

Prepared For:



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

**MOVING
CHARLOTTE
FORWARD**

Prepared By:

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Expect More. Experience Better.

Final Report

December 31, 2025

Resolution Number 2025-05

A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE 2050 LONG RANGE TRANSPORTATION PLAN TITLED "MOVING CHARLOTTE FORWARD."

RECITALS

WHEREAS, the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) is the designated policy board responsible for carrying out the metropolitan transportation planning process for the Charlotte County-Punta Gorda Planning Area in accordance with 23 U.S.C. §134 and 49 U.S.C. §5303; and

WHEREAS, federal regulations at 23 CFR Part 450, Subpart C require the MPO to develop and maintain a Long Range Transportation Plan (LRTP), with at least a 20-year horizon, that addresses multimodal transportation needs, supports national performance goals, and is updated at least every five years in Transportation Management Areas; and

WHEREAS, the MPO has prepared the 2050 Long Range Transportation Plan (LRTP) titled Moving Charlotte Forward in accordance with 23 CFR 450.324, including documentation of existing and projected conditions, system performance, multimodal strategies, regionally significant projects, a financial plan demonstrating fiscal constraint, and a performance-based planning approach consistent with 23 CFR 450.306(d); and

WHEREAS, the MPO has coordinated with the Florida Department of Transportation (FDOT), local governments, public transportation providers, and other stakeholders in developing the LRTP, while considering the Florida Transportation Plan and Strategic Intermodal System (SIS) priorities; and

WHEREAS, the MPO has carried out a public involvement process consistent with 23 CFR 450.316 and its adopted Public Participation Plan, ensuring that interested parties and the public had reasonable opportunity to participate and provide input; and

WHEREAS, the MPO developed the LRTP in a manner consistent with applicable federal and state requirements, including nondiscrimination, accessibility, and public participation provisions established by FHWA and FTA; and

WHEREAS, the Charlotte County-Punta Gorda metropolitan area is currently in attainment of National Ambient Air Quality Standards, and therefore a transportation conformity determination is not required for LRTP adoption

WHEREAS, in accordance with 23 CFR 450.324(c), the MPO must approve the LRTP and submit it for informational purposes to the Governor and provide copies to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

NOW, THEREFORE, BE IT RESOLVED by the Charlotte County-Punta Gorda Metropolitan Planning Organization that:

The MPO hereby adopts the 2050 Long Range Transportation Plan Titled Moving Charlotte Forward.

The MPO Executive Director (or designee) is authorized to make non-substantive edits for formatting, grammar, figures, and pagination, and to incorporate errata that do not materially alter the plan's policies, projects, or financial assumptions.

MPO staff is directed to transmit the adopted LRTP to the Governor for informational purposes and provide copies to FDOT, FHWA, and FTA, and to make the plan publicly available.

This resolution shall take effect October 2, 2025, which shall be the effective date of LRTP adoption by the MPO pursuant to 23 CFR 450.324.

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APPENDICES

Appendix A: 2050 LRTP Checklist

Appendix B: Revenue Forecast

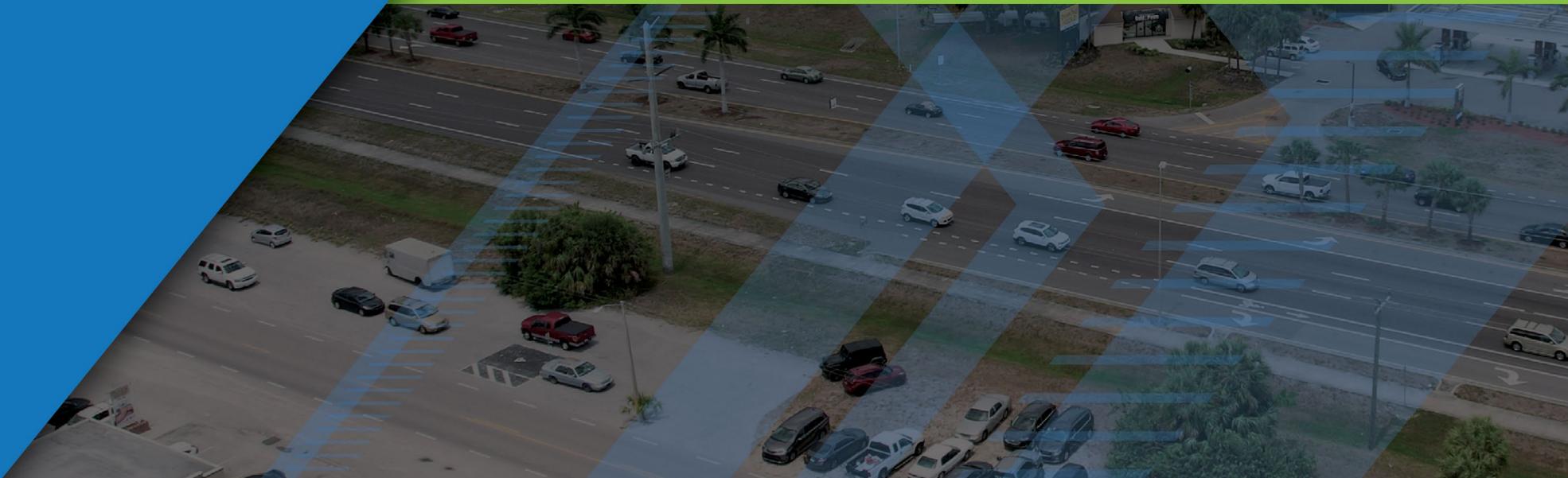
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Chapter 1: Plan Overview



1.0 PLAN OVERVIEW

1.1 INTRODUCTION

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



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

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

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

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

This plan:

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

1.2 FEDERAL LEGISLATION AND GUIDANCE

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

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

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

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

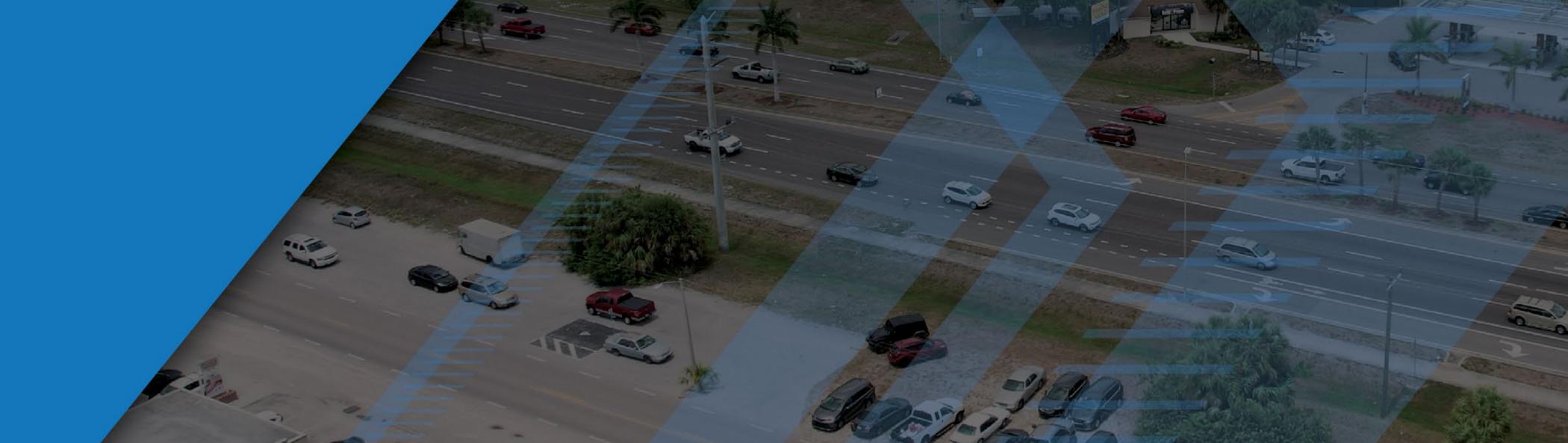
1.3 THE PLAN AT A GLANCE

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

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



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



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

2.1 INTRODUCTION

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

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

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

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

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

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

2.2 VISION, GOALS, AND OBJECTIVES

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

Moving Charlotte Forward 2050 LRTP Vision

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

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

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

Goal 1 - Enhancing Safety for all users

Goal 2 - Improving Mobility through expanded multimodal options

Goal 3 - Promote Efficiency and Reliability in the transportation network

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

Goal 5 - Promoting Quality of Life through accessible transportation

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

Goal 7 - Promoting System Preservation and Resiliency to adapt to future challenges

Goal 8 - Emphasizing Implementation to turn plans into outcomes

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

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

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

● Primary support ○ Secondary support

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

● Primary support ○ Secondary support

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

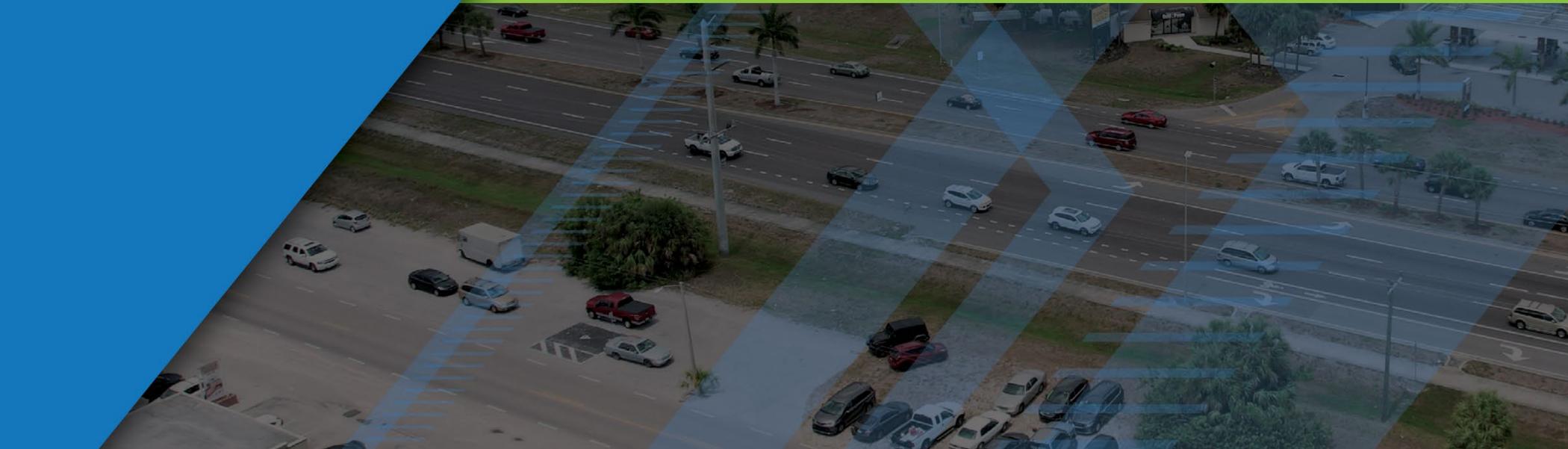
● Primary support ○ Secondary support

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

● Primary support ○ Secondary support



Chapter 3: Relationship to
Federal and State Plans



3.0 RELATIONSHIP TO FEDERAL AND STATE PLANS

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

3.1.1 INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

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

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

3.1.1.1 IIJA (Federal) Goals

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

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

3.1.1.2 IIJA (Federal) Planning Factors

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

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

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

Table 3-1. LRTP Goals and IJJA Planning Factors

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

3.1.2 FLORIDA TRANSPORTATION PLAN (FTP)

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

Table 3-2. Existing 2045 FTP Policy Goals

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

3.1.3 LOCAL PLANS

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

3.2 PERFORMANCE-BASED PLANNING/SYSTEM PERFORMANCE REPORT

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

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

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

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

3.2.1 HIGHWAY SAFETY MEASURES (PM1) TARGETS

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

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

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

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

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

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

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

3.2.2 PAVEMENT & BRIDGE CONDITION MEASURES (PM2) TARGETS

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

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

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

*For this measure, higher values indicate better performance.

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

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

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

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

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

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

*For these measures, higher values indicate better performance.

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

3.3 TRANSIT ASSET PERFORMANCE MEASURES

FTA’s Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term “state of good repair,” require that public transportation providers develop and implement TAM plans, and establish state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. **Table 3-6** identifies the TAM performance measures.

Table 3-6. FTA TAM Performance Measures

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that met or exceeded their Useful Life Benchmark (ULB)
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark
Infrastructure	Percentage of track segments with performance
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

3.3.1 TRANSIT ASSET MANAGEMENT TARGETS

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

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

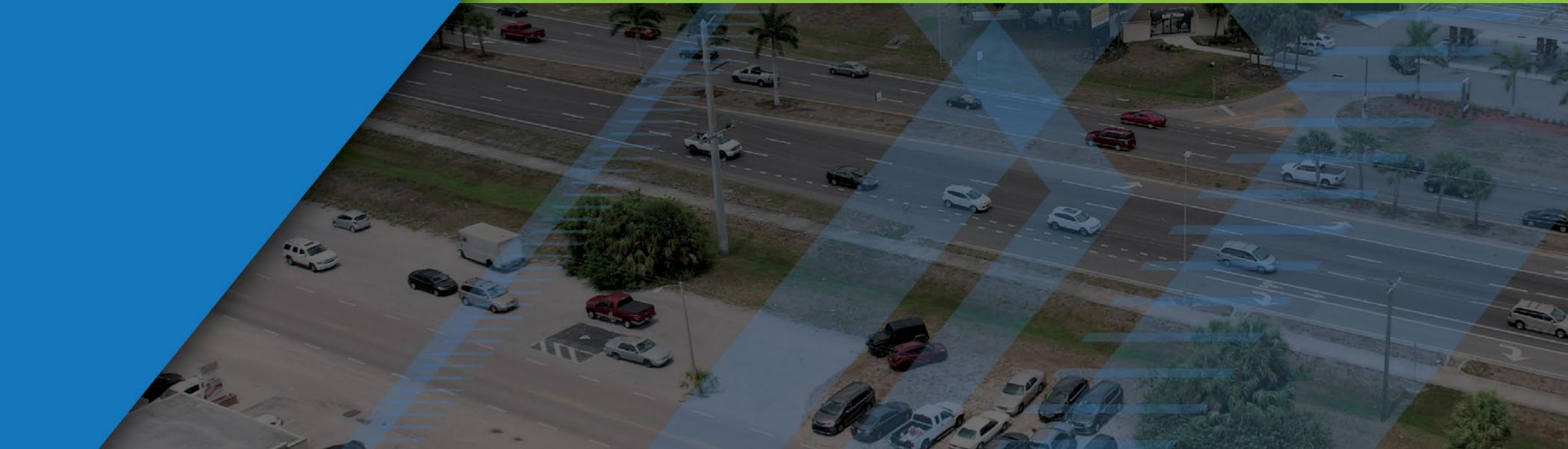
Table 3-7. TAM Existing Conditions and Targets

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





Chapter 4: Planning Assumptions



4.0 PLANNING ASSUMPTIONS

4.1 POPULATION AND EMPLOYMENT FORECASTING

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

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

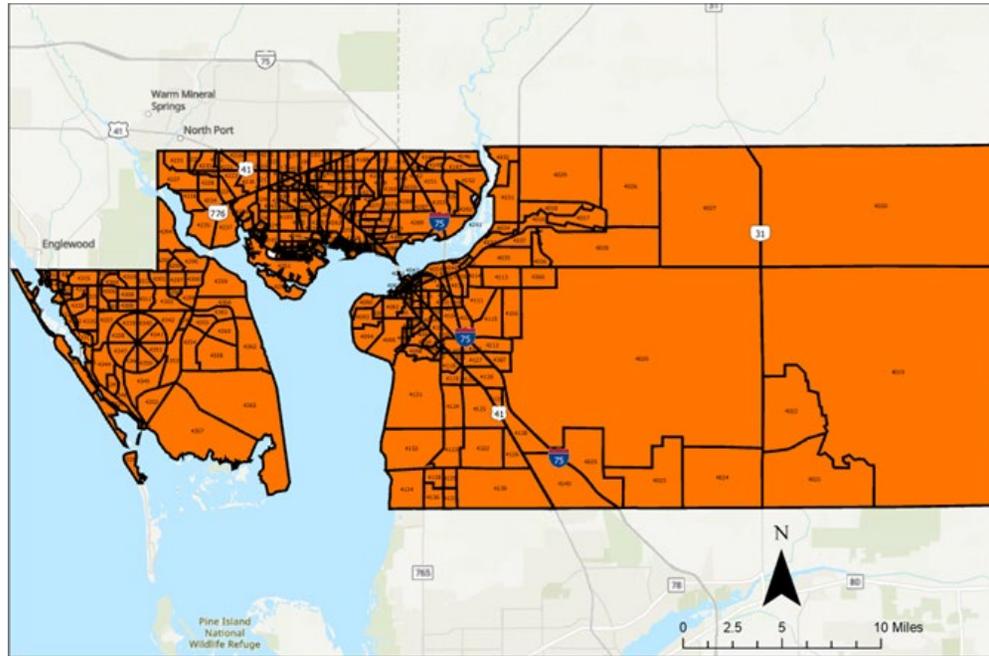


Figure 4-1. Charlotte County-Punta Gorda Traffic Analysis Zones (TAZs)

4.1.1 POPULATION CONTROL TOTALS

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

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

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

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

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

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

Table 4-1. Population Control Totals

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

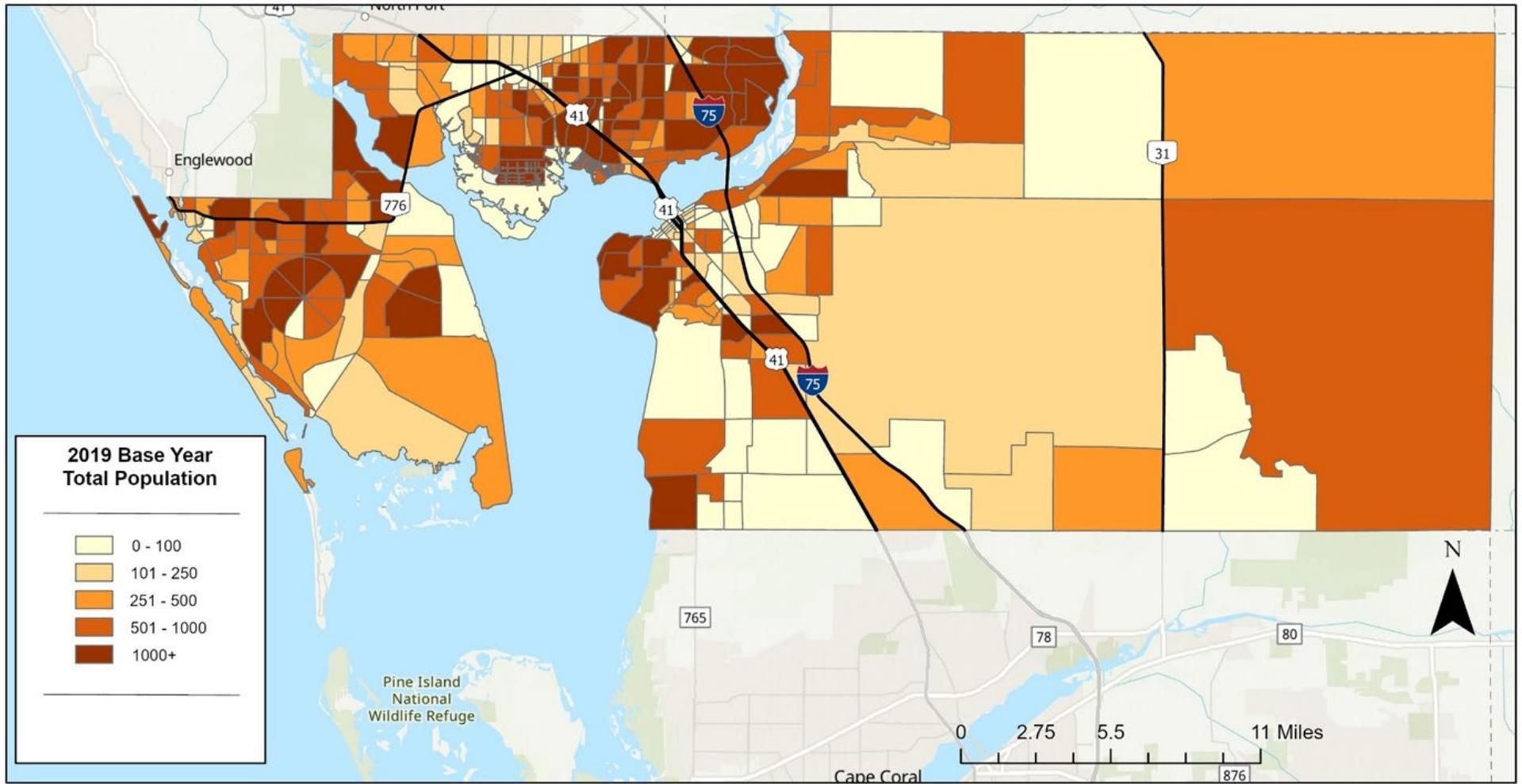


Figure 4-2. 2019 Population by TAZ

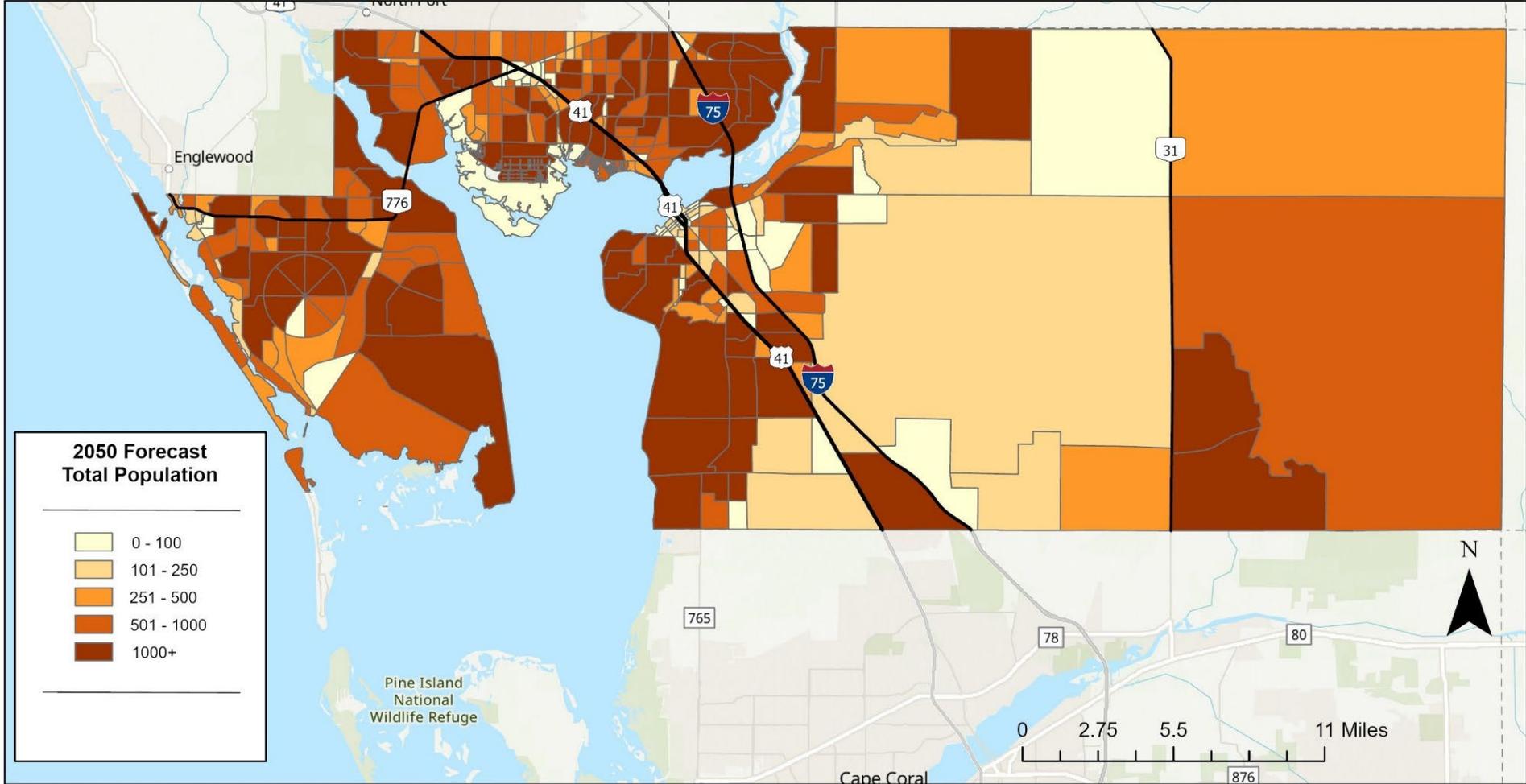


Figure 4-3. 2050 Population Projections by TAZ

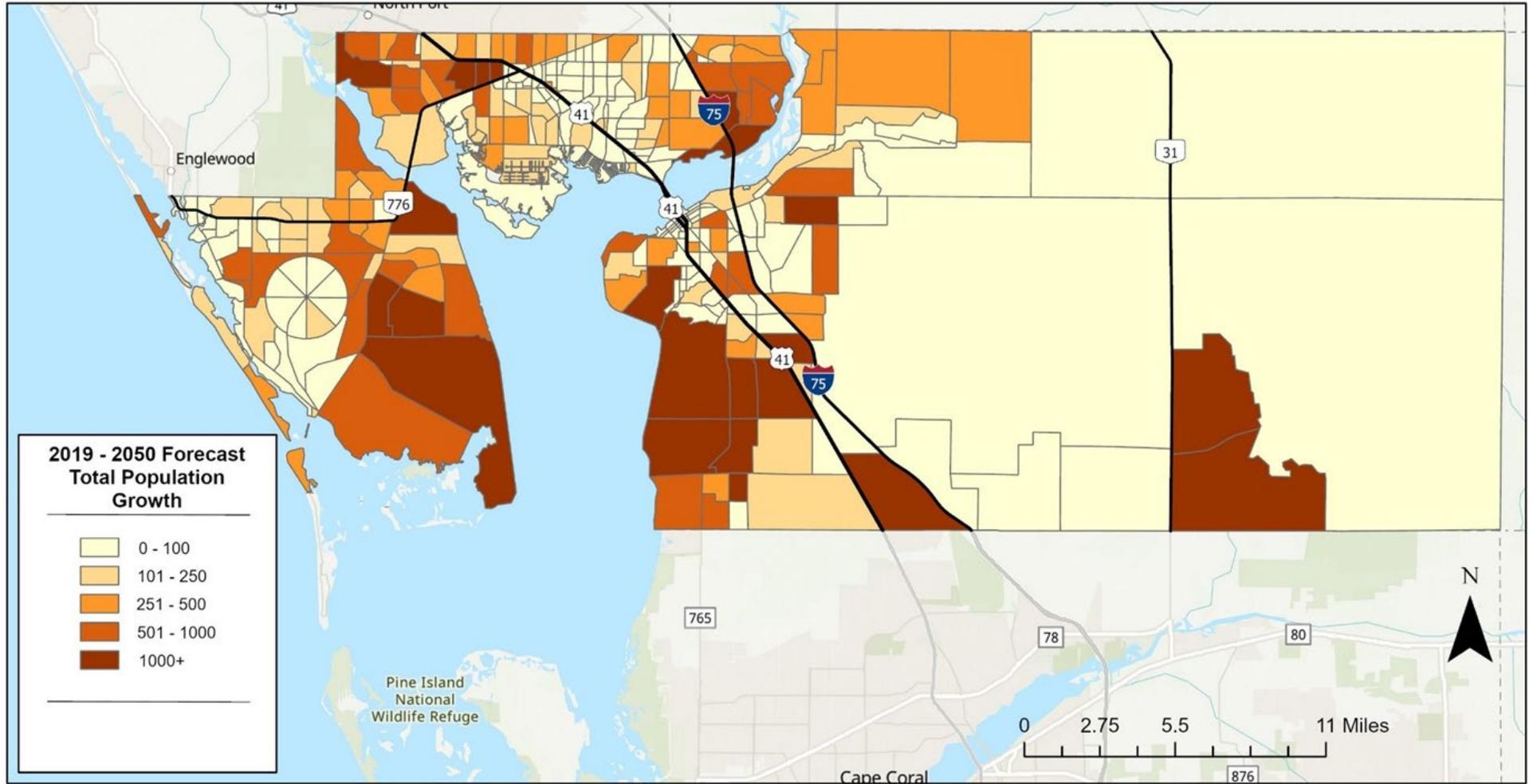


Figure 4-4. 2019-2050 Population Growth Projection by TAZ

4.1.2 EMPLOYMENT CONTROL TOTALS

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

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

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

Table 4-2. Employment Projections

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

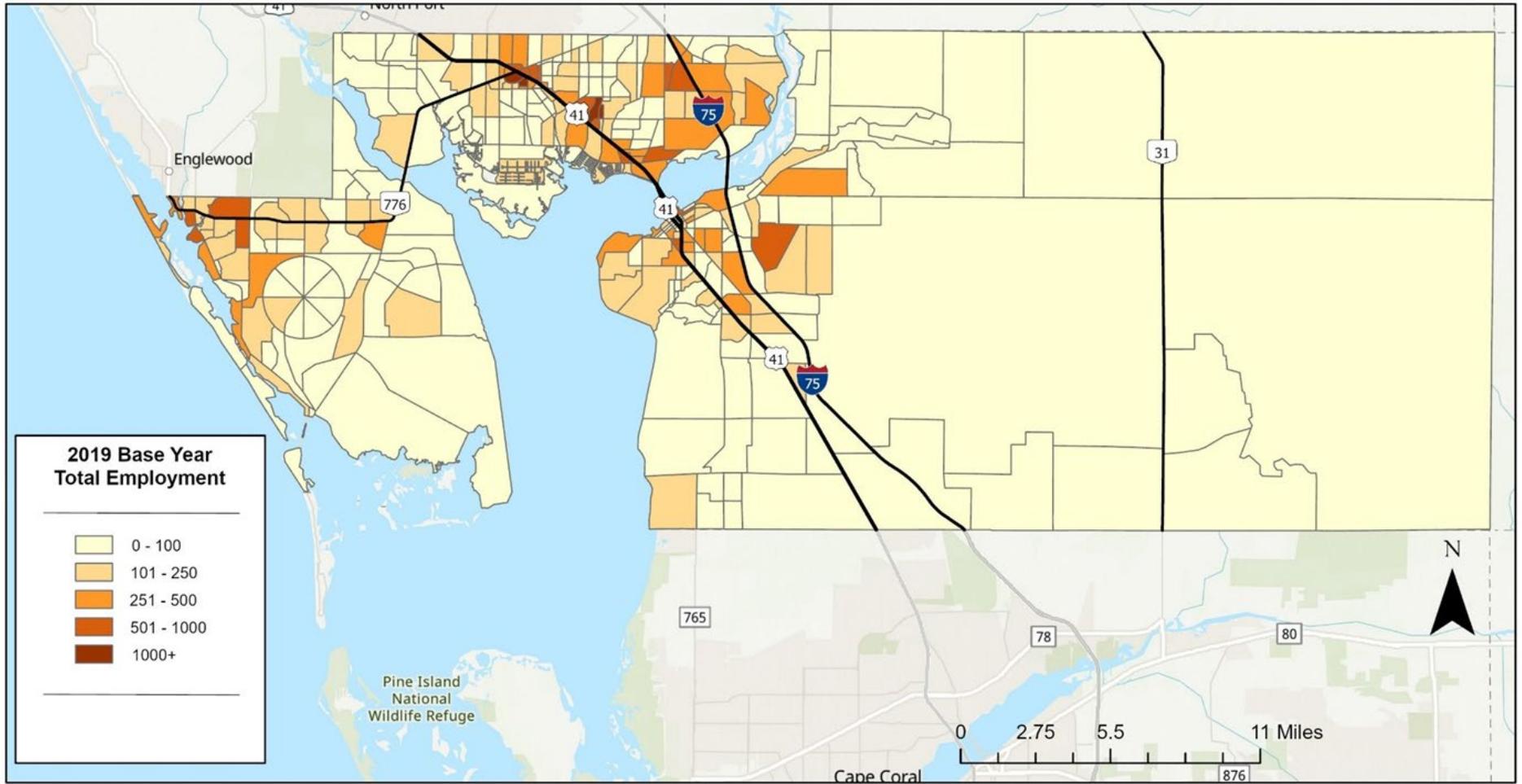


Figure 4-5. 2019 Total Employment by TAZ

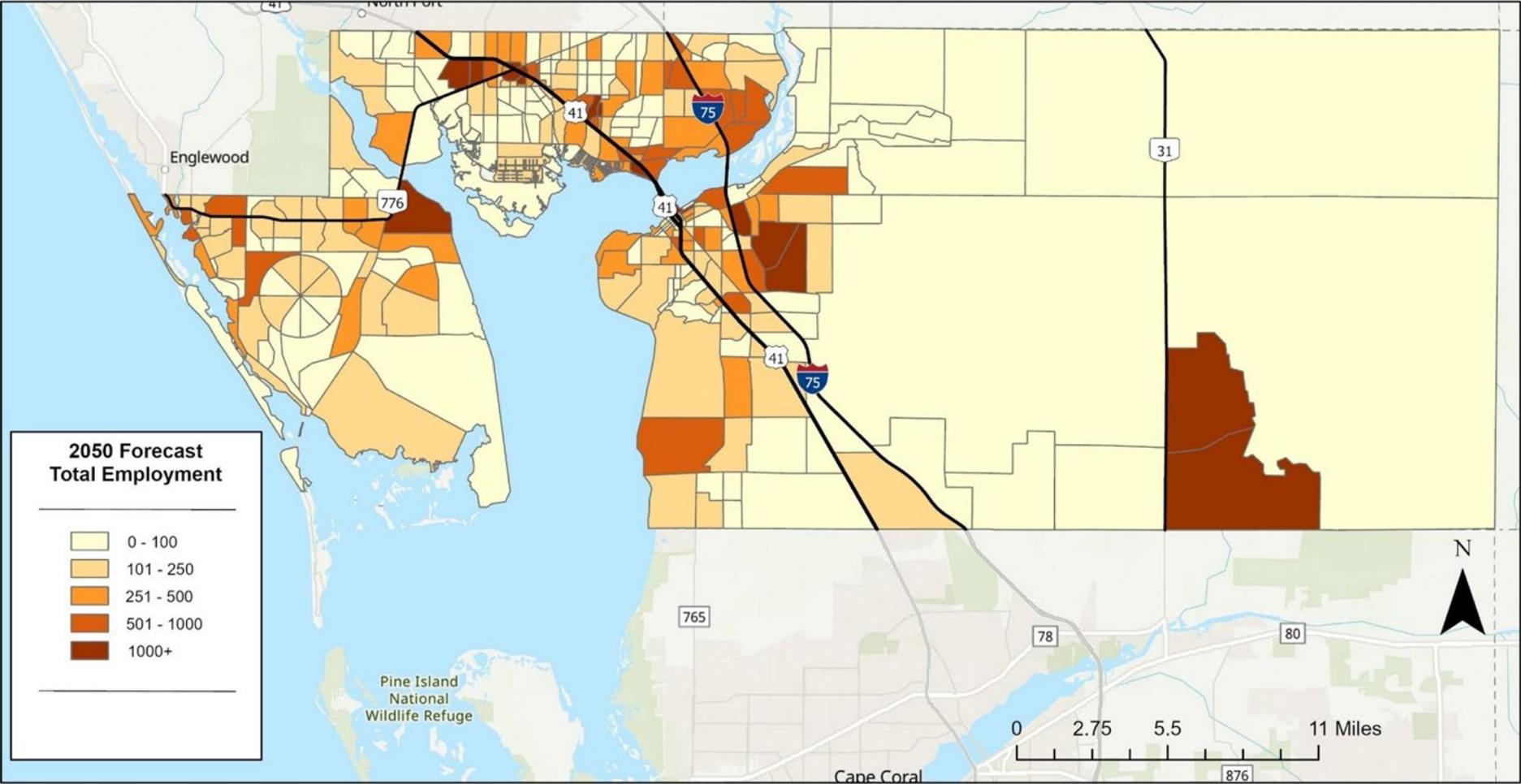


Figure 4-6. 2050 Total Employment by TAZ

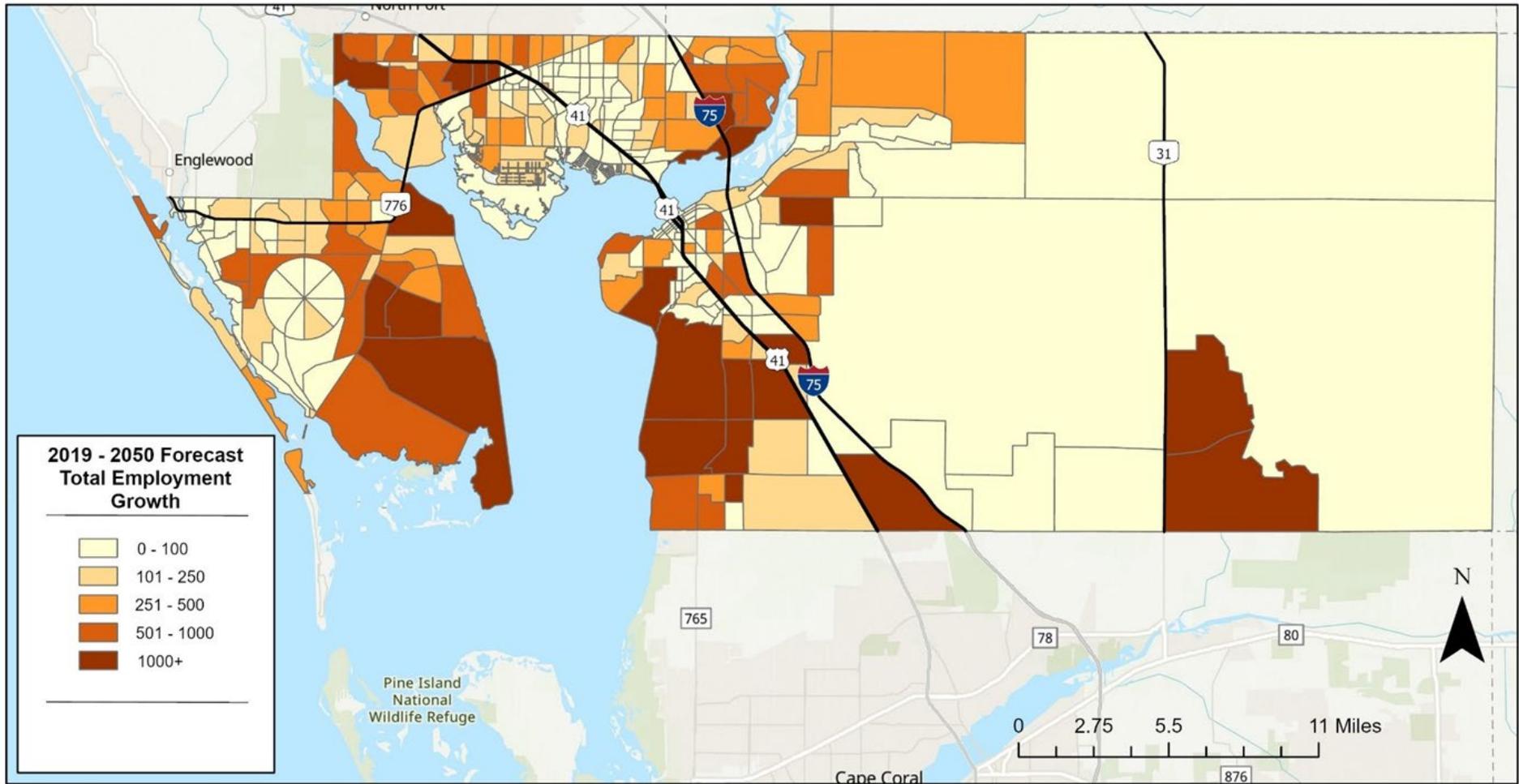


Figure 4-7. 2019-2050 Total Employment Growth Projection by TAZ

4.1.3 POPULATION AND EMPLOYMENT PROJECTIONS

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

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

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

Table 4-3. Charlotte County Population and Employment Forecasts

	2019	2025	2030	2040	2050	2019 → 2050
Household Population	180,820	209,311	228,643	259,143	284,376	103,560
Single-Family Population Ratio	0.731	0.731	0.731	0.731	0.731	N/A
Multi-Family Population Ratio	0.269	0.269	0.269	0.269	0.269	N/A
Group Quarters Percent	2.14%	2.14%	2.14%	2.14%	2.14%	N/A
Single-Family Population	132,218	153,030	167,163	189,489	207,915	75,697
Multi-Family Population	48,602	56,252	61,447	69,654	76,469	27,826
Group Quarters Population	3,863	4,568	4,990	5,657	6,207	2,344
Total Permanent Population	184,683	213,850	233,600	264,800	290,550	105,867
Employees	55,213	63,904	69,806	79,129	86,824	31,611
Employee/Population Ratio	0.305	0.305	0.305	0.305	0.305	N/A
Industrial Employment	5,173	6,051	6,680	7,730	8,656	3,483
Commercial Employment	16,359	18,231	19,147	19,963	20,429	4,070
Service Employment	33,681	39,622	43,979	51,435	57,740	24,059

4.1.4 SCHOOL ENROLLMENT FORECAST

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

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

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

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

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

4.1.5 HOTEL/MOTEL FORECAST

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

Table 4-5. Hotel/Motel Units Forecast

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

4.1.6 PLANNING AREA ALLOCATION SUMMARY

The land use policies that guided the 2045 forecast also strongly influenced the 2050 forecast. The county was delineated into five Planning Areas identified by the Charlotte County-Punta Gorda MPO staff as shown in . Similar to other communities with a historically high growth rate, the economic recession that started in 2008 delayed the growth forecasted between 2008 and 2015 that was considered when developing the 2050 forecast. Attention was directed throughout the forecast in maintaining relative consistency between the allocation of growth by planning area between the 2045 and 2050 forecasts. The resulting growth forecasts by planning area are summarized in **Table 4-6** through **Table 4-12** for each of the major forecast categories (single-family dwelling units, multi-family dwelling units, industrial employment, commercial employment, and service employment).

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

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

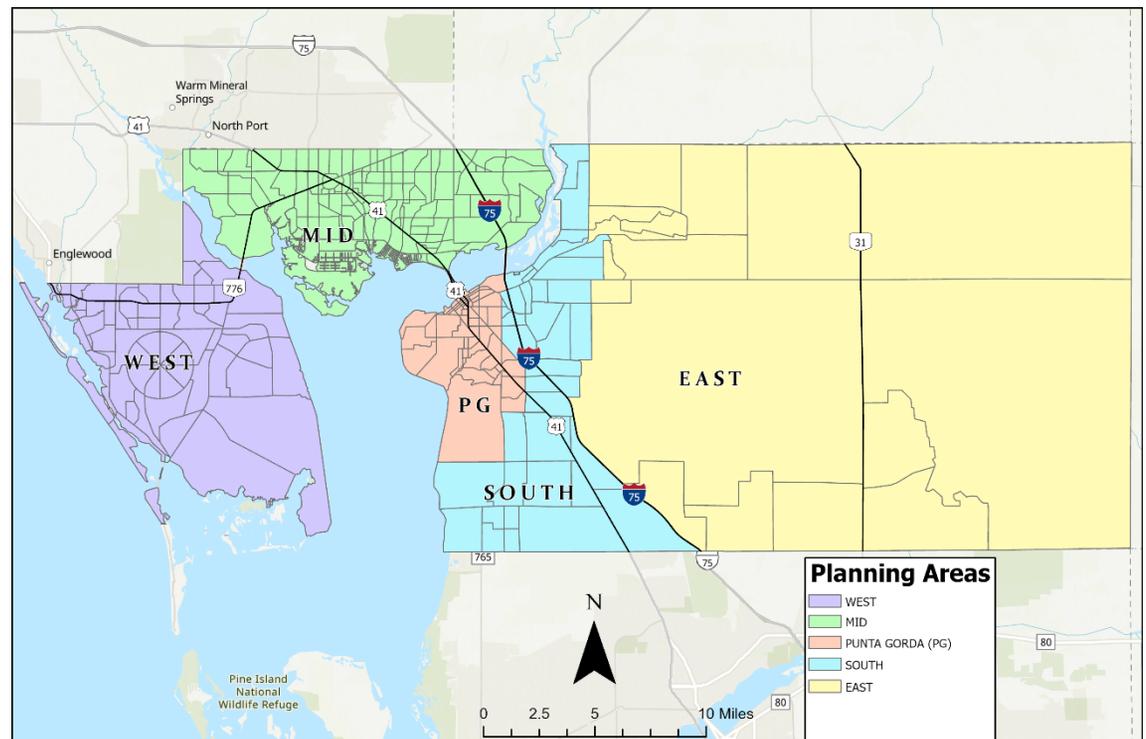


Figure 4-8. Planning Area Map

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

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

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

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

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

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



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

Planning Area	Industrial Employment 2019	Industrial Employment 2050	Industrial Employment 2019→2050
West	1,199	1,282	83 + 7%
Mid	2,370	2,685	315 + 13%
Punta Gorda	833	1,533	700 + 84 %
South	573	2,965	2,392 + 418%
East	198	201	3 + 2%
Countywide	5,173	8,666	3,493

Table 4-10. Planning Area Allocation Summary Table (Commercial Employment)

Planning Area	Commercial Employment 2019	Commercial Employment 2050	Commercial Employment 2019→2050
West	2,836	3,038	202 + 7%
Mid	9,124	10,760	1,636 + 18%
Punta Gorda	3,208	3,669	461 + 14.1%
South	1,104	1,621	517 + 47%
East	87	1,340	1,253 + 1400%
Countywide	16,359	20,428	4,069

Table 4-11. Planning Area Allocation Summary Table (Service Employment)

Planning Area	Service Employment 2019	Service Employment 2050	Service Employment 2019→2050
West	4,715	7,367	2,652 + 56%
Mid	19,194	27,826	8,632 + 45%
Punta Gorda	7,525	10,393	2,868 + 38%
South	1,853	6,020	4,167 + 225%
East	394	6,136	5,742 + 1457%
Countywide	33,681	57,742	24,061

Table 4-12. Planning Area Allocation Summary Table (Total Employment)

Planning Area	Total Employment 2019	Total Employment 2050	Total Employment 2019→2050
West	8,750	11,687	2,937 + 33.6%
Mid	30,688	41,271	10,583 + 34.5%
Punta Gorda	11,566	15,595	4,029 + 34.8%
South	3,530	10,606	7,076 + 200.5%
East	679	7,677	6,998 + 1030.6%
Countywide	55,213	86,836	31,623 + 57.3%

4.2 TRAVEL AND TOURISM

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



4.3 TRAVEL DEMAND MODEL

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

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

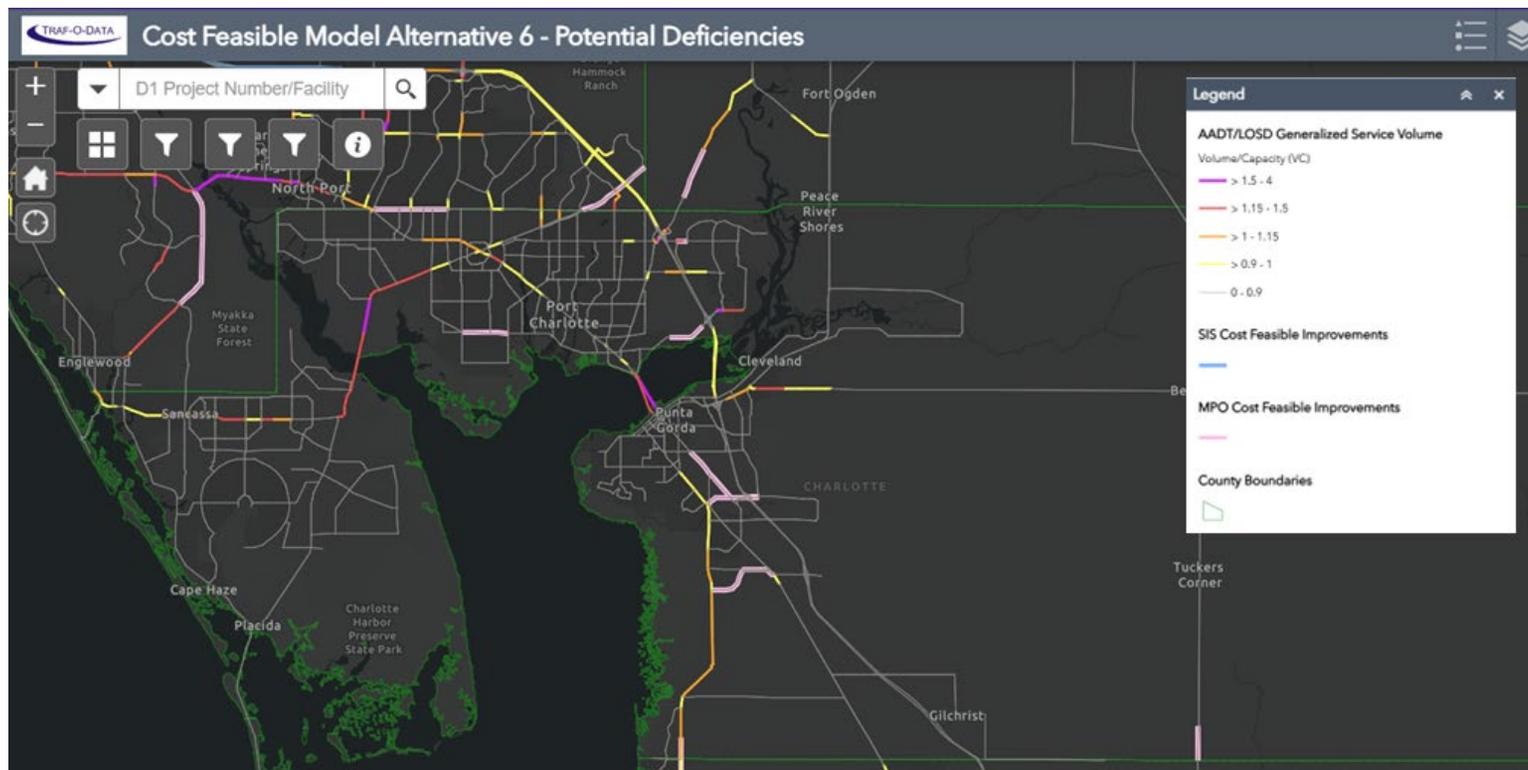


Figure 4-9. FDOT District 1 2050 Travel Demand Model – Charlotte County

4.4 REGIONAL COORDINATION

In Southwest Florida, there has been and continues to be a need for regional transportation planning due to the volume of growth that the region has experienced and the expectation that this trend will continue. For more than ten years, the Charlotte County-Punta Gorda MPO has maintained strong regional alliances with other urbanized areas in southwest Florida. The MPO has interlocal agreements with the Sarasota/Manatee MPO and the Lee County MPO regarding regional transportation planning and coordination. The MPO provided regular updates to these groups as the *Moving Charlotte Forward* LRTP was being developed. The MPO will ensure that the regional projects contained in *Moving Charlotte Forward* reflect the D1RPM. The MPOs and TPOs within FDOT District 1 are shown on Figure 4-10: MPOs and TPOs in District 1

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

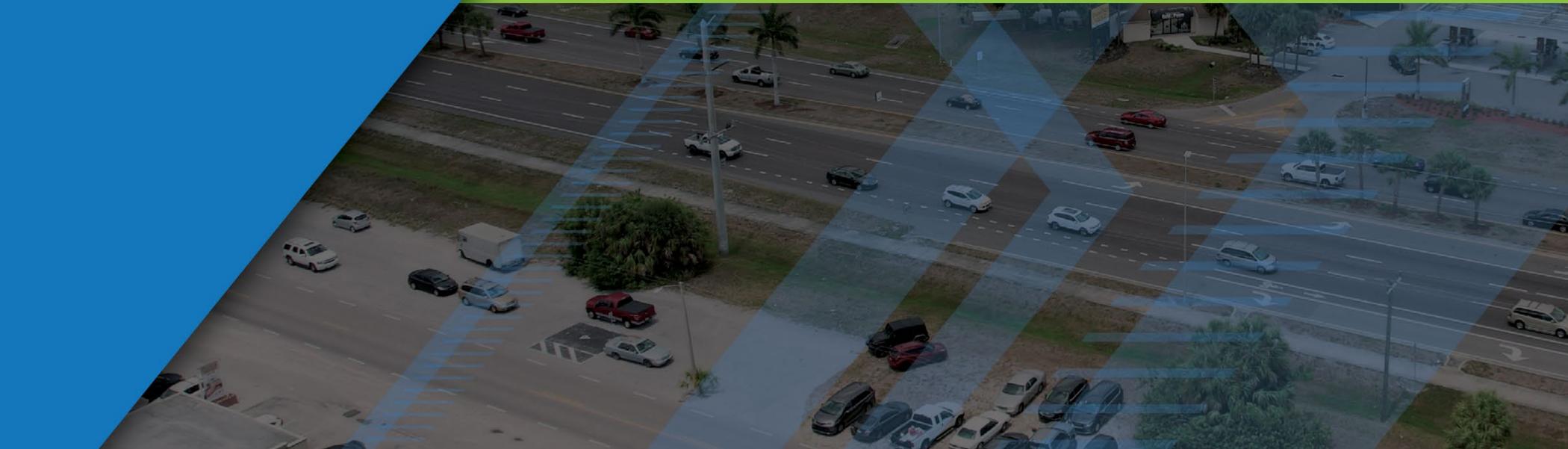
The D1RPM was prepared as one regional model for all twelve counties in District One to be used by each the MPOs/TPOs for their LRTPs. A substantial amount of coordination was required between FDOT and each MPO/TPO through each of the major steps in building the D1RPM, as each MPO/TPO provided data and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



Figure 4-10: MPOs and TPOs in District 1



Chapter 5: Transportation Plan



5.0 TRANSPORTATION PLAN

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

5.1 PROJECTED REVENUES

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

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



US 41 Southbound at W Retta Esplanade

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

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

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

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

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

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

5.2 PHASING

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

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

Figure 5-1. Funding Status and Priority by Tier

5.3 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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



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

Source	<2026	2026	2027	2028	2029	2030	All Years through 2030
Federal	\$50,231,599	\$38,565,074	\$19,996,654	\$33,569,279	\$9,391,492	\$7,046,777	\$158,800,875
Local	\$42,093,665	\$24,415,214	\$1,794,691	\$4,154,404	\$5,667,556	\$4,125,032	\$82,250,562
State 100%	\$160,760,869	\$11,580,392	\$10,711,317	\$7,518,893	\$2,952,242	\$465,809	\$193,989,522
Grand Total	\$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 5-4** through **Table 5-7**. Additional details can be found in the Charlotte County-Punta Gorda MPO Transportation Improvement Program FY 2025/2026-FY 2029/30 available under separate cover.

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

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

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

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

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

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

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

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

5.4 PRIORITIZATION CONSIDERATIONS

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

Table 5-8. Prioritization Criteria

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

5.5 COST FEASIBLE DETAILS

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

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

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

5.5.1 DEMONSTRATION OF FISCAL CONSTRAINT

There is a specific amount of projected revenue designated for the capital costs of roadway projects. Other roadway revenues are designated for operations and maintenance (O&M) of the county’s roadways throughout the planning period of the LRTP. **Table 5-9** summarizes the projected revenues and costs for capital and for O&M in Year of Expenditure dollars. Additional detail can be found in Appendix D and Appendix E.

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

Category	2026-2030	2031-2035	2036-2040	2041-2050	2026-2050 Total
SIS Revenue	\$0	\$0	\$0	\$4,800,000	\$4,800,000
Federal/State Revenue for Capital	\$112,461,550	\$9,938,581	\$10,242,265	\$20,805,865	\$153,448,261
Local Revenue for Capital	\$31,848,892	\$76,085,983	\$98,370,917	\$290,008,272	\$496,314,064
Capital Project Revenues	\$144,310,442	\$86,024,565	\$108,613,181	\$315,614,137	\$718,128,255
Capital Contingency Carryover*	-	\$0	\$50,542,970	\$13,022,961	
Federally/State-Funded Capital Projects	\$112,461,550	\$2,979,409	\$6,930,614	\$32,294,814	\$154,666,387
Locally-Funded Capital Projects	\$31,848,892	\$36,730,158	\$139,202,577	\$289,607,502	\$497,389,128
Capital Project Revenues	\$144,310,442	\$39,709,567	\$146,133,191	\$321,902,317	\$718,128,255
Capital Contingency	\$0	\$50,542,970	\$13,022,961	\$6,734,781	
Capital Revenue Balance	\$0	\$0	\$0	\$0	\$0
Federal/State Revenue for O&M	\$29,336,379	\$12,144,854	\$14,981,136	\$39,244,555	\$66,370,545
Local Revenue for O&M	\$8,308,005	\$85,897,872	\$113,287,677	\$316,870,940	\$516,056,488
O&M Project Revenues	\$37,644,384	\$98,042,726	\$128,268,813	\$356,115,495	\$582,427,033
Federally/State-Funded O&M Projects	(\$29,336,379)	\$12,144,854	\$14,981,136	\$39,244,555	\$66,370,545
Locally-Funded O&M Projects	(\$8,308,005)	\$85,897,872	\$113,287,677	\$316,870,940	\$516,056,488
O&M Project Expenditures	(\$37,644,384)	\$98,042,726	\$128,268,813	\$356,115,495	\$582,427,033
O&M Revenue Balance	\$0	\$0	\$0	\$0	\$0
Plan Balance	\$0	\$0	\$0	\$0	\$0

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

5.5.2 EXISTING AND COMMITTED ROADWAY NETWORK

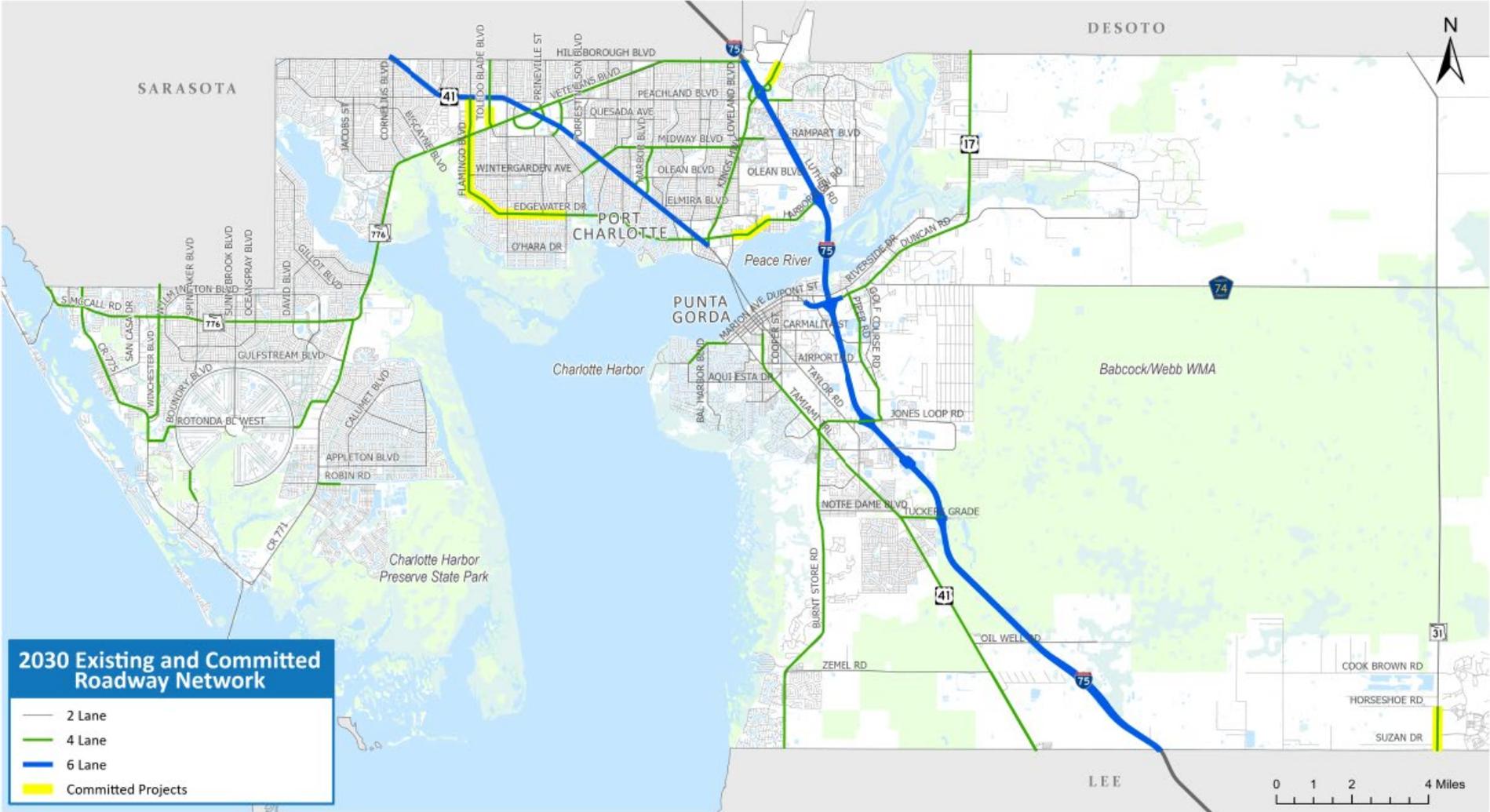


Figure 5-2. Charlotte County-Punta Gorda 2030 Existing and Committed Roadway Network Map

5.5.3 COST FEASIBLE PLAN

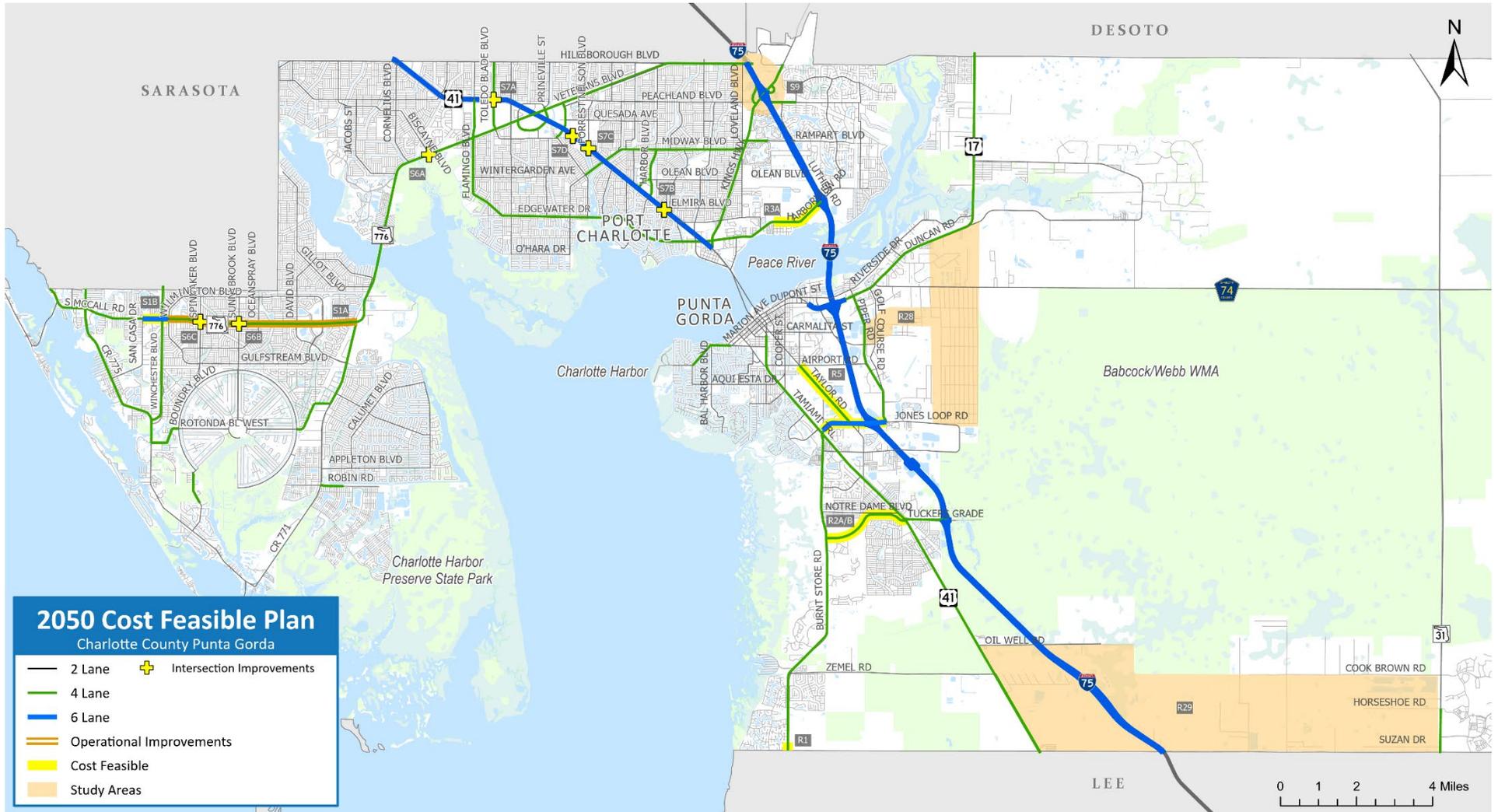


Figure 5-3. Charlotte County-Punta Gorda MPO 2050 Cost Feasible Roadway Projects Map

Table 5-10. Cost Feasible Roadway Projects (Capacity)

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

Table 5-11. Cost Feasible Intersection Projects

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

Table 5-12. Partially Funded Roadway Projects (Capacity)

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



Northeast Viewshed of US 41 at Murdock Circle (SE)

5.5.4 UNFUNDED ROADWAY NEEDS

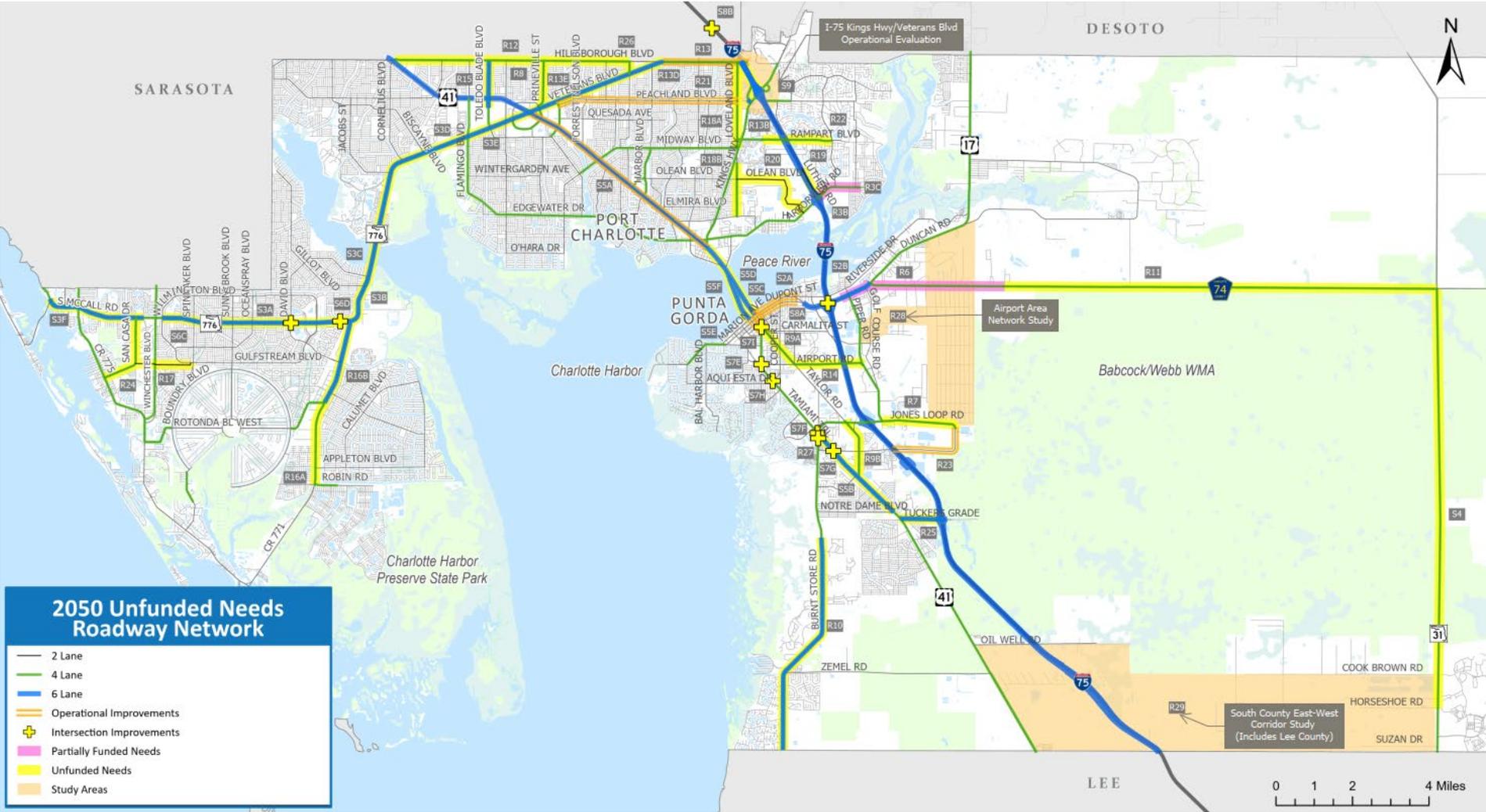


Figure 5-4. Charlotte County-Punta Gorda MPO 2050 Unfunded and Partially Funded Roadway Needs Map

Table 5-13. Unfunded Roadway Needs (Capacity)

MAP ID	ON STREET	FROM STREET	TO STREET	LENGTH (IN MILES)	IMPROVEMENT	TOTAL COST (PDV, 2025\$)
R7	N JONES LOOP RD	E OF PIPER RD	W OF CURVE	1.75	WIDEN 2 TO 4	\$37,164,558
R8	PRINEVILLE ST	PAULSON DR	HILLSBOROUGH BLVD	1.24	WIDEN 2 TO 4	\$26,418,691
R9A	TAYLOR RD	AIRPORT RD	US 41	1.31	WIDEN 2 TO 4	\$27,862,800
R9B	TAYLOR RD	US 41 SB	N JONES LOOP RD	1.62	WIDEN 2 TO 4	\$58,500,000
R10	BURNT STORE RD	WALLABY LANE	TUCKERS GRADE EXT	5.97	WIDEN 4 TO 6	\$102,780,300
R11	BERMONT RD	HAPPY HOLLOW RD	SR 31	12.16	WIDEN 2 TO 4	\$258,304,293
R12	HILLSBOROUGH BLVD	CRANBERRY BLVD	YORKSHIRE ST	6.16	WIDEN 2 TO 4	\$130,819,242
S3A	SR 776	WEST WILLMINGTON BLVD / GULFSTREAM BLVD	CR 771 (GASPARILLA RD)	4.93	WIDEN 4 TO 6	\$89,397,148
S3B	SR 776	CR 771 (GASPARILLA RD)	GILLOT BLVD	1.08	OPERATIONAL IMPROVEMENTS	\$2,104,050
S3C	SR 776	GILLOT BLVD	STURKIE AVE	1.26	BRIDGE IMPROVEMENTS	\$37,362,125
S3D	SR 776	STURKIE AVE	FLAMINGO BLVD	4.07	OPERATIONAL IMPROVEMENTS	\$7,926,750
S3E	SR 776	FLAMINGO BLVD	US 41	1.73	WIDEN 4 TO 6	\$15,931,033
R13	VETERANS BLVD	W OF WYLAM DR	E OF I-75	2.20	OPERATIONAL IMPROVEMENTS	\$4,064,450
R13B	VETERANS BLVD	PEACHLAND BLVD	KINGS HWY	0.13	WIDEN 4 TO 6	\$2,151,296
R14	AIRPORT RD	TAYLOR RD	PIPER RD	1.81	WIDEN 2 TO 4	\$38,481,245
R15	CR 39 (TOLEDO BLADE)	WHITNEY AVE	HILLSBOROUGH BLVD	1.24	WIDEN 4 TO 6	\$21,272,011
R16A	CR 771 (GASPARILLA RD)	ROBIN RD	ROTONDA BLVD EAST	2.20	WIDEN 2 TO 4	\$46,721,158
R16B	CR 771 (GASPARILLA RD)	ROTONDA BLVD EAST	SR 776	2.27	WIDEN 4 TO 6	\$38,981,477
R17	FRUITLAND AVE	GULFSTREAM BLVD	SAN CASA DR	1.50	IMPROVED 2 LANE ROAD	\$25,248,799
R18A	LOVELAND BLVD	WESTCHESTER BLVD	SUNCOAST BLVD	1.40	WIDEN 2 TO 4	\$38,035,270

MAP ID	ON STREET	FROM STREET	TO STREET	LENGTH (IN MILES)	IMPROVEMENT	TOTAL COST (PDV, 2025\$)
R18B	LOVELAND BLVD	MIDWAY BLVD	VETERANS BLVD	2.25	WIDEN 2 TO 4	\$47,804,239
R19	LUTHER RD EXT	HARBORVIEW RD	LUTHER CURVE	0.86	NEW 2 LANE ROAD	\$14,488,122
R20	OLEAN BLVD EXT	LOVELAND BLVD	HARBORVIEW RD	2.49	NEW 2 LANE ROAD	\$41,963,267
R21	PEACHLAND BLVD	COCHRAN BLVD	LOVELAND BLVD	4.71	OPERATIONAL IMPROVEMENTS	\$8,711,650
R22	RAMPART BLVD	KINGS HWY	RIO DE JANEIRO	2.37	WIDEN 2 TO 4	\$24,701,099
R23	S JONES LOOP	I-75	SOUTH OF N/S SEGMENT	2.16	OPERATIONAL IMPROVEMENTS	\$3,996,000
R24	SAN CASA DR	CR 775	SR 776	2.10	WIDEN 2 TO 4	\$44,491,285
S4	SR 31	CYPRESS PKWY	CR 74	11.78	WIDEN 2 TO 4	\$263,794,029
S3F	SR 776	CRESTVIEW DR	SAN CASA DR	2.40	WIDEN 4 TO 6	\$43,573,853
R25	TUCKERS GRADE	US 41	I-75	2.34	WIDEN 4 TO 6	\$40,203,413
S5A	US 41	SR 776	KINGS HWY	11.93	OPERATIONAL IMPROVEMENTS	\$45,000,000
S5B	US 41	NOTRE DAME BLVD	BURNT STORE RD	5.81	WIDEN 4 TO 6	\$105,469,768
S5C	US 41 NB	TAYLOR RD	MARION AVE	0.39	OPERATIONAL IMPROVEMENTS	\$764,400
S5D	US 41 NB	MARION AVE	N OF PEACE RIVER	1.34	BRIDGE IMPROVEMENTS	\$198,671,616
S5E	US 41 SB	CARMALITA ST	MARION AVE	0.41	OPERATIONAL IMPROVEMENTS	\$803,400
S5F	US 41 SB	MARION AVE	N OF PEACE RIVER	1.34	BRIDGE IMPROVEMENTS	\$198,671,616
R13E	VETERANS BLVD	US 41	MURDOCK CIR E / PAULSON DR	0.58	WIDEN 4 TO 6	\$9,947,591
R13D	VETERANS BLVD	MURDOCK CIR EAST	HILLSBOROUGH BLVD	3.50	WIDEN 4 TO 6	\$60,253,488
R26	YORKSHIRE ST	VETERANS BLVD	SARASOTA C/L	0.33	WIDEN 2 TO 4	\$6,901,989

Table 5-14. Unfunded Intersection Needs

Map ID	ON STREET	INTERSECTION	IMPROVEMENT	TOTAL COST
R27	BURNT STORE RD	AT HOME DEPOT PLAZA	INTERSECTION IMPROVEMENT	\$1,950,000
S6C	SR 776	AT DAVID BLVD	INTERSECTION IMPROVEMENT	\$2,102,000
S6D	SR 776	AT PINEDALE DR	INTERSECTION IMPROVEMENT	\$2,102,000
S7E	US 41	AT AIRPORT RD	INTERSECTION IMPROVEMENT	\$1,950,000
S7F	US 41	AT ACLINE RD	INTERSECTION IMPROVEMENT	\$1,950,000
S7G	US 41	AT JONES LOOP RD	INTERSECTION IMPROVEMENT	\$1,950,000
S7H	US 41	AT AQUI ESTA DR	INTERSECTION IMPROVEMENT	\$1,950,000
S7I	US 41	AT TAYLOR RD	INTERSECTION IMPROVEMENT	\$1,950,000



Western Viewshed of Edgewater Drive at W Tarpon Blvd NW

5.6 MULTIMODAL PRIORITIES

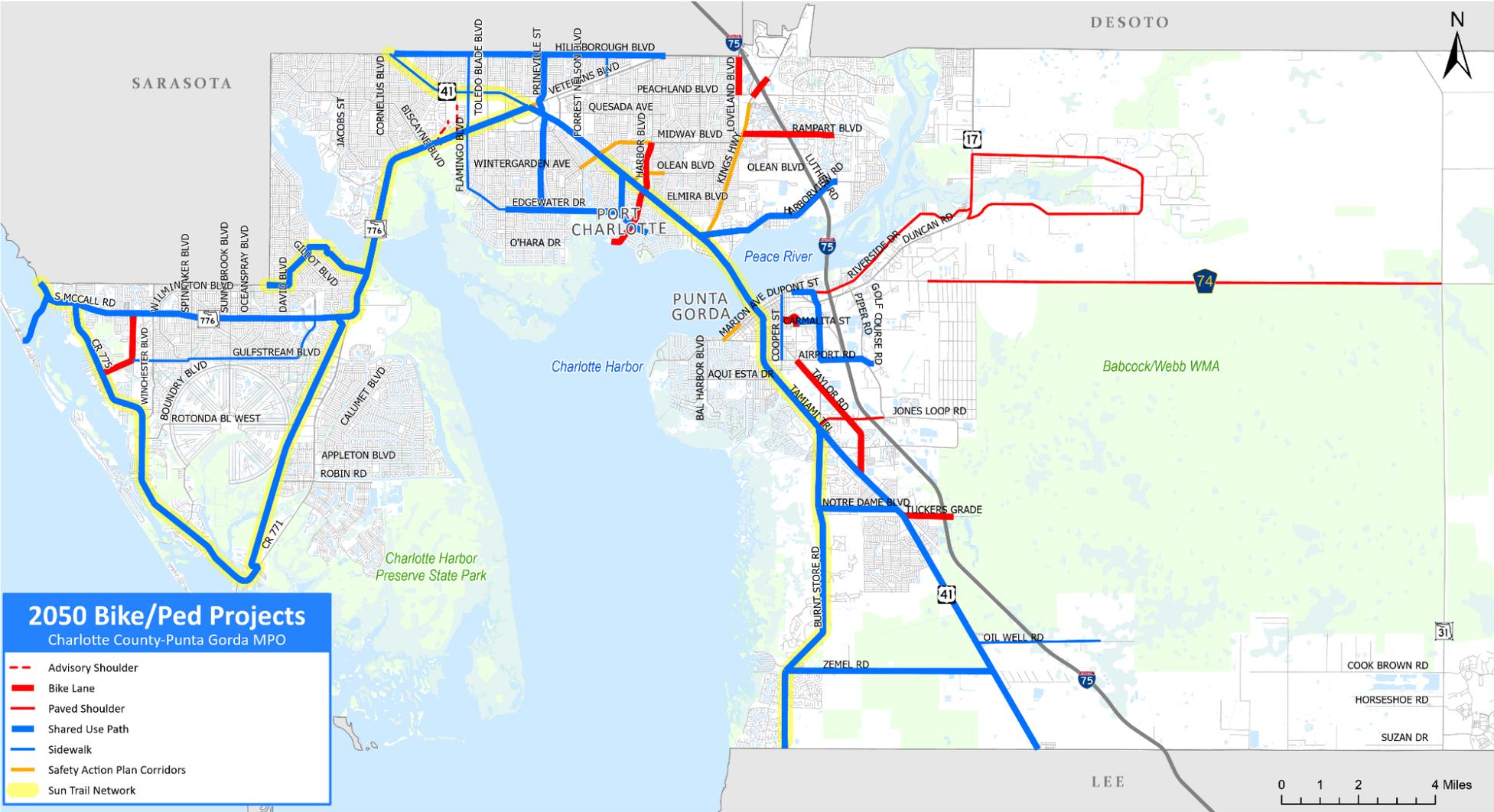


Figure 5-5. Charlotte County-Punta Gorda 2050 Bicycle and Pedestrian Priority Projects Map

Table 5-15. Bicycle, Trail, Pedestrian Priorities

LOPP ID	PROJECT	FROM	TO	IMPROVEMENT	TOTAL UNFUNDED (PDV, 2025\$)
3B	US 41 EASTSIDE	KINGS HWY	CONWAY BLVD	MULTI USE RECREATIONAL TRAIL (MURT) WITH 8-FOOT SIDEWALK	COMMITTED
3C	US 41 EASTSIDE	CONWAY BLVD	MIDWAY BLVD	MURT WITH 8-FOOT SIDEWALK	COMMITTED
4	COOPER ST	AIRPORT RD	E MARION AVE	MURT WITH 8-FOOT SIDEWALK	COMMITTED
1	TAYLOR RD - PHASE I	N.JONES LOOP RD	AIRPORT RD	MURT WITH 8-FOOT SIDEWALK	\$ 6,560,000
2	TAYLOR RD - PHASE II	ROYAL RD	N. JONES LOOP RD	MURT WITH 8-FOOT SIDEWALK	\$ 7,290,000
3	US 41 SIDEWALKS	MORNINGSIDE DRIVE	SARASOTA COUNTY LINE	MURT WITH 8-FOOT SIDEWALK	\$ 5,570,000
3A	US 41	PEACE RIVER BRIDGE	KINGS HWY	TRAFFIC OPERATIONAL ANALYSIS STUDY TO IMPROVE SAFETY AND OPERATIONAL EFFICIENCY ALONG THIS CORRIDOR	\$ 5,480,000
3D	US 41 EAST SIDE	MIDWAY BLVD	PAULSON DR	MURT WITH 8-FOOT SIDEWALK	\$ 9,107,422
3E	US 41 WESTSIDE & EAST SIDE	TUCKERS GRADE	TAYLOR RD	MURT WITH 8-FOOT SIDEWALK	\$ 5,519,650
3F	US 41 WESTSIDE	MORNINGSIDE DR	TUCKERS GRADE	MURT WITH 8-FOOT SIDEWALK	\$ 5,002,182
3H	US 41 WESTSIDE	TAYLOR RD	BURNT STORE RD	MURT WITH 8-FOOT SIDEWALK	\$ 5,519,650
9	HARBORWALK PHASE IV	W. RETTA ESPLANADE	PEACE RIVER BRIDGE	BRIDGE UNDERPASS & LIGHTING	\$ 360,480
11	US 41 NB	MULTI USE RECREATIONAL TRAIL BRIDGE OVER ALLIGATOR CREEK - SOUTH		BICYCLE/PED BRIDGE	\$ 3,750,000*
12	SR 776 - SUN TRAIL	MYAKKA STATE FOREST	GILLOT BLVD	SUN TRAIL PROJECT WITH PAVED TRAIL CORRIDORS FOR BICYCLISTS AND PEDESTRIANS.	\$ 8,600,000*
13	SR 776 - SUN TRAIL	GILLOT BLVD	US 41	SUN TRAIL PROJECT WITH PAVED TRAIL CORRIDORS FOR BICYCLISTS AND PEDESTRIANS.	\$ 23,600,000*

*Figure reflects construction costs only as remaining unfunded amount.

List is compiled from the CCPG MPO FY2025/26-2029/30 Transportation Improvement Program.

Bicycle, pedestrian, and trail projects are to be programmed on an annual basis to meet the dynamic needs of the community

5.7 TRANSIT

The transit needs outlined in this section are directly derived from Charlotte County’s Transit Development Plan (TDP), ensuring consistency and alignment between the L RTP and the county’s established transit priorities. The TDP, developed in close coordination with local and regional partners, provides a detailed and fiscally constrained framework for transit service improvements, capital investments, and mobility enhancements over a 10-year horizon. This L RTP integrates those needs into the broader multimodal vision for the region, reinforcing the collaborative planning efforts between agencies and supporting seamless implementation.



Figure 5-6. Charlotte County-Punta Gorda 2050 Transit Needs Map

Table 5-16. Transit Needs

SERVICE IMPROVEMENT	NOTES
MICROTRANSIT	
Englewood	On-demand service
Murdock/West Port	On-demand service
Port Charlotte	On-demand service
Punta Gorda	On-demand service
FIXED-ROUTE/REGULARLY SCHEDULED SERVICE	
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
CAPITAL	
Mobility Hubs	Areas to facilitate multimodal access
Transit Signal Priority	Queue jumps for transit vehicles, mitigating impacts of congestion
Vanpool	Expansion of/partnership with FDOT District 1 program
Vehicle Replacement/Acquisition	New vehicles

5.7.1 TRANSIT SAFETY PERFORMANCE

In accordance with the Federal Transit Administration’s (FTA) Public Transportation Agency Safety Plan (PTASP) rule, Charlotte County’s latest adopted PTASP was considered as part of this report. The Safety Performance Targets identified in the PTASP were developed based on the agency’s performance over the 5-year period from 2020 to 2024 and are listed in **Table 5-17** below.

Table 5-17. Transit Safety Performance Targets

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM / failures)
Paratransit	0	0	3	0.8	3	0.8	20,000

5.8 REGIONAL PROJECTS

In recognition of the interconnected nature of the transportation network, this section highlights regional projects that address cross-boundary needs and priorities shared with the Florida Department of Transportation (FDOT) and neighboring agencies, including the Lee County MPO, Heartland TPO, and Sarasota/Manatee MPO. These projects support regional mobility, enhance system continuity, and promote coordinated investment across jurisdictional lines.

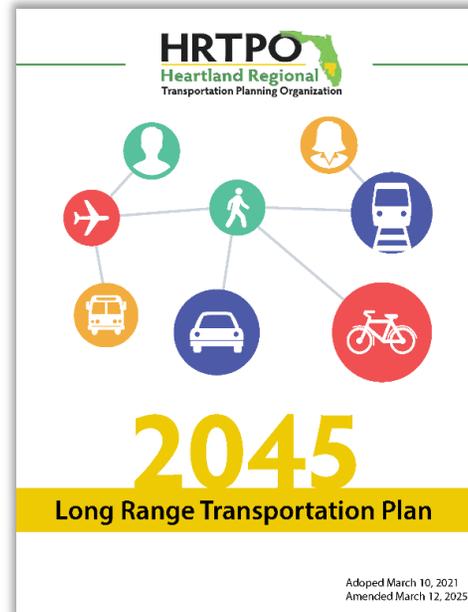
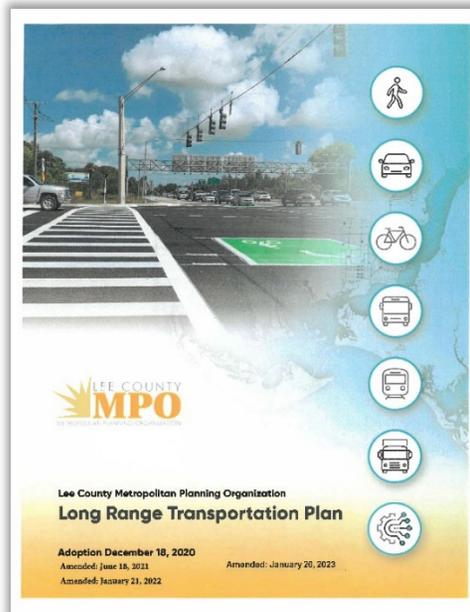


Figure 5-7 shows a map of all Charlotte County-Punta Gorda 2050 roadway needs as well as several significant adjacent roadways that Lee MPO and Sarasota/Manatee MPO have shown potential improvements.

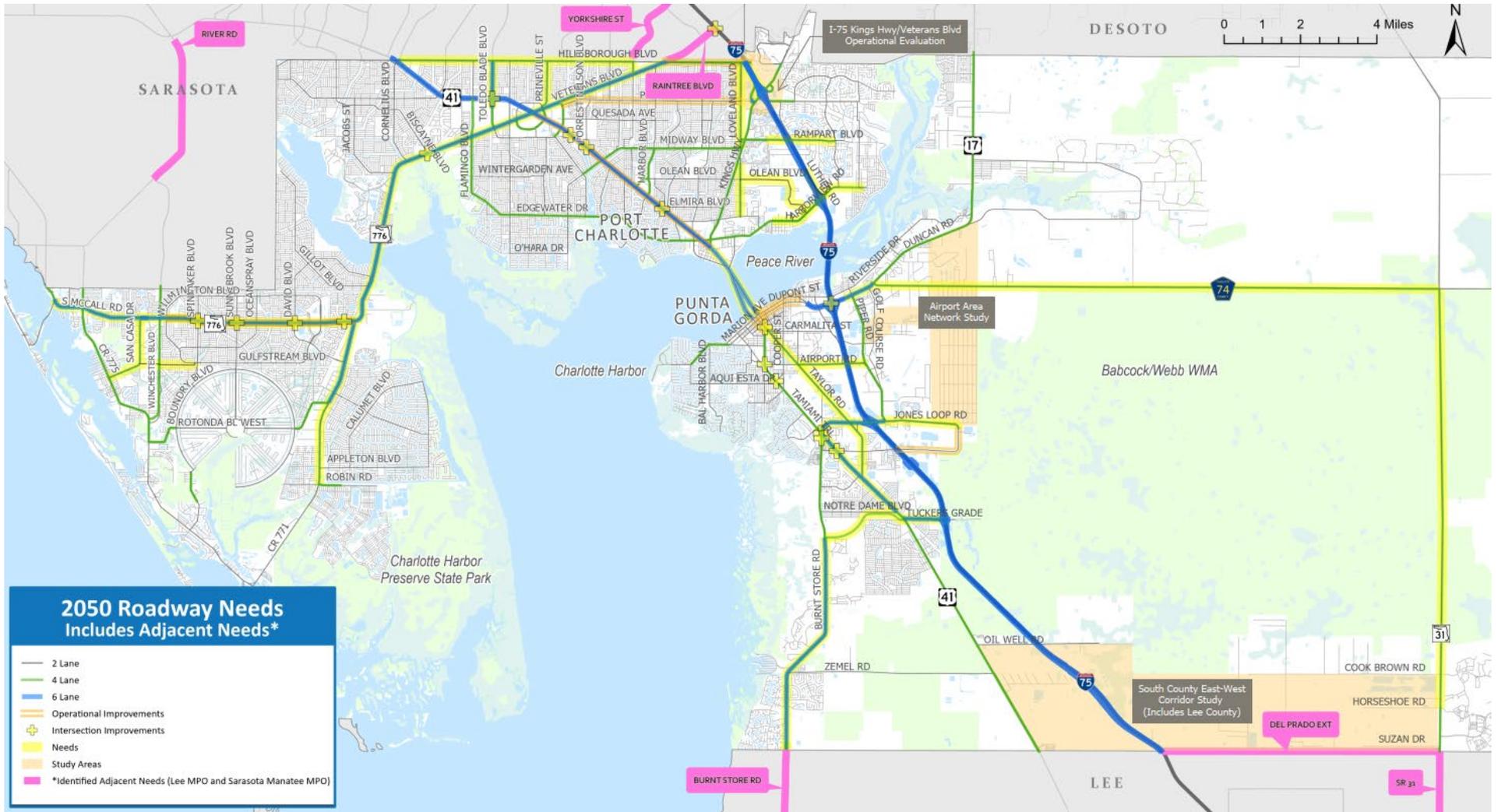


Figure 5-7. All 2050 Charlotte County Roadway Needs with Regionally Significant Needs

5.8.1 OTHER REGIONAL PROJECTS

5.8.1.1 Southwest Florida Rail Study

Currently, there are no existing or planned intercity or high-speed rail service serving the major urban centers in Southwest Florida. The MPOs of Collier, Lee, Sarasota/Manatee, and Charlotte-Punta Gorda counties collaborated on a resolution to make Southwest Florida Rail Study one of the Passenger Rail Priorities of the Metropolitan Planning Organization Advisory Council. Charlotte County-Punta Gorda MPO adopted the resolution in March 2024.

Such a study would build upon two other key planning efforts: the Federal Railroad Administration’s (FRA) vision plan for a passenger rail service from Tampa to Naples, passing through Bradenton, Sarasota, Port Charlotte, and Fort Myers. This corridor is part of the FRA’s broader strategy to enhance regional mobility, reduce highway congestion, and support sustainable growth through expanded intercity rail service in underserved areas.

FDOT’s Rail System Plan identifies a potential Miami-Naples-Tampa alignment as a strategic corridor for future passenger rail development. This plan emphasizes the importance of connecting major metropolitan areas across South and Southwest Florida, leveraging existing infrastructure where possible and integrating with the Strategic Intermodal System (SIS). The corridor is envisioned to support both intercity and high-speed rail, offering a viable alternative to automobile travel along the heavily trafficked I-75 corridor.

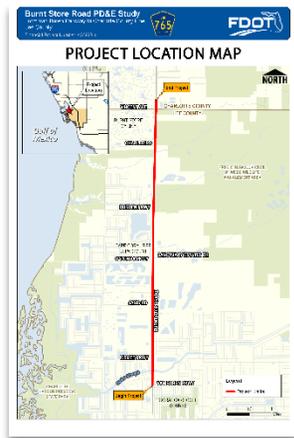
Together, the FRA’s vision plan and FDOT’s Rail System Plan plans provide a framework for the Southwest Florida Rail Study, which would assess the technical, economic, and environmental feasibility of implementing such a corridor. The study would serve as a catalyst for coordinated planning among local governments and MPOs, positioning the region to pursue federal funding opportunities through the Bipartisan Infrastructure Law (BIL) and initiatives like the Florida Rail Enterprise.



*Southeast Regional Rail Network Vision
(FRA - Southeast Rail Plan, December 2020)*

5.8.1.2 South County East-West Corridor

As shown in the growth maps in Chapter 4, of the growth in Charlotte County-Punta Gorda is expected to occur in South County, which is projected to see an increase in population of 62,102 from 2015 to 2045 compared to 23,501 in Mid County and 9,390 in West County over the same period. South County will especially see growth in developments like Babcock Ranch and Heritage Landing. The predicted increase in population, employment, and dwelling units presents the opportunity for a new interchange on I-75 in South County and Lee County. Lee County will lead the project, establishing a priority for feasible options for regional connectivity. To accurately assess the need for an east-west corridor, Charlotte County-Punta Gorda MPO will continue to perform transportation demand analysis in partnership with Lee County MPO.



5.8.1.3 Burnt Store Road Widening

Burnt Store Road, also known as County Road 765, serves as an important north-south corridor between Lee and Charlotte County. In 2020, FDOT District 1 began conducting a PD&E study on a stretch of the road measuring about 5.7 miles. The study area begins at Van Buren Parkway and extends about 1000 feet north of the Charlotte County Line, passing through the City of Cape Coral and unincorporated Lee County. This corridor is the only portion of Burnt Store Road from Pine Island Road to US 41 that is unimproved and only has two lanes. Growth projections indicate that without any improvements, the segment will be operating at an “F” level of service by 2045. FDOT has recommended widening the segment from two lanes to four, with future capacity for six lanes. The proposed widening will also include multimodal improvements, elevation of the roadway in response to historic flooding, and will increase the capacity for emergency evacuation, as the corridor is part of a designated hurricane evacuation route.

5.8.1.4 SR 31 Improvements

In May 2021, FDOT approved the completion of a State Environmental Impact Report for SR 31 from SR 78 (Bayshore Road) to Cook Brown Road as a collaboration between Charlotte and Lee County. Following the study, interim improvements were proposed to build a new four-lane roadway east of existing SR 31. The existing roadway will eventually become an access road within Lee County. The interim four-lane roadway will have capacity to be expanded to six lanes from SR 78 in Lee County to Cypress Parkway in Charlotte County. Traffic circles have been proposed for three intersections during the interim phase of the project. FDOT will acquire right of way for the roadway between SR 78 and CR 78 (North River Road). The cost of construction is \$85 million and estimated completion of the current phase is slated for mid-2027.

5.8.1.5 Kings Highway Widening

Growth projections from Charlotte's mid- and west county areas combined with those from DeSoto County indicate that Kings Highway will fail by 2038. To address this increase in population and jobs, Kings Highway will be widened to four lanes from Sandhill Boulevard to the DeSoto County line.



With a budget of \$10,143,000, the project will also incorporate the design of utility infrastructure, street lighting, and sidewalks. As of July 2025, final plans have been received, and the project is awaiting final permits. Construction is set to begin in mid-October 2025 and end in late October 2025.

5.8.1.6 I-75 Improvements

As part of the Southwest Connect Interstate Program, FDOT District One prepared an I-75 Central Corridor Master Plan to evaluate the need for improvements on I-75 based on projected population and employment growth in Lee, Charlotte, DeSoto, and Sarasota counties. The plan identified a potential new I-75 interchange at Raintree Boulevard or Yorkshire Street or a Collector-Distributor (C-D) system that would provide access to both roadways. The interchange would be located in the City of North Port in Sarasota County, just north of the Charlotte County Line. The Charlotte County-Punta Gorda MPO and Sarasota-Manatee MPO both proposed a new interchange to mitigate the impacts of congestion by distributing traffic and improving operations. FDOT and the MPOs continue to coordinate next steps for the new interchange.

5.9 OPERATIONS AND MANAGEMENT STRATEGIES

The Transportation Systems Management and Operations (TSM&O) program was created by FDOT with the goals of promoting safe, efficient statewide transportation systems that foster economic growth and development while maintaining environmental resources, connectedness, and quality of life. The TSM&O Program is divided into five areas: Management/Deployments, Statewide Arterial Management Program, Connected Vehicle, ITS Communications, and ITS Software and Architecture.

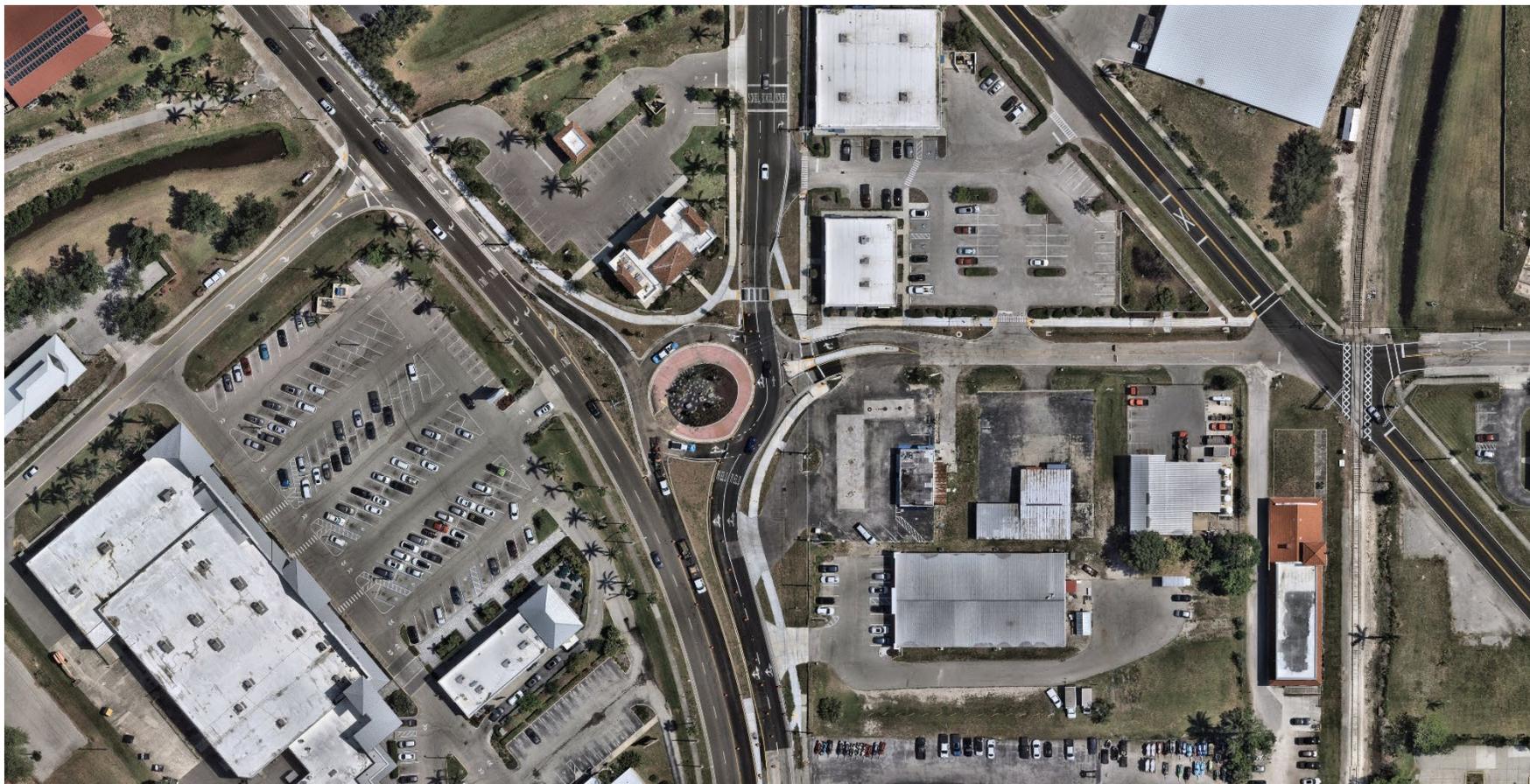
The Charlotte County-Punta Gorda MPO uses Transportation Systems Management strategies to improve operations and expand the existing system's capabilities. TSM&O strategies are often supported by ITS (Intelligent Transportation Systems) and ACES (Automated, Connected, Electric, and Shared-Use) initiatives. ACES strategies make use of emergent technologies like electronic signs, traffic controls, sensors, cameras, and communication technology to improve system control and management.

Traffic control devices are an integral part of the MPO's ITS framework, supporting the safe and efficient use of roadway network capacity. To guide future efforts, the MPO developed the ATMS/ITS Master Plan in 2022 that guides priority technologies and projects aimed at reducing congestion, improving safety, and modernizing traffic operations. Key recommendations from the plan are listed below, and additional detail can be found in the full ATMS/ITS Master Plan available under separate cover.

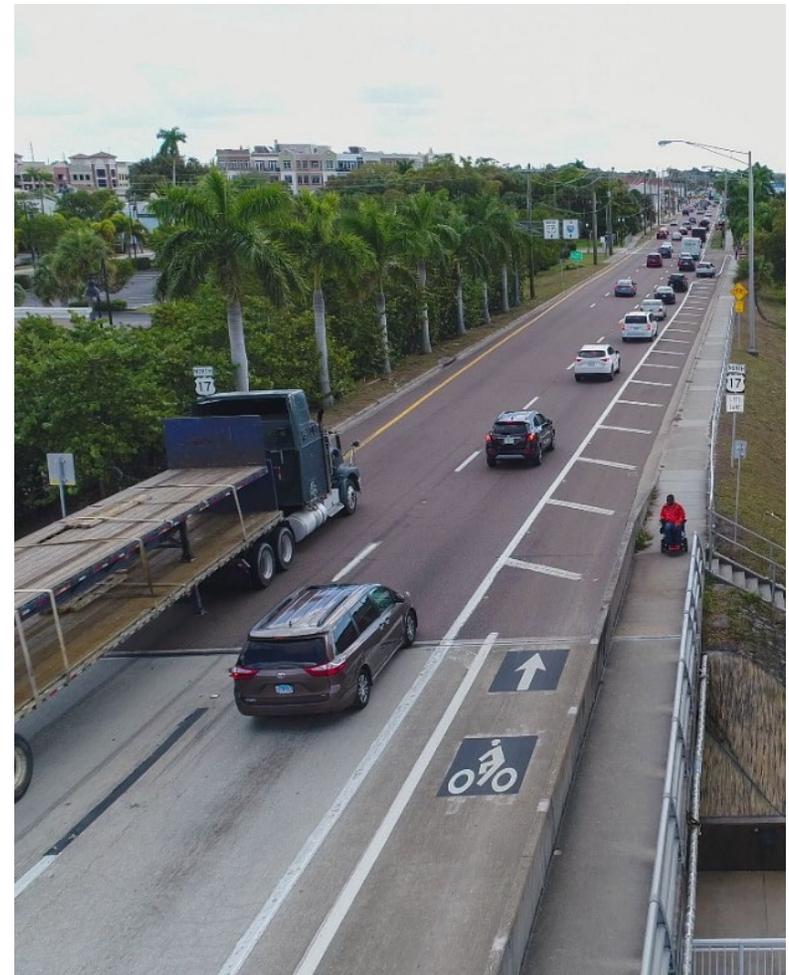
- New Traffic Management Center for real-time monitoring
- Upgraded signal controllers/software for adaptive operations
- Expanding fiber optic communications network
- CCTV cameras/detection at key locations
- Dynamic message signs for traveler info
- Transit signal priority implementation
- Integrated corridor management
- Phased implementation tied to funding

5.10 CONGESTION MANAGEMENT

MPOs are required by the State of Florida and the FHWA to develop and maintain a Congestion Management Process (CMP), a management system that is designed to improve traffic operations, increase safety, and reduce the volume of travel demand. The federal government requires that CMPs be monitored, evaluated based on performance, and implemented periodically. The CMP uses a variety of tools, including ITS and data modeling, to create strategies that reduce overall congestion and mitigate its impacts.



US 41 at Carmalita St



Southern Viewshed US 41 SB Bridge, South of Peace River

Figure 5-8. Federal Highway Administration (FHWA), Eight Actions Congestion Management Process

5.11 TRANSIT DEVELOPMENT PLAN

The Charlotte County 10-Year Transit Development Plan (TDP) for 2025 – 2034 adopted a major update in July 2024. FDOT requires that TDPs cover a 10-year planning horizon, receive major updates every five years, and are developed in accordance with other regional plans created by FDOT and the MPO. Charlotte County's TDP outlines its four transit goals and provides a strategic plan to achieve those goals:

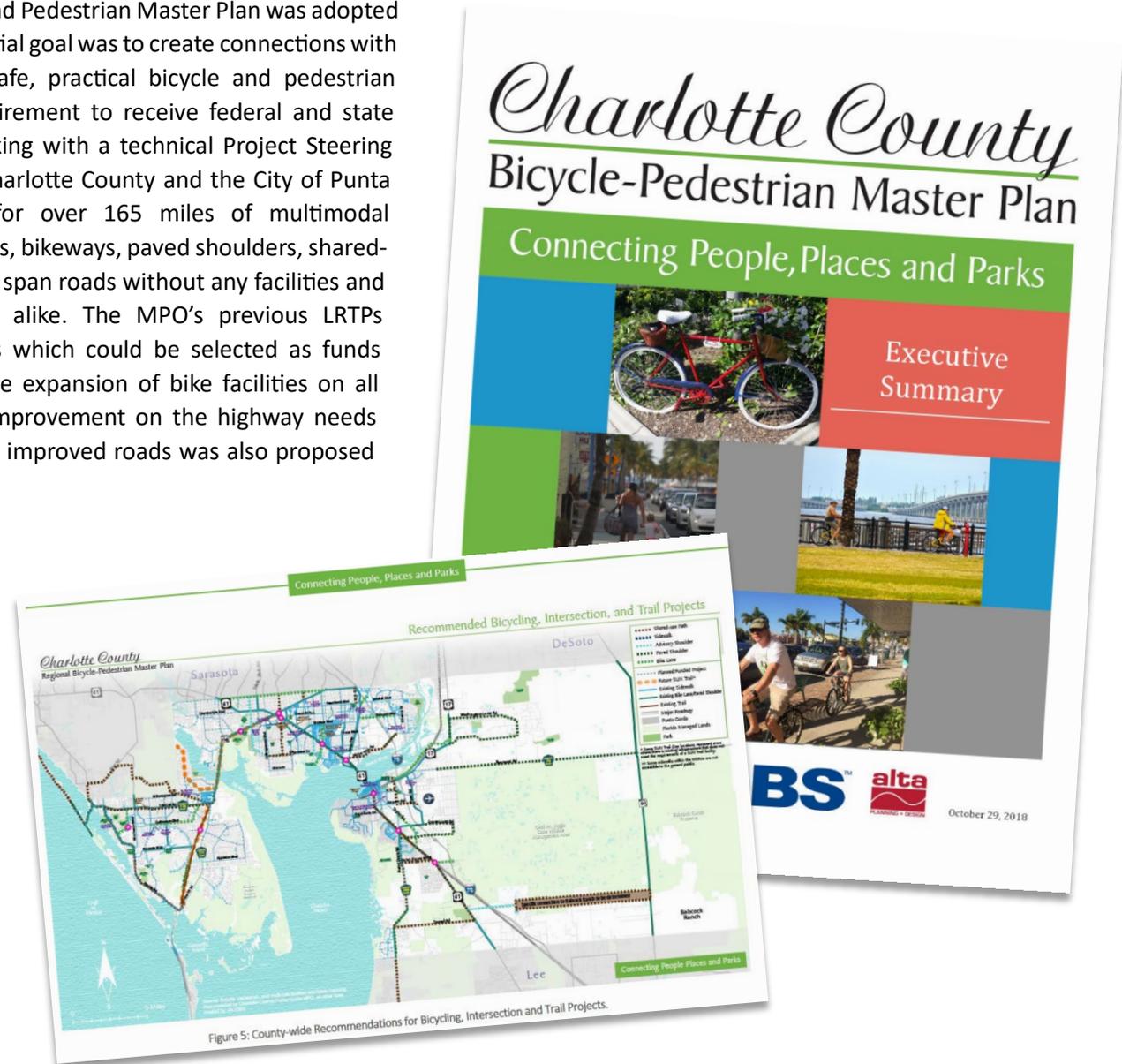
- Goal 1: Improve Charlotte County Transit's overall effectiveness and efficiency through strategic investments in innovative technologies and infrastructure upgrades.
- Goal 2: Develop, maintain, improve, and enhance an efficient public transit system that maximizes community benefits through increased mobility options.
- Goal 3: Increase visibility and successfully promote transit services in Charlotte County.
- Goal 4: Foster the development of multimodal infrastructure that integrates transit with land use planning to create accessible and sustainable communities.

In addition to setting forth specific actions, the TDP also makes note of all transit needs—even those for which there is currently no funding. Charlotte County Transit conducted a Transit Market Assessment to evaluate transit demand over the 10-year planning horizon. This assessment used spatial distribution analysis of existing trips to conclude that employment density, rather than dwelling unit density, is the primary indicator of discretionary transit markets in Charlotte County and identified these markets. By contrast, there is a larger reliance on transit in traditional rider markets—youths, low-income households, zero-vehicle households, and older adults. A ridership demand forecast predicts a 17.8% increase in demand for regularly scheduled transit and between 33% and 40% increase in demand for microtransit in the next 10 years. The TDP outlines plans to improve current curb-to-curb services in a technology-based on-demand microtransit service with four zones. Charlotte County has also identified the need for local and regional connectors that can supplement microtransit services and serve important shopping, recreation, and employment centers at longer distances. However, the county also has a need for circulators that can serve smaller areas, like downtowns or beach communities. The final major transit need the county identified was for a passenger ferry to provide waterborne transit for both connectivity and recreation. The TDP details the capital, infrastructure, technology, and policy necessary to meet these 10-year transit needs.

Charlotte County also adopted a Transportation Disadvantaged Service Plan (TDSP) for Fiscal Years 2021/2022 - 2025/26. The plan was originally approved in September 2021 and received its third annual update in May 2025. The TDSP identifies the transportation needs of people with disabilities, older adults, and low-income individuals and creates a comprehensive strategy to meet and prioritize those needs. The plan is divided into three sections dedicated to development, service, and quality assurance. Charlotte County articulates goals for the coordination, marketing, provision, and quality of service, resource management, safety, and implementation of standards and policies. The TDSP also includes information on the county's safety plan, intercounty services, and emergency preparedness and response.

5.12 BICYCLE AND PEDESTRIAN MASTER PLAN

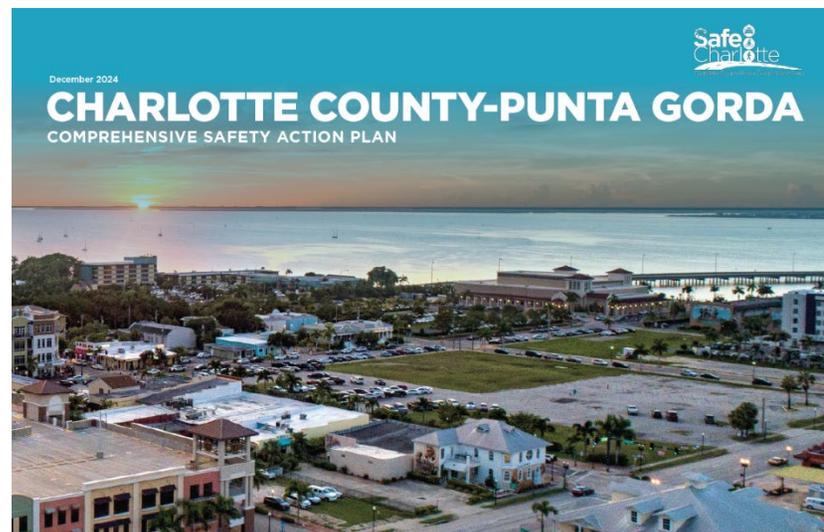
Charlotte County's first Regional Bicycle and Pedestrian Master Plan was adopted by the MPO's Board in 2018. The plan's initial goal was to create connections with an integrated multimodal network of safe, practical bicycle and pedestrian facilities. This adoption was also a requirement to receive federal and state funds, as well as private grants. By working with a technical Project Steering Committee and receiving public input, Charlotte County and the City of Punta Gorda have proposed improvements for over 165 miles of multimodal transportation facilities including sidewalks, bikeways, paved shoulders, shared-use paths, and crosswalks. These projects span roads without any facilities and those that have gaps or missing links alike. The MPO's previous L RTPs 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.



5.13 SAFETY

From 2016 – 2020, Charlotte County experienced 512 traffic collisions with serious injuries and 132 with fatalities. Because this fatality rate exceeds the national average, the USDOT’s Safe Streets and Roads for All (SS4A) program funded the Charlotte County-Punta Gorda MPO’s Comprehensive Safety Action Plan (CSAP) to help reach the goal zero fatalities and serious injuries due to traffic crashes by 2045. The public engagement process involved two pop-up events, two public workshops, an online survey, and the creation of a page dedicated to the CSAP on the Charlotte County-Punta Gorda MPO’s website, including a CSAP dashboard that presented data related to crashes. In order to address traffic safety concerns in the region, the CSAP identified 13 High Injury Network (HIN) Corridors, or street networks that see a disproportionately crashes that lead to people being killed or severely injured (KSI):

- US 41 (Tamiami Trail) from Midway Blvd to Conway Blvd
- US 41 (Tamiami Trail) from Conway Blvd to Melbourne St
- US 41 (Tamiami Trail) from Veterans Blvd to Midway Blvd
- US 41 (Tamiami Trail) from W Retta Esplanada to Carmalita St
- Kings Highway from US 41 to Palmetto Mobile Park
- Veterans Boulevard from Centennial Boulevard to Tamiami Trail
- Veterans Boulevard from Tamiami Trail to Murdock Circle
- Kings Highway from Veterans Blvd to E of Sandhill Blvd
- Midway Boulevard from Lakeview Blvd to Harbor Blvd
- Edgewater Drive from Midway Blvd to Conreid Dr NE
- Olean Boulevard from US 41 to Key Ln
- Cooper Street from Olympia Ave to Burland St
- Marion Ave from Henry St to Chasteen St
- US 41 (Tamiami Trail) from Retta Esplanade to Airport Rd



The following sections include snapshots of components of the CSAP that focus on the HIN and crashes by travel mode.

The Charlotte County HIN map can be found in **Figure 5-9**. Crashes on HIN Corridors make up 54% of all KSI crashes in the region, including 56% of pedestrian, 51% of bicyclist, and 65% of motorcyclist KSI crashes. Maps of crashes by mode type can be found in **Figure 5-10** to **Figure 5-13**. The CSAP provided specific safety countermeasure strategies to mitigate crashes at each of these locations. The plan also included a suite of final recommended countermeasures, which were divided into 5 categories:

- Education, policy, enforcement, and emergency response countermeasures like increasing awareness of safe driving, updating transportation infrastructure standards, and stricter application of traffic laws
- Planned engineering countermeasures
- Near-term improvements (by 2030)
- Mid-term improvements (by 2040)
- Long-term improvements (by 2045)

Examples of near-term improvements include road safety audits, speed feedback signs, and low-cost, quick-build pedestrian safety improvements. Mid-term improvements include road upgrades to include paved shoulders and drainage improvements, new and enhanced buffered bike lanes, and signaling intersections with leading pedestrian intervals (LPIs) and high-emphasis crosswalks. Long-term improvements include conversion of channelized right turns to improve sight distance, creation of multiuse trails or shared-use paths with tree canopies, and future land use and zoning revisions.

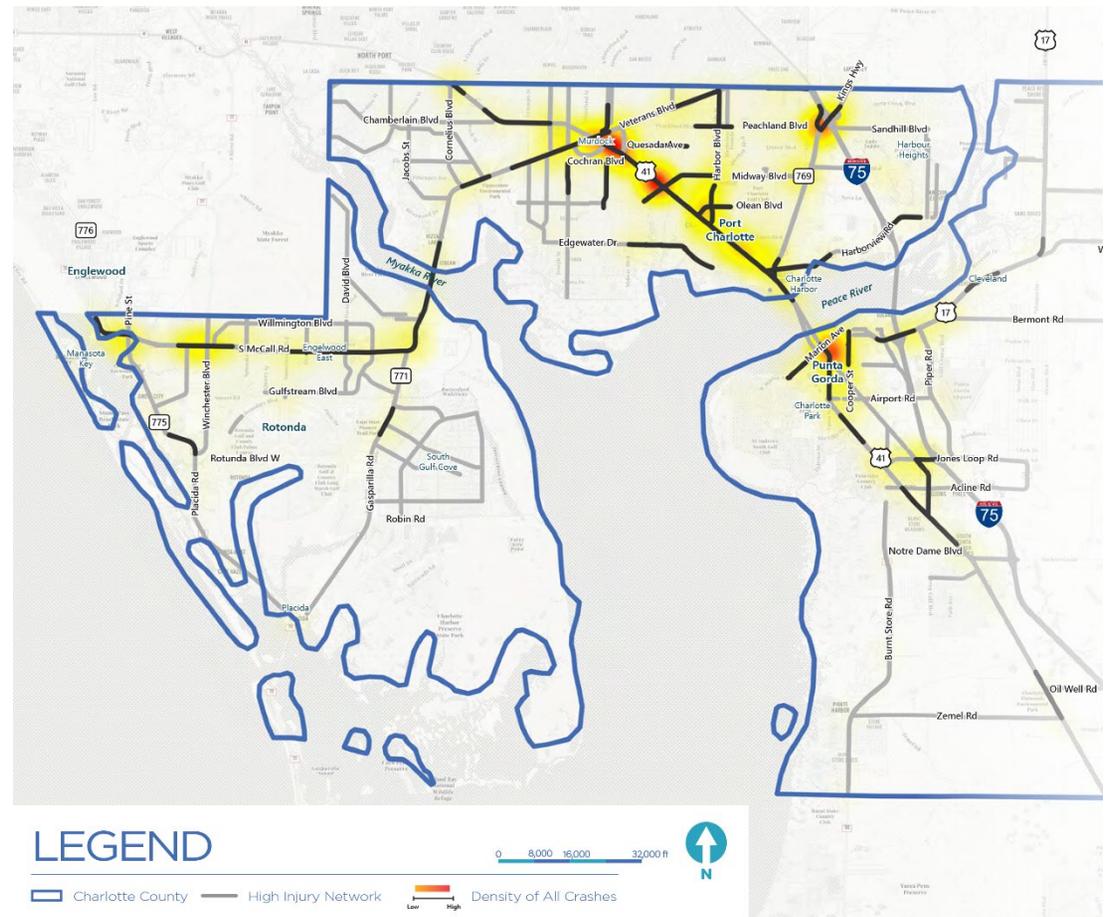


Figure 5-9. Charlotte County-Punta Gorda MPO Planning Area High Injury Network (HIN)

5.13.1 MOTOR VEHICLE CRASHES

Motor Vehicle (car/truck) crashes made up 94.4% of reported crashes from 2018-2022. These include 70 fatalities and 344 serious injuries. There were high concentrations of motor vehicle crashes near the US 41/SR 776 intersection, along US 41 east of SR 776, and on SR 776 in West County.

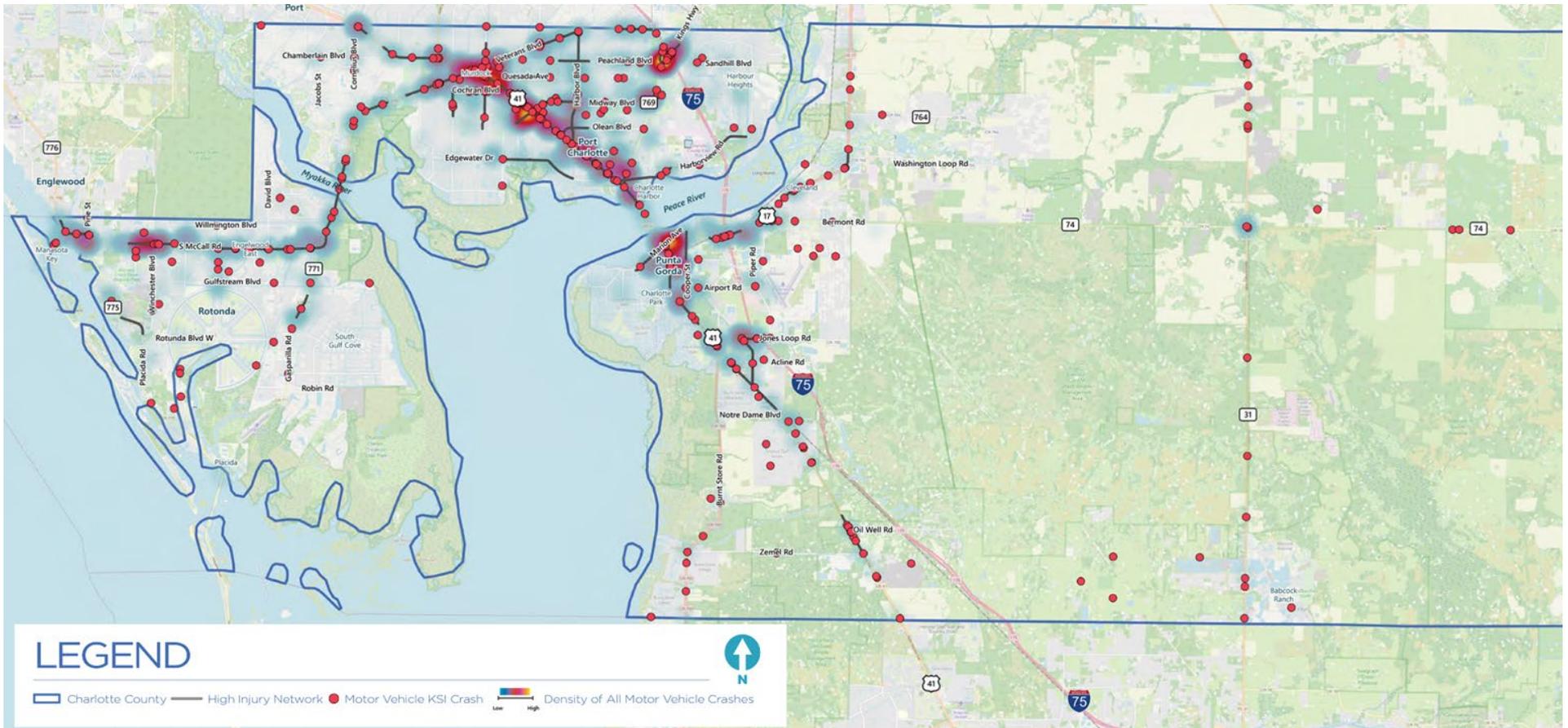


Figure 5-10. Charlotte County-Punta Gorda MPO Planning Area Automobile Crashes (2018-2022)

5.13.2 MOTORCYCLE CRASHES

Crashes involving motorcycles made up 2.5% of reported crashes from 2018-2022. These include 28 fatalities and 116 serious injuries. There was a high concentration of motorcycle crashes along US 41, east of SR 776 and along SR 776, west of US 41, and in West County.

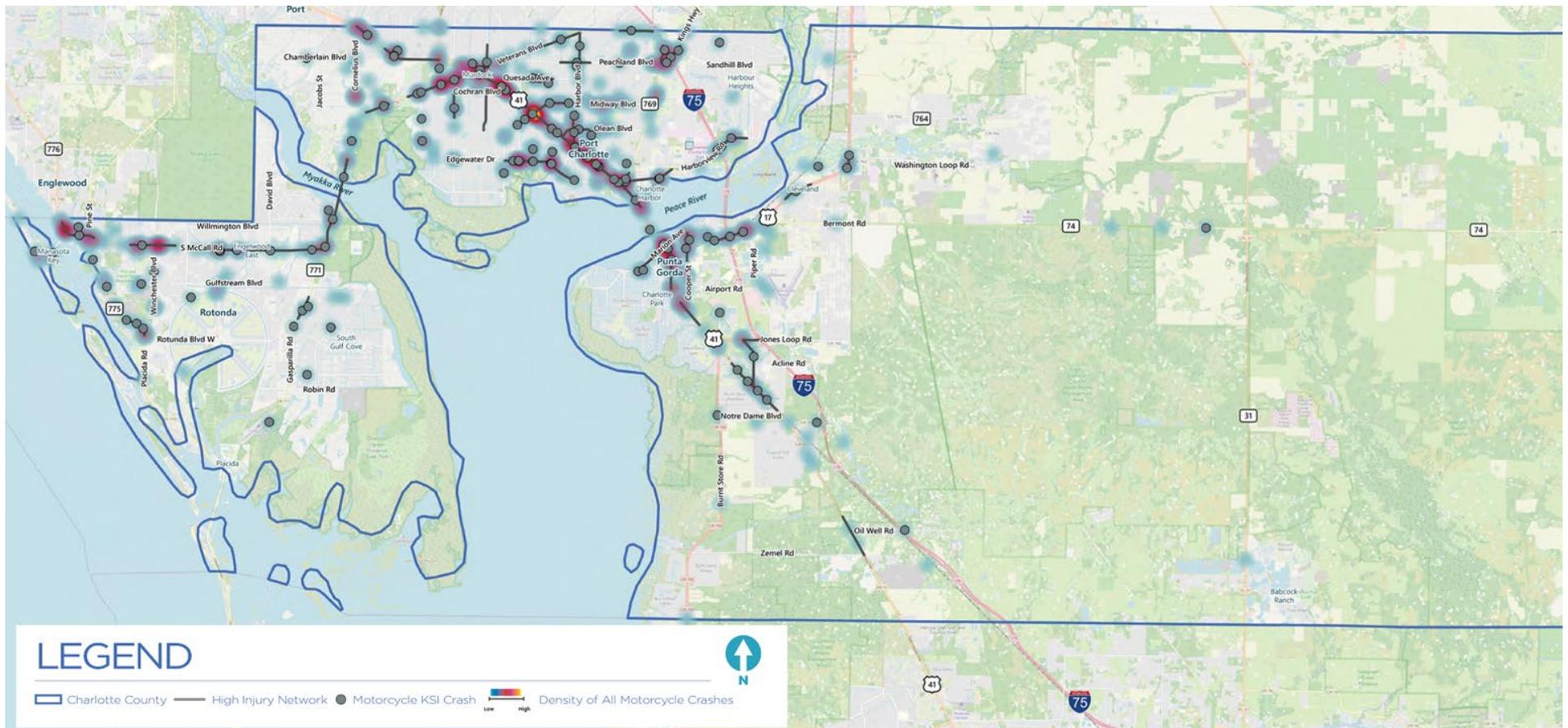


Figure 5-11. Charlotte County-Punta Gorda MPO Planning Area Motorcycle Crashes (2018-2022)

5.13.3 BICYCLE CRASHES

Crashes involving bicycles made up 1.4% of reported crashes from 2018-2022. These include 11 fatalities and 34 serious injuries. There was an especially high concentration of bicycle crashes along US 41, east of SR 776. Other roadways throughout the Port Charlotte area saw a significant amount of crashes involving bicycles.

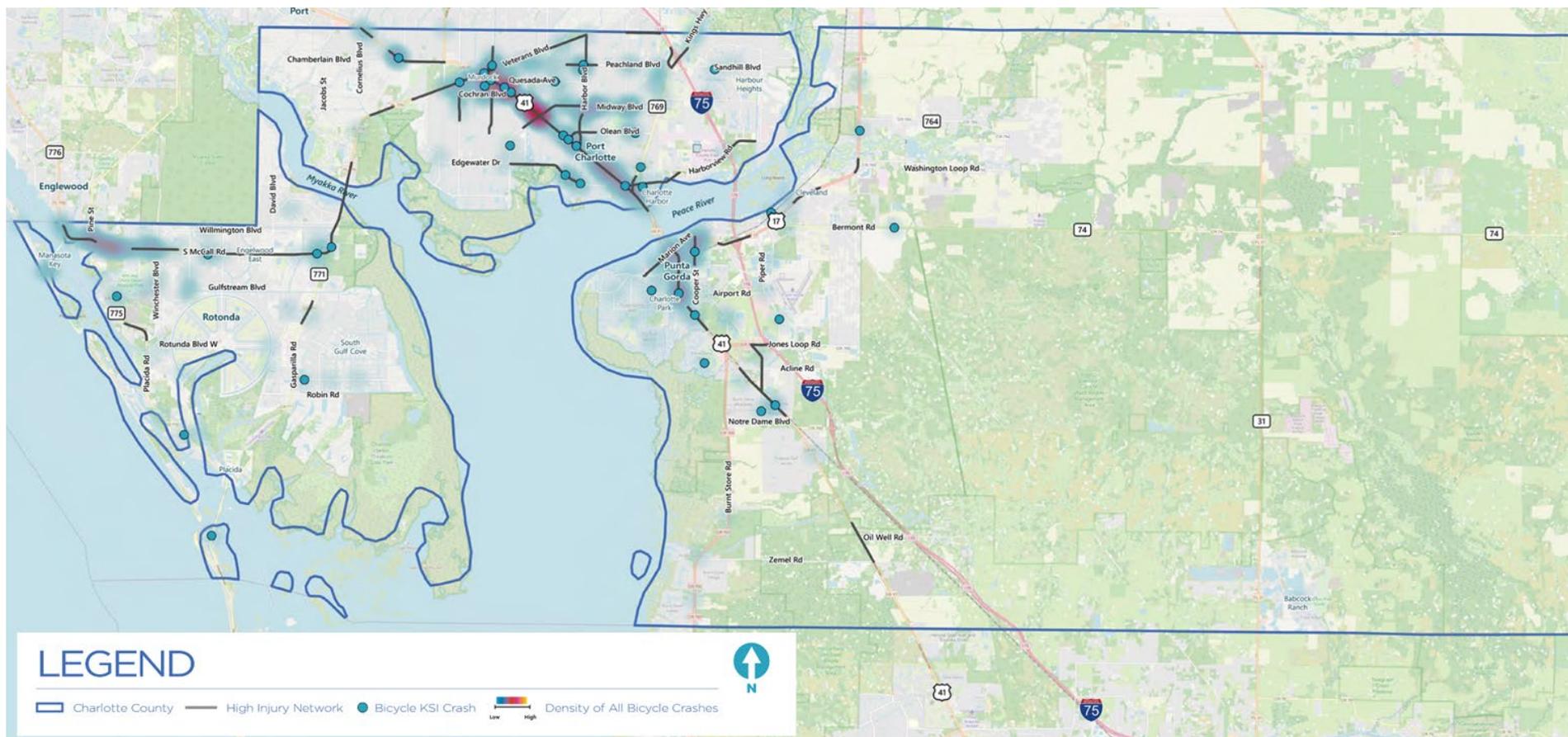


Figure 5-12. Charlotte County-Punta Gorda MPO Planning Area Bicycle Crashes (2018-2022)

5.13.4 PEDESTRIAN CRASHES

Crashes involving pedestrians made up 1.7% of reported crashes from 2018-2022. These include 23 fatalities and 48 serious injuries. Generally, there is a higher rate of fatality and serious injury associated with crashes involving pedestrians. There was an especially high concentration of bicycle crashes along US 41, east of SR 776, where there is significant commercial land use.

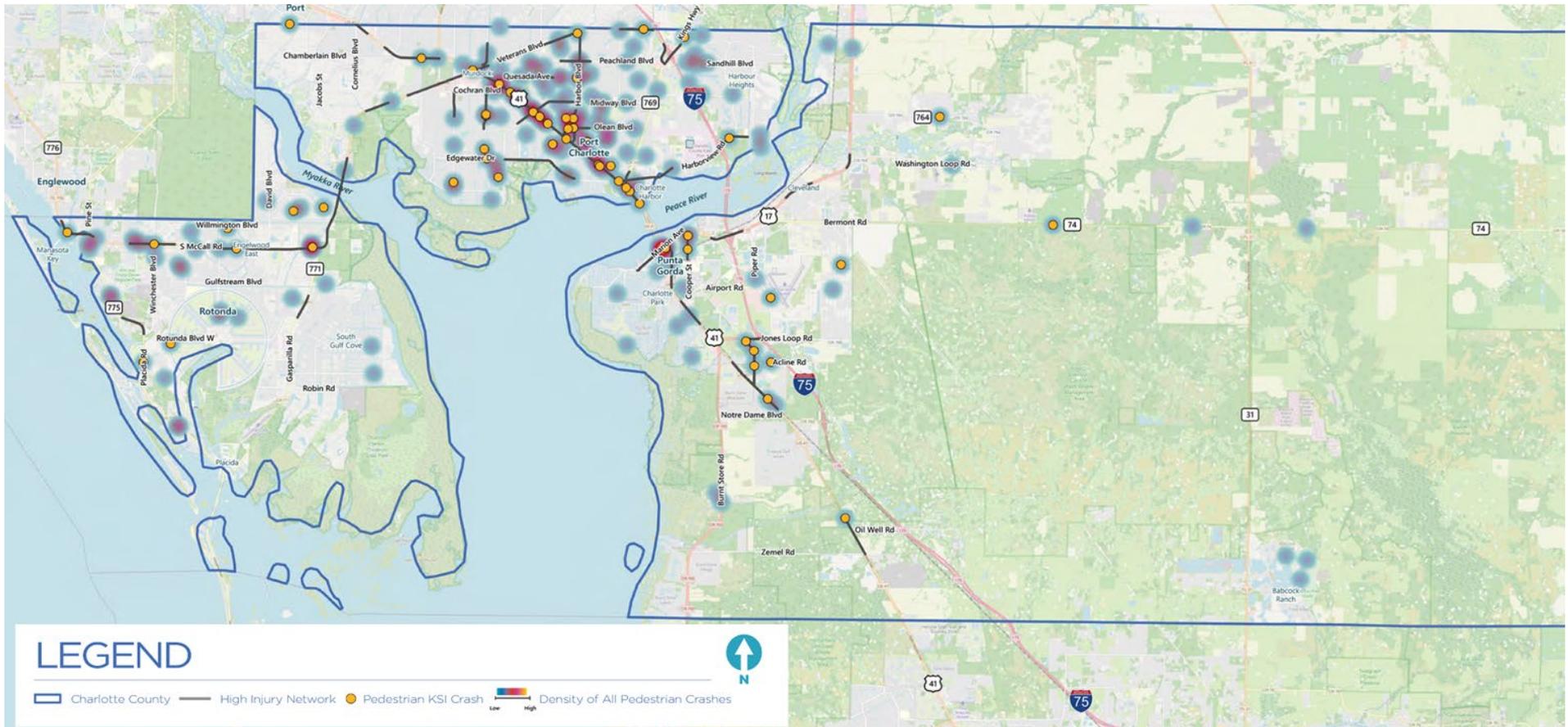


Figure 5-13. Charlotte County-Punta Gorda MPO Planning Area Pedestrian Crashes (2018-2022)

5.14 VULNERABLE ROADWAYS AND MITIGATION STRATEGIES

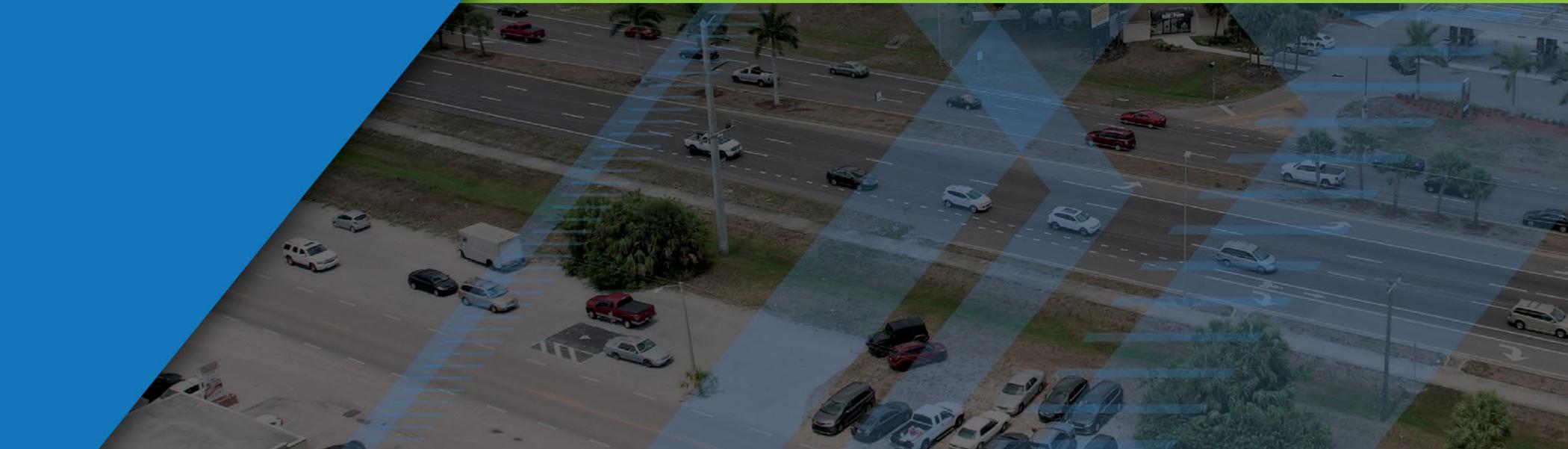
The MPO has worked with Florida State University's Department of Urban and Regional Planning to generate a Hazard Mitigation Study. The study identified roadways vulnerable to flooding and other weather events. Since the study, MPO uses increasingly up-to-date information from the National Oceanic and Atmospheric Administration's (NOAA) flood plain maps and the University of Florida Sea Level Scenario Sketch Planning Tool to target potential cost feasible mitigation projects. The MPO prioritizes these projects while maintaining a focus on designing and engineering roadways flood resiliency and stormwater management features and avoiding the construction of additional roadways in vulnerable areas. In this way, the MPO not only reduces exposure to hazards but also helps mitigate surface transportation impacts on stormwater quality and drainage systems. Stormwater best management practices to limit runoff and protect water quality should be incorporated into projects identified in this LRTP including both roadway retrofits and new projects.



Western Viewshed Edgewater Dr



Chapter 6: Public Involvement



6.0 PUBLIC INVOLVEMENT

6.1 INTRODUCTION

To be eligible to receive federal transportation funds, Charlotte County-Punta Gorda MPO must comply with federal and state standards regulating public involvement processes in transportation planning. To promote full and fair participation in the LRTP update process by all affected citizens, the MPO provided public notice and allowed for public comment both at key points and throughout the planning process.

The Charlotte County-Punta Gorda MPO's Long Range Transportation Plan (LRTP) Update was guided by a comprehensive public participation strategy that began early and continued throughout the planning process. Outreach methods included workshops, stakeholder interviews, surveys, MPO meetings, press releases, newsletters, and a dedicated project website—each designed to maximize community input and visibility.

To ensure equitable access and meaningful participation, outreach efforts adhered to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990. Special attention was given to engaging minority, low-income, transit-dependent, and limited English proficiency populations.



South County Public Meeting, May 2025

The MPO hosted a wide array of public engagement activities as shown in **Table 6-1**.

Table 6-1. Public Engagement Activities hosted by Charlotte County-Punta Gorda MPO

Date	Activity	Location
February 10, 2025	Public Workshop 1 (Mid County)	Charlotte County Family Services Center Port Charlotte
February 11, 2025	Public Workshop 1 (West County)	Ann & Chuck Dever Regional Park Recreation Center Englewood
February 12, 2025	Public Workshop 1 (South County)	Charlotte Harbor Event & Conference Center Punta Gorda
March 5, 2025	Virtual Workshop 1	Virtual (GoTo Webinar)
April 7, 2025	Consensus Building Workshop 1	Charlotte County Family Services Center Port Charlotte
April 24, 2025	Community Transportation Workshop	MPO Office Port Charlotte
May 15, 2025	Consensus Building Workshop 2	Charlotte County Family Services Center Port Charlotte
May 27, 2025	Public Workshop 2 (West County)	Ann & Chuck Dever Regional Park Recreation Center Englewood
May 28, 2025	Public Workshop 2 (Mid County)	Charlotte County Family Services Center Port Charlotte
May 28, 2025	Public Workshop 2 (South County)	Charlotte Harbor Event & Conference Center Punta Gorda
May 29, 2025	Virtual Workshop 2	Virtual (GoTo Webinar)
July 16, 2025	Public Workshop 3 (West County)	Tringali Community Center Englewood
July 17, 2025	Public Workshop 3 (Mid County)	Charlotte County Family Services Center Port Charlotte
July 17, 2025	Public Workshop 3 (South County)	Charlotte Harbor Event & Conference Center Punta Gorda
August 14, 2025	Virtual Workshop 3	Virtual (GoTo Webinar)

6.2 PUBLIC INVOLVEMENT APPROACH



Consensus Building Workshop, April 2025

Public workshops were a central component of the LRTP outreach strategy, designed to gather input on both the Needs Plan and the Cost Feasible Plan (CFP). Locations were selected across west, central, and south Charlotte County to ensure geographic diversity and reach underserved communities.

In addition to in-person sessions, four virtual workshops were held to expand accessibility. All meetings were publicly advertised and included formal presentations followed by Q&A sessions and opportunities for public comments.

Throughout the planning process, interim findings were presented to the MPO Governing Board, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle/Pedestrian Advisory Committee (BPAC). Technical memoranda were distributed in advance to support informed discussion. Public involvement activities were structured into three phases:

- Phase I – Establishing a long-term vision for 2050
- Phase II – Identifying transportation needs and potential improvements
- Phase III – Prioritizing projects based on cost feasibility and implementation readiness

In-person and phone interviews with key stakeholders were conducted to gather input on future growth and transportation investment priorities for Charlotte County through 2050. Insights from these conversations helped shape subsequent public involvement efforts and informed the overall direction of the LRTP.

Table 6-2 provides a list of stakeholders contacted and interviewed as part of the Moving Charlotte Forward 2050 LRTP efforts.

Table 6-2. Stakeholder Information

Name & Position	Organization
Jason Fair/Tina Chavez, Director	Charlotte County Public Safety/Fire
Rhonda Harvey, Executive Director	Keep Charlotte Beautiful
Carl Benge, Principal Planner	City of Punta Gorda
Bryon Clemens, City Engineer	City of Punta Gorda
Dave Watson, Director	Utilities
Kenneth Stecher, Operations Manager	Utilities
Doug Izzo, Executive Director	Englewood Chamber of Commerce
Bob White, Executive Director	Charlotte County Chamber of Commerce
Ray Massey/Brookshire, Vice President	Peace River Riders
Andy Cripps, Executive Director	Punta Gorda Chamber
Dr. Ian Neuhard/Dr. Tom Rath, Vice President of Student Affairs	Florida Southwestern College
Brett White, Development Officer	Punta Gorda Airport
Patrick Fuller, Emergency Management Director	Charlotte County Emergency Management
Lynn Matthews, President	Military Heritage Museum
Tony Conte/Andrew Mitchell, Transportation Director	Charlotte County Public Schools Transportation
Nicholas Cook alternate for Matt McGee	Human Services/Veteran Services Office
Heidi Maddox, Transit Operations Manager	Charlotte County Transit Division
Kay Tracy, Economic Development Director	Charlotte County Economic Development
Robert Fakhri, Transportation Engineer	Charlotte County Public Works – Transportation
April Santos, Projects Manager	Charlotte County Public Works – Utilities
Ben Bailey, Community Development Director	Charlotte County Community Development
Don Scott, Executive Director	Lee MPO
Dustin Paille, Sergeant	Charlotte County Sheriff's Office
Laura/Drew Rossi, Project Manager/Project Manager	Protean Design Group
James Wernicke	BPAC
Steve Hurt	CAC
Dr. Ellen Kiss	CAC
Dianne Quilty	CAC
Priya Ahlumalia	CAC
Rudy Askew, 2025 Leadership Team	Private Citizen
Kellie Dunson Allen, Senior Director of Outreach	Charlotte County Habitat for Humanity
Angie Mattessen, Executive Director	United Way of Charlotte County
Brandon Moody, Water Quality and Resiliency Manager	Charlotte County Utilities Department
Jennifer Hecker, Executive Director	Charlotte Harbor Natural Estuary Program
Alternate Tracyann Brathwaite for Maricela Morado, Director	Area Agency on Aging SWFL
Ralph Mitchell, Director	IFAS

6.3 PUBLIC INVOLVEMENT INPUT

6.3.1 FEBRUARY PUBLIC WORKSHOPS

Comments received at the February workshops are summarized below:

- Accessibility and Safety for Individuals with Disabilities
 - Need more transportation options outside of business hour
 - Need drivers trained in safety for those with developmental disabilities
 - Need better infrastructure like lighting and accessible sidewalks
 - Regular engagement with the disabled community is essential to meet their evolving needs
- Bicycle Infrastructure and Safety
 - Need improved bike lanes, better safety measures, and secure bike racks on public transit
 - Need more multi-use trails, safer bike paths, and enhanced connectivity, particularly around Jones Loop and Punta Gorda Isles, to prevent potential accidents
- Public Transit and Transportation Options
 - Need for increased public transit for low-income residents
 - Need for better connections between key facilities
 - Need for rail options to high-traffic locations
 - Need to expand EV charging stations and ensure better beach access through transit
- Roadway Conditions and Safety
 - Safety should be the top priority, followed by improvements to road conditions and managing growing traffic, especially during peak season
 - Need to improve traffic flow
 - Need to enhance road safety
 - Need to add dedicated bike lanes

- ▶ Infrastructure and Growth Management
 - Infrastructure should be hurricane-resistant
 - Concerns about the impact of rapid growth on road construction costs and funding
 - Need more north-south routes
 - Need another bridge over Charlotte Harbor
 - Need improvements to Burnt Store Road
- ▶ Specific Location and Infrastructure Concerns
 - Concerns about bike path connections in Punta Gorda Isles
 - Need county-wide bike plan
 - Concerns about access to federal funds
 - Suggestions include water taxis and ferry services like those in major cities
- ▶ Emergency Response and Law Enforcement
 - Ensuring adequate police services is critical, but it may require higher taxes
 - Fines collected from expanded police services could help offset cost of expanding those services
- ▶ Miscellaneous
 - Requests include access to maps and information used in workshops and updated data on injuries and deaths on Burnt Store Road, especially in relation to the High Injury Network Dashboard

6.3.2 MARCH VIRTUAL WORKSHOP

During the March Virtual Workshop, the project team presented key components of the Long Range Transportation Plan (LRTP), including the project schedule, policy framework and goals, revenue and socioeconomic forecasts, and a list of high-priority and capacity-enhancing projects. No public comments were received from participants during the session.

6.3.3 APRIL CONSENSUS BUILDING WORKSHOP

At the April Consensus Building Workshop, stakeholders were asked questions based on the Preliminary Needs Map, High Priority Needs Map, Transit Development Plan Map, and Bike, Pedestrian, and Trail Plan Map. Stakeholders were asked a series of questions regarding each of these maps. Their responses are summarized below.

6.3.3.1 Preliminary Needs Map

- Are there any improvements that are not currently included that should be considered?
 - Widening of key corridors including:
 - Biscayne Drive and Cornelius Boulevard (SR 776 to Sarasota County Line)
 - Gasparilla Road (Rotonda Boulevard to SR 776) as evacuation route
 - Zemel Road (Burnt Store Road to US 41)
 - Taylor Road (North Jones Loop to US 41)
 - Jones Loop Road (North and South)
 - Loop Connector (Jones Loop Road to US 17)
 - New US 41 bridge across Peace River to relieve congestion
 - Veterans Boulevard connection to I-75 via Orlando Boulevard
- Are there any improvements depicted that may need to be removed from consideration?
 - Gulfstream Extension (Coach Road to CR 771)
 - Peachland Boulevard (Veterans Boulevard to Loveland Boulevard)
 - Rampart Boulevard (Kings Highway to Rio De Janeiro Avenue)
 - Loop Connector (Jones Loop Road to US 17)
- From your perspective, what are the three most important capacity needs for Charlotte County roadway network?
(Listed in no particular order)
 - SR 776 (Placida Road to US 41)
 - Kings Highway and I-75 Interchange
 - Burnt Store Road

6.3.3.2 High Priority Needs Map

- Are there any improvements that should be added, removed, or modified?
 - Widening of key corridors to be added:
 - Veterans Boulevard
 - Tuckers Grade (US 41 to I-75)
 - Loveland Boulevard (Westchester Boulevard to Hillsborough Boulevard)
 - CR 74 (US 17 to SR 31)
 - North and South Jones Loop Road

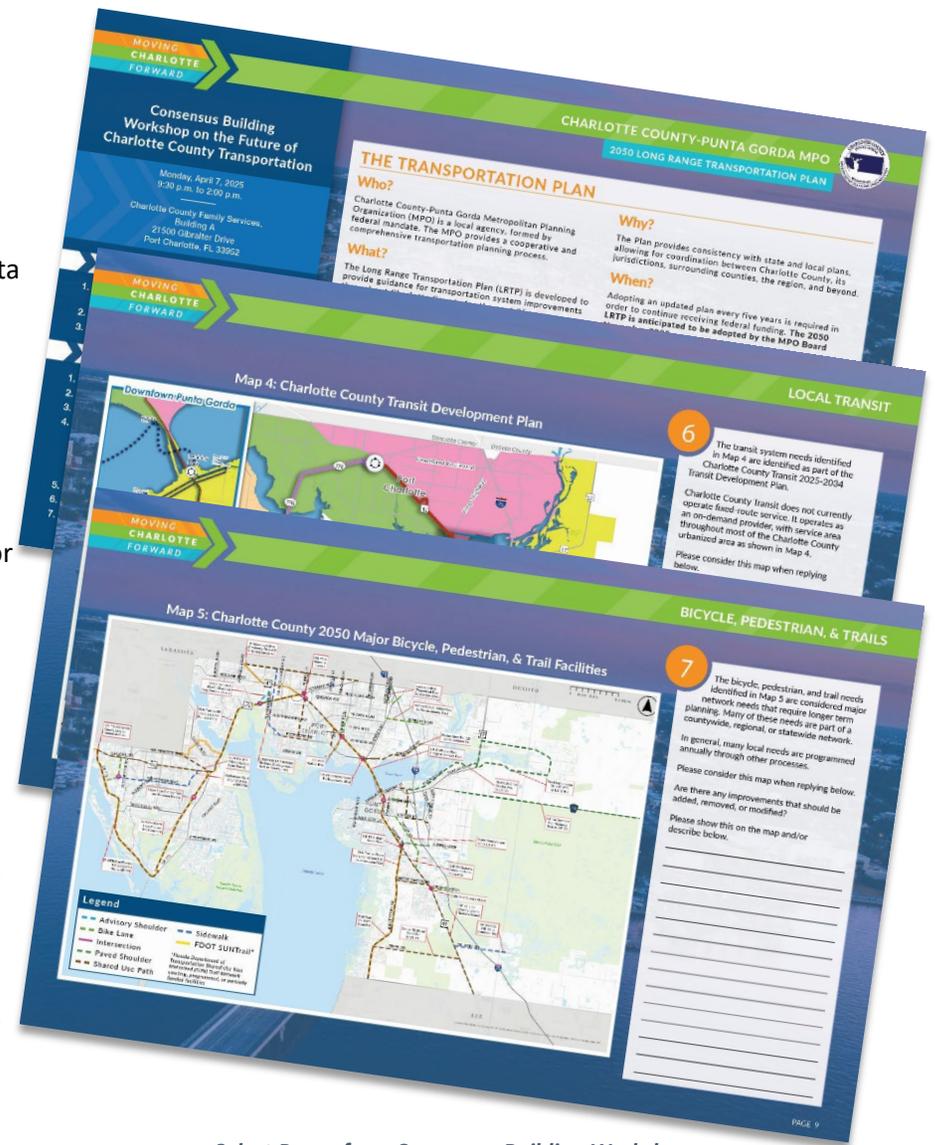
- Widening of key corridors to be retained:
 - SR 31 (Lee County Line to CR 74)
 - Kings Highway Interchange

6.3.3.3 Transit Development Plan Map

- What changes would you make?
 - Create hubs at hospitals and airport
 - Airport Connector to other routes
 - Add Veterans Boulevard and Kings Highway to Punta Gorda route
 - Loop US 41 shopper
 - Add stops to Harbor Hopper
 - Connection to Charlotte Beach
 - Connection to Harbor Heights Park

6.3.3.4 Bicycle, Pedestrian, and Trail Map

- Are there any improvements that should be added, removed, or modified?
 - Add bike lanes to key corridors including:
 - Ocean Boulevard and Harbor Boulevard
 - Kings Highway, West Port
 - Peachland Boulevard to Rampart Boulevard
 - Add multi-use paths to key corridors including:
 - Riverside Drive in South Punta Gorda
 - Carmalita Street (Cooper Street to Education Avenue)
 - Airport Road (Cooper Street to Taylor Road)
 - Add a sidewalk to the following key corridor:
 - Harborview Boulevard (Rio De Janeiro Avenue to Highlands Road)
 - Remove paved shoulder on the following corridor:
 - CR 74 (Bermont Rd)



Select Pages from Consensus Building Workshop

6.3.4 APRIL COMMUNITY TRANSPORTATION WORKSHOP

During the Community Transportation Workshop, the project team presented key components of the Long Range Transportation Plan (LRTP), including the project schedule, policy framework and goals, revenue and socioeconomic forecasts, demographic information, and a list of high-priority and capacity-enhancing projects. No public comments were received from participants during the session.

6.3.5 MAY PUBLIC WORKSHOPS

Comments received at the May workshops are summarized below:

- ▶ Jones Loop Road
 - Strong opposition to proposed Jones Loop Road extension, concerns raised about cutting through property in the Ranchettes
 - Support for expanding micro transportation and public transportation within the county
 - A resident expressed a desire to remove “race track roads”

6.3.6 JUNE CONSENSUS BUILDING WORKSHOP

At the June Consensus Building Workshop, stakeholders were asked questions based on the Preliminary Needs Map, Local Revenue Sources, Project Prioritization Considerations, High Priority Capacity Needs Map, Transit Development Plan Map, and Bicycle, Pedestrian, and Trail Facilities Map. Stakeholders were asked a series of questions regarding each of these. Their responses are summarized below.

6.3.6.1 Preliminary Needs Map

- ▶ Are there any improvements that should be added or removed?
 - Add the following improvements:
 - Intersection at US 41 and Toledo Blade Boulevard
 - Buc-ee’s intersection on Harbor View Road
 - Intersection at US 41 and Melbourne Street
 - Modify the following improvements:
 - Gasparilla Road 4-lane widening to Harness/Robin Road
 - Sandhill Boulevard and Kings Highway improvements

6.3.6.2 Local Revenue Sources

- What three potential approaches would the community consider to increase future revenue available for transportation capital improvement?
 - Increase impact fees for developers
 - Increase vehicle registration costs
 - Vehicle registration fee based on weight of vehicle

6.3.6.3 Project Prioritization considerations

- What are the three most important criteria to consider when prioritizing roadway capacity projects for funding in the cost feasible plan?
 - Projects with existing phases completed or funded
 - Safety
 - Roadway project affordability
 - Data analysis of roadways (volumes, capacity, etc.)

6.3.6.4 High Priority Capacity Needs Map

- Do you agree that the improvements highlighted as Tier 1 are the top priorities to be funded by 2050 in Charlotte County?
 - Move Veterans Blvd/Kings Hwy improvements to highest tier
 - Consider moving SR 776 (Placida Road to US 41) to Tier 1
 - Move intersections on SR 776 near Wilmington Boulevard to Tier 1
- What can be done to downsize Tier 2 projects to address the needs at reduced costs?
 - Phasing or segmenting certain expensive roadway projects
 - Jones Loop Road to Tier 3 until development requires it
 - Consider moving Burnt Store Road Extension (Taylor Road to North Jones Loop Road) to Tier 3
 - Consider moving Prineville Street (Paulson Drive to Hillsborough Boulevard) to Tier 3

6.3.6.5 Transit Development Plan

- What are the three most important improvements identified in the TDP?
 - Micro transit in Punta Gorda
 - Fixed-Route service from Englewood to Port Charlotte
 - Fixed-Route service for the US 41 Shopper and the Airport Connector

6.3.7 JULY PUBLIC WORKSHOPS

Comments received at the July workshops are summarized below:

- Cornelius Boulevard (SR 776 to US 41):
 - Need another north-south corridor to reduce congestion
 - Used as a shortcut to I-75, especially during Spring Training and with West Port growth
 - Although only 10% built out, consider improvements now – possible a super 3-lane or roundabouts
 - Travel speeds are likely faster than posted and volumes are increasing
- Veterans Boulevard and Kenilworth Boulevard:
 - Will be vital when new I-75 interchange at Yorkshire Street opens
 - In the future, when North Port is built out, Kenilworth Boulevard could be one-way westbound and Veterans Boulevard one-way eastbound, but this would require major re-routing at key intersections (Atwater Drive, Harbor Boulevard, Murdock Circle, Cochran Boulevard)
- Harborview Road:
 - Accident rate is increasing
 - Adding Buc-ee's will multiply fatalities
 - Sidewalks are urgently needed to protect the public
- US 41 and Melbourne Street:
 - Will become dangerous when Whiskey Joe's opens and Sunseeker is fully active
 - Traffic crossing US 41 to the gas station or Whiskey Joe's during rush hour will be risky
 - Suggest a signalized T-intersection at Melbourne and US 41
- Harborview Road and I-75:
 - Buc-ee's will likely open before the interchange can handle the additional traffic
 - The nearby traffic circle will also be busy and confusing, especially for eastbound traffic, which could impact emergency evacuations
- Transit and Accessibility:
 - Ensure bus pick-ups are on time so people can get to meetings
 - Add audible cross signals at all improved intersections
 - Provide audio descriptions for web pages

- San Domingo Boulevard and Ingraham Boulevard (South Gulf Cove)
 - Too many accidents and deaths due to multiple turn options and lack of median space
 - Recommend right-turn only exits to improve safety

Discussions led by Wendy Scott at the July workshops are summarized below:

- West County (Tringali) 7/16/25
 - First Group:
 - Most citizens were interested in SR 776 improvements and other West County areas
 - Note that Jill Hartman and Steve Schoff from CAC were present
 - Second Group:
 - These citizens were affiliated with a group called Visually Impaired Persons (VIP) and were provided with a separate presentation
 - They showed strong interest in services that benefit the visually impaired such as auditory traffic signals, easily accessible transit vehicles, adaptive meeting materials, and the mobile app for trip scheduling
 - The Transit Mobility Manager followed up on some of their individual concerns and will be presenting to the VIP Group in September 2025 regarding use of the new transit mobile app
- Mid County (Family Services Center) 7/17/25
 - This group was a diverse mix of individuals
 - At least three of the individuals were transit users who were interested in transit service
 - One individual was an attorney who represented a client interested in a Gasparilla Road extension. He also asked a number of questions regarding general MPO procedures with project selection
 - A major group topic of conversation was Harborview Road including Buc-ee's approved for the I-75 interchange there
- South County (Charlotte Event Center) 7/17/25
 - Severe weather may have impacted this event (a Special Marine Warning was issued as the event was commencing)
 - Four elected officials were present (two from the City of Punta Gorda and two from the Charlotte County Airport Authority)
 - There was interest in projects involving downtown Punta Gorda (US 41 and SR 17), as well as Taylor Road and the Harborwalk
 - Harborview Road was another discussion item
 - The following locations were discussed regarding Burnt Store Road:
 - Near US 41 in the area of a proposed signal at the Home Depot

6.3.8 AUGUST VIRTUAL WORKSHOP

During the August Virtual Workshop, the project team revisited key components of the Long Range Transportation Plan (LRTP), including the project schedule, and policy framework and goals. The cost feasible plan was also presented at this meeting. No public comments were received from participants during the session

6.3.9 KEY TAKEAWAYS

In total, 170 individuals attended LRTP public workshops, and 455 survey responses were collected—246 of which were submitted online. Key themes from public input include:

- ▶ **Accessibility and Inclusion for Individuals with Disabilities**
 - Strong demand for improved transportation services, infrastructure, and regular engagement tailored to the needs of disabled and visually impaired individuals
- ▶ **Bicycle Infrastructure and Safety**
 - Widespread support for safer, better-connected bike lanes and multi-use trails, especially in areas like Punta Gorda Isles and Jones Loop
- ▶ **Public Transit Expansion**
 - Calls for more frequent and accessible public transit options, especially for low-income residents and during non-business hours, with interest in rail and micro-transit solutions
- ▶ **Roadway Safety and Traffic Management**
 - Safety is a top priority, with requests for improved traffic flow, dedicated bike lanes, and better road conditions, particularly during peak seasons
- ▶ **Infrastructure Resilience and Growth Planning**
 - Concerns about rapid growth and its impact on infrastructure funding, with suggestions for hurricane-resistant designs and new north-south corridors and bridges
- ▶ **Emergency Services and Law Enforcement**
 - Recognition of the need for expanded police services, with ideas for funding through fines and acknowledgement of potential tax implications

➤ **Location-Specific Concerns**

- Detailed feedback on roads like Burnt Store Road, Harborview Road, Cornelius Boulevard, and Veterans Boulevard, highlighting congestion, safety risks, and future planning needs

➤ **Transit Accessibility Enhancements**

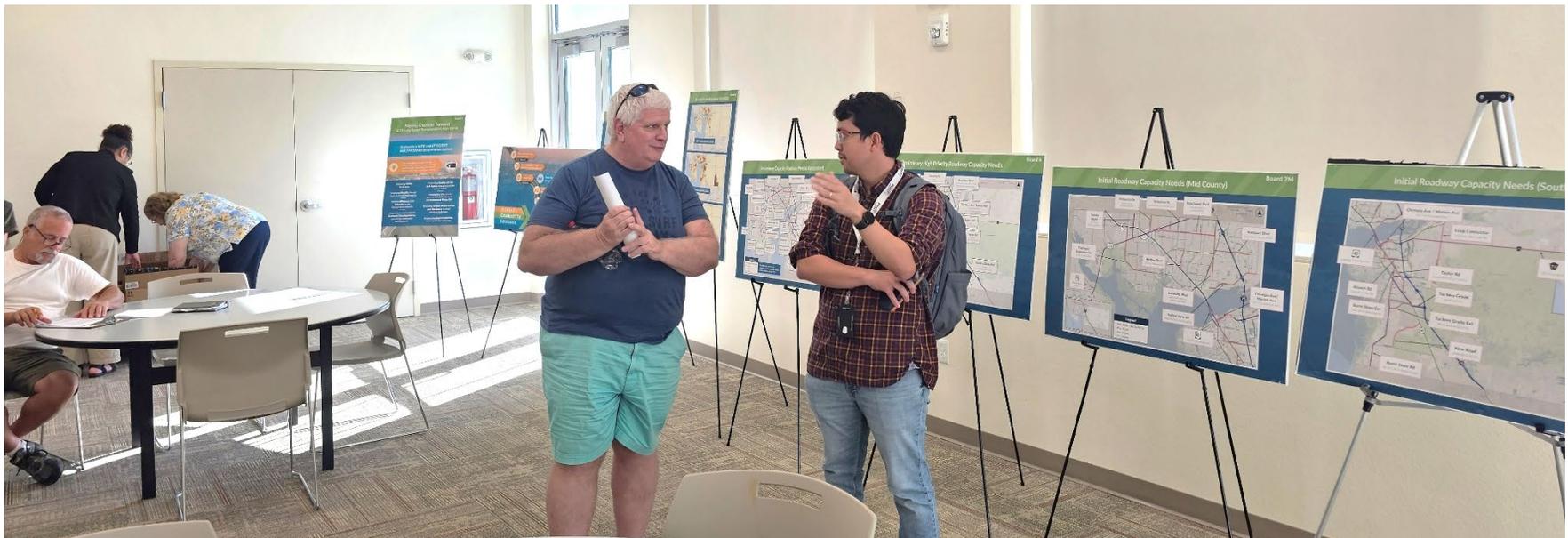
- Requests for timely bus service, audible crosswalk signals, and accessible digital materials, especially from visually impaired community members

➤ **Opposition to Jones Loop Road Extension**

- Strong resistance from residents in the Ranchettes area

➤ **Community Engagement and Transparency**

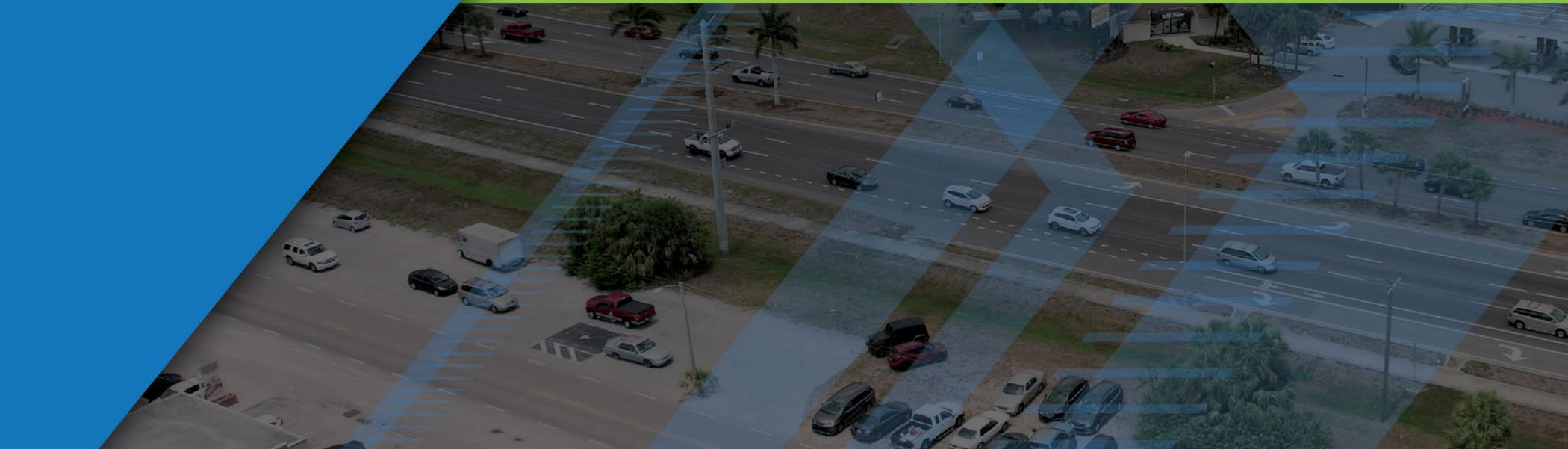
- Desire for access to workshop materials, maps, and injury data, along with continued outreach to diverse community groups including transit users and advocacy organizations



West County Public Workshop, February 2025



Chapter 7: Performance Evaluation



7.0 PERFORMANCE EVALUATION

This section summarizes the performance for the Charlotte County-Punta Gorda MPO 2050 LRTP based on Goals, Objectives, and Performance Targets outlined in Section 2. Performance measurement is a continuing effort that will guide the planning efforts of the MPO, the selection of funding for transportation projects and programs, and the annual evaluation of performance of the transportation system throughout the MPO area.

7.1 PERFORMANCE EVALUATION

The Charlotte County-Punta Gorda MPO 2050 LRTP goals include the following eight items: Safety, Mobility, Efficiency and Reliability, Economic Development, Quality of Life, Environmental Protection, System Preservation and Resiliency, and Implementation. This section includes tables for each goal that show the objectives, performance measures or indicators, targets, and the MPO's performance toward those targets. Performance measures are provided for objectives that have federally defined performance targets and performance indicators are provided for objectives that have MPO-defined performance targets.

Table 7-1 shows the objectives, performance measures, targets, and the MPO's performance for Goal 1 – Enhancing Safety for all Users.

Table 7-1. Goal 1 Objectives, Performance Measures, Targets, and Charlotte County-Punta Gorda MPO Performance

Objective	Performance Measure	Target	Charlotte County-Punta Gorda MPO 2050
The plan will eliminate transportation-related fatalities	Number of Fatalities	0	Improved; Target not met
	Fatality Rate Per MVMT	0	Improved; Target not met
The plan will eliminate transportation-related serious injuries	Number of Serious Injuries	0	Improved; Target not met
	Serious Injuries Rate per MVMT	0	Improved; Target not met
The plan will eliminate crashes involving non-motorized transportation users	Number of Non-Motorized Crashes	0	Improved; Target not met

Table 7-2 shows additional objectives, performance indicators, targets, and the MPO’s performance for Goal 1 – Enhancing Safety for all Users.

Table 7-2. Goal 1 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda MPO Performance

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
The plan will prioritize and fund safety improvements	Did the plan prioritize improvements on high crash corridors?	Yes	Target met
The plan will reduce the number of traffic-related public transportation fatalities	Number of traffic-related crashes involving public transit	Decrease	Target met

Table 7-3 shows the objectives, performance indicators, targets, and the MPO's performance toward Goal 2 – Improving Mobility through expanded multimodal options.

Table 7-3. Goal 2 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda MPO Performance

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
The plan provides multimodal connections to major residential areas, employment hubs, retail, and medical centers.	Percent of transportation network within the Urban Area with sidewalk and bike facility coverage	Improve	Target met
The plan will provide for 75% of the county population to be within 5 miles of major regional trails.	Percent population within 5 miles of major regional trails	≥75.0%	Target maintained
The plan will accommodate future transportation technologies (automated, connected, shared mobility, and alternative energy)	Does the plan prioritize projects supporting technology improvements?	Yes	Target met

Table 7-4 shows the objectives, performance measures, targets, and the MPO’s performance toward Goal 3 – Promote Efficiency and Reliability in the transportation network.

Table 7-4. Goal 3 Objectives, Performance Measures, Targets, and Charlotte County-Punta Gorda Performance

Objective	Performance Measure	Target	Charlotte County-Punta Gorda MPO 2050
The plan will increase the reliability of the National Highway System in Charlotte County	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
The plan will increase the reliability of truck travel time	Truck Travel Time Reliability (TTTR)	≤2.00	Target met
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 7-5 shows the objectives, performance indicators, targets, and the MPO’s performance for Goal 4 – Supporting local and regional Economic Development by connecting communities and businesses.

Table 7-5. 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	TBD with consideration of D1RPM adoption
The plan will support and highlight potential rail transportation (goods movement and passenger) priorities	Freight travel time per capita	Decrease	TBD with consideration of D1RPM adoption
The plan includes complete street projects to promote economic development	Percent of transportation network within the Urban Area with sidewalk and bike facility coverage	Maintain/Increase	Target met

Table 7-6 shows the objectives, performance indicators, targets, and the MPO’s performance for Goal 5 – Promoting Quality of Life through accessible transportation.

Table 7-6. Goal 5 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda MPO Performance

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
The plan will increase sidewalk facilities in the Urban Area.	Percent of transportation network within the Urban Area with sidewalk coverage	Increase	Target met
The plan will increase bicycle facilities	Percent of the transportation network with bicycle facilities	Increase	Target met
The plan will support access to public transportation service	Percent of urban population with access to transit	Maintain/Increase	Target met

Table 7-7 shows the objectives, performance indicators, targets, and the MPO’s performance for Goal 6 – Safeguarding the natural environment with a focus on Environmental Protection.

Table 7-7. Goal 6 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda MPO Performance

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
The plan will limit proposed transportation impacts to critical habitat	Acres of critical habitats or other protected lands adversely impacted by transportation	Maintain	Target met
The plan will include projects to reduce air pollution and/or carbon emissions	Does the plan identify priority projects that address travel by low- or no-emission modes?	Yes	Target met
The plan will minimize adverse impacts to the Peace River/Charlotte Harbor waterways	Does the plan emphasize the need to limit adverse impacts to the Peace River/Charlotte Harbor waterways?	Yes	Target met

Table 7-8 shows the objectives, performance measures, targets, and the MPO’s performance for Goal 7 – Promoting System Preservation and Resiliency to adapt to future challenges.

Table 7-8. Goal 7 Objectives, Performance Measures, Targets, and Charlotte County-Punta Gorda MPO Performance

Objective	Performance Measure	Target	Charlotte County-Punta Gorda MPO 2050
The plan will improve or maintain the condition of Interstate pavement.	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
The plan will improve or maintain the condition of non-Interstate pavement	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
The plan will improve or maintain the condition of NHS bridges.	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

Table 7-9 shows the objectives, performance indicators, targets, and the MPO’s performance for Goal 7 – Promoting System Preservation and Resiliency to adapt to future challenges.

Table 7-9. Goal 7 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda MPO Performance

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
The plan will identify projects eligible for resiliency formula funding and identify priority projects discretionary funding	Does the plan identify priority projects to enhance resiliency and facilitate emergency transportation needs?	Yes	Target met

Table 7-10 shows the objectives, performance indicators, targets, and the MPO’s performance for Goal 8 – Emphasizing implementation to turn plans into outcomes.

Table 7-10. Goal 8 Objectives, Performance Indicators, Targets, and Charlotte County-Punta Gorda MPO Performance

Objective	Performance Indicator	Target	Charlotte County-Punta Gorda MPO 2050
The plan will identify projects that can be funded for implementation within a 5-10 year time band	Number of projects identified for funding by 2040	5	Target met
The plan will identify planning studies to prepare for future projects for funding and implementation	Number of studies to be identified for funding	3	Target met

7.2 NETWORK PERFORMANCE

7.2.1 TRAVEL DEMAND MODEL RESULTS

In addition to the performance evaluation and targets, network performance was evaluated for the purpose of reviewing the performance of different scenarios while developing the LRTP. The MPO has reviewed the D1RPM upon model finalization as shown on Figure 7-1 and determined that improvements proposed in the LRTP are generally effective in managing congestion and travel delay given the constraints of the plan. Additional detail can be found in the District One Regional Planning Model Overview in the Technical Appendix.

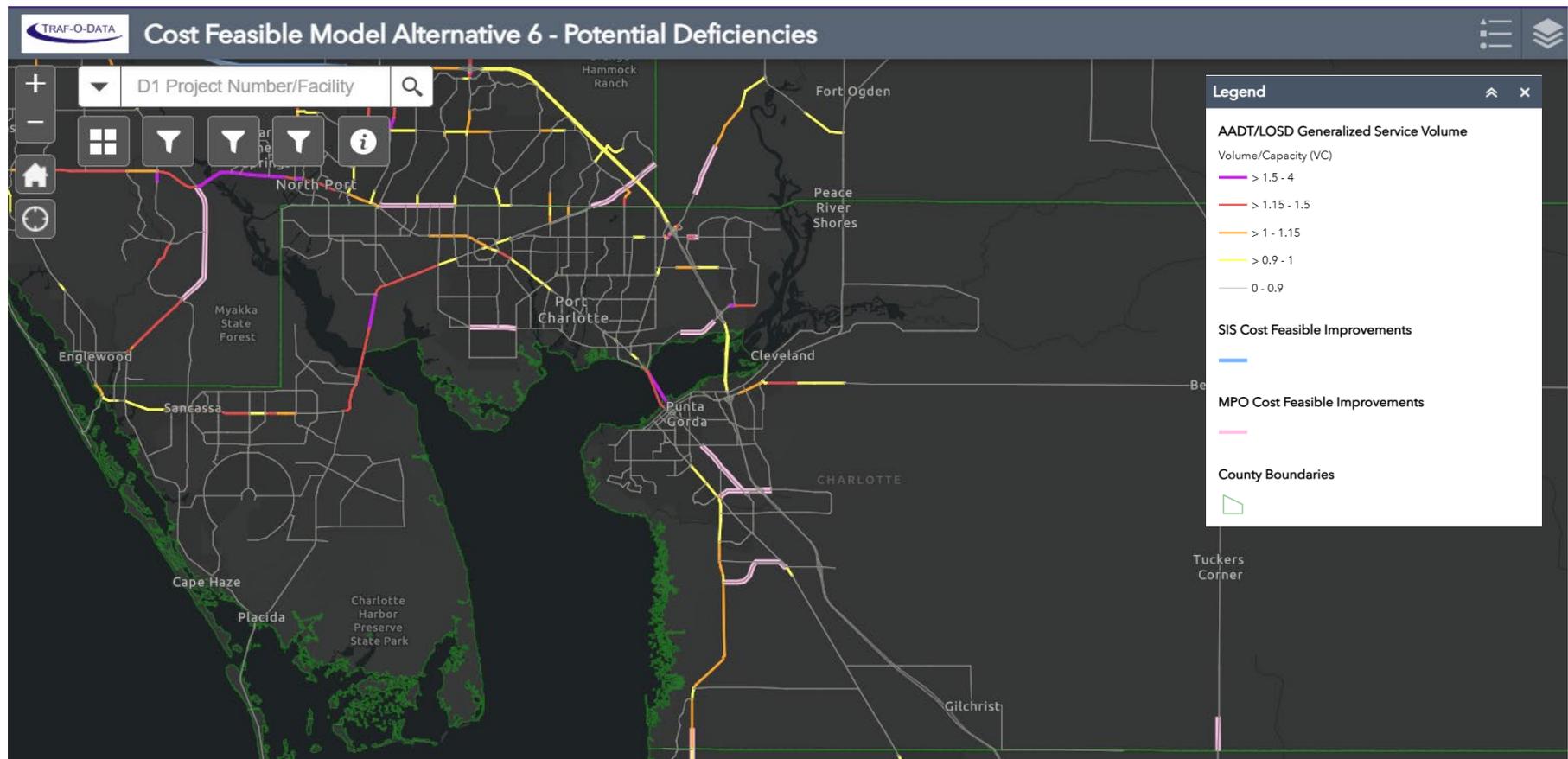


Figure 7-1: D1RPM 2050 Potential Network Deficiencies

7.3 COMMUNITY TRANSPORTATION WORKSHOP

As part of the performance evaluation process, the Community Transportation Workshop was held to gather input from a broad-cross section of residents throughout Charlotte County and the City of Punta Gorda. The workshop was designed to ensure representation from individuals of varying backgrounds, experiences, and communities, creating an open forum for participants to share their transportation needs, challenges, and priorities. Feedback from the workshop helped inform the evaluation of system performance and contributed to a more inclusive and locally informed transportation planning process.

7.4 ENVIRONMENTAL MITIGATION

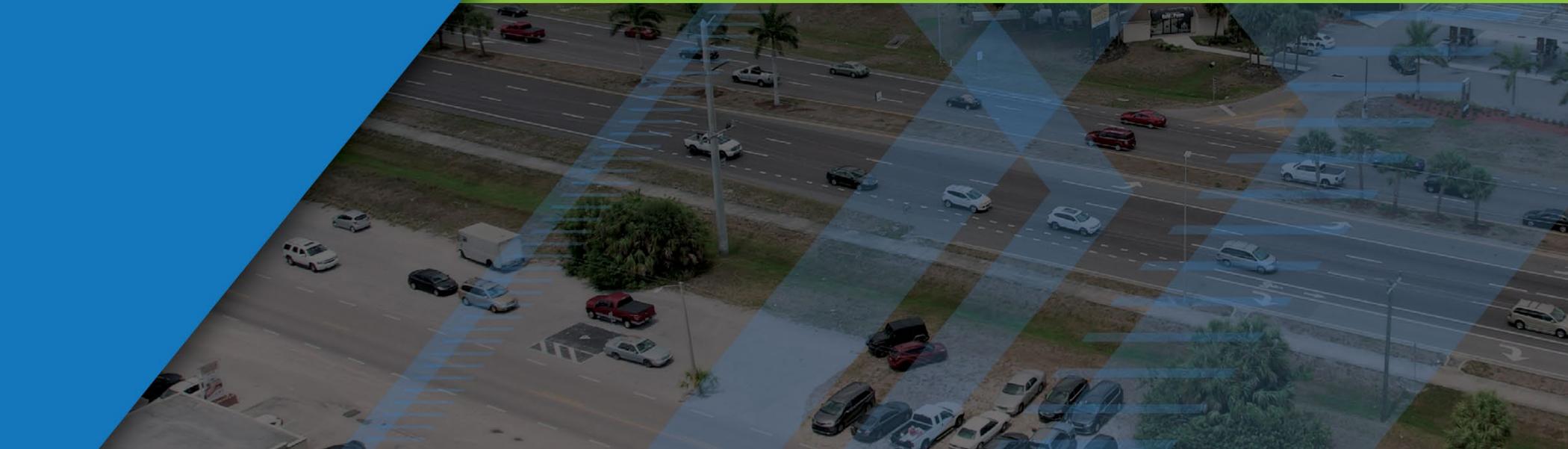
Transportation projects can significantly affect various environmental resources, including wildlife habitats, wetlands, air quality, and groundwater. To minimize these impacts, the Charlotte County-Punta Gorda MPO has coordinated closely with partner agencies throughout the planning process. When impacts cannot be fully avoided, mitigation efforts—such as enhancement, restoration, creation, or preservation—are pursued to offset potential harm. Project prioritization has been informed by environmental considerations to help guide investments toward locations and designs that reduce ecological disruption. In Florida, environmental mitigation is carried out through collaboration among the MPO, FDOT, and regulatory agencies such as the Water Management Districts, Florida Department of Environmental Protection, and the U.S. Environmental Protection Agency.

When addressing mitigation, there are general guidelines and protocols associated with avoiding impacts, minimizing impacts, or mitigating for impacts when impacts are unavoidable. These guidelines can be applied at the planning level, when MPOs are identifying areas of potential environmental concern during the development of a transportation project. This includes reducing or mitigating the impacts of surface transportation on stormwater systems, such as by incorporating green infrastructure, improved drainage design, or treatment features. Environmental mitigation activities include the following:

- Avoidance of impacts altogether
- Minimizing a proposed activity/project size or its involvement
- Repairing, rehabilitating, or restoring the affected environment
- Reducing or eliminating impacts over time through preservation and maintenance
- Compensating for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site



Chapter 8: Implementation



8.0 PLAN IMPLEMENTATION

The Charlotte County-Punta Gorda MPO 2050 LRTP represents a significant milestone in addressing the multimodal surface transportation needs of Charlotte County. For key elements of the Plan to move forward, there are many essential follow up actions beyond normal project development activities that will need to be undertaken by the MPO and its agency and community partners. The implementation of the Plan will also be reliant upon the support and cooperation of many key local and regional partners including the local municipalities, Charlotte County, FDOT District One, the Sarasota/Manatee MPO, the Lee County MPO, the Heartland TPO, and neighboring counties and MPOs, among others.

8.1 IMPLEMENTATION ACTION ITEMS

8.1.1 MAJOR PROGRAM PRIORITIES OF CHARLOTTE COUNTY-PUNTA GORDA MPO

The Charlotte County-Punta Gorda MPO has made a commitment to utilize their federal funding allocation on a wide range of multimodal, safety, and intersection improvement projects. This federal funding is the primary funding source for intersection and operational improvements identified by the Congestion Management Process, Complete Streets corridor projects, transit service enhancements, safety projects, resurfacing supplements (funding to make multimodal, safety, or intersection improvement concurrent with the routine resurfacing of a roadway), and stand-alone bicycle/pedestrian and trail projects. Funding for these programs will require the MPO to annually allocate funding for these program areas and prioritize projects.

8.1.2 PARTIALLY FUNDED AND UNFUNDED PRIORITY PROJECTS

Partially Funded / Illustrative projects represent high priority projects that are not currently cost feasible but could be added to the Plan, should funding become available in the future. These projects include CR 74, US 17, segments of Harborview Road, and the I-75 at US 17 interchange among others. The full list of Partially Funded / Illustrative Projects can be found in **Appendix D** and **Appendix E**.

8.2 COMPLIANCE WITH FEDERAL REGULATION AND GUIDANCE

8.2.1 IJJA

The 2050 LRTP is guided by the Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021. The IIJA builds upon MAP-21 (2012) and the FAST Act (2015) and introduced new priorities to address contemporary transportation challenges. While these previous acts established performance-based planning, emphasis on multimodal transportation, and expanded stakeholder involvement, key additions from the FAST Act included focusing on system resiliency, enhancing tourism, and broadening consultation requirements.

8.3 PLAN AMENDMENT PROCESS

This Long-Range Transportation Plan is not a static document. LRTP changes can occur due to shifts in availability of funding or updated project priorities, among other reasons. The FDOT provides MPOs guidance to implement amendments to the LRTP.

The MPO may need to revise the LRTP outside of the standard 5-year update cycle. The Code of Federal Regulations defines two types of revisions—*administrative modifications* and *amendments*.

An *administrative modification* is a minor revision to the LRTP or TIP. It generally includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. Public review and comments are not required, and fiscal constraint demonstration is not necessary either.

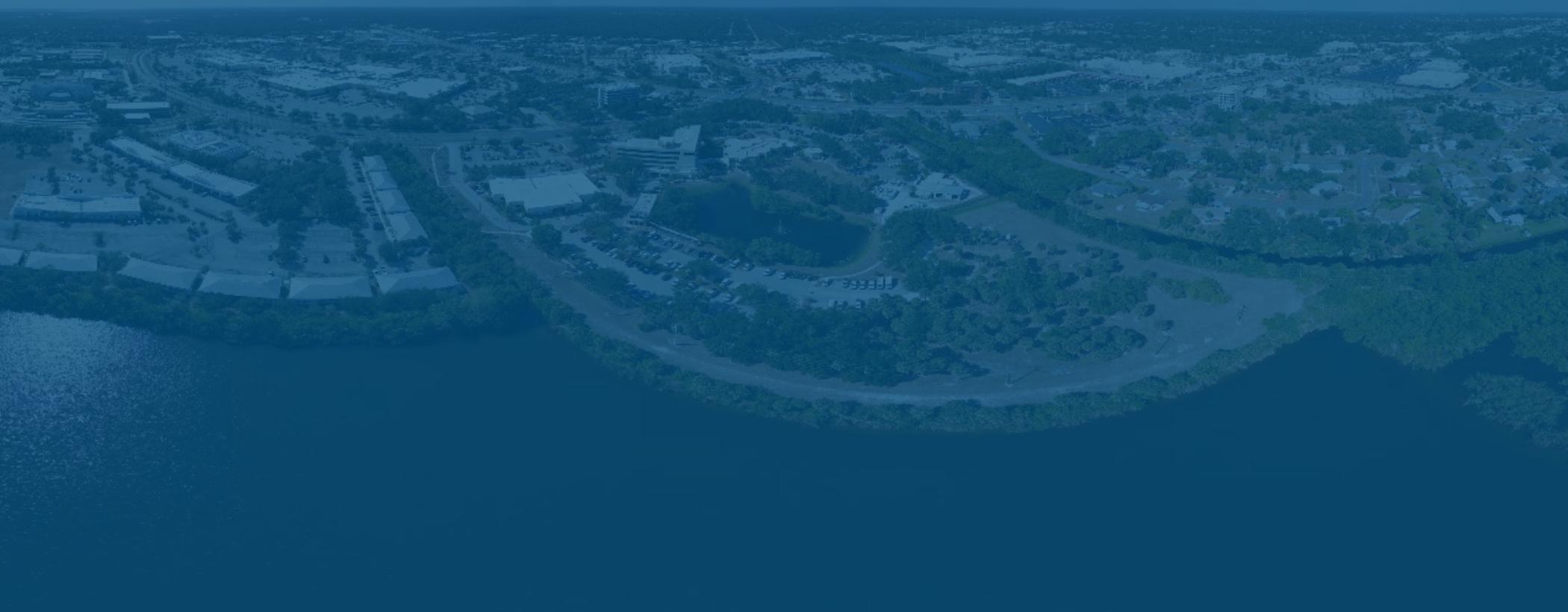
An *amendment* is a major revision to the LRTP. Amendments include the addition or removal of projects from the plan, major changes to project costs, changes to major dates, or significant revisions to design concepts and scopes for existing projects. Amendments require re-demonstrating fiscal constraints as well as public review and comment in accordance with the LRTP amendment and Public Participation Process (PPP). Changes to projects that are considered illustrative do not require an amendment. An amendment requires revenue and cost estimates supporting the plan to use an inflation rate(s) to reflect year of expenditure dollars, based on reasonable financial principles and information.

The LRTP can be revised at any time. It is important to note that the MPO does not have to extend the planning horizon of the LRTP for administrative modifications or for amendments. Florida Statute requires that the Charlotte County-Punta Gorda MPO Board adopt amendments to the LRTP by a recorded roll call vote or hand-counted vote of the majority of the membership present. The amended long-range plan is to be distributed in accordance with the FDOT MPO Handbook requirements.

8.4 THE NEXT FIVE YEARS

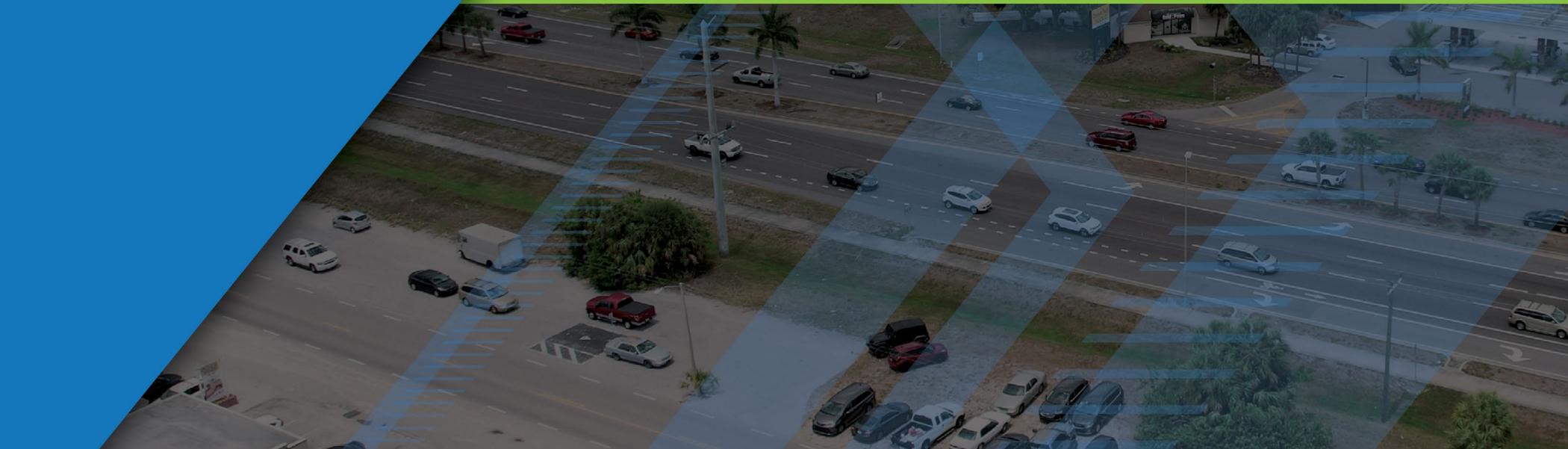
The Charlotte County-Punta Gorda MPO has a clear vision for the transportation system within the county providing connections to the rest of the region. This LRTP seeks to address local and regional mobility needs, including placing priority on smaller high value projects and mobility improvements to promote safety and economic development. A hallmark feature of the Charlotte County-Punta Gorda MPO 2050 Long Range Transportation Plan is its commitment to supporting the community of Charlotte County by investing in safe, multimodal improvements that enhance the character of the area. The Charlotte County-Punta Gorda MPO 2050 LRTP will remain in effect for five years until its update, anticipated to be completed by October 2030.

APPENDICES





Appendix A: FDOT LRTP Checklist





LONG RANGE TRANSPORTATION PLAN (LRTP) REVIEW CHECKLIST

MPO:

LRTP Submittal Date:

Review #:

Date of Review: 09/05/2025

Reviewed By:

The following LRTP Review Checklist is provided to assist in the review of the MPO's LRTP. This Review Checklist is to be completed by the MPO Liaison.

Section A – Federal Requirements

[23 CFR Part 450 – Planning Assistance and Standards](#)

A-1 ([23 CFR 450.324\(a\)](#))

- Does the Long Range Transportation Plan (LRTP) cover a 20-year horizon from the date of adoption? Please see the “Administrative Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 1-1

[Click here to enter comments](#)

A-2 ([23 CFR 450.324\(a\)](#))

- Does the LRTP address the planning factors described in [23 CFR 450.306\(b\)23](#)? Please see the “Fiscal Constraint” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance. Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 3-3, 5-29,5-30

[Click here to enter comments](#)

- Risk and Resiliency:** Does the LRTP improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation?

Yes | If yes, page number: 2-6, 3-2, 3-3

- Travel and Tourism:** Does the LRTP enhance travel and tourism? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 3-2, 3-3, 4-15

Tourism only briefly mentioned

A-3 ([23 CFR 450.324\(b\)](#))

1. Does the LRTP include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 5-17, 5-18

[Click here to enter comments](#)

A-4 ([23 CFR 450.324\(c\)](#))

2. Was the requirement to update the LRTP at least every five years met? Please see the “Administrative Topics” section of the [2018 FHWA LRTP Expectations Letter](#) and [2012 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 1-1

[Click or tap here to enter text.](#)

A-5 ([23 CFR 450.324\(d\)](#))

3. Did the MPO coordinate the development of the LRTP with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? See [2012 FHWA LRTP Expectations Letter](#) for guidance.

Not Applicable | If yes, page number: xx

Not required as Charlotte County is not a non-attainment or maintenance area

A-6 ([23 CFR 450.324\(e\)](#))

4. Was the LRTP updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 4-1 – 4-14

[Click here to enter comments](#)

A-7 ([23 CFR 450.324\(f\)\(1\)](#))

5. Does the LRTP include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance. Please see the “Administrative Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 4-16

[Click here to enter comments](#)

A-8 ([23 CFR 450.324\(f\)\(2\)](#))

6. Does the LRTP include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan?

Yes | If yes, page number: 5-5 – 5-25

[Click here to enter comments](#)

A-9 ([23 CFR 450.324\(f\)\(3\)](#))

7. Does the LRTP include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with [23 CFR 450.306\(d\)](#)? Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 3-6 – 3-8

[Click here to enter comments](#)

A-10 ([23 CFR 450.324\(f\)\(4\)\(i\)](#))

8. Does the LRTP include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in [23 CFR 450.306\(d\)](#), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data? Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 3-6 – 3-8

[Baseline data only on highway safety and bridge/pavement condition](#)

A-11 ([23 CFR 450.306\(d\)\(4\)](#))

9. Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under [49 USC Chapter 53](#) by providers of public transportation, required as part of a performance-based program including:
- o (i) The State asset management plan for the NHS, as defined in [23 USC 119\(e\)](#) and the Transit Asset Management Plan, as discussed in [49 USC 5326](#);
 - o (ii) Applicable portions of the HSIP, including the SHSP, as specified in [23 USC 148](#);
 - o (iii) The Public Transportation Agency Safety Plan, as specified in [49 USC 5329\(d\)49](#);
 - o (iv) Other safety and security planning and review processes, plans, and programs, as appropriate;
 - o (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in [23 USC 149\(l\)](#), as applicable;
 - o (vi) Appropriate (metropolitan) portions of the [State Freight Plan \(MAP-21 section 1118\)](#);
 - o (vii) The congestion management process, as defined in [23 CFR 450.322](#), if applicable; and
 - o (viii) Other State transportation plans and transportation processes required as part of a performance-based program.

Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) and [2012 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [3-9 – 3-10, 5-20, 5-26, 5-28 – 5-29](#)

[Click or tap here to enter text.](#)

A-12 ([23 CFR 450.324\(f\)\(5\)](#))

10. Does the LRTP include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [5-25](#)

[Click here to enter comments](#)

A-13 ([23 CFR 450.324\(f\)\(6\)](#))

11. Does the LRTP include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [5-26 – 5-27](#)

[Click here to enter comments](#)

A-14 ([23 CFR 450.324\(f\)\(7\)](#))

12. Does the LRTP include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?

Yes | If yes, page number: 3-8, 7-1

[Click here to enter comments](#)

A-15 ([23 CFR 450.324\(f\)\(8\)](#))

13. Does the LRTP include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in [23 USC 101\(a\)](#), and associated transit improvements, as described in [49 USC 5302\(a\)49](#)?

Yes | If yes, page number: 2-4, 3-9 – 3-10, 5-1

There is no intercity bus service in the county

A-16 ([23 CFR 450.324\(f\)\(9\)](#))

14. Does the LRTP describe all proposed improvements in sufficient detail to develop cost estimates? Please see the “Fiscal Constraint” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 5-2 – 5-3, Appendix D-E

[Click here to enter comments](#)

A-17 ([23 CFR 450.324\(f\)\(10\)](#))

15. Does the LRTP include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 7-11

[Click here to enter comments](#)

A-18 ([23 CFR 450.324\(f\)\(11\)](#))

16. Does the LRTP include a financial plan that demonstrates how the adopted LRTP can be implemented? Please see the “Fiscal Constraint” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 8-1 – 8-2

[Click here to enter comments](#)

A-19 ([23 CFR 450.324\(f\)\(11\)\(i\)](#))

17. Does the LRTP include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation?

Yes | If yes, page number: 5-7 – 5-8

[Click here to enter comments](#)

A-20 ([23 CFR 450.324\(f\)\(11\)\(ii\)](#))

18. Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support LRTP implementation, as required under [23 CFR 450.314\(a\)](#)? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 5-7 – 5-8

[Click here to enter comments](#)

A-21 ([23 CFR 450.324\(f\)\(11\)\(iii\)](#))

19. Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the LRTP, and, in the case of new funding sources, identify strategies for ensuring their availability?

Yes | If yes, page number: 5-1 – 5-3

[Click here to enter comments](#)

A-22 ([23 CFR 450.324\(f\)\(11\)\(iv\)](#))

20. Does the LRTP's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?

Yes | If yes, page number: 5-1

[Click here to enter comments](#)

A-23 ([23 CFR 450.324\(f\)\(11\)\(vi\)](#))

21. Does the financial plan address the specific financial strategies required to ensure the implementation of Transportation Control Measures (TCM) in the applicable State Implementation Plan (SIP)?

Not Applicable | If yes, page number: xx

Not required as Charlotte County is not a non-attainment or maintenance area

A-24 ([23 CFR 450.324\(f\)\(12\)](#))

22. Does the LRTP include pedestrian walkway and bicycle transportation facilities in accordance with [23 USC 217\(g\)](#)?

Yes | If yes, page number: 5-17 – 5-18

[Click here to enter comments](#)

A-25 ([23 CFR 450.324\(h\)](#))

23. Does the LRTP integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan? Please see the "Technical Topics" section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [5-20](#)

[Click here to enter comments](#)

A-26 ([23 CFR 450.324\(g\)\(1\)](#))

24. Does the LRTP identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the LRTP?

Yes | If yes, page number: [4-16](#)

[Click here to enter comments](#)

A-27 ([23 CFR 450.324\(j\)](#))

25. Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the LRTP using the MPO's adopted Public Participation Plan (PPP) developed under [23 CFR 450.316\(a\)](#)?

Yes | If yes, page number: [6-1](#) – [6-3](#)

[Click here to enter comments](#)

A-28 ([23 CFR 450.324\(k\)](#), [23 CFR 450.316\(a\)\(1\)\(iv\)](#))

26. Did the MPO publish or otherwise make readily available the LRTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web? Please see the "Stakeholder and Coordination Input" section of the [2018 FHWA LRTP Expectations Letter](#) for guidance. Please see the "Administrative Topics" section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [6-2](#), [6-4](#)

[Click here to enter comments](#)

A-29 ([23 CFR 450.316\(a\)\(1\)\(j\)](#))

27. Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed LRTP? Please see the "Stakeholder and Coordination Input" section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [6-1](#), [6-3](#)

[Click here to enter comments](#)

A-30 ([23 CFR 450.316\(a\)\(1\)\(vii\)](#))

28. In developing the LRTP, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance. Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 6-3

[Click here to enter comments](#)

A-31 ([23 CFR 450.316\(a\)\(1\)\(vi\)](#), [23 CFR 450.316\(a\)\(2\)](#))

29. Has the MPO demonstrated explicit consideration of and response to public input received during development of the LRTP? If significant written and oral comments were received on the draft LRTP, is a summary, analysis, and report on the disposition of the comments part of the final LRTP? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 6-1, 6-3, 6-5 – 6-14

[Click or tap here to enter text.](#)

A-32 ([23 CFR 450.316\(a\)\(1\)\(viii\)](#))

30. Did the MPO provide an additional opportunity for public comment if the final LRTP differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Not Applicable | If yes, page number: xx

[The LRTP was not changed significantly from what was originally provided to the public](#)

A-33 ([23 CFR 450.316\(b\)](#))

31. Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities in the development of the LRTP? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 6-4

[Click here to enter comments](#)

A-34 ([23 CFR 450.316\(c\)](#))

32. If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the LRTP?

Not Applicable | If yes, page number: xx

[Click here to enter comments](#)

A-35 ([23 CFR 450.316\(d\)](#))

33. If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the LRTP?

[Not Applicable](#) | If yes, page number: [xx](#)

[Click here to enter comments](#)

A-36 ([23 CFR 450.316\(e\)](#))

34. In U.S. Census designated urban areas of more than 50,000 people that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries?

[Not Applicable](#) | If yes, page number: [xx](#)

[Click here to enter comments](#)

A-37

35. Did the MPO consider projects and strategies that will promote consistency between transportation improvements and state and local housing patterns (in addition to planned growth and economic development patterns) in the development of the LRTP?

[Yes](#) | If yes, page number: [3-2](#)

[Click here to enter comments](#)

Section B – State Requirements

[Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175](#)

B-1 ([s.339.175\(1\), \(5\), and \(7\), FS](#))

36. Are the prevailing principles in [s. 334.046\(1\), FS](#) – preserving the existing transportation infrastructure, enhancing Florida’s economic competitiveness, and improving travel choices to ensure mobility – reflected in the LRTP?

Yes | If yes, page number: 2-4 – 2-7, 3-3 – 3-4

[Click here to enter comments](#)

B-2 ([s.339.175\(1\) and \(7\)\(a\), FS](#))

37. Does the LRTP give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities?

Yes | If yes, page number: 5-2 – 5-3, 5-7, 5-12

[Click or tap here to enter text.](#)

B-3 ([s.339.175\(5\) and \(7\), FS](#))

38. Is the LRTP consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO’s metropolitan planning area?

Yes | If yes, page number: 1-1, 4-1

[Click here to enter comments](#)

B-4 ([s.339.175\(1\) and \(7\) FS](#))

39. Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions in the development of the LRTP?

Yes | If yes, page number: 1-2 – 1-3

[Click here to enter comments](#)

B-5 ([s.339.175\(7\)\(a\), FS](#))

40. Were the goals and objectives identified in the Florida Transportation Plan considered in the development of the LRTP?

Yes | If yes, page number: 3-4

[Click here to enter comments](#)

B-6 ([s.339.175\(7\)\(c\), FS](#))

41. Does the LRTP assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods?

Yes | If yes, page number: 5-5 – 5-6, 5-11 – 5-12

[Click here to enter comments](#)

B-7 ([s.339.175\(7\)\(d\), FS](#))

42. Does the LRTP indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising?

Yes | If yes, page number: 5-6

[Bike/ped facilities mentioned, other elements not mentioned.](#)

B-8 ([s.339.175\(13\) FS](#))

43. Was the LRTP approved on a recorded roll call vote or hand-counted vote of the majority of the membership present?

No | If yes, page number: xx

[Click here to enter comments](#)

Section C – Proactive Recommendations

C-1 ([23 CFR 450.306\(b\)\(9\)](#))

44. Does the LRTP attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation?

[Yes](#) | If yes, page number: [5-36](#)

[Click or tap here to enter text.](#)

C-2

45. Does the LRTP proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?

[Yes](#) | If yes, page number: [5-36](#)

[Vulnerability briefly mentioned](#)

C-3

46. Does the LRTP consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?

[Yes](#) | If yes, page number: [4-17](#)

[Click here to enter comments](#)

C-4

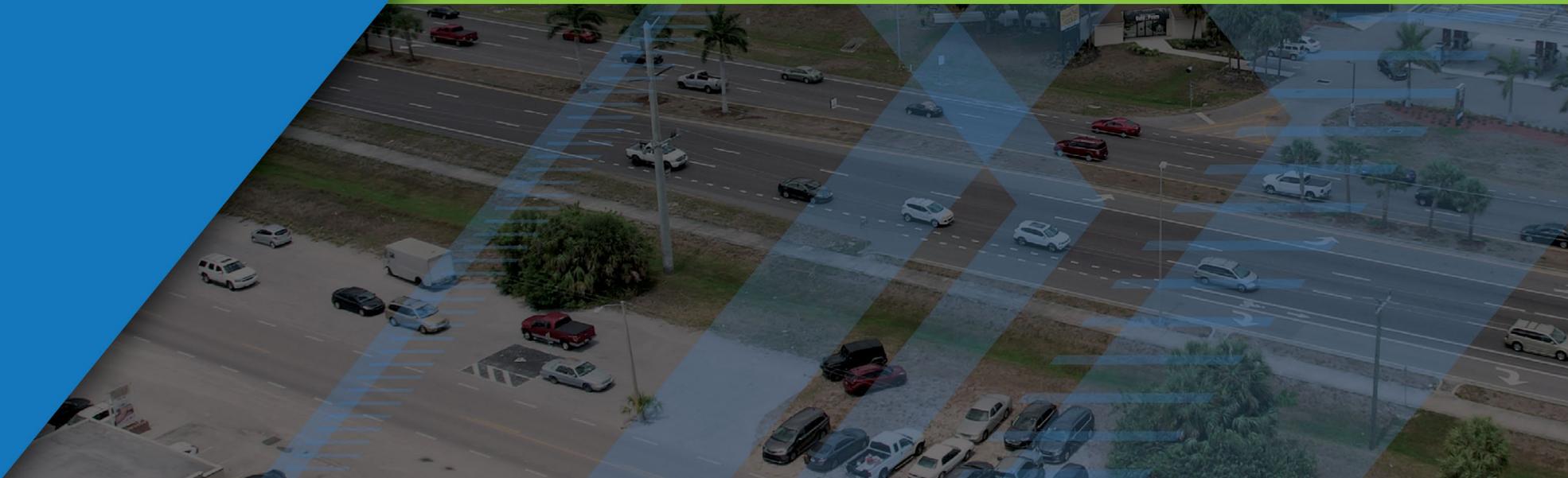
47. Does the MPO consider the short- and long-term effects of population growth and or shifts on the transportation network in the development of the LRTP?

[Yes](#) | If yes, page number: [4-1 – 4-14](#)

[Click here to enter comments](#)



Appendix B: 2050 Revenue Forecast



Charlotte County-Punta Gorda 2050 Revenue Forecast

Present Day Value (PDV), 2025 Dollars

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

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



Charlotte County-Punta Gorda 2050 Revenue Forecast

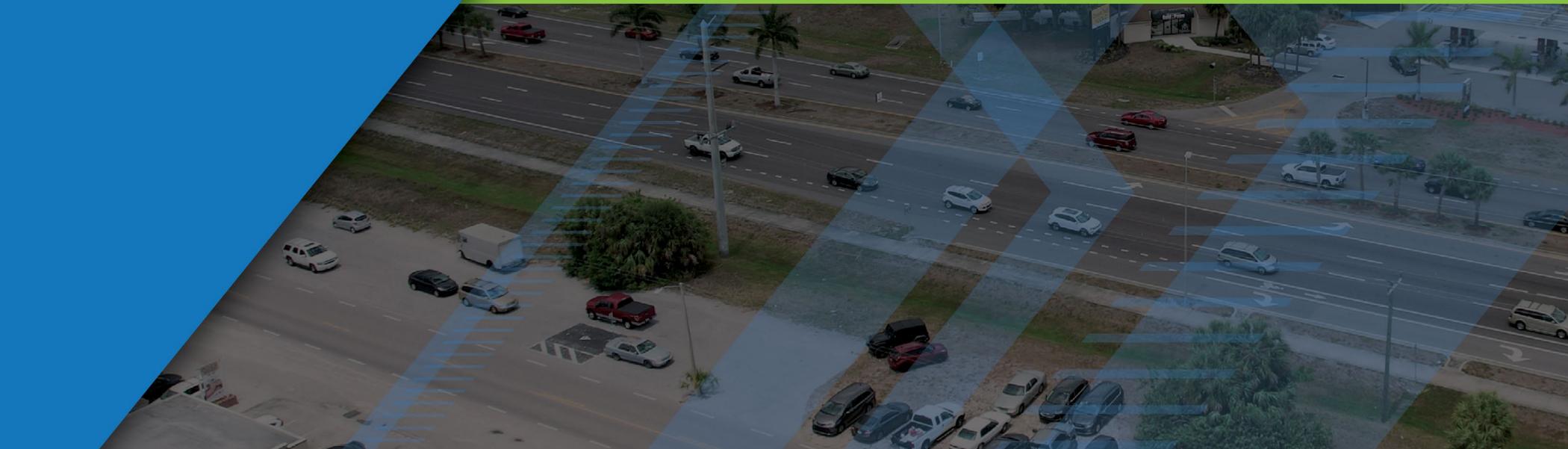
Year of Expenditure (YOE)

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

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



Appendix C: FY 2025/26-FY 2029/30
Transportation Improvement Program
Overview



**CCPG 2050 LRTP
DRAFT TIP - FY2026-FY2030
CAPITAL ROADWAY AND BIKE/PED PROJECTS**

FPID	On Street	From Street	To Street	SIS	County	Type	Distance	PE Timeframe	PE Cost	CST Timeframe	CST Cost	Other Cost	Total TIP Cost
412665-1	Charlotte County TSMCA			No	Charlotte	Traffic Control Devices						OPS - \$1,282,084	\$ 1,282,084
413625-1	City of Punta Gorda TSMCA			No	Charlotte	Traffic Control Devices						OPS - \$327,440	\$ 327,440
434965-3	Harborview Rd	Melbourne St	I-75	No	Charlotte	Roadway Widening	2.3 mi			2026	\$ 35,653,373	RRD & Utilities- \$10,800,000	\$ 46,453,373
437001-2	Punta Gorda Weigh in Motion (WIM)				Charlotte	Weigh Station				2028	\$ 4,985,700		\$ 4,985,700
438262-1	US 41	Conway Blvd	Midway Blvd	No	Charlotte	Multi Use Trail				2027	\$ 5,569,716		\$ 5,569,716
444907-1	SR 776	Myakka River	Murdock Cir		Charlotte	Landscaping				2026	\$ 852,000		\$ 852,000
446393-1	SR 776	at Charlotte Sports Park			Charlotte	Intersection Improvements				2027	\$ 917,294		\$ 917,294
446830-1	US 41	Kings Hwy	Conway Blvd	No	Charlotte	Multi Use Trail		2026	\$1,501,000	2028	\$ 4,562,199		\$ 6,063,199
449652-1	SR 776	Merchants Crossing	Sarasota County Line	No	Charlotte	Median improvements	1.06 mi			2027	\$ 2,423,866		\$ 2,423,866
451101-1	US 41	Aqui Esta Dr	Carmalita St	No	Charlotte	Pavement Resurfacing	1.41 mi			2026	\$ 3,480,264		\$ 3,480,264
451103-1	SR 31	CR 74	DeSoto County Line	No	Charlotte	Pavement Resurfacing	7.5 mi			2027	\$ 6,321,145		\$ 6,321,145
451104-1	US 17	Pine Grove Cir	Washington Loop	Yes	Charlotte	Resurfacing project	1.99 mi			2026	\$ 5,261,205		\$ 5,261,205
451105-1	SR 776	Pine St	Sarasota County Line	No	Charlotte	Resurfacing project	1.5 mi			2027	\$ 5,437,716		\$ 5,437,716
451358-1	US 41	at Midway Blvd		No	Charlotte	Intersection Improvements				2027	\$ 1,742,963		\$ 1,742,963
452154-1	I-75	Jones Loop Truck parking		No	Charlotte	Parking facilities				2028	\$ 20,811,746		\$ 20,811,746
452221-1	Cooper St	Airport Rd	Marion Ave		Charlotte	Multi Use Trail	1.72 mi	2026	\$308,000	2028	\$ 2,911,000		\$ 3,219,000
452236-1	US 41 ADA Ramp	Harborwalk	Retta Esplanade	No	Charlotte	Safety improvement				2026	\$ 656,961		\$ 122,741
453416-1	SR 776	at Jacobs St		No	Charlotte	Intersection Improvements		2027	\$115,450	2029	\$ 145,230		\$ 260,680
453459-1	Jones Loop Rd	and Piper Rd Roundabout		No	Charlotte	Intersection Improvements		2029	\$501,001	2029	\$ 3,218,282		\$ 3,719,283
	SR 776	at Cornelius Blvd		No	Charlotte	Intersection Improvements		2027	\$115,449	2029	\$ 145,230		\$ 260,679
	SR 776	Ocean Spray Blvd		No	Charlotte	Intersection Improvements				2027	\$ 714,184		\$ 714,184

**CCPG 2050 LRTP
DRAFT TIP - FY2026-FY2030
AVIATION PROJECTS**

FPID	On Street	SIS	County	Type	Other Costs	Total TIP Cost
451203-1	PG Airport Bay Rwy 22 Approach	Yes	Charlotte	Aviation	\$ 1,300,000	\$ 1,300,000
451489-1	PG Airport Runway 4-22 Ext	No	Charlotte	Aviation	\$ 750,000	\$ 750,000
453809-1	PG Airport Terminal Expansion	Yes	Charlotte	Aviation	\$ 7,000,000	\$ 7,000,000



**CCPG 2050 LRTP
DRAFT TIP - FY2026-FY2030
TRANSIT PROJECTS**

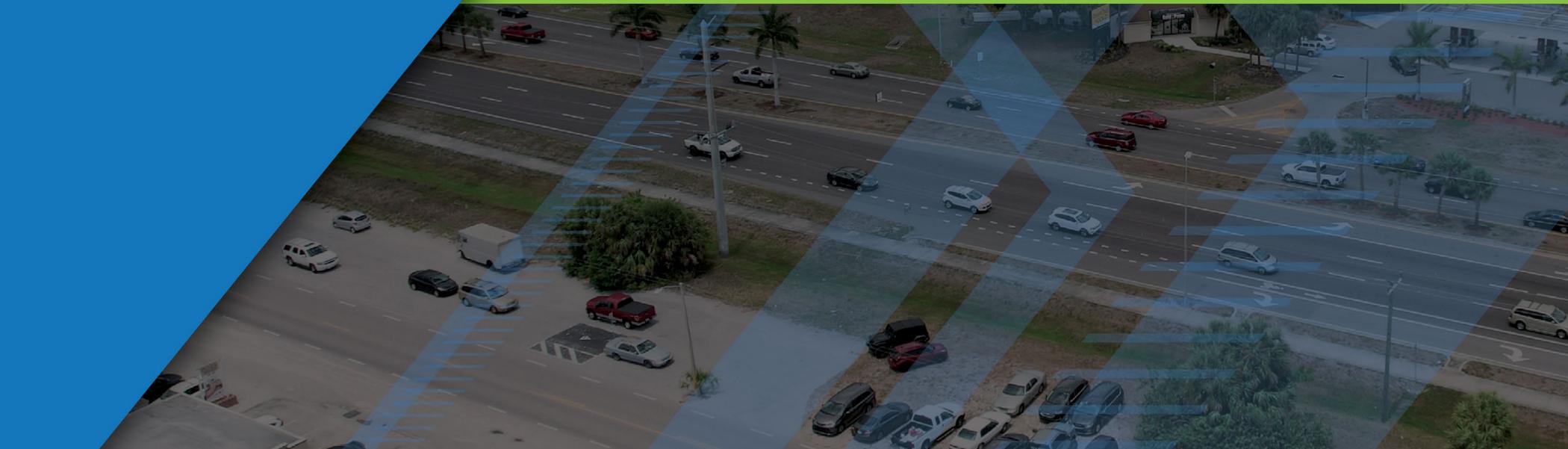
FPID	On Street	SIS	County	Type	Other Cost	Total TIP Cost
410119-1	FTA 5311 OPS	No	Charlotte	Transit	\$ 495,200	\$ 495,200
410138-1	State Block Grant	No	Charlotte	Transit	\$ 2,561,738	\$ 2,561,738
410138-1	State Block Grant	No	Charlotte	Transit	\$ 8,078,445	\$ 8,078,445
410145-1	North Port-PG FTA 5307 CAP	No	Charlotte	Transit	\$ 16,523,130	\$ 16,523,130
441980-1	North Port-PG FTA 5339	No	Charlotte	Transit	\$ 3,521,318	\$ 3,521,318

**CCPG 2050 LRTP
DRAFT TIP - FY2026-FY2030
MAINTENANCE PROJECTS**

FPID	On Street	SIS	County	Type	Other Cost	Total TIP Cost
413536-1	Punta Gorda Highway Lighting	No	Charlotte	Maintenance	\$ 436,762	\$ 436,762
432899-2	Charlotte County Asset Maintenance	No	Charlotte	Maintenance	\$ 5,453,130	\$ 5,453,130



Appendix D: Cost Feasible Plan
(Present Day Value)





CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN
COST FEASIBLE AND NEEDS PLAN

Demonstration of Fiscal Constraint (Present Day Value, 2025 Dollars)

Category	2026-2030	2031-2035	2036-2040	2041-2050	2026-2050 Total
SIS Revenue	\$0	\$0	\$0	\$2,474,227	\$2,474,227
Federal/State Revenue for Capital	\$112,461,550	\$7,704,327	\$6,565,554	\$10,724,673	\$137,456,104
Local Revenue for Capital	\$31,848,892	\$58,981,382	\$56,228,974	\$134,067,264	\$281,126,513
Capital Project Revenues	\$144,310,442	\$66,685,709	\$62,794,529	\$147,266,163	\$457,314,435
Capital Contingency Carryover*		\$0	\$29,689,101	\$6,568,491	
Federally/State-Funded Capital Projects	\$112,461,550	\$2,309,619	\$4,442,701	\$16,646,812	\$135,860,682
Locally-Funded Capital Projects	\$31,848,892	\$28,472,990	\$79,872,421	\$134,583,177	\$274,777,480
Capital Project Expenditures	\$144,310,442	\$30,782,610	\$84,315,122	\$151,229,988	\$457,314,435
Capital Contingency	\$0	\$35,903,099	\$8,168,508	\$2,604,666	
Capital Revenue Balance	\$0	\$0	\$0	\$0	\$0
Federal/State Revenue for O&M	\$29,336,379	\$9,414,615	\$9,603,292	\$20,229,152	\$39,247,060
Local Revenue for O&M	\$8,308,005	\$66,587,498	\$72,620,306	\$163,335,536	\$302,543,339
O&M Project Revenues	\$37,644,384	\$76,002,113	\$82,223,598	\$183,564,688	\$341,790,399
Federally/State-Funded O&M Projects	\$29,336,379	\$9,414,615	\$9,603,292	\$20,229,152	\$39,247,060
Locally-Funded O&M Projects	\$8,308,005	\$66,587,498	\$72,620,306	\$163,335,536	\$302,543,339
O&M Project Expenditures	\$37,644,384	\$76,002,113	\$82,223,598	\$183,564,688	\$341,790,399
O&M Revenue Balance	\$0	\$0	\$0	\$0	\$0
Plan Balance	\$0	\$0	\$0	\$0	\$0

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

CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN COST FEASIBLE AND NEEDS PLAN

COST FEASIBLE PROJECTS (ROADWAY CAPACITY AND OPERATIONS)
PRESENT DAY COST/PRESENT DAY VALUE (PDV)

2050 STATUS	ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE TIME	PDE COST	PDE SOURCE	DESIGN TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
WIDENING/OPERATIONS																	
CF	BURNT STORE RD	LEE CO LINE	WALLABY LN	0.207	WIDEN 2 TO 4							2031 - 2035	\$ 1,728,214	TRIP	2031 - 2035	\$ 1,896,786	TRIP
												2031 - 2035	\$ 271,786	COUNTY	2031 - 2035	\$ 3,353,214	COUNTY
CF	TUCKERS GRADE EXT - PH 1	BURNT STORE RD	US 41	2.387	NEW 2 LANE ROAD				2031 - 2035	\$ 3,000,000	COUNTY	2031 - 2035	\$ 6,500,000	COUNTY	2036 - 2040	\$ 28,000,000	COUNTY
CF	SR 776	WILLMINGTON BLVD/ GULFSTREAM BLVD	CR 771 (GASPARILLA RD)	4.928	OPERATIONAL IMPROVEMENTS	2031 - 2035	\$ 246,400	MULT	2031 - 2035	\$ 492,800	MULT				2036 - 2040	\$ 4,928,000	MULT
CF	HARBORVIEW RD	DATE ST	I-75	1.468	WIDEN 2 TO 4							2036 - 2040	\$ 18,000,000	ST	2041 - 2050	\$ 20,237,113	COUNTY
												2041 - 2050	\$ 7,762,887		2041 - 2050	\$ 7,762,887	OR
CF	N JONES LOOP RD	KNIGHTS DR	E OF PIPER RD	1.416	WIDEN 4 TO 6	2031 - 2035	\$ 327,462	COUNTY	2031 - 2035	\$ 654,924	COUNTY	2036 - 2040	\$ 4,584,469	MULT	2041 - 2050	\$ 6,549,242	COUNTY
CF	SR 776	SAN CASA DR	WILLMINGTON BLVD/ GULFSTREAM BLVD	0.689	WIDEN 4 TO 6	2036 - 2040	\$ 320,485	MULT	2036 - 2040	\$ 640,970	MULT	2036 - 2040	\$ 3,481,247	OR	2041 - 2050	\$ 6,409,698	SHS
CF	TAYLOR RD	N JONES LOOP RD	AIRPORT RD	1.978	WIDEN 2 TO 4				2036 - 2040	\$ 3,500,000	COUNTY	2036 - 2040	\$ 20,000,000	COUNTY	2041 - 2050	\$ 30,000,000	COUNTY
CF	N JONES LOOP RD	BURNT STORE RD	KNIGHTS DR	2.06	WIDEN 4 TO 6	2031 - 2035	\$ 482,355	COUNTY	2031 - 2035	\$ 964,711	COUNTY	2041 - 2050	\$ 6,752,975	COUNTY	2041 - 2050	\$ 9,647,107	COUNTY
CF	TUCKERS GRADE EXT - PH 2	BURNT STORE RD	US 41	2.387	WIDEN 2 TO 4				2041 - 2050	\$ 3,000,000	COUNTY				2041 - 2050	\$ 28,000,000	COUNTY
PF	HARBORVIEW RD	I-75	RIO DE JANEIRO AVE	0.601	WIDEN 2 TO 4	2031 - 2035	\$ 463,504	COUNTY	2031 - 2035	\$ 927,007	COUNTY	2041 - 2050	\$ 9,758,730	COUNTY		\$ 14,731,514	
PF	HARBORVIEW RD	RIO DE JANEIRO AVE	SUNNYBROOK RD	0.667	WIDEN 2 TO 4	2031 - 2035	\$ 493,861	COUNTY	2031 - 2035	\$ 765,676	COUNTY	2041 - 2050	\$ 10,397,880	COUNTY		\$ 15,696,358	
PF	CR 74	US 17	HAPPY HOLLOW RD	2.691	WIDEN 2 TO 4	2036 - 2040	\$ 3,165,215	COUNTY	2036 - 2040	\$ 6,330,430	COUNTY	2036 - 2040	\$ 55,107,204	COUNTY		\$ 83,188,342	
PF	US 17 WB AND EB	E OF US 41	E OF MARLYMPIA WAY	1.226	OPERATIONAL IMPROVEMENTS				2031 - 2035	\$ 146,157	COUNTY						TBD
PF	US 17	COPLEY AVE	CR 74	0.87	WIDEN 4 TO 6	2031 - 2035	\$ 405,606	MULT	2031 - 2035	\$ 811,213	MULT		\$ 6,489,703			\$ 8,112,129	
INTERSECTION/INTERCHANGE																	
CF	SR 776	AT BISCAYNE DR			INTERSECTION IMPROVEMENT				2031 - 2035	\$ 163,000	MULT	2031 - 2035	\$ 800,000	MULT	2036 - 2040	\$ 1,139,000	MULT
CF	SR 776	AT SUNNYBROOK BLVD			INTERSECTION IMPROVEMENT				2031 - 2035	\$ 163,000	MULT	2031 - 2035	\$ 800,000	MULT	2036 - 2040	\$ 1,139,000	MULT
CF	US 41	AT TOLEDO BLADE BLVD			INTERSECTION IMPROVEMENT				2031 - 2035	\$ 163,000	MULT	2031 - 2035	\$ 800,000	MULT	2036 - 2040	\$ 1,139,000	MULT
CF	SR 776	AT SPINNAKER BLVD			INTERSECTION IMPROVEMENT				2031 - 2035	\$ 163,000	MULT	2031 - 2035	\$ 800,000	MULT	2041 - 2050	\$ 1,139,000	MULT
CF	US 41	AT EASY ST			INTERSECTION IMPROVEMENT				2031 - 2035	\$ 100,000	MULT	2031 - 2035	\$ 800,000	MULT	2041 - 2050	\$ 1,000,000	MULT
CF	US 41	AT FORREST NELSON BLVD			INTERSECTION IMPROVEMENT				2031 - 2035	\$ 100,000	MULT	2031 - 2035	\$ 800,000	MULT	2041 - 2050	\$ 1,000,000	MULT
CF	US 41	AT CARROUSEL PLAZA			INTERSECTION IMPROVEMENT				2031 - 2035	\$ 100,000	MULT	2031 - 2035	\$ 800,000	MULT	2041 - 2050	\$ 1,000,000	MULT
PF	I-75	AT US 17			INTERCHANGE MODIFICATION	2041 - 2050	\$ 1,800,000	SIS	2041 - 2050	\$ 3,000,000	SIS		TBD	SIS		TBD	SIS
PF	I-75	AT RAINTREE BLVD (IN SARASOTA CO)			NEW INTERCHANGE	2041 - 2050	\$ 97,000	SIS	2041 - 2050	\$ 307,500	SIS		TBD	SIS		TBD	SIS
STUDY/MISCELLANEOUS																	
PF	I-75 (STUDY)	KINGS HWY	VETERANS BLVD	1.37	OPERATIONAL EVALUATION	2031 - 2035	\$ 2,000,000	MULT									TBD
PF	AIRPORT AREA STUDY				AREA STUDY	2041 - 2050	\$ 1,500,000	LOGT2									TBD
PF	SOUTH COUNTY EAST-WEST CORRIDOR STUDY (LEE MPO PROJECT SHOWN FOR REFERENCE)				AREA STUDY	2041 - 2050	\$ 1,500,000	FDOT					TBD				TBD

PDV - present day value (2025)
 PDE - Project Design and Environmental Study, PE - preliminary engineering, ROW - right of way, CST - construction
 CF - Cost Feasible, PF - Partially Funded
 TRIP - Transportation Regional Incentive Program, SHS - State Highway System (Non-SIS) - Non-TMA, OR - Other Roads (Non-SIS, Non-SHS) "Off-System", MULT - Multiple sources that include State/Federal revenues and Local revenues

Funding committed prior to 2031
Funding identified 2031-2040
Funding identified for last 10 years of LRTP (2041-2050)
Unfunded
To be determined

UNFUNDED* NEEDS (ROADWAY CAPACITY AND OPERATIONS)

**All estimates below are based on planning-level generalized unit costs and are not project specific*

PRESENT DAY COST/PRESENT DAY VALUE (PDV)

ID_2050 ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST	
WIDENING/OPERATIONS									
R7	N JONES LOOP RD	E OF PIPER RD	W OF CURVE	1.75	WIDEN 2 TO 4	\$ 1,004,448	\$ 2,008,895	\$ 14,062,265	\$ 20,088,950
R8	PRINEVILLE ST	PAULSON DR	HILLSBOROUGH BLVD	1.24	WIDEN 2 TO 4	\$ 714,019	\$ 1,428,037	\$ 9,996,262	\$ 14,280,374
R9A	TAYLOR RD	AIRPORT RD	US 41	1.31	WIDEN 2 TO 4	\$ 753,049	\$ 1,506,097	\$ 10,542,681	\$ 15,060,973
R9B	TAYLOR RD	US 41 SB	N JONES LOOP RD	1.62	WIDEN 2 TO 4	\$ 78,634	\$ 3,500,000	\$ 20,000,000	\$ 35,000,000
R10	BURNT STORE RD	WALLABY LANE	TUCKERS GRADE EXT	5.97	WIDEN 4 TO 6	\$ 2,777,846	\$ 5,555,692	\$ 38,889,843	\$ 55,556,919
R11	CR 74	HAPPY HOLLOW RD	SR 31	12.16	WIDEN 2 TO 4	\$ 6,981,197	\$ 13,962,394	\$ 97,736,760	\$ 139,623,942
R12	HILLSBOROUGH BLVD	CRANBERRY BLVD	YORKSHIRE ST	6.16	WIDEN 2 TO 4	\$ 3,535,655	\$ 7,071,310	\$ 49,499,173	\$ 70,713,104
S3A	SR 776	WILMINGTON BLVD / GULFSTREAM BLVD	CR 771 (GASPARILLA RD)	4.93	WIDEN 4 TO 6	\$ 2,292,235	\$ 4,584,469	\$ 36,675,753	\$ 45,844,691
S3B	SR 776	CR 771 (GASPARILLA RD)	GILLOT BLVD	1.08	OPERATIONAL IMPROVEMENTS	\$ 53,950	\$ 107,900	\$ 863,200	\$ 1,079,000
S3C	SR 776	GILLOT BLVD	STURKIE AVE	1.26	BRIDGE IMPROVEMENTS	\$ 958,003	\$ 1,916,006	\$ 15,328,051	\$ 19,160,064
S3D	SR 776	STURKIE AVE	FLAMINGO BLVD	4.07	OPERATIONAL IMPROVEMENTS	\$ 203,250	\$ 406,500	\$ 3,252,000	\$ 4,065,000
S3E	SR 776	FLAMINGO BLVD	US 41	1.73	WIDEN 4 TO 6	\$ 482,759	\$ 965,517	\$ 4,827,586	\$ 9,655,172
R13	VETERANS BLVD	W OF WYLAM DR	E OF I-75	2.20	OPERATIONAL IMPROVEMENTS	\$ 109,850	\$ 219,700	\$ 1,537,900	\$ 2,197,000
R13B	VETERANS BLVD	PEACHLAND BLVD	KINGS HWY	0.13	WIDEN 4 TO 6	\$ 58,143	\$ 116,286	\$ 814,004	\$ 1,162,863
R14	AIRPORT RD	TAYLOR RD	PIPER RD	1.81	WIDEN 2 TO 4	\$ 1,040,034	\$ 2,080,067	\$ 14,560,471	\$ 20,800,673
R15	CR 39 (TOLEDO BLADE)	WHITNEY AVE	HILLSBOROUGH BLVD	1.24	WIDEN 4 TO 6	\$ 574,919	\$ 1,149,838	\$ 8,048,869	\$ 11,498,384
R16A	CR 771 (GASPARILLA RD)	ROBIN RD	ROTONDA BLVD EAST	2.20	WIDEN 2 TO 4	\$ 1,262,734	\$ 2,525,468	\$ 17,678,276	\$ 25,254,680
R16B	CR 771 (GASPARILLA RD)	ROTONDA BLVD EAST	SR 776	2.27	WIDEN 4 TO 6	\$ 1,053,553	\$ 2,107,107	\$ 14,749,748	\$ 21,071,069
R17	FRUITLAND AVE	GULFSTREAM BLVD	SAN CASA DR	1.50	IMPROVED 2 LANE ROAD	\$ 682,400	\$ 1,364,800	\$ 9,553,600	\$ 13,647,999
R18A	LOVELAND BLVD	WESTCHESTER BLVD	SUNCOAST BLVD	1.40	WIDEN 2 TO 4	\$ 1,027,980	\$ 2,055,961	\$ 14,391,724	\$ 20,559,605
R18B	LOVELAND BLVD	MIDWAY BLVD	VETERANS BLVD	2.25	WIDEN 2 TO 4	\$ 1,292,006	\$ 2,584,013	\$ 18,088,091	\$ 25,840,129
R19	LUTHER RD EXT	HARBOR VIEW RD	LUTHER CURVE	0.86	NEW 2 LANE ROAD	\$ 391,571	\$ 783,142	\$ 5,481,992	\$ 7,831,417

R20	OLEAN BLVD EXT	LOVELAND BLVD	HARBORVIEW RD	2.49	NEW 2 LANE ROAD	\$ 1,134,142	\$ 2,268,285	\$ 15,877,993	\$ 22,682,847
R21	PEACHLAND BLVD	COCHRAN BLVD	LOVELAND BLVD	4.71	OPERATIONAL IMPROVEMENTS	\$ 235,450	\$ 470,900	\$ 3,296,300	\$ 4,709,000
R22	RAMPART BLVD	KINGS HWY	RIO DE JANEIRO	2.37	WIDEN 2 TO 4	\$ 796,810	\$ 1,593,619	\$ 6,374,477	\$ 15,936,193
R23	S JONES LOOP	I-75	S OF CURVE	2.16	OPERATIONAL IMPROVEMENTS	\$ 108,000	\$ 216,000	\$ 1,512,000	\$ 2,160,000
R24	SAN CASA DR	CR 775	SR 776	2.10	WIDEN 2 TO 4	\$ 1,202,467	\$ 2,404,934	\$ 16,834,540	\$ 24,049,343
S4	SR 31	CYPRESS PKWY	CR 74	11.78	WIDEN 2 TO 4	\$ 6,763,949	\$ 13,527,899	\$ 108,223,191	\$ 135,278,989
S3F	SR 776	CRESTVIEW DR	SAN CASA DR	2.40	WIDEN 4 TO 6	\$ 1,117,278	\$ 2,234,557	\$ 17,876,453	\$ 22,345,566
R25	TUCKERS GRADE	US 41	I-75	2.34	WIDEN 4 TO 6	\$ 1,086,579	\$ 2,173,157	\$ 15,212,102	\$ 21,731,574

S5A	US 41	SR 776	KINGS HWY	11.93	OPERATIONAL IMPROVEMENTS	\$ 2,000,000	\$ 4,000,000	\$ 2,000,000	\$ 40,000,000
S5B	US 41	NOTRE DAME BLVD	BURNT STORE RD	5.81	WIDEN 4 TO 6	\$ 2,704,353	\$ 5,408,706	\$ 43,269,648	\$ 54,087,061
S5C	US 41 NB	TAYLOR RD	MARION AVE	0.39	OPERATIONAL IMPROVEMENTS	\$ 19,600	\$ 39,200	\$ 313,600	\$ 392,000
S5D	US 41 NB	MARION AVE	N OF PEACE RIVER	1.34	BRIDGE IMPROVEMENTS	\$ 7,679,232	\$ 15,358,464	\$ 122,867,712	\$ 153,584,640
S5E	US 41 SB	CARMALITA ST	MARION AVE	0.41	OPERATIONAL IMPROVEMENTS	\$ 20,600	\$ 41,200	\$ 329,600	\$ 412,000
S5F	US 41 SB	MARION AVE	N OF PEACE RIVER	1.34	BRIDGE IMPROVEMENTS	\$ 7,679,232	\$ 15,358,464	\$ 122,867,712	\$ 153,584,640
R13E	VETERANS BLVD	US 41	MURDOCK CIR E / PAULSON DR	0.58	WIDEN 4 TO 6	\$ 268,854	\$ 537,708	\$ 3,763,953	\$ 5,377,076
R13D	VETERANS BLVD	MURDOCK CIR EAST	HILLSBOROUGH BLVD	3.50	WIDEN 4 TO 6	\$ 1,628,473	\$ 3,256,945	\$ 22,798,617	\$ 32,569,453
R26	YORKSHIRE ST	VETERANS HWY	SARASOTA C/L	0.33	WIDEN 2 TO 4	\$ 186,540	\$ 373,081	\$ 2,611,564	\$ 3,730,805

INTERSECTION

R27	BURNT STORE RD AT HOME DEPOT PLAZA				INTERSECTION IMPROVEMENT	\$ -	\$ 150,000	\$ 800,000	\$ 1,000,000
S6C	SR 776 AT DAVID BLVD				INTERSECTION IMPROVEMENT	\$ -	\$ 163,000	\$ 800,000	\$ 1,139,000
S6D	SR 776 AT PINEDALE DR				INTERSECTION IMPROVEMENT	\$ -	\$ 163,000	\$ 800,000	\$ 1,139,000
S7E	US 41 AT AIRPORT RD				INTERSECTION IMPROVEMENT	\$ -	\$ 150,000	\$ 800,000	\$ 1,000,000
S7F	US 41 AT ACLINE RD				INTERSECTION IMPROVEMENT	\$ -	\$ 150,000	\$ 800,000	\$ 1,000,000
S7G	US 41 AT JONES LOOP RD				INTERSECTION IMPROVEMENT	\$ -	\$ 150,000	\$ 800,000	\$ 1,000,000
S7H	US 41 AT AQUI ESTA DR				INTERSECTION IMPROVEMENT	\$ -	\$ 150,000	\$ 800,000	\$ 1,000,000
S7I	US 41 NB AT TAYLOR RD				INTERSECTION IMPROVEMENT	\$ -	\$ 150,000	\$ 800,000	\$ 1,000,000

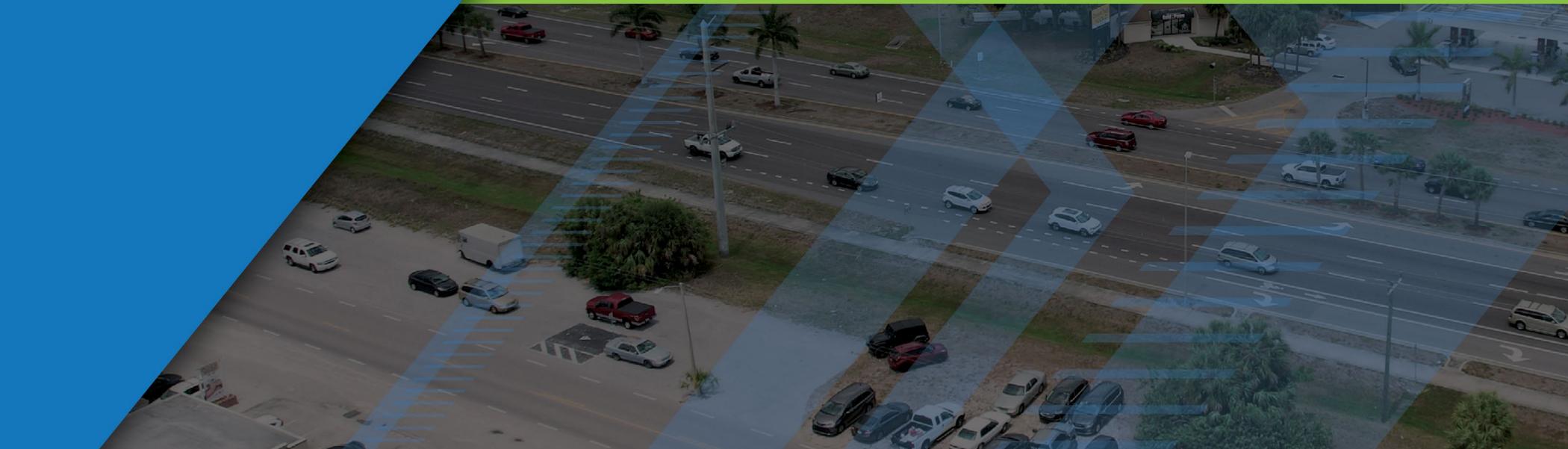
TOTAL UNFUNDED NEEDS ESTIMATE

\$ 2,390,357,018

**All estimates below are based on planning-level generalized unit costs and are not project specific. Above needs currently have no funding committed to any phase.*



Appendix E: Cost Feasible Plan
(Year of Expenditure)





CHARLOTTE COUNTY-PUNTA GORDA MPO 2050 LONG RANGE TRANSPORTATION PLAN
COST FEASIBLE AND NEEDS PLAN

Demonstration of Fiscal Constraint (Year of Expenditure)					
Category	2026-2030	2031-2035	2036-2040	2041-2050	2026-2050 Total
SIS Revenue	\$0	\$0	\$0	\$4,800,000	\$4,800,000
Federal/State Revenue for Capital	\$112,461,550	\$9,938,581	\$10,242,265	\$20,805,865	\$153,448,261
Local Revenue for Capital	\$31,848,892	\$76,085,983	\$98,370,917	\$290,008,272	\$496,314,064
Capital Project Revenues	\$144,310,442	\$86,024,565	\$108,613,181	\$315,614,137	\$718,128,255
Capital Contingency Carryover*		\$0	\$50,542,970	\$13,022,961	
Federally/State-Funded Capital Projects	\$112,461,550	\$2,979,409	\$6,930,614	\$32,294,814	\$154,666,387
Locally-Funded Capital Projects	\$31,848,892	\$36,730,158	\$139,202,577	\$289,607,502	\$497,389,128
Capital Project Revenues	\$144,310,442	\$39,709,567	\$146,133,191	\$321,902,317	\$718,128,255
Capital Contingency	\$0	\$50,542,970	\$13,022,961	\$6,734,781	
Capital Revenue Balance	\$0	\$0	\$0	\$0	\$0
Federal/State Revenue for O&M	\$29,336,379	\$12,144,854	\$14,981,136	\$39,244,555	\$66,370,545
Local Revenue for O&M	\$8,308,005	\$85,897,872	\$113,287,677	\$316,870,940	\$516,056,488
O&M Project Revenues	\$37,644,384	\$98,042,726	\$128,268,813	\$356,115,495	\$582,427,033
Federally/State-Funded O&M Projects	(\$29,336,379)	\$12,144,854	\$14,981,136	\$39,244,555	\$66,370,545
Locally-Funded O&M Projects	(\$8,308,005)	\$85,897,872	\$113,287,677	\$316,870,940	\$516,056,488
O&M Project Expenditures	(\$37,644,384)	\$98,042,726	\$128,268,813	\$356,115,495	\$582,427,033
O&M Revenue Balance	\$0	\$0	\$0	\$0	\$0
Plan Balance	\$0	\$0	\$0	\$0	\$0

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

CHARLOTTE COUNTY-PUNTA GORDA MPO
2050 LONG RANGE TRANSPORTATION PLAN
COST FEASIBLE AND NEEDS PLAN

COST FEASIBLE NEEDS (ROADWAY CAPACITY AND OPERATIONS)
YEAR OF EXPENDITURE (YOE)

2050 STATUS	ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE TIME	PDE COST	PDE SOURCE	DESIGN TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
WIDENING/OPERATIONS																	
CF	BURNT STORE RD	LEE CO LINE	WALLABY LN	0.207	WIDEN 2 TO 4		COMMITTED			COMMITTED		2031 - 2035	\$ 2,229,396	TRIP	2031 - 2035	\$ 2,446,854	TRIP
												2031 - 2035	\$ 350,604	COUNTY	2031 - 2035	\$ 4,325,646	COUNTY
CF	TUCKERS GRADE EXT - PH 1	BURNT STORE RD	US 41	2.387	NEW 2 LANE ROAD		COMMITTED		2031 - 2035	\$ 3,870,000	COUNTY	2031 - 2035	\$ 8,385,000	COUNTY	2036 - 2040	\$ 43,680,000	COUNTY
CF	SR 776	WILLMINGTON BLVD/ GULFSTREAM BLVD	CR 771 (GASPARILLA RD)	4.928	OPERATIONAL IMPROVEMENTS	2031 - 2035	\$ 317,856	MULT	2031 - 2035	\$ 635,712	MULT		NOT REQUIRED		2036 - 2040	\$ 7,687,680	MULT
CF	HARBORVIEW RD	DATE ST	I-75	1.468	WIDEN 2 TO 4		COMMITTED			COMMITTED		2036 - 2040	\$ 28,080,000	ST	2041 - 2050	\$ 39,260,000	COUNTY
															2041 - 2050	\$ 15,060,000	OR
CF	N JONES LOOP RD	KNIGHTS DR	E OF PIPER RD	1.416	WIDEN 4 TO 6	2031 - 2035	\$ 422,426	COUNTY	2031 - 2035	\$ 844,852	COUNTY	2036 - 2040	\$ 7,151,772	MULT	2041 - 2050	\$ 12,705,529	COUNTY
CF	SR 776	SAN CASA DR	WILLMINGTON BLVD/ GULFSTREAM BLVD	0.689	WIDEN 4 TO 6	2036 - 2040	\$ 499,956	MULT	2036 - 2040	\$ 999,913	MULT	2036 - 2040	\$ 5,430,745	OR	2041 - 2050	\$ 12,434,814	SHS
CF	TAYLOR RD	N JONES LOOP RD	AIRPORT RD	1.978	WIDEN 2 TO 4		COMMITTED		2036 - 2040	\$ 5,460,000	COUNTY	2036 - 2040	\$ 31,200,000	COUNTY	2041 - 2050	\$ 58,200,000	COUNTY
CF	N JONES LOOP RD	BURNT STORE RD	KNIGHTS DR	2.06	WIDEN 4 TO 6	2031 - 2035	\$ 622,238	COUNTY	2031 - 2035	\$ 1,244,477	COUNTY	2041 - 2050	\$ 13,100,772	COUNTY	2041 - 2050	\$ 18,715,388	COUNTY
CF	TUCKERS GRADE EXT - PH 2	BURNT STORE RD	US 41	2.387	WIDEN 2 TO 4		COMMITTED		2041 - 2050	\$ 5,820,000	COUNTY		NOT REQUIRED		2041 - 2050	\$ 54,320,000	COUNTY
PF	HARBORVIEW RD	I-75	RIO DE JANEIRO AVE	0.601	WIDEN 2 TO 4	2031 - 2035	\$ 463,504	COUNTY	2031 - 2035	\$ 927,007	COUNTY	2041 - 2050	\$ 9,758,730	COUNTY		\$ 14,731,514	
PF	HARBORVIEW RD	RIO DE JANEIRO AVE	SUNNYBROOK RD	0.667	WIDEN 2 TO 4	2031 - 2035	\$ 493,861	COUNTY	2031 - 2035	\$ 987,722	COUNTY	2041 - 2050	\$ 10,397,880	COUNTY		\$ 15,696,358	
PF	CR 74	US 17	HAPPY HOLLOW RD	2.691	WIDEN 2 TO 4	2036 - 2040	\$ 3,165,215	COUNTY	2036 - 2040	\$ 6,330,430	COUNTY	2036 - 2040	\$ 55,107,204	COUNTY		\$ 83,188,342	
PF	US 17 WB AND EB	E OF US 41	E OF MARLYMPIA WAY	1.226	OPERATIONAL IMPROVEMENTS		COMMITTED		2031 - 2035	\$ 146,157	COUNTY		NOT REQUIRED			TBD	
PF	US 17	COPELY AVE	CR 74	0.87	WIDEN 4 TO 6	2031 - 2035	\$ 523,232	MULT	2031 - 2035	\$ 1,046,465	MULT		\$ 13,303,891			\$ 16,629,864	
INTERSECTION/INTERCHANGE																	
CF	SR 776	AT BISCAYNE DR			INTERSECTION IMPROVEMENT		NOT REQUIRED		2031 - 2035	\$ 193,500	MULT	2031 - 2035	\$ 1,552,000	MULT	2036 - 2040	\$ 1,560,000	MULT
CF	SR 776	AT SUNNYBROOK BLVD			INTERSECTION IMPROVEMENT		NOT REQUIRED		2031 - 2035	\$ 193,500	MULT	2031 - 2035	\$ 1,552,000	MULT	2036 - 2040	\$ 1,940,000	MULT
CF	US 41	AT TOLEDO BLADE BLVD			INTERSECTION IMPROVEMENT		NOT REQUIRED		2031 - 2035	\$ 129,000	MULT	2031 - 2035	\$ 1,032,000	MULT	2036 - 2040	\$ 1,560,000	MULT
CF	SR 776	AT SPINNAKER BLVD			INTERSECTION IMPROVEMENT		NOT REQUIRED		2031 - 2035	\$ 193,500	MULT	2031 - 2035	\$ 1,552,000	MULT	2041 - 2050	\$ 1,139,000	MULT
CF	US 41	AT EASY ST			INTERSECTION IMPROVEMENT		NOT REQUIRED		2031 - 2035	\$ 129,000	MULT	2031 - 2035	\$ 1,032,000	MULT	2041 - 2050	\$ 1,940,000	MULT
CF	US 41	AT FORREST NELSON BLVD			INTERSECTION IMPROVEMENT		NOT REQUIRED		2031 - 2035	\$ 129,000	MULT	2031 - 2035	\$ 1,032,000	MULT	2041 - 2050	\$ 1,940,000	MULT
CF	US 41	AT CARROUSEL PLAZA			INTERSECTION IMPROVEMENT		NOT REQUIRED		2031 - 2035	\$ 129,000	MULT	2031 - 2035	\$ 1,032,000	MULT	2041 - 2050	\$ 1,940,000	MULT
PF	I-75	AT US 17			INTERCHANGE MODIFICATION	2041 - 2050	\$ 1,800,000	SIS	2041 - 2050	\$ 3,000,000	SIS		TBD	SIS		TBD	SIS
PF	I-75	AT RAINTREE BLVD (IN SARASOTA CO)			NEW INTERCHANGE	2041 - 2050	\$ 97,000	SIS	2041 - 2050	\$ 307,500	SIS		TBD	SIS		TBD	SIS
STUDY/MISCELLANEOUS																	
PF	I-75 (STUDY)	KINGS HWY	VETERANS BLVD	1.37	OPERATIONAL EVALUATION	2031 - 2035	\$ 2,580,000	MULT								TBD	
PF	AIRPORT AREA STUDY				AREA STUDY	2041 - 2050	\$ 2,910,000	COUNTY								TBD	
PF	SOUTH COUNTY EAST-WEST CORRIDOR STUDY (LEE MPO PROJECT SHOWN FOR REFERENCE)				AREA STUDY	2041 - 2050	\$ 3,075,000	FDOT					TBD			TBD	

PDV - present day value (2025)
PDE - Project Design and Environmental Study, PE - preliminary engineering, ROW - right of way, CST - construction
CF - Cost Feasible, PF - Partially Funded
TRIP - Transportation Regional Incentive Program, SHS - State Highway System (Non-SIS) - Non-TMA, OR - Other Roads (Non-SIS, Non-SHS) "Off-System", MULT - Multiple sources that include State/Federal revenues and Local revenues

Funding committed prior to 2031
Funding identified 2031-2040
Funding identified for last 10 years of LRTP (2041-2050)
Unfunded
To be determined

UNFUNDED* NEEDS (ROADWAY CAPACITY AND OPERATIONS)

**All estimates below are based on planning-level generalized unit costs and are not project specific*

YEAR OF EXPENDITURE (YOE)

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
WIDENING/OPERATIONS								
N JONES LOOP RD	E OF PIPER RD	W OF CURVE	1.75	WIDEN 2 TO 4	\$ 2,339,157	\$ 4,678,315	\$ 32,748,203	\$ 46,783,147
PRINEVILLE ST	PAULSON DR	HILLSBOROUGH BLVD	1.24	WIDEN 2 TO 4	\$ 1,463,738	\$ 2,927,477	\$ 20,492,336	\$ 29,274,766
TAYLOR RD	AIRPORT RD	US 41	1.31	WIDEN 2 TO 4	\$ 1,543,750	\$ 3,087,499	\$ 21,612,496	\$ 30,874,994
TAYLOR RD	US 41 SB	N JONES LOOP RD	1.62	WIDEN 2 TO 4	\$ 78,634	\$ 7,175,000	\$ 41,000,000	\$ 71,750,000
BURNT STORE RD	WALLABY LANE	TUCKERS GRADE EXT	5.97	WIDEN 4 TO 6	\$ 5,694,584	\$ 11,389,168	\$ 79,724,178	\$ 113,891,684
CR 74	HAPPY HOLLOW RD	SR 31	12.16	WIDEN 2 TO 4	\$ 13,332,491	\$ 26,664,982	\$ 186,654,872	\$ 266,649,817
HILLSBOROUGH BLVD	CRANBERRY BLVD	YORKSHIRE ST	6.16	WIDEN 2 TO 4	\$ 7,248,093	\$ 14,496,186	\$ 101,473,304	\$ 144,961,863
SR 776	WILMINGTON BLVD / GULFSTREAM BLVD	CR 771 (GASPARILLA RD)	4.93	WIDEN 4 TO 6	\$ 4,699,081	\$ 9,398,162	\$ 93,981,617	\$ 93,981,617
SR 776	CR 771 (GASPARILLA RD)	GILLOT BLVD	1.08	OPERATIONAL IMPROVEMENTS	\$ 1,028,877	\$ 2,057,755	\$ 16,462,040	\$ 20,577,550
SR 776	GILLOT BLVD	STURKIE AVE	1.26	BRIDGE IMPROVEMENTS	\$ 1,963,907	\$ 3,927,813	\$ 31,422,505	\$ 39,278,131
SR 776	STURKIE AVE	FLAMINGO BLVD	4.07	OPERATIONAL IMPROVEMENTS	\$ 416,663	\$ 833,325	\$ 6,666,600	\$ 8,333,250
SR 776	FLAMINGO BLVD	US 41	1.73	WIDEN 4 TO 6	\$ 989,655	\$ 1,979,310	\$ 9,896,551	\$ 19,793,102
VETERANS BLVD	W OF WYLAM DR	E OF I-75	2.20	OPERATIONAL IMPROVEMENTS	\$ 225,193	\$ 450,385	\$ 3,152,695	\$ 4,503,850
VETERANS BLVD	PEACHLAND BLVD	KINGS HWY	0.13	WIDEN 4 TO 6	\$ 119,193	\$ 238,387	\$ 1,668,708	\$ 2,383,868
AIRPORT RD	TAYLOR RD	PIPER RD	1.81	WIDEN 2 TO 4	\$ 2,132,069	\$ 4,264,138	\$ 29,848,965	\$ 42,641,379
CR 39 (TOLEDO BLADE)	WHITNEY AVE	HILLSBOROUGH BLVD	1.24	WIDEN 4 TO 6	\$ 1,189,073	\$ 2,378,147	\$ 16,647,028	\$ 23,781,468
CR 771 (GASPARILLA RD)	ROBIN RD	ROTONDA BLVD EAST	2.20	WIDEN 2 TO 4	\$ 2,575,662	\$ 5,151,323	\$ 36,059,263	\$ 51,513,234
CR 771 (GASPARILLA RD)	ROTONDA BLVD EAST	SR 776	2.27	WIDEN 4 TO 6	\$ 2,159,785	\$ 4,319,569	\$ 30,236,983	\$ 43,195,690
FRUITLAND AVE	GULFSTREAM BLVD	SAN CASA DR	1.50	IMPROVED 2 LANE ROAD	\$ 1,398,920	\$ 2,797,840	\$ 19,584,879	\$ 27,978,399
LOVELAND BLVD	WESTCHESTER BLVD	SUNCOAST BLVD	1.40	WIDEN 2 TO 4	\$ 1,644,941	\$ 3,289,881	\$ 23,029,169	\$ 32,898,812
LOVELAND BLVD	MIDWAY BLVD	VETERANS BLVD	2.25	WIDEN 2 TO 4	\$ 2,648,613	\$ 5,297,227	\$ 37,080,586	\$ 52,972,265
LUTHER RD EXT	HARBOR VIEW RD	LUTHER CURVE	0.86	NEW 2 LANE ROAD	\$ 909,251	\$ 1,818,502	\$ 12,729,517	\$ 18,185,025
OLEAN BLVD EXT	LOVELAND BLVD	HARBORVIEW RD	2.49	NEW 2 LANE ROAD	\$ 2,324,992	\$ 4,649,984	\$ 32,549,886	\$ 46,499,837
PEACHLAND BLVD	COCHRAN BLVD	LOVELAND BLVD	4.71	OPERATIONAL IMPROVEMENTS	\$ 482,673	\$ 965,345	\$ 6,757,415	\$ 9,653,450
RAMPART BLVD	KINGS HWY	RIO DE JANEIRO	2.37	WIDEN 2 TO 4	\$ 796,810	\$ 1,593,619	\$ 6,374,477	\$ 15,936,193
S JONES LOOP	I-75	S OF CURVE	2.16	OPERATIONAL IMPROVEMENTS	\$ 221,400	\$ 442,800	\$ 3,099,600	\$ 4,428,000
SAN CASA DR	CR 775	SR 776	2.10	WIDEN 2 TO 4	\$ 2,465,058	\$ 4,930,115	\$ 34,510,807	\$ 49,301,153
SR 31	CYPRESS PKWY	CR 74	11.78	WIDEN 2 TO 4	\$ 12,932,434	\$ 25,864,868	\$ 206,918,940	\$ 258,648,675
SR 776	CRESTVIEW DR	SAN CASA DR	2.40	WIDEN 4 TO 6	\$ 2,290,420	\$ 4,580,841	\$ 36,646,728	\$ 45,808,410
TUCKERS GRADE	US 41	I-75	2.34	WIDEN 4 TO 6	\$ 1,376,922	\$ 2,753,844	\$ 19,276,911	\$ 27,538,445

ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE COST	DES COST	ROW COST	CST COST
US 41	SR 776	KINGS HWY	11.93	OPERATIONAL IMPROVEMENTS	\$ 11,379,633	\$ 22,759,266	\$ 182,074,126	\$ 227,592,658
US 41	NOTRE DAME BLVD	BURNT STORE RD	5.81	WIDEN 4 TO 6	\$ 5,543,924	\$ 11,087,847	\$ 88,702,779	\$ 110,878,474
US 41 NB	TAYLOR RD	MARION AVE	0.39	OPERATIONAL IMPROVEMENTS	\$ 40,180	\$ 80,360	\$ 642,880	\$ 803,600
US 41 NB	MARION AVE	N OF PEACE RIVER	1.34	BRIDGE IMPROVEMENTS	\$ 2,088,599	\$ 4,177,198	\$ 33,417,585	\$ 41,771,981
US 41 SB	CARMALITA ST	MARION AVE	0.41	OPERATIONAL IMPROVEMENTS	\$ 42,230	\$ 84,460	\$ 675,680	\$ 844,600
US 41 SB	MARION AVE	N OF PEACE RIVER	1.34	BRIDGE IMPROVEMENTS	\$ 3,148,485	\$ 6,296,970	\$ 50,375,762	\$ 62,969,702
VETERANS BLVD	US 41	MURDOCK CIR E / PAULSON DR	0.58	WIDEN 4 TO 6	\$ 279,389	\$ 558,779	\$ 3,911,451	\$ 5,587,787
VETERANS BLVD	MURDOCK CIR EAST	HILLSBOROUGH BLVD	3.50	WIDEN 4 TO 6	\$ 3,338,369	\$ 6,676,738	\$ 46,737,165	\$ 66,767,378
YORKSHIRE ST	VETERANS HWY	SARASOTA C/L	0.33	WIDEN 2 TO 4	\$ 382,408	\$ 764,815	\$ 5,353,705	\$ 7,648,150
INTERSECTION								
BURNT STORE RD AT HOME DEPOT PLAZA				INTERSECTION IMPROVEMENT	\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000
SR 776 AT DAVID BLVD				INTERSECTION IMPROVEMENT	\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000
SR 776 AT PINEDALE DR				INTERSECTION IMPROVEMENT	\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000
US 41 AT AIRPORT RD				INTERSECTION IMPROVEMENT	\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000
US 41 AT ACLINE RD				INTERSECTION IMPROVEMENT	\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000
US 41 AT JONES LOOP RD				INTERSECTION IMPROVEMENT	\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000
US 41 AT AQUI ESTA DR				INTERSECTION IMPROVEMENT	\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000
US 41 NB AT TAYLOR RD				INTERSECTION IMPROVEMENT	\$ -	\$ 307,500	\$ 1,640,000	\$ 2,050,000
TOTAL UNFUNDED NEEDS ESTIMATE							\$	4,132,884,291

**All estimates below are based on planning-level generalized unit costs and are not project specific. Above needs currently have no funding committed to any phase.*