

**Charlotte County FY2009/2010 – FY2018/2019
Transit Development Plan (TDP)
- Executive Summary -**



**Prepared for:
Charlotte County – Punta Gorda
Metropolitan Planning Organization (MPO)**

**Prepared by:
Center for Urban Transportation Research
University of South Florida**

**Adopted by:
Charlotte County Punta Gorda MPO
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**Charlotte Board of County Commissioners
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Cover Photo Courtesy of

Charlotte Harbor Visitor & Convention Bureau

Original Artist Richard Currier

Repainted by Charles Peck

The "End of the Line Mural" located at 102 W. Marion St., Punta Gorda, depicts Colonel Isaac Trabue, founding father of Trabue (now known as Punta Gorda.) Colonel Trabue induced the Florida Southern Railroad to extend its tracks to Punta Gorda in 1886, marking the beginning of regular passenger rail service in the area.

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METROPOLITAN PLANNING ORGANIZATION**

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CHARLOTTE COUNTY TRANSIT DEVELOPMENT PLAN FY2009/2010 – FY 2018/2019 MAJOR UPDATE

EXECUTIVE SUMMARY

INTRODUCTION

The Center for Urban Transportation Research (CUTR) at the University of South Florida has prepared this ten-year Transit Development Plan (TDP) for Charlotte County in cooperation with the Charlotte County Transit Division and the Charlotte County–Punta Gorda Metropolitan Planning Organization (MPO). The plan was developed with guidance from a steering committee whose members included representatives from the County, the Citizens' Advisory Committee, the Florida Department of Transportation, the City of Punta Gorda, and the Southwest Florida Workforce Development Board.

All of the transit properties in Florida that receive State Transit Block Grant funding are required by the Florida Department of Transportation (FDOT) to complete a TDP. This requirement is intended to ensure that the provision of public transportation service is consistent with the travel needs and mobility goals of the local communities that are served by public transit. By establishing a strategic context for transit planning at the local level, the TDP can serve as a guide in the future development of a system.

The FDOT requirements and guidelines for TDPs call for a description of the transit agency's vision for public transportation along with an assessment of transit needs in the study area and the development of a staged implementation program to set priorities for improvements. FDOT requires a TDP in order to maintain eligibility for State Block Grant funding

FDOT's intention in requiring a TDP is to encourage the consideration of strategic issues, mobility needs within the context of overall planning and development efforts, and prioritization of needs in the form of a staged implementation plan. Relevant plan features include an extensive focus on transit, an emphasis on transit's role at the community level, and explicit consideration of external factors affecting the viability of the transit system.

EXECUTIVE SUMMARY ORGANIZATION

This executive summary presents findings from each chapter of the Charlotte County TDP.

- **Chapter One** explores the demographic and economic conditions of Charlotte County.
- **Chapter Two** presents a brief overview of the existing public transportation service providers in and around Charlotte County.
- **Chapter Three** provides a performance review of the Charlotte County Transit Dial-a-Ride paratransit service. Five year trend analysis and peer comparisons are provided.
- **Chapter Four** describes the elements of the public involvement program plan for the Charlotte County TDP.

- **Chapter Five** presents the situation appraisal which is an assessment of the barriers and opportunities that impact the delivery of transit services.
- **Chapter Six** presents the Goals, Objectives and Policies for Charlotte County Transit which were developed through the public involvement and assessment efforts.
- **Chapter Seven** provides ridership and demand projections for public transportation service in Charlotte County.
- **Chapter Eight** assimilates the public involvement findings, needs, opportunities and alternatives analysis and creates a mechanism to translate these efforts in a specific action plan, including a ten year forecast of associated operating and capital program needs.

CHAPTER ONE: CHARLOTTE COUNTY AND THE COMMUNITY

Chapter One examines the distribution of relevant demographic and economic characteristics for Charlotte County such as population, density, age, income, vehicle availability, employment, and work travel behavior using data from the 2000 U.S. Census, the 2007 Census Bureau's American Community Survey, ESRI's 2006/2011 Demographic Data Update, and other sources. Specific demographic characteristics related to potential transit use are also analyzed.

Charlotte County is located along the southwestern gulf coast of Florida between Sarasota and Fort Myers. It is bordered by Sarasota and DeSoto Counties to the north, Glades County to the east, Lee County to the south, and the Gulf of Mexico to the west. The County's geography is characterized by its proximity to an extensive network of approximately 165 acres of inland waterways including bays, tidal creeks and the Myakka and Peace Rivers which converge in Charlotte Harbor and flow to the Gulf of Mexico where the County has nearly 13 miles of gulf coast beaches.

The 1990 Census reported that Charlotte County had a population of 110,975. There was a population increase of approximately 28 percent in the decade that followed. The U.S. Census Bureau's estimates show that Charlotte County's 2007 population was 152,814, or an increase of approximately 8 percent between 2000 and 2007.

The population growth in Charlotte County was approximately 8 percent between 2000 and 2007, which is lower than the rate of growth for the State during the same period (14 percent). Based on population distributions, Charlotte County residents are more likely to be elderly than Florida residents (30 percent versus 17 percent ages 65 years and older, respectively). Household income and vehicle availability data suggest that the population of Charlotte County is largely middle class; 66 percent of the households in Charlotte County have annual incomes between \$15,000 and \$74,999. In Charlotte County, 4 percent of the households do not have a vehicle available for use.

CHAPTER TWO: EXISTING CONDITIONS

This chapter presents a brief overview of the existing public transportation service providers in and around Charlotte County.

Charlotte County Transit is a division of the Charlotte County Human Services Department and is governed by the Charlotte County Board of County Commissioners. Charlotte County Transit provides public transportation services to the urbanized portions of Charlotte County by operating two distinct services:

- **Sunshine Ride:** Initiated in 1989, the Sunshine Ride provides door-to-door paratransit service under the auspices of the Florida Commission for the Transportation Disadvantaged. The Charlotte County Board of County Commissioners is the designated Community Transportation Coordinator. This service is directed toward those residents with physical disabilities, those age 60 and older, children-at-risk, Medicaid recipients, qualified low income residents, and those living in rural areas.
- **Dial-a-Ride:** Since January 2001, Charlotte County Transit has operated a Dial-a-Ride service which is open to any member of the general public. The Dial-a-Ride service area includes all of the urbanized area of Charlotte County which is located west of the Myakka River (excluding the bridgeless barrier islands, but including the Charlotte County portion of Boca Grande Island). It serves all of mid-county, located between the Myakka and the Peace Rivers, as well as the Punta Gorda area, extending from as far south as Tropical Gulf Acres, east to the Charlotte County Airport, and north to Peace River Shores on U.S. 17. Charlotte County Transit services on Burnt Store Road extend to South Punta Gorda Heights.

Other public transportation resources providing service in and around Charlotte County include:

Greyhound

Greyhound is the largest provider of inter-city bus service offering 13,000 daily departures to 2300 destinations nationwide. There are two Greyhound terminals in Charlotte County; 900 Kings Highway with seven day per week service, and 26505 N. Jones Loop Rd. with daily service excluding holidays.

Sarasota County Area Transit

Sarasota County Area Transit (SCAT) is the public transportation provider for Sarasota County (northwest of and adjacent to Charlotte County). SCAT operates a fleet of approximately 50 buses on 30 routes Monday through Sunday from approximately 5:30 a.m. to 12:00 a.m. although individual schedules vary. SCAT provides regularly scheduled services to the Englewood area and the City of North Port which are both adjacent to Charlotte County. Additionally, SCAT, which is the designated TD Community Transportation Coordinator for Sarasota County, operates approximately 83 vehicles in its paratransit program to serve the needs of ADA and Transportation Disadvantaged citizens.

Lee Tran

To the south in neighboring Lee County, Lee Tran is the public transportation provider. Lee Tran operates approximately 60 fixed route buses on 17 regular routes, two trolley routes and one downtown shuttle. Service is available Monday through Saturday from approximately 5:00 a.m. to 9:30 p.m. with limited Sunday service.

Good Wheels Inc.

In Lee, Glades and Hendry Counties, the Transportation Disadvantaged services are operated by Good Wheels Inc., a private not-for-profit company which has been designated the Community Transportation Coordinator for the three counties.

Veolia Transportation Services

In DeSoto County, the Transportation Disadvantaged program is managed by Veolia Transportation Services. Approximately, 38,000 annual trips are provided.

**CHAPTER THREE:
PERFORMANCE EVALUATION**

This chapter summarizes the results of a performance evaluation of Charlotte County's demand response service known as Dial-a-Ride. The performance evaluation of the Dial-a-Ride service was conducted using National Transit Database (NTD) data from the years 2003 to 2007 and a sample of peers which were selected based on similar service area populations, operating characteristics, and demographics.

A performance review, one method of evaluating transit performance, consists of those aspects of the transit agency's operation that can be measured quantitatively with data from a standard reporting instrument, in this case the National Transit Database (NTD). The NTD provides a consistent reporting format over a period of years, allowing for the measurement of performance indicators over time and a comparison of performance indicators between transit systems.

The performance evaluation of Charlotte County's Dial-a-Ride service was conducted using two distinct methodologies. The first method, a trend analysis, involves an examination of the system's performance over a five-year time period (Fiscal Years 2003 through 2007). The second method of analysis is the peer review, which compares the performance of Charlotte County Transit with other selected Florida and non-Florida peer transit systems that share similar vehicle fleet sizes, service characteristics, and operating environments.

Exhibit ES-1 summarizes the operational data used for the trend analysis.

**Exhibit ES-1
Dial-A-Ride Operational Measures – Five-Year Trend**

Measure	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	% Change 2003-2007
Service Area Population	122,421	148,679	162,900	157,000	154,438	26.2%
Service Area Density	544	661	724	698	686	26.2%
Passenger Trips	57,418	60,111	69,524	70,637	77,131	34.3%
Passenger Miles	361,757	406,293	524,408	559,884	591,661	63.6%
Average Passenger Trip Length	6.30	6.76	7.54	7.93	7.67	21.8%
Revenue Miles	380,797	426,290	520,246	529,726	521,448	36.9%
Revenue Hours	25,535	27,649	33,511	34,799	31,795	24.5%
Vehicles Available	17	17	22	22	22	29.4%
Vehicles Operated in Max. Service	10	12	12	13	13	30.0%
Rev. Miles per Veh. in Max. Service (000's)	38.08	35.52	43.35	40.75	40.11	5.3%
Average Age of Fleet	1.40	2.40	2.40	2.50	3.10	121.4%
Revenue Miles per Capita	3.11	2.87	3.19	3.37	3.38	8.5%
Passenger Trips per Capita	0.47	0.40	0.43	0.45	0.50	6.5%
Passenger Trips per VOMS	5.74	5.01	5.79	5.43	5.93	3.3%
Passenger Trips per Rev Mile	0.15	0.14	0.13	0.13	0.15	-1.9%
Passenger Trips per Rev Hour	2.25	2.17	2.07	2.03	2.43	7.9%

Source: Center for Urban Transportation Research

Exhibit ES-2 summarizes the financial data used for the trend analysis.

**Exhibit ES-2
Dial-A-Ride Financial Measures – Five-Year Trend**

Measure	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	%Change 2003-2007
Operating Expense	\$903,799	\$1,102,700	\$1,338,912	\$1,467,167	\$1,508,510	66.9%
Maintenance Expense	\$112,939	\$197,547	\$283,218	\$267,301	n/a	136.7%
Operating Expense Per Capita	\$7.38	\$7.42	\$8.22	\$9.35	\$9.77	32.3%
Operating Expense Per Passenger Trip	\$15.74	\$18.34	\$19.26	\$20.77	\$19.56	24.2%
Operating Expense Per Revenue Mile	\$2.37	\$2.59	\$2.57	\$2.77	\$2.89	21.9%
Operating Expense Per Revenue Hour	\$35.39	\$39.88	\$39.95	\$42.16	\$47.44	34.0%

Source: National Transit Database

CHAPTER FOUR: PUBLIC INVOLVEMENT

Chapter Four presents the results of several activities undertaken during the TDP process to obtain public input. Included in this chapter is information about Charlotte County public transportation needs and issues identified through the following public involvement process including: an analysis of the passenger surveys mailed to current users of the Charlotte County demand response systems (i.e., the Dial-a-Ride and Sunshine Ride), an analysis of the survey of Charlotte County Transit employees, a summary of the community leader interviews, a summary of public outreach meetings, and discussions with the MPO's Citizens' Advisory Committee, Technical Advisory Committee, and Local Coordinating Board.

The Florida Department of Transportation (FDOT) Rule 14-73.0001 details the requirement for an active public involvement process throughout the development of the Transit Development Plan (TDP). The rule also states that the TDP public involvement plan must be approved by FDOT. The Charlotte County TDP public involvement plan overview was approved by the FDOT District One Transit Office on April 22, 2009.

Project Steering Committee

The Charlotte County TDP process was guided by the Project Steering Committee which provided overall guidance, oversight, and review of all TDP deliverables. The Charlotte County TDP Project Steering Committee consisted of representatives from the MPO, the FDOT District One Transit Office, Charlotte County Transit Division, Charlotte County Human Services Department, Charlotte County Growth Management Department, the City of Punta Gorda, the Southwest Florida Workforce Development Board, and representatives from the MPO Citizens' Advisory Committee.

Review Process

The Charlotte County-Punta Gorda MPO and its committees were involved throughout the TDP process to provide input and review findings and recommendations. This involved meeting twice with the MPO's Citizens' Advisory Committee, the Technical Advisory Committee, and the MPO Board.

The Charlotte County Local Coordinating Board (LCB) was also briefed on the TDP process and provided input to the TDP.

Finally, the Charlotte County Board of Commissioners was briefed on the TDP process and findings.

Public Workshops

To assess the perceptions of system users and non-users, a series of three (3) public workshops were conducted at sites geographically dispersed to gather input during the TDP development process:

- Thursday, April 16, 2009 @ Charlotte Cultural Center (Mid County)
- Wednesday, April 28, 2009 @ South County Regional Park (South County)
- Thursday, April 29, 2009 @ Tringali Park (West County)

Passenger Surveys

Another public outreach activity was a mail-out survey to existing passengers on both the Charlotte County Dial-a-Ride paratransit service and the Charlotte County Sunshine paratransit service. The surveys were mailed out to passengers who used the services during October 2008. The customers returned the surveys to the Center for Urban Transportation Research (CUTR) with pre-addressed stamped response envelopes. CUTR compiled, analyzed and

presented the survey findings. The survey process gathered demographic information, travel behavior, and rider satisfaction. The survey results were compared to previous surveys and were used to develop a ridership profile.

Employee Surveys

A written survey was developed and administered to all Charlotte County Transit Division bus operators and customer service representatives to obtain their views and perceptions of the existing service and to identify areas of improvement and enhancement.

Community Stakeholder Interviews

Input was solicited from key community stakeholders to assess their perceptions and understanding of current transit service, and determine their views regarding the funding of transit projects. Policy issues of greatest local concern were identified and discussed.

Chapter Four of the full TDP provides a thorough documentation of these efforts.

Below Exhibits ES-3 and ES-4 summarize the demographic and socio-economic characteristics and ridership patterns of the typical Dial-a-Ride and Sunshine Ride customer. These 2008 survey results are compared to a similar survey conducted in 2004.

**Exhibit ES-3
Dial-a-Ride Customer Profile**

Characteristic	2004	2008
Gender	Female	Female
Age	75-84	75-84
Ethnic Heritage	White	White
Household Income	\$10,000 - \$19,999	Less than \$10,000/Yr.
Auto Ownership	No	No
Primary Trip Purpose	Doctor/Dentist	Doctor/Dentist
Frequency of Use	2-4 Times/Week	2-4 Times/Week
Length of Use	1-2 Years	2+ Years
Future Use	N/A	Increase
Fare Type	Base Fare \$2.00	Base Fare \$3.00
Potential Fixed Route User	N/A	Yes
Bike Rack Use	N/A	No
Wheelchair Use	No	No
Valid License	No	No

Source: Center for Urban Transportation Research

**Exhibit ES-4
Sunshine Ride Customer Profile**

Characteristic	2004	2008
Gender	Female	Female
Age	75-84	75-84
Ethnic Heritage	White	White
Household Income	Less than \$10,000	Less than \$10,000
Auto Ownership	No	No
Primary Trip Purpose	Doctor/Dentist	Doctor/Dentist
Frequency of Use	2-4 Times Per Week	A Few Times Per Month
Length of Use	2+ Years	2+ Years
Future Use	N/A	About The Same
Fare Type	\$1.00	\$1.00
Potential Fixed Route Use	N/A	Yes
Wheelchair Use	No	No
Valid License	No	No

Source: Center for Urban Transportation Research

**CHAPTER FIVE:
SITUATION APPRAISAL**

The situation appraisal can be viewed as an assessment of the barriers and opportunities that impact the delivery of transit services. This chapter presents an overview of the transit provider's organizational structure, agency coordination and outreach efforts, land use, trip generators/employers, roadway level of service, pedestrian infrastructure, technology, and local, state and regional transportation plans, including efforts being undertaken by land use authorities to foster a more transit-friendly operating environment.

A summary of the significant findings from the situation appraisal included:

- In Charlotte County, there is frequent and effective communication occurring between the Charlotte County-Punta Gorda MPO and Charlotte County Transit. A concerted effort has been made to actively solicit public input to guide the future of Charlotte County and the City of Punta Gorda through recent activities such as the 2005 Citizen's Master Plan, the Charlotte Assembly, and the MPOs Public Involvement Program.

- The land use patterns in Charlotte County are not particularly conducive to transit. Charlotte County was platted for development according to a 1950's vintage pattern which emphasized winding streets and few through roads. Overall, the County is low density, but because most new development is occurring within the urban service area, densities are likely to increase.
- There is a correlation between the availability of pedestrian infrastructure and transit utilization due to the safety and security concerns of transit customers. With the passage of two recent sales tax referendums, emphasis has been placed on sidewalk construction in Charlotte County.
- Congestion is not a significant problem, nor is parking an issue in most parts of the County, particularly with the addition of two new parking facilities in Punta Gorda. Roadway levels of service are generally at level C or above. Parking availability, parking fees, and traffic congestion, often considered disincentives to driving personal automobiles, are not present in Charlotte County.
- Charlotte County will soon make a significant move forward with the procurement of on-board vehicle technologies designed to improve its operating efficiencies through more effective scheduling, vehicle tracking and fare collection.
- The instability in current economic conditions makes it difficult to predict the impact on public transportation during the ten year horizon of the Transit Development Plan. The economic indicators prepared by the Regional Economic Research Institute of Florida presented some mixed results for several of the economic indicators analyzed. Because transit offers a more affordable mobility option to residents, economic conditions could positively influence transit, although shrinking revenues may limit the State and local jurisdictions' ability to provide an attractive level of service.
- A review of the various local government plans revealed several transit and transit supportive policies and objectives, with special importance placed on serving the mobility needs of the transportation disadvantaged population. The plans also display significant emphasis on land use policies and objectives designed to increase density, reduce sprawl and build "livable" pedestrian friendly communities. Opportunities to introduce more traditional fixed route transit services are currently limited; with most trip attractors located along U.S. 41. In addition, the City of Punta Gorda has expressed interest in a Downtown Trolley circulator service. The various plans also display goals and policies related to future regional inter-county transit services as warranted.

CHAPTER SIX: GOALS, OBJECTIVES AND POLICIES

This chapter summarizes an important step in the preparation of a TDP; the identification of a guiding vision/goals, objectives, and policies for the transit system. In order to develop the goals, objectives, and policies for the Transit Development Plan, it is necessary to evaluate the needs of the community, support the plans and policies of local government agencies and identify areas where operating enhancements and efficiencies can be achieved. The goals, objectives and policies support those included in various state and local plans. They also incorporate issues identified during discussions CUTR held with community leaders, the TDP Steering Committee, the Charlotte County Transportation Disadvantaged Local Coordinating Board, Charlotte County Transit and MPO staff, community groups, and members of the public through surveys and public workshops. The issues highlighted during these discussions form the basis for the goals that will guide the performance, development and evaluation of services through the next ten years (FY 2010 – FY 2019).

The following summarizes the goals and objectives that emerged from this process.

GOAL 1: Develop and maintain a public transit system that maximizes the community benefit through increased mobility opportunities.

Objective 1.1 (Meet Needs): As travel demand forecasts warrant improved transit service, the County will consider a cost-effective expansion of public transportation services, through the most effective mix of options, with a priority on persons who are transit dependent.

Objective 1.2 (Transportation Disadvantaged): Through the MPO's planning efforts, the County will continue to provide a coordinated and comprehensive approach to planning and developing transportation services that meet the needs of transportation disadvantaged persons.

Objective 1.3 (Public Participation in Transit Planning): In cooperation with the MPO, the County will continue to provide opportunities for public participation for the preparation, implementation, and potential amendments to the adopted Transit Development Plan.

Objective 1.4 (Meeting Future Demand): The County will continue to maintain, improve, and enhance public transit service to meet current and future demands and needs.

GOAL 2: Invest in public transit systems and practices that increase transportation system efficiency.

Objective 2.1 (Low-Cost Service): The County will make every effort to maintain low capital and operating costs, support public transportation in the long term by choosing low cost options, maximize Federal and State funds, and adopt new technologies that improve cost effectiveness.

Objective 2.2 (Travel Demand Management): In anticipation of future traffic congestion problems, the County will plan and implement travel demand management strategies to relieve traffic congestion, as outlined in the MPO's most recent Congestion Management System Plan.

Objective 2.3 (Transit Role/Marketing): The County will continue to communicate the role of transit in Charlotte County.

GOAL 3: Coordinate transit system investments with supportive land use patterns and regional public and private partners.

Objective 3.1 (Connected Transportation Modes):

The County will continue to coordinate the expansion of the public transportation system with improvements in related facilities such as sidewalks, to facilitate a comprehensive, intermodal transportation system.

Objective 3.2 (Multi-Modal Connectivity): In cooperation with the MPO, the County will continue to enhance and improve multi-modal connectivity throughout the region.

Objective 3.3 (Coordination): The County will coordinate with State and local governments and transportation agencies to integrate public transit needs into the land use planning and development process.

**CHAPTER SEVEN:
ASSESSMENT OF TRAVEL DEMAND**

This chapter summarizes the results of demand estimation and needs assessment that will lead to the final tasks of the TDP, identifying and evaluating alternatives and recommendations.

The FDOT TDP Rule specifically mentions ridership forecasting as part of the situation appraisal requirements:

“An estimation of the community’s demand for transit service using the planning tools provided by the Department, or a Department approved transit demand estimation technique with supporting demographic, land use, transportation, and transit data. The result of the transit demand estimation process shall be a ten-year annual projection of transit ridership.”

The project team assessed transit demand and mobility needs for Charlotte County using various analytical techniques that included:

- Transit Boarding Estimations (TBEST)
- Transit Dependent Analysis
- Existing Dial-a-Ride Passenger Origins
- Ridership Trend Analysis
- ADA and Transportation Disadvantaged Service Demand Estimates

The following provides an overview of the some of the key findings.

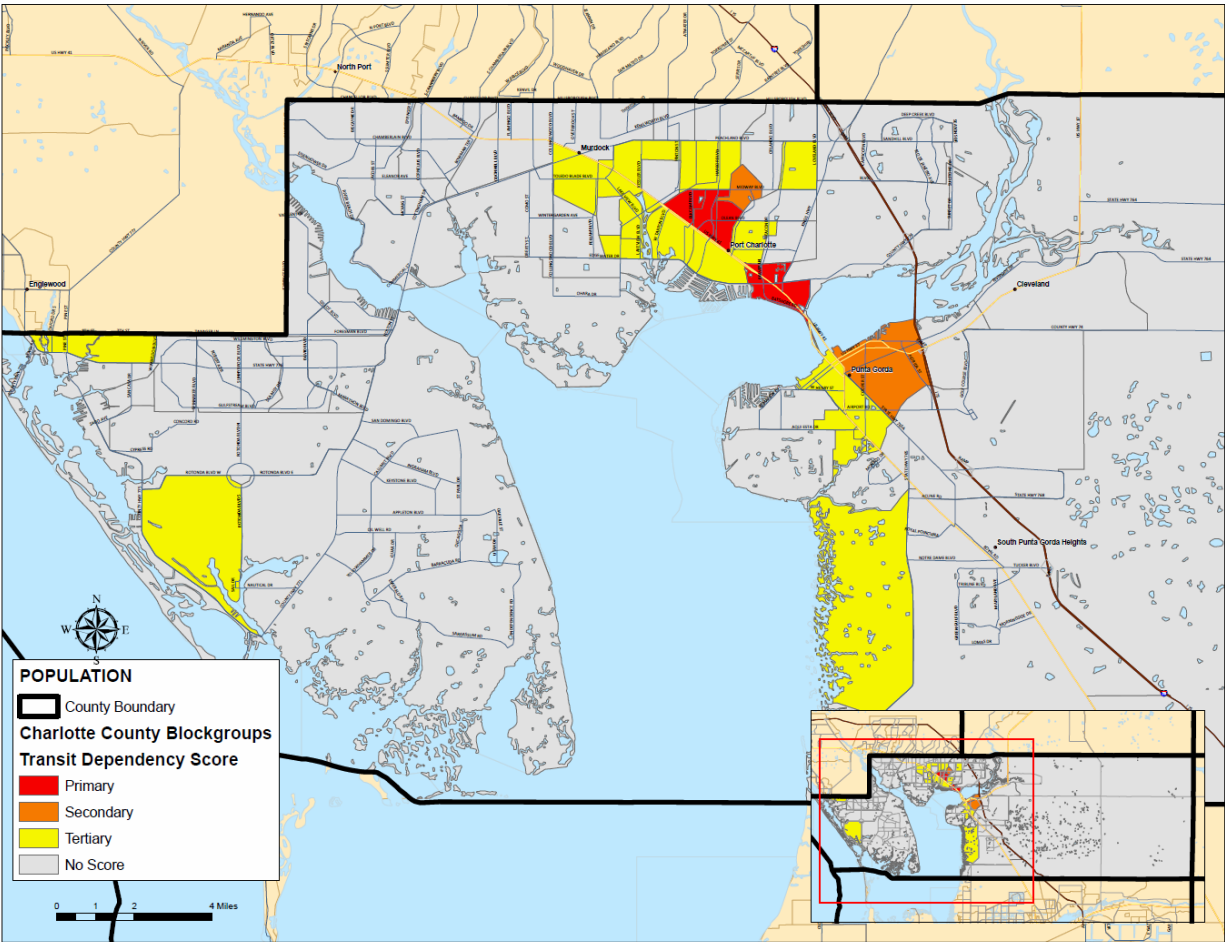
Transit Dependent Analysis

One method of estimating the potential public transportation needs of a given area is to examine certain distinct segments of the population. This approach involves an analysis of segments of the study area’s population that consist of persons who are most likely to depend on transit services to meet their mobility needs.

Exhibit ES-5 graphically illustrates the location of the primary, secondary, and tertiary transit dependent census blocks in Charlotte County. Although the demographics in these blocks may change over time, during the next several years these areas will have the highest demand for transportation services within Charlotte County.

With the exception of the large census blocks, which due to their size may magnify their apparent potential, the key transit dependent blocks (i.e., primary and secondary) are located along the U.S. 41 corridor between Murdock and Punta Gorda. The corridor is a prime candidate for the implementation of regularly scheduled fixed-route service.

**Exhibit ES- 5
Charlotte County Transit Dependent Block Groups**

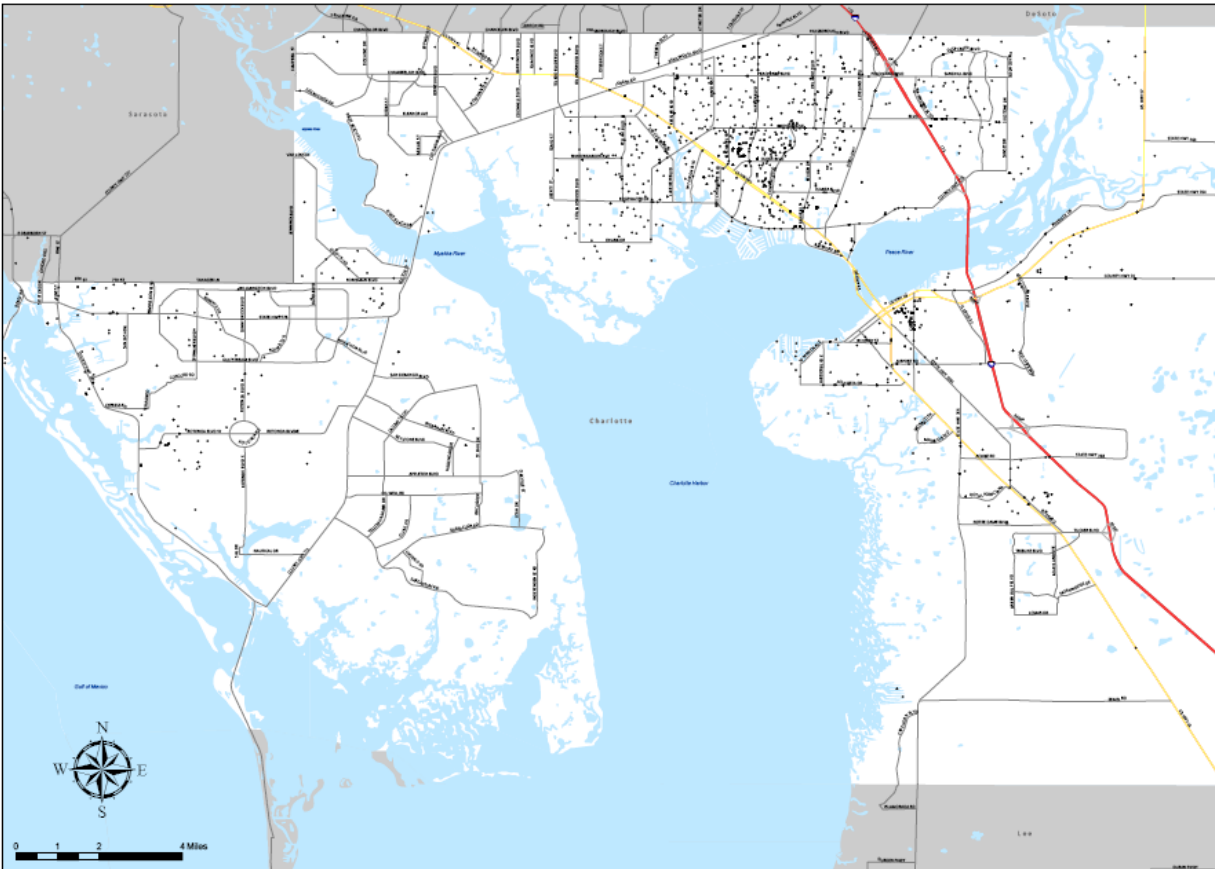


Source: Center for Urban Transportation Research

Existing Dial-A-Ride Passenger Origins

Exhibit ES-6 provides a graphic representation of the trip origins for the passengers that used the Charlotte County Dial-a-Ride service during the three month period from July to September 2008.

**Exhibit ES-6
2008 Dial-a-Ride Passenger Trip Origins**



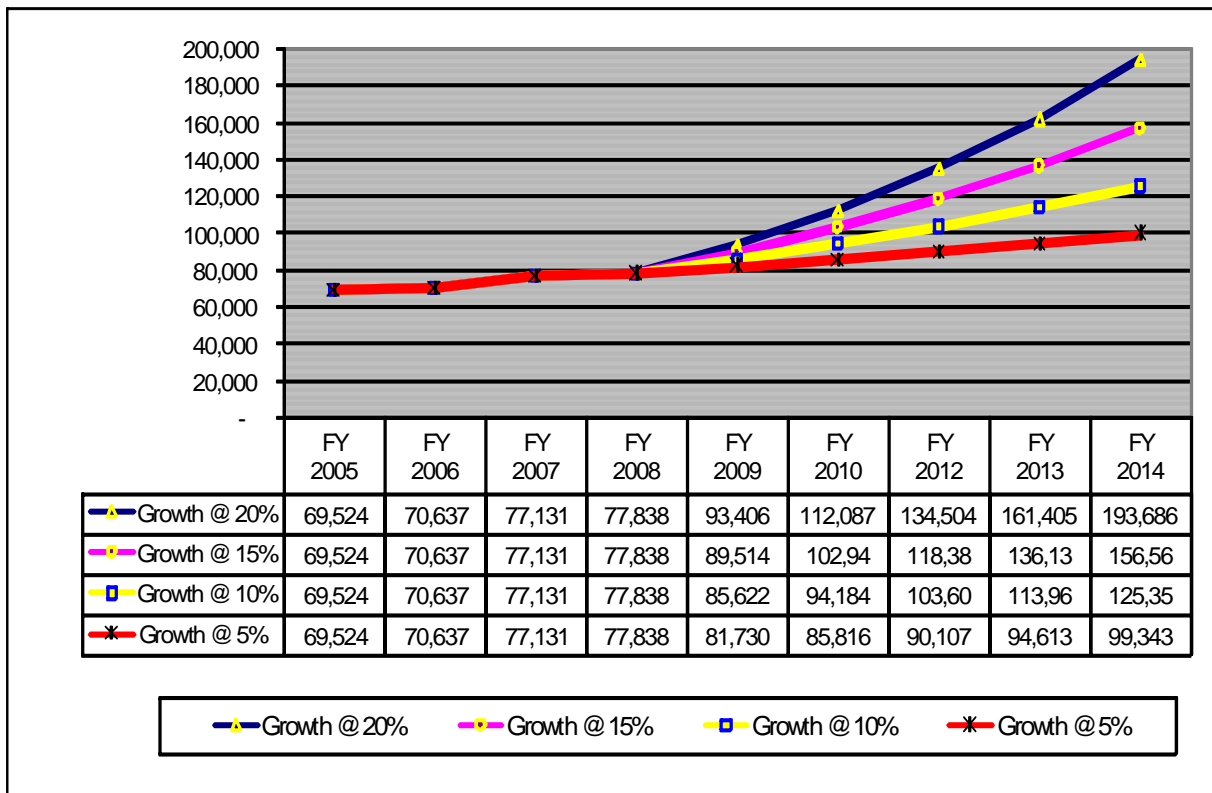
Source: Center for Urban Transportation Research

A comparison of Exhibits ES-5 and ES-6 shows a high correlation between the calculated potential and actual utilization of current services. This high correlation further supports the U.S. 41 corridor from Murdock to Punta Gorda as the prime candidate for introduction of regularly scheduled fixed-route service.

Trend Analysis

Another method for estimating future ridership potential is the examination of past ridership trends. Exhibit ES-7 graphically depicts ridership levels and forecasts annual Dial-A-Ride system ridership through Fiscal Year 2014. Actual ridership levels for Fiscal Years 2005 through and 2008 are displayed along with ridership projections for the next five years through Fiscal Year 2014. While Dial-a-Ride passenger levels increased by 35.6 percent over the past six years, passenger levels essentially flat lined for the past two reporting years – FY 2007 and FY 2008. Exhibit ES-7 plots four ridership scenarios, with projected growth rates of 5, 10, 15 and 20 percent.

**Exhibit ES-7
Dial-A-Ride Trend Analysis Projections**



Source: Center for Urban Transportation Research

CHAPTER EIGHT: TEN-YEAR IMPLEMENTATION PLAN

This final chapter of the TDP shifts the focus from a descriptive, analytical approach to a future-oriented perspective. Information and findings are now brought together and used to present alternatives for Charlotte County Transit during the next ten years (FY 2010 – FY 2019). These alternatives include improving service in the existing service area, as well as effectively responding to growth within Charlotte County.

Recommended Projects and Strategies

This section describes the forty-five projects and strategic initiatives that are recommended for implementation by Charlotte County Transit over the ten year TDP planning horizon. These actions are grouped in seven categories:

- Immediate Service Changes
- Future Service Changes
- Other Services
- Staffing and Program Strategies
- Capital Projects
- Bus and Support Vehicles
- Other Strategic Actions

Immediate Service Changes

1. Continue Sunshine TD Service (Ongoing)

As the designated Community Transportation Coordinator (CTC) for the Florida Commission for the Transportation Disadvantaged, Charlotte County Transit should continue to provide the specialized, door-to-door paratransit services for the County's transportation disadvantaged residents.

2. Implement US 41 Corridor Fixed Route (M-F) (FY 2010)

As per the direction of the Charlotte County Board of County Commissioners, Charlotte County Transit should initiate the transition from Dial-a-Ride paratransit service to regularly scheduled fixed route service supplemented with feeder service.

The initial step, tentatively scheduled for implementation in the first quarter of 2010, would be the introduction of fixed route service along the U.S. 41 corridor from Punta Gorda to the Sarasota County line at North Port. This route would provide service to Murdock and Port Charlotte. See Figures 8-1 and 8-2.

As detailed in projects #4 and #5, this service would be supplemented by feeder services in Punta Gorda and the Murdock/Port Charlotte area that would pick up passengers at their homes and transport them to the fixed route service.

Utilizing the new mid-size hybrid buses, this service would operate Monday through Friday from approximately 7:00 a.m. to 7:00 p.m. by drivers transferred from the Dial-a-Ride system. Charlotte County Transit projects this service can be implemented without any increase in the existing operating budget.

3. Implement Murdock/Englewood Fixed Route (M-F) (FY 2010)

As per the direction of the Charlotte County Board of County Commissioners, Charlotte County Transit should initiate the transition from Dial-a-Ride paratransit service to regularly scheduled fixed route service supplemented with feeder service. The second

step in this transition, tentatively scheduled for implementation in the second quarter of 2010, is the initiation of fixed route service along the S.R. 776 corridor between Murdock and Englewood. This route would connect with the U.S. 41 corridor service permitting passengers to transfer between routes. See Figures 8-1 and 8-3.

As detailed in project #6, this service would be supplemented by a feeder service in Englewood and Murdock/Port Charlotte area that would pick up passengers at their homes and transport them to the fixed route service.

Utilizing the new mid-size hybrid buses, this service would be operated Monday through Friday from approximately 7:00 a.m. to 7:00 p.m. by drivers transferred from the Dial-a-Ride system. Charlotte County Transit projects that this service can be implemented without any increase in the existing operating budget.

4. Punta Gorda Feeder (1 vehicle) (FY 2010)
5. Port Charlotte Feeders (2 vehicles) (FY 2010)
6. Englewood Feeder (1 vehicle) (FY 2010)

Projects #4, #5 and #6 are described together and represent new feeder routes that will support the two new fixed routes by picking up passengers at their homes and transporting them to the fixed route service. Passengers would be required to call Charlotte County Transit to arrange the pick-up from their homes and the return trip from the fixed route.

This service would be operated Monday through Friday from approximately 7:00 a.m. to 7:00 p.m. by drivers transferred from the Dial-a-Ride system and would utilize the existing Dial-a-Ride cutaway buses. Charlotte County Transit projects that this service can be implemented without any increase in the existing operating budget.

7. Dial-a-Ride Public Transportation Services Reduction (FY 2010 – FY 2014)

With the implementation of the two fixed routes and the four feeder buses, it is anticipated that a large portion of the existing Dial-a-Ride customers would be able to access the new services resulting in a decrease in demand for the Dial-a-Ride service. This will allow more passengers to be transported within existing financial resources.

Charlotte County Transit projects Dial-a-Ride passenger levels and service will decrease by approximately 60 percent following the implementation of the two fixed routes and four feeder buses, and continue to decrease at a rate of approximately 10 percent a year as the fixed route service matures.

8. Continue Dial-a-Ride Service on Saturday (FY 2010 – FY 2014)

Since the new fixed route service network will initially be operated Monday through Friday, existing Saturday Dial-a-Ride service levels will be maintained.

9. Implement Complementary ADA Paratransit Program (FY 2010)

With implementation of the two fixed routes, Charlotte County Transit will be required to implement a complementary paratransit ADA service. Charlotte County Transit will provide these services with its feeder buses, remaining Dial-a-Ride service, and with the Sunshine Transportation Disadvantaged services, as needed.

10. Coordinate with SCAT at North Port & Englewood (FY 2010)

With the implementation of the two fixed routes, Charlotte County Transit will be able to provide direct connections with the Sarasota County Area Transit (SCAT) public transportation services in both North Port and Englewood. These connections will be

beneficial to residents from both Sarasota and Charlotte Counties, and should reduce the demand for specialized door-to-door paratransit services.

Charlotte County Transit staff will need to work cooperatively with its counterparts at SCAT to permit an easy and simplified transfer opportunity between systems.

11. Evaluation of New Services (Ongoing)

Charlotte County Transit should continue to monitor and measure the performance of its existing services and develop adequate monitoring mechanisms for its new services to determine their performance. Regular reports should be prepared and analyzed.

Future Service Changes

12. Expand Fixed Route Services to Saturday (FY 2014)

As the fixed route service matures and financial resources permit, the fixed route services and the supporting feeder/community circulator route services should be expanded from Monday through Friday to also include Saturday service.

13. Convert Feeder to Community Circulator Route #1 (FY 2013)

As the fixed route service matures and financial resources permit, the feeder service for the Punta Gorda area should be replaced by a fixed route community circulator bus that will provide local service and access to the U.S. 41 fixed route.

14. Convert Feeder to Community Circulator Route #2 (FY 2014)

As the fixed route service matures and financial resources permit, the two feeder services for the Murdock/Port Charlotte area should be replaced by two fixed route community circulator buses that will provide local service and access to the U.S. 41 and Murdock/Englewood fixed routes.

15. Convert Feeder to Community Circulator Route #3 (FY 2014)

As the fixed route service matures and financial resources permit, the two feeder services for the Murdock/Port Charlotte area should be replaced by two fixed route community circulator buses that will provide local service and access to the U.S. 41 and Murdock/Englewood fixed routes.

16. Convert Feeder to Community Circulator Route #4 (FY 2015)

As the fixed route service matures and financial resources permit, the feeder service for the Englewood area should be replaced by a fixed route community circulator bus that provides local service and access to the Murdock/Englewood fixed route.

17. New Community Circulator Route #5 (FY 2016)

18. New Community Circulator Route #6 (FY 2017)

19. New Community Circulator Route #7 (FY 2018)

As the fixed route service matures and financial resources permit, the original feeder services will transition to fixed route community circulator buses. It is proposed to implement one new community circulator for each year from FY2016, FY2017 and FY2018.

In recommendations #17, #18 and #19, the next step in the transition process would be the introduction of additional fixed route community buses. The TDP does not specifically suggest locations for these three additional routes that are proposed one per year for the final three years of the TDP planning period. Rather, those decisions will be based on system utilization, community development patterns, and other relevant factors.

Implementation of these services would require the purchase of an additional bus and operating funds to pay for the required drivers, fuel, and associated maintenance.

Other Services

20. **FDOT Commuter Assistance Program (Ongoing)**

Charlotte County Transit should work with the Metropolitan Planning Organization to support the Florida Department of Transportation District One sponsored Commuter Assistance Program. This program provides information and opportunities for transportation demand management strategies including car and van pooling.

21. **Support Establishment of Park-n-Ride Program (Ongoing)**

Charlotte County Transit and the Metropolitan Planning Organization should pursue options for the establishment of Park-n-Ride lots to encourage greater use of the fixed route services.

22. **Explore Mobility Options with Adjoining Counties (Ongoing)**

In addition to its coordination with the SCAT bus system, Charlotte County Transit staff should pursue opportunities to enhance or initiate transit and mobility services with Lee County (Ft. Myers) and DeSoto County (Arcadia and Lake Suzy).

Staffing And Program Strategies

23. **Mobility Manager (FY 2010)**

With the growth of the Charlotte County Transit family of services, it is recommended that a full time Transit Planner/Mobility Manager position be created to implement the TDP to facilitate greater utilization of existing services and programs

24. **Travel Training (Ongoing)**

With the implementation of fixed route services, Charlotte County Transit should place an emphasis on providing travel training to perspective fixed route passengers, including the process to access the fixed route service with the feeder services.

25. **Volunteer Program (Ongoing)**

Charlotte County Transit should actively pursue the development of a program that would use community volunteers to support the transit system and to help encourage residents to use the public transit services. This should be coordinated with the travel training efforts.

26. **Marketing Program and Community Outreach (Ongoing)**

Charlotte County Transit is one of the best kept secrets in Charlotte County. With the planned implementation of new fixed route and circulator services, it is recommended that a formal Community Outreach Program be established to inform and educate residents about new mobility options.

27. **Employee Training Programs (Ongoing)**

Charlotte County Transit should continue and expand its employee training and development efforts. Numerous low cost and no cost training opportunities are available through the Florida Department of Transportation, the Rural Transit Assistance Program (RTAP), USF's Center for Urban Transportation Research (CUTR), and the Florida Public Transportation Association (FPTA).

28. Professional Networking Opportunities (*Ongoing*)

Similarly, Charlotte County Transit should involve itself in professional organizations such as the FPTA, the Florida Association of Coordinated Transportation Systems (FACTS), and the Community Transportation Association of American (CTAA) to network with fellow transit professionals.

Capital Projects

29. Bus Stops (Signs, Benches, Bike Storage, Amenities) (*Ongoing*)

With the transition to fixed route service, Charlotte County Transit will need to develop bus stops at appropriate locations along the route. This will entail the installation of bus stops and bus stop amenities such as information signs, bicycle storage racks and bus shelters at select stops.

30. Bus Shelters (*Ongoing*)

In conjunction with the creation of the bus stops, Charlotte County Transit has programmed the installation of up to eighteen bus shelters using the ARRA grant funding. The TDP assumes additional shelters will be installed throughout the ten year period.

31. Major Passenger Transfer Facilities (*FY 2014 and FY 2017*)

As the fixed route service matures and grows, the provision of major passenger transfer facilities will be desirable to facilitate the convenient and safe transfer of passengers between bus routes. The facilities, with locations yet to be determined, must allow for the congregation of two to three buses, adequate shelter from the elements, passenger amenities, and a safe environment. Two major passenger transfer facilities are programmed for this TDP. The first, in FY 2014, should coincide with the conversion of the Murdock/Port Charlotte feeders to fixed route community bus routes. The second, planned for FY 2017 should accommodate the second of the three additional community circulator routes.

32. Fare Collection System (*FY 2010, FY 2011 and FY 2015*)

A fare collection system, including electronic registering fareboxes for the entire fleet of buses will be installed to accommodate the transition to fixed route service. The initial installation is programmed for FY 2010 and FY 2011, with additional expansion planned for FY 2015 in anticipation of the expanded community bus service. The initial installation is funded by the American Reinvestment and Recovery (ARRA) grant.

33. Route Match Upgrades (*FY 2010 and FY 2011*)

Upgrades are programmed for the Route Match software system to provide enhanced capabilities, automatic vehicle locator and mobile data terminals installation on the entire bus fleet. This upgrade and enhancement is funded by the ARRA grant.

34. Mobile Data Terminals (*FY 2010 and FY 2011*)

As detailed in #33 above, mobile data terminals will be installed on the entire bus fleet in conjunction with the Route Match software upgrades. This upgrade and enhancement is funded by the ARRA grant.

35. Maintenance Equipment and Upgrades (**Ongoing**)

With the acquisition of the mid-size hybrid buses, it is necessary to purchase some additional maintenance equipments, including a bus lift and diagnostic technology. The initial purchase (FY 2010) is funded by the ARRA grant. Additional funds are programmed every other year of the TDP to permit ongoing replacement and upgrades of maintenance equipment and technology.

36. Bus Washer Installation (**FY 2014**)

As the Charlotte County Transit fleet continues to grow, the purchase of an automated bus wash system would be a good investment to allow for cost effective cleaning and maintenance of the bus fleet. To be eligible for federal grant assistance, the bus wash system and associated water reclamation system must be programmed in the TDP.

Bus And Support Vehicles

37. Bus Replacements (Hybrid Technology) (**Ongoing**)

Charlotte County Transit's current fleet inventory consists of twenty mid-size cutaway buses with a seating capacity of between 8 to 16 passengers. As detailed previously, Charlotte County Transit will be utilizing its ARRA funds to purchase five mid-size cutaway buses with a seating capacity of 24 passengers plus two wheelchair securement positions.

Charlotte County Transit, in compliance with federal guidelines, assumes a seven year service life to plan its vehicle replacement program. Hybrid technology vehicles will be purchased for vehicle replacement and expansion. For planning purposes, it was assumed additional buses would be priced at \$200,000 each in 2010 dollars, although this may vary depending upon the size of the vehicles.

38. Bus Expansions (Hybrid Technology) (**Ongoing**)

In addition, new vehicles will need to be purchased for any new community fixed route services not transitioned from feeder routes.

Including the five new hybrid buses expected to be delivered in late 2009, a total of twenty-eight replacement and three expansion buses will be needed during the ten year TDP planning period.

39. Staff Support Vehicles (**Ongoing**)

Charlotte County Transit should ensure that it has the necessary number of vehicles to maintain and service its transit vehicles when needed, by replacing the older, less efficient vehicles according to established replacement criteria. Currently, Charlotte County Transit forecasts that over the ten years of the TDP, four service vehicles will need to be replaced.

Other Strategic Actions

40. Consolidate Call In-Take, Reservations & Scheduling (**FY 2011**)

With the purchase and implementation of an upgraded software package, marked improvements in trip reservations, scheduling and trip management, customer records, and billing are anticipated. This also provides an opportunity to combine the call in-take and reservation systems for the two Charlotte County Transit operations – Dial-a-Ride and Sunshine Ride. Likewise, the trip assignment and scheduling functions could be centralized while maintaining the two side-by-side systems. Separate dispatching would be required for each of the two services.

The potential benefits of combining these functions include:

- More effective use of existing personnel
- Better customer service and improved customer responses
- Full utilization of the software package
- More effective trip assignments

41. Explore Opportunities to Blend Services (FY 2011)

With the addition of the improved software package and the co-location of the two transit services provided by Charlotte County Transit, opportunities to further blend the two services should be explored. This could include utilizing any excess capacity on one service to complement the other and projecting a common public image for the transit services offered by Charlotte County Transit.

42. Pursue Additional and Dedicated Funding (Ongoing)

It will be essential to pursue additional funding sources for community transportation if any significant service enhancements are to be realized. The current funding structure of Charlotte County Transit for the Dial-a-Ride or proposed fixed route service is totally reliant on federal and state grants and user fees. No local funding support is provided. To support continuation of existing service levels and to expand service levels and types, Charlotte County Transit must actively seek other funding opportunities. The local policy decision of not providing any local financial support for the general public transportation services places a severe limitation on any service expansion. Lack of local match will preclude accessing some future state and federal funding opportunities.

43. Continue Performance Monitoring Program (Ongoing)

Charlotte County Transit should continue to monitor and measure the performance of its existing services and develop adequate monitoring mechanisms for its new services to determine their performance. Regular reports should be prepared and evaluated.

44. Greater Involvement in Land-Use Planning Process (Ongoing)

Charlotte County Transit, the Charlotte County-Punta Gorda Metropolitan Planning Organization and the appropriate Charlotte County departments should place a greater emphasis on the importance that land use policies and decisions have on creating a transit friendly environment. Public transportation should have greater involvement in the land-use planning process.

45. Fare Policy Analysis (FY 2012, FY 2015 and FY 2018)

Periodically, perhaps every third year, Charlotte County Transit should examine its passenger fare policies and practices.

SUMMARY OF RECOMMENDED PROJECTS AND STRATEGIES

Exhibit ES-8 (three pages) summarizes the forty-five projects and strategic initiatives that are planned or recommended for implementation by Charlotte County Transit over the ten year TDP planning horizon, and provides the year(s) recommended for their implementation.

Exhibit ES-9 is a map outlining the general service corridors of the two proposed fixed route services. The first is the U.S. 41 corridor from Punta Gorda to the Sarasota County border. The second corridor is the Murdock to Englewood route via S.R. 776.

**Exhibit ES-8
TDP Recommended Projects and Strategies – FY 2010 through FY 2019**

Description Project or Strategy	Project Limits / Details	Fiscal Year of Implementation										
		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
IMMEDIATE SERVICE CHANGES												
1	Continue Sunshine TD Service	Transportation Disadvantaged Services	X	X	X	X	X	X	X	X	X	X
2	Implement US 41 Corridor Fixed Route (M-F)	Punta Gorda to Sarasota County Border	X	X	X	X	X	X	X	X	X	X
3	Implement Murdock/Englewood Fixed Route (M-F)	Murdock to Englewood via 776 (SCAT)	X	X	X	X	X	X	X	X	X	X
4	Punta Gorda Feeder (1 vehicle)	Home Pick Up Connection to Fixed Route (FR)	X	X	X							
5	Port Charlotte Feeders (2 vehicles)	Home Pick Up Connection to Fixed Route	X	X	X	X						
6	Englewood Feeder (1 vehicle)	Home Pick Up Connection to Fixed Route	X	X	X	X	X					
7	Dial-a-Ride Public Transportation Services Reduction	Transition of Public Paratransit to FR	X	X	X	X	X					
8	Continue Dial-a-Ride Service on Saturday	New Fixed Service only Monday - Friday	X	X	X	X						
9	Implement Complementary ADA Paratransit Program	Federal Requirement	X	X	X	X	X	X	X	X	X	X
10	Coordinate with SCAT at North Port & Englewood	Work to Coordinate Connections, Policies, etc.	X	X	X	X	X	X	X	X	X	X
11	Evaluation of New Services	Fare Analysis, Passenger Survey, etc.	X	X	X	X	X	X	X	X	X	X
FUTURE SERVICE CHANGES												
12	Expand Fixed Route Services to Saturday	US 41 & Englewood Service					X	X	X	X	X	X
13	Convert Feeder to Community Circulator Route #1	Punta Gorda Fixed Route Circulator				X	X	X	X	X	X	X
14	Convert Feeder to Community Circulator Route #2	Port Charlotte Fixed Route Circulator					X	X	X	X	X	X
15	Convert Feeder to Community Circulator Route #3	Port Charlotte Fixed Route Circulator					X	X	X	X	X	X
16	Convert Feeder to Community Circulator Route #4	Englewood Fixed Route Circulator						X	X	X	X	X
17	New Community Circulator Route #5	Location To Be Determined							X	X	X	X
18	New Community Circulator Route #6	Location To Be Determined								X	X	X
19	New Community Circulator Route #7	Location To Be Determined									X	X

Exhibit ES-8 (continued)
TDP Recommended Projects and Strategies – FY 2010 through FY 2019

Description Project or Strategy	Project Limits / Details	Fiscal Year of Implementation										
		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
OTHER SERVICES												
20	FDOT Commuter Assistance Program	Car Pools, Van Pools, Park-n-Ride Promotion	X	X	X	X	X	X	X	X	X	X
21	Support Establishment of Park-n-Ride Program	To Support Access to Fixed Route Services	X	X	X	X	X	X	X	X	X	X
22	Explore Mobility Options with Adjoining Counties	Lee County and DeSoto (Lake Suzy, Arcadia)	X	X	X	X	X	X	X	X	X	X
STAFFING AND PROGRAM STRATEGIES												
23	Mobility Manager	Funded by ARRA Grant	X	X	X	X	X	X	X	X	X	X
24	Travel Training	Candidate for FDOT Service Dev. Grant	X	X	X	X	X	X	X	X	X	X
25	Volunteer Program	Candidate for FDOT Service Dev. Grant	X	X	X	X	X	X	X	X	X	X
26	Marketing Program and Community Outreach	Candidate for FDOT Service Dev. Grant	X	X	X	X	X	X	X	X	X	X
27	Employee Training Programs	Participate in FDOT Training Programs	X	X	X	X	X	X	X	X	X	X
28	Professional Networking Opportunities	FPTA, FACTS, FDTC, CTAA, APTA	X	X	X	X	X	X	X	X	X	X
CAPITAL PROJECTS												
29	Bus Stops (Signs, Benches, Bike Storage, Amenities)		X	X	X	X	X	X	X	X	X	X
30	Bus Shelters		X	X	X	X	X	X	X	X	X	X
31	Major Passenger Transfer Facilities	For Transferring Between Bus Routes					X			X		
32	Fare Collection System		X	X				X				
33	Route Match Upgrades	Includes AVL Upgrades	X	X				X				
34	Mobile Data Terminals		X	X				X				
35	Maintenance Equipment and Upgrades		X		X		X		X		X	
36	Bus Washer Installation						X					

Exhibit ES-8 (continued)
TDP Recommended Projects and Strategies – FY 2010 through FY 2019

Description Project or Strategy	Project Limits / Details	Fiscal Year of Implementation										
		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
BUS AND SUPPORT VEHICLES												
37	Bus Replacements (Hybrid Technology)	Assumes 7 Year Service Life	X (5)		X (3)	X (5)	n	X (2)	X (2)	X (5)		X (3)
38	Bus Expansions (Hybrid Technology)	To Support Future Service Expansions						X (1)	X (1)	X (1)		
39	Staff Support Vehicles	Assumes 7 Year Service Life	X (1)		X (1)			X (1)		X (1)		
OTHER STRATEGIC ACTIONS												
40	Consolidate Call In-Take, Reservations & Scheduling			X								
41	Explore Opportunities to Blend Services			X								
42	Pursue Additional and Dedicated Funding		X	X	X	X	X	X	X	X	X	X
43	Continue Performance Monitoring Program		X	X	X	X	X	X	X	X	X	X
44	Greater Involvement in Land-Use Planning Process		X	X	X	X	X	X	X	X	X	X
45	Fare Policy Analysis			X				X			X	

Exhibit ES-9
Map of Proposed Fixed Route Corridors



Source: Center for Urban Transportation Research

TEN-YEAR TRANSIT DEVELOPMENT PLAN – FINANCIAL PLAN

Up to this point, the TDP process has not been constrained by fiscal considerations, in accordance with its strategic intent. Demographics, survey results, review committee input, and trend and peer analyses have all been used to assess the demand for transit service and to identify mobility needs in Charlotte County. The recommendations presented have been based on discoveries made during the earlier stages of the TDP development and future direction provided by community leaders, Charlotte County Transit staff, the TDP review committee, as well as many others. The final step in the Transit Development Plan process is to estimate the costs associated with implementing these recommendations and compare them against current and anticipated financial resources.

The final section of the chapter provides a summary of available transit financial sources, applies costs to the recommendations, and develops operating and capital financial plans for the TDP ten year planning horizon. Recommendations are separated by those that are forecasted to be funded based on current revenue sources, and the unfunded projects.

Numerous assumptions were made to develop service characteristics and forecast public transportation costs for the time period from 2010 through 2019. These assumptions made for operating and capital costs for fixed route and paratransit services are based on a variety of factors including NTD data, trend data, the previous TDP, and discussions with Charlotte County Transit staff. These assumptions are summarized below.

The following assumptions were made in the development of this 10 year costing plan:

- Costs were assumed to be in 2010 dollars and then inflated at a 3% annual rate
- Mid-size hybrid buses were assumed to cost \$200,000 each and were assumed to have a seven year service life
- The upgraded reservation and scheduling computer software system and the Mobile Data Terminal (MDT) system was priced at \$175,000
- The electronic revenue collection system was priced at \$500,000
- The maintenance and other miscellaneous items were assumed at \$20,000 annually
- The bus wash system was priced at \$150,000
- The additional service was priced at \$35 per bus hour
- The following bus hour estimates were used to price the various service options:
 - 12 hours of service a day (approx. 7:00 a.m. to 7:00 p.m.)
 - 5-day a week service would require 3,120 bus hours annually
 - 1-day service would require 624 bus hours annually
- Based on the above, the annual costs for the service options were calculated at:
 - 5-days per week would cost \$109,200 per year, less 10% farebox revenue return resulting in a net annual cost of \$98,280 per bus
 - 1-day per week would cost \$21,840 per year, less 10% farebox revenue return resulting in a net annual cost of \$19,656 per bus

Exhibit ES-10 and ES-11 provide the ten-year operating and capital improvement plans to implement the planned and recommended transit services and strategic initiatives for Charlotte County Transit. The table details the financial impact on operating and capital expenses for each of the improvements that are above and beyond the current budget.

Exhibit ES-12 provides the current and proposed operating budgets for Charlotte County Transit for FY 2009 and FY 2010 respectively.

Exhibit ES-13 provides a ten year recap of the current expenses and revenues as reported by Charlotte County Transit projected over the 10 years, the projected operating and capital costs of the proposed projects and strategies, and the amount of additional funding that would be required to allow all projects to be implemented. The first five years of the current and proposed expenses and revenues were provided by Charlotte County Transit. The remaining five years were inflated at a three percent annual inflation rate.

As detailed in Exhibit ES-13, an additional \$9,664,348 of funding must be identified to support the implementation of all the projects recommended over the ten years of the TDP.

Summary

To summarize, Charlotte County Transit is in position to start the transition from being primarily a Dial-a-Ride paratransit service delivery model to a regularly scheduled fixed route service model with feeder routes. Charlotte County Transit projects that future transition of the feeder service to community collector fixed routes is also feasible within existing funding levels.

The initial capital purchases are funded from existing grant programs and the one time ARRA federal grant funds. Future replacement buses can be covered partially by existing capital grants, but may rely on Charlotte County accessing FTA Section 5309 discretionary grant funds. Service expansion will require new funding sources.

Any future expansion of the fixed route service, either in the form of additional span of service (i.e., weekends and evenings) improvements or additional routes cannot be funded with existing forecasted funding levels and would require new funding sources.

Exhibit ES-10
TDP 10 Year Operating Improvement Plans – FY 2010 through FY 2019

Project or Strategy # Description	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	10 Year Total
OPERATING EXPENSES											
IMMEDIATE SERVICE CHANGES											
1-11 No additional expenses, included in existing budget levels											
FUTURE SERVICE CHANGES											
12-19 Expand Fixed Route Service to Saturday					\$ 148,075	\$ 152,517	\$ 157,093	\$ 161,806	\$ 166,660	\$ 171,660	\$ 957,811
13 Convert Feeder to Community Route #1				\$ 49,358	\$ 50,839	\$ 52,364	\$ 53,935	\$ 55,553	\$ 57,220	\$ 58,937	\$ 378,207
14 Convert Feeder to Community Route #2					\$ 49,562	\$ 51,049	\$ 52,580	\$ 54,158	\$ 55,782	\$ 57,456	\$ 320,586
15 Convert Feeder to Community Route #3					\$ 49,562	\$ 51,049	\$ 52,580	\$ 54,158	\$ 55,782	\$ 57,456	\$ 320,586
16 Convert Feeder to Community Route #4						\$ 50,878	\$ 52,404	\$ 53,976	\$ 55,595	\$ 57,263	\$ 270,116
17 New Community Route #5							\$ 156,366	\$ 161,057	\$ 165,889	\$ 170,865	\$ 654,177
18 New Community Route #6								\$ 161,622	\$ 166,471	\$ 171,465	\$ 499,557
19 New Community Route #5									\$ 135,342	\$ 139,402	\$ 274,744
OTHER SERVICES											
20-22 No additional operating expenses											
STAFFING AND PROGRAM STRATEGIES											
23 Mobility Manager	\$ 40,000	\$ 41,200	\$ 42,436	\$ 43,709	\$ 45,020	\$ 46,371	\$ 47,762	\$ 49,195	\$ 50,671	\$ 52,191	\$ 418,555
24-28 No additional operating expenses											
CAPITAL PROJECTS											
29-36 No additional operating expenses											
BUS AND SUPPORT VEHICLES											
37-39 No additional operating expenses											
OTHER STRATEGIC ACTIONS											
40-45 No additional operating expenses											
TOTAL OPERATING EXPENSES	\$ 40,000	\$ 41,200	\$ 42,436	\$ 93,067	\$ 343,058	\$ 404,228	\$ 572,720	\$ 751,524	\$ 909,412	\$ 936,694	\$ 4,094,340

Exhibit ES-11
TDP 10 Year Capital Improvement Plans – FY 2010 through FY 2019

Project or Strategy		FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	10 Year
#	Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total
CAPITAL EXPENSES												
IMMEDIATE SERVICE CHANGES												
1-11	No additional capital expenses											
FUTURE SERVICE CHANGES												
12-19	Associated Bus Expenses Below											
OTHER SERVICES												
20-22	No additional capital expenses											
STAFFING AND PROGRAM STRATEGIES												
23-28	No additional operating expenses											
CAPITAL PROJECTS												
29	Bus Stop & Amenities	\$ 25,000	\$ 25,750	\$ 10,600	\$ 10,900	\$ 11,300	\$ 11,600	\$ 11,900	\$ 12,300	\$ 12,700	\$ 13,000	\$ 145,050
30	Bus Shelters	\$ 75,000	\$ 51,500	\$ 15,900	\$ 16,350	\$ 16,950	\$ 17,400	\$ 17,850	\$ 18,450	\$ 19,050	\$ 19,500	\$ 267,950
31	Major Passenger Transfer Facilities					\$ 113,000		\$ 11,900				\$ 124,900
32	Fare Collection System	\$ 400,000	\$ 103,000				\$ 46,400					\$ 549,400
33	Route Match Updates	\$ 50,000	\$ 77,250									\$ 127,250
34	Mobile Data Terminals	\$ 25,000	\$ 25,750									\$ 50,750
35	Maintenance Equipment & Upgrades	\$ 82,500		\$ 21,200		\$ 22,600		\$ 23,800		\$ 25,400		\$ 175,500
36	Bus Washer Installation					\$ 169,500						\$ 169,500
BUS AND SUPPORT VEHICLES												
37	Bus Replacements (Hybrid Technology)	\$ 1,193,000		\$ 636,000	\$ 1,090,000		\$ 464,000	\$ 476,000	\$ 1,230,000		\$ 780,000	\$ 5,869,000
38	Bus Expansions (Hybrid Technology)								\$ 246,000	\$ 254,000	\$ 260,000	\$ 760,000
39	Support Staff Vehicles	\$ 25,000		\$ 26,500			\$ 29,000		\$ 30,750			\$ 111,250
OTHER STRATEGIC ACTIONS												
40-45	No additional capital expenses											
TOTAL CAPITAL EXPENSES		\$ 1,875,500	\$ 283,250	\$ 710,200	\$ 1,117,250	\$ 333,350	\$ 568,400	\$ 541,450	\$ 1,537,500	\$ 311,150	\$ 1,072,500	\$ 8,350,550

**Exhibit ES-12
Charlotte County Transit Budget Summary**

Budget Categories	2009 Budget	2010 Proposed
REVENUES		
Federal Grants	\$ 1,808,986	\$ 1,976,988
FDOT and State Grants	\$ 285,210	\$ 386,665
Fees	\$ 323,901	\$ 150,000
Miscellaneous	\$ 10,000	\$ 28,500
TOTAL REVENUES	\$ 2,428,097	\$ 2,542,153
EXPENSES		
Salaries and Wages	\$ 330,422	\$ 239,500
Fringe Benefits	\$ 88,576	\$ 99,889
Other Contractual Services	\$ 696,000	\$ 730,000
Central Service Fee	\$ 94,960	\$ 102,761
Vehicle Maintenance	\$ 203,600	\$ 298,600
Fuel & Lubricants	\$ 337,454	\$ 307,545
Equipment	\$ 494,650	\$ 502,069
Other	\$ 182,435	\$ 147,733
TOTAL EXPENSES	\$ 2,428,097	\$ 2,428,097

Exhibit ES-13
TDP 10 Year Projected Expenses, Revenues and Unfunded Projects and Strategies
(First five years of existing expenses and revenues provided by Charlotte County Transit and then inflated at 3% annually)

Expenses, Revenues & Shortfalls	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	10 Year Total
EXPENSES											
Existing	\$ 2,428,097	\$ 2,464,518	\$ 2,501,486	\$ 2,539,009	\$ 2,577,094	\$ 2,654,407	\$ 2,734,039	\$ 2,816,060	\$ 2,900,542	\$ 2,987,558	\$ 26,602,810
Proposed											
Operating	\$ 40,000	\$ 41,200	\$ 42,436	\$ 93,067	\$ 343,058	\$ 404,228	\$ 572,720	\$ 751,524	\$ 909,412	\$ 936,694	\$ 4,134,340
Capital	\$ 1,875,500	\$ 283,250	\$ 710,200	\$ 1,117,250	\$ 333,350	\$ 568,400	\$ 541,450	\$ 1,537,500	\$ 311,150	\$ 1,072,500	\$ 8,350,550
TOTAL EXPENSES	\$ 4,343,597	\$ 2,788,968	\$ 3,254,122	\$ 3,749,326	\$ 3,253,502	\$ 3,627,034	\$ 3,848,210	\$ 5,105,084	\$ 4,121,104	\$ 4,996,752	\$ 39,087,700
REVENUES											
Federal Grants	\$ 1,976,988	\$ 2,006,643	\$ 2,036,742	\$ 2,067,294	\$ 2,098,303	\$ 2,161,252	\$ 2,226,090	\$ 2,292,872	\$ 2,361,659	\$ 2,432,508	\$ 21,660,351
FDOT and State Grants	\$ 386,665	\$ 392,465	\$ 398,352	\$ 321,340	\$ 326,160	\$ 335,945	\$ 346,023	\$ 356,404	\$ 367,096	\$ 378,109	\$ 3,608,559
Fees	\$ 150,000	\$ 152,250	\$ 154,534	\$ 156,852	\$ 159,205	\$ 163,981	\$ 168,901	\$ 173,968	\$ 179,187	\$ 184,562	\$ 1,643,439
Miscellaneous	\$ 28,500	\$ 28,928	\$ 29,361	\$ 29,802	\$ 30,249	\$ 31,156	\$ 32,091	\$ 33,054	\$ 34,046	\$ 35,067	\$ 312,254
ARRA	\$ 1,915,500	\$ 283,250									\$ 2,198,750
TOTAL REVENUES	\$ 4,457,653	\$ 2,863,536	\$ 2,618,989	\$ 2,575,288	\$ 2,613,917	\$ 2,692,335	\$ 2,773,105	\$ 2,856,298	\$ 2,941,987	\$ 3,030,246	\$ 29,423,353
UNFUNDED EXPENSES	\$ 114,056	\$ 74,568	\$ (635,133)	\$ (1,174,038)	\$ (639,585)	\$ (934,700)	\$ (1,075,105)	\$ (2,248,787)	\$ (1,179,117)	\$ (1,966,506)	\$ (9,664,348)

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