



JOINT MEETING OF THE CHARLOTTE COUNTY-PUNTA GORDA & SARASOTA/MANATEE METROPOLITAN PLANNING ORGANIZATIONS



DATE: Monday, January 26, 2026

TIME: 11:00 a.m.

LOCATION: **DoubleTree by Hilton**
8009 15th Street East
Sarasota, Florida 34243



Wireless Access Available
WiFi: Hilton Meetings
User Code Access: SARASOTA

JOINT MEETING AGENDA

1. Call to Order, Pledge of Allegiance and Confirmation of a Quorum, and [Meeting Minutes](#): Joint Chairs* Commissioner Christopher G. Constance, MD, Charlotte County-Punta Gorda MPO and Mayor Gene Brown, Sarasota/Manatee MPO
2. Public Comment
Speakers during the meeting will be limited to two minutes.
3. Director's Reports (5 minutes)
David Hutchinson, Executive Director, Sarasota/Manatee MPO
Lakshmi N. Gurram, Director, Charlotte County-Punta Gorda MPO
4. FDOT Secretary Remarks (5 minutes)
FDOT District One Secretary, Jamie Driggers, P.E.
5. Regional Discussion Items
 - a. [Long Range Transportation Plans \(LRTPs\) Coordination](#) (15 minutes)
 1. District One Regional Planning Model (D1RPM) Coordination
 2. Proposed New I-75 Interchange at Yorkshire/Raintree and Prerequisite Projects
 3. River Road
 - b. [Regional Trails](#) (10 minutes)
 - c. [Joint Transportation Regional Incentive Program \(TRIP\) Project Priority List](#) (5 minutes)
6. Board Member Comments (10 minutes)
7. Adjournment of Joint Regional Meeting

*The January 27, 2025, Joint MPO Board meeting minutes are attached and approved at the respective MPO Board meetings



Joint Meeting Minutes
Sarasota/Manatee & Charlotte County-Punta Gorda
Metropolitan Planning Organizations

DATE: Monday, January 27, 2025

TIME: 11:00 a.m.

LOCATION: Venice Community Center
326 South Nokomis Avenue
Venice, Florida 34285



Wireless Access Available
OPEN WiFi
No Password Required

JOINT MEETING MINUTES OF JANUARY 27, 2025

([Link to Meeting Full Recording](#))

1. Call to Order, Pledge of Allegiance and Confirmation of a Quorum: Joint Chairs

Commissioner Christopher G. Constance, MD, Chair, Charlotte County-Punta Gorda MPO, called the meeting to order at 11:13 a.m. followed by the Pledge of Allegiance. It was noted that a **quorum of both MPOs was present.**

MEMBERS PRESENT

Charlotte County-Punta Gorda MPO

Commissioner Christopher Constance, MD, Chair
Commissioner Ken Doherty
Commissioner Joseph Tiseo, Vice Chair
Councilmember Jeannine Polk

Charlotte County
Charlotte County
Charlotte County
City of Punta Gorda

Sarasota/Manatee MPO

Mayor Gene Brown, Vice Chair
Councilmember Jayne Kocher
Commissioner Mike Haycock
Vice Mayor Pete Emrich
Commissioner Barbara Langdon
Mayor Dan West
Mayor Liz Alpert
Commissioner Jean Ahearn-Koch
Mayor Nick Pachota
Commissioner Jason Bearden
Commissioner George Kruse
Commissioner Mike Rahn
Commissioner Teresa Mast
Commissioner Joe Neunder, Chair
Commissioner Mark Smith

City of Bradenton
City of Bradenton
Town of Longboat Key
City of North Port
City of North Port
City of Palmetto
City of Sarasota
City of Sarasota
City of Venice
Manatee County
Manatee County
Manatee County
Sarasota County
Sarasota County
Sarasota County

FDOT District One Non-Voting Advisor

Wayne Gaither, FDOT Director of Southwest Area Office

Sarasota/Manatee MPO Staff

Ryan Brown, Deputy Director/Planning Manager
Nanette Eubanks, Assistant Clerk to the Board
David Hutchinson, Executive Director
David Machado, Fiscal Manager
Varshini Renikunta, Multi Modal Planner
Wenonah "Nina" Venter, Senior Planner
Nick Chiavini, Transportation Planner
Rachel McClain, Fiscal Analyst

Charlotte County-Punta Gorda MPO Staff

Lakshmi N. Gurram, Principal Planner
D’Juan Harris, MPO Director
Bekie Leslie, Administrative Services Coordinator
Wendy Scott, Planner
Sierra Ray Scott, Administrative Support - STARR



Joint Meeting Minutes

Sarasota/Manatee & Charlotte County-Punta Gorda

Metropolitan Planning Organizations

Others Present

Pamela Barr, FDOT
Tanya Merkle, FDOT
Nathan Kautz, Kittelson & Associates, Inc.
Kimlyn Walker, MPO Legal Service
Tom Patazki, Sarasota/Manatee CAC
Jennifer Fehrs, Town of Longboat Key
Alvimarie Corales, City of Sarasota
Jim Boldt, Vice Mayor, City of Venice
Shaun Cullinan, Charlotte County Community Development
April Santos, Charlotte County
Chad Ray, Charlotte County
Prony Bonaire Fils, Manatee County
Megan Lui, Breeze Transit
Paula Wiggins, Sarasota County
Corrine Arriaga, City of Sarasota
Nikesh Patel, City of Sarasota
Rachel Ebner, American Structurepoint
Clarke Davis, Manatee County Public Works
Danny Williams, Citizen
Irene Anderson, Resident

2. Public Comment

There were no public comments.

3. Opening Comments

Mr. David Hutchinson, Executive Director, Sarasota/Manatee MPO (S/M MPO), made the following comments:

- Provided an overview of the history and purpose of the Joint MPO Meetings, especially to benefit several new members on both MPO Boards present at the meeting.
- Described the latest version of the interlocal agreement between both MPOs which now includes the Lee County MPO as a participant due to the 2020 Census classification in the Boca Grande area (*found in agenda item 5.a.*)

Mr. D’Juan Harris, Director, Charlotte County-Punta Gorda MPO (CC-PG MPO), made the following comments:

- Emphasized that regional cooperation through joint MPO meetings was essential to promote the implementation of major game-changing regional transportation improvements over the long term.
- Noted that good planning is the foundation for the future.

Chair Christopher Constance thanked Co-chair Joe Neunder and the Sarasota/Manatee MPO for hosting the meeting in Venice. He introduced Councilmember Jeannine Polk (new) and Commissioner Ken Doherty (returning). He also noted that Commissioner TJ Thornberry was unable to attend the meeting. Chair Constance acknowledged new members on the S/M MPO Board (Commissioner Jason Bearden, Commissioner George Kruse and Commissioner Teresa Mast). He noted that Mr. Wayne Gaither was present on behalf of FDOT District One Secretary LK Nandam.



Joint Meeting Minutes Sarasota/Manatee & Charlotte County-Punta Gorda Metropolitan Planning Organizations

4. FDOT Report

FDOT SWAO Director Wayne Gaither reported on the following:

- Commented that the new legislative season meant that earmarked project opportunities exist.
- Cautioned that earmarks were not without repercussions, since no additional funding is provided (instead funding is taken from the Transportation Trust Fund and the Project Priorities List is reprioritized in the FDOT Work Program).
- Discussed SU funding (currently available to the S/M MPO with the CC-PG MPO eligible following the 2030 Census) and the need to ensure contingency by using every dollar available for eligible projects in FDOT's District One each year.
- Highlighted cost increases resulting in the need to work with local communities to fill funding gaps and to coordinate early with the MPO staffs to foster the progression of higher Project Priorities.

FDOT Community Liaison Pamela Barr reported that currently work was progressing on the FDOT joint certifications for both MPOs with draft completion scheduled by mid-February 2025. Packets will be sent to Central Office by June 1, 2025. In prior years, both MPOs had been classified as low risk, and she was hoping this status would continue.

5. Regional Discussion Items

a. Interlocal Local Agreement for Joint Regional Transportation Planning and Coordination – Charlotte, Lee, and Sarasota/Manatee MPOs

This item was previously discussed by Dave Hutchinson in his opening comments (*Agenda Item 3*).

At this point in the Joint Meeting, agenda item 8.a.ii, Barrier Island Implementation Plan was added to the Joint Meeting agenda. It was carried over from the Sarasota/Manatee MPO Board Meeting held earlier in the morning).

Ryan Brown introduced Nathan Kautz with Kittelson and Associates who gave the Barrier Island Implementation Plan presentation. The plan aims to address critical transportation infrastructure and mobility challenges across a series of interconnected barrier islands in the S/M MPO region. An interactive mapping tool was discussed:

[Barrier Island Congestion Analysis - Streamlit](#)

Following the presentation, Chair Constance, Commissioner Tiseo, Vice Mayor Haycock and Commissioner Smith expressed concern with the seasonal dates selected for review in the study. Their general consensus was that the timing for data collected should be shifted later in the calendar year to better capture the peak of snowbird season. Mr. Krautz stated that the dates could be further evaluated. He also responded to Commissioner Tiseo's question regarding the impact to the data from events such as the COVID pandemic and hurricane impacts including hotel closures. Mr. Krautz stated that historic data projections will be utilized which don't remove these impacts but do mute them.

b. Long Range Transportation Plans (LRTPs) Coordination (Charlotte-Punta Gorda MPO, Sarasota/Manatee MPO)

1. Sarasota Manatee MPO and Charlotte County MPO LRTP Progress Updates
2. District One Regional Planning Model (D1RPM) Coordination

Ryan Brown presented the S/M MPO - Jan 2025 Update and described the project timeline. He noted that a system evaluation survey is available and should be completed by January 31, 2025. The consultant was finishing up the cost revenue section of the plan and moving on to the cost feasible portion.



Joint Meeting Minutes Sarasota/Manatee & Charlotte County-Punta Gorda Metropolitan Planning Organizations

Laks Gurram reported on the CC-PG MPO Update - 2050 LRTP Moving Charlotte Forward. The project consultant, Kimley Horn and Associates, was not available for the meeting. He covered the LRTP project timeline. Public outreach efforts include an LRTP survey (available on the MPO's website) and at least ten workshops.

c. River Road

Ryan Brown and Laks Gurram gave an update and referenced handouts. It was noted that great progress was being made in the north segment in Sarasota County. Mr. Gurram stressed that River Road is a major evacuation route for the Englewood side of Charlotte County. He applauded plans to expand north Winchester Blvd to four lanes in the S/M LRTP which would assist Charlotte County residents in the Rotonda area. He also described the CC-PG MPO's recent SR 776 Corridor Study which includes Winchester Blvd, Pine Street and Beach Road which feed into Sarasota County. An FDOT Public Workshop is planned for the second week of February 2025.

Wayne Gaither stated that he would try to confirm the exact completion date of the north River Road project and report it later in the meeting. Ryan Brown noted that the S/M MPO is aware of improvements needed on River Road south of US 41. Chair Constance stated that Charlotte County had contributed \$13 million in 1998 to Sarasota County to move Charlotte's citizens out of harm's way. He commented on the gravity of the roadway for evacuation purposes and appreciated the S/M MPO's efforts to continually improve River Road.

d. Regional Trails

Wenonah "Nina" Venter from the Sarasota/Manatee MPO began by mentioning the 2025 Greenway and Trails Summit hosted by multiple agencies on February 5-6, 2025 at the Venice Community Center with a registration deadline of January 31, 2025. She reviewed ongoing Florida Gulf Coast Trail activities in Sarasota and Manatee Counties (both Legacy Trail and Gateway Greenway projects). She reviewed a list of these projects including those currently in the Sun Trails application or Sun Trails funded phases. Ongoing safety improvements also were noted. Commissioner Jen Ahearn-Koch requested that Ms. Venter provide her with a full copy of her trails presentation so that she might share it with her constituents.

Lakshmi Gurram updated Sun Trail projects and funding sources in Charlotte County. Unfortunately, the Harbor Walk project was destroyed following Hurricane Milton in October 2024. Disaster funding was being sought. Three funded projects were analyzed, and the goal was to make all modes of transportation safe. Chair Constance raised the issue of how to make the Harbor Walk project more resilient. Ninety percent of docks had been destroyed in both MPO regions. Resiliency needs to be built into the plan. D'Juan Harris, speaking on his past LAP project manager experience with the Harbor Walk project, observed that the use of composite decking had doubled the project price. Recommendations also existed to build these types of projects higher. Chair Constance observed that perhaps floatable efforts would work. At the time of construction, everything recommended was done for the project, but it was unimaginable what had happened because of the storm surge.

e. Joint Transportation Regional Incentive Program (TRIP) Project Priority List

Ryan Brown reviewed his MPO's projects and remarked that the S/M MPO also coordinates with the Polk TPO to pursue TRIP funding. TRIP funding is not very substantial. Lakshmi Gurram noted that his MPO's highest priority project is always Harbor View Road, and all funding options are always under review.

Ryan Brown reported that the morning's crash on I-75 (mile marker 203) was now cleared. Wayne Gaither followed up on the earlier River Road north segment completion question, reporting that FDOT's schedule was for the early months of calendar year 2027 or perhaps sooner.

At this point in the Joint Meeting, agenda item 5.b.3. was discussed



Joint Meeting Minutes Sarasota/Manatee & Charlotte County-Punta Gorda Metropolitan Planning Organizations

3. Proposed New i-75 Interchange at Yorkshire/Raintree and Prerequisite Projects

Ryan Brown discussed an earlier white paper:

[Yorkshire/Raintree Interchange Planning White Paper](#)

Until an Interstate Justification Report (IJR) is warranted, it is important that additional local road improvements are completed. Discussions continue between the two MPOs regarding better connections on Hillsborough Blvd. and US 41. Coordination on local improvements is ongoing with Sarasota County and the City of North Port.

Lakshmi Gurram discussed the recent Veteran's Blvd Corridor Study developed through the efforts of the MPO and FDOT.

Several intersections that would lead to the future interchange are contained in the Project Priorities list, and various intersection improvements are envisioned especially for safety purposes. Project consideration continues for both Yorkshire Street and Harbor Blvd. Staff is working on including various roadways into the District One model.

D'Juan Harris responded to a question from Commissioner Doherty regarding what needed to be accomplished as far as the local roadway network in the potential interchange area. It was important not to conduct an IJR prematurely. He estimated that the IJR might be 10-15 years away. Discussion followed regarding how the interchange might help the grade F situation in Charlotte County at the Kings Highway interchange. The need was to funnel Charlotte County traffic north. Commissioner Barbara Langdon noted that North Port had just rewritten its Land Use Development (expanding activity area #6) and funding a master planning effort in the potential interchange area. Staff has been considering needed infrastructure improvements from Charlotte County to the west. A joint meeting between the City of North Port and Charlotte County will occur soon, and Commissioner Langdon requested that the topic be placed on that agenda. She emphasized the need to work together based upon requirements in the above White Paper. Commissioner Tiseo and Mr. Harris discussed the County's work on Veterans Blvd intersection improvements, which was proceeding slowly with an estimated 2-4 years for each project. Commissioner Doherty (who has an upcoming Florida Association of Counties trip to Washington, DC, scheduled on March 3-4, 2025), Commissioner Tiseo and Wayne Gaither discussed how to effectively relay regional interest in the proposed new I-75 interchange to federal officials. Wayne Gaither noted that these conversations typically start at the district level and then flow upward, since FHWA is responsible for the highway and FDOT maintains it. Commissioner Doherty indicated that he would like to discuss the topic further. Commissioner Tiseo stated that an approved script was needed for BCC approval prior to approaching federal officials on behalf of the County.

6. Board Member Comments

Councilmember Jeannine Polk described concerns about trucks speeding on Harbor View Road and the potential to restrict truck traffic along it until improvements occurred in the future. She noted that parts of it run through residential areas with bicyclists and pedestrians. She characterized it as a terrible connection between US 41 and I-75. Chair Constance agreed with her assessment and stated that the matter would be discussed at the next day's Charlotte BCC meeting. He stated that speed limits might be addressed and/or truck traffic may need to be removed before it destroys the roadway.

Commissioner Jen Ahern-Koch applauded the discussion on constructing for resiliency from storms. Mayor Gene Brown praised the importance of conferring about regional traffic concerns at these joint meetings. Commissioner Tiseo welcomed all new MPO Board Members and recommended that they obtain an acronym list from staff to better understand the MPO language. Vice Mayor Mike Haycock noted that he would miss all the friendly faces and urged his MPO Board not to forget about Longboat Key's projects. Commissioner Doherty was glad to be back on the MPO Board. Commissioner Barbara Langdon stated that she values these meetings, especially since the City of North Port has much in common with Charlotte County given the proximity.



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Chair Joe Neunder praised the great meeting and observed that for the coastal community, these conversations are meaningful and valuable.

Chair Constance stated as a practicing physician, he was aware that the two major storms had inflicted a great deal of damage including the permanent closure of the Punta Gorda hospital due to flooding. He praised Sarasota's 5 star, A-rated health care system which was driving a great deal of retiree interest in Sarasota County. Although Advent Health owns the property where the Punta Gorda hospital was located, it may not be rebuilt. He noted that health care is important, and good roadways add to it.

7. Adjournment of Joint Regional Meeting

Chair Constance adjourned the meeting at 12:34 p.m.



MPO BOARDS JOINT MEETING

January 26, 2026

8009 15th St. E, Sarasota, FL 34243



ITEM NUMBER: 5. a.

DISCUSSION: Long Range Transportation Plan (LRTP) (Charlotte-Punta Gorda MPO, Sarasota/Manatee MPO)

1. District One Regional Planning Model (D1RPM) Coordination
2. Proposed New I-75 Interchange at Yorkshire/Raintree and Prerequisite Projects
3. River Rd

STAFF CONTACT: Ryan Brown, Sarasota/Manatee MPO
Ryan@mympo.org for additional information

PRESENTER: Ryan Brown, Sarasota/Manatee MPO
Lakshmi N. Gurram, Charlotte County-Punta Gorda MPO

SUMMARY:

1. Through development of the 2050 Long Range Transportation Plan (LRTP), the Charlotte County-Punta Gorda MPO and the Sarasota/Manatee MPO coordinated on the District One Regional Planning Model. The model is developed in three phases: incorporation of Base Year socioeconomic data, development of the Existing plus Committed (E+C) 2028 network, and refinement of the 2050 Cost Feasible network. Outputs from the model are used to generate the 2035 Potential Network Deficiencies tool, which identifies locations where projected travel demand may exceed available capacity and helps evaluate future transportation improvements.
2. In 2022, Sarasota/Manatee MPO, Charlotte County-Punta Gorda MPO, Sarasota County, and the City of North Port coordinated on long-range planning for a potential future interchange. The resulting White Paper identified several projects that may support the feasibility of a future collector-distributor interchange. Charlotte County-Punta Gorda MPO has identified funding for an operational evaluation study connecting Veterans Blvd to I-75/Kings Highway interchange during the 2031-2035 timeframe. The Study will help to analyze the traffic operations, safety, and feasibility before advancing any further steps. Both Charlotte County-Punta Gorda MPO and Sarasota/Manatee MPO have maintained the proposed new I-75 Interchange at Yorkshire/Raintree within their respective 2050 Long Range Transportation Plans as a partially funded or unfunded project.
3. Construction of River Rd from US 41 to I-75 is underway with an expected completion date in FY 2027. Design of S River Rd and Winchester Blvd is expected to be completed in July 2026, and right-of-way acquisition is underway. Current total funding for the Regional Interstate Connector in Sarasota County is \$70 M with additional \$80M estimated for construction of S River Rd from US 41 to Winchester Blvd, and Winchester Blvd from S River Rd to the County line.



MPO BOARDS JOINT MEETING

January 26, 2026
8009 15th St. E, Sarasota, FL 34243



RECOMMENDED ACTION: Informational Only

- ATTACHMENTS:
1. [2028 E+C Network with 2050 SE Data - Potential Deficiencies Dashboard](#)
 2. [2035 Potential Network Deficiencies Dashboard](#)
 3. [Yorkshire/Raintree Interchange White Paper \(December 2022\)](#)
 4. [Yorkshire/Raintree Interchange Supporting Projects](#)
 5. [River Road Regional Interstate Connector Factsheet](#)
 6. [River Road and Winchester Blvd Factsheet](#)

DRAFT

Yorkshire/Raintree Interchange Planning

December 2022



Sarasota/Manatee Metropolitan Planning Organization

Yorkshire/Raintree Interchange Planning

December 2022

BACKGROUND

Ideas for a new I-75 interchange in North Port have been considered for almost two decades. The most recent effort began in the last half of 2017 after Hurricane Irma focused attention on the need for more evacuation routes. As a result, the Yorkshire/Raintree interchange was a discussion item on the January 2018 joint meeting agenda of the Charlotte County/Punta Gorda Metropolitan Planning Organization and the Sarasota/Manatee Metropolitan Planning Organization.

The Florida Department of Transportation (FDOT) presented the state and federal requirements for interchange development, and a lengthy debate about the merits and drawbacks of Yorkshire vs. Raintree followed. While Raintree may provide the most direct route for evacuation, Yorkshire might have the most potential for economic development.

FDOT also made it clear that, to move forward, the local jurisdictions, including Charlotte and Sarasota Counties, the City of North Port, and both MPOs, would need:

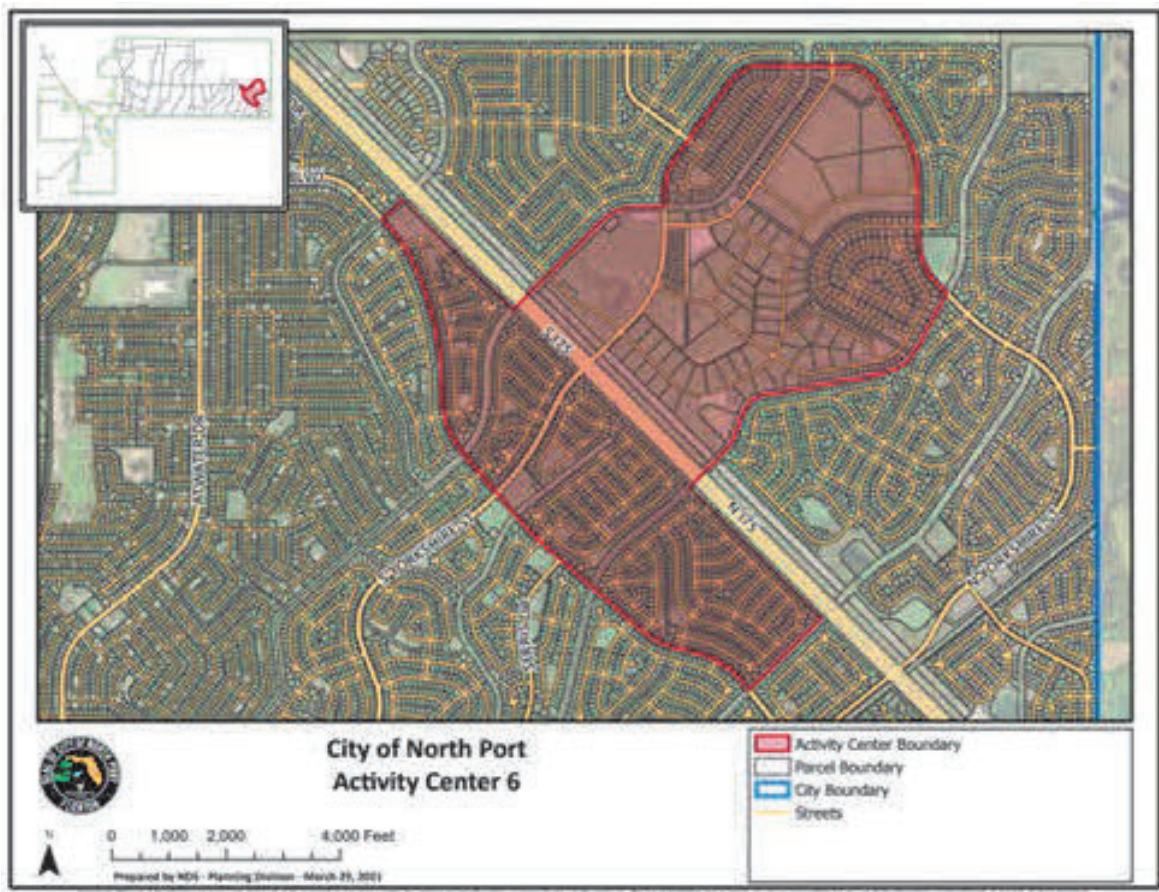
- **UNIFIED APPROACH:** Work together to reach consensus and present a unified approach for FDOT consideration,
- **MPO PLANS:** Prioritize the interchange in both MPO Long Range Transportation Plans (LRTP),
- **LOCAL PLANS:** Include the interchange and connecting local roads in all city and county planning documents,
- **INFRASTRUCTURE:** Develop and construct the supporting roadway and utility infrastructure, and then, in the future,
- **NEXT STEPS:** Demonstrate the current and future traffic volume to successfully complete the Interchange Justification Report (IJR) required by the Federal Highway Administration (FHWA).

UNIFIED APPROACH

Over the next year, the stakeholders concluded that it was most important to agree on the need for an interchange and not let the specific location be a barrier to gaining FDOT support. Ultimately, FDOT would need to develop the IJR for review by FHWA. At the next joint meeting of the MPOs in January 2019, the two boards presented a common message, and FDOT asked that both MPOs make formal, written requests for FDOT to review the potential need for an interchange and a possible location. On the afternoon of the board meeting, the MPOs hosted a transportation workshop for Southwest Florida which began the two-year process of developing the 2045 Long Range Transportation Plan.

Sarasota County, Charlotte County, and the City of North Port acknowledged many years ago the importance of an interchange at this location and worked together to add it to both MPO's long range plans. All three have continuously supported the interchange as a needed evacuation route. They also recognize that the city's designated Activity Center will support industrial, office, and commercial development, providing value-added employment opportunities as both counties continue to see high levels of population growth year after year.

North Port is planning for the continued growth of its platted lots as the population of the city moves eastward. Sarasota County has worked with the Economic Development Corporation (EDC) to identify additional areas for business parks and light industrial and office space to support the county's growing population. The North Port Activity Center 6 will provide a non-residential framework of support and tax base diversification, not only for North Port, but for regional residents in Charlotte, Desoto, and Sarasota Counties as well. Sarasota County Planning, Transportation Planning, and Economic Development departments are in full support of advancing the Yorkshire/Raintree interchange.



The Sarasota EDC has identified the Yorkshire/Raintree area as the only real opportunity for future industry in Sarasota County

In February 2019, at a joint meeting of the Charlotte and Sarasota County Commissions, FDOT made a presentation on their upcoming Southwest Connect Interstate Program which would analyze future I-75 capacity needs, express lanes, managed lanes, and interchanges. The Central Corridor Study was started in early 2020 and included the area between the Lee/Charlotte County line north to River Road. With complementing written requests from both MPOs in hand, FDOT committed to include a feasibility study for an interchange between King's Highway and Toledo Blade. Preliminary study information will be presented to the MPOs in early 2023 and the final report should be available by summer 2023.

On June 9, 2022 the two MPO's hosted a meeting in North Port to review the interchange plans that were approved by their boards as part of their 2045 Long Range Transportation Plans. Planning, economic development, and other staff from Charlotte, Desoto, and Sarasota Counties, and the City of North Port participated in the meeting where all organizations had an opportunity to report their current planning activities and their support for the future interchange. It was agreed that the group would continue to meet periodically and would report back to their respective elected representatives.

At a joint meeting of the North Port City Council and the Sarasota County Commission on July 14, 2022 it was again agreed that both jurisdictions would support the proposed interchange plan outlined by their respective MPOs. Both jurisdictions supported the recommendations to update their internal plans for consistency and to begin planning the supporting infrastructure. Support for the plan was also affirmed at the Charlotte County/Punta Gorda Metropolitan Planning Organization meeting on July 18, 2022. Following Hurricane Ian, the City of North Port and Charlotte County adopted a joint resolution on November 22, 2022 affirming their support for an interchange in the Yorkshire/Raintree area.

MPO PLANS

In October 2020 each of the MPO Boards adopted their 2045 Long Range Transportation Plans, including the Yorkshire/Raintree Interchange. Both 2045 long range plans connect either Harbor Blvd or Veteran's Blvd in Charlotte County to Hillsborough or Raintree Blvd in North Port to provide a direct route to the future interchange location. In addition, the Sarasota/Manatee plan includes widening Raintree to four lanes from Harbor Blvd at the Charlotte County line to Blueleaf Dr just north of I-75 and extending Raintree as a two-lane road from Blueleaf to the Desoto County line. Although the interchange is outside the authority of the Charlotte County/Punta Gorda MPO, they included the interchange as a project on their needs list. The Sarasota/Manatee MPO identified potential funding for the first three phases of the interchanges in their plan.

Sarasota/Manatee MPO 2045 Cost Feasible Plan Technical Report (pages 5-26 and 5-55)

COMMERCE CONNECTORS The MPO has identified the need for two new interchanges on I-75 to serve as commerce centers that will support the community's vision of a diversified economy. Because these projects have not been prioritized in the SIS plan, the MPO has elected to invest Other Roads (OR) funds in the early phases of both projects.

The development of the local road network in North Port, funded through the FDOT Partnership Program, along with the city's designated economic development area will create the demand for the important Yorkshire/Raintree interchange. This interchange will spark the potential for commercial development on the northeast side of I-75 as well as providing a new evacuation route for southern Sarasota and Charlotte counties.

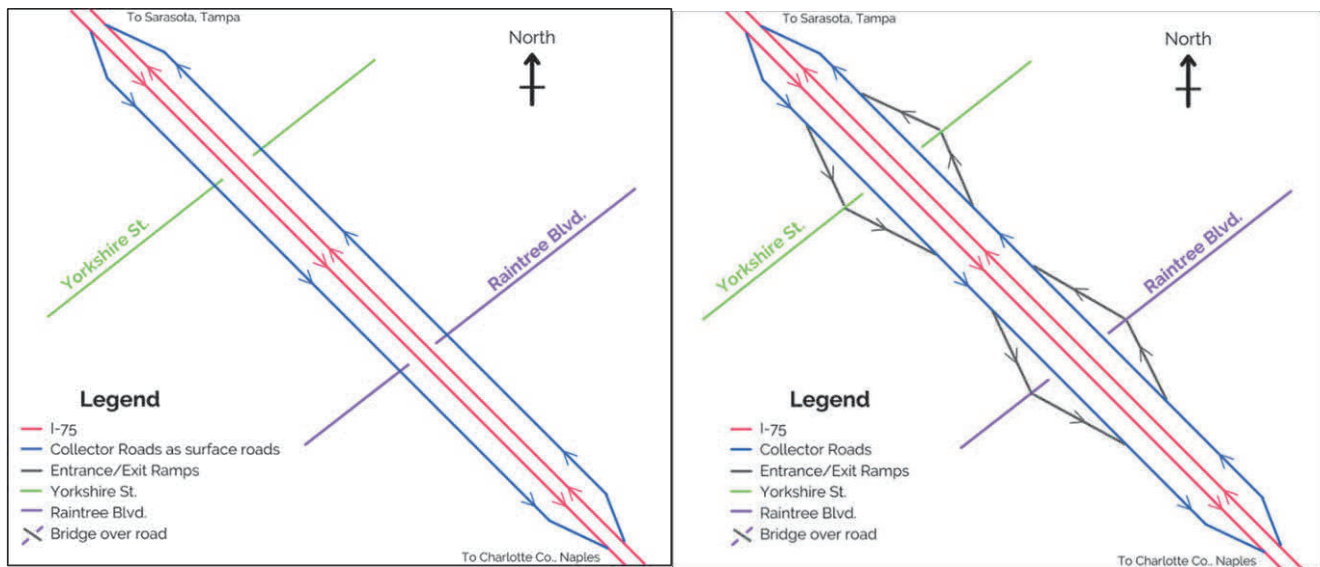
FACILITY	FROM/TO	TYPE	LOCATION	2026-2030		2031-2035	
I-75	Yorkshire/Raintree	New Interchange	North Port	PD&E	\$2,824M	ROW	\$48,846M
				PE	\$8,472M		

In January 2021, the adopted LRTP plan for Yorkshire/Raintree was presented at the annual joint meeting of the two MPOs with clear support from elected officials at the meeting. The plans were also presented at a Charlotte County Commission meeting in early February. Over the next few years, the development of the local roads across county lines could be submitted for TRIP funds and supporting drainage infrastructure could be considered for legislative appropriations.

As proposed by FDOT staff and adopted by the MPOs, one potential interchange concept includes Yorkshire AND Raintree, supporting multiple planning objectives and combining traffic volume from surrounding roads. Vehicles traveling south on I-75 would exit at Yorkshire and enter on Raintree. Those traveling north would exit at Raintree and enter at Yorkshire. This would be accomplished by having connecting roads between Yorkshire and Raintree parallel to I-75. These collector/distributor roads, often abbreviated as C/D roads, are one-way roads next to a highway through areas where closely spaced major arterials are present. With new developments, these roads sometimes include utilities.

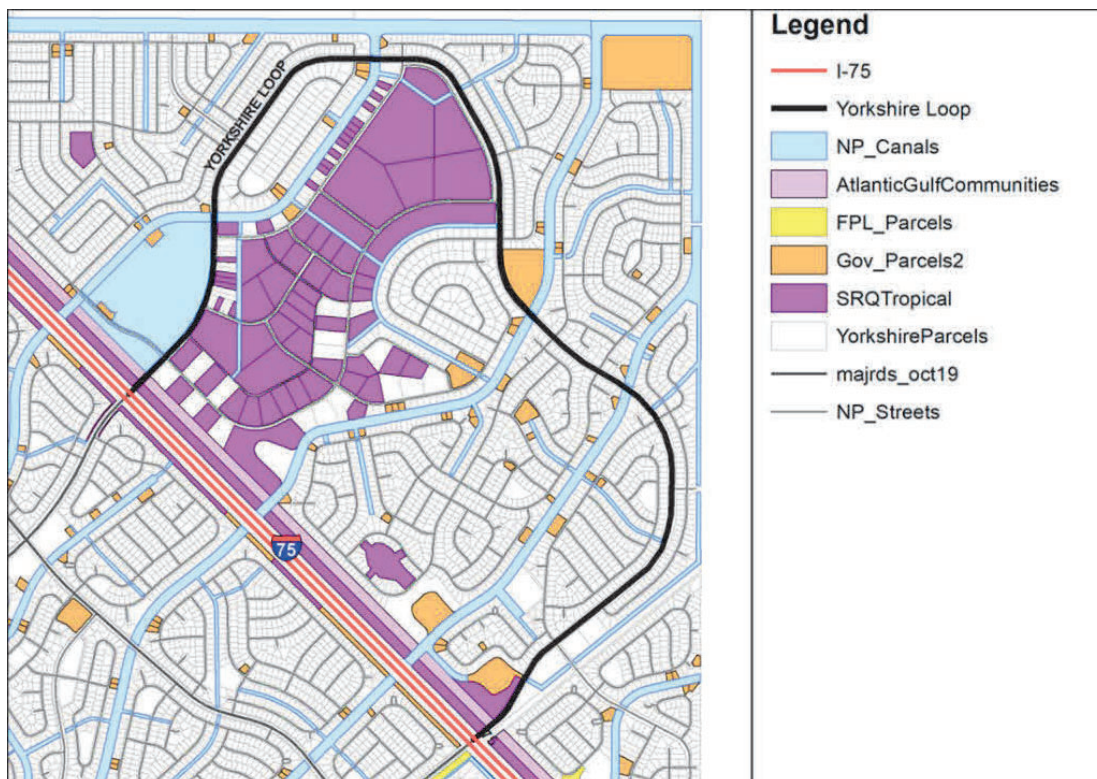
C/D facilities allow a single exit ramp to distribute vehicles to two or more crossing arterials or collect vehicles from several crossing arterials, so that they can enter at a single entrance ramp. While this design helps to limit highway access points, it does require more right-of-way. C/D roads meet safety and congestion management goals because they:

- Improve safety through reductions in highway main line merging and weaving intensity.
- Increase traffic flow and speed on freeways and their entrance and exit ramps.



Northeast of I-75, all adjacent right-of-way is owned by SRQ-Tropical Land. Additional right-of-way north of I-75 is owned by Atlantic Gulf Communities Corp. On the Southwest side of I-75 the right-of-way is owned by either SRQ-Tropical Land or the North Port Road and Drainage District. Florida Power and Light (FPL) also owns right-of-way and adjacent land between Raintree and King's Highway.

SRQ-Tropical Land owns much of the commercial land in the north part of the activity center and has a vested interest in road access and utilities. FPL has partnered with communities, using public and/or private land, for solar equipment that then provides power back to the community. This partnership could be especially interesting in conjunction with autonomous/electric freight operations. Florida Statute allows FDOT to advance public/private partnership projects and this is the best opportunity for accelerating the interchange.



F.S.334.30 (1) Public-private transportation facilities. ...The department may advance projects programmed in the adopted 5-year work program or projects increasing transportation capacity and greater than \$500 million in the 10-year Strategic Intermodal Plan...

In August 2022, FDOT began discussions of potential projects for their 2050 Strategic Intermodal System Long Range Plan. This plan is prepared with the MPOs to address major highways and other regionally significant state infrastructure. The plan has three sections for each FDOT district: First five years, second five years, and needs list. The Yorkshire/Raintree Interchange was included in the first draft list of potential projects for the Sarasota/Manatee MPO and it will be essential for the interchange to be listed in the FDOT SIS 2050 Long Range Plan on one of the three lists.

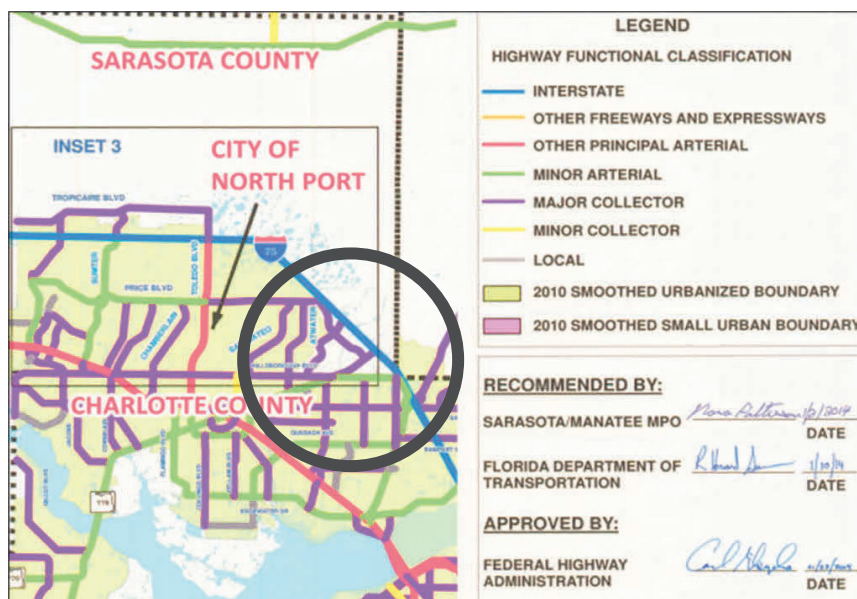
By the end of 2023, the MPOs will begin developing their 2050 long range plans. The widening of Raintree and the connection across county lines can be advanced along with the I-75 Yorkshire/Raintree collector/distributor interchange. If local jurisdictions have developed plans and set aside local funding for development of Yorkshire, they could consider submitting improvements/widening of Yorkshire Blvd from Veteran's Blvd. in Charlotte County to Langlais Drive north of I-75 in Sarasota County for inclusion in the 2050 plans for TRIP or MPO matching funds. Stakeholders will need to secure support from Desoto County and work with the Heartland Regional TPO to add the northern connections in their 2050 plan.

The MPOs, the counties, and North Port will need to work closely with FDOT to update the Urban Boundaries and Functional Classification of the supporting roadways. The Functional Classification of roadways are critical for Federal-Aid eligibility (roadways, bridges, and transit projects) and are assigned into systems according to the character of service they provide in relation to the total roadway network.

Every 10 years following the Census, FDOT (in coordination with FHWA and local partners) is required to update Urban Boundary and Functional Classification for the State of Florida. FDOT Districts and local partners use the census information to adjust the 2020 Urban Area boundaries around current land use conditions. FDOT expects to receive the proposed urban boundaries in winter 2022 and conduct the review in 2023. These adjustments will be reviewed by Central Office and submitted for approval by FHWA.

In 2024, FDOT Districts will collaborate with local partners to inventory roadways and update existing roadways in the Roadway Characteristics Inventory (RCI) system with proposed functional classifications in relation to the new urban area boundaries. New classifications are finalized and submitted to FHWA for approval after the FHWA urban area boundary adjustments are finalized.

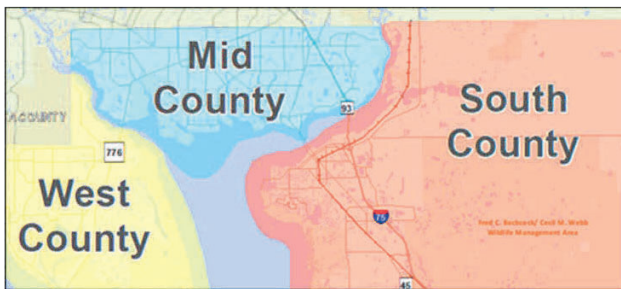
Based on the 2010 census, the small triangle bordered by Hillsborough, Yorkshire, and I-75 is considered rural and outside the urban boundary. Everything north of I-75 in Sarasota County is considered rural, but the bordering corner of Charlotte County is inside the urban boundary. In rural areas, state guidelines only allow interchanges with 6-mile spacing so bringing this area inside the urban boundary is crucial.



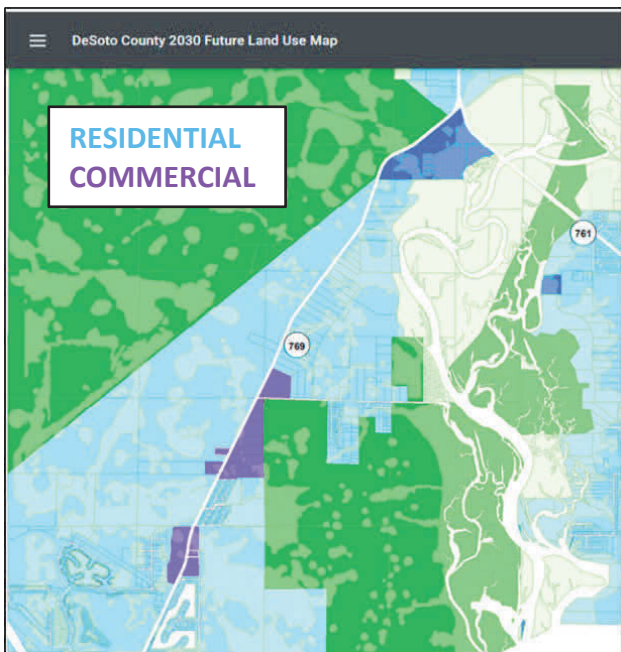
Functional Classifications range from local (smallest), to collectors, then to arterials, up to interstates (largest). Veteran's Blvd is only a minor arterial which is currently the highest classification in the area. The only principal arterials are US 41 and Toledo Blade.

LOCAL PLANS

Sarasota County's population will surpass a half million with a higher concentration of working age residents in Bradenton and North Port. On May 26, 2022 the US Census Bureau released a list of the fastest growing cities and North Port was ranked number nine out of 19,500.



Charlotte's mid county area adds over 23,000 residents, 9000 jobs, and 17,000 housing units. The estimated traffic from this growth indicates Kings Highway will fail by 2038 – a clear case for adding a new interchange. The combined population of Charlotte's mid- and west- county grows to almost 175,000 highlighting the need for additional transportation infrastructure and connectivity.



By 2045, Desoto County will add about 8000 residents and 1300 jobs. Planned residential growth is concentrated in the southwest corner of the county bordering Charlotte and Sarasota. To support this growth, Kings Highway will be widened to four lanes north to Peace River Street.

It is important for FDOT to see the local infrastructure and the interchange discussed in comprehensive plans, capital improvement programs, and other planning and zoning documents. Charlotte, Desoto, and Sarasota Counties, plus the City of North Port can include the interchange on their annual project priorities list submitted to the MPO in the fall. Because I-75 is part of Florida's Strategic Intermodal System (SIS), funding is from a separate source and will not compete with local projects. All the proposed transportation facilities could be included in economic development, emergency management, and water management plans. Elected officials might include them in their community goals and objectives, strategic plans, or long range plans.

With the potential for commercial development and job creation, it is essential for the economic development organizations and chambers of commerce to prioritize the local connecting infrastructure and the interchange in their strategic plans. Including logistics and distribution as a target industry for the area will support FDOT's freight goals for southwest Florida. Currently, there is minimal truck staging south of Hillsborough County and very limited locations for future autonomous and electric trucking and distribution points. In FDOT's review, there are no freight activity centers between Clark Road in Sarasota and the Punta Gorda Airport.

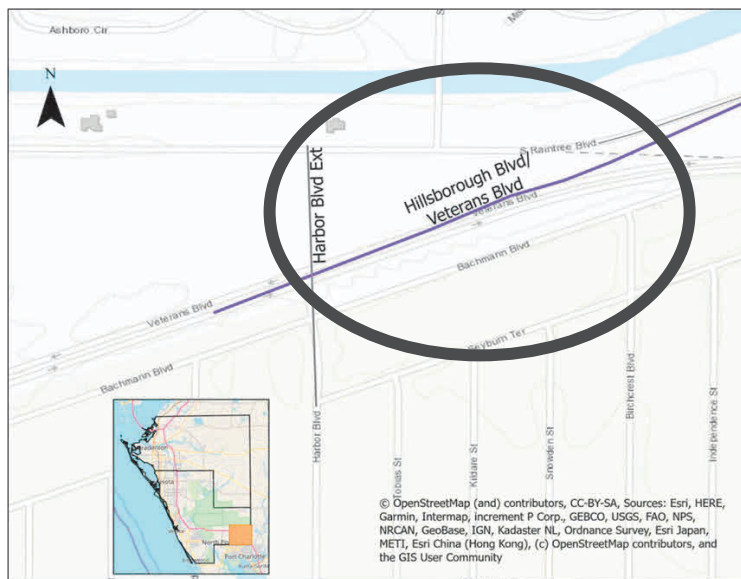
Supporting the project as an evacuation route is another opportunity. Discussion of adding this route for the safety of the citizens could be included in hurricane preparedness and emergency management briefings to generate community interest. There is also the potential to gain support from homeowner's associations, civic groups, and non-profit agencies engaged in storm recovery.

The local governments, EDCs, and chambers can also garner support by including the transportation network in their legislative agendas and involving their government relations staff. Engaging the legislative delegations in both counties and the congressional office can help to advance the project. In an election year, the importance of the project can be addressed in candidate briefings, and questions about project support could be included in candidate debates. Having multiple organizations with a common theme presenting at the annual legislative delegation meeting elevates the importance of the project to the whole community.

INFRASTRUCTURE

The local infrastructure will need to be developed first to generate the future traffic volume and to successfully complete the IJR for FHWA approval. These projects will support the development of the interchange:

- Connecting Raintree Blvd. across the county line to Veteran's or Harbor Blvd. Charlotte County has taken steps to preserve the potential corridors bordered by Veteran's, Harbor, and Hillsborough Bvlds. and both MPOs have this project funded in their long range plans. Charlotte County and the City of North Port will need to submit this to respective MPOs during the fall 2022 call for projects and consider local funding to make this eligible for TRIP funding.



- Widening Raintree from the county line connection to the first cross street north of I-75. This road provides a straight and shorter distance to I-75. The corridor has 80 feet of right-of-way, three single access points to residential developments, and one intersection at Price Blvd. At the southern end, there are 17 individual lots bordered by a canal on the north and Raintree Blvd on the south. Two are owned by the City of North Port, each is valued at about \$8000, and none have any structures, but future development of these lots could impede the flow of traffic. The City of North Port will need to identify local funds to support this project and can also submit this to the MPO during the fall 2022 call for projects to be considered for matching state or federal funds.
- Extending Raintree north from I-75 across the Desoto County line and making a connection to King's Highway. Desoto's largest planned residential development is the area on either side of King's Highway between the Peace River and the Sarasota County Line. It is expected that King's Highway will be widened from I-75 to Peace River Street to accommodate this growth causing the King's Highway interchange to fail by 2038. The City of North Port can seek matching funds from the MPO at some point in the future but working with Desoto County to prioritize the northern connection will need to come first.

- Widening Yorkshire Blvd from Veteran's Highway to the first cross street north of I-75. Although this route to I-75 is a longer distance, it has the advantage of 100 feet of right-of-way. There are 19 single access points into residential neighborhoods (4 in Charlotte County), two intersections at Pilgrim Road and Price Blvd, and no residential lots facing the road. This project is not currently in either MPO plan, so it should be submitted for inclusion in the 2050 plans. In the meantime, because it crosses the county line, it would be eligible for matching funds through the TRIP program.
- Developing plans for the local collector/distributor roads parallel to I-75 between Yorkshire and Raintree. On the northeast side of I-75, all right-of-way properties are owned by SRQ-Tropical Land LLC from south of Raintree to the canal several miles north of Yorkshire. Additional right-of-way on this side of I-75 is owned by Atlantic Gulf Communities Corp. On the Southwest side of I-75 the right-of-way is owned by either SRQ-Tropical Land LLC or the North Port Road and Drainage District.

SRQ-Tropical Land LLC owns a significant number of commercial and residential parcels in the proposed North Port activity center. Accelerating development of the activity center by building the road and utility infrastructure provides the perfect opportunity for a public/private partnership. With the vacant land in and around the area, there is also the potential for partnership with FPL to develop solar energy.

- Improving Veteran's Boulevard from east US-41 to King's Highway. An FDOT study of this corridor was completed in December, 2022. The overall objective of the study was to improve mobility, safety, reliability, and connectivity for people who drive, walk, bike, and use transit within the study corridor. Based on future traffic projections, the short term plans include a signal or roundabout at the intersection of Veteran's Blvd and Harbor Blvd. As these recommendations move from planning to design, it will be important for Charlotte County and the MPO to make sure that any short term improvements support the long term vision of connecting across county lines.

NEXT STEPS

Many of the steps for success have already been identified in the previous sections of this document. Current partners need to build a coalition of stakeholders and communicate with them often for consistency and continuity. Jurisdictions may want to consider identifying one person or position to provide staff support for organizing meetings, keeping minutes, following up on commitments, providing regular communications, and reporting to elected officials at least annually. Term limits elevate the importance of identifying new commission and council member champions every few years.

For 2023, here is a suggested list of actions:

- Update all local planning documents to include the interchange and supporting infrastructure.
- Identify, plan, and budget local and matching funds for connecting infrastructure.
- Request FDOT funds for the Raintree/Veteran's/Harbor connection and Raintree widening in the MPO annual call for projects.
- Include Logistics and Distribution as EDC and Chamber of Commerce target industries.
- Add Yorkshire/Raintree and supporting infrastructure to legislative agendas.
- Review and update the FHWA/FDOT urban boundaries and functional classifications to ensure eligibility for federal funding.
- Identify local and state incentive opportunities and begin discussion with major landowners regarding right-of-way.
- Work closely with FDOT to add the interchange as a project priority in the 2050 Strategic Intermodal System plan which is the first step towards funding the IJR and the future interchange.

REFERENCES/LINKS

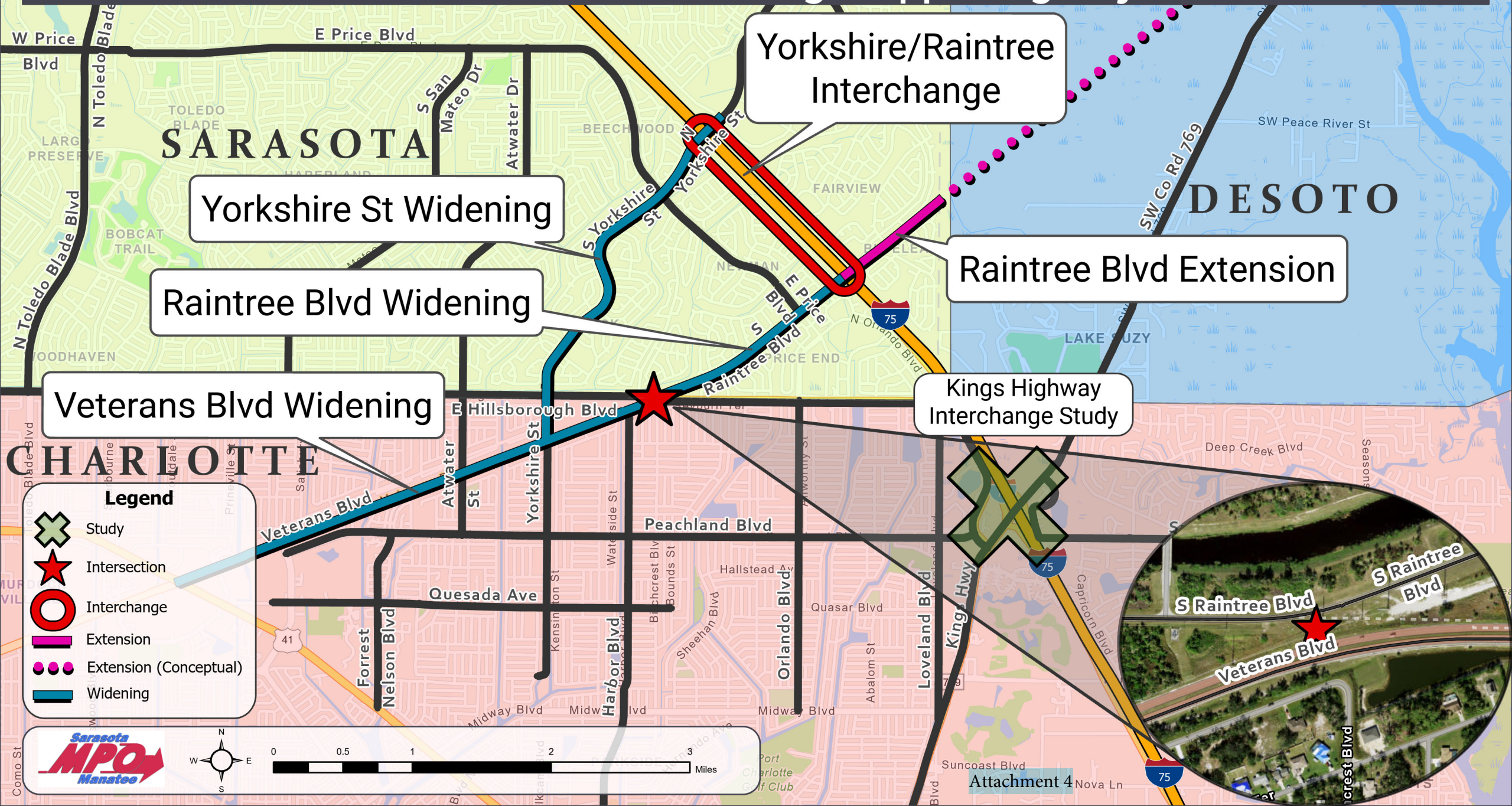
- [Charlotte County-Punta Gorda Metropolitan Planning Organization 2045 Long Range Transportation Plan](#)
- [Charlotte County-Punta Gorda MPO and Sarasota/Manatee MPO Joint Meeting](#); January 2021; Yorkshire/Raintree Adopted Plan presentation; **VIDEO** at 34:35
- Enterprise Florida; [Florida's Major Industries](#); [Logistics and Distribution](#)
- [FDOT District 1 Freight Resources](#)
- [FDOT District 1 Regional Planning Model Networks](#)
[FDOT Freight Mobility and Trade Plan](#)
- [FDOT Southwest Connect I-75 Central Corridor](#); I-75 from north of Bayshore Road (SR 78) in Lee County to south of the River Road (SR 777) interchange in Sarasota County, approximately 45 miles in length.
- [FDOT Strategic Intermodal System Cost Feasible Plan](#); 2029-2045
- FDOT Systems Implementation Office; [Interchange Access Request](#)
- [FDOT Urban Boundary and Functional Classification Process](#); Decennial review, 2020 U.S. Census population and urban boundary data
- FHWA Highway Functional Classifications; [Definitions and Classifications](#)
- [Heartland Regional Transportation Planning Organization 2045 Long Range Transportation Plan](#)
- [Heartland 2060: Building a Resilient Region](#)
- [How to Fix Congestion](#); Texas A&M Transportation Institute; Transportation Policy Research; [Collector-Distributor Roads](#)
- [Sarasota County Commission Joint Meeting with Charlotte County Commission](#); February 28, 2019; FDOT Southwest Connect presentation; **VIDEO** at 40:40 minutes
- [Sarasota/Manatee Metropolitan Planning Organization 2045 Cost Feasible Plan Technical Report](#); Commerce Connectors, page 5-26;
- [Sarasota/Manatee Metropolitan Planning Organization 2045 Long Range Transportation Plan](#)
- U.S. Census; [Fastest Growing Cities are Still in the West and South](#); May 26, 2022
- [Veteran's Boulevard Corridor Planning Study](#); December, 2022

CONTACTS

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Tampa, FL 33602
www.benesch.com

Yorkshire Raintree Interchange Supporting Projects



River Road Regional Interstate Connector

Background:

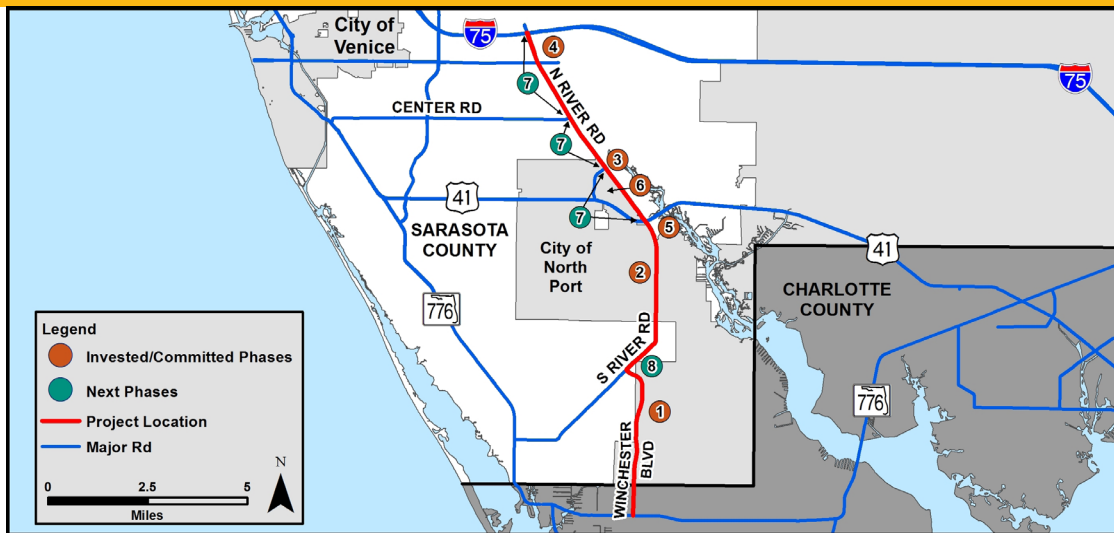
- Major arterial roadway from State Road 776 (Charlotte County) to Interstate 75 (Sarasota County).
- 13.5-mile-long widening and elevation improvement.
- Add capacity, correct deficiencies and hurricane evacuation.
- Add bicycle lanes, sidewalks, streetscape and street lighting.
- Multiple partners and stakeholders.

Construction underway from U.S. 41 to I-75: 6-lanes in all sections being advanced for future conditions by the FDOT.



RIVER ROAD

Overall Project Phases:



Total Invested/Committed to Date: \$105.6 million.

1. **Winchester Boulevard (2002)**
 - Completed 2-lane roadway – State Road 776 (Charlotte County) to River Road (Sarasota County).
 - Joint project between Sarasota and Charlotte counties: **\$10 million** construction.
2. **River Road ROW acquisition north and south of U.S. 41 (2006 – present)**
 - Acquisition to date: **\$11.3 million.***
 - Exchange agreement with Thomas Ranch: Approximately 236 acres for River Road ROW. Approximate value: **\$10.6 million.**
3. **West Villages Parkway and River Road partial intersection (2010)**
 - Completed construction: **\$5.9 million.**
4. **River Road: U.S. 41 to I-75 full construction plans (2013)**
 - Completed construction plans: **\$4.5 million.**
5. **River Road and U.S. 41 ultimate intersection and signalization (2014)**

Completed Construction and Engineering Inspection (CEI).

 - North Port Impact Fees: **\$6.4 million.**
 - West Villages District: **\$1.9 million.**
 - Sarasota County: **\$1.1 million.**

(Total **\$9.4 million.**)
6. **Development agreement approved (2016)**
 - Joint-use ponds: West Villages Improvement District River Road: U.S. 41 to West Villages Parkway.
 - Committed value: **\$900,000.**

* Includes **\$3.6 million** in ROW acquisition for River Road and U.S. 41 intersection.

7. North River Road design update and construction, I-75 to U.S. 41

- I-75 to U.S. 41: **\$47.5 million.**
- Sarasota County: \$24.75 million.
- FDOT: All costs in excess of \$24.75 million (programmed in FY21 District One Five-Year Work Plan).
- ROW Acquisition (2019-2020): **\$5.5 million.**

Final Phase:

8. **South River Road and Winchester Boulevard - design/construction/ROW acquisition (current)**
 - Design: \$7 million - To be complete in July 2026
 - Construction (two lanes to four lanes): ~\$80M
Planned Start in 2027
 - River Road: Winchester Boulevard to U.S. 41: \$60 million.
 - Winchester Boulevard: Charlotte County line to River Road: \$20 million.
 - Additional ROW acquisition: \$TBD.

Funding Strategy Moving Forward:

Metropolitan Planning Organization major project priorities list

- Financially feasible plan.
- 2025, 2030, 2040: Pursue from federal/state.
- Resilient SRQ Funding - HUD/CDBG

State partnership

- Road transfer agreement to exchange portions of River Road to state ownership in exchange for transfer of portions of State Road 758 to county ownership.
- State Infrastructure Bank Loan program for project financing.
- State and county funding for ROW acquisition from U.S. 41 to I-75.

Continue to pursue P3 opportunities

- Various road segments, ROW and improvements.

Continue to pursue/engage in ROW acquisition

- Utilize available funding sources where feasible (Impact/Mobility Fees).

River Road Regional Interstate Connector - S. River Road and Winchester Blvd.

Background

In early 2000, a Project Development and Environmental (PD&E) report was prepared to consider the widening of both S. River Road and Winchester Blvd. This report identified several alignment alternatives, which were refined to select a Preferred Alternative. The expansion of S. River Road and Winchester Blvd. from two lanes to four lanes is deemed critical, as these segments are essential for emergency evacuation in southern Sarasota County, as well as in Charlotte and Lee Counties. The original PD&E study from 2003 will be reevaluated as part of the proposed project improvements.

Both roadway segments are planned to be upgraded from their existing two-lane configuration to a divided four-lane arterial. The improvements will include a 22-foot raised median, variable-width outside paved shoulders, multi-use paths of varying widths, lighting, landscaping, and enhancements to intersections.

Status

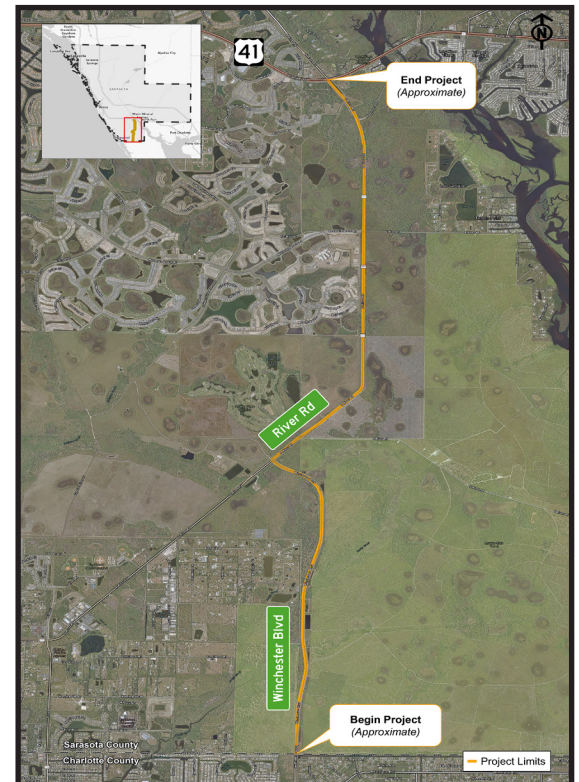
Both S. River Road and Winchester Blvd. are currently at 60% design completion. Plans are expected to be 90% completed by mid-December. The design is anticipated to be fully completed by mid-2026, with permit approval expected in the Fall of 2026. Construction is anticipated to begin Winter of 2027.

Frequently asked questions (FAQs)

- **Will both roadway segments be constructed at the same time?** No. The County is currently seeking additional funding sources for construction and both S. River Road and Winchester Blvd. will be constructed in segments based on available funding.
- **How long will construction take?** The expected duration for construction is approximately 24 to 36 months.
- **What is the role of West Village Improvement Districts (WVID) in the projects?** WVID is responsible for soliciting the design team, preparing project plans and permits through an agreement with Sarasota County. WVID is also responsible for funding portions of the project that are required as code related improvements for private development. Once complete, the County will procure the contractor to construct the project.
- **Will there be roundabouts at the intersections?** Three (3) intersections along the S. River Road corridor are planned to be designed using modern roundabouts at Sundrop Street, E. Manasota Beach Road, and Playmore Road.
- **Will there be any recreational trails located along the roadways?** Yes. S. River Road will feature a 12-foot-wide recreational trail along the east side from Winchester Blvd. to US 41. Additionally, a 12-foot-wide recreational trail will be located along the west side of the corridor. A portion of the trail system, from Playmore Road to E. Manasota Beach Road, will diverge into a new natural trail system within Wellen Park. It will then be redirected back to S. River Road at E. Manasota Beach Road and continue along the west side to Winchester Blvd.
- **What is the estimated construction cost for S. River Road from US41 to Winchester Blvd?** Based on the most recent cost estimate prepared for the 60% plan submittal, the anticipated construction cost is approximately \$68,000,000.

River Road Regional Interstate Connector - S. River Road and Winchester Blvd. continued

- **How will this project reduce the annual flooding that typically occurs within this section of S. River Road?** The proposed project will significantly reduce, if not eliminate, the annual flooding that has affected this segment of S. River Road. This will be achieved by elevating the roadway, constructing an engineered drainage system including off-site and on-site drainage conveyances, and constructing four large stormwater management facilities, which are designed to treat and manage stormwater runoff.
- **Will additional right-of-way be required to construct the S. River Road project?** Most of the right-of-way is already in place along the project corridor. However, additional right-of-way will be necessary for a segment just north of E. Manasota Beach Road, which is under development by the property owner. Temporary construction easements will also be required in several areas to build temporary berms for stormwater management and to create a temporary access road at East River Road.
- **How will Winchester Blvd. be widened to four lanes?** The existing two lanes will be rehabilitated in place, and two new lanes will be constructed to the west, including a raised median.
- **What is the estimated construction cost for Winchester Blvd. from S River Rd to the Charlotte County Line?** According to the most recent cost estimate prepared for the 60% plan submittal, the anticipated construction cost is approximately \$15,000,000.
- **Will additional right-of-way be required to construct the Winchester Blvd. project?** No. All the right-of-way is in place to construct the 4-lane improvements to Winchester Blvd.
- **Will additional stormwater improvements be necessary on Winchester Blvd.?** Yes. While the current stormwater management systems are designed to accommodate the four-lane widening of Winchester Blvd., additional improvements will be required to add drainage inlets. These inlets are needed to effectively capture stormwater runoff due to changes in the median, however, these improvements are expected to be minor.
- **Is there a continuation of the recreational trail along Winchester Blvd.?** Yes. There is an existing 10-foot-wide recreational trail on the east side of Winchester Blvd. that will remain with the widening project.
- **Will the construction of the project be phased?** Yes. Sarasota County has secured funding for the initial phase of construction, which involves widening Winchester Blvd. to four lanes from the existing signalized intersection of Winchester Blvd and S. River Road to 1,300 feet south. This phase of construction is expected to begin in the Fall of 2026, with anticipated completion by Spring of 2027.



For more information, scan the QR code or contact the Project Manager, Vinod Sancheti, at vsancheti@scgov.net

CIP # 95959 (PD&E Reevaluation, S. River Road Seg. 4 & Winchester Blvd. Seg. 5 Roadway Widening)

FPID # 452243-1 (S. River Road Seg. 4ITS)

FPID # 454945-1 (Winchester Blvd. Seg. 5 1300' SB Roadway Widening)





MPO BOARDS JOINT MEETING

January 26, 2026

8009 15th St. E, Sarasota, FL 34243



ITEM NUMBER: 5.b.

DISCUSSION: Regional Trails

STAFF CONTACT: Laks Gurram, Charlotte County – Punta Gorda MPO
Wenonah “Nina” Venter, Sarasota/Manatee MPO

PRESENTER: Ned Baier, Volkert
Laks Gurram, Charlotte County-Punta Gorda MPO Staff
Nina Venter, Sarasota/Manatee MPO Staff

SUMMARY: In April 2023, the 2024-2028 [Florida Greenways and Trails System Map](#) updates were approved by the Florida Greenways and Trails Council. In December 2023, FDOT’s [Shared-Use Nonmotorized \(SUN\) Trail System](#) was updated to reflect the adopted changes. These alignments are now eligible for SUN Trail funding. FDOT did not open a Request for Funding cycle for the SUN Trail Program in Fall 2025.

The FY 2027-2031 Tentative Work Program identifies the following regional trail projects in Sarasota/Manatee:

- \$4.3M for construction of the Circus Trail extension into Bobby Jones Golf Club and Nature Park in City of Sarasota (FPID 455928-2)
- \$2.3M for construction of the 17th St Regional Park Trail to Nathan Benderson Park in Sarasota County (FPID 457404-1)
- \$2M for PD&E of the Gulf Coast Trail from 75th St W at SR 64/Manatee Ave in Manatee County to 9th St W in Downtown Bradenton (FPID 457403-1).
- \$3.34M for construction of the Gateway Greenway from Bourneside Blvd/Dam Rd from SR 64 to Rye Rd in Manatee County (FPID 457696-1).
- \$2.9M for design and construction of the Lincoln Park Gateway Greenway in City of Palmetto (FPID 454978-1).
- \$1M for PD&E of the Gateway Greenway from Lincoln Park to Parrish in Manatee County (FPID 454977-1)

Staff actively participate in Florida Greenways and Trails Council meetings to remain apprised of SUN Trail project status in Charlotte County. In the 2025 Adopted FDOT Five-Year Work Program, three SUN Trail projects received updated funding based on revised cost estimates. Design is programmed in FY 2025; construction funding is not currently programmed.

SUN Trail Priority projects:

- Segment 1 (SR 776): Construction from US 41 to Gillot (Cape Haze Pioneer Trail).
- Segment 2 (SR 776): Construction from Gillot West to Myakka State Forest.
- South Fork Alligator Creek Pedestrian Bridge: Construction of the pedestrian bridge

Charlotte County–Punta Gorda MPO staff are coordinating with FDOT District One and the SUN Trail Coordinator to pursue future SUN Trail funding through FDOT’s Five-Year Work Program. Priorities include



MPO BOARDS JOINT MEETING

January 26, 2026

8009 15th St. E, Sarasota, FL 34243



closing the US 41 gap between Taylor Road and Tucker's Grade and supporting a new east-west connection between Burnt Store Road and US 41. Additional US 41 projects funded through Transportation Alternatives are eligible for SUN Trail funds and shall be designed to meet SUN Trail standards.

RECOMMENDED ACTION: None

ATTACHMENTS:

1. [Economic Benefits of Trails Flyer \(December 2023\)](#)
2. [Sarasota/Manatee MPO Regional Trail Projects](#)
3. [Charlotte County – Punta Gorda MPO Projects](#)



OUTDOOR RECREATION & TRAILS

CONNECTING THE DOTS BETWEEN TRAILS & TOURISM

Outdoor recreation generates big economic impacts for Florida

\$52.3 BILLION
in annual economic impact



465,853
number of jobs created



\$26.4 BILLION
in annual wages and salaries



(U.S. Bureau of Economic Analysis 2022)

Florida State Parks visitation generates

\$3.6 BILLION
annually for local economies

Florida State Parks receive over
28 MILLION
visitors annually



Using more than
1,600
miles of multi-use trails



50,427
number of jobs created



(2022-2023 Economic Assessment Report, Florida State Parks)

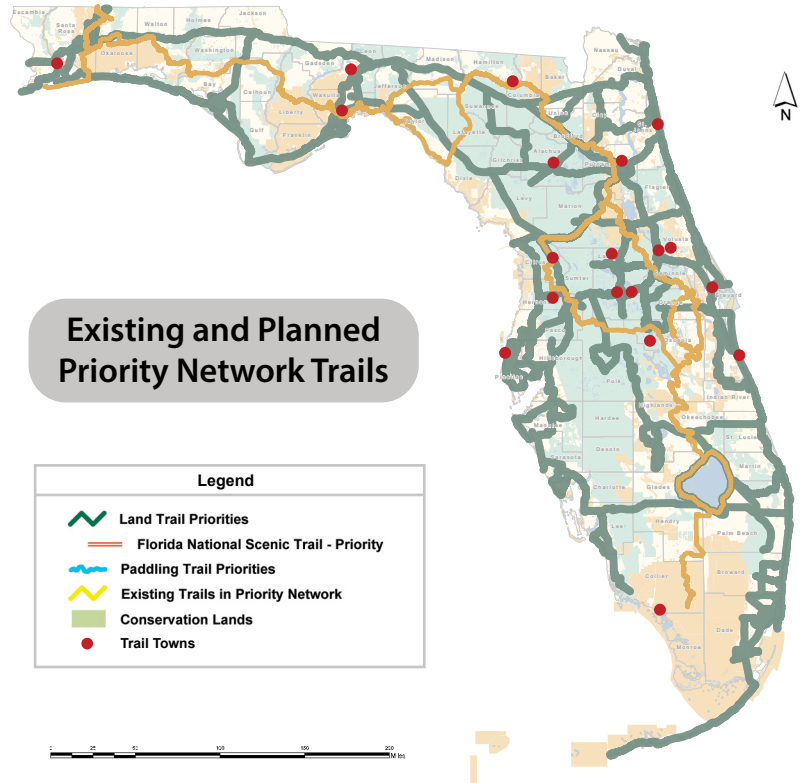
QUICK FACTS

- The Canaveral National Seashore and Big Cypress National Preserve experienced record numbers of visitors in 2021

(NPS)

- Beach or waterfront activities were the most popular outdoor activities for Florida visitors in 2022

(Visit Florida)



The Cross Florida Greenway

had a local economic impact of more than

\$417 MILLION

1 x 1,000 VISITORS = **~\$101,000** DIRECT LOCAL IMPACT

(2022-2023 Economic Assessment Report, Florida State Parks)

The Florida Keys Overseas Heritage Trail impact was more than

\$170 MILLION

(2022-2023 Economic Assessment Report, Florida State Parks)

TRAIL TOWN FACTS



- Thanks to the Pinellas Trail, business occupancy rates in downtown Dunedin—Florida's first Trail Town—rose from 30% to 100%. (City of Dunedin)
- Trail Towns are where trail users can venture off a trail to enjoy the amenities and unique heritage of a community, benefiting the town economically and socially.
- Florida's recognized Trail Towns vary from small communities such as Everglades City to the Depot Park district of downtown Gainesville.

WHAT ARE FLORIDA VISITORS & RESIDENTS DOING OUTDOORS?

WILDLIFE VIEWING

- Annually brings in **\$5.8** BILLION (FWC)
- **#2** Most popular outdoor activity for both residents and visitors (SCORP 2017)



TRAILS

- **17** JOBS CREATED FOR EVERY \$1 MILLION INVESTED (Trust for Public Land 2020)



EQUESTRIAN ACTIVITIES

- **\$6.5** BILLION ANNUAL ECONOMIC IMPACT (Fl. Dept. of Agriculture and Consumer Services)
- **1,889** MILES OF EQUESTRIAN TRAILS IN FLORIDA STATE PARKS



BIKING

- Paved riding trails brings in **\$6** BILLION ANNUALLY
- Unpaved riding trails brings in **\$2** BILLION ANNUALLY (Balmoral 2017)



The 2021/2022 Outdoor Recreation Participation surveys highlight outdoor recreation preferences among Florida residents.

87%

said outdoor recreation is very important to them.

#1

Greenways and Trails

were the number one outdoor recreation facility respondents would like to see built in their communities.

92%

support current levels of outdoor recreation services and opportunities.

Trails boost fitness and well-being, provide a connection with the outdoors and encourage economic growth.

Visit www.floridagreenwaysandtrails.com to find a trail near you.

Programmed Sarasota/Manatee Regional Priority Trails

Gateway Greenway
Palmetto Trails Network
(South and Middle)

Gateway Greenway from
Lincoln Park to Parrish

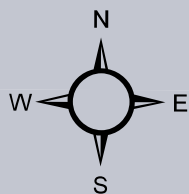
Manatee Ave SUN Trail

Gateway Greenway -
Bourneside Blvd to Rye Rd

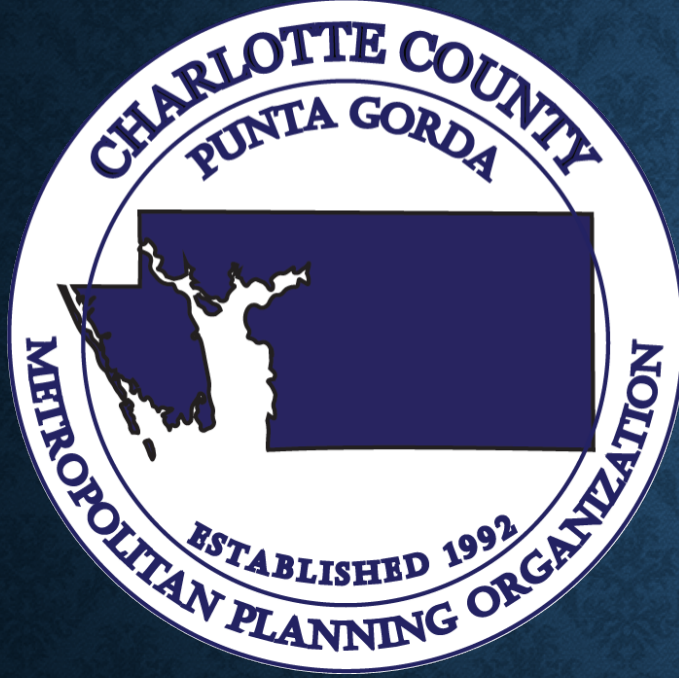
Legacy Trail - Bobby Jones

17th St Regional Park Trail

Trails

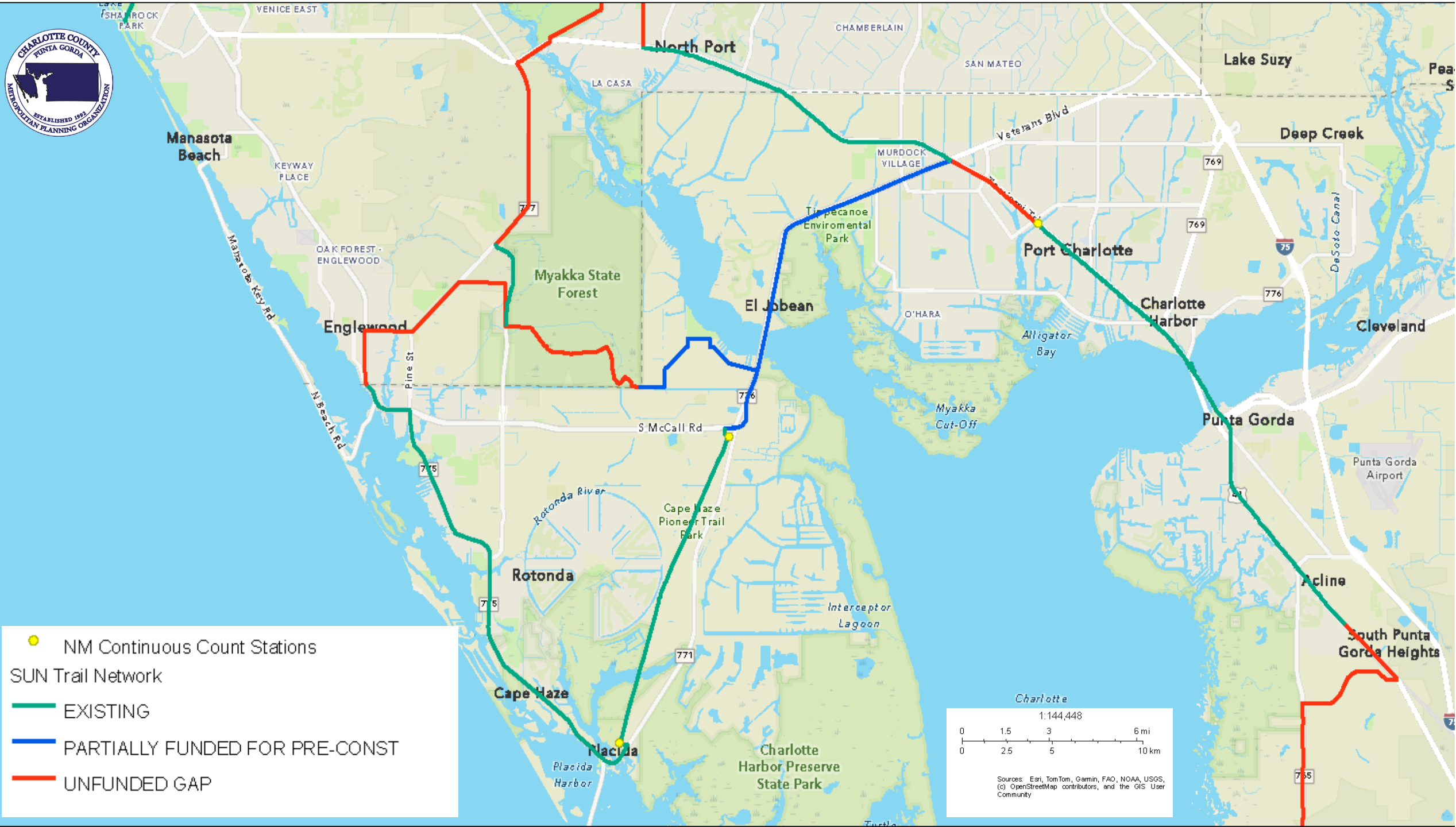


0 5 Miles



SUN TRAIL NETWORK

CHARLOTTE COUNTY – PUNTA GORDA MPO



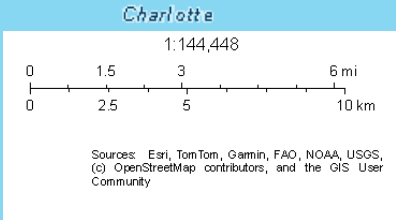
● NM Continuous Count Stations

SUN Trail Network

— EXISTING

— PARTIALLY FUNDED FOR PRE-CONST

— UNFUNDED GAP



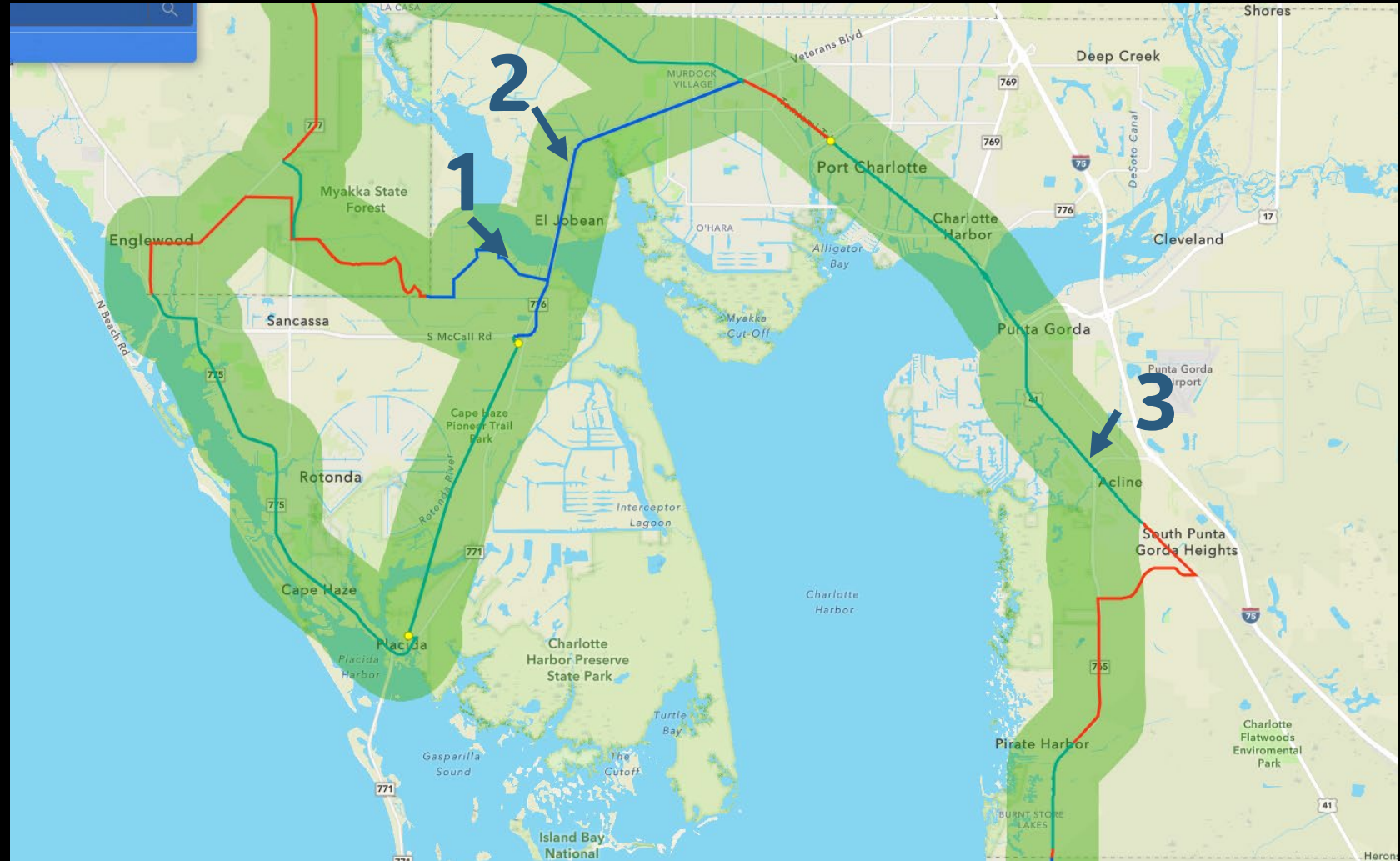
PROJECTS ON SUN TRAIL CORRIDOR

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	\$0.821	CST	\$2.48
438262 1	US 41	Conway Blvd	Midway Blvd	Multiple Sources	CST	\$9.48	None	
446339 2	US 41	Kings Hwy	Conway Blvd	Multiple Sources	PE & CST	\$7.1	None	



PROGRAMMED PROJECTS

1. CAPE HAZE PIONEER TRAIL
GILLOT BLVD TO MYAKKA
STATE
PE \$928,356
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 \$821,937





MPO BOARDS JOINT MEETING

January 26, 2026

8009 15th St. E, Sarasota, FL 34243



ITEM NUMBER: 5. C.

DISCUSSION: Joint Transportation Regional Incentive Program (TRIP) Project Priority List

STAFF CONTACT: Ryan Brown, Sarasota/Manatee MPO
Ryan@mympo.org for additional information

PRESENTER: Ryan Brown, Sarasota/Manatee MPO
Lakshmi N. Gurram, Charlotte County-Punta Gorda MPO

SUMMARY:

The Transportation Regional Incentive Program (TRIP) was created to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. The Florida Department of Transportation (FDOT) will pay up to 50 percent of the non-federal share of project costs for public transportation facility projects.

The Charlotte County-Punta Gorda MPO and Sarasota/Manatee MPO Interlocal Agreement for Joint Regional Transportation Planning and Coordination asks that FDOT attempt to award funding on an equitable basis among the three counties (Charlotte, Manatee, and Sarasota) when funding new TRIP projects. As Charlotte County has received a majority of the TRIP funding since the program's inception, the MPO Directors at the January 25, 2021, Joint MPO Board meeting agreed to list Charlotte County's priorities as the third priority until a proportioned amount of TRIP dollars has been allocated to Sarasota and Manatee Counties. An updated TRIP funding comparison has been provided for reference.

Staff from both MPOs will coordinate with their respective local agencies to complete the 2026 TRIP project applications for consideration of funding by FDOT. Once complete, each MPO will request approval at their respective individual MPO Board Meetings.

RECOMMENDED ACTION: None

ATTACHMENT: 1. [Draft 2026 TRIP Project Priority List](#)
2. [TRIP Funding History – June 2025](#)

2026 Transportation Regional Incentive Program (TRIP)

Project Priority List (Draft January 2026)

Charlotte County-Punta Gorda MPO ♦ Sarasota/Manatee MPO

The Charlotte County-Punta Gorda MPO and Sarasota/Manatee MPO interlocal agreement for joint regional transportation planning and coordination requests that FDOT attempt to award funding on an equitable basis among the three counties (Charlotte, Manatee, and Sarasota) when funding new TRIP projects.

Rank	Project	County	Funds Requested
1	Fruitville Rd from Sarasota Center Blvd to Lorraine Rd	Sarasota	\$13,355,532
2	Harborview Rd from Melbourne St to I-75	Charlotte	\$9,000,000
3	Ft Hamer Rd from Rive Isle Run to Moccasin Wallow Rd 2050 Unfunded Need	Manatee	\$60,716,141
4	Edgewater Dr/Flamingo Blvd Ext from Midway Blvd to SR 776	Charlotte	\$2,200,000
5	Lorraine Rd from Palmer Blvd to Fruitville Rd	Sarasota	\$25,072,461
6	Jones Loop Rd from Burnt Store Rd to Piper Rd	Charlotte	\$5,000,000
7	Lorraine Rd from Clark Rd to Knights Trail – Segment B	Sarasota	\$24,569,060
8	Tuckers Grade Ext. from Burnt Store Rd to US 41	Charlotte	\$5,000,000
9	Lorraine Rd from Clark Rd to Knights Trail – Segment C	Sarasota	\$33,587,042
10	Burnt Store Rd from Lee County line to Wallaby Lane	Charlotte	\$5,000,000
11	I-75 and SR 681 2050 Unfunded Need	Sarasota	\$2,700,000
12	SR 72 (Clark Rd) at McIntosh Rd	Sarasota	\$1,000,000
13	Fruitville Rd from Lorraine Rd to Bourneside Rd 2050 Unfunded Need	Sarasota	\$2,500,000
14	Honore Ave from Fruitville Rd to 17 th St 2050 Unfunded Need	Sarasota	\$17,488,953

Requested TRIP Funds amounts reported by local jurisdictions in Project Priority applications.

Charlotte County-Punta Gorda MPO Current TRIP Projects-Updated June 2025

Fiscal Year	Road or Project	From	To	Improvement	Project Phase	Trip Funds
2006	CR 765 (BURNT STORE)	NOTRE DAME ROAD	NORTH OF US 41	ADD LANES & RECONSTRUCT	48	\$ 2,000,000
2007	CR 765 (BURNT STORE)	NOTRE DAME ROAD	NORTH OF US 41	ADD LANES & RECONSTRUCT	58	\$ 2,000,000
2013	WINCHESTER BLVD	CR 775	SR 776	NEW ROAD CONSTRUCTION	58	\$ 6,015,309
2013	CR 765 (BURNT STORE)	LEE C/L	ZEMEL RD	ADD LANES & REHABILITATE PVMT	58	\$ 3,182,008
2014	CR 765 (BURNT STORE)	LEE C/L	ZEMEL RD	ADD LANES & REHABILITATE PVMT	58	\$ 2,936,114
2015	BURNT STORE RD	TERN BAY RD	NOTRE DAME RD	ADD LANES & RECONSTRUCT	38	\$ 1,472,263
					Charlotte Total	\$ 17,605,694

Sarasota County Current TRIP Projects-Updated June 2025

Fiscal Year	Road or Project	From	To	Improvement	Project Phase	TRIP Funds
2006	SUMTER BLVD	US 41	HERON CREEK BLVD	ADD LANES & RECONSTRUCT	58	\$ 6,400,000
2007	AUTOMATED TRAFFIC MANAGEMENT SYSTEM	COUNTYWIDE	N/A	TRAFFIC CONTROL DEVICES/SYSTEM	38	\$ 420,000
2007	AUTOMATED TRAFFIC MANAGEMENT SYSTEM	COUNTYWIDE	N/A	TRAFFIC CONTROL DEVICES/SYSTEM	58	\$ 4,133,677
2007	AUTOMATED TRAFFIC MANAGEMENT SYSTEM	COUNTYWIDE	N/A	TRAFFIC CONTROL DEVICES/SYSTEM	38	\$ 180,000
2007	AUTOMATED TRAFFIC MANAGEMENT SYSTEM	COUNTYWIDE	N/A	TRAFFIC CONTROL DEVICES/SYSTEM	58	\$ 2,070,000
2014	HONORE AVE EXTENSION	LAUREL RD	SR 681	NEW ROAD CONSTRUCTION	58	\$ 5,005,510
2019	RIVER RD	US 41	I-75	ADD LANES & RECONSTRUCT	44	\$ 550,000
					Sarasota Total	\$ 18,759,187

Manatee County Current TRIP Projects-Updated June 2025

Fiscal Year	Road or Project	From	To	Improvement	Project Phase	TRIP Funds
2007	US 41 BUSINESS	RIVERSIDE DR	N/A	INTERSECTION (MINOR)	58	\$ 84,196
2009	US 301	ERIE RD	CR 675 (RUTLAND RD)	ADD LANES & RECONSTRUCT	58	\$ 3,422,370
2017	SR 684 (CORTEZ RD)	43RD STREET W	N/A	ADD TURNS LANE(S)	34	\$ 788
2018	SR 684 (CORTEZ RD)	43RD STREET W	N/A	ADD TURNS LANE(S)	54	\$ 177,631
2021	SR 684 (CORTEZ RD)	43RD STREET W	N/A	ADD TURNS LANE(S)	34	\$ 23,246
2021	SR 684 (CORTEZ RD)	43RD STREET W	N/A	ADD TURNS LANE(S)	54	\$ 197,065
2025	MOCCASIN WALLOW RD EXPANSION -SEGMENT 3			ADD LANES & RECONSTRUCT	54	\$ 6,520,306
					Manatee Total	\$ 10,425,602

Charlotte Percentage	37.63%
Sarasota Percentage	40.09%
Manatee Percentage	22.28%

Regional Total \$ 46,790,483