



Annual Progress Report

September 2023

Prepared for:



Prepared by:



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SECTION 1. INTRODUCTION

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of funding for public transit. The Block Grant Program requires public transit service providers to develop, adopt, and annually update a 10-Year Transit Development Plan (TDP). Under legislation that became effective February 20, 2007, the TDP must undergo a Major Update every five years. In the interim years, an update is to be submitted in the form of a progress report on the 10-year implementation program of the TDP. Each progress report must be submitted annually to the appropriate Florida Department of Transportation (FDOT) District Office by September 1. The most recent major update of the *Charlotte Rides* TDP, covering fiscal years (FYs) 2020–2029, was adopted by the Charlotte County Board of County Commissioners (BOCC) in August 2019. This document serves as *Charlotte Rides* TDP's fourth Annual Progress Report (APR) to meet the requirement for a TDP annual progress report in accordance with Rule Chapter 14-73, Florida Administrative Code (F.A.C.).

Organization of this Report

In addition to this Introduction, this annual progress report includes the following sections.

Section 2 provides an **Overview and Previous Year Accomplishments** in FY 2023 based on the 2020–2029 TDP adopted in 2019.

Section 3 provides the **Goals and Objectives Assessment** for FY 2023 activities using the 10-year goals and objectives in the 2020–2029 TDP.

Section 4 provides an **Updated Implementation and Financial Plan** that extends the TDP 10-year plan to FYs 2024–2033.

Section 5 provides information on **Continued Implementation/Outreach** efforts, including progress on post-TDP adoption coordination and marketing efforts to promote and support the adopted TDP's implementation process.

Table 1-1 lists the TDP requirements from Rule 14-73.001, F.A.C. for TDP APRs and indicates where in this document each is found.

Table 1-1: TDP Annual Progress Report Checklist

Rule Requirement	APR Section
Past year's accomplishments compared to original implementation program	Section 2
Analysis of any discrepancies between plan and its implementation for past year and steps that will be taken to attain original goals and objectives	Section 3
Any revisions to implementation program for coming year	Section 4
Revised implementation program for 10th year	Section 4
Added recommendations for new 10th year of updated plan, if applicable	Section 4
Revised financial plan	Section 4
Revised list of projects or services needed to meet goals and objectives, including projects for which funding may not have been identified	Section 4

Source: Rule 14-73.001(4), F.A.C.

SECTION 2. OVERVIEW & PREVIOUS YEAR'S ACCOMPLISHMENTS

This section provides an overview of the services offered, recent service changes, capital/infrastructure improvements/progress, update on significant developments in the service area, summary of public outreach efforts, and other accomplishments during the previous year.

Transit Service Overview & Progress Update

Since 2001, Charlotte County Transit (CCT) has provided demand-response service in Charlotte County. CCT's mission is to provide safe, high quality, convenient, efficient, and affordable transportation to the public in Charlotte County. Operating Monday through Saturday, the curb-to-curb service picks up riders at an origin point and connects them to their destination in a shared vehicle.

Service Hours & Coverage

Currently, riders use the service Monday through Friday to reach destinations in Charlotte County and the Lake Suzy area in DeSoto County. In FY 2023, CCT re-implemented the pre-pandemic service hours, with weekday services now operating from 6:30 AM to 6:00 PM. Saturday service continues to be limited to a specified zone and operates from 9:00 AM to 6:00 PM. Currently, no service is provided on Sundays and County or nationally recognized holidays.

Map 2-1 shows the current service area and facilities for CCT. In addition, Table 2-1 shows the service implementation progress for FY 2023.

Fares

CCT continues to be fare-free. In 2019, the adult fare was \$2.00 and \$1.00 riders under 12 years old.

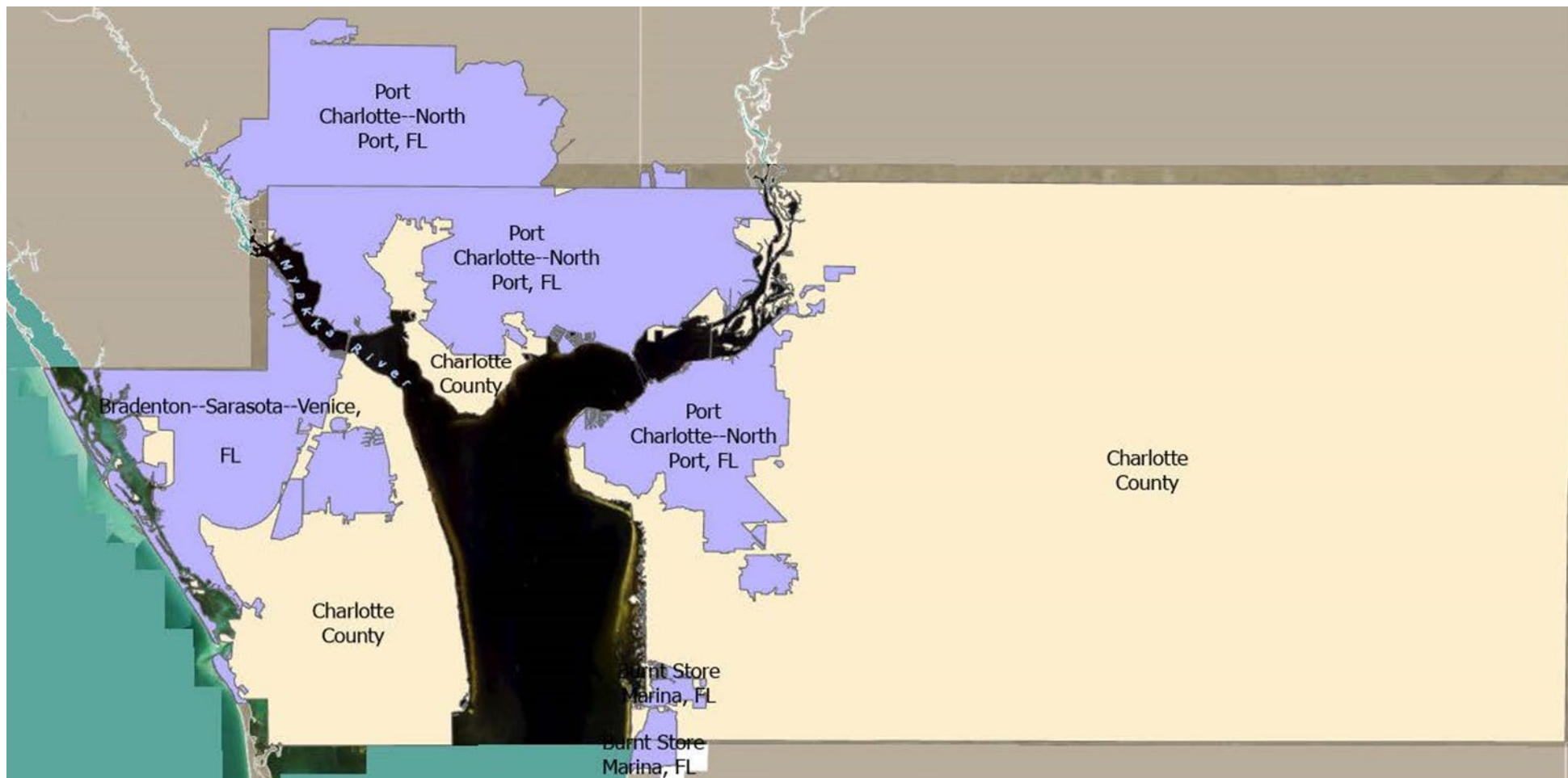
Table 2-1: FY 2023 TDP Service Implementation Progress

Service Improvement	Status	Notes
Enhanced Dial-A-Ride	Partially Complete	Implemented 24-hour reservations
Charlotte Link Service	Not Complete	On-hold due to funding availability
Babcock Express	Not Complete	Service deferred
US 41/Airport Connector	Not Complete	Service deferred
Englewood Express	Not Complete	Service deferred
Downtown Punta Gorda Circulator	Not Complete	Service deferred
Beach Circulator	Not Complete	Service deferred

Trip Reservations Process

CCT continues to require reservations for all riders on a first come, first served basis. A rider requesting next day service must make their reservation before 1:00 PM on the prior business day. As reservations are not received on Saturday, a rider requesting service on Monday should submit the request by 1:00 PM on Friday. Service requested on the same day and for the next day are not guaranteed. Although not required, it is recommended that riders call at least 72 hours before the requested pick-up time.

Map 2-1: CCT Service Area



Source: CCT

System Characteristics Overview

The COVID-19 pandemic is still affecting transit agencies in a myriad of ways. According to the Congressional Research Service, ridership in 2020 and 2021 was approximately half of pre-pandemic levels.

Table 2-2 shows various CCT service characteristics from 2018 to 2021. This data was obtained from the Florida Transit Information System (FTIS), a comprehensive data repository of historical and the most recent validated National Transit Database (NTD) statistics. Validated NTD data are typically two years behind the current operating year due to the Federal Transit Authority’s (FTA) rigorous review and validation processes and CCT 2022 performance data are not yet published in the NTD. However, unofficial data from CCT for 2022 indicate ridership has been increasing since 2021.

Due to the pandemic, CCT supplied less service in 2021 with only 13 vehicles operated in maximum service compared to 22 operated in 2018. Although ridership declined at approximately the same rate as other transit agencies nationally, the quality of service increased.

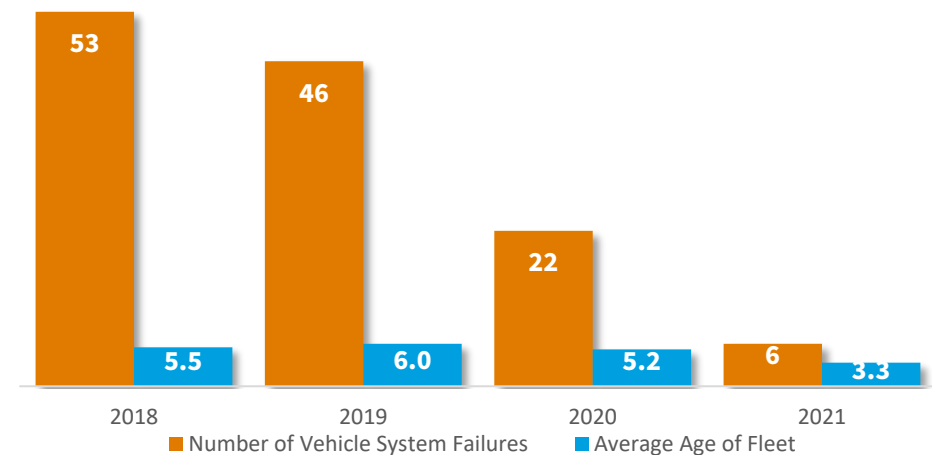
Figure 2-1 shows CCT’s number of vehicle system failures and the average age of fleet decreased simultaneously. From 2018 to 2021, the average age of fleet decreased by approximately two years and the number of vehicle system failures decreased approximately 89%. CCT’s investment in new vehicles has decreased the average fleet age, increased the quality of the rider’s experience, and maintained FTA’s useful life standard.

Table 2-2: CCT Operating Characteristics | 2018–2021

Metric	2018	2019	2020	2021
Ridership	127,846	123,886	82,376	59,354
Days of service	Mon–Sat	Mon–Sat	Mon–Sat	Mon–Sat
Hours of service	6:30 am– 6:00 pm	6:30 am– 6:00 pm	6:30 am– 6:00 pm	6:30 am– 5:00 pm
Revenue hours	49,354	47,391	34,027	26,239
Revenue miles	809,642	770,126	538,051	440,428
VOMS	22	20	19	13
Number of Vehicle System Failures	53	46	22	6
Average Age of Fleet	5.5	6.0	5.2	3.3

Source: NTD

Figure 2-1: System Failures and Age of Fleet | 2018-2021



Source: NTD

Transportation Disadvantaged (TD) Services

In addition to providing public demand-response service, CCT also provides TD trips as the designated Community Transportation Coordinator (CTC) for the county. In this capacity, CCT provides door-to-door services for individuals with disabilities, persons 60+ years, or those who qualify as low-income.

TD service connects qualified individuals to lifeline trips such as medical, employment, educational, nutritional, or other life-sustaining trips. Consistent with recent trends, the top trip purpose reported in 2022 was employment (30.0%). Although the number of employment trips increased since 2018, the share of trips has marginally declined since 2021 (-4%). Furthermore, the five-year share of nutritional trips has fluctuated, but overall experienced a two percent decline (Figure 2-2).

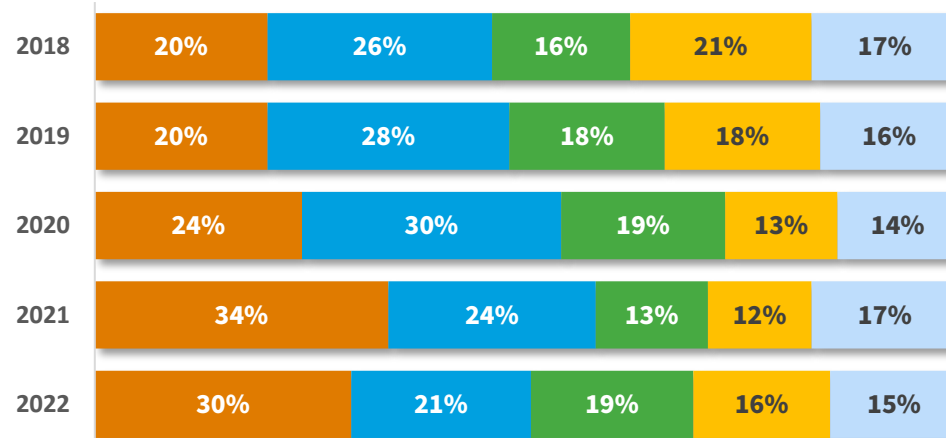
Capital/Infrastructure Improvements/ Progress

A key factor in CCT’s ability to provide quality transit service is maintaining and enhancing its capital infrastructure. Maintaining and investing in capital needs, such as vehicles and facilities, supports CCT’s ability to provide efficient and safe service. As more/expanded services are implemented, maintaining existing assets and adding new capital and infrastructure may be necessary.

Administration and Operations Facility

Centrally located adjacent to Veterans Boulevard in Port Charlotte, the recently completed CCT Administration and Operations Facility hosts administration and operations employees and drivers (Figure 2-3). The location allows efficient dispatching vehicles throughout the service area. CCT maintains a vehicle storage facility in Punta Gorda to serve eastern county areas.

Figure 2-2: Paratransit Trips by Purpose | 2018-2022



■ Employment ■ Medical ■ Ed/Train/DayCare ■ Life-Sustaining/Other ■ Nutritional

Source: Florida Commission for Transportation Disadvantaged (CTD)

Figure 2-3: CCT Administration and Operations Facility



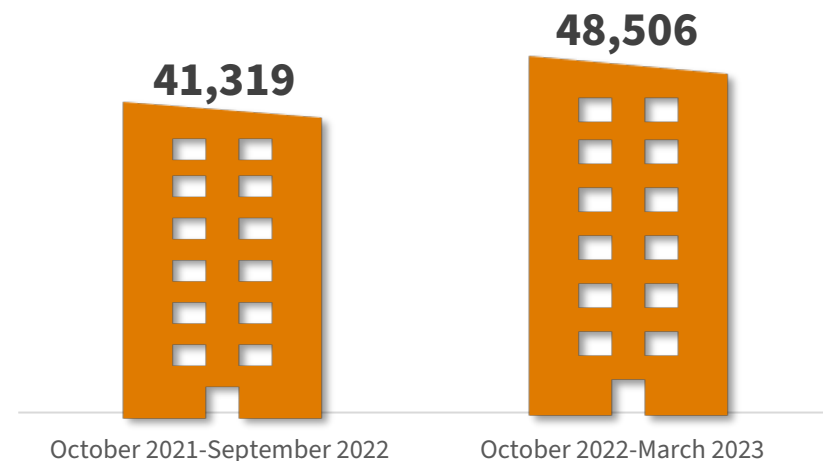
Update on Growth & Development

While COVID 19 pandemic temporarily impacted tourism and other aspects of Charlotte County’s economy, residential and commercial development continued. More recently, increased permitting has been occurring throughout the county. The number of permits issued in FY 2022 exceeded 41,300. Thus far, the number of permits issued in FY 2023, between October 2022 and February 2023, has surpassed FY 2022 with more than 48,500 permits (Figure 2-4). This accelerated growth may increase transit demand as the number of residents and activity centers increase.

In addition, since August 2016 1,800 certificates of occupancy have been issued in Babcock Ranch, a major development in east Charlotte County. Additionally, nearly 200 single family unit permits were issued between October 2022 and March 2023 in this area, indicating future housing growth.

A major development and key trip generator in Charlotte Harbor, the Sunseeker Resort, will also open soon. Following Hurricane Ian’s devastation in September 2022, the sprawling resort postponed its opening to October 2023. The resort’s restaurants, bars, and retail spaces will be open to the public, which may add increased transit demand from other areas for visitors, as well as employees. Figure 2-5 shows the amenities that will be available at the Sunseeker Resort.

Figure 2-4: Permits Issued in Charlotte County



Source: Charlotte County Community Development

Figure 2-5: Sunseeker Resort Characteristics

SUNSEEKER AT A GLANCE



- Grand Opening: October 2023
- Total Guestrooms & Sunsuites™: 785
- Sunsuites™: 189
- Size: 22 Waterfront Acres
- Restaurants & Bars: 20
- Pools: 2
- Private Golf Club: 18 Hole Par-72
- Spa & Salon: Full Service with 10 Treatment Rooms
- Fitness Center: 7,100 sq. ft. with 4 Studios
- Retail: 7

Source: Sunseeker

Public Outreach

TD passengers who rode CCT on February 13, 2023, were selected to participate in a telephone survey conducted by the Charlotte-Punta Gorda Metropolitan Planning Organization (MPO) the next day. The responses collected are summarized below and in Figure 2-6.

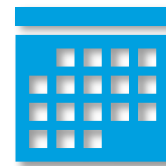
All passengers who responded to the survey reported their average use of the TD service is 3-5 times per week. When asked about their trip purposes, passengers could select multiple purposes. The top trip purpose reported was medical (75%), nutritional (25%), employment (13%), and life-sustaining/other (12.5%) trips were also mentioned. (Note that trip purpose data for MPO survey may differ from the annual/full fiscal year data from Florida CTD, as presented previously in Figure 2-2.)

Passengers were asked to rate their satisfaction with the service on a scale of 1 to 10 (10 being most satisfied). The average rating was 8.88, suggesting that most passengers are satisfied with the service and CCT supplies high-quality service. According to the MPO, this rating is an increase of 0.44 points from the last evaluation in 2021.

Figure 2-7 shows a summary of the results from the public survey conducted by CCT in December 2022. While 73% of respondents use or plan to use transit, 92% support on-demand transit. Approximately 38% want fixed-route service and the most popular trip purpose was medical (35%). When asked about origins and destinations, the top destination was Port Charlotte. The top three origin ZIP codes were 33952, 33948, and 33981.

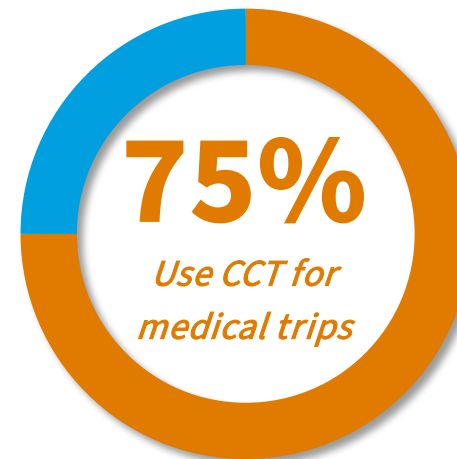


Figure 2-6: MPO Survey Results Summary | February 2023



3-5 days a week

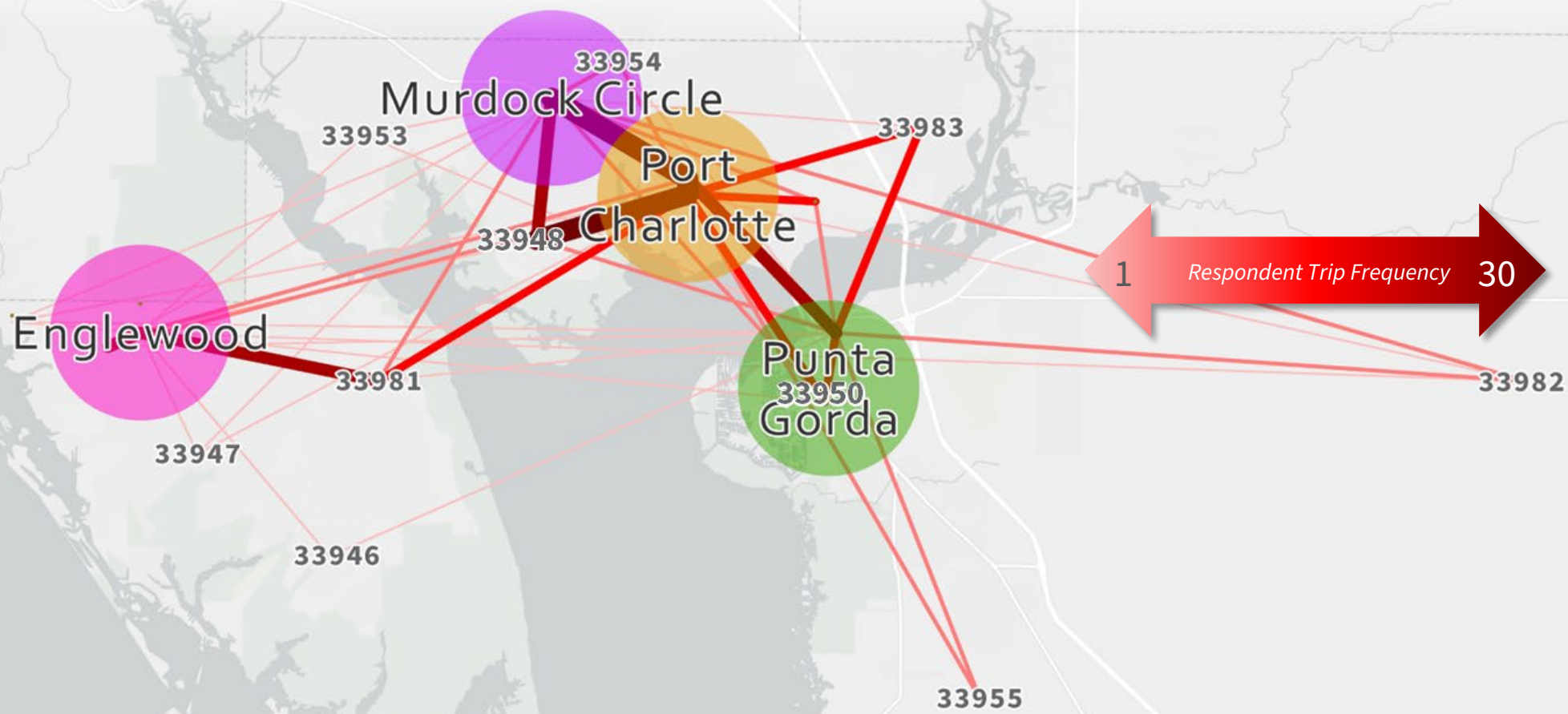
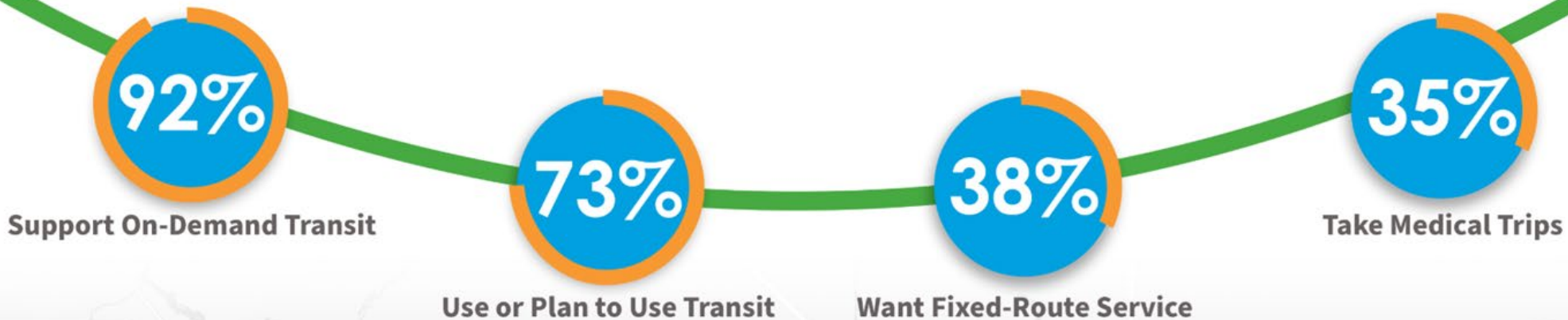
Average use



8.88/10 average rating



Figure 2-7: General Public Survey | December 2022



SECTION 3. GOALS AND OBJECTIVES ASSESSMENT FOR FY 2023

An assessment of Charlotte County’s objectives and policies that support the agency’s vision, mission, and goals pertaining to transit services, as outlined in the FY 2020–2029 TDP, was conducted as part of this APR for FY 2023 and is summarized in Table 3-1.

Table 3-1: Goals and Objectives Assessment | FY 2023

Goal	Assessment
Goal 1: Invest in public transit systems and technologies that increase transportation system efficiency and ridership.	
Objective 1.1: Explore and maintain strategies to keep low capital and operating costs, support public transportation in the long term by choosing the most efficient options, maximize federal and State funds, and adopt new technologies that improve cost-effectiveness.	Provided employee training on optimization. Since training, 80% of passenger trips were optimized. CCT is purchasing software that includes a mobile app to support both paratransit and on-demand service.
Policy 1.1.1 – Coordinate with the MPO and other local agencies to continue maintaining and enhancing federal and State funding sources for transit.	Ongoing coordination with the MPO. CCT coordinated with Sarasota County Transit.
Policy 1.1.2 – Coordinate with the MPO and other local agencies to identify and pursue private sponsorship options (e.g., public/private partnerships, trading possible future bus stop space for parking, etc.).	No action this period.
Policy 1.1.3 – Explore/expand the use of advertising on shelters, where applicable, as a revenue source.	No action this period.
Objective 1.2: Increase transit ridership by 25% and improve cost efficiency by 10% by 2030.	Ridership is slowly improving following the pandemic.
Policy 1.2.1 – Explore prospects of using available and additional resources efficiently to provide more frequent and convenient to use public transit service options.	CCT invested in technology upgrades to provide Wi-Fi to riders and is purchasing software that includes a mobile app to support both paratransit and on-demand service.
Policy 1.2.2 – Continue to investigate annually and implement the use of appropriate technologies to improve service quality, efficiency, and reliability.	CCT is purchasing software that includes a mobile app to support both paratransit and on-demand service.
Policy 1.2.3 – Explore prospects of providing park-and-ride opportunities at key transfer locations to enhance system usage and convenience.	No action this period.

Table 3-1: Goals and Objectives Assessment | FY 2023 (continued)

Goal	Assessment
<p>Goal 2: Develop, maintain, improve, and enhance an efficient public transit system that maximizes community benefits through increased mobility options.</p>	
<p>Objective 2.1: Consider cost-effective expansion of public transportation services through the most effective mix of options, with a priority on persons who are transit-dependent.</p>	<p>CCT is actively exploring implementation of hub-to-hub flex-route service.</p>
<p>Policy 2.1.1 – Based on anticipated ridership and emerging employee/visitor markets, consider innovative operational systems such as technology-based regularly-scheduled fixed routes, flexible community bus service, and MOD options as funding becomes available.</p>	<p>CCT is actively exploring implementation of hub-to-hub flex-route service.</p>
<p>Policy 2.1.2 – Evaluate capital expenditures based on operational efficiencies, such as use of right-sized and most technically- and ecologically-efficient vehicles.</p>	<p>CCT continues to evaluate capital expenditures and modes that would increase agency efficiency; seeking information on electric vehicles.</p>
<p>Policy 2.1.3 – Ensure that all service meets requirements of Americans with Disabilities Act (ADA).</p>	<p>CCT continues to monitor ADA wheelchair compliance; current fleet is compliant.</p>
<p>Policy 2.1.4 – Support public transit and human services agency coordination efforts to reduce service duplication and convert applicable TD trips to fixed- and flex-route transit trips.</p>	<p>CCT currently provides only demand-response service; coordination continues with human services agencies to convert TD trips to public transit trips.</p>
<p>Objective 2.2: Evaluate regularly to improve and enhance public transit service to meet current and future demands and needs.</p>	<p>As opportunities arise and funding is available, CCT continues to evaluate and improve services to meet current and future demands.</p>
<p>Policy 2.2.1 – Continue to develop, and implement creative, technology-based community transit services that best respond to local, regional, and tourism conditions and needs.</p>	<p>CCT continues to monitor local, regional, and tourism conditions to ensure all are served equitably and appropriately.</p>
<p>Policy 2.2.2 – Continue to adhere to federal and State guidelines/procedures to ensure the safety of employees, passengers, and the public.</p>	<p>CCT continues to adhere to federal and state guidelines to ensure safety of employees, passengers, and the public. In June 2022, CCT created and submitted a Public Transportation Agency Safety Plan (PTASP) to FDOT and the Charlotte County-Punta Gorda MPO.</p>
<p>Policy 2.2.3 – Explore and implement appropriate mobile technologies to improve service, reliability, energy efficiency, and safety based on best practices in transit systems management.</p>	<p>CCT is purchasing software that includes a mobile app to support both paratransit and on-demand service.</p>
<p>Policy 2.2.4 – Coordinate with major developers to establish partnerships and explore funding opportunities.</p>	<p>CCT continues to forge partnerships with major developers that could lead to funding opportunities.</p>

Table 3-1: Goals and Objectives Assessment | FY 2023 (continued)

Goal	Assessment
Goal 3: Increase the visibility and successfully promote transit services in Charlotte County.	
Objective 3.1: Increase marketing and public outreach efforts to educate workers, employers, citizens, and visitors about the benefits, availability, and characteristics of existing and planned transit services.	Provided informational materials to apartment complexes and medical facilities to market CCT and raise awareness of service; due to lack of drivers, marketing efforts have been minimized.
Policy 3.1.1 – Consider increasing awareness campaigns of public transit services through social media outlets to enhance and increase the image of public transit in Charlotte County.	CCT is pursuing social media outreach via Facebook.
Policy 3.1.2 – Maintain and document an ongoing public involvement process through surveys, discussion groups, interviews, public workshops, and participation in public events.	Due to the pandemic, CCT has not hosted in-person public workshops or discussion groups. CCT will be pursuing a presence at public events.
Policy 3.1.3 – Distribute bus schedules and system information in educational centers, public places, and with business partners throughout the county for residents and visitors.	CCT will be pursuing a presence at public events. These events will be an opportunity to distribute material and educate the public about CCT services.
Policy 3.1.4 – Enhance the bus system website and social media outlets by maintaining and regularly updating with current service and schedule information.	CCT regularly updates its social media platforms and website with information about the service.
Policy 3.1.5 – Conduct an on-board survey at least every five years as part of major TDP updates to monitor changes in user demographics, travel behavior characteristics, and user satisfaction.	CCT coordinates with the Charlotte County-Punta Gorda MPO for an annual on-board passenger sampling survey. This was last completed in February 2023.
Policy 3.1.6 – Develop and implement a transit marketing plan that includes marketing campaigns to educate potential riders, increase citizen awareness, and enhance ridership as fixed-route services are initiated.	No action this period.
Policy 3.1.7 – Identify and engage key partners that can enhance the ability to reach potential riders and increase passengers through specific joint efforts. These partners may include workforce development agencies, chambers of commerce, health and community services, public and private entities, and others as appropriate.	No action this period.
Policy 3.1.8 – Explore marketing opportunities and collaborations with the Chamber of Commerce to advertise and encourage ridership and connections through partnerships.	No action this period.
Policy 3.1.9 – Investigate opportunities and collaborations with the District 1 Commuter Services program to encourage transit ridership.	CCT continues to coordinate with the FDOT District 1 Commuter Services program to assist with marketing efforts and to spread awareness.

Table 3-1: Goals and Objectives Assessment | FY 2023 (continued)

Goal	Assessment
Goal 4: Coordinate transit system investments with supportive land use patterns and regional public and private partners.	
Objective 4.1: Continue to coordinate expansion of the public transportation system with improvements in related facilities such as sidewalks to facilitate a comprehensive, intermodal transportation system.	No action this period.
Policy 4.1.1 – Develop safe, comfortable, and useful transit facilities at major destinations, incorporating seating, shelters, signage, trees/landscaping, sidewalks, and bicycle storage as deemed appropriate by location and ridership demand.	Construction of new CCT Transit Facility is complete.
Policy 4.1.2 – Promote transit improvements toward areas with supportive land use patterns, higher residential density and commercial intensity, and key trip attractors.	CCT’s outreach program promotes services in higher-density areas.
Policy 4.1.3 – Promote transit stops in areas with high sidewalk network density and other supportive and/or private infrastructure development.	No action this period.
Policy 4.1.4 – Identify key areas for bicycle storage facilities associated with transit stops.	No action this period.
Policy 4.1.5 – Provide bicycle racks on all buses providing fixed-route or flex-route services.	No action this period.
Policy 4.1.6 – Evaluate annually to pursue federal, state, and local grants that can be used to enhance and expand transit facilities.	CCT actively evaluates opportunities to pursue federal, State, and local grants to enhance public transit.
Objective 4.2: In cooperation with the MPO, continue to enhance and improve multimodal connectivity throughout the region.	CCT participates in quarterly meetings with the Charlotte County-Punta Gorda MPO and other regional agencies to enhance and improve regional connections. CCT has coordinated with Sarasota County Transit since eliminating its fixed-route service in Englewood and North Port.
Policy 4.2.1 – Through the MPO process, continue to work cooperatively with neighboring communities to implement services that improve the connectivity between public transportation modes and services with those communities.	CCT participates in quarterly meetings with the Charlotte County-Punta Gorda MPO to identify opportunities to improve local multimodal connections.
Policy 4.2.2 – Continue to work through the MPO to ensure coordinated regional transportation planning and programming.	CCT participates in quarterly meetings with the Charlotte County-Punta Gorda MPO to confirm regional coordination.
Policy 4.2.3 – Ensure coordination and consistency with local and regional plans for the future provision of public transit service in Charlotte County.	CCT coordinates and is consistent with the appropriate plans.

Table 3-1: Goals and Objectives Assessment | FY 2023 (continued)

Goal	Assessment
Policy 4.2.4 – Evaluate opportunities for cooperative efforts to establish regional connections with neighboring county transit systems, including Sarasota County Transit, LeeTran, and DeSoto Area Regional Transit (DART).	CCT meets quarterly with regional partners Sarasota County Transit and DART to investigate any opportunity for regional connections.
Policy 4.2.5 – Meet at least annually with transit staff in neighboring counties and FDOT District 1 Commuter Services to better understand existing and future transit services and to identify coordination requirements associated with public transit services across county lines.	CCT holds quarterly meetings with FDOT District 1 Commuter Services and regional partners to ensure that regional services are compliant with requirements.
Objective 4.3: Coordinate with state and local governments, transportation agencies, and the Tourist Development Council to integrate public transit needs into the land use planning, development process, and visitor considerations.	CCT continues to coordinate with the appropriate state and local government agencies and is a part of the conversation for land use, development, and other tourism considerations for Charlotte County.
Policy 4.3.1 – Maintain the consistency of Charlotte County Transit programs and initiatives with local government comprehensive plans, to the extent possible.	CCT continues to operate in compliance with local plans such as the Charlotte County Comprehensive Plan.
Policy 4.3.2 – Maintain and enhance coordination and communication between the MPO and Charlotte County Transit.	CCT holds monthly meetings with MPO staff and regularly attends MPO Committee and MPO Board meetings.
Policy 4.3.3 – Pursue development of transit-friendly land use policies, regulations, and land development criteria in coordination with local jurisdictions.	CCT coordinates with and is a part of the conversation to ensure that land use policies and decisions are transit supportive.
Policy 4.3.4 – Coordinate with roadway improvement projects to ensure that transit-friendly infrastructure is appropriately considered and incorporated.	CCT participates in quarterly meetings with the Charlotte County Transportation Department to encourage implementation of transit-friendly infrastructure.
Policy 4.3.5 – In coordination with local jurisdictions, advocate pedestrian-friendly development to include sidewalks, bus stops, and other amenities that reduce barriers to safely and conveniently access public transit services.	CCT participates in quarterly meetings with appropriate agencies to encourage development that will promote pedestrian mode.
Policy 4.3.6 – Pursue opportunities to provide comments and input to State and local entities that help integrate transit needs into planning and decision making on infrastructure investments and service improvements.	CCT attends and contributes to quarterly meetings with local and state entities to ensure that transit is considered in planning and decision making.

SECTION 4.UPDATED IMPLEMENTATION & FINANCIAL PLAN

The Cost Efficient 10-Year TDP Implementation Plan in the 2020–2029 TDP Major Update was reviewed and updated based on FY 2023 accomplishments and changes anticipated based on input from CCT staff. The updated 10-year implementation plan and corresponding financial plan for FYs 2024-2033 are presented in this section.

Progress Review of TDP Implementation Plan

This section summarizes the progress on service and capital improvements outlined in the 2020–2029 TDP Major Update implementation plan. Each of the service and capital improvements evaluated based on the prior year’s accomplishments and the adopted plan in the TDP Major Update to report on the funding and implementation status for each.

Updated TDP Implementation Plan

Since the adoption of the last TDP Major Update, CCT has continued its efforts to implement new services when funding and operation conditions permit. The service improvements, as proposed originally by the adopted TDP Major Update and continued in this APR, are described in Table 4-1. The table also provides an update on each of these TDP improvements with respect to its funding situation and implementation status/progress.

Map 4-1 shows the updated 2024 funded TDP plan.

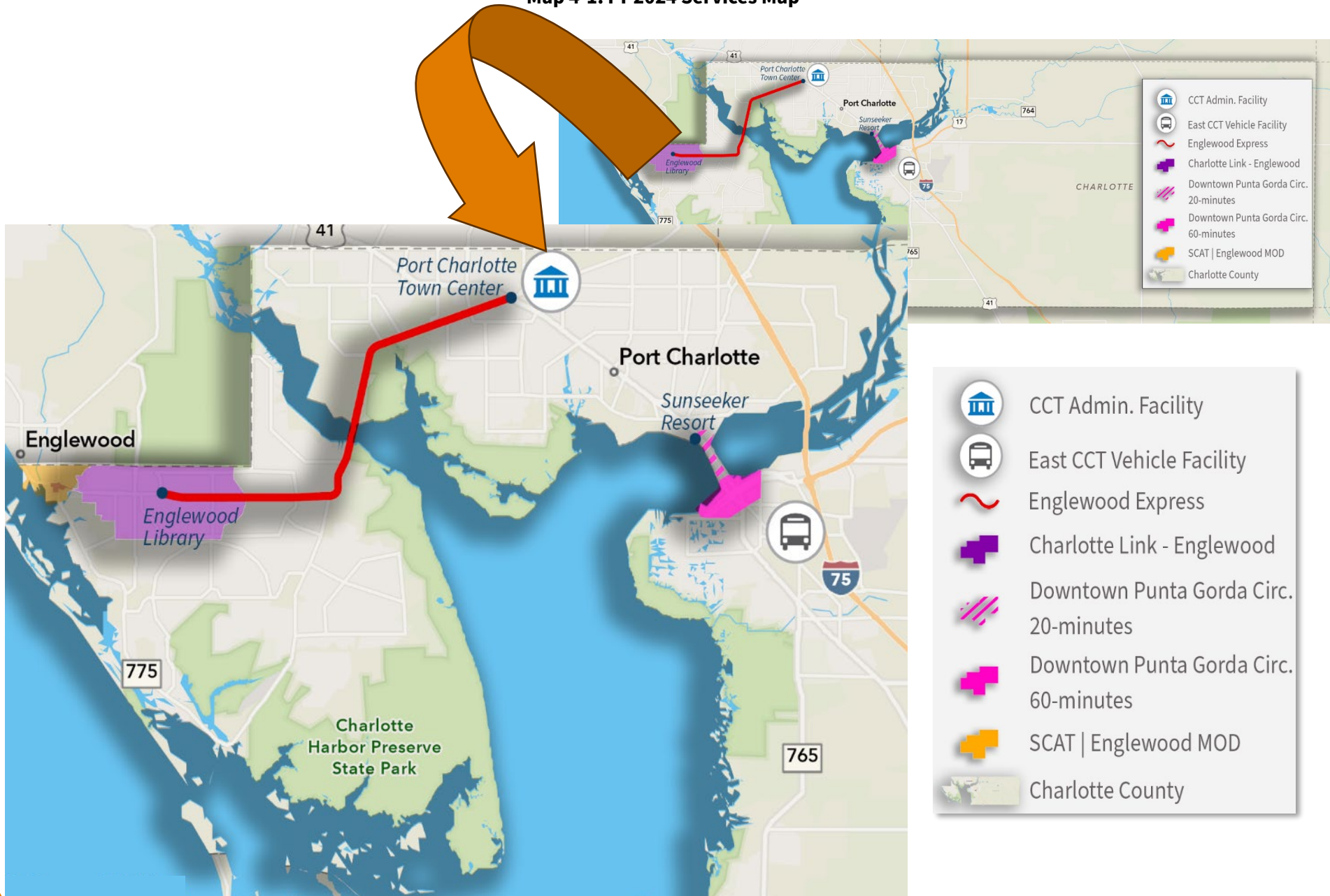
Table 4-1: TDP Implementation Plan | FY 2024-2033

Service Improvement	Description	Funding Status	Implementation Status
Enhanced Dial-A-Ride	App-based system with 2–24 hours reservation times	Funded FY 2024	On track
Charlotte Link Service	On-demand service with designated anchor points	Funded FY 2024	On track
Englewood Express	Express route connecting the Port Charlotte Town Center to the Englewood Public Library	Funded FY 2024	Advanced
Downtown Punta Gorda Circulator	Service in downtown Punta Gorda that crosses the Peace River via US 41	Funded FY 2024	Advanced
Babcock Express	Fixed-route service from Punta Gorda to Babcock Ranch	Unfunded	Deferred
US 41/Airport Connector	Fixed-route service from the Punta Gorda Airport to the Port Charlotte Town Center on US 41	Unfunded	Deferred
Beach Circulator	Fixed-route service in the Charlotte County portion of Englewood	Unfunded	Remains unfunded

Highlights of services planned for FY 2024 in the updated TDP Implementation plan include:

- Enhanced Dial-A-Ride
- Charlotte Link service in Englewood
- Englewood Express
- Downtown Punta Gorda Circulator

Map 4-1: FY 2024 Services Map



Charlotte Link service will be implemented in Englewood with the Englewood Library serving as the anchor point. The Englewood Express will also connect from this location to the Port Charlotte Town Center providing residents and tourists a variety of transportation alternatives. The downtown Punta Gorda Circulator will connect residents and tourists with trips within the downtown area and to the Sunseeker Resort.

Capital/Infrastructure/Policy Update

CCT continues to invest and implement capital improvements to support existing and new services. Table 4-2 shows the status of the capital/technology/infrastructure/policy improvements for the services identified in the adopted *Charlotte Rides* TDP implementation plan.

CCT completed the design, construction, and planning of its new administration and operations facility. Other ongoing efforts to support existing and new services include:

- Plans to install bus stop signs and benches as part of the Bus Stop Infrastructure Program.
- Continuing to market services to the public and make existing riders aware of new improvements.
- Implementing technological upgrades such as a real-time bus locator app that will be launched with new services.
- Continuously monitoring existing services using the service performance monitoring program. As new services are implemented, the same monitoring program will apply.

The promotion of Transportation Demand Management (TDM) strategies and service monitoring programs are on hold. The employee

bus pass/subsidy programs are no longer applicable to be implemented as CCT is fare-free at this time.

Table 4-2: Capital Update | FY 2023

Capital Improvement	Funding Status	Implementation Status
New Administration and Operations Facility	Completed	Completed
Bus Stop Infrastructure Program	Funded FYs 2024–33	Ongoing
Marketing/Awareness Campaign	Funded FYs 2024–33	Ongoing
Real-time Bus Locator App and Reservation Technology Upgrades	Funded FYs 2024–33	Ongoing
Transit Planning Services/ 2024 TDP Major Update	Funded FY 2024	Ongoing
Service Performance Monitoring Program	N/A	Ongoing
Promote TDM strategies	N/A	On hold
Employee Bus Pass/Subsidy Programs	N/A	N/A

Updated 10-Year Financial Plan

Although the updated FY 2024–2033 financial plan is based on the original FY 2020-2029 *Charlotte Rides* financial plan, it has been modified to reflect the revised TDP implementation plan and any expected changes in transit revenue streams.

The costs and revenues for FY 2024 are consistent with the proposed budget, as provided by CCT staff. As CCT continues its fare-free policy, there are no assumed fare revenues for existing or newly implemented services. Federal, state, and local funds were assumed based on information provided by CCT. It should be noted that no new local funding sources are assumed for the updated 10-year plan.

The 10-year financial plan is balanced at \$49.1 million. Figure 4-1 shows the revenue source proportions for the next 10 years. The detailed annual financial plan is shown in Table 4-3.

Vehicle Replacement and Acquisition Plan

As this update recommends implementing new services in addition to maintaining existing services, the vehicle replacement and acquisition plan is critical. The replacement and acquisition plan shows the vehicles to be purchased to maintain existing services and new vehicles that will be purchased to implement the aforementioned new services.

Figure 4-2 shows the updated 10-year vehicle replacement schedule. A total of 40 vehicles will be purchased to maintain existing services and implement the new aforementioned services.

Figure 4-1: Revenue Proportions | FYs 2024-2033

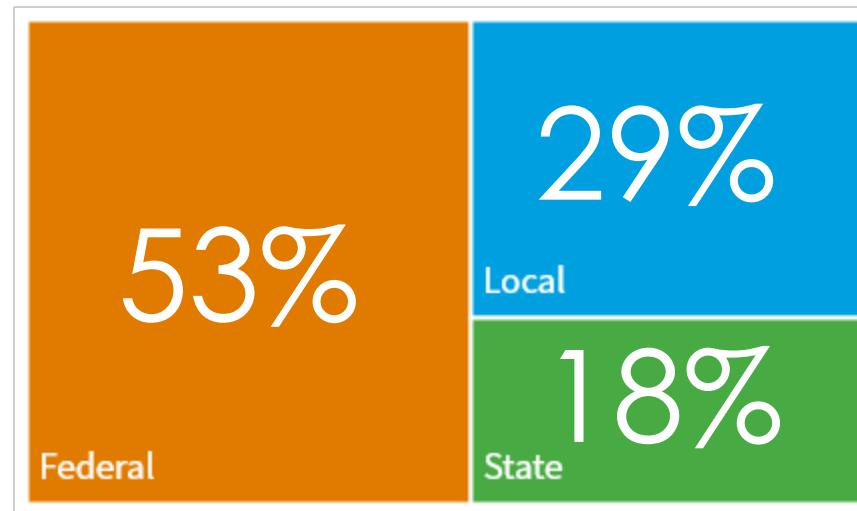


Figure 4-2: Vehicle Replacement and Acquisition Plan

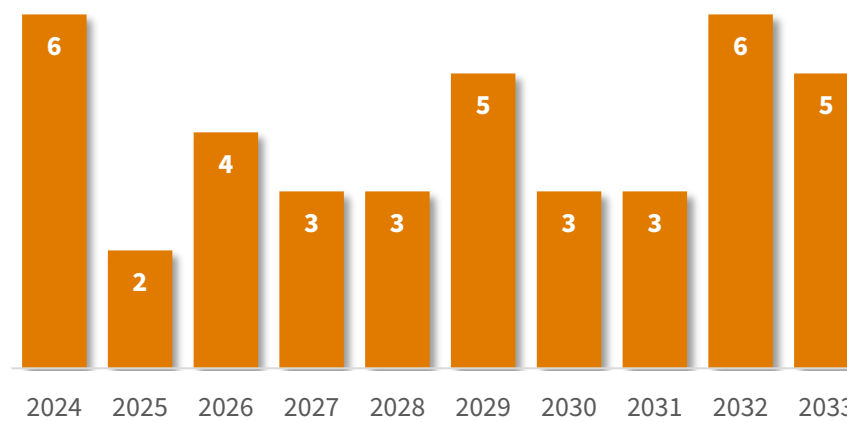


Table 4-3: CCT 10-Year TDP Financial Plan | FYs 2024-2033

Cost/Revenue	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	10-Year Total
Operating Costs											
Maintain Existing Services	\$3,302,317	\$3,356,269	\$3,411,102	\$3,466,831	\$3,523,470	\$3,581,035	\$3,639,540	\$3,699,001	\$3,754,486	\$3,810,803	\$35,544,855
New Services	\$459,940	\$469,139	\$478,522	\$488,092	\$497,854	\$507,811	\$517,967	\$528,326	\$538,893	\$549,671	\$5,036,215
Total Operating Costs	\$3,762,257	\$3,825,408	\$3,889,624	\$3,954,923	\$4,021,324	\$4,088,846	\$4,157,507	\$4,227,328	\$4,293,379	\$4,360,474	\$40,581,070
Capital Costs											
Vehicles	\$923,568	\$200,000	\$350,000	\$367,500	\$370,000	\$550,000	\$372,000	\$375,000	\$800,000	\$594,000	\$4,902,068
Other Capital/Infrastructure/Marketing	\$500,000	\$300,000	\$300,000	\$300,000	\$300,000	\$700,000	\$300,000	\$300,000	\$300,000	\$300,000	\$3,600,000
Mobile App/Res Tech Upgrades/Maint.	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,000,000
Bus Stop Infrastructure	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$750,000
Expand Marketing/Awareness Campaign	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$250,000
Transit Planning Serv./2024 TDP Mjr Update	\$300,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,600,000
Total Capital Costs	\$1,423,568	\$500,000	\$650,000	\$667,500	\$670,000	\$1,250,000	\$672,000	\$675,000	\$1,100,000	\$894,000	\$8,502,068
Revenues											
Federal	\$2,562,592	\$2,237,901	\$2,422,545	\$2,475,278	\$2,513,611	\$2,730,052	\$2,589,113	\$2,629,804	\$3,093,136	\$2,926,119	\$26,180,150
Section 5339	\$923,568	\$200,000	\$350,000	\$367,500	\$370,000	\$550,000	\$372,000	\$375,000	\$800,000	\$594,000	\$4,902,068
Section 5307	\$1,539,024	\$1,932,714	\$1,965,570	\$1,998,984	\$2,032,967	\$2,067,528	\$2,102,676	\$2,138,421	\$2,174,774	\$2,211,745	\$20,164,403
Section 5310	\$100,000	\$105,187	\$106,975	\$108,794	\$110,643	\$112,524	\$114,437	\$116,383	\$118,361	\$120,373	\$1,113,679
State	\$839,417	\$839,417	\$851,167	\$863,090	\$875,188	\$887,465	\$899,922	\$912,563	\$925,390	\$938,407	\$8,832,026
FDOT Block	\$439,417	\$439,417	\$446,887	\$454,484	\$462,210	\$470,068	\$478,059	\$486,186	\$494,451	\$502,857	\$4,674,037
State TD Commission Funds	\$400,000	\$400,000	\$404,280	\$408,606	\$412,978	\$417,397	\$421,863	\$426,377	\$430,939	\$435,550	\$4,157,989
Local	\$1,783,816	\$1,248,090	\$1,265,912	\$1,284,054	\$1,302,525	\$1,721,329	\$1,340,472	\$1,359,962	\$1,374,853	\$1,389,948	\$14,070,962
Interfund Transfer	\$1,757,959	\$1,221,793	\$1,239,168	\$1,256,856	\$1,274,864	\$1,693,198	\$1,311,863	\$1,330,866	\$1,344,853	\$1,359,438	\$13,790,858
Charges for Services- Transportation	\$25,857	\$26,297	\$26,744	\$27,198	\$27,661	\$28,131	\$28,609	\$29,096	\$30,000	\$30,510	\$280,103
Total Revenues	\$5,185,825	\$4,325,408	\$4,539,624	\$4,622,423	\$4,691,324	\$5,338,846	\$4,829,507	\$4,902,328	\$5,393,379	\$5,254,474	\$49,083,138
10-Year Cost Efficient Plan											
Total Revenues	\$5,185,825	\$4,325,408	\$4,539,624	\$4,622,423	\$4,691,324	\$5,338,846	\$4,829,507	\$4,902,328	\$5,393,379	\$5,254,474	\$49,083,138
Total Costs	\$5,185,825	\$4,325,408	\$4,539,624	\$4,622,423	\$4,691,324	\$5,338,846	\$4,829,507	\$4,902,328	\$5,393,379	\$5,254,474	\$49,083,138
Revenues Minus Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rollover from Prev. Year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surplus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

SECTION 5. CONTINUED IMPLEMENTATION AND OUTREACH

CCT continues to implement service, capital, infrastructure, and technology improvements recommended in FYs 2020–2029 *Charlotte Rides* TDP. As the TDP Major Update is a “living document,” CCT should continue to implement feasible service and capital improvements to strengthen the transit network throughout Charlotte County. This section supports other key efforts and action items that CCT should consider to successfully implement its plan and prepare for the next Major Update.



Implementation of Fixed-Route

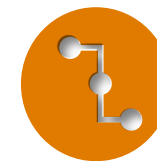
CCT plans to implement fixed-route service for the first time in Charlotte County in FY 2024. This express service will be complemented by technology-based on-demand services creating a connected alternative transportation network. CCT should consider conducting a service efficiency assessment every three to five years after the new system launch years to maintain operational health. Fixed-route-type services typically take up to three years to become established and productive, so performance data up to that point should be reviewed and interpreted cautiously. Although adjustments/modifications are encouraged, outright discontinuations based on performance monitoring data alone are discouraged.



Marketing and Outreach

CCT continues to promote transit service, coordinate with appropriate entities, and conduct outreach to ensure quality and efficient service. Promotion of the *Charlotte Rides* TDP included circulation of the Executive Summary. As CCT launches new services, it should conduct a marketing and education campaign to spread awareness. The campaign should involve promotion through CCT’s online presence, invested stakeholders, and any other local media. Additionally, CCT should use these channels to get others involved in the next Major Update.

Furthermore, CCT should consider an online format of future marketing materials, such as the *Charlotte Rides* Executive Summary, to extend its reach and ensure equitable access to information.



Coordination with Other Plans and Agencies

CCT should continue to ensure compliance with relevant regional, state, and federal plans. As CCT prepares for the next TDP major update, it will need to continue to coordinate with all relevant transit, state, and federal partner agencies and other stakeholders.

CHARLOTTE RIDES

2020-2029



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