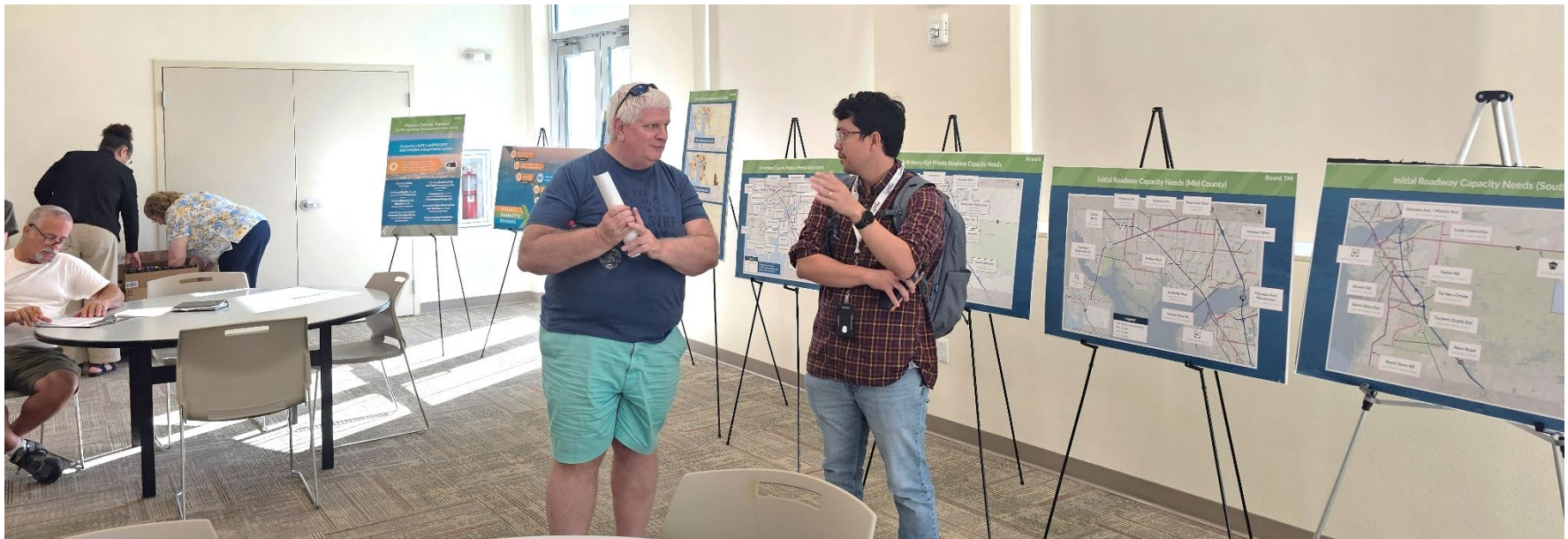
- Requests for timely bus service, audible crosswalk signals, and accessible digital materials, especially from visually impaired community members

### ➤ Opposition to Jones Loop Road Extension

- Strong resistance from residents in the Ranchettes area

### ➤ Community Engagement and Transparency

- Desire for access to workshop materials, maps, and injury data, along with continued outreach to diverse community groups including transit users and advocacy organizations



*West County Public Workshop, February 2025*





## Chapter 7: Performance Evaluation



## 7.0 PERFORMANCE EVALUATION

This section summarizes the performance for the Charlotte County-Punta Gorda MPO 2050 LRTP based on Goals, Objectives, and Performance Targets outlined in Section 2. Performance measurement is a continuing effort that will guide the planning efforts of the MPO, the selection of funding for transportation projects and programs, and the annual evaluation of performance of the transportation system throughout the MPO area.

### 7.1 PERFORMANCE EVALUATION

The Charlotte County-Punta Gorda MPO 2050 LRTP goals include the following eight items: Safety, Mobility, Efficiency and Reliability, Economic Development, Quality of Life, Environmental Protection, System Preservation and Resiliency, and Implementation. This section includes tables for each goal that show the objectives, performance measures or indicators, targets, and the MPO's performance toward those targets. Performance measures are provided for objectives that have federally defined performance targets and performance indicators are provided for objectives that have MPO-defined performance targets.

**Table 7-1** shows the objectives, performance measures, targets, and the MPO's performance for Goal 1 – Enhancing Safety for all Users.

*Table 7-1. Goal 1 Objectives, Performance Measures, Targets, and Charlotte County-Punta Gorda MPO Performance*

Objective	Performance Measure	Target	Charlotte County-Punta Gorda MPO 2050
<b>The plan will eliminate transportation-related fatalities</b>	Number of Fatalities	0	Improved; Target not met
	Fatality Rate Per MVMT	0	Improved; Target not met
<b>The plan will eliminate transportation-related serious injuries</b>	Number of Serious Injuries	0	Improved; Target not met
	Serious Injuries Rate per MVMT	0	Improved; Target not met
<b>The plan will eliminate crashes involving non-motorized transportation users</b>	Number of Non-Motorized Crashes	0	Improved; Target not met



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

**Table 7-2** shows the objectives, performance indicators, targets, and the MPO's performance for Goal 1 – Enhancing Safety for all Users.

*Table 7-2. Goal 2 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda MPO Performance*

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
<b>The plan will prioritize and fund safety improvements</b>	Did the plan prioritize improvements on high crash corridors?	Yes	Target met
<b>The plan will reduce the number of traffic-related public transportation fatalities</b>	Number of traffic-related crashes involving public transit	Decrease	Target met



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

**Table 7-3** shows the objectives, performance indicators, targets, and the MPO's performance toward Goal 2 – Improving Mobility through expanded multimodal options.

*Table 7-3. Goal 2 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda MPO Performance*

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
<b>The plan provides multimodal connections to major residential areas, employment hubs, retail, and medical centers.</b>	Percent of transportation network within the Urban Area with sidewalk and bike facility coverage	Improve	Target met
<b>The plan will provide for 75% of the county population to be within 5 miles of major regional trails.</b>	Percent population within 5 miles of major regional trails	≥75.0%	Target maintained
<b>The plan will accommodate future transportation technologies (automated, connected, shared mobility, and alternative energy)</b>	Does the plan prioritize projects supporting technology improvements?	Yes	Target met



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

**Table 7-4** shows the objectives, performance measures, targets, and the MPO's performance toward Goal 3 – Promote Efficiency and Reliability in the transportation network.

*Table 7-4. Goal 3 Objectives, Performance Measures, Targets, and Charlotte County-Punta Gorda Performance*

Objective	Performance Measure	Target	Charlotte County-Punta Gorda MPO 2050
<b>The plan will increase the reliability of the National Highway System in Charlotte County</b>	National Highway System (NHS) Interstate Level of Travel Time Reliability (LOTTR) in Person Miles Traveled (PMT)	≥75.0%	Target met
	Non-NHS Interstate Level LOTTR in PMT	≥60%	Target met
<b>The plan will increase the reliability of truck travel time</b>	Truck Travel Time Reliability (TTTR)	≤2.00	Target met



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

**Table 7-5** shows the objectives, performance indicators, targets, and the MPO's performance toward Goal 3 – Promote Efficiency and Reliability in the transportation network.

*Table 7-5. Goal 3 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda Performance*

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
<b>The plan will prioritize improvements to increase the efficiency of travel</b>	The plan reduces Vehicle Miles Traveled (VMT) per capita	Decrease	Target not met
	The plan will reduce hours of delay per VMT	Decrease	Target not met
<b>The plan will fund technology projects</b>	Does the plan prioritize projects supporting transportation technology (e.g., Intelligent Transportation Systems (ITS), Vehicle to Infrastructure Communication (VI), etc.)?	Yes	Target met



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

**Table 7-6** shows the objectives, performance indicators, targets, and the MPO's performance for Goal 4 – Supporting local and regional Economic Development by connecting communities and businesses.

*Table 7-6. Goal 4 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda Performance*

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
<b>The plan identifies high priority transportation projects that may be competitive for grant funding</b>	Does the plan identify projects for grant funding?	Yes	Target met
<b>The plan improves access to major employment hubs and the Enterprise Charlotte Airport Park (ECAP) in the County</b>	Does the plan identify priority projects to access major employment centers?	Yes	Target met
<b>The plan reduces delays in goods movement</b>	Freight travel time per capita	Decrease	TBD with consideration of D1RPM adoption
<b>The plan will support and highlight potential rail transportation (goods movement and passenger) priorities</b>	Freight travel time per capita	Decrease	TBD with consideration of D1RPM adoption
<b>The plan includes complete street projects to promote economic development</b>	Percent of transportation network within the Urban Area with sidewalk and bike facility coverage	Maintain/Increase	Target met



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

**Table 7-7** shows the objectives, performance indicators, targets, and the MPO's performance for Goal 5 – Promoting Quality of Life through accessible transportation.

*Table 7-7. Goal 5 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda MPO Performance*

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
<b>The plan will increase sidewalk facilities in the Urban Area.</b>	Percent of transportation network within the Urban Area with sidewalk coverage	Increase	Target met
<b>The plan will increase bicycle facilities</b>	Percent of the transportation network with bicycle facilities	Increase	Target met
<b>The plan will support access to public transportation service</b>	Percent of urban population with access to transit	Maintain/Increase	Target met



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

**Table 7-8** shows the objectives, performance indicators, targets, and the MPO's performance for Goal 6 – Safeguarding the natural environment with a focus on Environmental Protection.

*Table 7-8. Goal 6 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda MPO Performance*

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
<b>The plan will limit proposed transportation impacts to critical habitat</b>	Acres of critical habitats or other protected lands adversely impacted by transportation	Maintain	Target met
<b>The plan will include projects to reduce air pollution and/or carbon emissions</b>	Does the plan identify priority projects that address travel by low- or no-emission modes?	Yes	Target met
<b>The plan will minimize adverse impacts to the Peace River/Charlotte Harbor waterways</b>	Does the plan emphasize the need to limit adverse impacts to the Peace River/Charlotte Harbor waterways?	Yes	Target met



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

**Table 7-9** shows the objectives, performance measures, targets, and the MPO's performance for Goal 7 – Promoting System Preservation and Resiliency to adapt to future challenges.

*Table 7-9. Goal 7 Objectives, Performance Measures, Targets, and Charlotte County-Punta Gorda MPO Performance*

Objective	Performance Measure	Target	Charlotte County-Punta Gorda MPO 2050
<b>The plan will improve or maintain the condition of Interstate pavement.</b>	Percentage of pavements on the Interstate System in Good condition	≥60.0%	Target met
	Percentage of pavements on the Interstate System in Poor condition	≤5.0%	Target met
<b>The plan will improve or maintain the condition of non-Interstate pavement</b>	Percentage of pavements on the non-Interstate NHS in Good condition	≥40.0%	Target met
	Percentage of pavements on the non-Interstate NHS in Poor condition	≤5.0%	Target met
<b>The plan will improve or maintain the condition of NHS bridges.</b>	Percent of NHS bridges (by deck area) in Good condition	≥50.0%	Target met
	Percent of NHS bridges (by deck area) in Poor condition	≤5.0%	Target met



## CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN

**Table 7-10** shows the objectives, performance indicators, targets, and the MPO's performance for Goal 7 – Promoting System Preservation and Resiliency to adapt to future challenges.

*Table 7-10. Goal 7 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda MPO Performance*

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
<b>The plan will identify projects eligible for resiliency formula funding and identify priority projects discretionary funding</b>	Does the plan identify priority projects to enhance resiliency and facilitate emergency transportation needs?	Yes	Target met

**Table 7-11** shows the objectives, performance indicators, targets, and the MPO's performance for Goal 8 – Emphasizing implementation to turn plans into outcomes.

*Table 7-11. Goal 8 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda MPO Performance*

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
<b>The plan will identify projects that can be funded for implementation within a 5-10 year time band</b>	Number of projects identified for funding by 2040	5	Target met
<b>The plan will identify planning studies to prepare for future projects for funding and implementation</b>	Number of studies to be identified for funding	3	Target met

## 7.2 NETWORK PERFORMANCE

### 7.2.1 TRAVEL DEMAND MODEL RESULTS

In addition to the performance evaluation and targets, the network performance will be evaluated for the purpose of reviewing the performance of different scenarios. The MPO will review the D1RPM upon adoption and determine if the improvements proposed in the LRTP are effective in managing congestion and travel delay.



## 7.3 COMMUNITY TRANSPORTATION WORKSHOP

As part of the performance evaluation process, the Community Transportation Workshop was held to gather input from a broad-cross section of residents throughout Charlotte County and the City of Punta Gorda. The workshop was designed to ensure representation from individuals of varying backgrounds, experiences, and communities, creating an open forum for participants to share their transportation needs, challenges, and priorities. Feedback from the workshop helped inform the evaluation of system performance and contributed to a more inclusive and locally informed transportation planning process.

## 7.4 ENVIRONMENTAL MITIGATION

Transportation projects can significantly affect various environmental resources, including wildlife habitats, wetlands, air quality, and groundwater. To minimize these impacts, the Charlotte County-Punta Gorda MPO has coordinated closely with partner agencies throughout the planning process. When impacts cannot be fully avoided, mitigation efforts—such as enhancement, restoration, creation, or preservation—are pursued to offset potential harm. Project prioritization has been informed by environmental considerations to help guide investments toward locations and designs that reduce ecological disruption. In Florida, environmental mitigation is carried out through collaboration among the MPO, FDOT, and regulatory agencies such as the Water Management Districts, Florida Department of Environmental Protection, and the U.S. Environmental Protection Agency.

When addressing mitigation, there are general guidelines and protocols associated with avoiding impacts, minimizing impacts, or mitigating for impacts when impacts are unavoidable. These guidelines can be applied at the planning level, when MPOs are identifying areas of potential environmental concern during the development of a transportation project. This includes reducing or mitigating the impacts of surface transportation on stormwater systems, such as by incorporating green infrastructure, improved drainage design, or treatment features. Environmental mitigation activities include the following:

- Avoidance of impacts altogether
- Minimizing a proposed activity/project size or its involvement
- Repairing, rehabilitating, or restoring the affected environment
- Reducing or eliminating impacts over time through preservation and maintenance
- Compensating for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site





## Chapter 8: Plan Implementation





## 8.0 PLAN IMPLEMENTATION

The Charlotte County-Punta Gorda MPO 2050 LRTP represents a significant milestone in addressing the multimodal surface transportation needs of Charlotte County. For key elements of the Plan to move forward, there are many essential follow up actions beyond normal project development activities that will need to be undertaken by the MPO and its agency and community partners. The implementation of the Plan will also be reliant upon the support and cooperation of many key local and regional partners including the local municipalities, Charlotte County, FDOT District One, the Sarasota/Manatee MPO, the Lee County MPO, the Heartland TPO, and neighboring counties and MPOs, among others.

### 8.1 IMPLEMENTATION ACTION ITEMS

#### 8.1.1 MAJOR PROGRAM PRIORITIES OF CHARLOTTE COUNTY-PUNTA GORDA MPO

The Charlotte County-Punta Gorda MPO has made a commitment to utilize their federal funding allocation on a wide range of multimodal, safety, and intersection improvement projects. This federal funding is the primary funding source for intersection and operational improvements identified by the Congestion Management Process, Complete Streets corridor projects, transit facility enhancements, safety projects, resurfacing supplements (funding to make multimodal, safety, or intersection improvement concurrent with the routine resurfacing of a roadway), and stand-alone bicycle/pedestrian and trail projects. Funding for these programs will require the MPO to annually allocate funding for these program areas and prioritize projects.

#### 8.1.2 PARTIALLY FUNDED AND UNFUNDED PRIORITY PROJECTS

Partially Funded / Illustrative projects represent high priority projects that are not currently cost feasible but could be added to the Plan, should funding become available in the future. These projects include CR 74, US 17, segments of Harborview Road, and the I-75 at US 17 interchange among others. The full list of Partially Funded / Illustrative Projects can be found in **Appendix D** and **Appendix E**.

### 8.2 COMPLIANCE WITH FEDERAL REGULATION AND GUIDANCE

#### 8.2.1 IIJA

The 2050 LRTP is guided by the Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021. The IIJA builds upon MAP-21 (2012) and the FAST Act (2015) and introduced new priorities to address contemporary transportation challenges. While these previous acts established performance-based planning, emphasis on multimodal transportation, and expanded stakeholder involvement, key additions from the FAST Act included focusing on system resiliency, enhancing tourism, and broadening consultation requirements.



## 8.3 PLAN AMENDMENT PROCESS

This Long-Range Transportation Plan is not a static document. LRTP changes can occur due to shifts in availability of funding or updated project priorities, among other reasons. The FDOT provides MPOs guidance to implement amendments to the LRTP.

The MPO may need to revise the LRTP outside of the standard 5-year update cycle. The Code of Federal Regulations defines two types of revisions—*administrative modifications* and *amendments*.

An *administrative modification* is a minor revision to the LRTP or TIP. It generally includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. Public review and comments are not required, and fiscal constraint demonstration is not necessary either.

An *amendment* is a major revision to the LRTP. Amendments include the addition or removal of projects from the plan, major changes to project costs, changes to major dates, or significant revisions to design concepts and scopes for existing projects. Amendments require re-demonstrating fiscal constraints as well as public review and comment in accordance with the LRTP amendment and Public Participation Process (PPP). Changes to projects that are considered illustrative do not require an amendment. An amendment requires revenue and cost estimates supporting the plan to use an inflation rate(s) to reflect year of expenditure dollars, based on reasonable financial principles and information.

The LRTP can be revised at any time. It is important to note that the MPO does not have to extend the planning horizon of the LRTP for administrative modifications or for amendments. Florida Statute requires that the Charlotte County-Punta Gorda MPO Board adopt amendments to the LRTP by a recorded roll call vote or hand-counted vote of the majority of the membership present. The amended long-range plan is to be distributed in accordance with the FDOT MPO Handbook requirements.

## 8.4 THE NEXT FIVE YEARS

The Charlotte County-Punta Gorda MPO has a clear vision for the transportation system within the county providing connections to the rest of the region. This LRTP seeks to address local and regional mobility needs, including placing priority on smaller high value projects and mobility improvements to promote safety and economic development. A hallmark feature of the Charlotte County-Punta Gorda MPO 2050 Long Range Transportation Plan is its commitment to supporting the community of Charlotte County by investing in safe, multimodal improvements that enhance the character of the area. The Charlotte County-Punta Gorda MPO 2050 LRTP will remain in effect for five years until its update, anticipated to be completed by October 2030.



# APPENDICES





The image features a background composed of two aerial photographs. The top photograph shows a coastal cityscape with buildings and a beach under a cloudy sky. The bottom photograph shows a busy multi-lane highway intersection with several cars. A large blue geometric shape, resembling a stylized arrow or a series of overlapping triangles, is positioned on the left side of the image. A horizontal green banner spans the middle of the image, containing the title text.

## Appendix A: LRTP Checklist





## LONG RANGE TRANSPORTATION PLAN (LRTP) REVIEW CHECKLIST

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MPO:

LRTP Submittal Date:

Review #:

Date of Review: 09/05/2025

Reviewed By: Matthew Hansford

The following LRTP Review Checklist is provided to assist in the review of the MPO's LRTP. This Review Checklist is to be completed by the MPO Liaison.

---

### Section A – Federal Requirements

#### [23 CFR Part 450 – Planning Assistance and Standards](#)

##### A-1 ([23 CFR 450.324\(a\)](#))

- Does the Long Range Transportation Plan (LRTP) cover a 20-year horizon from the date of adoption? Please see the “Administrative Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 1-1

[Click here to enter comments](#)

##### A-2 ([23 CFR 450.324\(a\)](#))

- Does the LRTP address the planning factors described in [23 CFR 450.306\(b\)23](#)? Please see the “Fiscal Constraint” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance. Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 3-3, 5-29, 5-30

[Click here to enter comments](#)

- Risk and Resiliency:** Does the LRTP improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation?

Yes | If yes, page number: 2-6, 3-2, 3-3

- Travel and Tourism:** Does the LRTP enhance travel and tourism? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 3-2, 3-3, 4-15

Tourism only briefly mentioned



A-3 ([23 CFR 450.324\(b\)](#))

1. Does the LRTP include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 5-17, 5-18

[Click here to enter comments](#)

A-4 ([23 CFR 450.324\(c\)](#))

2. Was the requirement to update the LRTP at least every five years met? Please see the “Administrative Topics” section of the [2018 FHWA LRTP Expectations Letter](#) and [2012 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 1-1

[Click or tap here to enter text.](#)

A-5 ([23 CFR 450.324\(d\)](#))

3. Did the MPO coordinate the development of the LRTP with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? See [2012 FHWA LRTP Expectations Letter](#) for guidance.

Not Applicable | If yes, page number: xx

Not required as Charlotte County is not a non-attainment or maintenance area

A-6 ([23 CFR 450.324\(e\)](#))

4. Was the LRTP updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 4-1 – 4-14

[Click here to enter comments](#)

A-7 ([23 CFR 450.324\(f\)\(1\)](#))

5. Does the LRTP include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance. Please see the “Administrative Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 4-16

[Click here to enter comments](#)



A-8 ([23 CFR 450.324\(f\)\(2\)](#))

6. Does the LRTP include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan?

Yes | If yes, page number: 5-5 – 5-25

[Click here to enter comments](#)

A-9 ([23 CFR 450.324\(f\)\(3\)](#))

7. Does the LRTP include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with [23 CFR 450.306\(d\)](#)? Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 3-6 – 3-8

[Click here to enter comments](#)

A-10 ([23 CFR 450.324\(f\)\(4\)\(i\)](#))

8. Does the LRTP include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in [23 CFR 450.306\(d\)](#), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data? Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 3-6 – 3-8

Baseline data only on highway safety and bridge/pavement condition



A-11 ([23 CFR 450.306\(d\)\(4\)](#))

9. Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under [49 USC Chapter 53](#) by providers of public transportation, required as part of a performance-based program including:
- (i) The State asset management plan for the NHS, as defined in [23 USC 119\(e\)](#) and the Transit Asset Management Plan, as discussed in [49 USC 5326](#);
  - (ii) Applicable portions of the HSIP, including the SHSP, as specified in [23 USC 148](#);
  - (iii) The Public Transportation Agency Safety Plan, as specified in [49 USC 5329\(d\)49](#);
  - (iv) Other safety and security planning and review processes, plans, and programs, as appropriate;
  - (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in [23 USC 149\(l\)](#), as applicable;
  - (vi) Appropriate (metropolitan) portions of the [State Freight Plan \(MAP-21 section 1118\)](#);
  - (vii) The congestion management process, as defined in [23 CFR 450.322](#), if applicable; and
  - (viii) Other State transportation plans and transportation processes required as part of a performance-based program.

Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) and [2012 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [3-9 – 3-10, 5-20, 5-26, 5-28 – 5-29](#)

[Click or tap here to enter text.](#)

A-12 ([23 CFR 450.324\(f\)\(5\)](#))

10. Does the LRTP include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [5-25](#)

[Click here to enter comments](#)

A-13 ([23 CFR 450.324\(f\)\(6\)](#))

11. Does the LRTP include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [5-26 – 5-27](#)

[Click here to enter comments](#)



A-14 ([23 CFR 450.324\(f\)\(7\)](#))

12. Does the LRTP include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?

Yes | If yes, page number: 3-8, 7-1

[Click here to enter comments](#)

A-15 ([23 CFR 450.324\(f\)\(8\)](#))

13. Does the LRTP include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in [23 USC 101\(a\)](#), and associated transit improvements, as described in [49 USC 5302\(a\)49](#)?

Yes | If yes, page number: 2-4, 3-9 – 3-10, 5-1

There is no intercity bus service in the county

A-16 ([23 CFR 450.324\(f\)\(9\)](#))

14. Does the LRTP describe all proposed improvements in sufficient detail to develop cost estimates? Please see the “Fiscal Constraint” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 5-2 – 5-3, Appendix D-E

[Click here to enter comments](#)

A-17 ([23 CFR 450.324\(f\)\(10\)](#))

15. Does the LRTP include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 7-11

[Click here to enter comments](#)

A-18 ([23 CFR 450.324\(f\)\(11\)](#))

16. Does the LRTP include a financial plan that demonstrates how the adopted LRTP can be implemented? Please see the “Fiscal Constraint” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 8-1 – 8-2

[Click here to enter comments](#)



A-19 ([23 CFR 450.324\(f\)\(11\)\(i\)](#))

17. Does the LRTP include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation?

[Yes](#) | If yes, page number: [5-7 – 5-8](#)

[Click here to enter comments](#)

A-20 ([23 CFR 450.324\(f\)\(11\)\(ii\)](#))

18. Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support LRTP implementation, as required under [23 CFR 450.314\(a\)](#)? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

[Yes](#) | If yes, page number: [5-7 – 5-8](#)

[Click here to enter comments](#)

A-21 ([23 CFR 450.324\(f\)\(11\)\(iii\)](#))

19. Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the LRTP, and, in the case of new funding sources, identify strategies for ensuring their availability?

[Yes](#) | If yes, page number: [5-1 – 5-3](#)

[Click here to enter comments](#)

A-22 ([23 CFR 450.324\(f\)\(11\)\(iv\)](#))

20. Does the LRTP's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?

[Yes](#) | If yes, page number: [5-1](#)

[Click here to enter comments](#)

A-23 ([23 CFR 450.324\(f\)\(11\)\(vi\)](#))

21. Does the financial plan address the specific financial strategies required to ensure the implementation of Transportation Control Measures (TCM) in the applicable State Implementation Plan (SIP)?

[Not Applicable](#) | If yes, page number: [xx](#)

[Not required as Charlotte County is not a non-attainment or maintenance area](#)

A-24 ([23 CFR 450.324\(f\)\(12\)](#))

22. Does the LRTP include pedestrian walkway and bicycle transportation facilities in accordance with [23 USC 217\(g\)](#)?

[Yes](#) | If yes, page number: [5-17 – 5-18](#)

[Click here to enter comments](#)



A-25 ([23 CFR 450.324\(h\)](#))

23. Does the LRTP integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan? Please see the "Technical Topics" section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [5-20](#)

[Click here to enter comments](#)

A-26 ([23 CFR 450.324\(g\)\(1\)](#))

24. Does the LRTP identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the LRTP?

Yes | If yes, page number: [4-16](#)

[Click here to enter comments](#)

A-27 ([23 CFR 450.324\(j\)](#))

25. Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the LRTP using the MPO's adopted Public Participation Plan (PPP) developed under [23 CFR 450.316\(a\)](#)?

Yes | If yes, page number: [6-1 – 6-3](#)

[Click here to enter comments](#)

A-28 ([23 CFR 450.324\(k\)](#), [23 CFR 450.316\(a\)\(1\)\(iv\)](#))

26. Did the MPO publish or otherwise make readily available the LRTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web? Please see the "Stakeholder and Coordination Input" section of the [2018 FHWA LRTP Expectations Letter](#) for guidance. Please see the "Administrative Topics" section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [6-2, 6-4](#)

[Click here to enter comments](#)

A-29 ([23 CFR 450.316\(a\)\(1\)\(j\)](#))

27. Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed LRTP? Please see the "Stakeholder and Coordination Input" section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [6-1, 6-3](#)

[Click here to enter comments](#)



A-30 ([23 CFR 450.316\(a\)\(1\)\(vii\)](#))

28. In developing the LRTP, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance. Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 6-3

[Click here to enter comments](#)

A-31 ([23 CFR 450.316\(a\)\(1\)\(vi\)](#), [23 CFR 450.316\(a\)\(2\)](#))

29. Has the MPO demonstrated explicit consideration of and response to public input received during development of the LRTP? If significant written and oral comments were received on the draft LRTP, is a summary, analysis, and report on the disposition of the comments part of the final LRTP? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 6-1, 6-3, 6-5 – 6-14

[Click or tap here to enter text.](#)

A-32 ([23 CFR 450.316\(a\)\(1\)\(viii\)](#))

30. Did the MPO provide an additional opportunity for public comment if the final LRTP differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Not Applicable | If yes, page number: xx

The LRTP was not changed significantly from what was originally provided to the public

A-33 ([23 CFR 450.316\(b\)](#))

31. Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities in the development of the LRTP? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 6-4

[Click here to enter comments](#)

A-34 ([23 CFR 450.316\(c\)](#))

32. If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the LRTP?

Not Applicable | If yes, page number: xx

[Click here to enter comments](#)



A-35 ([23 CFR 450.316\(d\)](#))

33. If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the LRTP?

[Not Applicable](#) | If yes, page number: [xx](#)

[Click here to enter comments](#)

A-36 ([23 CFR 450.316\(e\)](#))

34. In U.S. Census designated urban areas of more than 50,000 people that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries?

[Not Applicable](#) | If yes, page number: [xx](#)

[Click here to enter comments](#)

A-37

35. Did the MPO consider projects and strategies that will promote consistency between transportation improvements and state and local housing patterns (in addition to planned growth and economic development patterns) in the development of the LRTP?

[Yes](#) | If yes, page number: [3-2](#)

[Click here to enter comments](#)



## Section B – State Requirements

[Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175](#)

### B-1 ([s.339.175\(1\), \(5\), and \(7\), FS](#))

36. Are the prevailing principles in [s. 334.046\(1\), FS](#) – preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility – reflected in the LRTP?

[Yes](#) | If yes, page number: [2-4 – 2-7, 3-3 – 3-4](#)

[Click here to enter comments](#)

### B-2 ([s.339.175\(1\) and \(7\)\(a\), FS](#))

37. Does the LRTP give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities?

[Yes](#) | If yes, page number: [5-2 – 5-3, 5-7, 5-12](#)

[Click or tap here to enter text.](#)

### B-3 ([s.339.175\(5\) and \(7\), FS](#))

38. Is the LRTP consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO's metropolitan planning area?

[Yes](#) | If yes, page number: [1-1, 4-1](#)

[Click here to enter comments](#)

### B-4 ([s.339.175\(1\) and \(7\) FS](#))

39. Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions in the development of the LRTP?

[Yes](#) | If yes, page number: [1-2 – 1-3](#)

[Click here to enter comments](#)

### B-5 ([s.339.175\(7\)\(a\), FS](#))

40. Were the goals and objectives identified in the Florida Transportation Plan considered in the development of the LRTP?

[Yes](#) | If yes, page number: [3-4](#)

[Click here to enter comments](#)



B-6 ([s.339.175\(7\)\(c\), FS](#))

41. Does the LRTP assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods?

[Yes](#) | If yes, page number: [5-5 – 5-6, 5-11 – 5-12](#)

[Click here to enter comments](#)

B-7 ([s.339.175\(7\)\(d\), FS](#))

42. Does the LRTP indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising?

[Yes](#) | If yes, page number: [5-6](#)

[Bike/ped facilities mentioned, other elements not mentioned.](#)

B-8 ([s.339.175\(13\) FS](#))

43. Was the LRTP approved on a recorded roll call vote or hand-counted vote of the majority of the membership present?

[No](#) | If yes, page number: [xx](#)

[Click here to enter comments](#)



## Section C – Proactive Recommendations

### C-1 ([23 CFR 450.306\(b\)\(9\)](#))

44. Does the LRTP attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation?

[Yes](#) | If yes, page number: [5-36](#)

[Click or tap here to enter text.](#)

### C-2

45. Does the LRTP proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?

[Yes](#) | If yes, page number: [5-36](#)

[Vulnerability briefly mentioned](#)

### C-3

46. Does the LRTP consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?

[Yes](#) | If yes, page number: [4-17](#)

[Click here to enter comments](#)

### C-4

47. Does the MPO consider the short- and long-term effects of population growth and or shifts on the transportation network in the development of the LRTP?

[Yes](#) | If yes, page number: [4-1 – 4-14](#)

[Click here to enter comments](#)





## Appendix B: Revenue Forecast



*Charlotte County-Punta Gorda 2050 Revenue Forecast*

*Present Day Value (PDV), 2025 Dollars*

Revenue Source		2031-2035	2036-2040	2041-2050	2031-2050 Total
Strategic Intermodal System (SIS) <sup>1</sup>		\$-	\$-	\$2,474,227	<b>\$2,474,227</b>
State Highway System (Non-SIS) – Non-TMA <sup>2</sup>		\$3,508,820	\$2,964,935	\$4,837,107	<b>\$11,310,862</b>
SHS (non-SIS) Product Support <sup>3</sup>		\$771,940	\$652,286	\$1,064,164	<b>\$2,488,390</b>
Other Roads (Non-SIS, Non-SHS) “Off-System”		\$2,806,202	\$2,416,667	\$3,953,608	<b>\$9,176,476</b>
Other Roads (Non-SIS, Non-SHS) Product Support <sup>3</sup>		\$617,364	\$531,667	\$869,794	<b>\$2,018,825</b>
Surface Transportation Block Grant – Non-TMA (SN, SM, SL) <sup>4</sup>		\$2,652,993	\$2,204,878	\$3,522,488	<b>\$8,380,360</b>
Transportation Alternatives – Any Area (TALT, TALN, TALM, TALL) <sup>4</sup>		\$1,570,101	\$1,291,029	\$2,061,136	<b>\$4,922,266</b>
<b>Subtotal Federal/State Revenues for Capacity</b>		<b>\$7,704,327</b>	<b>\$6,565,554</b>	<b>\$13,198,899</b>	<b>\$27,468,780</b>
State Levied Fuel Taxes	County Gas Tax (1¢)	\$5,959,000	\$6,295,000	\$13,600,000	<b>\$25,854,000</b>
	Constitutional Gas Tax (2¢)	\$13,811,000	\$14,686,000	\$31,998,000	<b>\$60,495,000</b>
Locally Levied Fuel Taxes	1st Local Option Gas Tax (6¢)	\$31,897,000	\$33,891,000	\$73,764,000	<b>\$139,552,000</b>
	2nd Local Option Gas Tax (5¢)	\$21,470,000	\$22,225,000	\$46,712,000	<b>\$90,407,000</b>
	9th Cent Gas Tax (1¢)	\$8,679,000	\$10,919,000	\$28,552,000	<b>\$48,150,000</b>
1% Local Option Sales Tax		\$12,002,880	\$13,133,280	\$29,656,800	<b>\$54,792,960</b>
Impact Fee Roads		\$31,750,000	\$27,700,000	\$73,120,000	<b>\$132,570,000</b>
<b>Subtotal Local Revenues for Capacity</b>		<b>\$65,222,880</b>	<b>\$63,058,280</b>	<b>\$149,488,800</b>	<b>\$277,769,960</b>
<b>Grand Total (Available for Capacity)</b>		<b>\$72,927,207</b>	<b>\$69,623,834</b>	<b>\$162,687,699</b>	<b>\$305,238,740</b>

1. Based on SIS Second Five Year Plan FY 2028/2029 – FY 2032/2033 and SIS Cost Feasible Plan 2035-2050

2. Estimated Charlotte County-Punta Gorda MPO allocation of funding eligible for non-TMA MPOs in District One (CCPG MPO and HRTPO)

3. According to the FDOT 2050 Revenue Forecast MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds are available from the statewide “Product Support” program to support PD&E and PE activities.

4. Estimated CCPG MPO allocation of funding eligible anywhere in District One.

5. FDOT District One have advised that SA funds are identified for Operation and Maintenance activities. (Banded items are identified as revenue sources to be used for roadway capacity projects. 2<sup>nd</sup> Local Option Gas Tax allocated 48% for capital projects.)



*Charlotte County-Punta Gorda 2050 Revenue Forecast*

*Year of Expenditure (YOE)*

Revenue Source		2031-2035	2036-2040	2041-2050	2031-2050 Total
Strategic Intermodal System (SIS) <sup>1</sup>		\$-	\$-	\$4,800,000	\$4,800,000
State Highway System (Non-SIS) – Non-TMA <sup>2</sup>		\$4,526,378	\$4,625,299	\$9,383,988	\$18,535,664
SHS (non-SIS) Product Support <sup>3</sup>		\$995,803	\$1,017,566	\$2,064,477	\$4,077,846
Other Roads (Non-SIS, Non-SHS) “Off-System”		\$3,620,000	\$3,770,000	\$7,670,000	\$15,060,000
Other Roads (Non-SIS, Non-SHS) Product Support <sup>3</sup>		\$796,400	\$829,400	\$1,687,400	\$3,313,200
Surface Transportation Block Grant – Non-TMA (SN, SM, SL) <sup>4</sup>		\$3,422,361	\$3,439,610	\$6,833,628	\$13,695,599
Transportation Alternatives – Any Area (TALT, TALN, TALM, TALL) <sup>4</sup>		\$2,025,431	\$2,014,006	\$3,998,604	\$8,038,040
<b>Subtotal Federal/State Revenues for Capacity</b>		\$9,938,581	\$10,242,265	\$25,605,865	\$45,786,711
State Levied Fuel Taxes	County Gas Tax (1¢)	\$7,687,110	\$9,820,200	\$26,384,000	\$43,891,310
	Constitutional Gas Tax (2¢)	\$17,816,190	\$22,910,160	\$62,076,120	\$102,802,470
Locally Levied Fuel Taxes	1st Local Option Gas Tax (6¢)	\$41,147,130	\$52,869,960	\$143,102,160	\$237,119,250
	2nd Local Option Gas Tax (5¢)	\$27,696,300	\$34,671,000	\$90,621,280	\$152,988,580
	9th Cent Gas Tax (1¢)	\$11,195,910	\$17,033,640	\$55,390,880	\$83,620,430
1% Local Option Sales Tax		\$15,483,715	\$20,487,917	\$57,534,192	\$93,505,824
Impact Fee Roads		\$40,957,500	\$43,212,000	\$141,852,800	\$226,022,300
<b>Subtotal Local Revenues for Capacity</b>		\$84,137,515	\$98,370,917	\$290,008,272	\$472,516,704
<b>Grand Total (Available for Capacity)</b>		\$94,076,096	\$108,613,181	\$315,614,137	\$518,303,415

1. Based on SIS Second Five Year Plan FY 2028/2029 – FY 2032/2033 and SIS Cost Feasible Plan 2035-2050
2. Estimated Charlotte County-Punta Gorda MPO allocation of funding eligible for non-TMA MPOs in District One (CCPG MPO and HRTPO)
3. According to the FDOT 2050 Revenue Forecast MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds are available from the statewide “Product Support” program to support PD&E and PE activities.
4. Estimated CCPG MPO allocation of funding eligible anywhere in District One.
5. FDOT District One have advised that SA funds are identified for Operation and Maintenance activities. (Banded items are identified as revenue sources to be used for roadway capacity projects. 2<sup>nd</sup> Local Option Gas Tax allocated 48% for capital projects.)



The background of the slide is a composite image. The top half shows an aerial view of a coastal city with various buildings and greenery, with the ocean visible in the distance. The bottom half shows a closer aerial view of a multi-lane highway with several cars driving. A large, solid blue triangle is positioned on the left side of the slide, pointing towards the center. Overlaid on the top half is a pattern of semi-transparent, light blue geometric shapes, including triangles and diamonds, creating a modern, architectural feel.

## Appendix C: FY 2025/26 – FY 2029/30 Transportation Improvement Program Overview



**CCPG 2050 LRTP**  
**DRAFT TIP - FY2026-FY2030**  
**CAPITAL ROADWAY AND BIKE/PED PROJECTS**

FPID	On Street	From Street	To Street	SIS	County	Type	Distance	PE Timeframe	PE Cost	CST Timeframe	CST Cost	Other Cost	Total TIP Cost
412665-1	Charlotte County TSMCA			No	Charlotte	Traffic Control Devices						OPS - \$1,282,084	\$ 1,282,084
413625-1	City of Punta Gorda TSMCA			No	Charlotte	Traffic Control Devices						OPS - \$327,440	\$ 327,440
434965-3	Harborview Rd	Melbourne St	I-75	No	Charlotte	Roadway Widening	2.3 mi			2026	\$ 35,653,373	RRD & Utilities- \$10,800,000	\$ 46,453,373
437001-2	Punta Gorda Weigh in Motion (WIM)				Charlotte	Weigh Station				2028	\$ 4,985,700		\$ 4,985,700
438262-1	US 41	Conway Blvd	Midway Blvd	No	Charlotte	Multi Use Trail				2027	\$ 5,569,716		\$ 5,569,716
444907-1	SR 776	Myakka River	Murdock Cir		Charlotte	Landscaping				2026	\$ 852,000		\$ 852,000
446393-1	SR 776	at Charlotte Sports Park			Charlotte	Intersection Improvements				2027	\$ 917,294		\$ 917,294
446830-1	US 41	Kings Hwy	Conway Blvd	No	Charlotte	Multi Use Trail		2026	\$1,501,000	2028	\$ 4,562,199		\$ 6,063,199
449652-1	SR 776	Merchants Crossing	Sarasota County Line	No	Charlotte	Median improvements	1.06 mi			2027	\$ 2,423,866		\$ 2,423,866
451101-1	US 41	Aqui Esta Dr	Carmalita St	No	Charlotte	Pavement Resurfacing	1.41 mi			2026	\$ 3,480,264		\$ 3,480,264
451103-1	SR 31	CR 74	DeSoto County Line	No	Charlotte	Pavement Resurfacing	7.5 mi			2027	\$ 6,321,145		\$ 6,321,145
451104-1	US 17	Pine Grove Cir	Washington Loop	Yes	Charlotte	Resurfacing project	1.99 mi			2026	\$ 5,261,205		\$ 5,261,205
451105-1	SR 776	Pine St	Sarasota County Line	No	Charlotte	Resurfacing project	1.5 mi			2027	\$ 5,437,716		\$ 5,437,716
451358-1	US 41	at Midway Blvd		No	Charlotte	Intersection Improvements				2027	\$ 1,742,963		\$ 1,742,963
452154-1	I-75	Jones Loop Truck parking		No	Charlotte	Parking facilities				2028	\$ 20,811,746		\$ 20,811,746
452221-1	Cooper St	Airport Rd	Marion Ave		Charlotte	Multi Use Trail	1.72 mi	2026	\$308,000	2028	\$ 2,911,000		\$ 3,219,000
452236-1	US 41 ADA Ramp	Harborwalk	Retta Esplanade	No	Charlotte	Safety Improvement				2026	\$ 656,961		\$ 122,741
453416-1	SR 776	at Jacobs St		No	Charlotte	Intersection Improvements		2027	\$115,450	2029	\$ 145,230		\$ 260,680
453459-1	Jones Loop Rd	and Piper Rd Roundabout		No	Charlotte	Intersection Improvements		2029	\$501,001	2029	\$ 3,218,282		\$ 3,719,283
	SR 776	at Cornelius Blvd		No	Charlotte	Intersection Improvements		2027	\$115,449	2029	\$ 145,230		\$ 260,679
	SR 776	Ocean Spray Blvd		No	Charlotte	Intersection Improvements				2027	\$ 714,184		\$ 714,184

**CCPG 2050 LRTP**  
**DRAFT TIP - FY2026-FY2030**  
**AVIATION PROJECTS**

FPID	On Street	SIS	County	Type	Other Costs	Total TIP Cost
451203-1	PG Airport Bay Rwy 22 Approach	Yes	Charlotte	Aviation	\$ 1,300,000	\$ 1,300,000
451489-1	PG Airport Runway 4-22 Ext	No	Charlotte	Aviation	\$ 750,000	\$ 750,000
453809-1	PG Airport Terminal Expansion	Yes	Charlotte	Aviation	\$ 7,000,000	\$ 7,000,000



**CCPG 2050 LRTP  
DRAFT TIP - FY2026-FY2030  
TRANSIT PROJECTS**

FPID	On Street	SIS	County	Type	Other Cost	Total TIP Cost
410119-1	FTA 5311 OPS	No	Charlotte	Transit	\$ 495,200	\$ 495,200
410138-1	State Block Grant	No	Charlotte	Transit	\$ 2,561,738	\$ 2,561,738
410138-1	State Block Grant	No	Charlotte	Transit	\$ 8,078,445	\$ 8,078,445
410145-1	North Port-PG FTA 5307 CAP	No	Charlotte	Transit	\$ 16,523,130	\$ 16,523,130
441980-1	North Port-PG FTA 5339	No	Charlotte	Transit	\$ 3,521,318	\$ 3,521,318

**CCPG 2050 LRTP  
DRAFT TIP - FY2026-FY2030  
MAINTENANCE PROJECTS**

FPID	On Street	SIS	County	Type	Other Cost	Total TIP Cost
413536-1	Punta Gorda Highway Lighting	No	Charlotte	Maintenance	\$ 436,762	\$ 436,762
432899-2	Charlotte County Asset Maintenance	No	Charlotte	Maintenance	\$ 5,453,130	\$ 5,453,130



The image features a background aerial photograph of a coastal city. A large blue geometric shape, composed of several overlapping triangles, is positioned on the left side of the frame. A horizontal green banner spans the middle of the image, containing the title text. Below the banner, the aerial view of the city continues, showing roads, buildings, and palm trees. The sky is overcast with grey clouds.

## Appendix D: Cost Feasible Plan (Present Day Value)



CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN  
COST FEASIBLE AND NEEDS PLAN

**COST FEASIBLE PROJECTS (ROADWAY CAPACITY AND OPERATIONS)**

PRESENT DAY COST/PRESENT DAY VALUE (PDV)

2050 STATUS	ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE TIME	PDE COST	PDE SOURCE	DESIGN TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
<b>WIDENING/OPERATIONS</b>																	
CF	BURNT STORE RD	LEE CO LINE	WALLABY LN	0.207	WIDEN 2 TO 4	COMMITTED			COMMITTED			2031 – 2035	\$ 1,728,214	TRIP	2031 – 2035	\$ 1,896,786	TRIP
												2031 – 2035	\$ 271,786	COUNTY	2031 – 2035	\$ 3,353,214	COUNTY
CF	TUCKERS GRADE EXT - PH 1	BURNT STORE RD	US 41	2.387	NEW 2 LANE ROAD	COMMITTED			2031 – 2035	\$ 3,000,000	COUNTY	2031 – 2035	\$ 6,500,000	COUNTY	2036 – 2040	\$ 28,000,000	COUNTY
CF	SR 776	WILLMINGTON BLVD/ GULFSTREAM BLVD	CR 771 (GASPARILLA RD)	4.928	OPERATIONAL IMPROVEMENTS	2031 – 2035	\$ 246,400	MULT	2031 – 2035	\$ 492,800	MULT	NOT REQUIRED			2036 – 2040	\$ 4,928,000	MULT
CF	HARBORVIEW RD	DATE ST	I-75	1.468	WIDEN 2 TO 4	COMMITTED			COMMITTED			2036 – 2040	\$ 18,000,000	ST	2041 - 2050	\$ 20,237,113	COUNTY
															2041 - 2050	\$ 7,762,887	OR
CF	N JONES LOOP RD	KNIGHTS DR	E OF PIPER RD	1.416	WIDEN 4 TO 6	2031 – 2035	\$ 327,462	COUNTY	2031 – 2035	\$ 654,924	COUNTY	2036 – 2040	\$ 4,584,469	MULT	2041 - 2050	\$ 6,549,242	COUNTY
CF	SR 776	SAN CASA DR	WILLMINGTON BLVD/ GULFSTREAM BLVD	0.689	WIDEN 4 TO 6	2036 – 2040	\$ 320,485	MULT	2036 – 2040	\$ 640,970	MULT	2036 – 2040	\$ 3,481,247	OR	2041 - 2050	\$ 6,409,698	SHS
CF	TAYLOR RD	N JONES LOOP RD	AIRPORT RD	1.978	WIDEN 2 TO 4	COMMITTED			2036 – 2040	\$ 3,500,000	COUNTY	2036 – 2040	\$ 20,000,000	COUNTY	2041 - 2050	\$ 30,000,000	COUNTY
CF	N JONES LOOP RD	BURNT STORE RD	KNIGHTS DR	2.06	WIDEN 4 TO 6	2031 – 2035	\$ 482,355	COUNTY	2031 – 2035	\$ 964,711	COUNTY	2041 - 2050	\$ 6,752,975	COUNTY	2041 - 2050	\$ 9,647,107	COUNTY
CF	TUCKERS GRADE EXT - PH 2	BURNT STORE RD	US 41	2.387	WIDEN 2 TO 4	COMMITTED			2041 - 2050	\$ 3,000,000	COUNTY	NOT REQUIRED			2041 - 2050	\$ 28,000,000	COUNTY
PF	HARBORVIEW RD	I-75	RIO DE JANEIRO AVE	0.601	WIDEN 2 TO 4	2031 – 2035	\$ 463,504	COUNTY	2031 – 2035	\$ 927,007	COUNTY	2041 - 2050	\$ 9,758,730	COUNTY		\$ 14,731,514	
PF	HARBORVIEW RD	RIO DE JANEIRO AVE	SUNNYBROOK RD	0.667	WIDEN 2 TO 4	2031 – 2035	\$ 493,861	COUNTY	2031 – 2035	\$ 765,676	COUNTY	2041 - 2050	\$ 10,397,880	COUNTY		\$ 15,696,358	
PF	CR 74	US 17	HAPPY HOLLOW RD	2.691	WIDEN 2 TO 4	2036 – 2040	\$ 3,165,215	COUNTY	2036 – 2040	\$ 6,330,430	COUNTY	2036 – 2040	\$ 55,107,204	COUNTY		\$ 83,188,342	
PF	US 17 WB AND EB	E OF US 41	E OF MARLYMPIA WAY	1.226	OPERATIONAL IMPROVEMENTS	COMMITTED			2031 – 2035	\$ 146,157	COUNTY	NOT REQUIRED			TBD		
PF	US 17	COPELY AVE	CR 74	0.87	WIDEN 4 TO 6	2031 – 2035	\$ 405,606	MULT	2031 – 2035	\$ 811,213	MULT		\$ 6,489,703			\$ 8,112,129	
<b>INTERSECTION/INTERCHANGE</b>																	
CF	SR 776	AT BISCAYNE DR			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	\$ 163,000	MULT	2031 – 2035	\$ 800,000	MULT	2036 – 2040	\$ 1,139,000	MULT
CF	SR 776	AT SUNNYBROOK BLVD			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	\$ 163,000	MULT	2031 – 2035	\$ 800,000	MULT	2036 – 2040	\$ 1,139,000	MULT
CF	US 41	AT TOLEDO BLADE BLVD			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	\$ 163,000	MULT	2031 – 2035	\$ 800,000	MULT	2036 – 2040	\$ 1,139,000	MULT
CF	SR 776	AT SPINNAKER BLVD			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	\$ 163,000	MULT	2031 – 2035	\$ 800,000	MULT	2041 - 2050	\$ 1,139,000	MULT
CF	US 41	AT EASY ST			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	\$ 100,000	MULT	2031 – 2035	\$ 800,000	MULT	2041 - 2050	\$ 1,000,000	MULT
CF	US 41	AT FORREST NELSON BLVD			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	\$ 100,000	MULT	2031 – 2035	\$ 800,000	MULT	2041 - 2050	\$ 1,000,000	MULT
CF	US 41	AT CARROUSEL PLAZA			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	\$ 100,000	MULT	2031 – 2035	\$ 800,000	MULT	2041 - 2050	\$ 1,000,000	MULT
PF	I-75	AT US 17			INTERCHANGE MODIFICATION	2041 - 2050	\$ 1,800,000	SIS	2041 - 2050	\$ 3,000,000	SIS		TBD	SIS		TBD	SIS
PF	I-75	AT RAINTREE BLVD (IN SARASOTA CO)			NEW INTERCHANGE	2041 - 2050	\$ 97,000	SIS	2041 - 2050	\$ 307,500	SIS		TBD	SIS		TBD	SIS
<b>STUDY/MISCELLANEOUS</b>																	
PF	I-75 (STUDY)	KINGS HWY	VETERANS BLVD	1.37	OPERATIONAL EVALUATION	2031 – 2035	\$ 2,000,000	MULT	TBD								
PF	AIRPORT AREA STUDY				AREA STUDY	2041 - 2050	\$ 1,500,000	LOGT2	TBD								
PF	SOUTH COUNTY EAST-WEST CORRIDOR STUDY (LEE MPO PROJECT SHOWN FOR REFERENCE)				AREA STUDY	2041 - 2050	\$ 1,500,000	FDOT	TBD			TBD			TBD		

PDV - present day value (2025\$)

PDE - Project Design and Environmental Study, PE - preliminary engineering, ROW - right of way, CST - construction

CF - Cost Feasible, PF - Partially Funded

TRIP - Transportation Regional Incentive Program, SHS - State Highway System (Non-SIS) – Non-TMA, OR - Other Roads (Non-SIS, Non-SHS) "Off-System", MULT - Multiple sources that include State/Federal revenues and Local revenues

Funding committed prior to 2031
Funding identified 2031-2040
Funding identified for last 10 years of LRTP (2041-2050)
Unfunded
To be determined



CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN  
COST FEASIBLE AND NEEDS PLAN

UNFUNDED\* NEEDS (ROADWAY CAPACITY AND OPERATIONS)

*\*All estimates below are based on planning-level generalized unit costs and are not project specific*

PRESENT DAY COST/PRESENT DAY VALUE (PDV)

ID_2050	ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
WIDENING/OPERATIONS									
R7	N JONES LOOP RD	E OF PIPER RD	W OF CURVE	1.75	WIDEN 2 TO 4	\$ 1,004,448	\$ 2,008,895	\$ 14,062,265	\$ 20,088,950
R8	PRINEVILLE ST	PAULSON DR	HILLSBOROUGH BLVD	1.24	WIDEN 2 TO 4	\$ 714,019	\$ 1,428,037	\$ 9,996,262	\$ 14,280,374
R9A	TAYLOR RD	AIRPORT RD	US 41	1.31	WIDEN 2 TO 4	\$ 753,049	\$ 1,506,097	\$ 10,542,681	\$ 15,060,973
R9B	TAYLOR RD	US 41 SB	N JONES LOOP RD	1.62	WIDEN 2 TO 4	\$ 78,634	\$ 3,500,000	\$ 20,000,000	\$ 35,000,000
R10	BURNT STORE RD	WALLABY LANE	TUCKERS GRADE EXT	5.97	WIDEN 4 TO 6	\$ 2,777,846	\$ 5,555,692	\$ 38,889,843	\$ 55,556,919
R11	CR 74	HAPPY HOLLOW RD	SR 31	12.16	WIDEN 2 TO 4	\$ 6,981,197	\$ 13,962,394	\$ 97,736,760	\$ 139,623,942
R12	HILLSBOROUGH BLVD	CRANBERRY BLVD	YORKSHIRE ST	6.16	WIDEN 2 TO 4	\$ 3,535,655	\$ 7,071,310	\$ 49,499,173	\$ 70,713,104
S3A	SR 776	WILMINGTON BLVD / GULFSTREAM BLVD	CR 771 (GASPARILLA RD)	4.93	WIDEN 4 TO 6	\$ 2,292,235	\$ 4,584,469	\$ 36,675,753	\$ 45,844,691
S3B	SR 776	CR 771 (GASPARILLA RD)	GILLOT BLVD	1.08	OPERATIONAL IMPROVEMENTS	\$ 53,950	\$ 107,900	\$ 863,200	\$ 1,079,000
S3C	SR 776	GILLOT BLVD	STURKIE AVE	1.26	BRIDGE IMPROVEMENTS	\$ 958,003	\$ 1,916,006	\$ 15,328,051	\$ 19,160,064
S3D	SR 776	STURKIE AVE	FLAMINGO BLVD	4.07	OPERATIONAL IMPROVEMENTS	\$ 203,250	\$ 406,500	\$ 3,252,000	\$ 4,065,000
S3E	SR 776	FLAMINGO BLVD	US 41	1.73	WIDEN 4 TO 6	\$ 482,759	\$ 965,517	\$ 4,827,586	\$ 9,655,172
R13	VETERANS BLVD	W OF WYLAM DR	E OF I-75	2.20	OPERATIONAL IMPROVEMENTS	\$ 109,850	\$ 219,700	\$ 1,537,900	\$ 2,197,000
R13B	VETERANS BLVD	PEACHLAND BLVD	KINGS HWY	0.13	WIDEN 4 TO 6	\$ 58,143	\$ 116,286	\$ 814,004	\$ 1,162,863
R14	AIRPORT RD	TAYLOR RD	PIPER RD	1.81	WIDEN 2 TO 4	\$ 1,040,034	\$ 2,080,067	\$ 14,560,471	\$ 20,800,673
R15	CR 39 (TOLEDO BLADE)	WHITNEY AVE	HILLSBOROUGH BLVD	1.24	WIDEN 4 TO 6	\$ 574,919	\$ 1,149,838	\$ 8,048,869	\$ 11,498,384
R16A	CR 771 (GASPARILLA RD)	ROBIN RD	ROTONDA BLVD EAST	2.20	WIDEN 2 TO 4	\$ 1,262,734	\$ 2,525,468	\$ 17,678,276	\$ 25,254,680
R16B	CR 771 (GASPARILLA RD)	ROTONDA BLVD EAST	SR 776	2.27	WIDEN 4 TO 6	\$ 1,053,553	\$ 2,107,107	\$ 14,749,748	\$ 21,071,069
R17	FRUITLAND AVE	GULFSTREAM BLVD	SAN CASA DR	1.50	IMPROVED 2 LANE ROAD	\$ 682,400	\$ 1,364,800	\$ 9,553,600	\$ 13,647,999
R18A	LOVELAND BLVD	WESTCHESTER BLVD	SUNCOAST BLVD	1.40	WIDEN 2 TO 4	\$ 1,027,980	\$ 2,055,961	\$ 14,391,724	\$ 20,559,605
R18B	LOVELAND BLVD	MIDWAY BLVD	VETERANS BLVD	2.25	WIDEN 2 TO 4	\$ 1,292,006	\$ 2,584,013	\$ 18,088,091	\$ 25,840,129
R19	LUTHER RD EXT	HARBOR VIEW RD	LUTHER CURVE	0.86	NEW 2 LANE ROAD	\$ 391,571	\$ 783,142	\$ 5,481,992	\$ 7,831,417
R20	OLEAN BLVD EXT	LOVELAND BLVD	HARBORVIEW RD	2.49	NEW 2 LANE ROAD	\$ 1,134,142	\$ 2,268,285	\$ 15,877,993	\$ 22,682,847
R21	PEACHLAND BLVD	COCHRAN BLVD	LOVELAND BLVD	4.71	OPERATIONAL IMPROVEMENTS	\$ 235,450	\$ 470,900	\$ 3,296,300	\$ 4,709,000
R22	RAMPART BLVD	KINGS HWY	RIO DE JANEIRO	2.37	WIDEN 2 TO 4	\$ 796,810	\$ 1,593,619	\$ 6,374,477	\$ 15,936,193
R23	S JONES LOOP	I-75	S OF CURVE	2.16	OPERATIONAL IMPROVEMENTS	\$ 108,000	\$ 216,000	\$ 1,512,000	\$ 2,160,000
R24	SAN CASA DR	CR 775	SR 776	2.10	WIDEN 2 TO 4	\$ 1,202,467	\$ 2,404,934	\$ 16,834,540	\$ 24,049,343
S4	SR 31	CYPRESS PKWY	CR 74	11.78	WIDEN 2 TO 4	\$ 6,763,949	\$ 13,527,899	\$ 108,223,191	\$ 135,278,989
S3F	SR 776	CRESTVIEW DR	SAN CASA DR	2.40	WIDEN 4 TO 6	\$ 1,117,278	\$ 2,234,557	\$ 17,876,453	\$ 22,345,566
R25	TUCKERS GRADE	US 41	I-75	2.34	WIDEN 4 TO 6	\$ 1,086,579	\$ 2,173,157	\$ 15,212,102	\$ 21,731,574



CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN  
COST FEASIBLE AND NEEDS PLAN

S5A	US 41	SR 776	KINGS HWY	11.93	OPERATIONAL IMPROVEMENTS	\$ 2,000,000	\$ 4,000,000	\$ 2,000,000	\$ 40,000,000
S5B	US 41	NOTRE DAME BLVD	BURNT STORE RD	5.81	WIDEN 4 TO 6	\$ 2,704,353	\$ 5,408,706	\$ 43,269,648	\$ 54,087,061
S5C	US 41 NB	TAYLOR RD	MARION AVE	0.39	OPERATIONAL IMPROVEMENTS	\$ 19,600	\$ 39,200	\$ 313,600	\$ 392,000
S5D	US 41 NB	MARION AVE	N OF PEACE RIVER	1.34	BRIDGE IMPROVEMENTS	\$ 7,679,232	\$ 15,358,464	\$ 122,867,712	\$ 153,584,640
S5E	US 41 SB	CARMALITA ST	MARION AVE	0.41	OPERATIONAL IMPROVEMENTS	\$ 20,600	\$ 41,200	\$ 329,600	\$ 412,000
S5F	US 41 SB	MARION AVE	N OF PEACE RIVER	1.34	BRIDGE IMPROVEMENTS	\$ 7,679,232	\$ 15,358,464	\$ 122,867,712	\$ 153,584,640
R13E	VETERANS BLVD	US 41	MURDOCK CIR E / PAULSON DR	0.58	WIDEN 4 TO 6	\$ 268,854	\$ 537,708	\$ 3,763,953	\$ 5,377,076
R13D	VETERANS BLVD	MURDOCK CIR EAST	HILLSBOROUGH BLVD	3.50	WIDEN 4 TO 6	\$ 1,628,473	\$ 3,256,945	\$ 22,798,617	\$ 32,569,453
R26	YORKSHIRE ST	VETERANS HWY	SARASOTA C/L	0.33	WIDEN 2 TO 4	\$ 186,540	\$ 373,081	\$ 2,611,564	\$ 3,730,805
INTERSECTION									
R27	BURNT STORE RD AT HOME DEPOT PLAZA			INTERSECTION IMPROVEMENT		\$ -	\$ 150,000	\$ 800,000	\$ 1,000,000
S6C	SR 776 AT DAVID BLVD			INTERSECTION IMPROVEMENT		\$ -	\$ 163,000	\$ 800,000	\$ 1,139,000
S6D	SR 776 AT PINEDALE DR			INTERSECTION IMPROVEMENT		\$ -	\$ 163,000	\$ 800,000	\$ 1,139,000
S7E	US 41 AT AIRPORT RD			INTERSECTION IMPROVEMENT		\$ -	\$ 150,000	\$ 800,000	\$ 1,000,000
S7F	US 41 AT ACLINE RD			INTERSECTION IMPROVEMENT		\$ -	\$ 150,000	\$ 800,000	\$ 1,000,000
S7G	US 41 AT JONES LOOP RD			INTERSECTION IMPROVEMENT		\$ -	\$ 150,000	\$ 800,000	\$ 1,000,000
S7H	US 41 AT AQUI ESTA DR			INTERSECTION IMPROVEMENT		\$ -	\$ 150,000	\$ 800,000	\$ 1,000,000
S7I	US 41 NB AT TAYLOR RD			INTERSECTION IMPROVEMENT		\$ -	\$ 150,000	\$ 800,000	\$ 1,000,000

TOTAL UNFUNDED NEEDS ESTIMATE

\$ 2,390,357,018

*\*All estimates below are based on planning-level generalized unit costs and are not project specific  
Above needs currently have no funding committed to any phase.*



CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN  
COST FEASIBLE AND NEEDS PLAN

DEMONSTRATION OF FISCAL CONSTRAINT

Present Day Value (PDV, 2025 Dollars)

Category	2031–2035		2036–2040		2041–2050		20-Year Total
<b>Revenue for Capital Projects</b>	\$	72,927,206	\$	69,623,834	\$	162,687,699	\$ 305,238,740
<b>Cost of Capital Projects</b>	\$	33,746,610	\$	93,675,122	\$	165,929,029	\$ 293,350,762
<b>Capital Contingency</b>	\$	39,180,596	\$	(24,051,288)	\$	(3,241,330)	\$ 11,887,978
<b>Capital Balance</b>	\$	-	\$	-	\$	-	\$ (0)
<b>Revenue for O&amp;M</b>	\$	76,002,113	\$	82,223,599	\$	183,564,689	\$ 305,238,740
<b>Cost of O&amp;M Projects</b>	\$	76,002,113	\$	82,223,599	\$	183,564,689	\$ 293,350,762
<b>O&amp;M Balance</b>	\$	-	\$	-	\$	-	\$ -

*\*Note: This table presents the same revenue and cost data in base-year (present-day) dollars for reference and internal reconciliation. Capital Balance reflects the difference between base-year revenues and costs and may show surpluses or deficits across time bands. This version is not used for formal financial constraint, which must be demonstrated in YOE dollars*



The image features a background aerial photograph of a coastal city. A large blue geometric shape, composed of several overlapping triangles, is positioned on the left side of the frame. A horizontal green banner spans the middle of the image, containing the title text. The bottom portion of the image shows a detailed aerial view of a multi-lane highway with various vehicles, including cars, trucks, and a bus, traveling in both directions. The overall design is modern and professional, likely intended for a government or corporate report.

## Appendix E: Cost Feasible Plan (Year of Expenditure)



CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN  
COST FEASIBLE AND NEEDS PLAN

**COST FEASIBLE NEEDS (ROADWAY CAPACITY AND OPERATIONS)**

YEAR OF EXPENDITURE (YOE)

2050 STATUS	ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE TIME	PDE COST	PDE SOURCE	DESIGN TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
<b>WIDENING/OPERATIONS</b>																	
CF	BURNT STORE RD	LEE CO LINE	WALLABY LN	0.207	WIDEN 2 TO 4	COMMITTED			COMMITTED			2031 – 2035	\$ 2,229,396	TRIP	2031 – 2035	\$ 2,446,854	TRIP
												2031 – 2035	\$ 350,604	COUNTY	2031 – 2035	\$ 4,325,646	COUNTY
CF	TUCKERS GRADE EXT - PH 1	BURNT STORE RD	US 41	2.387	NEW 2 LANE ROAD	COMMITTED			2031 – 2035	\$ 3,870,000	COUNTY	2031 – 2035	\$ 8,385,000	COUNTY	2036 – 2040	\$ 43,680,000	COUNTY
CF	SR 776	WILLMINGTON BLVD/ GULFSTREAM BLVD	CR 771 (GASPARILLA RD)	4.928	OPERATIONAL IMPROVEMENTS	2031 – 2035	\$ 317,856	MULT	2031 – 2035	\$ 635,712	MULT	NOT REQUIRED			2036 – 2040	\$ 7,687,680	MULT
CF	HARBORVIEW RD	DATE ST	I-75	1.468	WIDEN 2 TO 4	COMMITTED			COMMITTED			2036 – 2040	\$ 28,080,000	ST	2041 - 2050	\$ 39,260,000	COUNTY
															2041 - 2050	\$ 15,060,000	OR
CF	N JONES LOOP RD	KNIGHTS DR	E OF PIPER RD	1.416	WIDEN 4 TO 6	2031 – 2035	\$ 422,426	COUNTY	2031 – 2035	\$ 844,852	COUNTY	2036 – 2040	\$ 7,151,772	MULT	2041 - 2050	\$ 12,705,529	COUNTY
CF	SR 776	SAN CASA DR	WILLMINGTON BLVD/ GULFSTREAM BLVD	0.689	WIDEN 4 TO 6	2036 – 2040	\$ 499,956	MULT	2036 – 2040	\$ 999,913	MULT	2036 – 2040	\$ 5,430,745	OR	2041 - 2050	\$ 12,434,814	SHS
CF	TAYLOR RD	N JONES LOOP RD	AIRPORT RD	1.978	WIDEN 2 TO 4	COMMITTED			2036 – 2040	\$ 5,460,000	COUNTY	2036 – 2040	\$ 31,200,000	COUNTY	2041 - 2050	\$ 58,200,000	COUNTY
CF	N JONES LOOP RD	BURNT STORE RD	KNIGHTS DR	2.06	WIDEN 4 TO 6	2031 – 2035	\$ 622,238	COUNTY	2031 – 2035	\$ 1,244,477	COUNTY	2041 - 2050	\$ 13,100,772	COUNTY	2041 - 2050	\$ 18,715,388	COUNTY
CF	TUCKERS GRADE EXT - PH 2	BURNT STORE RD	US 41	2.387	WIDEN 2 TO 4	COMMITTED			2041 - 2050	\$ 5,820,000	COUNTY	NOT REQUIRED			2041 - 2050	\$ 54,320,000	COUNTY
PF	HARBORVIEW RD	I-75	RIO DE JANEIRO AVE	0.601	WIDEN 2 TO 4	2031 – 2035	\$ 463,504	COUNTY	2031 – 2035	\$ 927,007	COUNTY	2041 - 2050	\$ 9,758,730	COUNTY		\$ 14,731,514	
PF	HARBORVIEW RD	RIO DE JANEIRO AVE	SUNNYBROOK RD	0.667	WIDEN 2 TO 4	2031 – 2035	\$ 493,861	COUNTY	2031 – 2035	\$ 987,722	COUNTY	2041 - 2050	\$ 10,397,880	COUNTY		\$ 15,696,358	
PF	CR 74	US 17	HAPPY HOLLOW RD	2.691	WIDEN 2 TO 4	2036 – 2040	\$ 3,165,215	COUNTY	2036 – 2040	\$ 6,330,430	COUNTY	2036 – 2040	\$ 55,107,204	COUNTY		\$ 83,188,342	
PF	US 17 WB AND EB	E OF US 41	E OF MARLYMPIA WAY	1.226	OPERATIONAL IMPROVEMENTS	COMMITTED			2031 – 2035	\$ 146,157	COUNTY	NOT REQUIRED			TBD		
PF	US 17	COPLEY AVE	CR 74	0.87	WIDEN 4 TO 6	2031 – 2035	\$ 523,232	MULT	2031 – 2035	\$ 1,046,465	MULT		\$ 13,303,891			\$ 16,629,864	
<b>INTERSECTION/INTERCHANGE</b>																	
CF	SR 776	AT BISCAYNE DR			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	\$ 193,500	MULT	2031 – 2035	\$ 1,552,000	MULT	2036 – 2040	\$ 1,560,000	MULT
CF	SR 776	AT SUNNYBROOK BLVD			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	\$ 193,500	MULT	2031 – 2035	\$ 1,552,000	MULT	2036 – 2040	\$ 1,940,000	MULT
CF	US 41	AT TOLEDO BLADE BLVD			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	\$ 129,000	MULT	2031 – 2035	\$ 1,032,000	MULT	2036 – 2040	\$ 1,560,000	MULT
CF	SR 776	AT SPINNAKER BLVD			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	\$ 193,500	MULT	2031 – 2035	\$ 1,552,000	MULT	2041 - 2050	\$ 1,139,000	MULT
CF	US 41	AT EASY ST			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	\$ 129,000	MULT	2031 – 2035	\$ 1,032,000	MULT	2041 - 2050	\$ 1,940,000	MULT
CF	US 41	AT FORREST NELSON BLVD			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	\$ 129,000	MULT	2031 – 2035	\$ 1,032,000	MULT	2041 - 2050	\$ 1,940,000	MULT
CF	US 41	AT CARROUSEL PLAZA			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	\$ 129,000	MULT	2031 – 2035	\$ 1,032,000	MULT	2041 - 2050	\$ 1,940,000	MULT
PF	I-75	AT US 17			INTERCHANGE MODIFICATION	2041 - 2050	\$ 1,800,000	SIS	2041 - 2050	\$ 3,000,000	SIS		TBD	SIS		TBD	SIS
PF	I-75	AT RAINTREE BLVD (IN SARASOTA CO)			NEW INTERCHANGE	2041 - 2050	\$ 97,000	SIS	2041 - 2050	\$ 307,500	SIS		TBD	SIS		TBD	SIS
<b>STUDY/MISCELLANEOUS</b>																	
PF	I-75 (STUDY)	KINGS HWY	VETERANS BLVD	1.37	OPERATIONAL EVALUATION	2031 – 2035	\$ 2,580,000	MULT	TBD								
PF	AIRPORT AREA STUDY				AREA STUDY	2041 - 2050	\$ 2,910,000	COUNTY	TBD								
PF	SOUTH COUNTY EAST-WEST CORRIDOR STUDY (LEE MPO PROJECT SHOWN FOR REFERENCE)				AREA STUDY	2041 - 2050	\$ 3,075,000	FDOT	TBD			TBD			TBD		

PDV - present day value (2025S)

PDE - Project Design and Environmental Study, PE - preliminary engineering, ROW - right of way, CST - construction

CF - Cost Feasible, PF - Partially Funded

TRIP - Transportation Regional Incentive Program, SHS - State Highway System (Non-SIS) – Non-TMA, OR - Other Roads (Non-SIS, Non-SHS) "Off-System", MULT - Multiple sources that include State/Federal revenues and Local revenues

Funding committed prior to 2031
Funding identified 2031-2040
Funding identified for last 10 years of LRTP (2041-2050)
Unfunded
To be determined



CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN  
COST FEASIBLE AND NEEDS PLAN

UNFUNDED\* NEEDS (ROADWAY CAPACITY AND OPERATIONS)

*\*All estimates below are based on planning-level generalized unit costs and are not project specific*

YEAR OF EXPENDITURE (YOE)

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
WIDENING/OPERATIONS								
N JONES LOOP RD	E OF PIPER RD	W OF CURVE	1.75	WIDEN 2 TO 4	\$ 2,339,157	\$ 4,678,315	\$ 32,748,203	\$ 46,783,147
PRINEVILLE ST	PAULSON DR	HILLSBOROUGH BLVD	1.24	WIDEN 2 TO 4	\$ 1,463,738	\$ 2,927,477	\$ 20,492,336	\$ 29,274,766
TAYLOR RD	AIRPORT RD	US 41	1.31	WIDEN 2 TO 4	\$ 1,543,750	\$ 3,087,499	\$ 21,612,496	\$ 30,874,994
TAYLOR RD	US 41 SB	N JONES LOOP RD	1.62	WIDEN 2 TO 4	\$ 78,634	\$ 7,175,000	\$ 41,000,000	\$ 71,750,000
BURNT STORE RD	WALLABY LANE	TUCKERS GRADE EXT	5.97	WIDEN 4 TO 6	\$ 5,694,584	\$ 11,389,168	\$ 79,724,178	\$ 113,891,684
CR 74	HAPPY HOLLOW RD	SR 31	12.16	WIDEN 2 TO 4	\$ 13,332,491	\$ 26,664,982	\$ 186,654,872	\$ 266,649,817
HILLSBOROUGH BLVD	CRANBERRY BLVD	YORKSHIRE ST	6.16	WIDEN 2 TO 4	\$ 7,248,093	\$ 14,496,186	\$ 101,473,304	\$ 144,961,863
SR 776	WILMINGTON BLVD / GULFSTREAM BLVD	CR 771 (GASPARILLA RD)	4.93	WIDEN 4 TO 6	\$ 4,699,081	\$ 9,398,162	\$ 93,981,617	\$ 93,981,617
SR 776	CR 771 (GASPARILLA RD)	GILLOT BLVD	1.08	OPERATIONAL IMPROVEMENTS	\$ 1,028,877	\$ 2,057,755	\$ 16,462,040	\$ 20,577,550
SR 776	GILLOT BLVD	STURKIE AVE	1.26	BRIDGE IMPROVEMENTS	\$ 1,963,907	\$ 3,927,813	\$ 31,422,505	\$ 39,278,131
SR 776	STURKIE AVE	FLAMINGO BLVD	4.07	OPERATIONAL IMPROVEMENTS	\$ 416,663	\$ 833,325	\$ 6,666,600	\$ 8,333,250
SR 776	FLAMINGO BLVD	US 41	1.73	WIDEN 4 TO 6	\$ 989,655	\$ 1,979,310	\$ 9,896,551	\$ 19,793,102
VETERANS BLVD	W OF WYLAM DR	E OF I-75	2.20	OPERATIONAL IMPROVEMENTS	\$ 225,193	\$ 450,385	\$ 3,152,695	\$ 4,503,850
VETERANS BLVD	PEACHLAND BLVD	KINGS HWY	0.13	WIDEN 4 TO 6	\$ 119,193	\$ 238,387	\$ 1,668,708	\$ 2,383,868
AIRPORT RD	TAYLOR RD	PIPER RD	1.81	WIDEN 2 TO 4	\$ 2,132,069	\$ 4,264,138	\$ 29,848,965	\$ 42,641,379
CR 39 (TOLEDO BLADE)	WHITNEY AVE	HILLSBOROUGH BLVD	1.24	WIDEN 4 TO 6	\$ 1,189,073	\$ 2,378,147	\$ 16,647,028	\$ 23,781,468
CR 771 (GASPARILLA RD)	ROBIN RD	ROTONDA BLVD EAST	2.20	WIDEN 2 TO 4	\$ 2,575,662	\$ 5,151,323	\$ 36,059,263	\$ 51,513,234
CR 771 (GASPARILLA RD)	ROTONDA BLVD EAST	SR 776	2.27	WIDEN 4 TO 6	\$ 2,159,785	\$ 4,319,569	\$ 30,236,983	\$ 43,195,690
FRUITLAND AVE	GULFSTREAM BLVD	SAN CASA DR	1.50	IMPROVED 2 LANE ROAD	\$ 1,398,920	\$ 2,797,840	\$ 19,584,879	\$ 27,978,399
LOVELAND BLVD	WESTCHESTER BLVD	SUNCOAST BLVD	1.40	WIDEN 2 TO 4	\$ 1,644,941	\$ 3,289,881	\$ 23,029,169	\$ 32,898,812
LOVELAND BLVD	MIDWAY BLVD	VETERANS BLVD	2.25	WIDEN 2 TO 4	\$ 2,648,613	\$ 5,297,227	\$ 37,080,586	\$ 52,972,265
LUTHER RD EXT	HARBOR VIEW RD	LUTHER CURVE	0.86	NEW 2 LANE ROAD	\$ 909,251	\$ 1,818,502	\$ 12,729,517	\$ 18,185,025
OLEAN BLVD EXT	LOVELAND BLVD	HARBORVIEW RD	2.49	NEW 2 LANE ROAD	\$ 2,324,992	\$ 4,649,984	\$ 32,549,886	\$ 46,499,837
PEACHLAND BLVD	COCHRAN BLVD	LOVELAND BLVD	4.71	OPERATIONAL IMPROVEMENTS	\$ 482,673	\$ 965,345	\$ 6,757,415	\$ 9,653,450
RAMPART BLVD	KINGS HWY	RIO DE JANEIRO	2.37	WIDEN 2 TO 4	\$ 796,810	\$ 1,593,619	\$ 6,374,477	\$ 15,936,193
S JONES LOOP	I-75	S OF CURVE	2.16	OPERATIONAL IMPROVEMENTS	\$ 221,400	\$ 442,800	\$ 3,099,600	\$ 4,428,000
SAN CASA DR	CR 775	SR 776	2.10	WIDEN 2 TO 4	\$ 2,465,058	\$ 4,930,115	\$ 34,510,807	\$ 49,301,153
SR 31	CYPRESS PKWY	CR 74	11.78	WIDEN 2 TO 4	\$ 12,932,434	\$ 25,864,868	\$ 206,918,940	\$ 258,648,675
SR 776	CRESTVIEW DR	SAN CASA DR	2.40	WIDEN 4 TO 6	\$ 2,290,420	\$ 4,580,841	\$ 36,646,728	\$ 45,808,410
TUCKERS GRADE	US 41	I-75	2.34	WIDEN 4 TO 6	\$ 1,376,922	\$ 2,753,844	\$ 19,276,911	\$ 27,538,445



CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN  
COST FEASIBLE AND NEEDS PLAN

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
US 41	SR 776	KINGS HWY	11.93	OPERATIONAL IMPROVEMENTS	\$ 11,379,633	\$ 22,759,266	\$ 182,074,126	\$ 227,592,658
US 41	NOTRE DAME BLVD	BURNT STORE RD	5.81	WIDEN 4 TO 6	\$ 5,543,924	\$ 11,087,847	\$ 88,702,779	\$ 110,878,474
US 41 NB	TAYLOR RD	MARION AVE	0.39	OPERATIONAL IMPROVEMENTS	\$ 40,180	\$ 80,360	\$ 642,880	\$ 803,600
US 41 NB	MARION AVE	N OF PEACE RIVER	1.34	BRIDGE IMPROVEMENTS	\$ 2,088,599	\$ 4,177,198	\$ 33,417,585	\$ 41,771,981
US 41 SB	CARMALITA ST	MARION AVE	0.41	OPERATIONAL IMPROVEMENTS	\$ 42,230	\$ 84,460	\$ 675,680	\$ 844,600
US 41 SB	MARION AVE	N OF PEACE RIVER	1.34	BRIDGE IMPROVEMENTS	\$ 3,148,485	\$ 6,296,970	\$ 50,375,762	\$ 62,969,702
VETERANS BLVD	US 41	MURDOCK CIR E / PAULSON DR	0.58	WIDEN 4 TO 6	\$ 279,389	\$ 558,779	\$ 3,911,451	\$ 5,587,787
VETERANS BLVD	MURDOCK CIR EAST	HILLSBOROUGH BLVD	3.50	WIDEN 4 TO 6	\$ 3,338,369	\$ 6,676,738	\$ 46,737,165	\$ 66,767,378
YORKSHIRE ST	VETERANS HWY	SARASOTA C/L	0.33	WIDEN 2 TO 4	\$ 382,408	\$ 764,815	\$ 5,353,705	\$ 7,648,150
INTERSECTION								
BURNT STORE RD AT HOME DEPOT PLAZA			INTERSECTION IMPROVEMENT		\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000
SR 776 AT DAVID BLVD			INTERSECTION IMPROVEMENT		\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000
SR 776 AT PINEDALE DR			INTERSECTION IMPROVEMENT		\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000
US 41 AT AIRPORT RD			INTERSECTION IMPROVEMENT		\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000
US 41 AT ACLINE RD			INTERSECTION IMPROVEMENT		\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000
US 41 AT JONES LOOP RD			INTERSECTION IMPROVEMENT		\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000
US 41 AT AQUÍ ESTA DR			INTERSECTION IMPROVEMENT		\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000
US 41 NB AT TAYLOR RD			INTERSECTION IMPROVEMENT		\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000

TOTAL UNFUNDED NEEDS ESTIMATE

\$ 4,132,884,291

*\*All estimates below are based on planning-level generalized unit costs and are not project specific  
Above needs currently have no funding committed to any phase.*



CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN  
COST FEASIBLE AND NEEDS PLAN

DEMONSTRATION OF FISCAL CONSTRAINT

Year of Expenditure (YOE)

Category	2031–2035		2036–2040		2041–2050		20-Year Total
<b>Revenue for Capital Projects</b>	\$	94,076,096	\$	108,613,181	\$	315,614,137	\$ 518,303,415
<b>Cost of Capital Projects</b>	\$	43,533,127	\$	146,133,191	\$	321,902,317	\$ 511,568,634
<b>Capital Contingency</b>	\$	50,542,970	\$	(37,520,009)	\$	(6,288,180)	\$ 6,734,781
<b>Capital Balance</b>	\$	-	\$	-	\$	-	\$ -
<b>Revenue for O&amp;M</b>	\$	98,042,726	\$	128,268,814	\$	356,115,496	\$ 582,427,035
<b>Cost of O&amp;M Projects</b>	\$	98,042,726	\$	128,268,814	\$	356,115,496	\$ 582,427,035
<b>O&amp;M Balance</b>	\$	-	\$	-	\$	-	\$ -

*\*Note: All figures are shown in year-of-expenditure (YOE) dollars, which reflect future cost increases using time-band-specific inflation per the FDOT Revenue Forecasting Handbook. Capital Contingency represents a flexible funding buffer to account for project risks, cost increases, or emerging needs. It is shown here as an adjusted amount in each time band to ensure the plan is fully balanced — but in practice, contingency is managed as a rolling reserve that can carry forward across the 20-year horizon.*



An aerial photograph of a coastal city at dusk. A multi-lane bridge spans a body of water in the foreground. The city skyline is visible in the background with lights from buildings and streets. Overlaid on the left side of the image are several large, colorful, semi-transparent chevron shapes pointing to the right. The colors of the chevrons are blue, orange, green, and light blue.

# MOVING CHARLOTTE FORWARD

*Charlotte County  
MPO Board  
October 2, 2025*





Project Initiation and  
Data Gathering

Fall 2024



Goals, Objectives, and  
Performance Measurement



Needs Plan

May 2025



Public Involvement

*(throughout the Planning Process)*



Project  
Prioritization

Summer 2025



Financial  
Constraint



LRTP  
Documentation

August 2025



Adoption

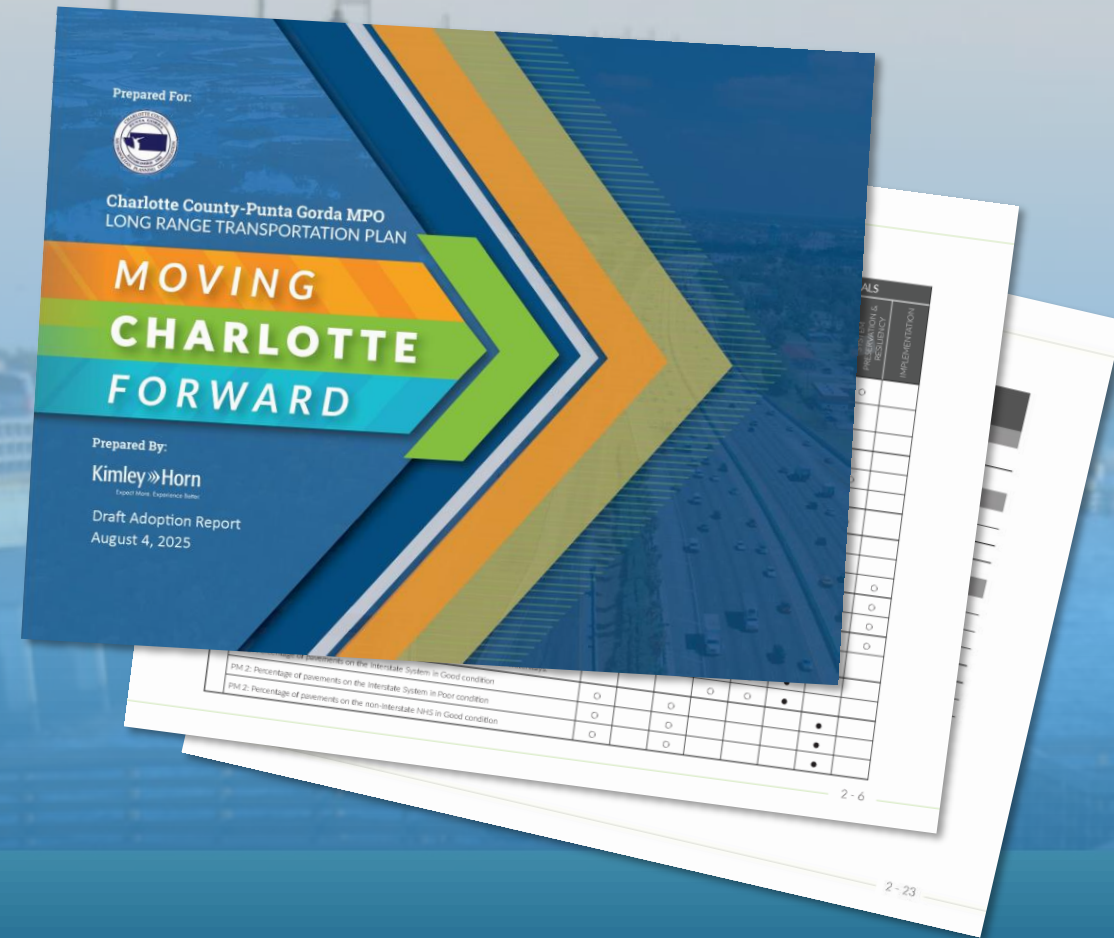
October 2025

MOVING  
CHARLOTTE  
FORWARD



# Today's Objective

## 2050 Long Range Transportation Plan Adoption



MOVING  
CHARLOTTE  
FORWARD



# Public Outreach

- **Online Survey**
- **In-Person Public Workshops – West, Mid, South County Locations**
  - February 10-12, 2025
  - May 27-28, 2025
  - July 16-17, 2025
- **Online Workshops**
  - May 29, 2025
- **Community Transportation Workshop**
  - April 24, 2025
- **Consensus Building Workshops**
  - April 7, 2025
  - June 9, 2025
  - 50+ Stakeholders (Public/Agencies)
- **Online Adoption Workshop**
  - August 14, 2025





# Projected Revenues 2031-2050 (Year of Expenditure)

Revenue Source		2031-2035	2036-2040	2041-2050	2031-2050 Total
Strategic Intermodal System (SIS) <sup>1</sup>		\$ -	\$ -	\$ 4,800,000	\$ 4,800,000
State Highway System (Non-SIS) – Non-TMA <sup>2</sup>		\$ 4,526,378	\$ 4,625,299	\$ 9,383,988	\$ 18,535,664
SHS (non-SIS) Product Support <sup>3</sup>		\$ 995,803	\$ 1,017,566	\$ 2,064,477	\$ 4,077,846
Other Roads (Non-SIS, Non-SHS) “Off-System”		\$ 3,620,000	\$ 3,770,000	\$ 7,670,000	\$ 15,060,000
Other Roads (Non-SIS, Non-SHS) Product Support <sup>3</sup>		\$ 796,400	\$ 829,400	\$ 1,687,400	\$ 3,313,200
Surface Transportation Block Grant – Non-TMA (SN, SM, SL) <sup>4</sup>		\$ 3,422,361	\$ 3,439,610	\$ 6,833,628	\$ 13,695,599
Transportation Alternatives – Any Area (TALT, TALN, TALM, TALL) <sup>4</sup>		\$ 2,025,431	\$ 2,014,006	\$ 3,998,604	\$ 8,038,040
<b>Subtotal Federal/State Revenues for Capacity</b>		<b>\$ 9,938,581</b>	<b>\$ 10,242,265</b>	<b>\$ 25,605,865</b>	<b>\$ 45,786,711</b>
State Levied Fuel Taxes	County Gas Tax (1¢)	\$ 7,687,110	\$ 9,820,200	\$ 26,384,000	\$ 43,891,310
	Constitutional Gas Tax (2¢)	\$ 17,816,190	\$ 22,910,160	\$ 62,076,120	\$ 102,802,470
Locally Levied Fuel Taxes	1st Local Option Gas Tax (6¢)	\$ 41,147,130	\$ 52,869,960	\$ 143,102,160	\$ 237,119,250
	2nd Local Option Gas Tax (5¢)	\$ 27,696,300	\$ 34,671,000	\$ 90,621,280	\$ 152,988,580
	9th Cent Gas Tax (1¢)	\$ 11,195,910	\$ 17,033,640	\$ 55,390,880	\$ 83,620,430
1% Local Option Sales Tax (48% for capacity)		\$ 15,483,715	\$ 20,487,917	\$ 57,534,192	\$ 93,505,824
Impact Fee Roads		\$ 40,957,500	\$ 43,212,000	\$ 141,852,800	\$ 226,022,300
<b>Subtotal Local Revenues for Capacity</b>		<b>\$ 84,137,515</b>	<b>\$ 98,370,917</b>	<b>\$ 290,008,272</b>	<b>\$ 472,516,704</b>
<b>Grand Total (Available for Capacity)</b>		<b>\$ 94,076,096</b>	<b>\$ 108,613,181</b>	<b>\$ 315,614,137</b>	<b>\$ 518,303,415</b>

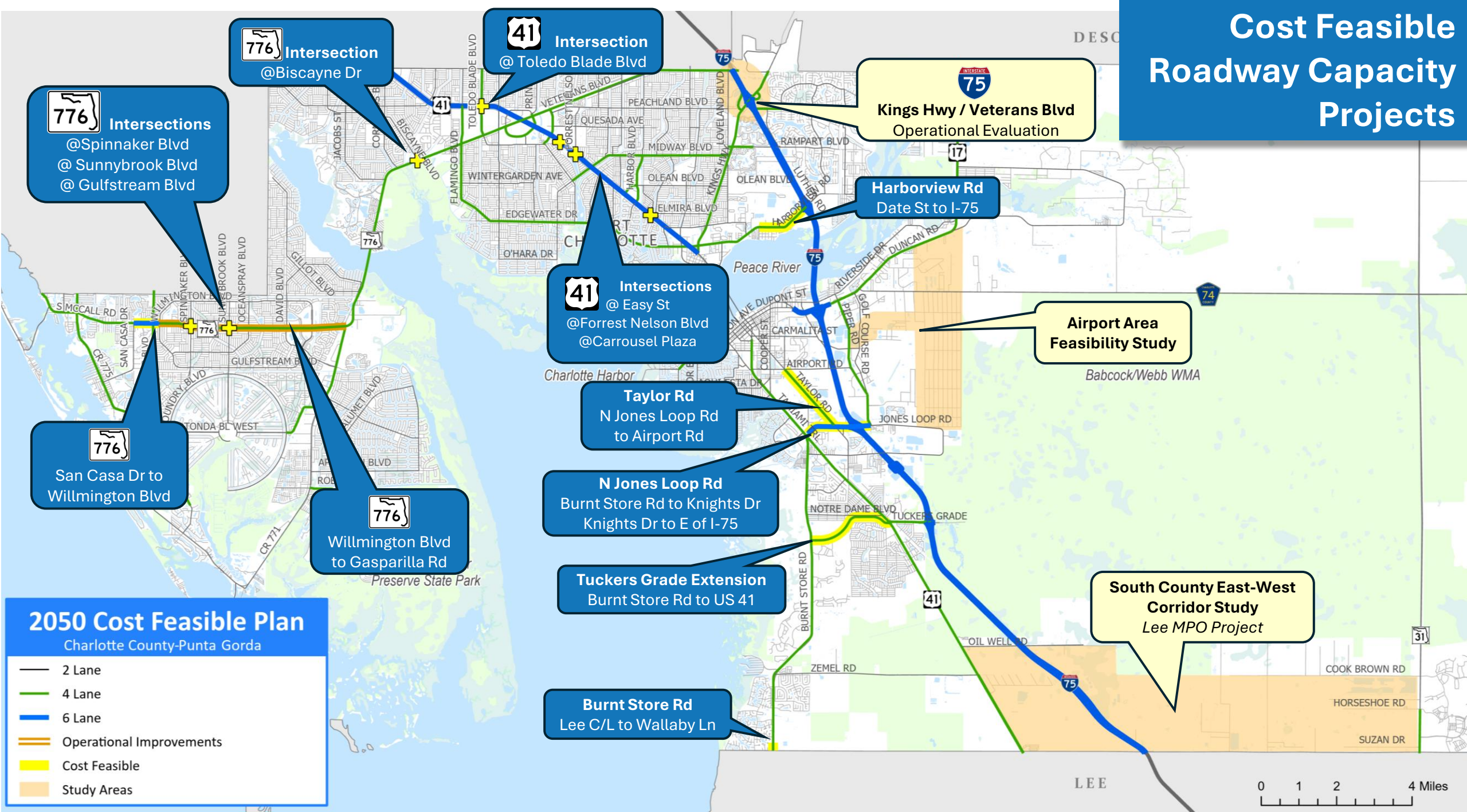


# Projected Revenues 2031-2050 (Present Day Value)

Revenue Source		2031-2035	2036-2040	2041-2050	2031-2050 Total
Strategic Intermodal System (SIS) <sup>1</sup>		\$ -	\$ -	\$ 2,474,227	\$ 2,474,227
State Highway System (Non-SIS) – Non-TMA <sup>2</sup>		\$ 3,508,820	\$ 2,964,935	\$ 4,837,107	\$ 11,310,862
SHS (non-SIS) Product Support <sup>3</sup>		\$ 771,940	\$ 652,286	\$ 1,064,164	\$ 2,488,390
Other Roads (Non-SIS, Non-SHS) “Off-System”		\$ 2,806,202	\$ 2,416,667	\$ 3,953,608	\$ 9,176,476
Other Roads (Non-SIS, Non-SHS) Product Support <sup>3</sup>		\$ 617,364	\$ 531,667	\$ 869,794	\$ 2,018,825
Surface Transportation Block Grant – Non-TMA (SN, SM, SL) <sup>4</sup>		\$ 2,652,993	\$ 2,204,878	\$ 3,522,488	\$ 8,380,360
Transportation Alternatives – Any Area (TALT, TALN, TALM, TALL) <sup>4</sup>		\$ 1,570,101	\$ 1,291,029	\$ 2,061,136	\$ 4,922,266
<b>Subtotal Federal/State Revenues for Capacity</b>		<b>\$ 7,704,327</b>	<b>\$ 6,565,554</b>	<b>\$ 13,198,899</b>	<b>\$ 27,468,780</b>
State Levied Fuel Taxes	County Gas Tax (1¢)	\$ 5,959,000	\$ 6,295,000	\$ 13,600,000	\$ 25,854,000
	Constitutional Gas Tax (2¢)	\$ 13,811,000	\$ 14,686,000	\$ 31,998,000	\$ 60,495,000
Locally Levied Fuel Taxes	1st Local Option Gas Tax (6¢)	\$ 31,897,000	\$ 33,891,000	\$ 73,764,000	\$ 139,552,000
	2nd Local Option Gas Tax (5¢)	\$ 21,470,000	\$ 22,225,000	\$ 46,712,000	\$ 90,407,000
	9th Cent Gas Tax (1¢)	\$ 8,679,000	\$ 10,919,000	\$ 28,552,000	\$ 48,150,000
1% Local Option Sales Tax (48% for capacity)		\$ 12,002,880	\$ 13,133,280	\$ 29,656,800	\$ 54,792,960
Impact Fee Roads		\$ 31,750,000	\$ 27,700,000	\$ 73,120,000	\$ 132,570,000
<b>Subtotal Local Revenues for Capacity</b>		<b>\$ 65,222,880</b>	<b>\$ 63,058,280</b>	<b>\$ 149,488,800</b>	<b>\$ 277,769,960</b>
<b>Grand Total (Available for Capacity)</b>		<b>\$ 72,927,207</b>	<b>\$ 69,623,834</b>	<b>\$ 162,687,699</b>	<b>\$ 305,238,740</b>

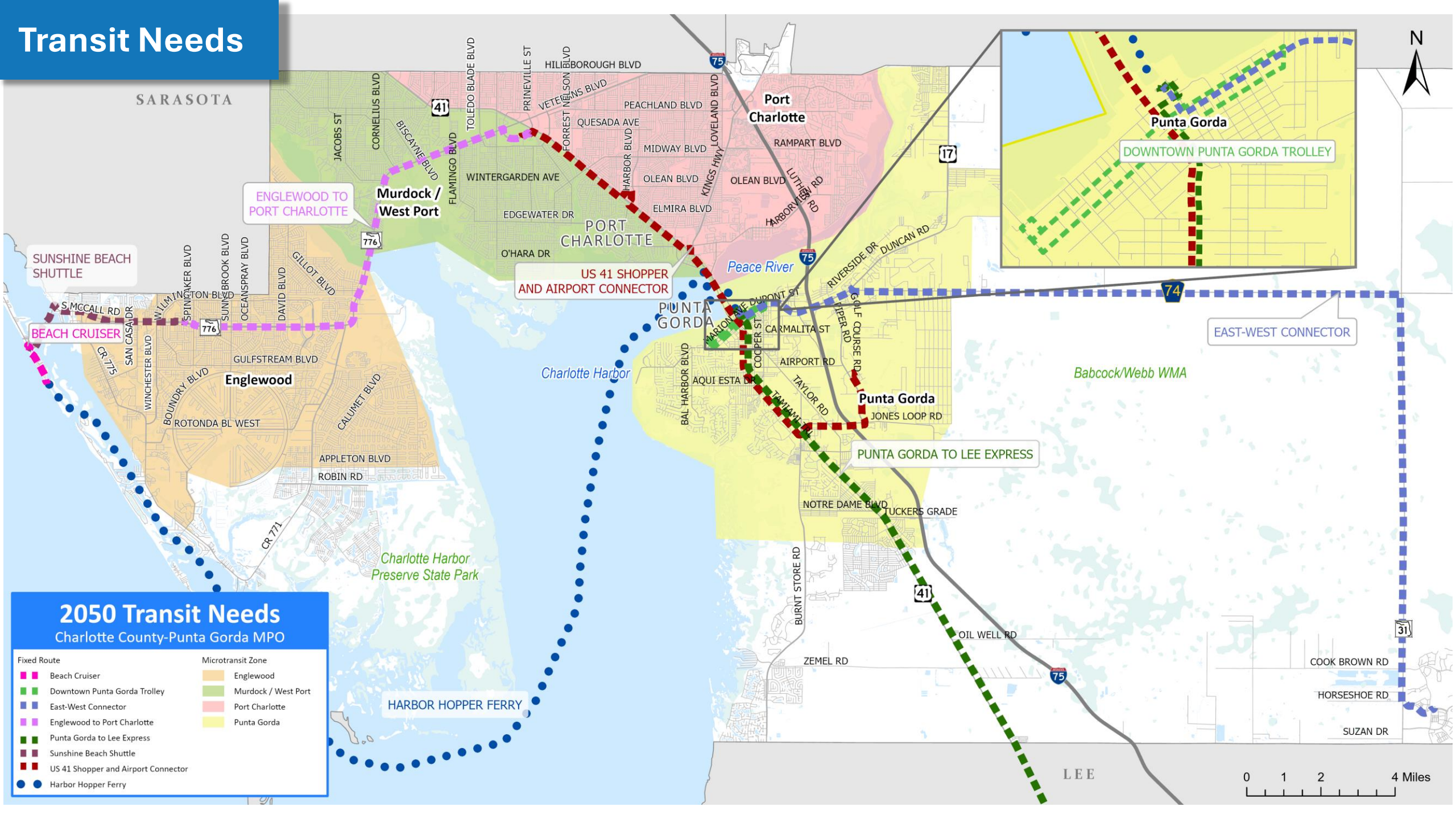


# Cost Feasible Roadway Capacity Projects



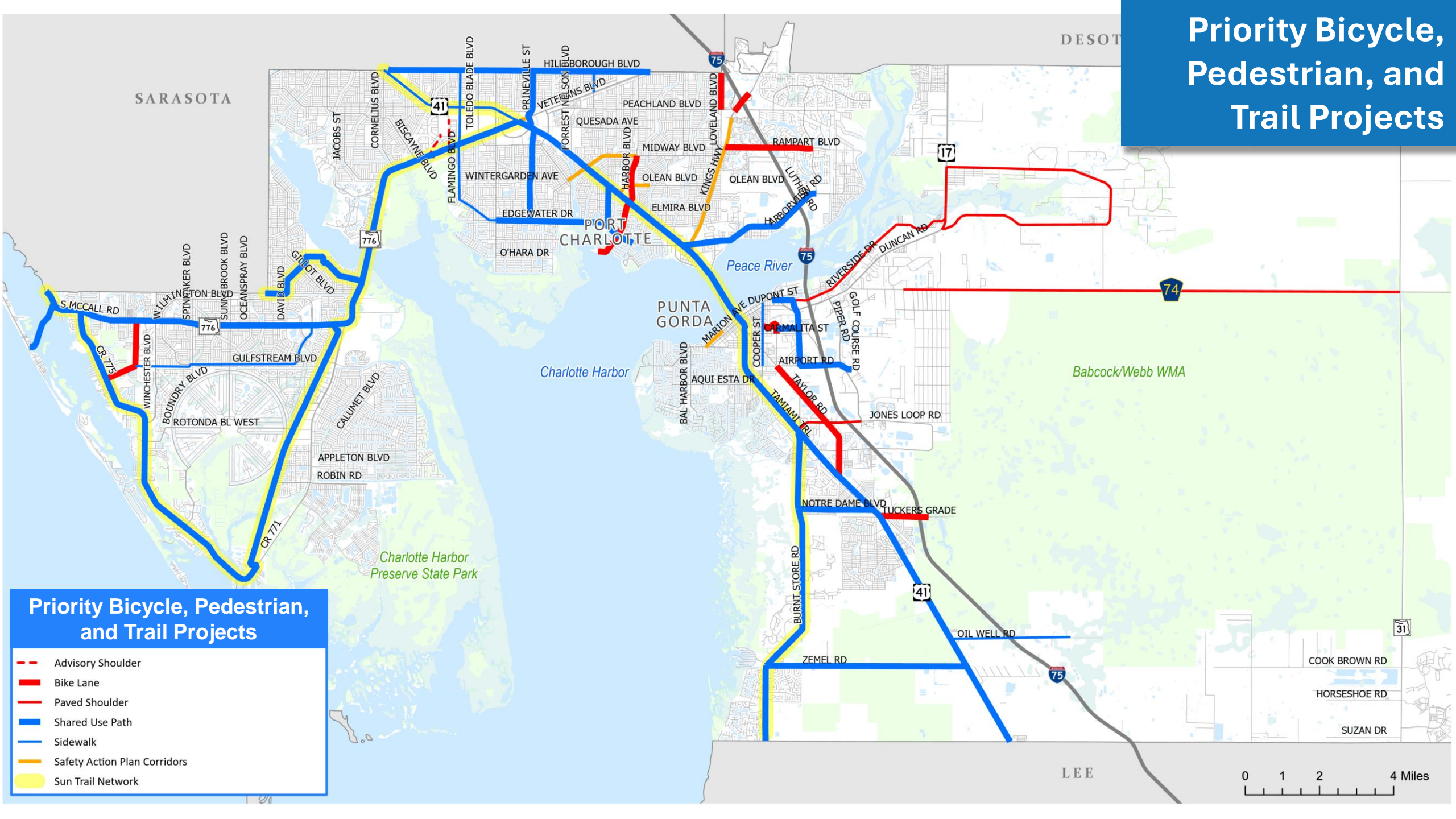


# Transit Needs



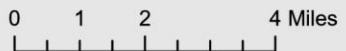


# Priority Bicycle, Pedestrian, and Trail Projects



## Priority Bicycle, Pedestrian, and Trail Projects

- Advisory Shoulder
- Bike Lane
- Paved Shoulder
- Shared Use Path
- Sidewalk
- Safety Action Plan Corridors
- Sun Trail Network





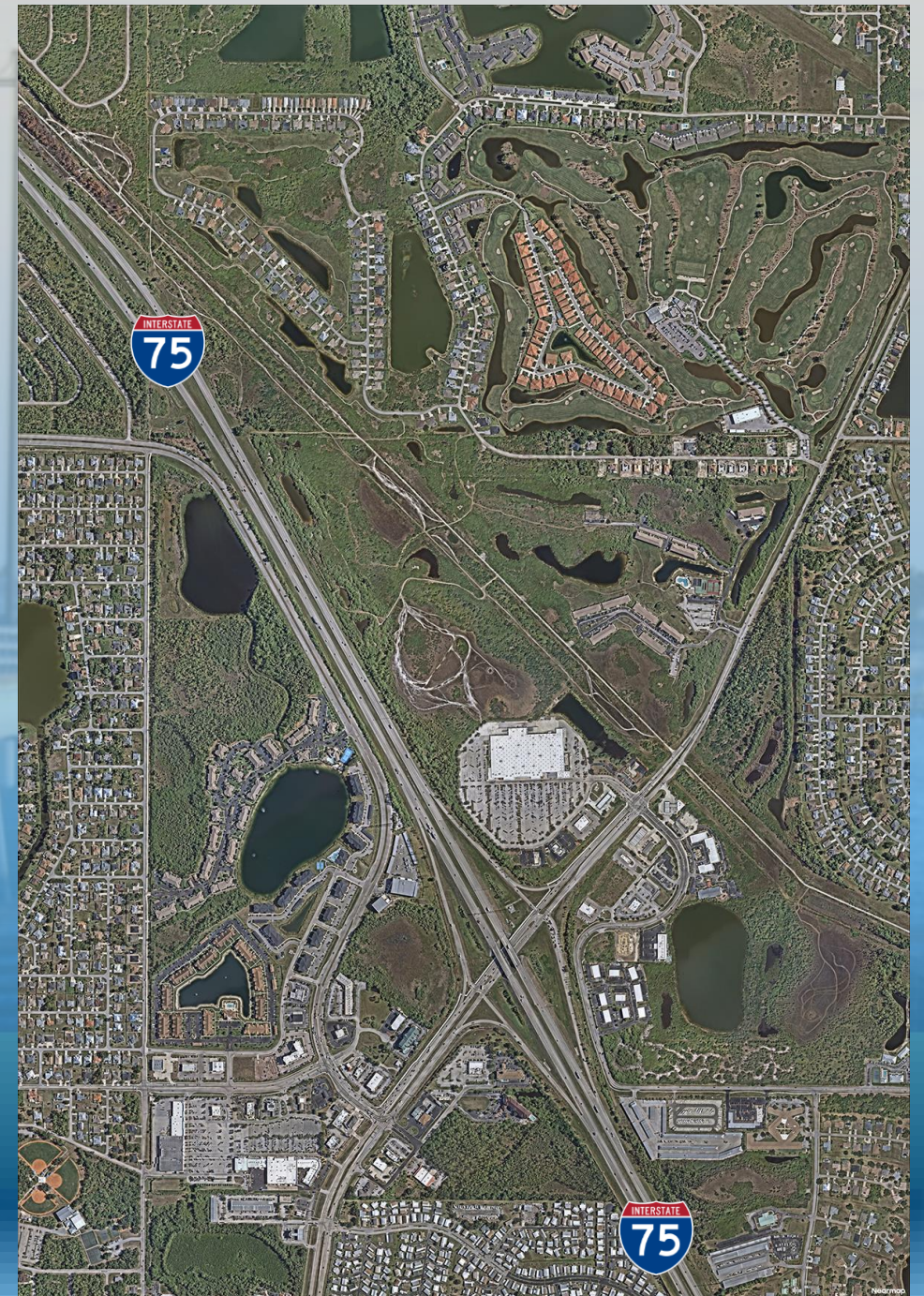
# I-75 Operational Evaluation

*Kings Highway / Veterans Blvd*

## Next Steps

- List of Priority Projects
- Define Scope
  - Short-term Improvements
  - Long-term Interchange Concept
  - Potential for Phasing
- Opportunities and Partnerships for Funding

MOVING  
CHARLOTTE  
FORWARD

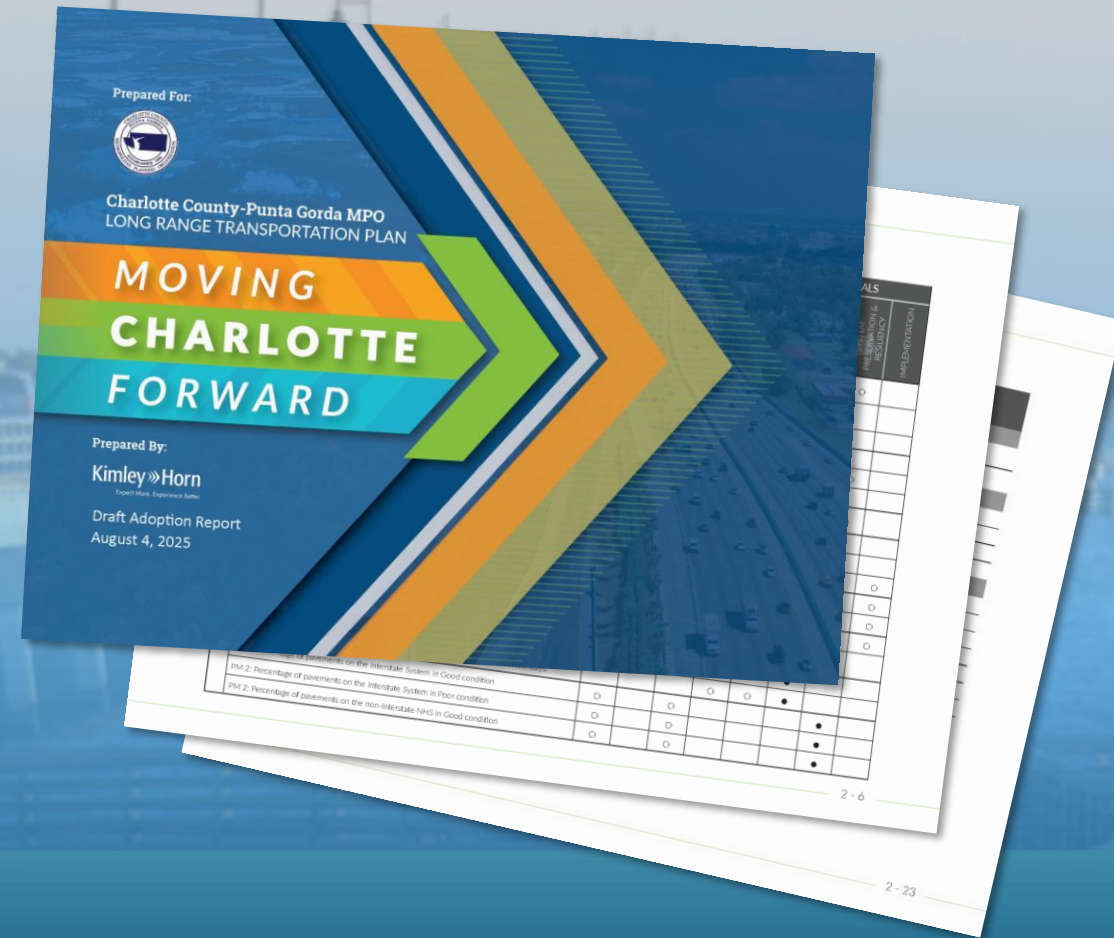




# Today's Objective

## 2050 Long Range Transportation Plan Adoption

*Roll Call Vote*



MOVING  
CHARLOTTE  
FORWARD



# Questions

---



An aerial photograph of a city at dusk, featuring a large bridge spanning a body of water. The city lights are visible in the background, and the sky is a mix of orange, pink, and blue. In the foreground, there are people walking on a path near the water.

# MOVING CHARLOTTE FORWARD





**RESOLUTION  
NUMBER 2025-05**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE 2050  
LONG RANGE TRANSPORTATION PLAN TITLED "MOVING CHARLOTTE  
FORWARD."**

**RECITALS**

**WHEREAS**, the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) is the designated policy board responsible for carrying out the metropolitan transportation planning process for the Charlotte County-Punta Gorda Planning Area in accordance with 23 U.S.C. §134 and 49 U.S.C. §5303; and

**WHEREAS**, federal regulations at 23 CFR Part 450, Subpart C require the MPO to develop and maintain a Long Range Transportation Plan (LRTP), with at least a 20-year horizon, that addresses multimodal transportation needs, supports national performance goals, and is updated at least every five years in Transportation Management Areas; and

**WHEREAS**, the MPO has prepared the 2050 Long Range Transportation Plan (LRTP) titled *Moving Charlotte Forward* in accordance with 23 CFR 450.324, including documentation of existing and projected conditions, system performance, multimodal strategies, regionally significant projects, a financial plan demonstrating fiscal constraint, and a performance-based planning approach consistent with 23 CFR 450.306(d); and

**WHEREAS**, the MPO has coordinated with the Florida Department of Transportation (FDOT), local governments, public transportation providers, and other stakeholders in developing the LRTP, while considering the Florida Transportation Plan and Strategic Intermodal System (SIS) priorities; and

**WHEREAS**, the MPO has carried out a public involvement process consistent with 23 CFR 450.316 and its adopted Public Participation Plan, ensuring that interested parties and the public had reasonable opportunity to participate and provide input; and

**WHEREAS**, the MPO developed the LRTP in a manner consistent with applicable federal and state requirements, including nondiscrimination, accessibility, and public participation provisions established by FHWA and FTA; and

**WHEREAS**, the Charlotte County-Punta Gorda metropolitan area is currently in attainment of National Ambient Air Quality Standards, and therefore a transportation conformity determination is not required for LRTP adoption; and



**WHEREAS**, in accordance with 23 CFR 450.324(c), the MPO must approve the LRTP and submit it for informational purposes to the Governor and provide copies to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

**NOW, THEREFORE, BE IT RESOLVED** by the Charlotte County–Punta Gorda Metropolitan Planning Organization that:

The MPO hereby adopts the 2050 Long Range Transportation Plan Titled Moving Charlotte Forward.

The MPO Executive Director (or designee) is authorized to make non-substantive edits for formatting, grammar, figures, and pagination, and to incorporate errata that do not materially alter the plan's policies, projects, or financial assumptions.

MPO staff is directed to transmit the adopted LRTP to the Governor for informational purposes and provide copies to FDOT, FHWA, and FTA, and to make the plan publicly available.

This resolution shall take effect October 2, 2025, which shall be the effective date of LRTP adoption by the MPO pursuant to 23 CFR 450.324.



CHARLOTTE COUNTY-PUNTA GORDA  
METROPOLITAN PLANNING ORGANIZATION

By: \_\_\_\_\_  
Christopher G. Constance, MD, Chairman

ATTEST:

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY:

By: \_\_\_\_\_  
Lakshmi N. Gurram  
Designated Clerk of the MPO Board

By:  \_\_\_\_\_  
David Moscoso, County Attorney  
LR25-0967 



**AGENDA ITEM # 13**  
**FLORIDA GULF COAST TRAIL CONNECTOR UPDATE**

**Purpose:** Florida Gulf Coast Trail Update

**Presented by:** Trust for Public Land, Inc, Charles Hines / MPO Staff

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

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

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

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

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

**Recommendation:** Informational purposes only

- Attachments:**
1. [Gulf Coast Trail Connector PPT](#)
  2. [SUN Trails – Charlotte County](#)
  3. [Florida Gulf coast Trail Brochure](#)
  4. [Webinar Information Flyer](#)



# Charlotte County MPO: The Florida Gulf Coast Trail & Trail Benefits

Southwest Florida's Regional Trail. Connecting 7 Counties to a 420-mile separated multi-use recreational trail.

An infrastructure asset / investment for our Region that will drive Tourism and Economic Development, provide safe transportation alternatives to schools, work, parks, health benefits, resiliency options, connect neighborhoods, and more!!!



Trust for Public Land:  
**CONNECTING  
EVERYONE TO  
THE OUTDOORS**



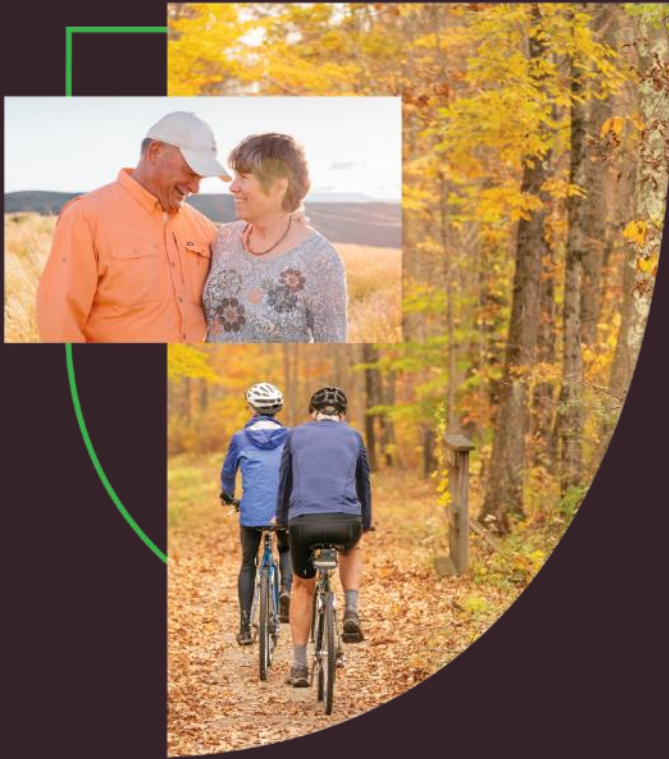




**Trust for Public Land believes that access to the outdoors is a fundamental human need and essential to our health and well-being. As a national Non-profit, TPL works with Federal and State agencies, along with Local governments and to achieve this access across the United States.**



# Communities that place a high value on **OUTDOOR ACCESS FOR ALL ARE**



**HEALTHIER**



**MORE RESILIENT**

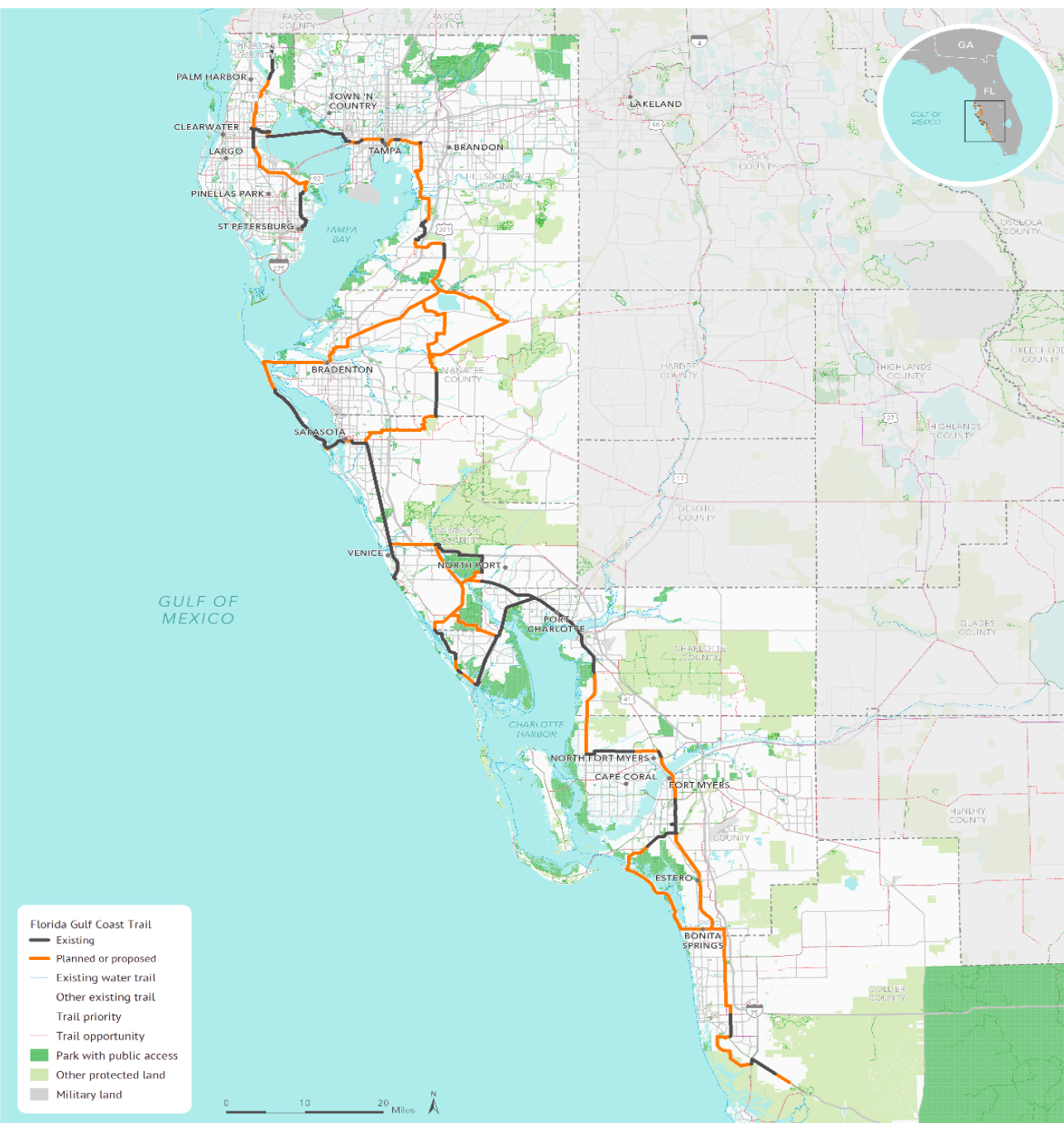


**MORE EQUITABLE**

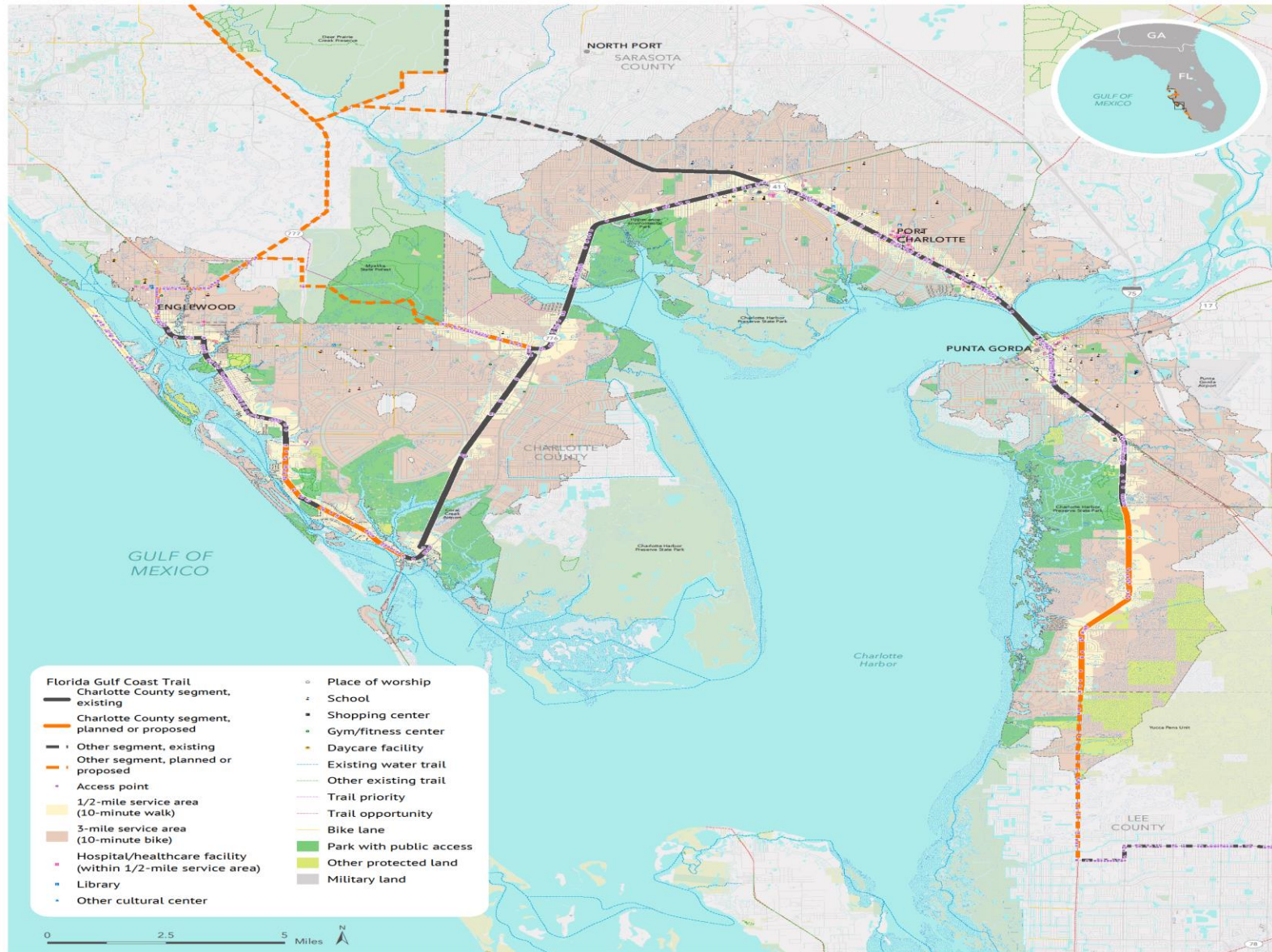


# What is the Florida Gulf Coast Trail?

- Total Length: 420 miles
- Total Completed: 157 miles (about 40% complete)
- Proposed: 263 miles
- Traversing 7 counties: Hillsborough, Pinellas, Manatee, Sarasota, Charlotte, Lee, and Collier.
- Issue: Too disconnected to be a Regional asset.







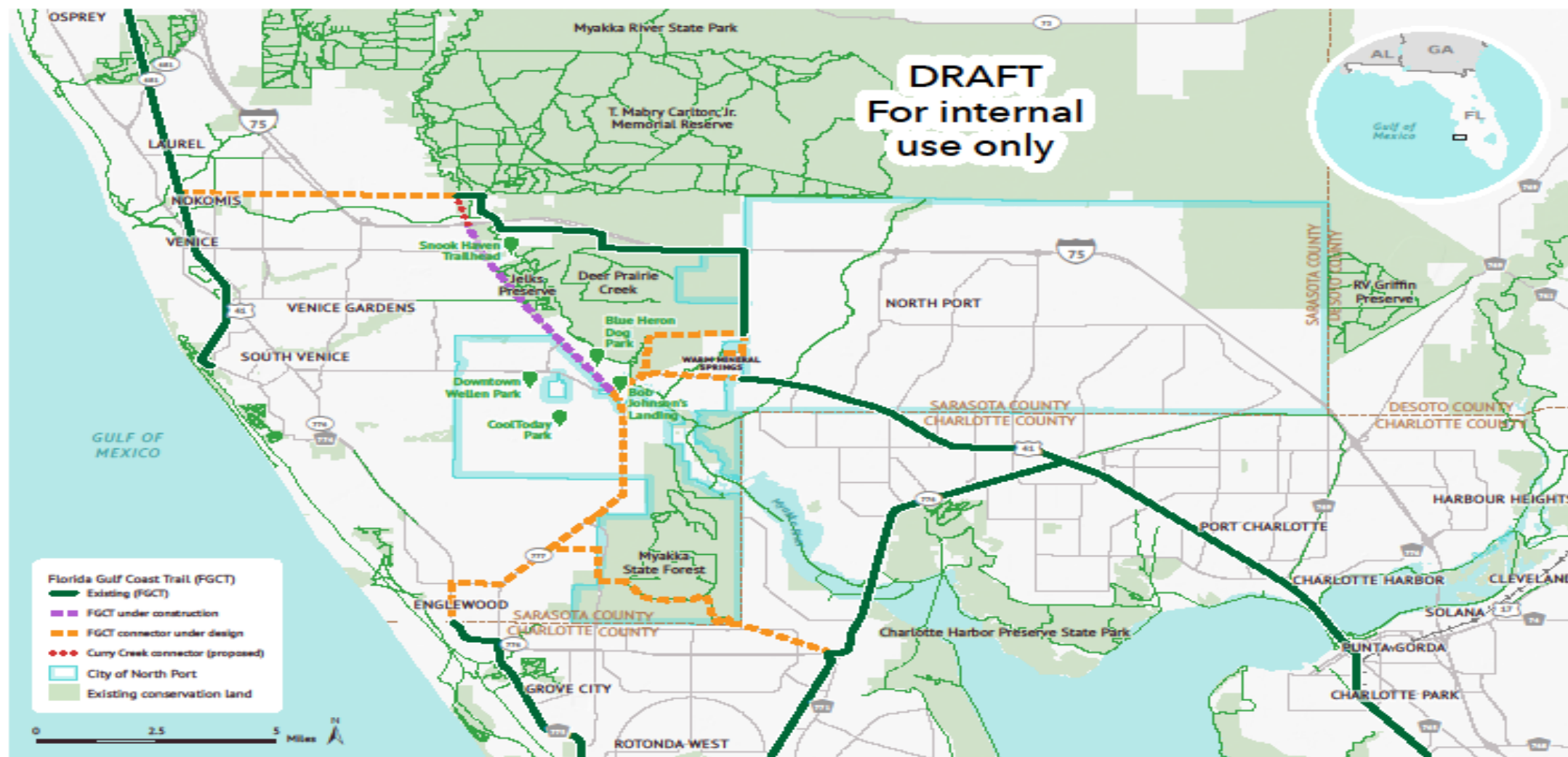
# Charlotte County segment

**FLORIDA GULF COAST TRAIL**

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# Florida Gulf Coast Trail

## SARASOTA COUNTY SECTION, FLORIDA

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# Why is a Trail Needed? Safety & Access

- **Florida is the third most populous state with over 22 million residents.** Florida's population is currently growing at 1,000 people a day.
- The seven coastal southwest Florida counties (Hillsborough, Pinellas, Manatee, Sarasota, Charlotte, Lee, and Collier) through which the planned FGCT traverses contain over **4 million people** and experienced some of the highest growth rates in the state.
- Florida has the unenviable position as having a larger number of cyclist and pedestrian injuries and deaths.
- Trails provide a safer alternative for residents to walk or bike to school, work, and for exercise or fun.



## Florida Is the Deadliest State for Cyclists

Seven of the 10 U.S. counties with the highest cyclist fatality rates are located in Florida, new analysis shows.

February 20, 2024 By [Mary Hammon](#); Planetizen

According to the data, seven of the ten deadliest counties—including the top three—were in Florida. The only other states to rank on the list are from Louisiana and California.

- 1.Pasco County, Florida:** 40 cycling deaths (fatality rate of 7.12 deaths per 100,000 people)
- 2.Sarasota County, Florida:** 24 deaths (fatality rate of 5.53)
- 3.Manatee County, Florida:** 21 deaths (fatality rate of 5.24)
- 4.East Baton Rouge County, Louisiana:** 23 deaths (fatality rate of 5.04)
- 5.Pinellas County, Florida:** 48 deaths (fatality rate of 5)
- 6.Orleans County, Louisiana:** 19 deaths (fatality rate of 4.95)
- 7.Volusia County, Florida:** 27 deaths (fatality rate of 4.88)
- 8.San Joaquin County, California:** 37 deaths (fatality rate of 4.75)
- 9.Marion County, Florida:** 17 deaths (fatality rate of 4.52)
- 10. Hillsborough, Florida:** 66 deaths (fatality rate of 4.52)



# Unconnected or Isolated Trail Segments

## 2025: Florida Gulf Coast Trail Currently

- The FGCT is a key component of the Florida Office of Greenways and Trails priority trails system. The Trail from Pinellas and Hillsborough Counties to Collier County totals about 420 miles.
- There are several sections of the Trail already completed, but **large gaps remain**. The segments already completed are the result of mostly local community efforts.
- As a result, many trails lack connectivity with other trails and often serve no meaningful origins and destinations. Trail users are often **required to use dangerous roads, sidewalks, and highways** where no safe trails exist to complete a trip.
- Many trail trips are “out-and-back” trips in which the origin and destination are the same location. Such trips **serve little to no transportation function** and **do not realize the full economic potential** of a trail network.





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# Pompano Trailhead & Community Park

Sarasota, Florida





# How to get to Ribbon-Cuttings???

## We need leadership to help communities along the Trail navigate this large project to completion.

- Involves many types of land acquisition issues:
  - Railroad corridors
  - Constrained developed urban areas
  - Developing previously rural areas
  - State and local government land





# Florida Gulf Coast Trail Logo Contest – Needed Branding

- TPL and Florida Department of Environmental Protection partnered together for this contest.
- Designs were submitted by the public.
- Top 5 logos were selected by our panel of judges.
- Nationwide vote selected this one.
- Next steps get the Logo on the Trail and in marketing / notice materials.



# Together, let's get to work completing the Florida's Trail System

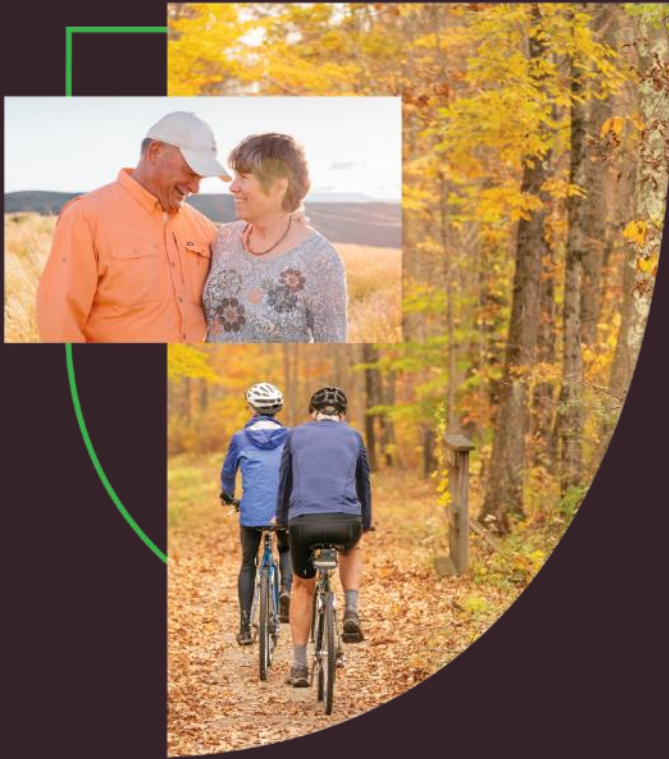
and connect millions of Floridians to the benefits of the outdoors.

WHY????





# Communities that place a high value on **OUTDOOR ACCESS FOR ALL ARE**



**HEALTHIER**



**MORE RESILIENT**



**MORE EQUITABLE**





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# Venice Train Depot – Venetian Waterway Trail

Venice, Florida





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# Tamiami Trail Overpass

Venice, Florida





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# Roberts Bay Bridge

Nokomis, Florida







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# Ringling Bridge to Longboat Key

Sarasota, Florida





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# Shamrock Park

Venice, Florida





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**Legacy Trail**  
Venice to Sarasota





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LAND<sup>TM</sup>**

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# Questions or Comments?



# SUN TRAIL NETWORK

CHARLOTTE COUNTY – PUNTA GORDA MPO





# SUN TRAIL PROJECTS

FPID	Roadway	From		Funding Type	Funded Phase	COST (PDC)	UNFUNDED PHASE	COST (YOE)
443602 2	SR 776	Gillot Blvd	US 41	SUN Trail	Design	\$2.5	CST	\$21.1
443602 3	SR 776	Myakka Forest	Gillot Blvd	SUN Trail	Design	\$0.925	CST	\$7.7
446339 1	US 41	@ South Fork Alligator Creek		SUN Trail	Design	\$0.55	CST	\$1.18
438262 1	US 41	Conway Blvd	Midway Blvd	Multiple Sources	CST	\$5.56	None	
446339 2	US 41	Kings Hwy	Conway Blvd	Multiple Sources	PE & CST	\$6.6	None	



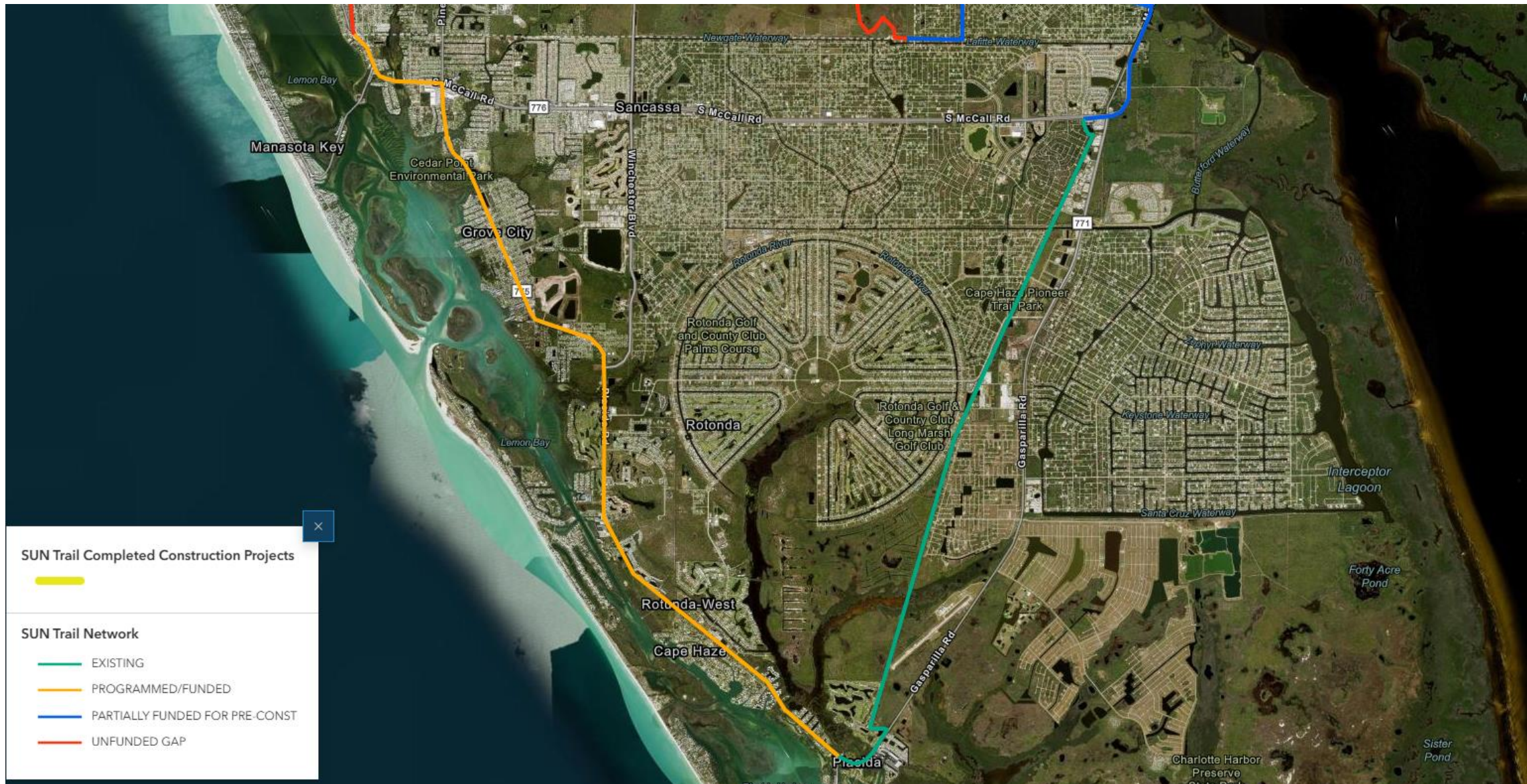


# FUNDED PROJECTS

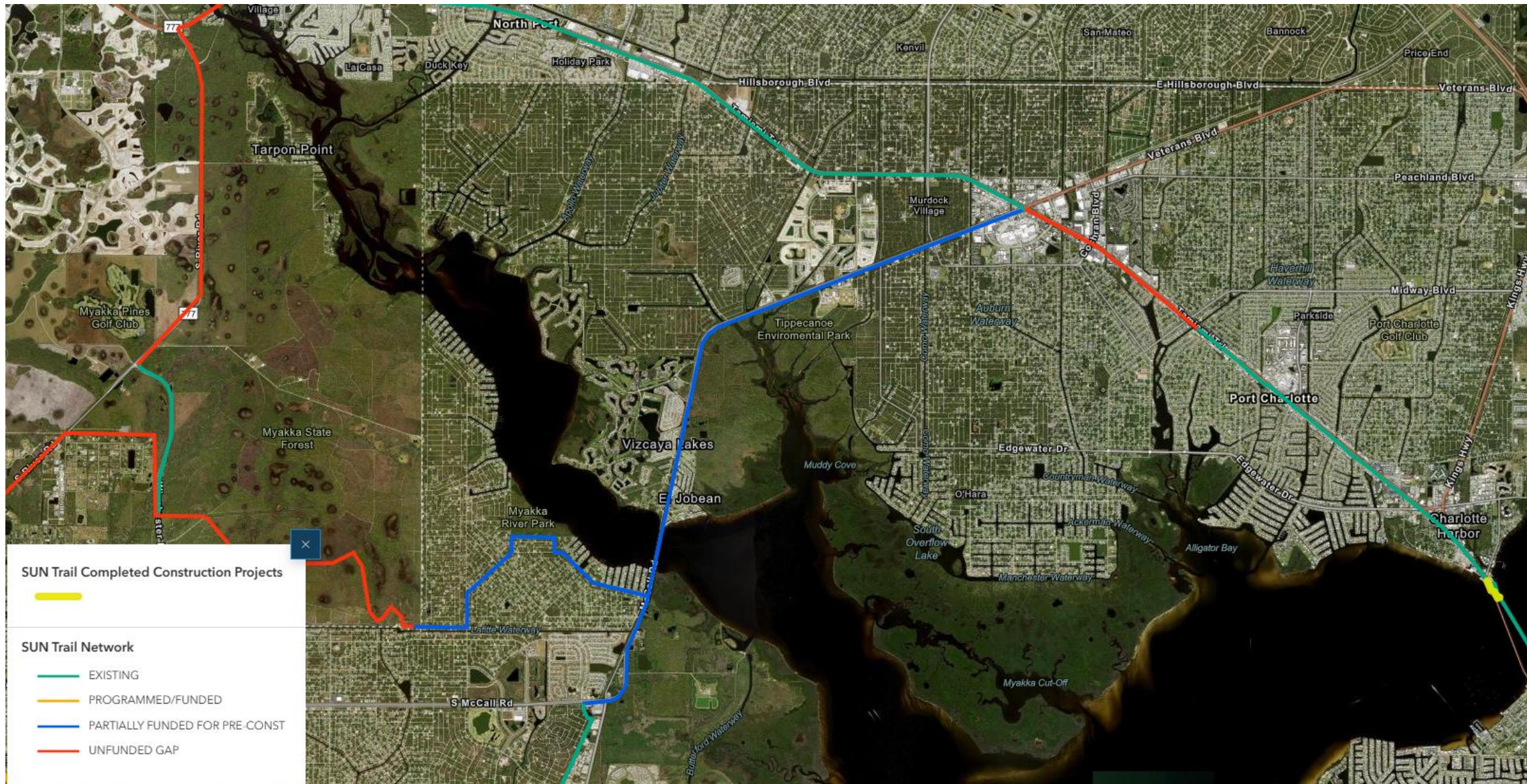
1. CAPE HAZE PIONEER TRAIL  
GILLOT BLVD TO MYAKKA  
STATE  
**PE \$925,356**
2. CAPE HAZE PIONEER TRAIL  
US 41 TO GILLOT BLVD  
**PE \$2,535,984**
3. US 41 (SR 45) AT SOUTH FORK  
ALLIGATOR CREEK  
**PE \$555,983**



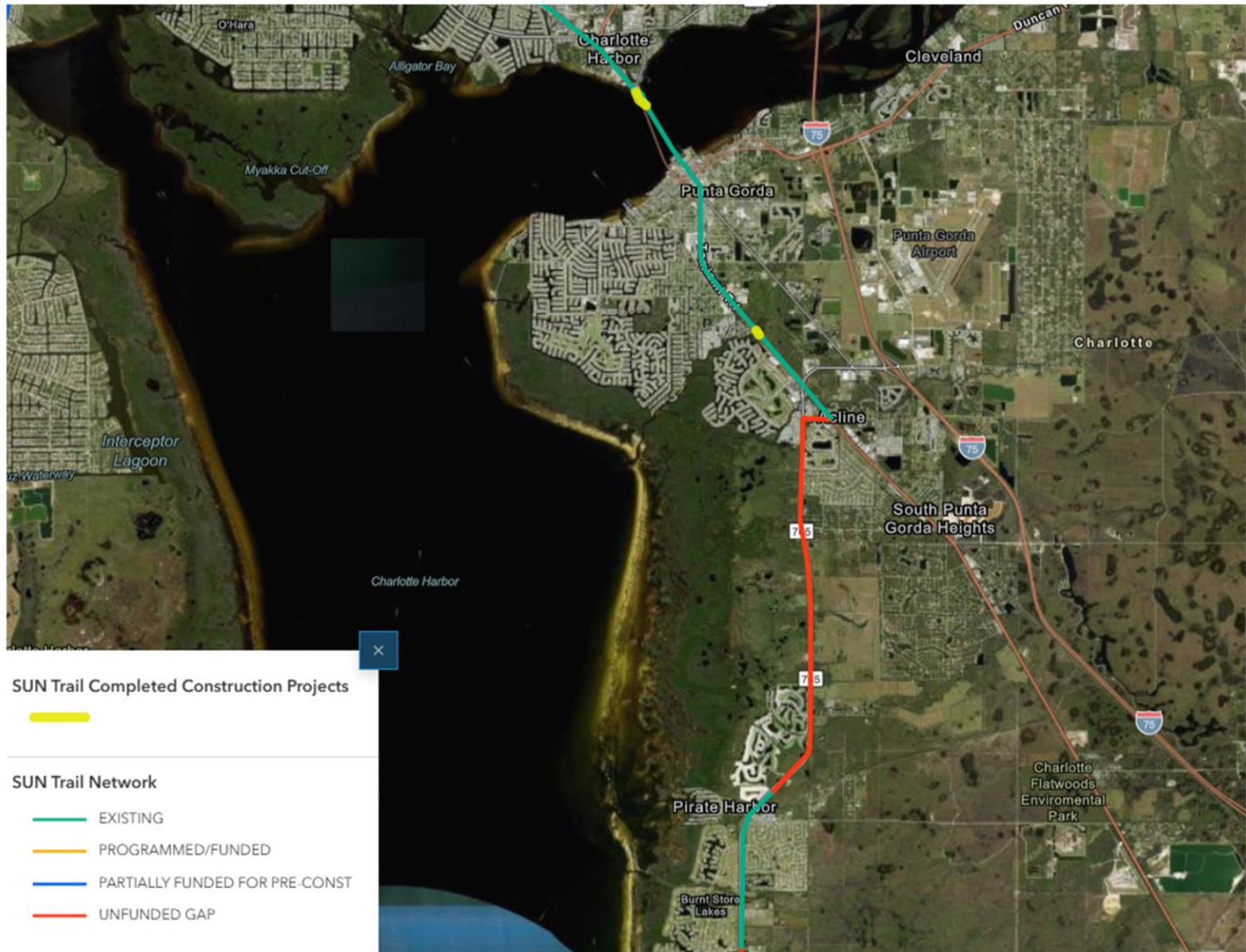






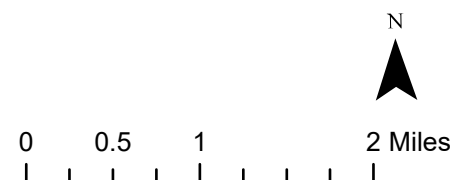
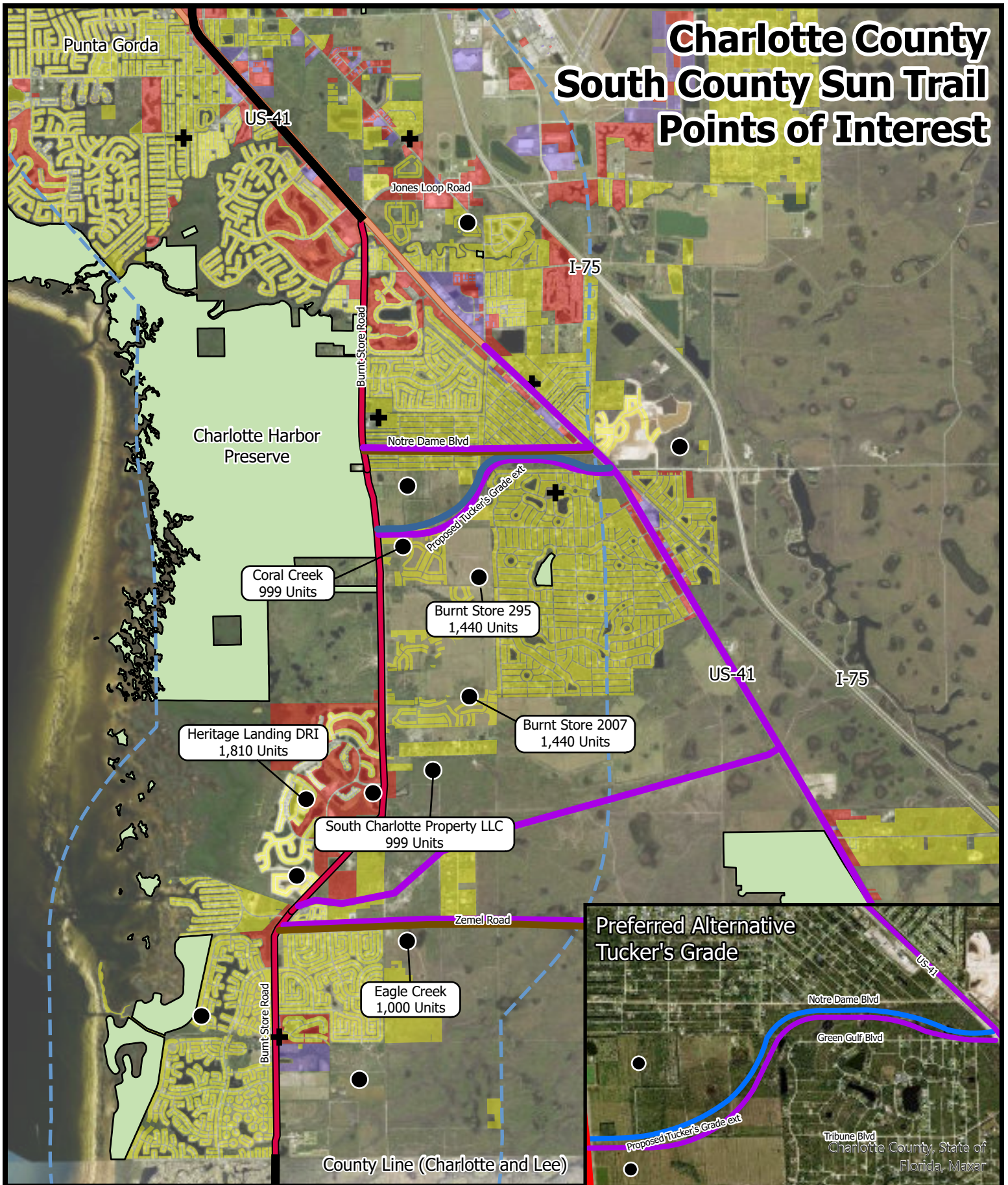




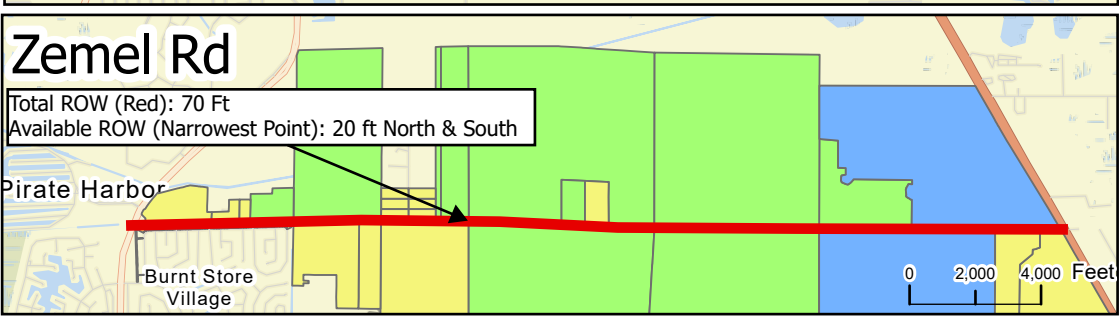
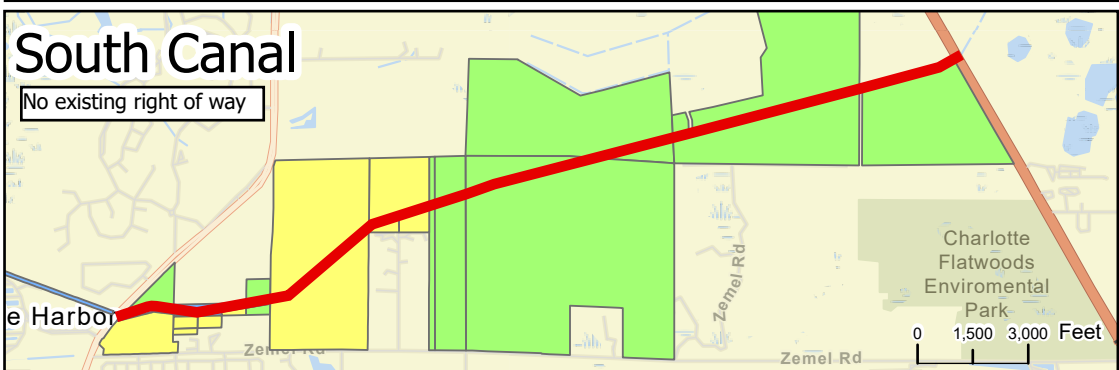
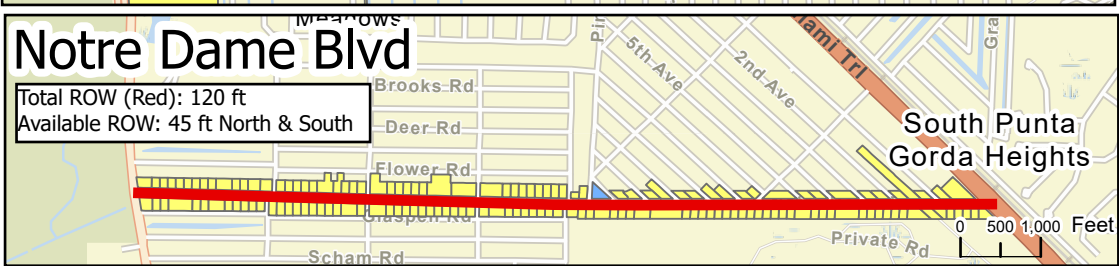
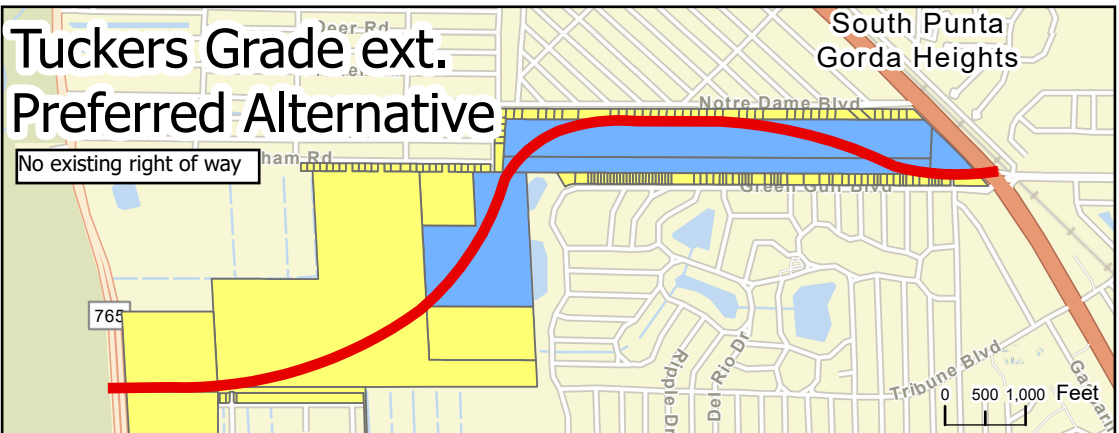




# Charlotte County South County Sun Trail Points of Interest

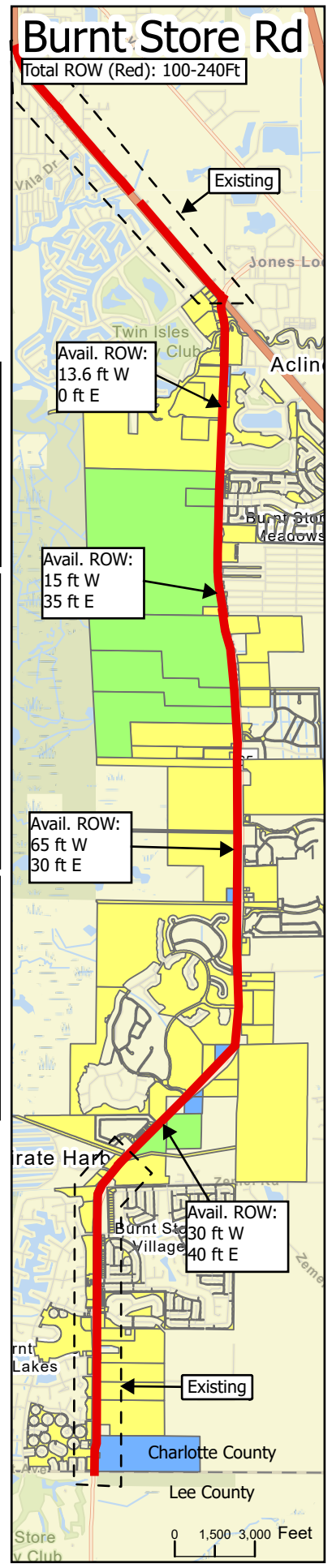
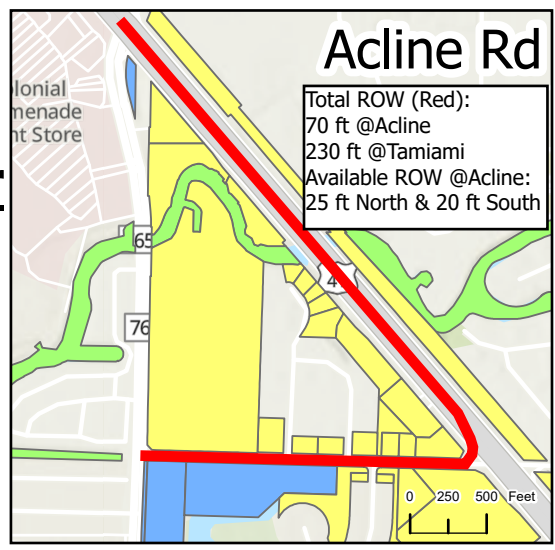






## South County Sun Trail Alternate East-West Connector ROW Available

- Sun Trail (Proposed and Existing)
- County Land (Or City)
- Private Land
- State Land



Esri Community Maps Contributors, University of South Florida, Charlotte County, FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, University of South Florida, Charlotte County, FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc,





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ROBERTS BAY BRIDGE. PHOTO BY MELODY TIMOTHEE

## Florida Gulf Coast Trail



A next-century regional destination in the making, the Florida Gulf Coast Trail is designed to meet the challenges

of rapid growth and deliver life-changing results, for generations. From Tampa to Naples, this game-changing 420-mile greenway will catalyze a vibrant hike-bike-run trail community distinctive to Southwest Florida, and create a healthier, safer, and connected region.

### Realizing a Regional Destination

When it is fully realized, the **Florida Gulf Coast Trail** will be one of the longest continuous trails in Florida, traversing seven counties—Hillsborough, Pinellas, Manatee, Sarasota, Charlotte, Lee, and Collier. Drawing hikers, cyclists, and runners of all ages and abilities, the **FGCT** will catalyze a vibrant new trail community eager to embark on outdoor adventures and experiences. The trail will spotlight the region, weaving users through nature preserves, historic train depots, small-town main streets, rural lands and farmstands, family-friendly parks, urban cores, and sweeping coastal landscapes.

### Balancing Rapid Growth

The FGCT is **Trust for Public Land's** top priority in Florida. Here is why—hundreds of thousands move to Florida each year, and Southwest Florida is experiencing some of the highest population growth, receiving nearly 900 new residents each day. Rapid development to keep pace with a booming population is erasing the region's connection to coastal lands.



Access to beaches, bays, urban green spaces, and rural communities is being squeezed out by massive shopping centers and waterfront condos, mushrooming on once open lands; with them, roads and parking lots are paving over landscapes. These conditions lead to isolation, disconnection, and poor health. Rapid development, paired with bigger crowds and more cars on the roads, are replacing expansive views with visual clutter and diminishing the outdoor lifestyles people move here to enjoy.

## Harnessing the Power of the Outdoors

A next-century regional destination meets today's challenges, while delivering life-changing results to millions of people, for generations. The FGCT will do just this.

The signature trail will touch **52 rural, urban, and suburban communities** and benefit the region's more than 4 million residents, including **2.2 million living in direct proximity** to the trail and **at least 9,000 low-income households**, along with **more than 50 million annual visitors**—simply by harnessing the power of a single shared connection to the outdoors. FGCT will bring transformative outcomes:

- **Improved physical and mental health:** Trails provide low-cost, high-yield wellness opportunities. Easy access to walking, cycling, running, and inline skating for all ages and abilities reduces risks associated with obesity, diabetes, heart disease, and stress.
- **Access to destinations & transportation alternatives:** Great trail systems bring people to community gathering places and change transportation habits. The FGCT will connect millions to parks, schools, grocery shops, bus stops, medical centers, shopping districts, and leisure activities, all within a 10-minute walk of the trail, and without the need for a car.



PHOTO BY MELODY TIMOTHEE  
RINGLING BRIDGE, CAUSEWAY PARK.

- **Safe conditions for pedestrians and cyclists:** Three of the 10 deadliest places for pedestrians in the country are within Southwest Florida. The region is also ranked as one of the deadliest in the US for cyclists. As a dedicated non-vehicular corridor, the FGCT will save lives.
- **A cleaner region:** The FGCT will alleviate road congestion, reducing greenhouse gas emissions, improving air quality, reducing surface temperatures, and making the region more inviting for everyone to experience the outdoors.
- **Stronger local and regional economies:** With a quality trail system and thriving trail community comes demand for new outdoor recreation and tourism-based businesses. These businesses bolster local economies, while strengthening the regional economy.
- **Land conservation:** An inherent outcome of any long-distance trail is land conservation. While the FGCT is being developed in segments, an inevitable end result will be the protection of beaches, bays, marshes, and farmlands. A regional destination trail ensures that people gain and retain access to iconic lands that are a valued part of the trail experience.



PHOTO BY MELODY TIMOTHEE  
SHAMROCK PARK & NATURE CENTER.



## Pathways to Completion

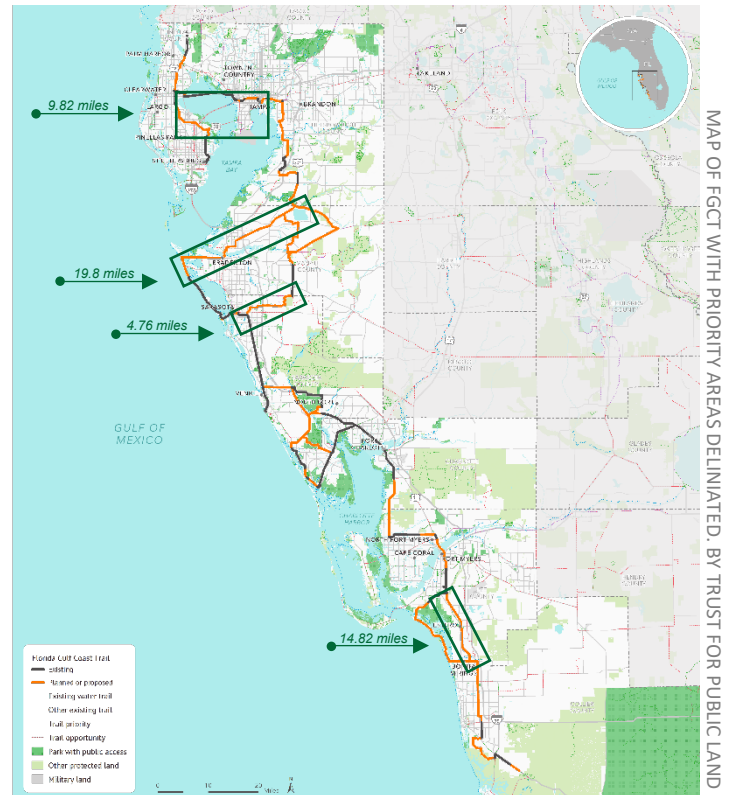
Nearly half of the FGCT exists in some form. But existing segments limit users to “out-and-back” trips, where the origin and destination are the same. A continuous trail will ensure that people can access gathering places and anchors in their communities and the region. TPL is working with local partners to transform isolated segments into a connected network:

- **9.82-mile Howard Frankland Bridge:** Links Tampa to St. Petersburg. (Hillsborough, Pinellas)
- **19.8-mile Manatee Hillsborough Connector:** Links from the Manatee River northeast to Hillsborough County. (Manatee, Hillsborough)
- **4.76-mile Legacy Trail Connector:** Extends the Legacy Trail to Nathan Benderson Park. (Sarasota)
- **14.82-mile Bonita Estero Rail Trail:** Transforms abandoned rail into a scenic greenway from downtown Estero south to Bonita Springs, John Yarbrough Trail, and Paradise Coast Trail. (Lee, Collier)

## TPL Achieves Bold Visions

TPL is a proven national leader with a 50-year track record of local impact. Since 1972, we have created more than 5,000 outdoor spaces, protected more than 4 million acres of public land, and connected more than 9 million people to the outdoors. Our unmatched expertise helps realize bold visions.

- **Signature Trail Planning:** With decades of experience visioning and achieving long-distance trails, TPL is the premier organization for creating ambitious trails. We have amassed the country’s second-most prolific rails-to-trails portfolio. And we protected the Appalachian and Pacific Crest trails by protecting viewsheds, securing routes, and creating a conservation corridor.
- **Regional Coordination:** Achieving a shared regional trail necessitates a highly skilled coordinating organization. In Southwest Florida, TPL is convening and leading a multijurisdictional coalition of partners motivated to meet mutual goals for the public good. Our leadership is ensuring that the unifying intent and qualities of the broad vision guide the development of discrete phases in individual communities.



- **Conservation Financing:** Across party lines, TPL knows how to win voter approval for public funding. Our Conservation Finance team is a trusted advisor to state and local governments and community leaders on how to design, pass, and implement legislative *and* ballot measures to fund parks and conservation. With nearly 30 years of conservation finance work, TPL has a remarkable 83 percent success rate for winning ballot measures we helped bring to voters. In Florida alone, voters have said yes to 30 ballot measures TPL helped pass, resulting in assistance to 35 cities and counties for land conservation and park creation.
- **Land Acquisition:** Our Land Protection team bridges the gap between landowners and public agencies. Landowners who are often frustrated dealing at the pace of the federal and state governments are relieved to engage with TPL. We work directly with landowners to acquire properties that are vulnerable to development, crafting agreements for the specific needs of the property and its larger conservation goals. After acquiring land, TPL quickly and cost-effectively conveys the property to partner organizations for long-term stewardship.



## Join Us in Realizing the Next Phases!

TPL is seeking philanthropic investments totaling **\$2.5 million—\$500,000 annually over five years.** Your support will help us grow our key efforts:

- **Partnering across 7 counties** to strengthen the multijurisdictional coalition and its shared vision.
- **Passing state and local ballot measures** to unlock \$500 million in public funding for land conservation and trail construction—for every dollar donated, TPL unlocks \$2 in public funding.
- **Working with landowners** to acquire property to fill in critical trail gaps.
- **Developing and completing** the 4 priority segments, spanning 6 counties.

The philanthropic community is instrumental in realizing the **Florida Gulf Coast Trail—a next-century regional destination.** Working together, we will connect millions of people to the benefits and joys of the outdoors—for generations to come.



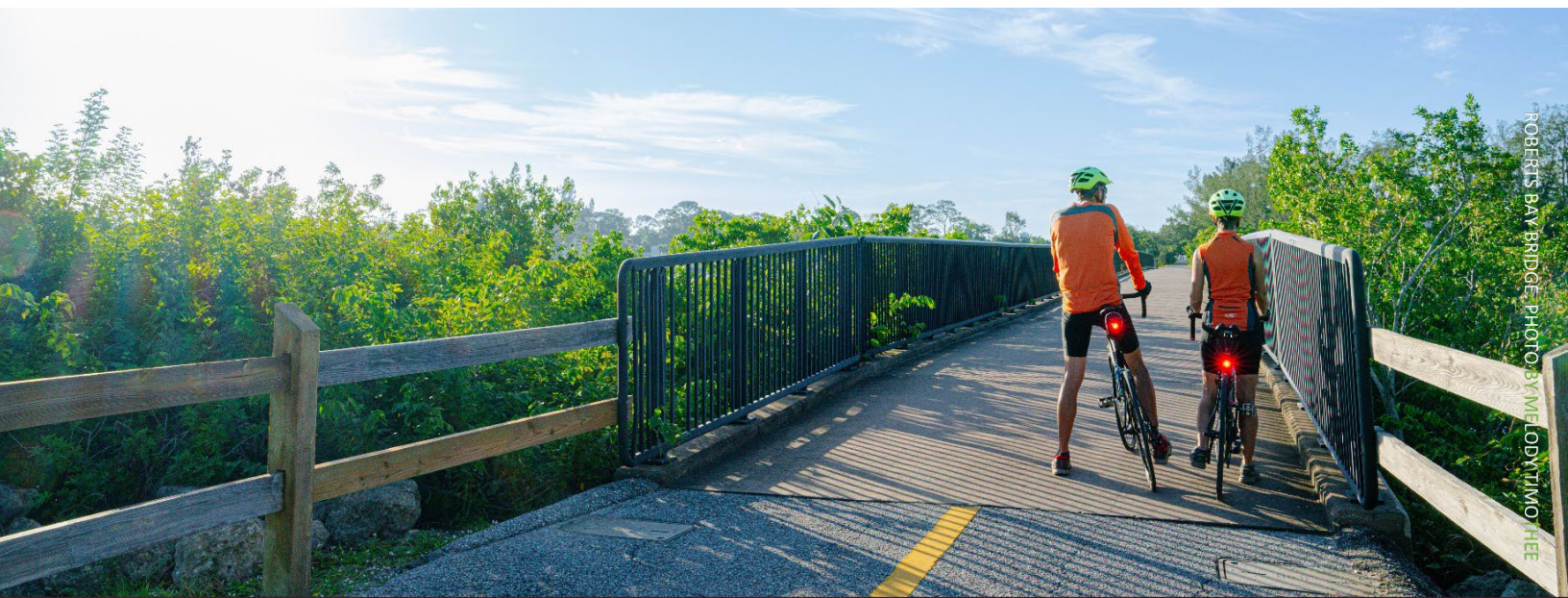
LYNN HAVEN BAYOU PARK & PRESERVE. PHOTO BY

*The Florida Gulf Coast Trail is a generational vision for Southwest Florida. Bringing people to the trail will promote community stewardship, increase connectivity, and build on the region's legacy of conservation. As the trail is a significant regional project, Trust for Public Land has become a vital leader in advancing this vision.*

—JON THAXTON  
Senior VP, Gulf Coast Community Foundation

## Your gift unleashes the transformative power of the outdoors.

*Thank you for your generosity!*



ROBERTS BAY BRIDGE. PHOTO BY MELODYTIMOTHY.HEE



**TRUST FOR  
PUBLIC  
LAND™**

Connecting everyone to the outdoors

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## Celebrate Greenways and Trails Month: Florida Gulf Coast Trail Wednesday, October 8, 2025 at 10 A.M.



Charles Hines  
*Program Director*  
Florida Gulf Coast Trail

In March of 2022, Trust for Public Land welcomed Charles Hines, Esq. as the Florida Gulf Coast Trail Program Director. After serving 8 years on the Sarasota County Commission, Hines is passionate about building healthier, more equitable communities across the state. He will lead Trust for Public Land's vision to create a 420-mile long corridor traversing seven coastal counties from Pinellas to Collier. These spaces will help close the park equity gap and connect more Floridians to the splendor of the outdoors.

Charles D. Hines, Esq., has been practicing law in Sarasota County since 1990, with extensive work with land development, commercial property issues and business law matters. In addition to his legal background, he has owned a regional medical supply company in Southwest Florida and has served on the Sarasota County Commission from 2012 to 2000, (twice as its Chairman). Charles has also served on the West Coast Inland Navigation District, a four-county special taxing district, (twice as its Chairman). Since 2012, he has been an active member of the Florida Association of Counties, (a State-wide organization), serving in various leadership roles, on its Board of Directors and on multiple advisory committees.

**REGISTER NOW!**  
[www.FloridaDEP.Gov/OGT](http://www.FloridaDEP.Gov/OGT)

