

Prepared For:



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

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

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Expect More. Experience Better.

**Draft Adoption Report**  
**August 4, 2025**

# PLAN OVERVIEW

## 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.

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

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.

## 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, also known as the Bipartisan Infrastructure Law (BIL). 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 equity in transportation planning to ensure underserved 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.



## 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:

- Introduction and Overview
  - About the MPO and the LRTP process
- Vision, Goals, Objectives, and Performance Measures at Targets
  - Plan guidance
  - Federal, state, and local regulations
  - Performance measures and indicators
- Planning Assumptions
  - Area Profile
  - Demographic and employment trends and forecasts
- Public Involvement
  - Summary of public involvement activities
  - Summary of public input
- Transportation Plan
  - Overview and Financial Resources
  - Cost Feasible Plan
  - Needs Assessment
  - Other Plan Considerations



# VISION, GOALS, OBJECTIVES, AND PERFORMANCE MEASURES AT TARGETS

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 Bipartisan Infrastructure Law (BIL), 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 equity and accessibility in transportation planning.

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.

## CHARLOTTE COUNTY-PUNTA GORDA MPO TRANSPORTATION UPDATED VISION, GOALS, AND OBJECTIVES

The Charlotte County-Punta Gorda MPO designed a new LRTP Vision and updated the Goals and Objectives, to modernize the 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

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

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- 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 and Equity** 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 and Equity 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

Performance Measure Indicator		Moving Charlotte Forward Goals							
		Safety	Mobility	Efficiency & Reliability	Economic Development	Quality of Life & Equity	Environmental Protection	System Preservation & Resiliency	Implementation
Moving Charlotte Forward Objectives	PM 1: Number of Fatalities	•		0	0	0			
	PM 1: Fatality Rate per MVMT	•		0	0	0			
	PM 1: Number of Serious Injuries	•		0		0			
	PM 1: Serious Injuries Rate per MVMT	•		0		0			
	PM 1: Number of Non-Motorized Crashes	•		0		0			
	PI: The plan will prioritize and fund safety improvements.	•	0		0	0		0	0
	PI: The plan will reduce the number of traffic-related public transportation fatalities.	•	0			0			
	PI: The plan provides fixed-route public transit connections to major residential areas, employment hubs, retail, and medical centers.	0	•	0	0	0	0	0	
	PI: The plan provides sidewalks and bike facilities in the Urban Area.	0	•	0	0	0	0	0	0
	PI: The plan will provide for 75% of the county population to be within 5 miles of major regional trails.		•		0	0	0	0	

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Performance Measure Indicator		Moving Charlotte Forward Goals							
		Safety	Mobility	Efficiency & Reliability	Economic Development	Quality of Life & Equity	Environmental Protection	System Preservation & Resiliency	Implementation
	PI: The plan will accommodate future transportation technologies (automated, connected, shared mobility, and alternative energy).	0	•	0	0	0		0	
	<b>PM 3: National Highway System (NHS) Interstate Level of Travel Time Reliability (LOTTR) in Person Miles Traveled (PMT)</b>		0	•	0	0			
	<b>PM 3: Non-NHS Interstate Level LOTTR in PMT</b>		0	•	0	0			
	<b>PM 3: Truck Travel Time Reliability (TTTR)</b>			•	0				
	PI: The plan reduces Vehicle Miles Traveled (VMT) per capita.	0	0	•		0	0	0	
	PI: The plan will reduce hours of delay per VMT.		0	•		0	0		
	PI: The plan identifies high priority transportation projects that may be competitive for grant funding.		0		•		0	0	
	PI: The plan will improve access to major employment hubs in the County and the region.		0	0	•	0			
	PI: The plan will reduce goods movement average travel time per capita.			0	•				

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

Performance Measure Indicator		Moving Charlotte Forward Goals							
		Safety	Mobility	Efficiency & Reliability	Economic Development	Quality of Life & Equity	Environmental Protection	System Preservation & Resiliency	Implementation
	PI: The plan includes complete street projects to promote economic development.	0	0		•	0		0	0
	PI: The plan will increase sidewalk facilities in the urban area.	0	0	0	0	•	0		0
	PI: The plan will increase bicycle facilities.	0	0	0	0	•	0		0
	PI: The plan will support increased access to public transportation service.	0	0	0	0	•	0		0
	PI: The plan will limit proposed transportation impacts to jurisdictional protected lands or critical habitat.				0	0	•		
	PI: The plan will include projects to reduce air pollution and/or carbon emissions.	0		0	0	0	•		
	PI: The plan will minimize adverse impacts to the Peace River/Charlotte Harbor waterways.				0	0	•		
	<b>PM 2: Percentage of pavements on the Interstate System in Good condition</b>	0		0				•	
	<b>PM 2: Percentage of pavements on the Interstate System in Poor condition</b>	0		0				•	



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

Performance Measure Indicator		Moving Charlotte Forward Goals							
		Safety	Mobility	Efficiency & Reliability	Economic Development	Quality of Life & Equity	Environmental Protection	System Preservation & Resiliency	Implementation
	PM 2: Percentage of pavements on the non-Interstate NHS in Good condition	o		o				•	
	PM 2: Percentage of pavements on the non-Interstate NHS in Poor condition	o		o				•	
	PM 2: Percent of NHS bridges (by deck area) in Good condition	o		o				•	
	PM 2: Percent of NHS bridges (by deck area) in Poor condition	o		o				•	
	PI: The plan will identify projects eligible for resiliency funding and identify priority projects discretionary funding.				o		o	•	o
	PI: The plan will identify projects that can be funded for implementation within a 5-10 year time band.	o	o	o	o			o	•
	PI: The plan will identify planning studies to prepare future projects for funding and implementation.	o	o	o	o			o	•

• Primary support      o Secondary support

# 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.

## INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

Signed into law on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA/BIL 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.

### **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.
- **Resilience and Climate Change** – To improve the resilience and reliability of the transportation system to reduce the climate impact of transportation assets.
- **Equity** – To ensure the fair distribution of transportation benefits and mitigate disparate impacts on disadvantaged communities.

### 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 the planning factors from the IIJA is shown in **Table 1**.



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

Table 1. LRTP Goals and IJJA Planning Factors

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

## 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 2**.

Table 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 and Equity	Goal 6 – Environmental Protection	Goal 7 – System Preservation and Resiliency	Goal 8 – Implementation
1. <b>Safety and security</b> for residents, visitors, and businesses	X	X						X
2. Agile, <b>resilient</b> , and quality infrastructure	X		X			X		X
3. <b>Connected, efficient, and reliable</b> mobility for people and freight	X		X		X			X
4. <b>Transportation choices</b> that improve equity and accessibility		X			X	X		
5. Transportation solutions that <b>strengthen Florida’s economy</b>			X	X			X	X
6. Transportation solutions that <b>enhance Florida’s communities</b>	X	X				X	X	
7. Transportation solutions that <b>enhance Florida’s environment</b>								

### 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.

## PERFORMANCE-BASED PLANNING/SYSTEM PERFORMANCE REPORT

The FAST Act and the IIJA have established requirements for performance-based planning and programming (PBPP) in the MPO planning process. This approach aims to improve transparency, accountability, and the efficient allocation of transportation resources. Key components of PBPP 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 PBPP by increasing federal transportation funding and introducing new requirements emphasizing multimodal transportation, climate resilience, equity, 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.



## 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. On August 31, 2023, FDOT established statewide safety performance targets for calendar year 2024.

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 2024. **Table 3** presents the statewide and Charlotte County-Punta Gorda MPO baseline performance and the adopted targets.

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

Performance Measure	Florida Statewide Baseline Performance (Five-Year Rolling Average 2019-2023)	Calendar Year 2024 Statewide Target	Charlotte County-Punta Gorda MPO Baseline Performance (Five-Year Rolling Average 2019-2023)	Calendar Year 2024 Charlotte County-Punta Gorda MPO Target
Number of fatalities	3,442	0	30	0
Rate of fatalities per 100 million VMT	1.543	0	1.168	0
Number of serious injuries	16,381	0	163	0
Rate of serious injuries per 100 million VMT	7.344	0	6.279	0
Number of non-motorized fatalities and serious injuries	3,148	0	25	0

## 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. **Table 4** presents the statewide and MPO existing conditions and targets.

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

Performance Measure	2023 Statewide Conditions	2023 Statewide Target	2025 Statewide Target	2023 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	55.3%	≥50.0%	≥50.0%	65.6%	≥50.0%	≥50.0%
Percent of NHS bridges (by deck area) in Poor condition	0.6%	≤10.0%	≤10.0%	0.0%	≤10.0%	≤5.0%
Percent of Interstate pavements in Good condition	67.6%	≥60.0%	≥60.0%	94.8%	≥60.0%	≥60.0%
Percent of Interstate pavements in Poor condition	0.2%	≤5.0%	≤5.0%	0.0%	≤5.0%	≤5.0%
Percent of non-Interstate NHS pavements in Good condition	50.8%	≥40.0%	≥60.0%	69.0%	≥40.0%	≥40.0%
Percent of non-Interstate NHS pavements in Poor condition	0.5%	≤5.0%	≤5.0%	2.0%	≤5.0%	≤5.0%

## SYSTEM PERFORMANCE, FREIGHT, & CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3)

State DOTs and MPOs are required to establish targets for performance measures focused on system preservation and maintenance. Performance Measure 3 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. **Table 5** presents the statewide and MPO targets along with baseline conditions.

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

Performance Measure	2023 Statewide Conditions	2023 Statewide Target	2025 Statewide Target	2023 Charlotte County-Punta Gorda MPO Conditions	2023 Charlotte County-Punta Gorda MPO Target	2025 Charlotte County-Punta Gorda MPO Target
Truck Travel Time Reliability Index (TTTR)	1.48	≤1.75	≤2.00	1.16	≤1.75	≤2.00
Percent of Interstate Person Miles Traveled (PMT) that are Reliable	82.8%	≥75.0%	≥75.0%	100%	≥75.0%	≥75.0%
Percent of non-Interstate NHS Person Miles Traveled that are Reliable	89.1%	≥50.0%	≥60.0%	99.2%	≥50.0%	≥60.0%

## 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.

### 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 6** summarizes both existing conditions for the most recent year available, and the current targets.

*Table 6. TAM Existing Conditions and Targets*

Asset-Category Performance Measure	Asset Class	FY 2023 Asset Condition	FY 2024 Target
<b>Rolling Stock</b>			
<b>Age – Percent of revenue vehicles within a particular asset class that have met or exceeded ULB</b>	Cutaway	7.25%	5%
	Mini-Bus	3%	2%
<b>Equipment</b>			
<b>Age – Percent of non-revenue vehicles within a particular asset class that have met or exceeded ULB</b>	Non-Revenue Automobile	100%	100%
	Trucks and other Rubber Tire Vehicles	N/A	N/A
	Bus Lift	0%	0%
	Data Equipment	0%	0%
<b>Facilities</b>			
<b>Condition – Percent of facilities with a condition rating below a 3.0 on the TERM Scale</b>	Administration	0%	0%
	Bus Wash	100%	100%

# PLANNING ASSUMPTIONS

The purpose of the Charlotte County-Punta Gorda MPO LRTP is to identify needed transportation improvements within the County and a cost feasible plan for funding the highest priority improvements. 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.

## POPULATION FORECAST DEVELOPMENT

Charlotte County's population is projected to reach 284,380 by the year 2050, reflecting an increase of 103,560 residents from the 2019 baseline. This represents a 57.27% growth over the 31-year planning horizon. The population projections are presented in **Table 7**. The population projections for each Transportation Analysis Zone (TAZ) are shown in **Figure 1**.

*Table 7. Population Projections*

	2019	2025	2030	2040	2050	2019→2050
<b>Population</b>	180,820	209,310	228,640	259,140	284,380	103,560

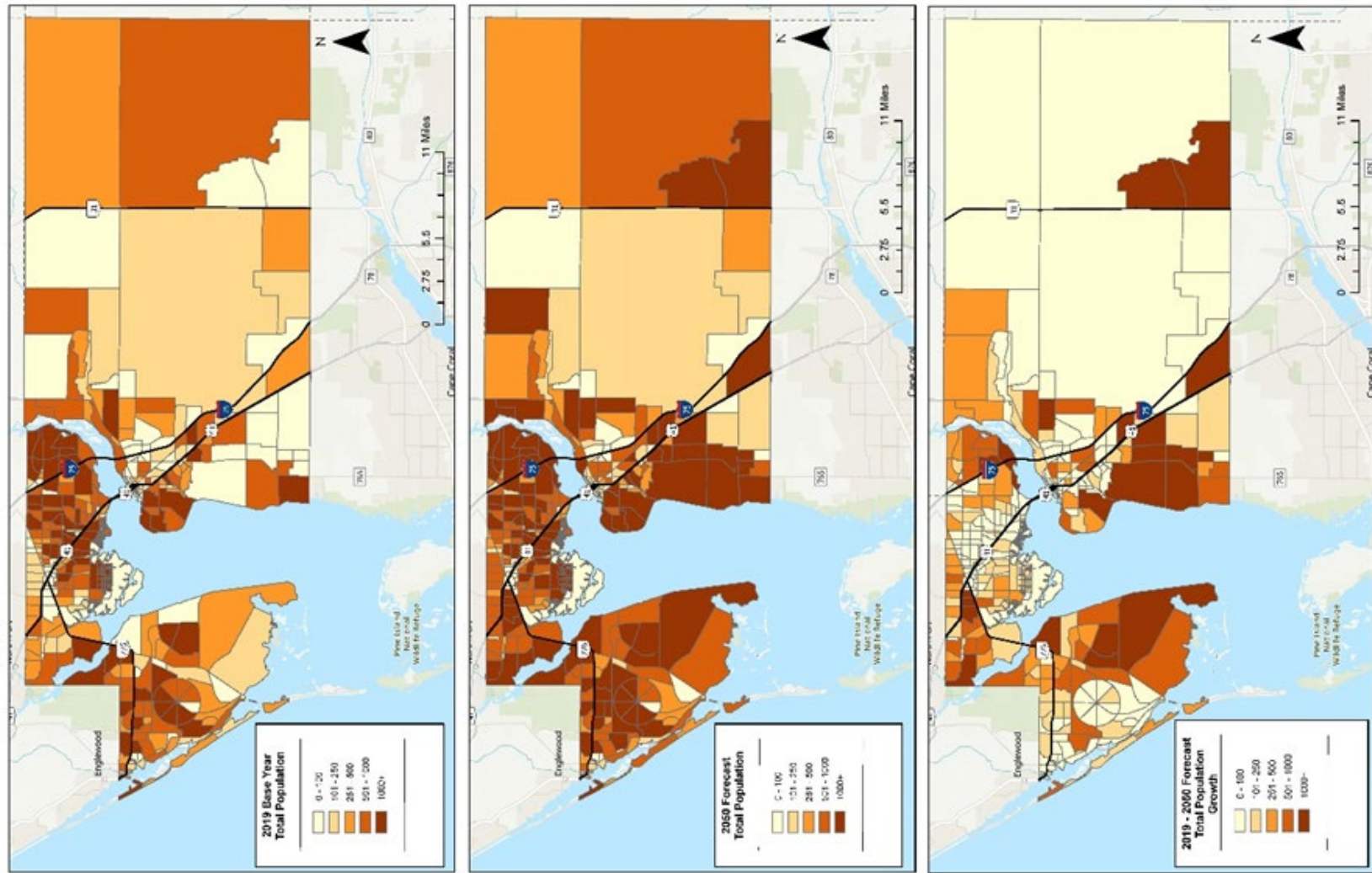
## EMPLOYMENT FORECAST DEVELOPMENT

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 projections are presented in **Table 8**. The employment projections for each Transportation Analysis Zone (TAZ) are shown in **Figure 2**.

*Table 8. Employment Projections*

	2019	2025	2030	2040	2050	2019→2050
<b>Employees</b>	55,210	63,900	69,810	79,130	86,820	31,610

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



**Figure 1. Population Projections by TAZ**



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

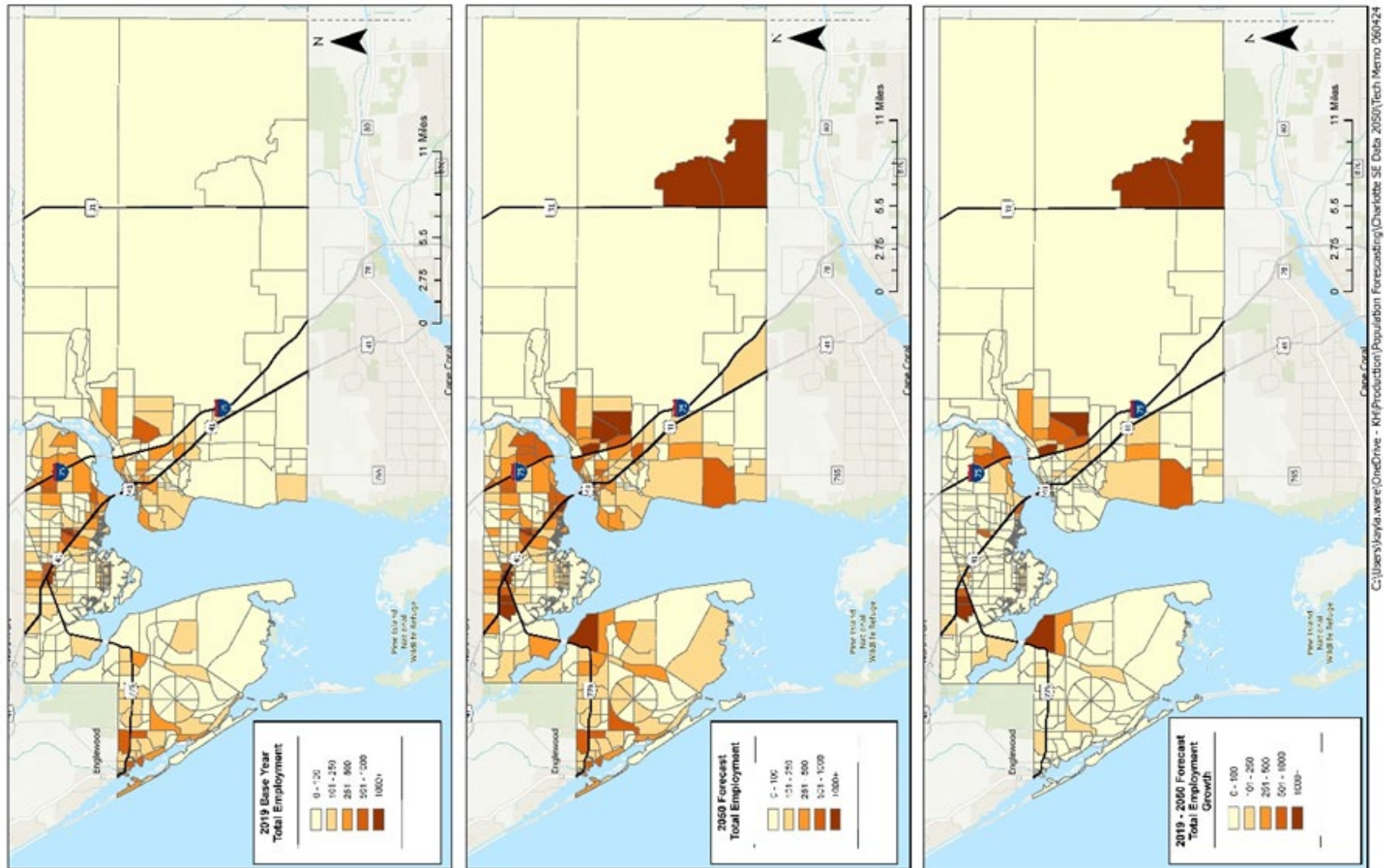


Figure 2. Employment Projections by TAZ

## 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.





## 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.

## REGIONAL COORDINATION

In Southwest Florida, there has and continues to be a need for regional transportation planning due to the amount 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 our counterparts in the Tampa Bay urbanized areas. 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* are reflected in the regional transportation plan of the Southwest Florida Regional Planning Council.

Throughout the development of the FDOT District One Regional Planning Model (D1RPM), the Charlotte County-Punta Gorda MPO also coordinated with FDOT District One as well as the other five MPOs/TPOs within District One, especially the Heartland TPO which is comprised of the six counties east of Charlotte (DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee). 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.

# 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.

## 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 Surcharge that was first enacted in 1995. The projected revenues through 2050 are shown in Error! Reference source not found. and **Table 10**.

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\$) and Year of Expenditure (YOE), which is the estimated cost at the time of spending in the future, including inflation.



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

Table 9. Projected Revenues in Present Day Value (PDV, 2025\$)

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</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>

(Outlined items are identified as revenue sources to be used for roadway capacity projects. 2<sup>nd</sup> Local Option Gas Tax allocates 48% for capital projects.)

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.

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

Table 10. 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>		<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>

(Outlined 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.)

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.)

## 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 / Illustrative, 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 3: Funding Status and Priority by Tier** 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 3: Funding Status and Priority by Tier

## TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The 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 L RTP.

Revenue sources for TIP projects are listed below in **Table 11**. 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 11: 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

TIP projects are listed below in **Table 12** through **Table 16**. 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 12: 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		Intersection Improvements	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>

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

*Table 13: 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 14: 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 15: 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 16: TIP FY 2025/2026-2029/2030 Planning and Operations and Maintenance*

Project	Description	Federal	State	Local	Total Cost
<b>2024/2025-2025/2026 UPWP</b>	Planning	\$606,223			<b>\$606,223</b>
<b>2026/2027-2027/2028 UPWP</b>	Planning	\$1,212,446			<b>\$1,212,446</b>
<b>2028/2029-2029/2030 UPWP</b>	Planning	\$1,212,446	\$375,000		<b>\$1,587,446</b>
<b>Highway Lighting</b>	Lighting	\$436,762			<b>\$436,762</b>
<b>Asset Maintenance</b>	Maintenance	\$5,453,130			<b>\$5,453,130</b>



## 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 17** 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 17. 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>

## COST FEASIBLE DETAILS

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

All 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. The tables included in Appendices A & B ensure that the proposed improvements included in the Cost Feasible Plan are identified sufficiently per 23 C.F.R. 450.322(f)(6).

The maps included as **Figures 4** through **6** include the projects included in the plan as part of the full needs assessment. The maps identify the Existing and Committed (E+C) roadway network in **Figure 4**, the Cost Feasible Projects in **Figure 5**, and Unfunded Needs in **Figure 6**.





## COST FEASIBLE PLAN



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

Table 18: Cost Feasible Roadway Projects (Capacity)

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

Table 19: Cost Feasible Intersection Projects

Map ID	On Street	From	Improvement	Implementation Timeframe
	SR 776	AT BISCAYNE DR	INTERSECTION IMPROVEMENTS	2036 – 2040
	SR 776	AT SUNNYBROOK BLVD	INTERSECTION IMPROVEMENTS	2036 – 2040
	US 41	AT TOLEDO BLADE BLVD	INTERSECTION IMPROVEMENTS	2036 – 2040
	SR 776	AT SPINNAKER BLVD	INTERSECTION IMPROVEMENTS	2041 - 2050
	US 41	AT EASY ST	INTERSECTION IMPROVEMENTS	2041 - 2050
	US 41	AT FORREST NELSON BLVD	INTERSECTION IMPROVEMENTS	2041 - 2050
	US 41	AT CARROUSEL PLAZA	INTERSECTION IMPROVEMENTS	2041 - 2050



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

Table 20: Partially Funded Roadway Projects (Capacity)

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



## UNFUNDED ROADWAY NEEDS

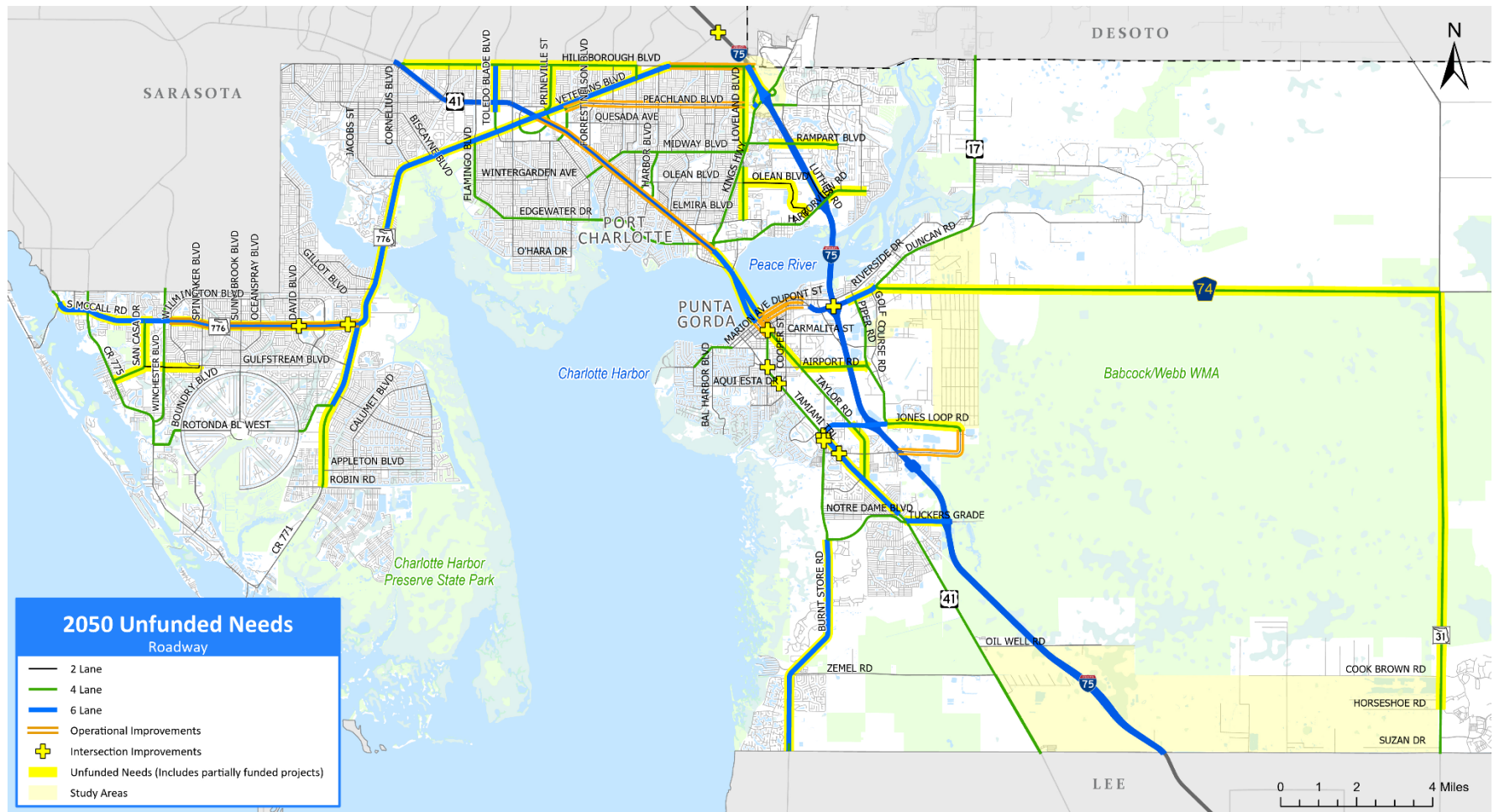


Figure 6: Charlotte County-Punta Gorda MPO 2050 Unfunded and Partially Funded Roadway Needs Map

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

Table 21: Unfunded Roadway Needs (Capacity)

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	TOTAL COST
N JONES LOOP RD	E OF PIPER RD	W OF CURVE	1.75	WIDEN 2 TO 4	\$37,164,558
PRINEVILLE ST	PAULSON DR	HILLSBOROUGH BLVD	1.244	WIDEN 2 TO 4	\$26,418,691
TAYLOR RD	AIRPORT RD	US 41	1.312	WIDEN 2 TO 4	\$27,862,800
TAYLOR RD	US 41 SB	N JONES LOOP RD	1.622	WIDEN 2 TO 4	\$58,500,000
BURNT STORE RD	WALLABY LANE	TUCKERS GRADE EXT	5.972	WIDEN 4 TO 6	\$102,780,300
CR 74	HAPPY HOLLOW RD	SR 31	12.163	WIDEN 2 TO 4	\$258,304,293
HILLSBOROUGH BLVD	CRANBERRY BLVD	YORKSHIRE ST	6.16	WIDEN 2 TO 4	\$130,819,242
SR 776	WILMINGTON BLVD / GULFSTREAM BLVD	CR 771 (GASPARILLA RD)	4.928	WIDEN 4 TO 6	\$89,397,148
SR 776	CR 771 (GASPARILLA RD)	GILLOT BLVD	1.079	OPERATIONAL IMPROVEMENTS	\$2,104,050
SR 776	GILLOT BLVD	STURKIE AVE	1.26	BRIDGE IMPROVEMENTS	\$37,362,125
SR 776	STURKIE AVE	FLAMINGO BLVD	4.065	OPERATIONAL IMPROVEMENTS	\$7,926,750
SR 776	FLAMINGO BLVD	US 41	1.731	WIDEN 4 TO 6	\$15,931,033
VETERANS BLVD	W OF WYLAM DR	E OF I-75	2.197	OPERATIONAL IMPROVEMENTS	\$4,064,450
VETERANS BLVD	PEACHLAND BLVD	KINGS HWY	0.125	WIDEN 4 TO 6	\$2,151,296
AIRPORT RD	TAYLOR RD	PIPER RD	1.812	WIDEN 2 TO 4	\$38,481,245
CR 39 (TOLEDO BLADE)	WHITNEY AVE	HILLSBOROUGH BLVD	1.236	WIDEN 4 TO 6	\$21,272,011
CR 771 (GASPARILLA RD)	ROBIN RD	ROTONDA BLVD EAST	2.2	WIDEN 2 TO 4	\$46,721,158
CR 771 (GASPARILLA RD)	ROTONDA BLVD EAST	SR 776	2.265	WIDEN 4 TO 6	\$38,981,477
FRUITLAND AVE	GULFSTREAM BLVD	SAN CASA DR	1.497	IMPROVED 2 LANE ROAD	\$25,248,799
LOVELAND BLVD	WESTCHESTER BLVD	SUNCOAST BLVD	1.398	WIDEN 2 TO 4	\$38,035,270
LOVELAND BLVD	MIDWAY BLVD	VETERANS BLVD	2.251	WIDEN 2 TO 4	\$47,804,239
LUTHER RD EXT	HARBOR VIEW RD	LUTHER CURVE	0.859	NEW 2 LANE ROAD	\$14,488,122
OLEAN BLVD EXT	LOVELAND BLVD	HARBORVIEW RD	2.488	NEW 2 LANE ROAD	\$41,963,267

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

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	TOTAL COST
PEACHLAND BLVD	COCHRAN BLVD	LOVELAND BLVD	4.709	OPERATIONAL IMPROVEMENTS	\$8,711,650
RAMPART BLVD	KINGS HWY	RIO DE JANEIRO	2.366	WIDEN 2 TO 4	\$24,701,099
S JONES LOOP	I-75	S OF CURVE	2.16	OPERATIONAL IMPROVEMENTS	\$3,996,000
SAN CASA DR	CR 775	SR 776	2.095	WIDEN 2 TO 4	\$44,491,285
SR 31	CYPRESS PKWY	CR 74	11.7845	WIDEN 2 TO 4	\$263,794,029
SR 776	CRESTVIEW DR	SAN CASA DR	2.402	WIDEN 4 TO 6	\$43,573,853
TUCKERS GRADE	US 41	I-75	2.336	WIDEN 4 TO 6	\$40,203,413
US 41	SR 776	KINGS HWY	11.934	OPERATIONAL IMPROVEMENTS	\$216,490,577
US 41	NOTRE DAME BLVD	BURNT STORE RD	5.814	WIDEN 4 TO 6	\$105,469,768
US 41 NB	TAYLOR RD	MARION AVE	0.392	OPERATIONAL IMPROVEMENTS	\$764,400
US 41 NB	MARION AVE	KINGS HWY	3.091	BRIDGE IMPROVEMENTS	\$39,734,323
US 41 SB	CARMALITA ST	MARION AVE	0.412	OPERATIONAL IMPROVEMENTS	\$803,400
US 41 SB	MARION AVE	N OF PEACE RIVER	1.34	BRIDGE IMPROVEMENTS	\$59,898,010
VETERANS BLVD	US 41	MURDOCK CIR E / PAULSON DR	0.578	WIDEN 4 TO 6	\$9,947,591
VETERANS BLVD	MURDOCK CIR EAST	HILLSBOROUGH BLVD	3.501	WIDEN 4 TO 6	\$60,253,488
YORKSHIRE ST	VETERANS HWY	SARASOTA C/L	0.325	WIDEN 2 TO 4	\$6,901,989



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

*Table 22: Unfunded Intersection Needs*

ON STREET	INTERSECTION	IMPROVEMENT	TOTAL COST
BURNT STORE RD	AT HOME DEPOT PLAZA	INTERSECTION IMPROVEMENT	\$1,950,000
SR 776	AT DAVID BLVD	INTERSECTION IMPROVEMENT	\$2,102,000
SR 776	AT PINEDALE DR	INTERSECTION IMPROVEMENT	\$2,102,000
US 41	AT AIRPORT RD	INTERSECTION IMPROVEMENT	\$1,950,000
US 41	AT ACLINE RD	INTERSECTION IMPROVEMENT	\$1,950,000
US 41	AT JONES LOOP RD	INTERSECTION IMPROVEMENT	\$1,950,000
US 41	AT AQUI ESTA DR	INTERSECTION IMPROVEMENT	\$1,950,000
US 41	AT TAYLOR RD	INTERSECTION IMPROVEMENT	\$1,950,000





## MULTIMODAL PRIORITY MAP

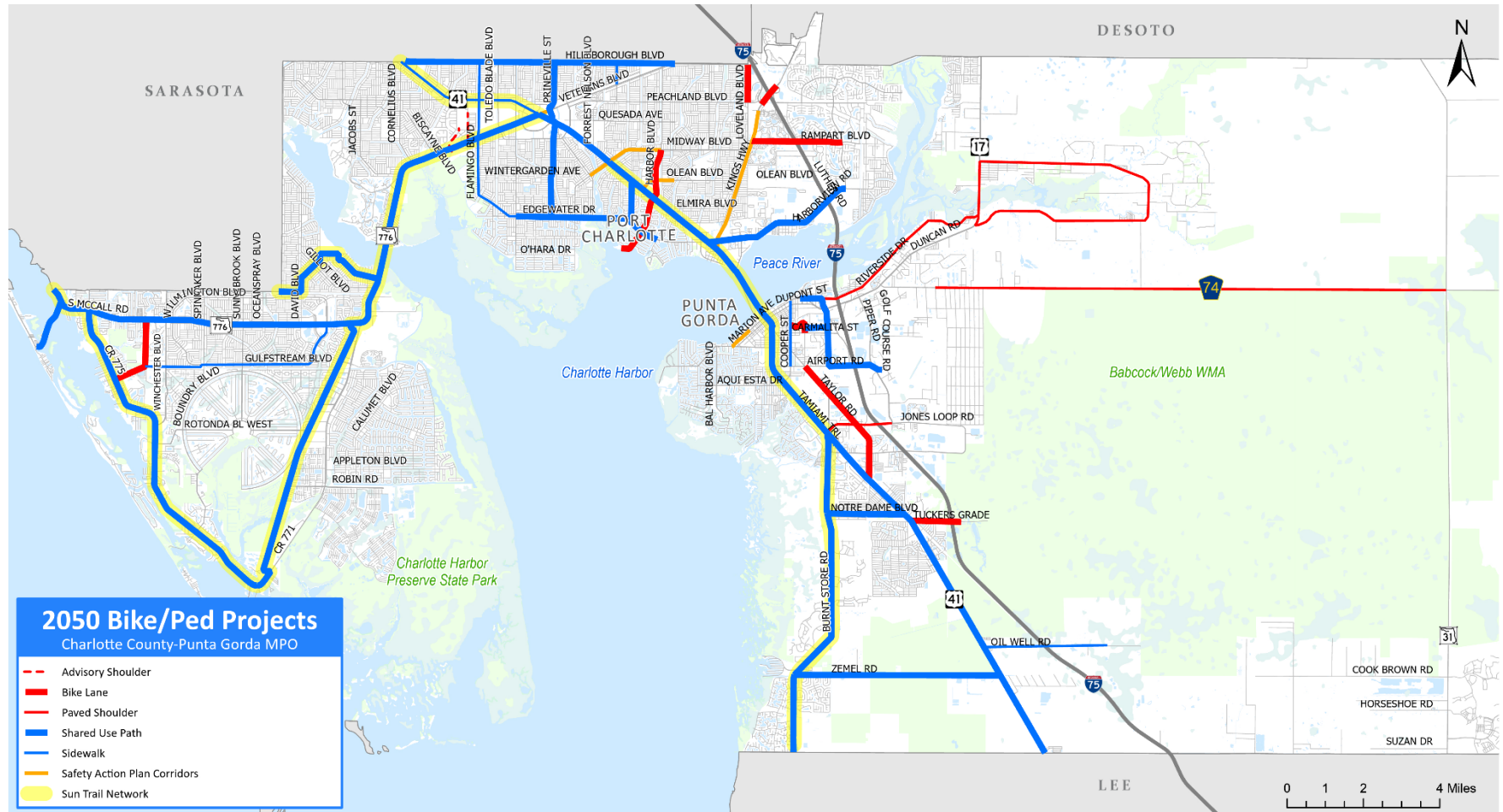


Figure 7. Charlotte County-Punta Gorda 2050 Bike/Ped Project Priority Projects Map

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

Table 23. Bicycle, Trail, Pedestrian Priorities

LOPP STATUS	PROJECT	FROM	TO	IMPROVEMENT	TOTAL UNFUNDED
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
10	Harborwalk Phase II	ADA ramps at US 41 SB		US 41 SB at the Albert Gilchrist Bridge connecting the City's Harborwalk to the existing US 41 SB 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	\$ 4,040,000
12	SR 776 - SUN Trail	Myakka State Forest	Gillot Blvd	SUN Trail project with paved trail corridors for bicyclists and pedestrians.	\$ 8,790,000
13	SR 776 - SUN Trail	Gillot Blvd	US 41	SUN Trail project with paved trail corridors for bicyclists and pedestrians.	\$ 24,070,000

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

## TRANSIT

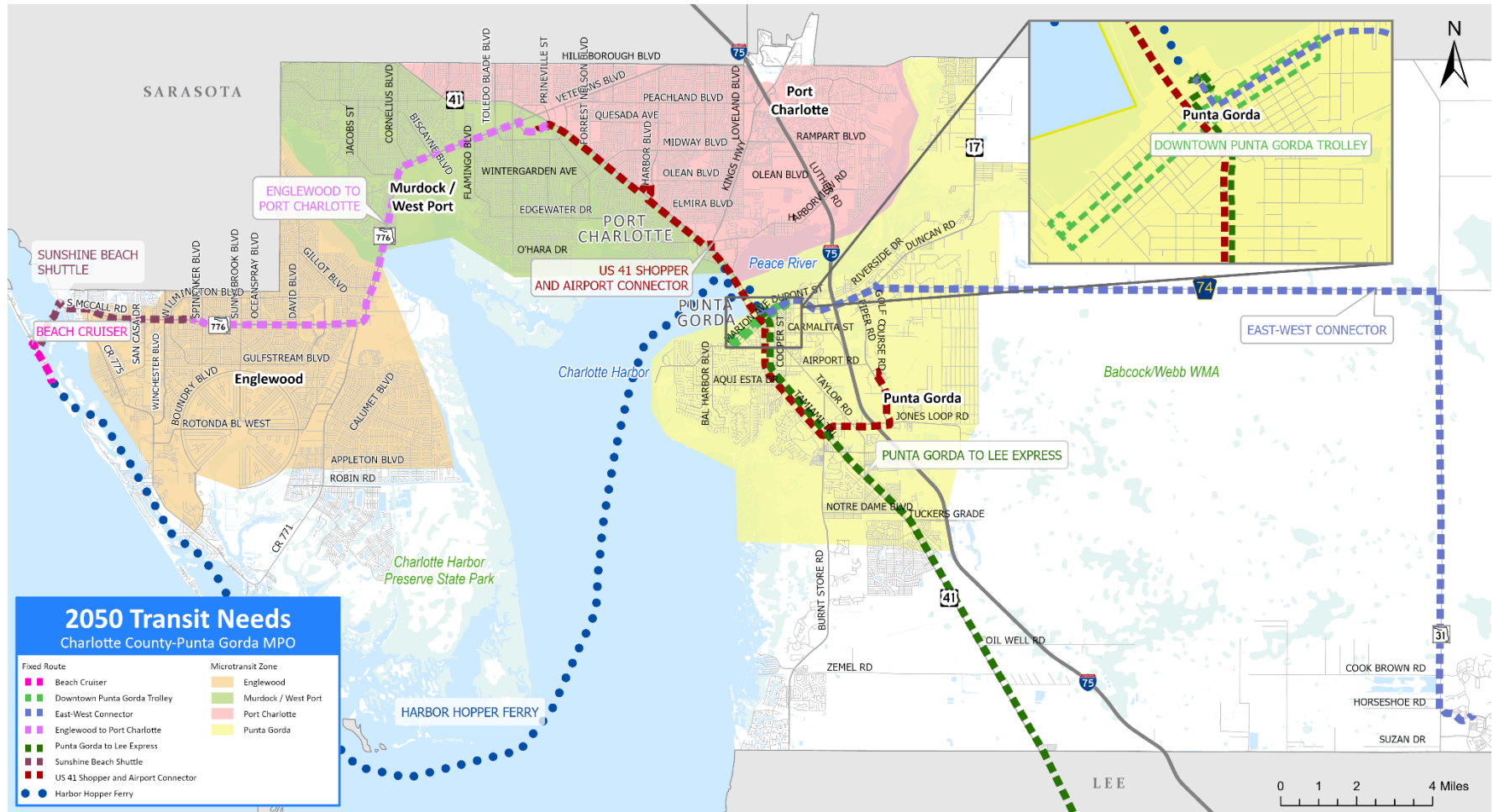


Figure 8. Charlotte County-Punta Gorda 2050 Transit Needs Map

Table 24. 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

## 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 9** 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.



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

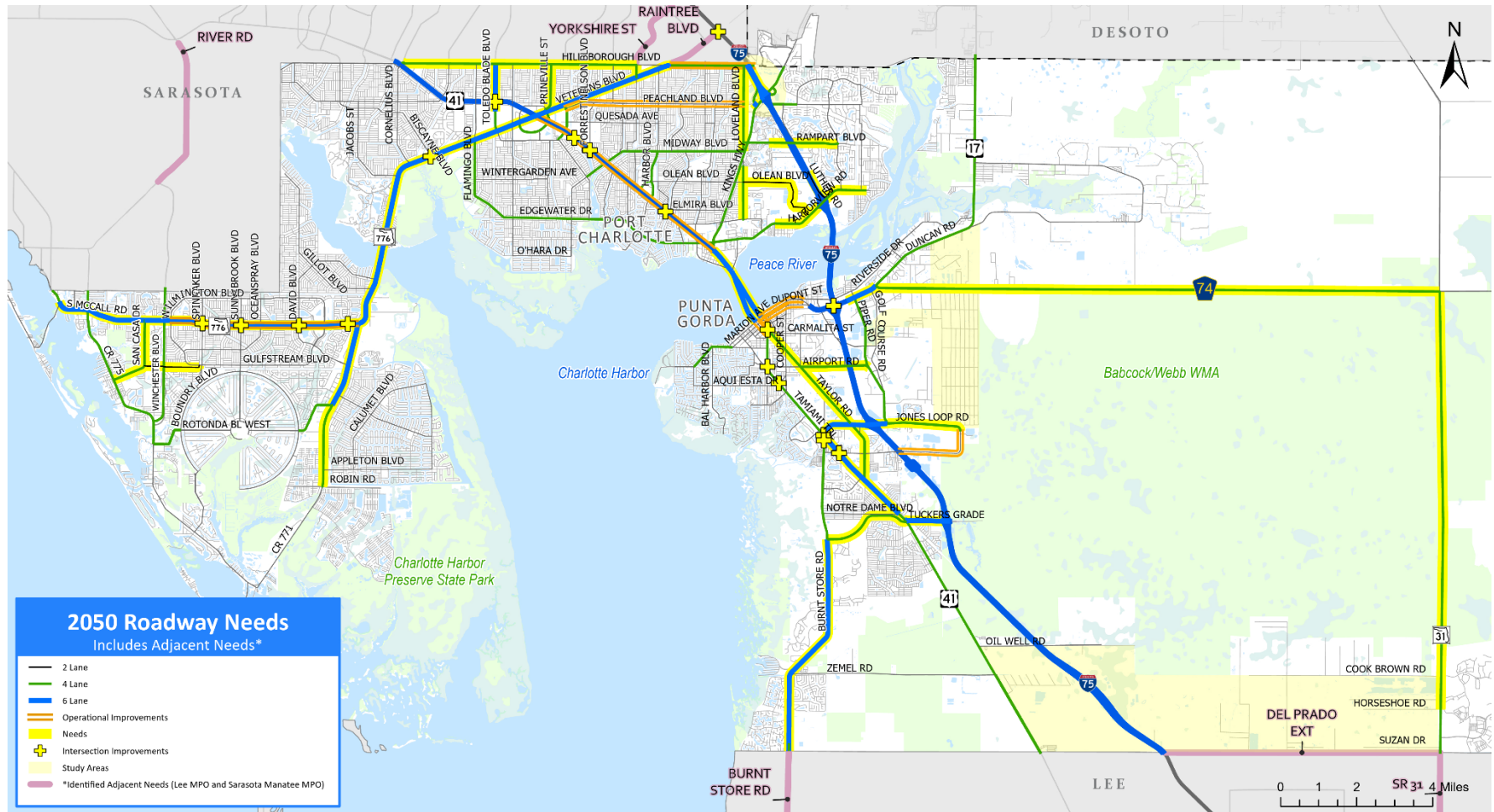


Figure 9: All 2050 Roadway Needs with Adjacent Identified Improvements

### OTHER REGIONAL PROJECTS

#### Southwest Florida Rail Study

The MPOs of Collier, Lee, Sarasota/Manatee, and Charlotte-Punta Gorda counties collaborated on a resolution to make a 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 emulate two other plans: the Federal Railroad Administration's (FRA) vision plan for a passenger rail service from Tampa to Naples via Bradenton, Sarasota, Port Charlotte, and Fort Meyers, as well as FDOT's Rail System Plan, which describes a possible passenger rail corridor connection with a Miami-Naples-Tampa alignment. The study would examine the feasibility of an intercity or high-speed rail on I-75 to connect all four metropolitan areas and serve as a guide for collaboration and planning between each of the local governments. Making potential passenger rail projects a priority will allow Florida's governments and MPOs to take advantage of potential funds from the Bipartisan Infrastructure Bill and the Florida Rail Enterprise.

#### South County East-West Corridor

Most 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 Road and Heritage Landing. The predicted increase in population, employment, and dwelling units presents the opportunity for new interchanges on I-75 in South County and Lee County in the south. 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 analyses in partnership with Lee County MPO.

#### 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.

### 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.

### 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.

### 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.



## OPERATIONS AND MANAGEMENT STRATEGIES 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, facilitating safe, efficient use of the roadway network's capacity. The MPO has funded the development of an ITS Master Plan that will provide the County with guidance on ITS technologies and projects. This ITS Master Plan will highlight methods to reduce congestion and improve safety. Projects detailed by the plan will include dynamic messaging, advanced traveler information systems, integrated corridor management, and transit signal priority.

## 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.

In order to best develop strategies for its CMP, the MPO performed an assessment of forecasted congestion using traffic counts and projected population growth rates. Road segments with the highest volume-to-capacity (V/C) ratio projections included the Kings Highway I-75 interchange, Peachland/Sandhill Boulevard leading off the I-75 interchange, the Rampart Boulevard segment between Kings Highway and Rio De Janeiro Avenue, Cochran Boulevard between Collingswood Boulevard and Tamiami Trail, Tamiami Trail between Carmalita Street and Airport Road, Tamiami Trail between Edgewater Drive and Kings Highway, South McCall Road between Winchester Boulevard and Spinnaker Boulevard, and the Beach Road bridge segment. In addition, the MPO analyzed the overlap between sites of high traffic counts and hot spot crash locations as an alternative method for identifying congested areas. Locations along US 41 in the City of Punta Gorda and the I-75 at Kings Highway interchange emerged as sites of both high congestion and collisions.

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

The Charlotte County-Punta Gorda MPO uses the FHWA eight-step framework, summarized in **Figure 10**, follows guidance from FHWA's Congestion Management Process: A Guidebook. In addition to following FHWA guidance, the MPO has defined specific strategies adopted for the LRTP. The first strategy involves the use of traffic signals and ITS by the Charlotte County Traffic Management Center (TMC). As previously stated, the MPO will implement an ITS Master plan to optimize traffic operations, thus improving safety and minimizing congestion. The second strategy identified priority intersection and corridor improvements to allocate funding towards. The MPO also follows FDOT's strategies as outlined in the US 41 Corridor Vision Plan. SR 776, a critical transportation corridor, was identified as a priority and will be further studied.

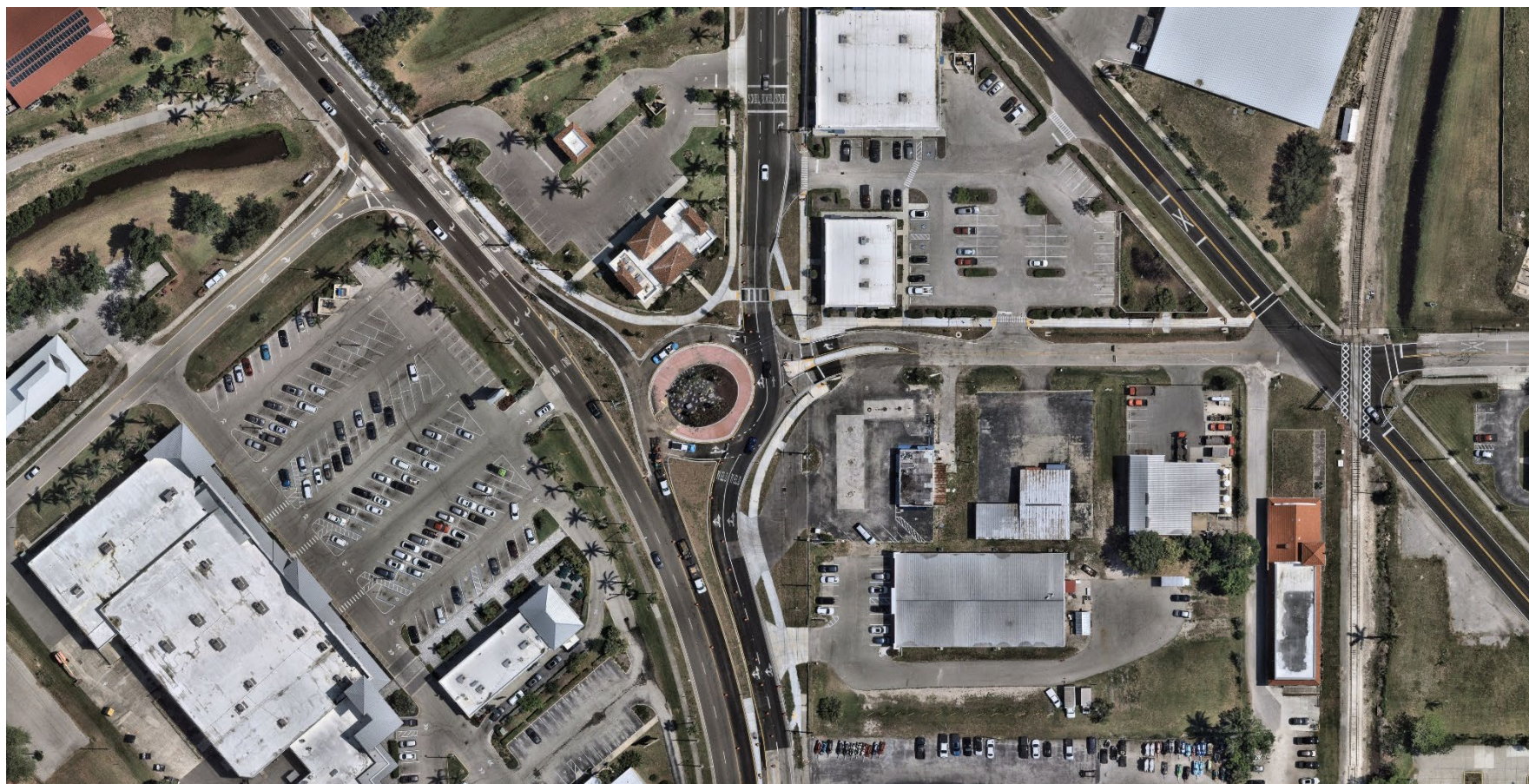




Figure 10: Federal Highway Administration (FHWA), Eight Actions Congestion Management Process



## 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.

## 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 2040 LRTP Needs Plan also 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.

## 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 Esplanada to Airport Rd

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

The Charlotte County HIN map can be found in Figure 11. 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 **Figures 11 to 15**. 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. The first involves education, policy, enforcement, and emergency response countermeasures like increasing awareness of safe driving, updating transportation infrastructure standards, and stricter application of traffic laws. The second recommendation was for planned engineering countermeasures. The last three countermeasures are near-term improvements (by 2030), mid-term improvements (by 2040), and 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.





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

### CHARLOTTE COUNTY PUNTA GORDA COMPREHENSIVE SAFETY ACTION PLAN HIGH INJURY NETWORK MAP

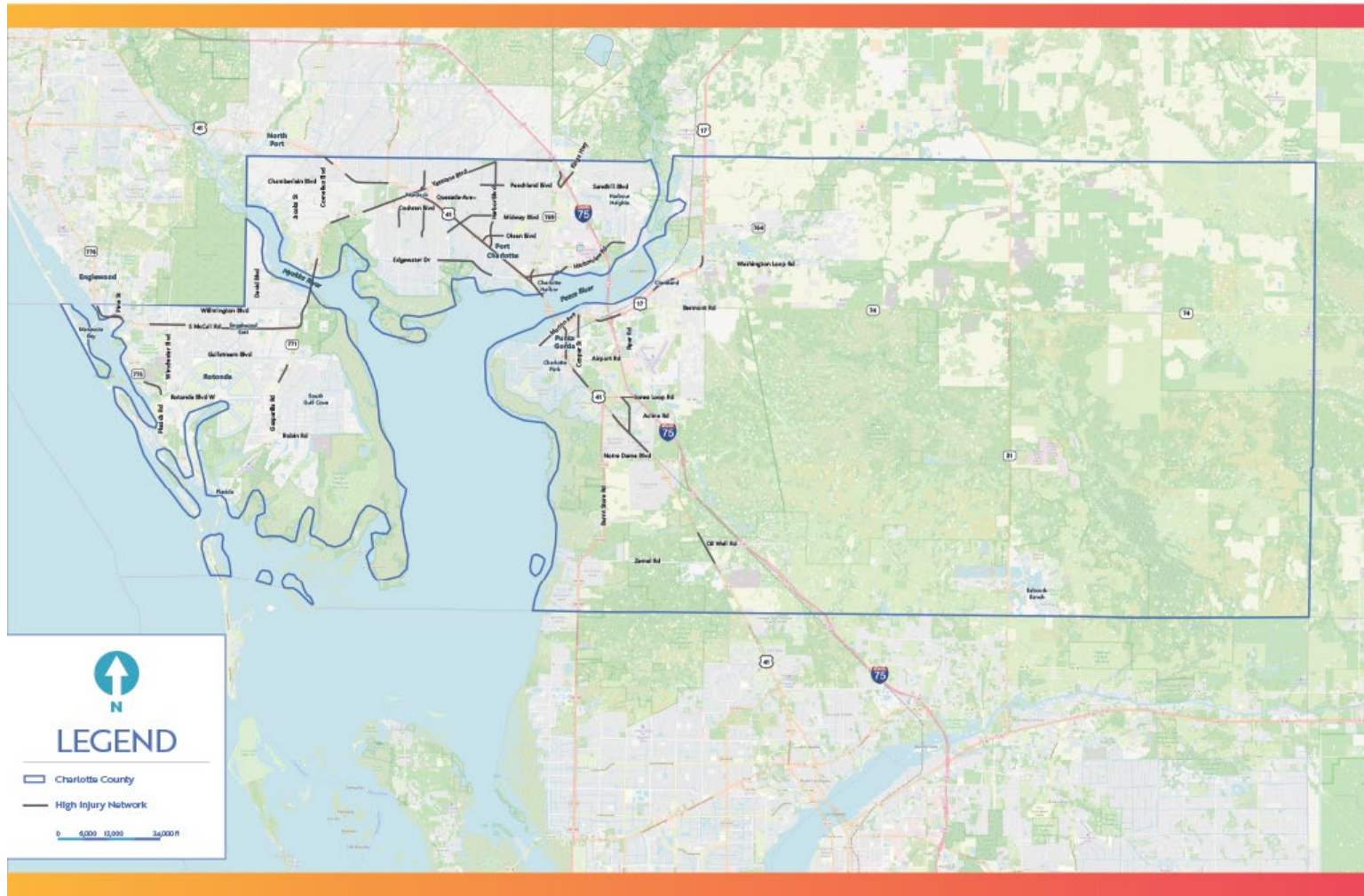


Figure 11. Charlotte County-Punta Gorda MPO Planning Area High Injury Network (HIN)

CHARLOTTE COUNTY PUNTA GORDA COMPREHENSIVE SAFETY ACTION PLAN  
AUTOMOBILE CRASHES HEAT MAP (2018 - 2022)

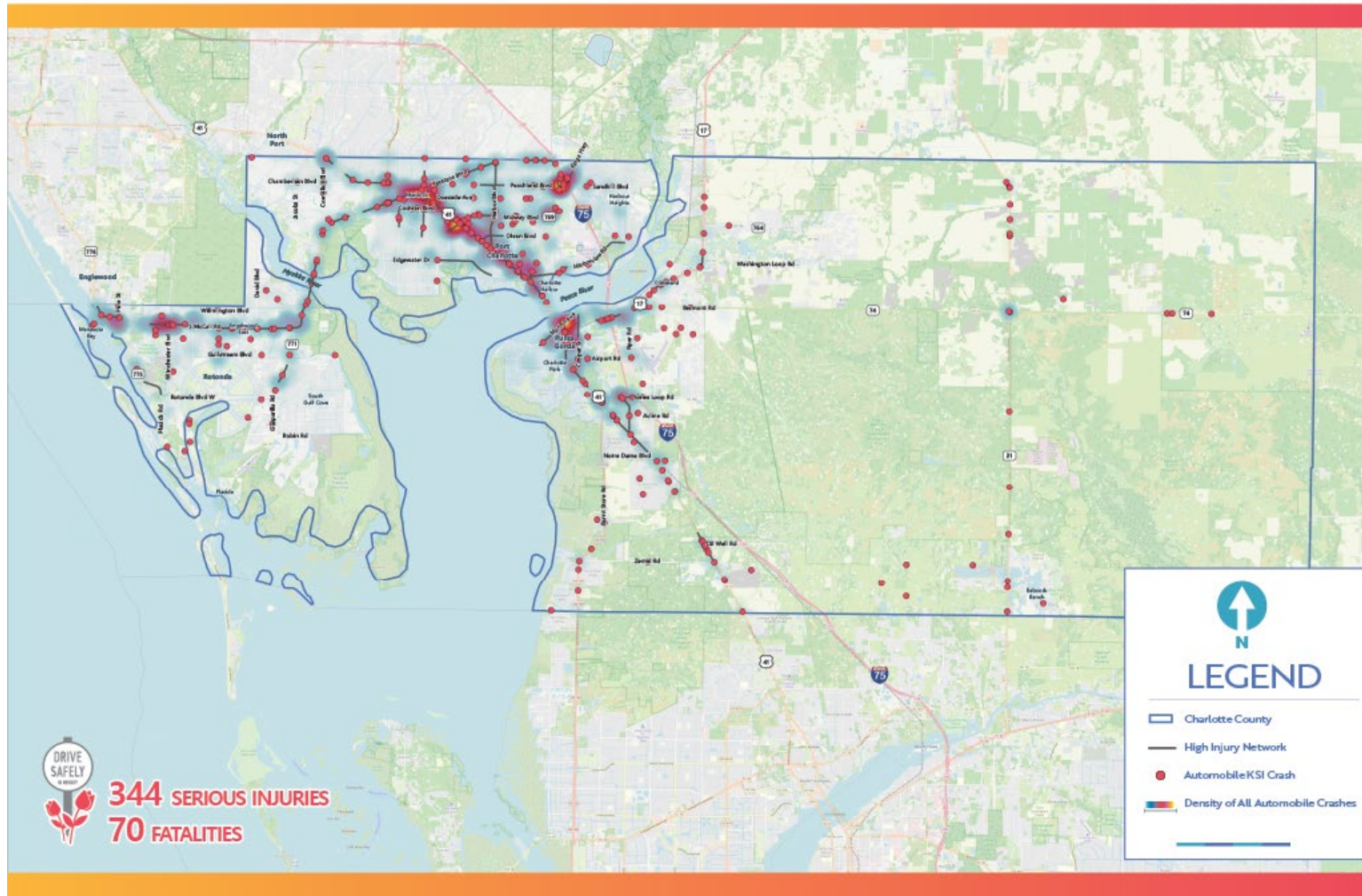


Figure 12: Charlotte County-Punta Gorda MPO Planning Area Automobile Crashes (2018-2022)



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

### CHARLOTTE COUNTY PUNTA GORDA COMPREHENSIVE SAFETY ACTION PLAN BICYCLE CRASHES HEAT MAP (2018 - 2022)

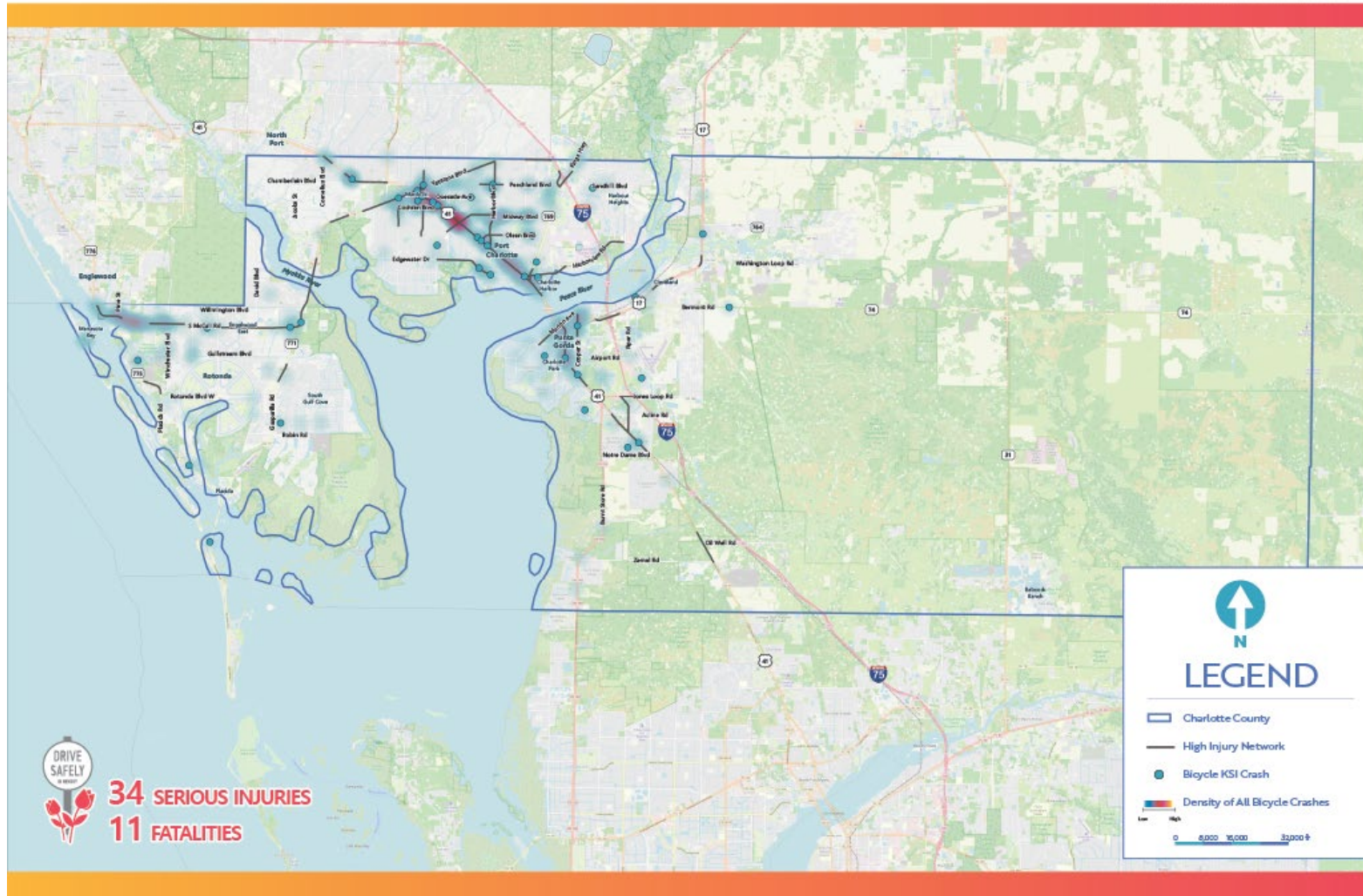


Figure 13: Charlotte County-Punta Gorda MPO Planning Area Bicycle Crashes (2018-2022)

CHARLOTTE COUNTY PUNTA GORDA COMPREHENSIVE SAFETY ACTION PLAN  
PEDESTRIAN CRASHES HEAT MAP (2018 - 2022)

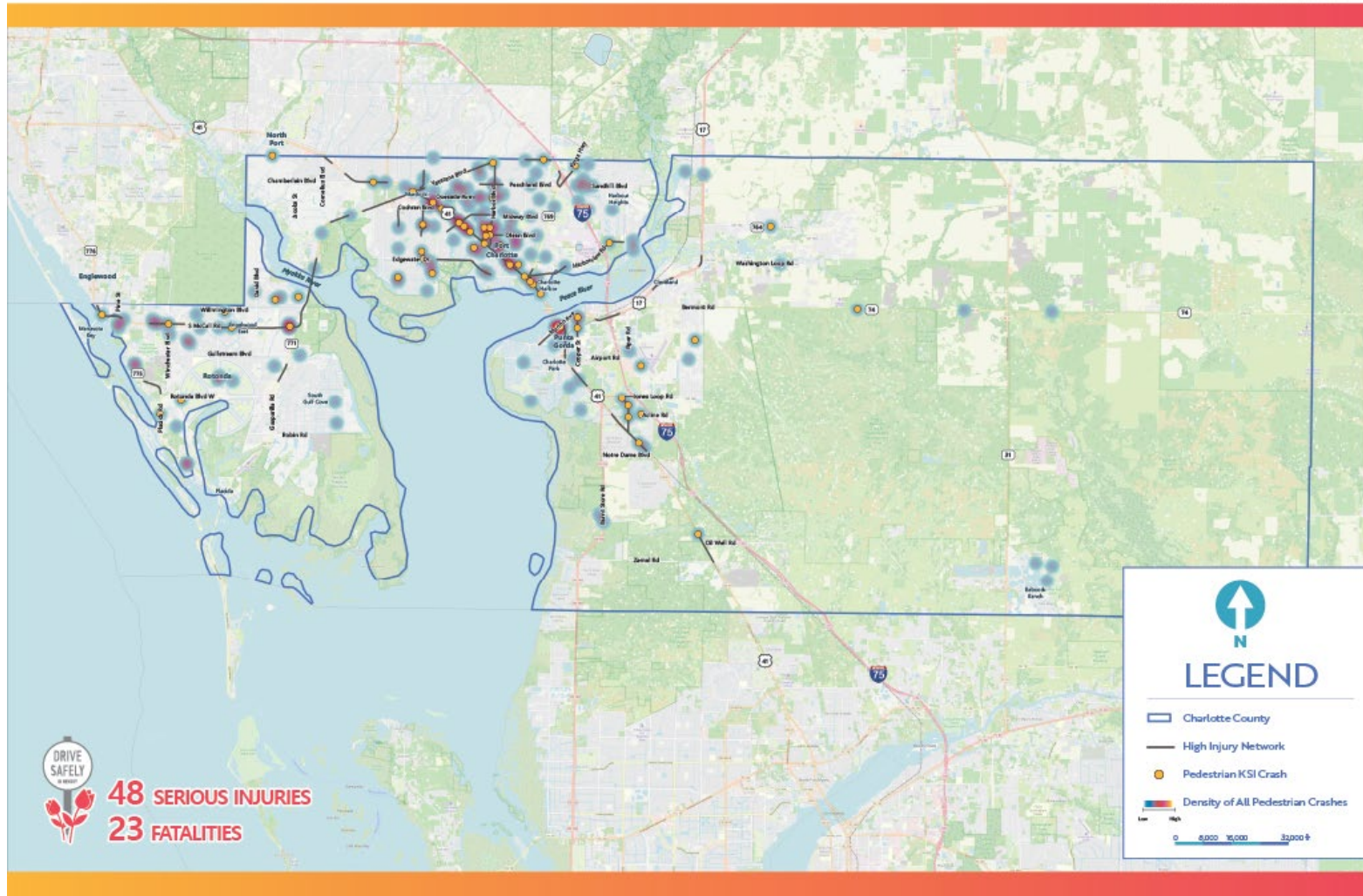


Figure 14: Charlotte County-Punta Gorda MPO Planning Area Pedestrian Crashes (2018-2022)



CHARLOTTE COUNTY PUNTA GORDA COMPREHENSIVE SAFETY ACTION PLAN  
MOTORCYCLE CRASHES HEAT MAP (2018 - 2022)

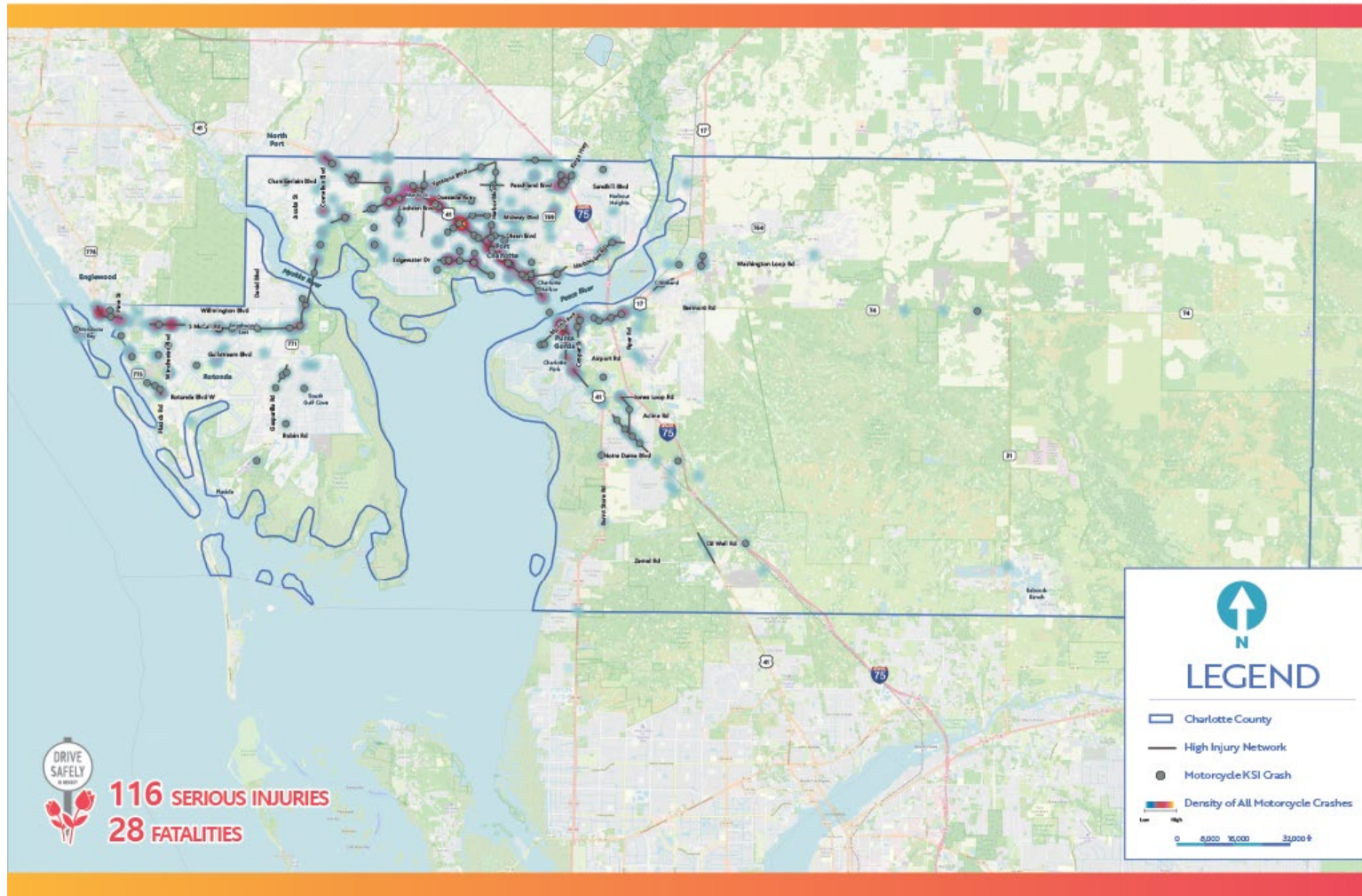


Figure 15: Charlotte County-Punta Gorda MPO Planning Area Motorcycle Crashes (2018-2022)



## VULNERABLE ROADWAYS AND MITIGATION STRATEGIES

Prior to the 2035 LRTP, the MPO 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, Sea Level Rise, and Storm Surge. 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 with mitigation features and avoiding the construction of additional roadways in vulnerable areas.



# PUBLIC INVOLVEMENT

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 public involvement efforts recognized and addressed potential obstacles to participation. Special attention was paid to participation of minority, low-income, and transit-dependent individuals, and those with a low English proficiency. The MPO's extensive public involvement efforts included interviews, surveys, press releases, and newsletters. There is also a section of the MPO website dedicated to the 2050 LRTP that provides information about the contents of the plan itself as well as public outreach activities. The MPO hosted a wide array of public engagement activities as shown in **Table 25**.

*Table 25. Public Engagement Activities hosted by Charlotte County-Punta Gorda MPO*

Date	Activity	Location
February 10, 2025	Public Workshop 1	Port Charlotte
February 11, 2025	Public Workshop 2	Englewood
February 12, 2025	Public Workshop 3	Punta Gorda
March 5, 2025	Virtual Workshop 1	Virtual
April 7, 2025	Capacity Building Workshop 1	Port Charlotte
April 24, 2025	Community Transportation Workshop 1	Port Charlotte
May 15, 2025	Capacity Building Workshop 2	Punta Gorda
May 27, 2025	Public Workshop 4	Englewood
May 28, 2025	Public Workshop 5	Port Charlotte
May 28, 2025	Public Workshop 6	Punta Gorda
May 29, 2025	Virtual Workshop 2	Virtual
July 16, 2025	Public Workshop 7	Englewood
July 17, 2025	Public Workshop 8	Port Charlotte
July 17, 2025	Public Workshop 9	Punta Gorda
August 7, 2025	Community Transportation Workshop 2	Virtual
August 14, 2025	Virtual Workshop 3	Virtual



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

The MPO offered four virtual workshops to observe social distancing practices which became common following COVID-19. Opportunities for public comment were provided at all meetings. In addition to specific outreach and engagement activities with the public, monthly updates were provided to the MPO Board, Technical Advisory Committee (TAC), Bicycle/Pedestrian Advisory Committee (BPAC), and Citizens' Advisory Committee (CAC) throughout the LRTP update.

Over 170 people attended LRTP Public Workshops and 455 survey responses, including 246 through online surveys, were completed during the plan update. Furthermore, 20 completed comment cards were received. Significant comments included:

- Increasing the impact fees for developers to create more local revenue
- Prioritizing completing projects with existing phases
- Including bicycle and pedestrian facilities as part of future roadway projects in areas such as Taylor Road, Cooper Street, and Harborview Road
- Implementing Harborview Road widening project
- Providing more micro-transit and fixed route systems in strategic areas such as: Punta-Gorda, Englewood to Port Charlotte, and US 41 Shopper with an airport connector.
- Phasing or segmenting certain expensive roadway projects to reduce cost
- Prioritizing transportation improvements for SR 776, Burnt Store Road, and Kings Highway/I-75 interchange



# 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.

## 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 and Equity, 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 26** shows the objectives, performance measures, targets, and the MPO's performance for Goal 1 – Enhancing Safety for all Users.

*Table 26. 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

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**Table 27** shows the objectives, performance indicators, targets, and the MPO's performance for Goal 1 – Enhancing Safety for all Users.

*Table 27. 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

**Table 28** shows the objectives, performance indicators, targets, and the MPO's performance toward Goal 2 – Improving Mobility through expanded multimodal options.

*Table 28. 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%	



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<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
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**Table 29** shows the objectives, performance measures, targets, and the MPO's performance toward Goal 3 – Promote Efficiency and Reliability in the transportation network.

*Table 29. 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

**Table 30** shows the objectives, performance indicators, targets, and the MPO's performance toward Goal 3 – Promote Efficiency and Reliability in the transportation network.

*Table 30. Goal 3 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda Performance*

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
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The plan will prioritize improvements to increase the efficiency of travel	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
The plan will fund technology projects	Does the plan prioritize projects supporting transportation technology (e.g., Intelligent Transportation Systems (ITS), Vehicle to Infrastructure Communication (VI), etc.)?	Yes	Target met

**Table 31** 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.

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Table 31. Goal 4 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda Performance

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
The plan identifies high priority transportation projects that may be competitive for grant funding	Does the plan identify projects for grant funding?	Yes	Target met
The plan improves access to major employment hubs and the Enterprise Charlotte Airport Park (ECAP) in the County	Does the plan identify priority projects to access major employment centers?	Yes	Target met
The plan reduces delays in goods movement	Freight travel time per capita	Decrease	
The plan will support and highlight potential rail transportation (goods movement and passenger) priorities	Freight travel time per capita	Decrease	
The plan includes complete street projects to promote economic development	Percent of transportation network within the Urban Area with sidewalk and bike facility coverage	Increase	

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**Table 32** shows the objectives, performance indicators, targets, and the MPO's performance for Goal 5 – Promoting Quality of Life and Equity through accessible transportation.

*Table 32. 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	
<b>The plan will increase bicycle facilities</b>	Percent of the transportation network with bicycle facilities	Increase	
<b>The plan will support increased access to public transportation service</b>	Percent of urban population with access to transit	Increase	

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**Table 33** 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 33. 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 or jurisdictional</b>	Acres of critical habitats or other protected lands adversely impacted by transportation	Decrease	
<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	
<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	



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**Table 34** 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 34. 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

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**Table 36** 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 35. 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	

**Table 38** shows the objectives, performance indicators, targets, and the MPO's performance for Goal 8 – Emphasizing implementation to turn plans into outcomes.

*Table 36. 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		
<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		

## NETWORK PERFORMANCE

### 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.

## 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.

## 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.

## 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.

### IMPLEMENTATION ACTION ITEMS

#### 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.

#### 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 XX**.

### COMPLIANCE WITH FEDERAL REGULATION AND GUIDANCE

#### IIJA

The 2050 LRTP is guided by the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, 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.

## 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 (or TIP). 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.

## THE NEXT FIVE YEARS

The Charlotte County Punta-Gorda MPO has a clear vision for the transportation system within the two counties 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 2029.



