Prepared For:

Charlotte County-Punta Gorda MPO
LONG RANGE TRANSPORTATION PLAN

MOVING CHARLOTTE FORWARD

Prepared By:

Kimley»Horn
Expect More. Experience Better.

Summary Report
October 2, 2025

Version: 260112

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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.

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.

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

INTRODUCTION

This section 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.

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 outcome

PLANNING ASSUMPTIONS

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 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.

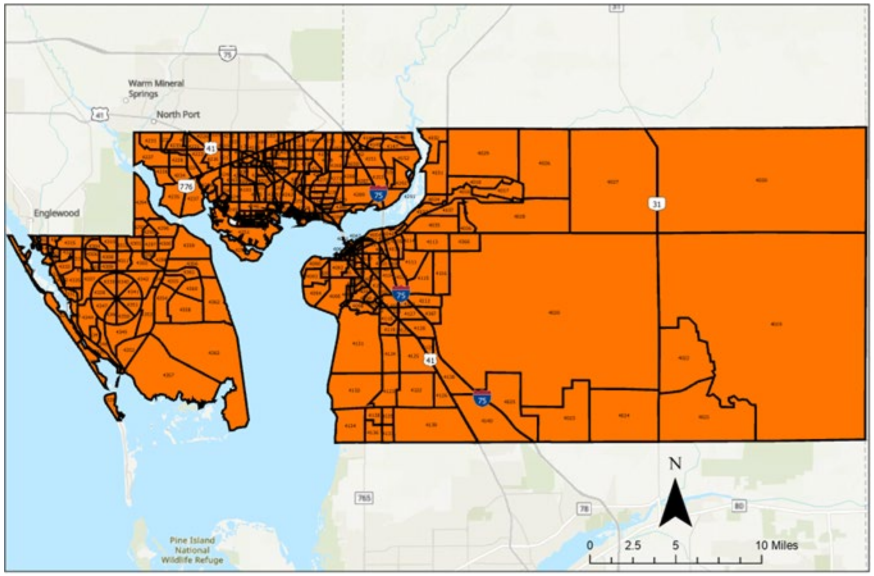


Figure 1. Charlotte County-Punta Gorda Traffic Analysis Zones (TAZs)

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 travel 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 1 shows the population totals for Charlotte County and show the total distribution across Charlotte County for the time period from 2019 to 2050.

Table 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

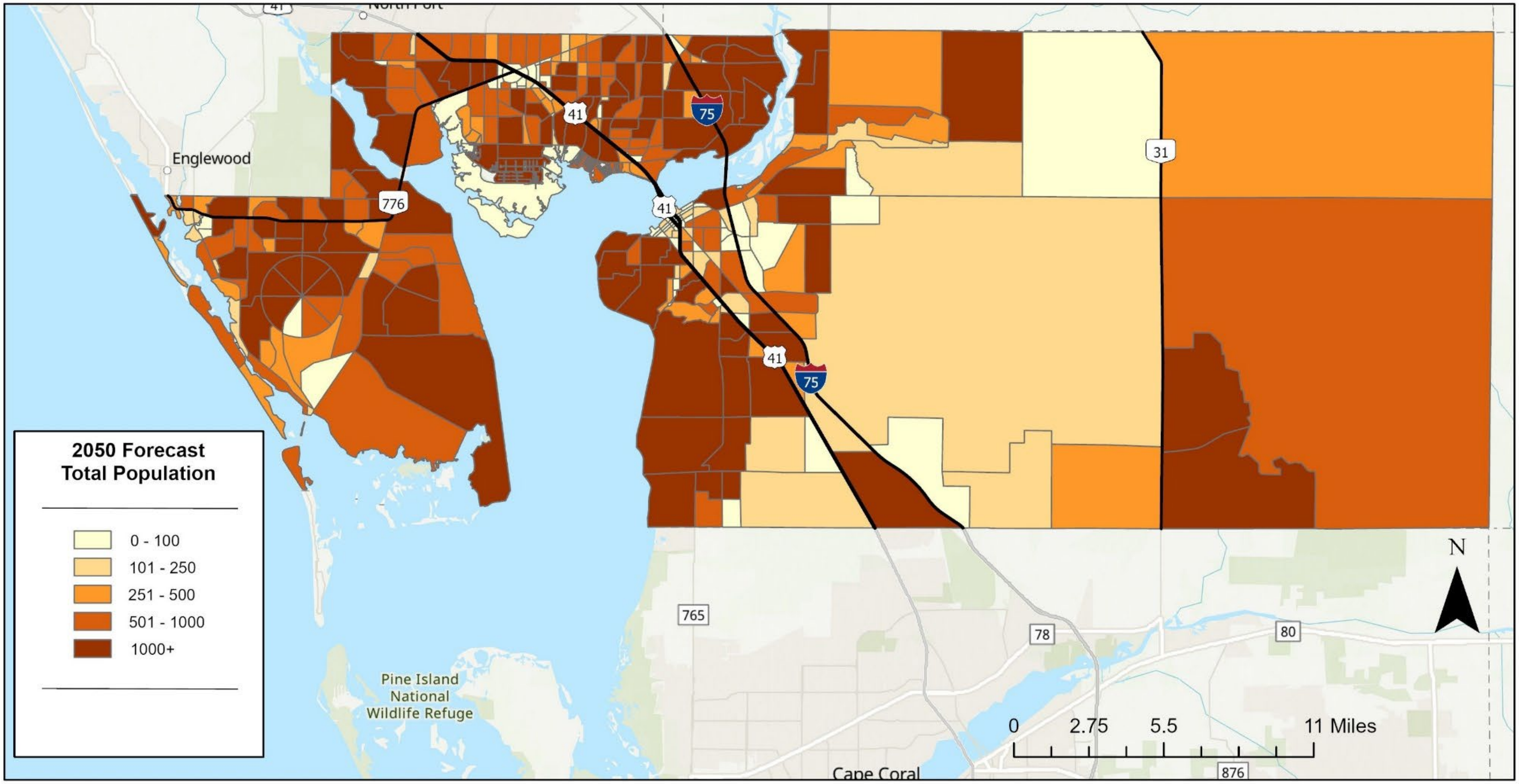


Figure 2. 2050 Population Projections by TAZ

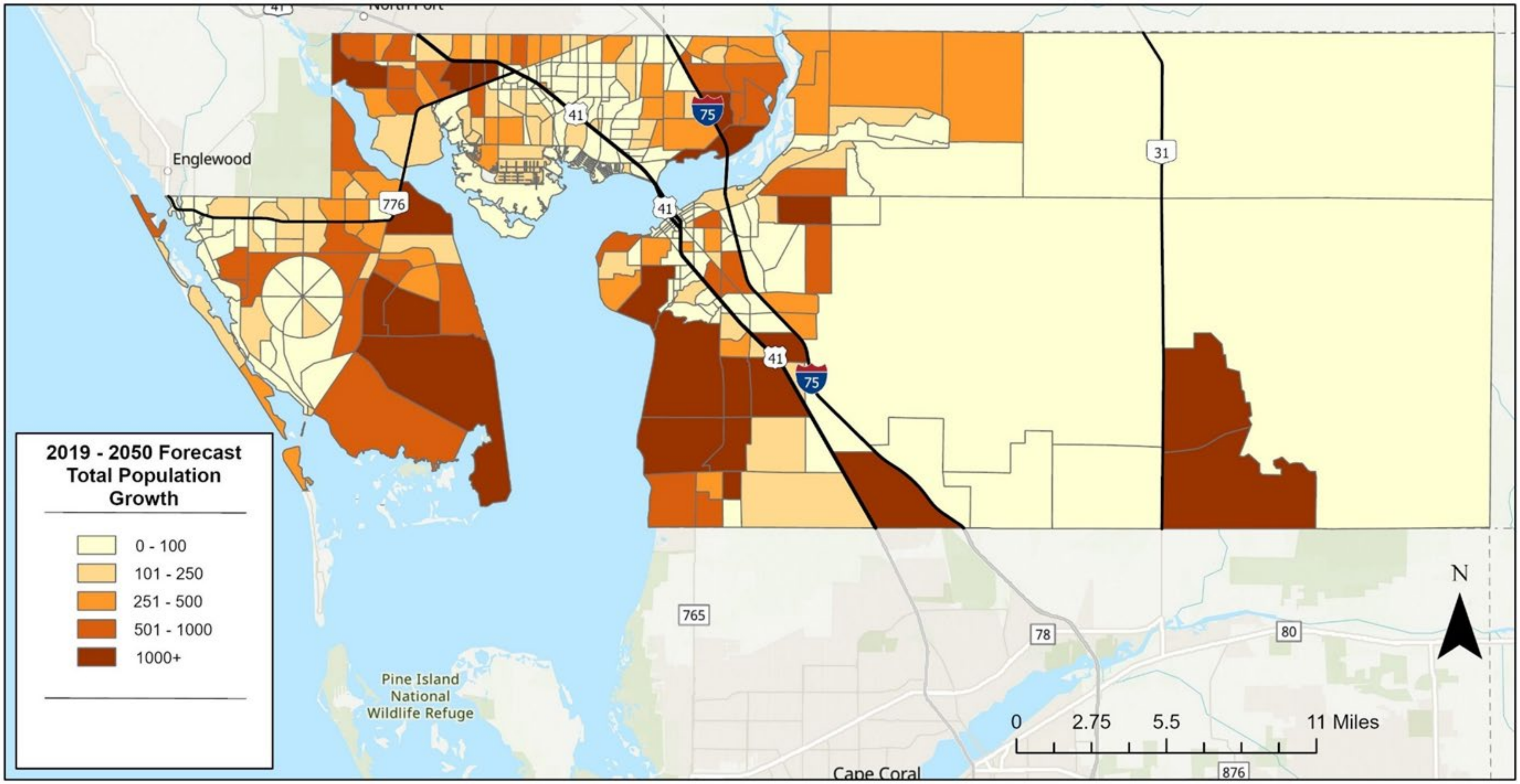


Figure 3. 2019-2050 Population Growth Projection by TAZ

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 2**. The total employment across Charlotte County for the time period from 2019 to 2050 are shown in **Figure 4** and **Figure 5.**

Table 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

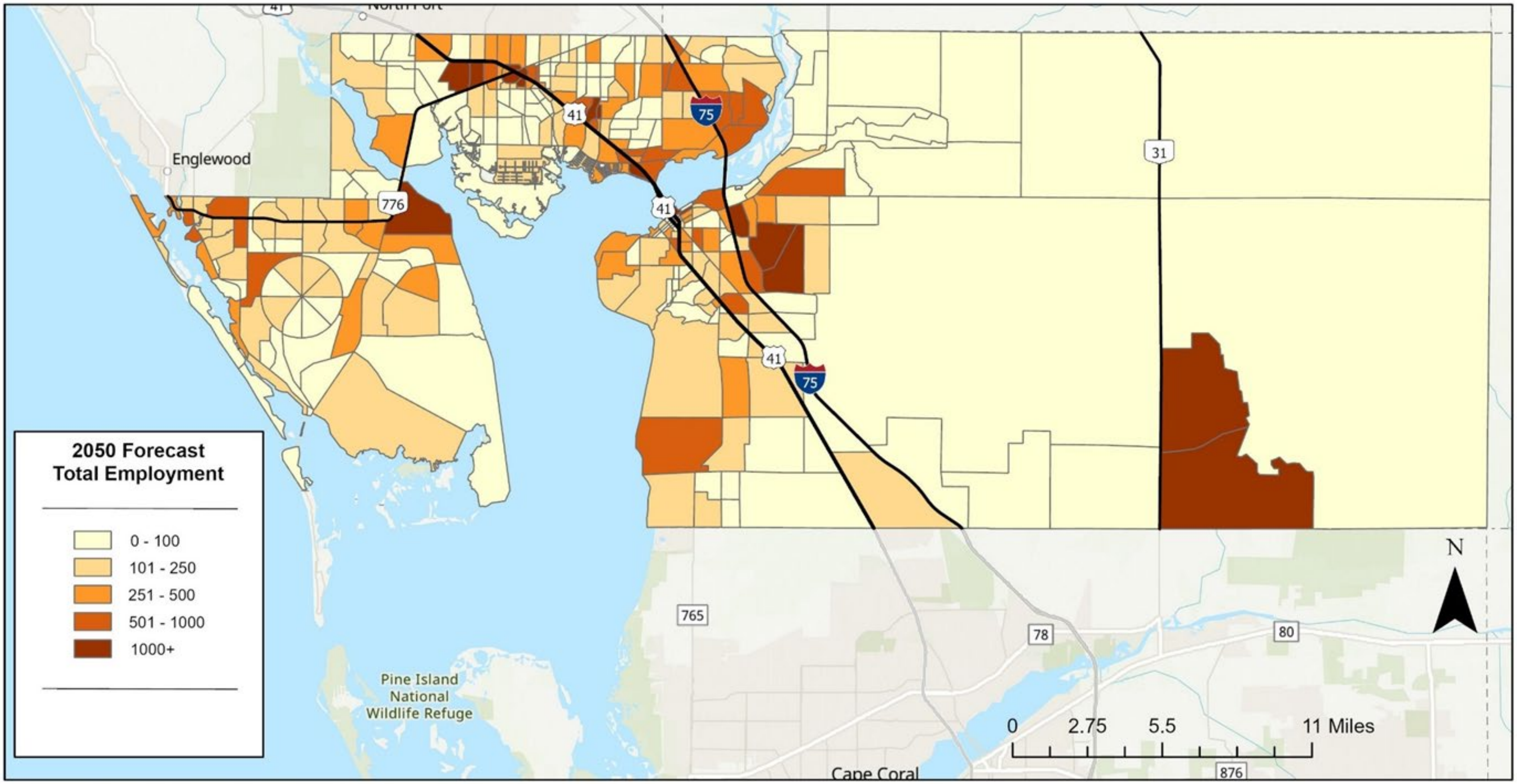


Figure 4. 2050 Total Employment by TAZ

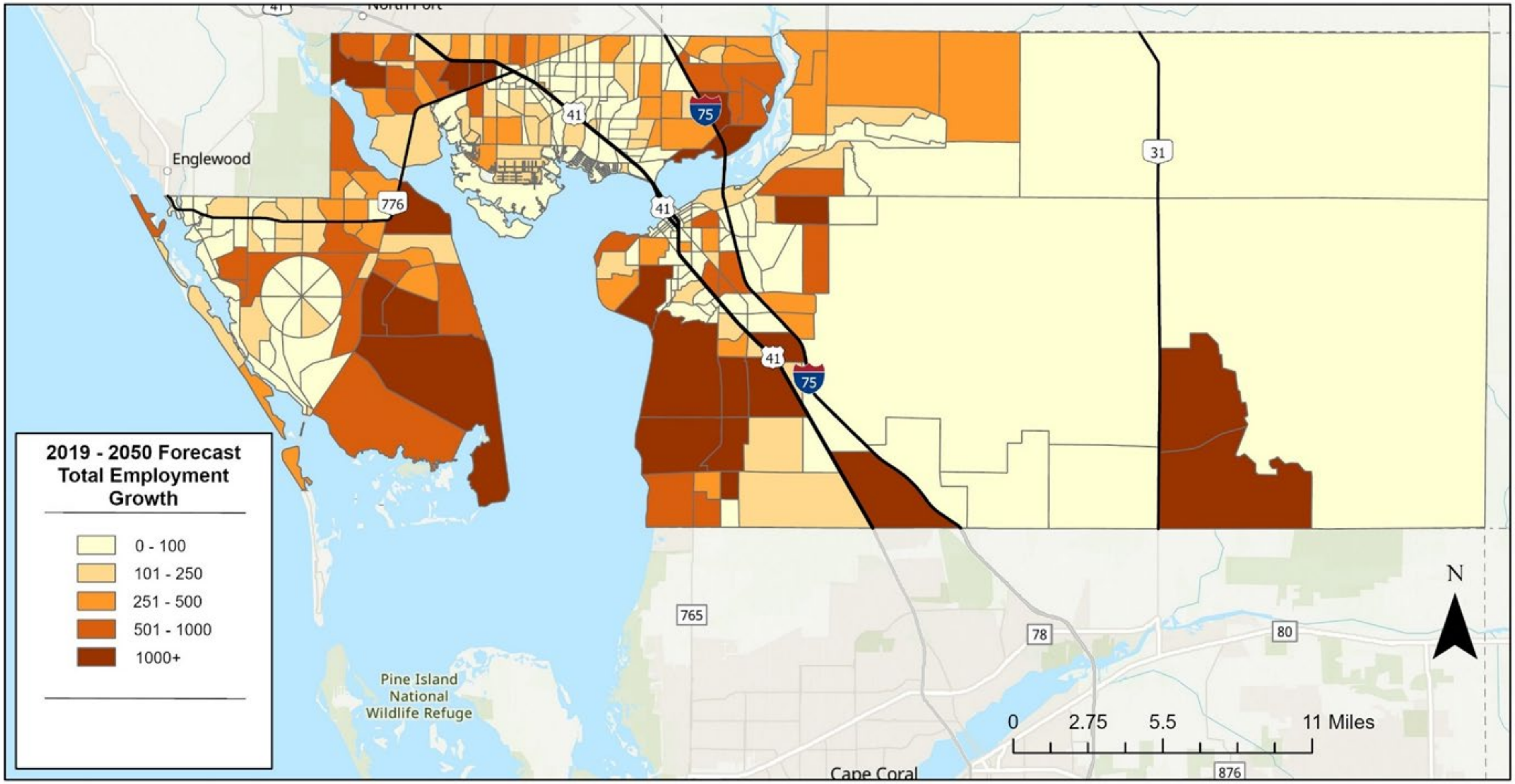


Figure 5. 2019-2050 Total Employment Growth Projection by TAZ

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 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 3. Charlotte County Population and Employment Forecasts

	2019	2025	2030	2040	2050	2019→2050
Household Population	180,820	209,310	228,640	259,140	284,380	103,560
Single-Family Population Ratio	0.731	0.731	0.731	0.731	0.731	N/A
Multi-Family Population Ratio	0.269	0.269	0.269	0.269	0.269	N/A
Group Quarters Percent	2.14%	2.14%	2.14%	2.14%	2.14%	N/A
Single-Family Population	132,218	153,030	167,163	189,489	207,915	75,697
Multi-Family Population	48,602	56,252	61,447	69,654	76,428	27,826
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

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** and **Table 5** for each of the major forecast categories (total household population and total 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 6. Planning Area Map

Table 4. 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 5. 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%*

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, the Lee County MPO, and the Heartland TPO 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 has included regional projects that impact multiple MPO/TPOs in Moving Charlotte Forward, reflective of the D1RPM.

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

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

TRANSPORTATION PLAN

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

PROJECTED REVENUES

Existing revenues are insufficient to address the county's future mobility needs that result from future growth in population and employment expected by 2050. In 2020, voters in Charlotte County approved the fifth extension of a one-penny Local Government Infrastructure Surtax that was first enacted in 1995. The projected revenues through 2050 are shown in **Table 6** and **Table 7**.

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 6. 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.*

Other Notes: FDOT District One have advised that SA funds are identified for Operation and Maintenance activities. Boxed items are identified as revenue sources to be used for roadway capacity projects. 2nd Local Option Gas Tax allocated 48% for capital projects.

Table 7. 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.*

Other Notes: FDOT District One have advised that SA funds are identified for Operation and Maintenance activities. Boxed items are identified as revenue sources to be used for roadway capacity projects. 2nd Local Option Gas Tax allocated 48% for capital projects.

PHASING

At the beginning of the plan, an initial Needs Assessment was performed. From here, the needs were divided up based on funding status. Roadway and Highway projects in the plan are grouped into five categories based on funding status and implementation readiness: Existing and Committed, Cost Feasible (Interim), Cost Feasible, Partially Funded, 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 7** 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 7. Funding Status and Priority by Tier

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 8**. 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 8. 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 9** through **Table 12** 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 9. 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	Melbourne St	Date St	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 10. 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 11. 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 12. 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**

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 13** 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 13. Prioritization Criteria

Approach	Pros	Cons
Data-Driven Scoring & Performance-Based	Generally objective and transparent Repeatable and scalable Reflective of past exercises	Dependent on data availability and accuracy May overlook local context Can favor high-volume urban corridors
Policy and Planning Consistency	Supports long-term regional/state goals Aligns with funding frameworks Reduces redundancy across plans	May reinforce outdated priorities Less responsive to emerging needs Can limit innovative solutions
Stakeholder and Public Input-Based	Reflects community values Builds public trust and buy-in Highlights needs not captured by data	Can be subjective or politically influenced May lack technical justification Input quality can vary

COST FEASIBLE DETAILS

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

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

Figures 8 through **12** 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 8**, the Cost Feasible Projects in **Figure 9**, and Unfunded Needs in **Figure 10**.

There is a specific amount of projected revenue designated for the capital costs of roadway capital projects. Other roadway revenues are designated for operations and maintenance (O&M) of the county's roadways throughout the planning period of the LRTP. **Table 14** and **Table 15** summarize the projected revenues and costs for capital and for O&M.

Table 14. Demonstration of Fiscal Constraint 2031-2050 (Year of Expenditure)

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

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

Table 15. Demonstration of Fiscal Constraint 2031-2050 (Present Day Value, For Reference)

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

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

EXISTING AND COMMITTED ROADWAY NETWORK

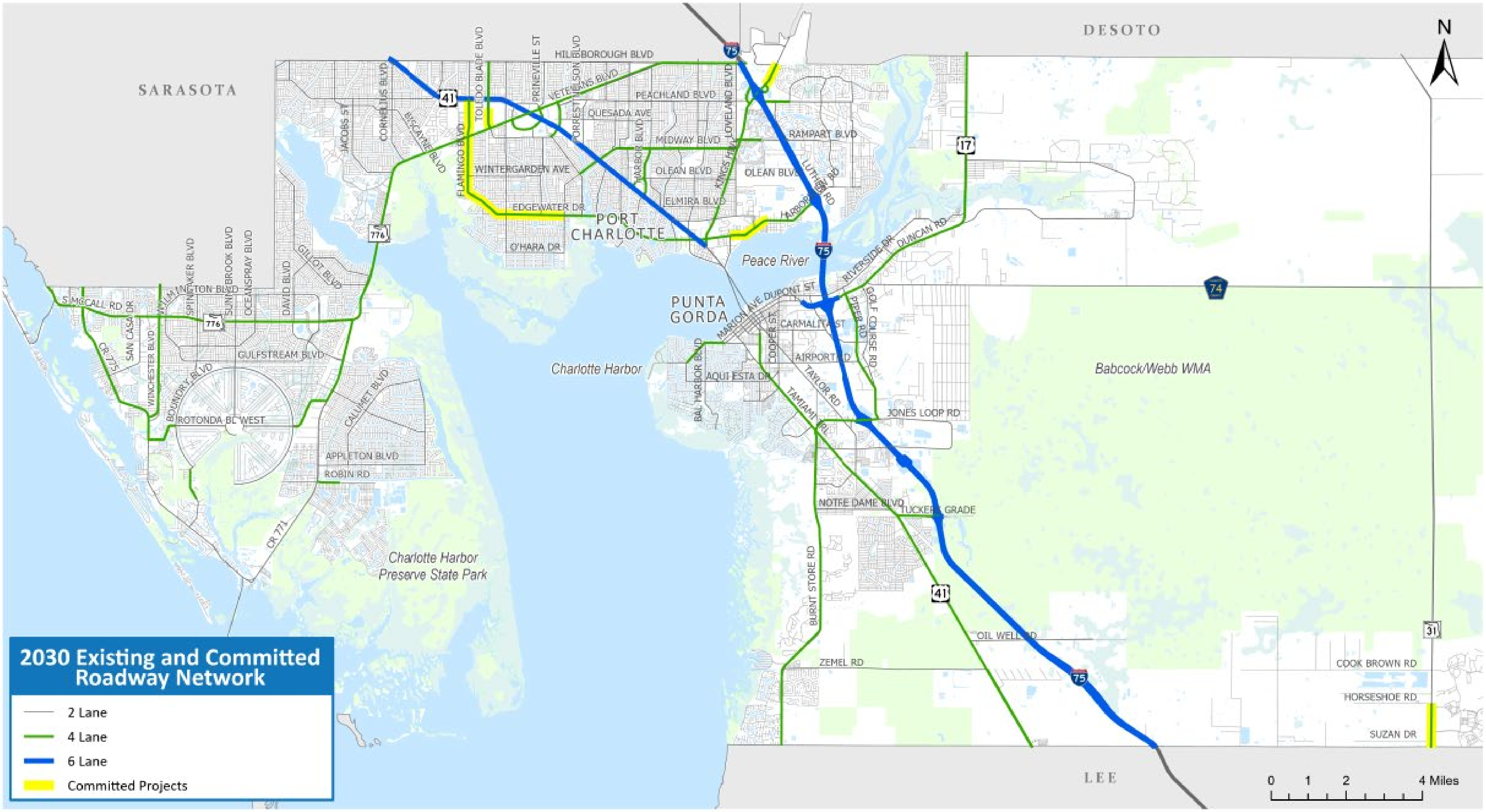


Figure 8. Charlotte County-Punta Gorda 2030 Existing and Committed Roadway Network Map

COST FEASIBLE PLAN

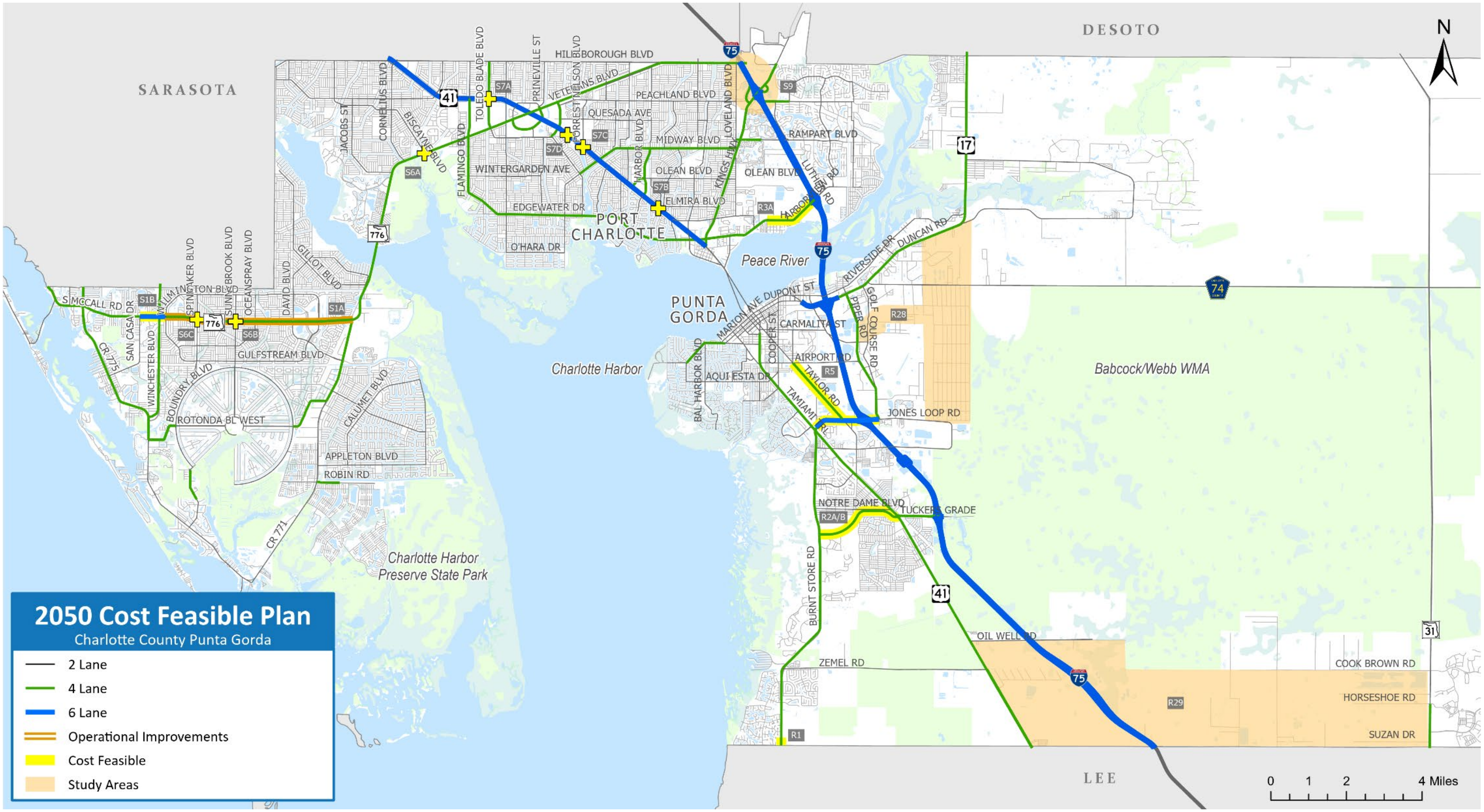


Figure 9. Charlotte County-Punta Gorda MPO 2050 Cost Feasible Roadway Projects Map

Table 16. 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 17. 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 18. 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)

UNFUNDED ROADWAY NEEDS

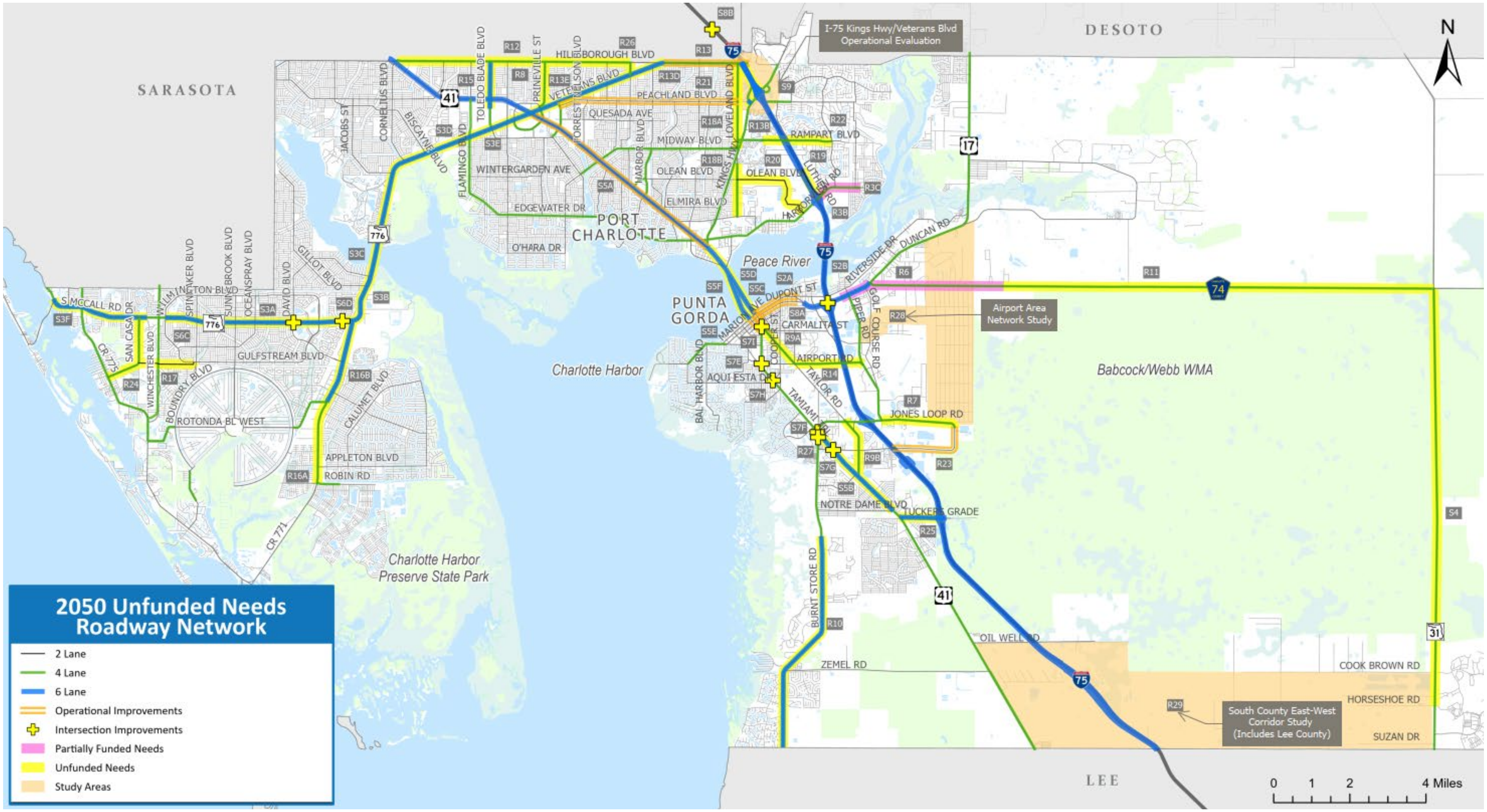


Figure 10. Charlotte County-Punta Gorda MPO 2050 Unfunded and Partially Funded Roadway Needs Map

Table 19. 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

MAP ID	ON STREET	FROM STREET	TO STREET	LENGTH (IN MILES)	IMPROVEMENT	TOTAL COST (PDV, 2025$)
R18A	LOVELAND BLVD	WESTCHESTER BLVD	SUNCOAST BLVD	1.40	WIDEN 2 TO 4	$38,035,270
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 20. 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

MULTIMODAL PRIORITIES

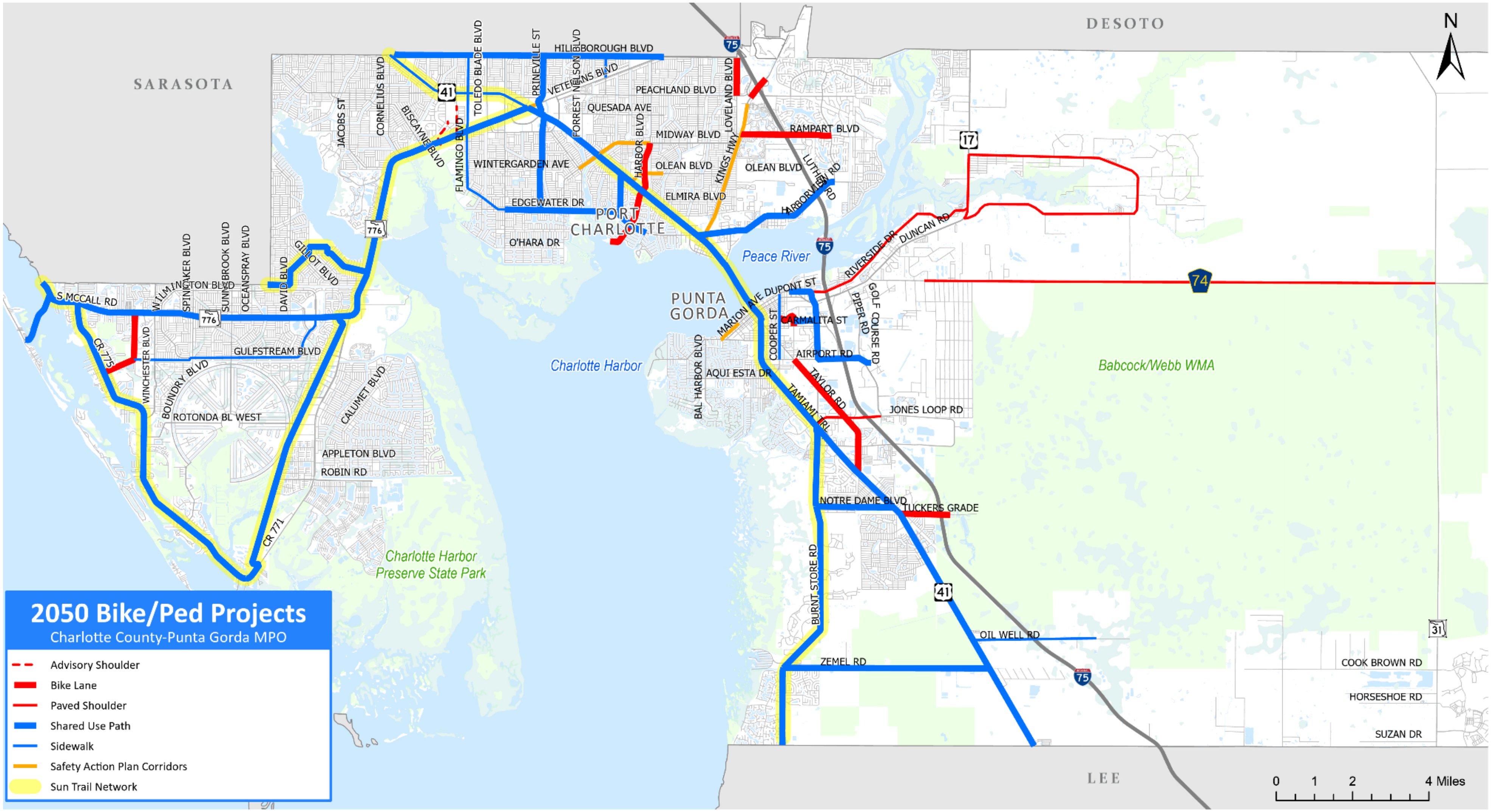


Figure 11. Charlotte County-Punta Gorda 2050 Bicycle and Pedestrian Priority Projects Map

Table 21. 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

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 LRTP 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 LRTP integrates those needs into the broader multimodal vision for the region, reinforcing the collaborative planning efforts between agencies and supporting seamless implementation.

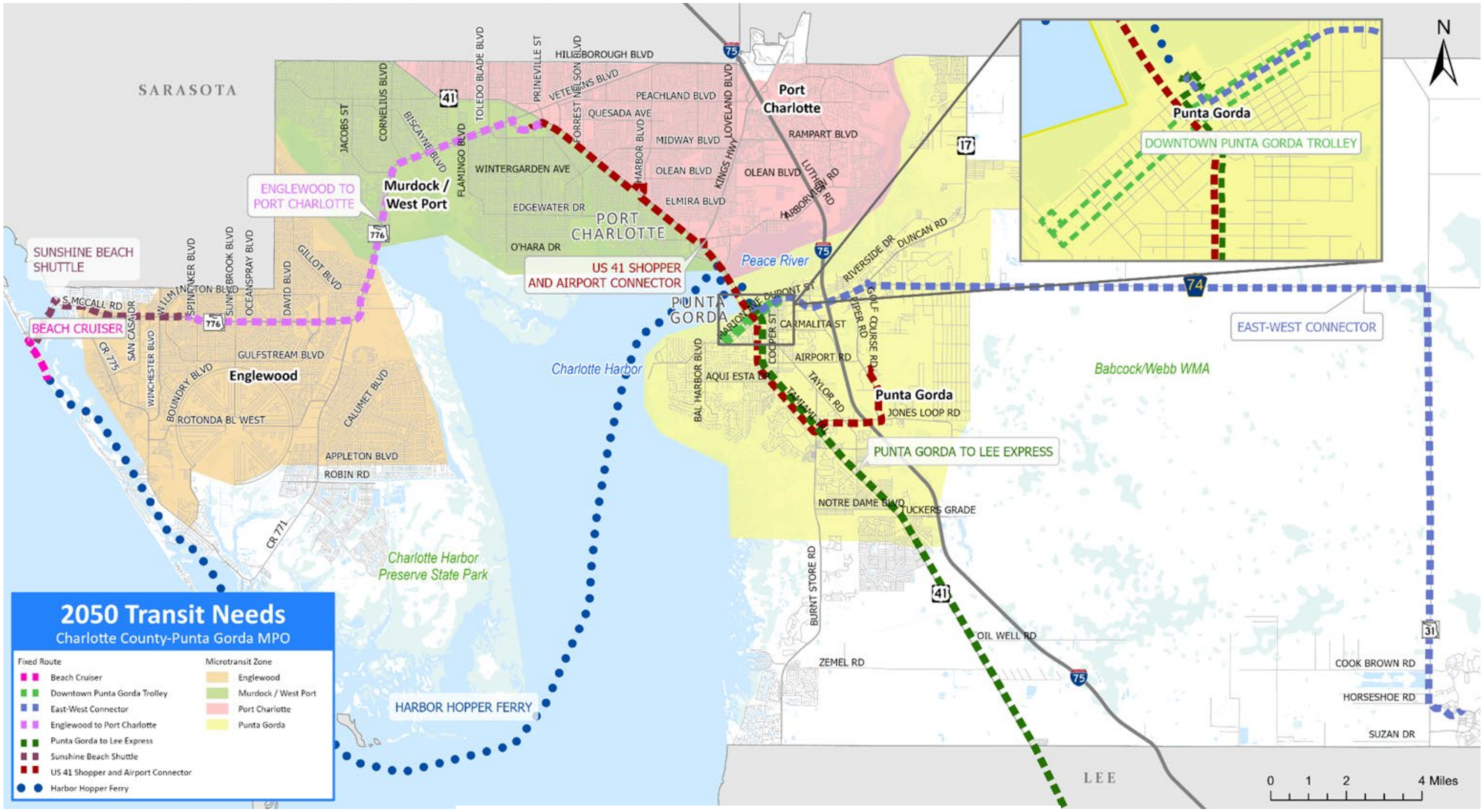
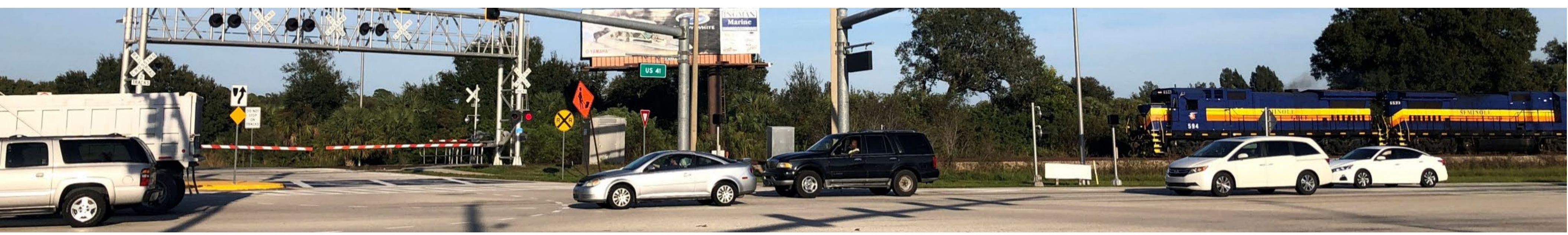


Figure 12. Charlotte County-Punta Gorda 2050 Transit Needs Map

Table 22. 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



OTHER REGIONAL PROJECTS

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.

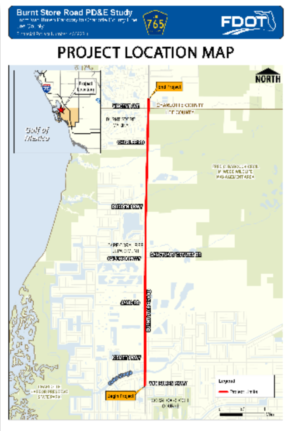
FDOT's Rail System Plan identifies a potential Miami-Naples-Tampa alignment as a strategic corridor for future passenger rail development. This plan emphasizes the importance of connecting major metropolitan areas across South and Southwest Florida, leveraging existing infrastructure where possible and 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)

South County East-West Corridor

As shown in the growth maps 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.

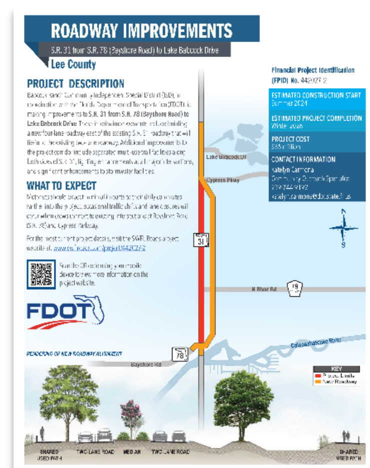


Burnt Store Road Widening

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

SR 31 Improvements

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



Kings Highway Widening

Growth projections from Charlotte's mid- and west county areas combined with those from DeSoto County indicate that Kings Highway will fail by 2038. To address this increase in population and jobs, Kings Highway will be widened to four lanes from Sandhill Boulevard to the DeSoto County line. With a budget of $10,143,000, the project will also incorporate the design of utility infrastructure, street lighting, and sidewalks. As of July 2025, final plans have been received, and the project is awaiting final permits. Construction is set to begin in mid-October 2025 and end in late October 2025.

75 Improvements

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

OPERATIONS AND MANAGEMENT STRATEGIES

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.

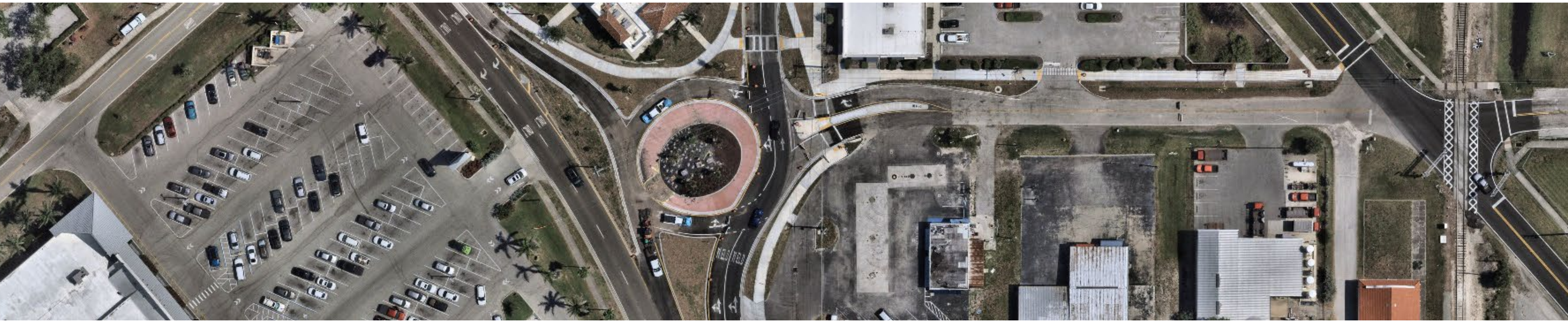
The Charlotte County-Punta Gorda MPO uses Transportation Systems Management strategies to improve operations and expand the existing system's capabilities. TSM&O strategies are often supported by ITS (Intelligent Transportation Systems) and ACES (Automated, Connected, Electric, and Shared-Use) initiatives. 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

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.



1 Develop Congestion Management Objectives
Define objectives for congestion management that achieve the desired outcome.

2 Define CMP Network
Define both the geographic scope and system elements (e.g., freeways, major arterials, transit routes) that will be analyzed in the CMP.

3 Develop Multimodal Performance Measures
Define measures that will be used to measure congestion on both a regional and local scale.

4 Collect Data / Monitor System Performance
Establish a coordinated program for data collection and system performance monitoring.

5 Analyze Congestion Problems and Needs
Identify specific locations with congestion problems and identify the sources of these problems.

6 Identify and Assess Strategies
Identify and evaluate the anticipated performance and expected benefits of appropriate congestion management strategies.

7 Program and Implement Strategies
Identify an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation.

8 Evaluate Strategy Effectiveness
Implement a process for regular assessment of the effectiveness of implemented strategies.

Southern Viewshed US 41 SB Bridge, South of Peace River

Figure 13. Federal Highway Administration (FHWA), Eight Actions Congestion Management Process

TRANSIT DEVELOPMENT PLAN

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

Goal 1: Improve Charlotte County Transit's overall effectiveness and efficiency through strategic investments in innovative technologies and infrastructure upgrades.

Goal 2: Develop, maintain, improve, and enhance an efficient public transit system that maximizes community benefits through increased mobility options.

Goal 3: Increase visibility and successfully promote transit services in Charlotte County.

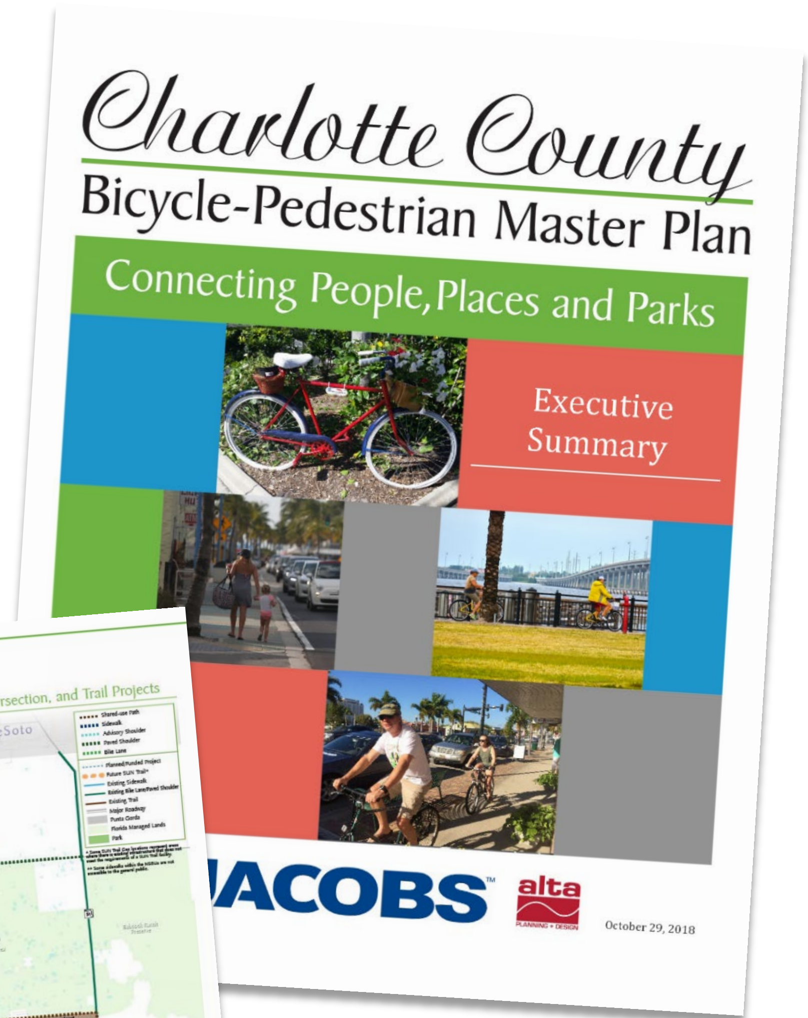
Goal 4: Foster the development of multimodal infrastructure that integrates transit with land use planning to create accessible and sustainable communities.

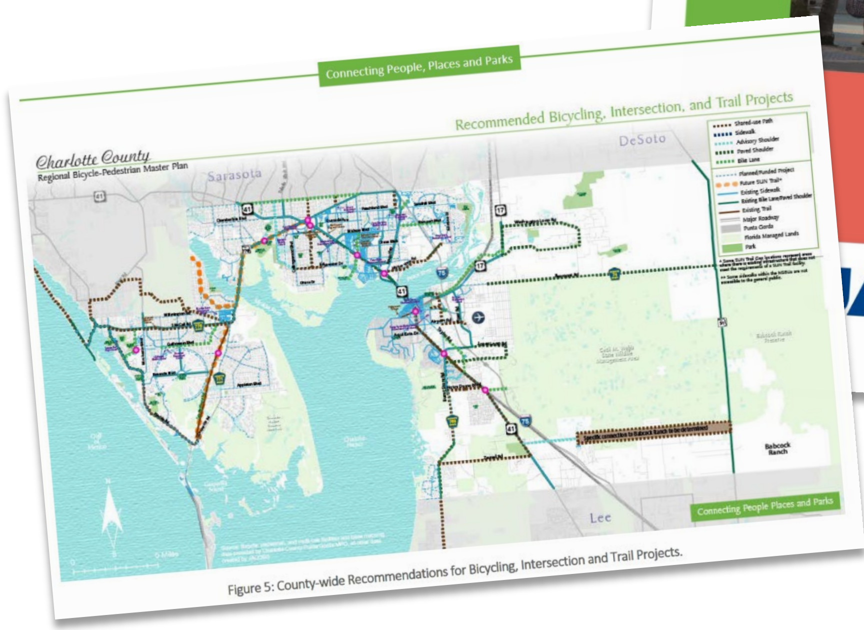
In addition to setting forth specific actions, the TDP also makes note of all transit needs—even those for which there is currently no funding. Charlotte County Transit conducted a Transit Market Assessment to evaluate transit demand over the 10-year planning horizon. This assessment used spatial distribution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

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

BICYCLE AND PEDESTRIAN MASTER PLAN

Charlotte County's first Regional Bicycle and Pedestrian Master Plan was adopted by the MPO's Board in 2018. The plan's initial goal was to create connections with an integrated multimodal network of safe, practical bicycle and pedestrian facilities. This adoption was also a requirement to receive federal and state funds, as well as private grants. By working with a technical Project Steering Committee and receiving public input, Charlotte County and the City of Punta Gorda have proposed improvements for over 165 miles of multimodal transportation facilities including sidewalks, bikeways, paved shoulders, shared-use paths, and crosswalks. These projects span roads without any facilities and those that have gaps or missing links alike. The MPO's previous LRTPs highlighted the need for multi-use trails which could be selected as funds become available. The plan proposed the expansion of bike facilities on all roads (except I-75) that are slated for improvement on the highway needs plans. Sidewalk expansion along new and improved roads was also proposed to increase safety usage.





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 Charlotte County HIN map can be found in **Figure 14**. 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. 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 signalizing 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.

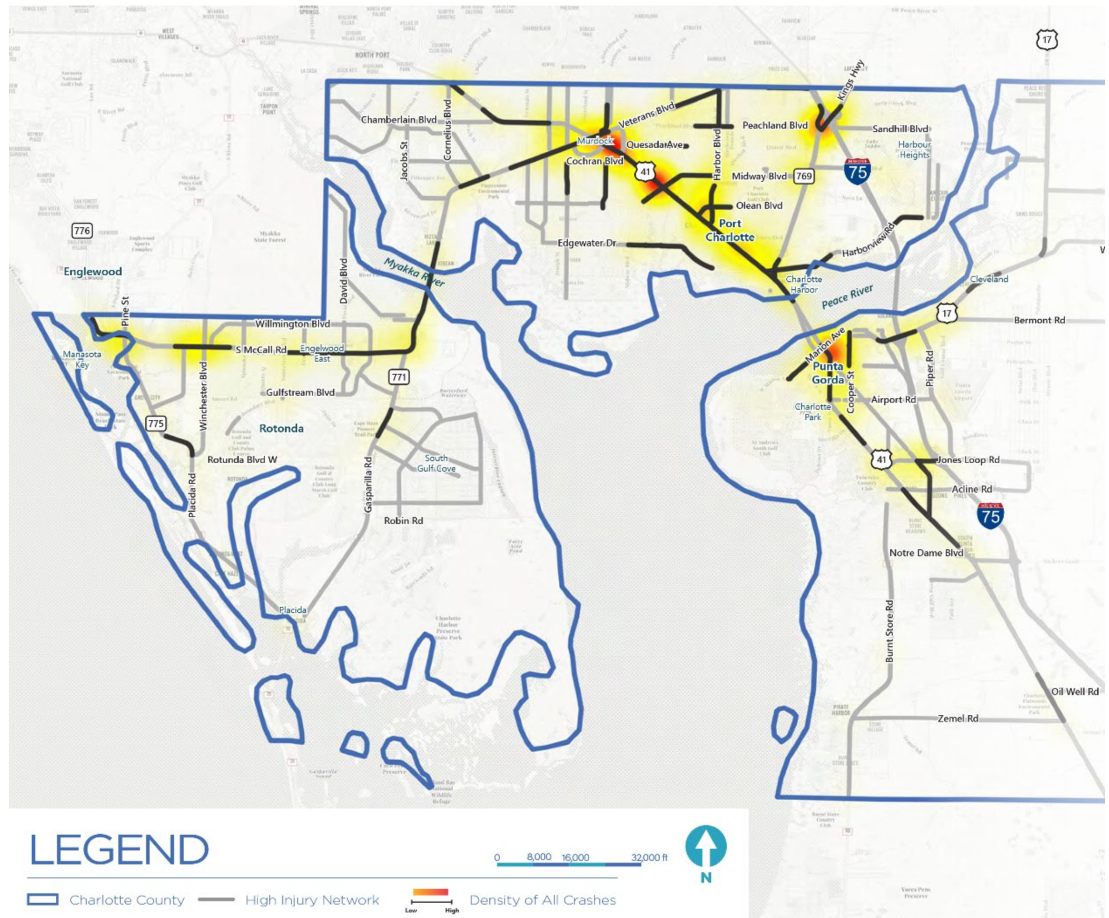


Figure 14. Charlotte County-Punta Gorda MPO Planning Area High Injury Network (HIN)

PUBLIC INVOLVEMENT

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.

South County Public Meeting, May 2025

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.

The MPO hosted a wide array of public engagement activities as shown in **Table 23**.

Table 23. 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)

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

PLAN IMPLEMENTATION

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

IMPLEMENTATION ACTION ITEMS

MAJOR PROGRAM PRIORITIES OF CHARLOTTE COUNTY-PUNTA GORDA MPO

The Charlotte County-Punta Gorda MPO has made a commitment to utilize their federal funding allocation on a wide range of multimodal, safety, and intersection improvement projects. This federal funding is the primary funding source for intersection and operational improvements identified by the Congestion Management Process, Complete Streets corridor projects, transit 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.

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**.

COMPLIANCE WITH FEDERAL REGULATION AND GUIDANCE

IIJA

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

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—a*dministrative modifications* and a*mendments*.

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.

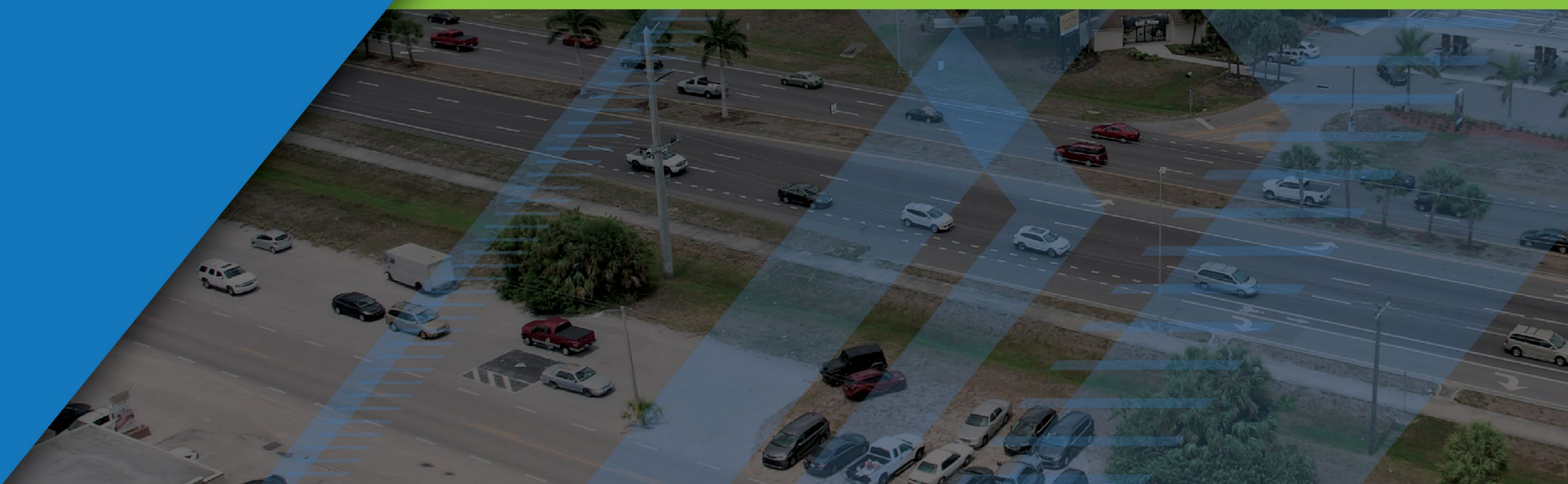
The LRTP can be revised at any time. It is important to note that the MPO does not have to extend the planning horizon of the LRTP for administrative modifications or for amendments. Florida Statute requires that the Charlotte County-Punta Gorda MPO Board adopt amendments to the LRTP by a recorded roll 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.

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: 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

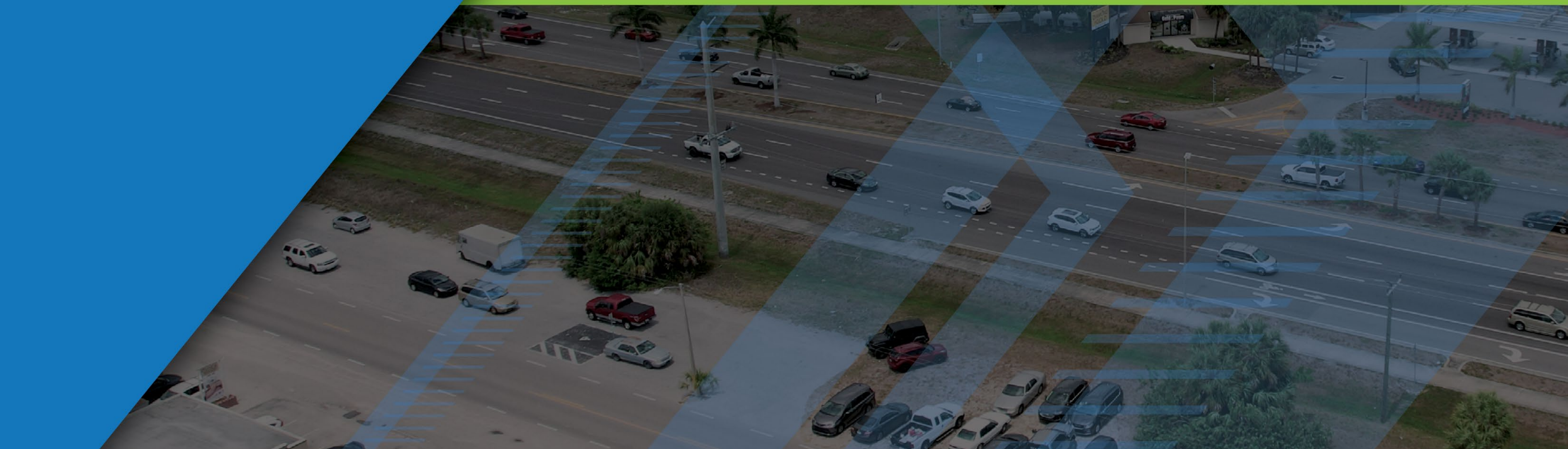
CCPG 2050 LRTP
DRAFT TIP - FY2026-FY2030
TRANSIT PROJECTS

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 B: Cost Feasible Plan (Present Day Value)



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	COMMITTED			COMMITTED			2031 – 2035	$ 1,728,214	TRIP	2031 – 2035	$ 1,896,786	TRIP
												2031 – 2035	$ 271,786	COUNTY	2031 – 2035	$ 3,353,214	COUNTY
CF	TUCKERS GRADE EXT - PH 1	BURNT STORE RD	US 41	2.387	NEW 2 LANE ROAD	COMMITTED			2031 – 2035	$ 3,000,000	COUNTY	2031 – 2035	$ 6,500,000	COUNTY	2036 – 2040	$ 28,000,000	COUNTY
CF	SR 776	WILLMINGTON BLVD/ GULFSTREAM BLVD	CR 771 (GASPARILLA RD)	4.928	OPERATIONAL IMPROVEMENTS	2031 – 2035	$ 246,400	MULT	2031 – 2035	$ 492,800	MULT	NOT REQUIRED			2036 – 2040	$ 4,928,000	MULT
CF	HARBORVIEW RD	DATE ST	I-75	1.468	WIDEN 2 TO 4	COMMITTED			COMMITTED			2036 – 2040	$ 18,000,000	ST	2041 - 2050	$ 20,237,113	COUNTY
															2041 - 2050	$ 7,762,887	OR
CF	N JONES LOOP RD	KNIGHTS DR	E OF PIPER RD	1.416	WIDEN 4 TO 6	2031 – 2035	$ 327,462	COUNTY	2031 – 2035	$ 654,924	COUNTY	2036 – 2040	$ 4,584,469	MULT	2041 - 2050	$ 6,549,242	COUNTY
CF	SR 776	SAN CASA DR	WILLMINGTON BLVD/ GULFSTREAM BLVD	0.689	WIDEN 4 TO 6	2036 – 2040	$ 320,485	MULT	2036 – 2040	$ 640,970	MULT	2036 – 2040	$ 3,481,247	OR	2041 - 2050	$ 6,409,698	SHS
CF	TAYLOR RD	N JONES LOOP RD	AIRPORT RD	1.978	WIDEN 2 TO 4	COMMITTED			2036 – 2040	$ 3,500,000	COUNTY	2036 – 2040	$ 20,000,000	COUNTY	2041 - 2050	$ 30,000,000	COUNTY
CF	N JONES LOOP RD	BURNT STORE RD	KNIGHTS DR	2.06	WIDEN 4 TO 6	2031 – 2035	$ 482,355	COUNTY	2031 – 2035	$ 964,711	COUNTY	2041 - 2050	$ 6,752,975	COUNTY	2041 - 2050	$ 9,647,107	COUNTY
CF	TUCKERS GRADE EXT - PH 2	BURNT STORE RD	US 41	2.387	WIDEN 2 TO 4	COMMITTED			2041 - 2050	$ 3,000,000	COUNTY	NOT REQUIRED			2041 - 2050	$ 28,000,000	COUNTY
PF	HARBORVIEW RD	I-75	RIO DE JANEIRO AVE	0.601	WIDEN 2 TO 4	2031 – 2035	$ 463,504	COUNTY	2031 – 2035	$ 927,007	COUNTY	2041 - 2050	$ 9,758,730	COUNTY		$ 14,731,514	
PF	HARBORVIEW RD	RIO DE JANEIRO AVE	SUNNYBROOK RD	0.667	WIDEN 2 TO 4	2031 – 2035	$ 493,861	COUNTY	2031 – 2035	$ 765,676	COUNTY	2041 - 2050	$ 10,397,880	COUNTY		$ 15,696,358	
PF	CR 74	US 17	HAPPY HOLLOW RD	2.691	WIDEN 2 TO 4	2036 – 2040	$ 3,165,215	COUNTY	2036 – 2040	$ 6,330,430	COUNTY	2036 – 2040	$ 55,107,204	COUNTY		$ 83,188,342	
PF	US 17 WB AND EB	E OF US 41	E OF MARLYMPIA WAY	1.226	OPERATIONAL IMPROVEMENTS	COMMITTED			2031 – 2035	$ 146,157	COUNTY	NOT REQUIRED			TBD		
PF	US 17	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	NOT REQUIRED			2031 – 2035	$ 163,000	MULT	2031 – 2035	$ 800,000	MULT	2036 – 2040	$ 1,139,000	MULT
CF	SR 776	AT SUNNYBROOK BLVD			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	$ 163,000	MULT	2031 – 2035	$ 800,000	MULT	2036 – 2040	$ 1,139,000	MULT
CF	US 41	AT TOLEDO BLADE BLVD			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	$ 163,000	MULT	2031 – 2035	$ 800,000	MULT	2036 – 2040	$ 1,139,000	MULT
CF	SR 776	AT SPINNAKER BLVD			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	$ 163,000	MULT	2031 – 2035	$ 800,000	MULT	2041 - 2050	$ 1,139,000	MULT
CF	US 41	AT EASY ST			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	$ 100,000	MULT	2031 – 2035	$ 800,000	MULT	2041 - 2050	$ 1,000,000	MULT
CF	US 41	AT FORREST NELSON BLVD			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	$ 100,000	MULT	2031 – 2035	$ 800,000	MULT	2041 - 2050	$ 1,000,000	MULT
CF	US 41	AT CARROUSEL PLAZA			INTERSECTION IMPROVEMENT	NOT REQUIRED			2031 – 2035	$ 100,000	MULT	2031 – 2035	$ 800,000	MULT	2041 - 2050	$ 1,000,000	MULT
PF	I-75	AT US 17			INTERCHANGE MODIFICATION	2041 - 2050	$ 1,800,000	SIS	2041 - 2050	$ 3,000,000	SIS		TBD	SIS		TBD	SIS
PF	I-75	AT RAINTREE BLVD (IN SARASOTA CO)			NEW INTERCHANGE	2041 - 2050	$ 97,000	SIS	2041 - 2050	$ 307,500	SIS		TBD	SIS		TBD	SIS
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			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.*

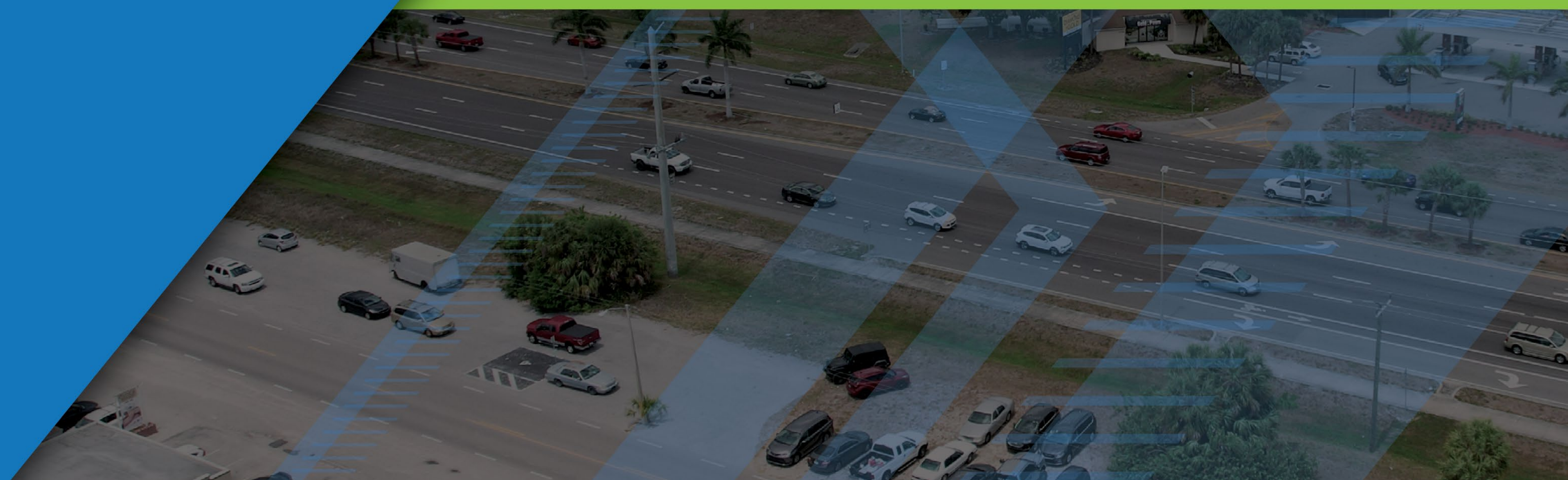
DEMONSTRATION OF FISCAL CONSTRAINT

Present Day Value (PDV, 2025 Dollars)

Category	2031–2035	2036–2040	2041–2050	20-Year Total
Revenue for Capital Projects	$ 72,927,206	$ 69,623,834	$ 162,687,699	$ 305,238,740
Cost of Capital Projects	$ 33,746,610	$ 93,675,122	$ 165,929,029	$ 293,350,762
Capital Contingency	$ 39,180,596	$ (24,051,288)	$ (3,241,330)	$ 11,887,978
Capital Balance	$ -	$ -	$ -	$ (0)
Revenue for O&M	$ 76,002,113	$ 82,223,599	$ 183,564,689	$ 305,238,740
Cost of O&M Projects	$ 76,002,113	$ 82,223,599	$ 183,564,689	$ 293,350,762
O&M Balance	$ -	$ -	$ -	$ -

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

Appendix C: Cost Feasible Plan (Year of Expenditure)



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

COST FEASIBLE NEEDS (ROADWAY CAPACITY AND OPERATIONS)

YEAR OF EXPENDITURE (YOE)

2050 STATUS	ON STREET	FROM STREET	TO STREET	LENGTH	IMPROVEMENT	PDE TIME	PDE COST	PDE SOURCE	DESIGN TIME	DES COST	DES SOURCE	ROW TIME	ROW COST	ROW SOURCE	CST TIME	CST COST	CST SOURCE
						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	COPLEY AVE	CR 74	0.87	WIDEN 4 TO 6	2031 – 2035	$ 523,232	MULT	2031 – 2035	$ 1,046,465	MULT		$ 13,303,891			$ 16,629,864	
						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			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.*

DEMONSTRATION OF FISCAL CONSTRAINT

Year of Expenditure (YOE)

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

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