



# Charlotte County Ten-Year Transit Development Plan

## EXECUTIVE SUMMARY DRAFT REPORT



April 2014

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# Introduction

## Charlotte Rides

This study was initiated by Charlotte County in coordination with the Charlotte County-Punta Gorda Metropolitan Planning Organization (CCPG MPO) to update Charlotte County’s Transit Development Plan (TDP), the strategic guide for public transportation in the community over the next 10 years. It represents the transit agency’s vision for public transportation in its service area during this time period. The main purpose of this study is to update the TDP for Charlotte County, as currently required by State law. Upon completion, this TDP, now referred to as *Charlotte Rides*, will result in a 10-year plan for addressing transit and mobility needs in Charlotte County.

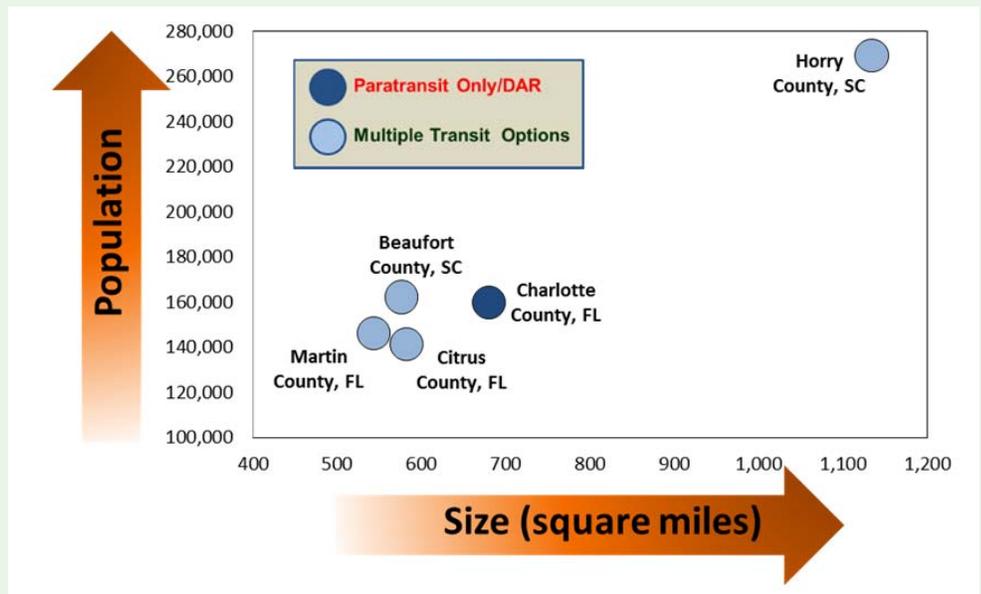
## State of Florida Public Transit Block Grant Program

The *Charlotte Rides* TDP is consistent with the State of Florida Public Transit Block Grant Program, a program 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 TDP. Under legislation that became effective February 20, 2007, the TDP must undergo a major update every five years. Major updates involve more substantial reporting requirements. Each update must be submitted to the appropriate Florida Department of Transportation (FDOT) District Office by September 1st.

## Plan Development

Development of the *Charlotte Rides* TDP included a number of activities, including a documentation of study area conditions and demographic characteristics, an evaluation of existing transit services, the development of a situation appraisal and needs assessment, and the preparation of a 10-year financial plan.

### Transit Options in Charlotte County & Peer Communities



Note: Peer communities for Charlotte County were selected based on geography (coastal counties), population (3% +/-), population density (3% +/-), median age (10% +/-), and percent of population age 65 and over (10% +/-).

# Public Outreach

In the effort to prepare a true community plan, an extensive public outreach process was conducted to form the basis for the *Charlotte Rides* TDP. That process included development of a plan brand, “*Charlotte Rides*,” and logo design, the convening of a project review committee, numerous grassroots outreach activities, analysis of more than one thousand rider and non-rider input surveys, conduct of seven public workshops at key locations throughout Charlotte County, on-line surveys, and facilitation of a transit workshop for the Board of County Commissioners (BOCC).

Outreach Events	Participants
Stakeholder Discussions	13
Public Workshops	87
Current Rider Survey	181
General Public Surveys	1,083

**Total Participants 1,364**

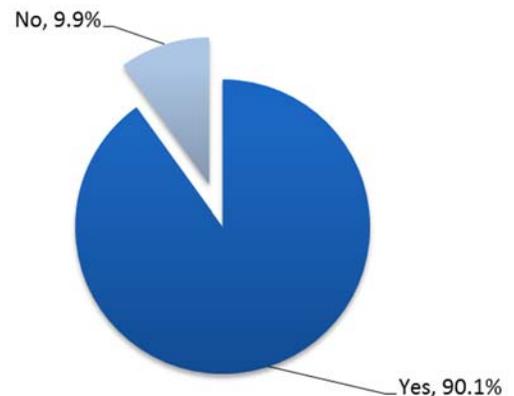
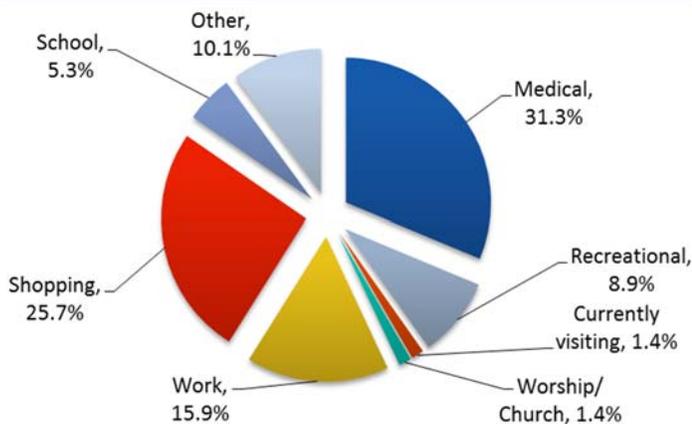
## 2013-14 Survey Highlights

### Current Riders

### General Public

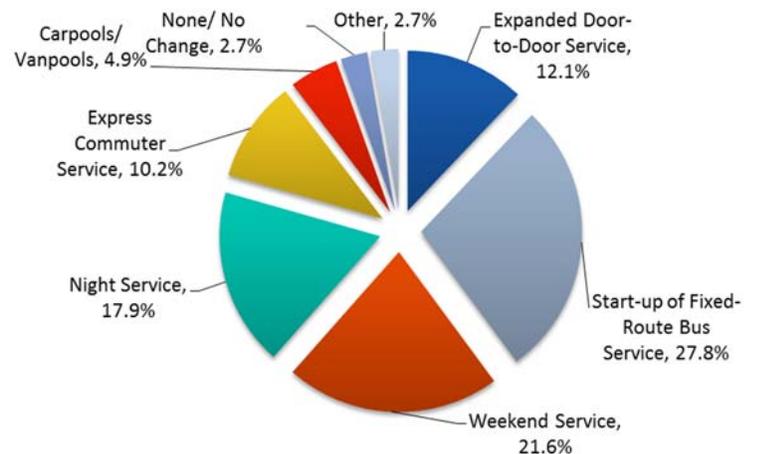
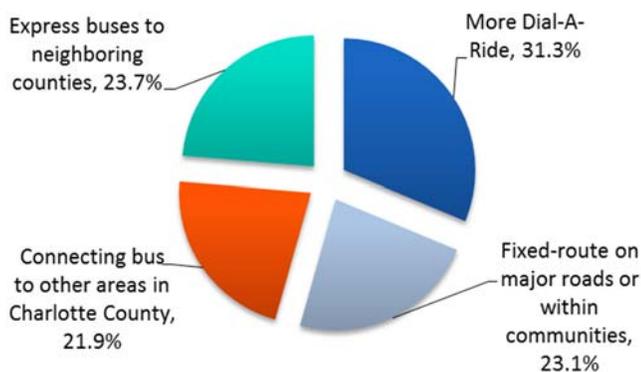
#### Where Riders are Going

#### Need for Additional Transit



#### Improvements Riders Want

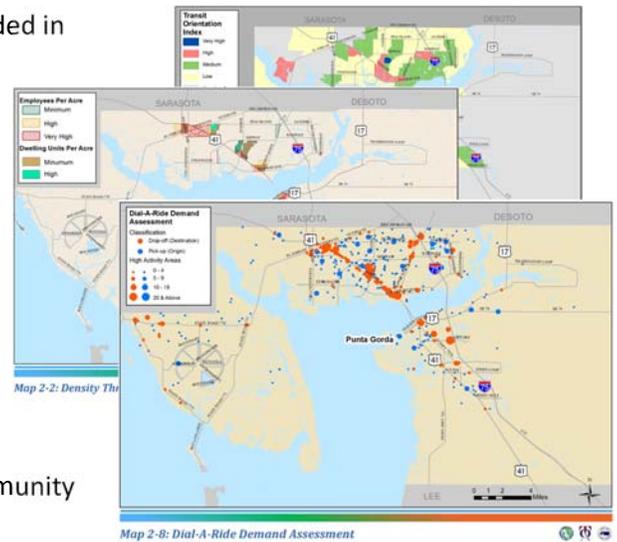
#### Improvements Citizens Want



# Identifying Needs

Transit alternatives developed for *Charlotte Rides* consist of several improvements to enhance the existing level of transit services provided in Charlotte County at this time. The alternatives reflect the transit needs of the community and have been developed based on information gathered through the following methods:

- Public workshops, grassroots outreach events, and stakeholder interviews
- Transit surveys
- MPO Board and various advisory committee meetings
- Transit demand assessments
- Other recent plans/studies, including the Charlotte County Community Needs Assessment and Transit Latent Demand Study



These analyses of public input and technical data, together with the baseline conditions assessment and performance reviews conducted previously as part of the *Charlotte Rides* plan, were used in developing the list of potential transit alternatives as summarized below.

## Fixed Route

Providing a startup fixed-route bus service on key corridors in Charlotte County is a significant need identified through the public involvement efforts performed as part of the development of *Charlotte Rides*. Needed improvements include the following:

- **North Port–Punta Gorda Connector** – Proposed as a local service with frequent stops, the route would serve two key transfer points, including the areas near Port Charlotte Town Center in Murdock and Promenades Mall in the Parkside Community Redevelopment Area (CRA) on US 41. In North Port, the route would connect with SCAT Routes allowing riders from Charlotte County access to the entire Sarasota County Area Transit (SCAT) route network. This service is consistent with Latent Demand study recommendations.
- **Englewood Beach Hopper** – To address the need for additional transit in the Englewood area, this route would connect Englewood Beach to Port Charlotte, in addition to providing service to Englewood Community Hospital (located to the north in Sarasota County), the Murdock area, and the Parkside CRA area.
- **Lake Suzy–Punta Gorda Connector** – This route would connect Punta Gorda and Punta Gorda Airport to the central and east Port Charlotte areas while also serving the area just south of Lake Suzy in DeSoto County. The route would start in the area near Wal-Mart on Kings Highway and connect to Bayfront Hospital in Punta Gorda.
- **North Port–Fort Myers Express** – This improvement would provide a regional express bus service from North Port in Sarasota County to Merchant Crossing Plaza just north of Pine Island Road in North Fort Myers.



*“ My community needs transportation to access jobs.... These people are willing to work but have no transportation to get to work.”*

**CHARLOTTE**  
RIDES

## Flex Route

Flex-route transit is proposed as an approach to maintain transit services for most of the riders currently served by Dial-A-Ride as well as to establish a feeder service for the proposed fixed-route transit services. As shown in the figure on the right, flex-route service is a hybrid service that combines the predictability of fixed-route bus service with the flexibility of demand-response service.

Flex-route service would be provided in areas where demand exists but fixed-route transit is not proposed, including most of the areas currently served by Dial-A-Ride service.

## Capital/Other

Potential capital/other improvement needs include the following:

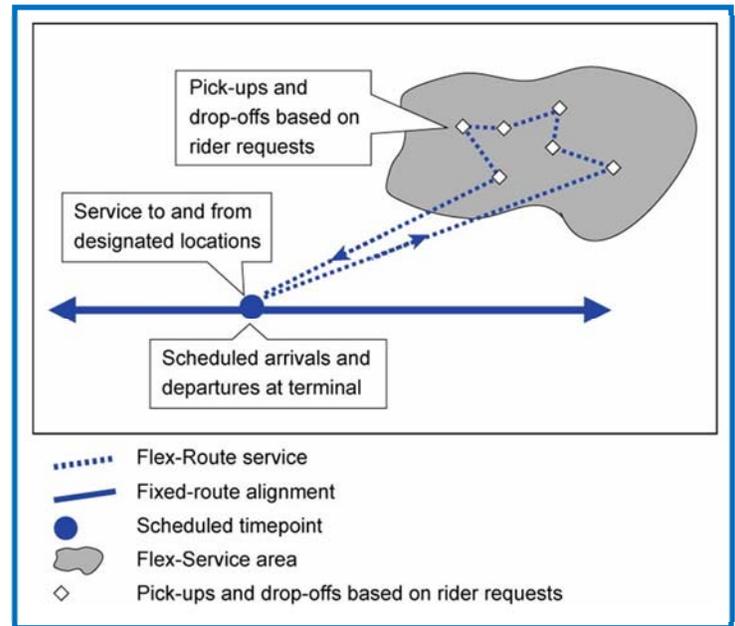
**Implement Bus Stop Infrastructure Program** – To support the implementation and growth of the fixed-route bus service, Charlotte County should establish a bus stop infrastructure program to gradually install benches, shelters, bicycle storage facilities, and other infrastructure needed to improve the rider experience at bus stops and to attract new riders.

**Establish Major Transfer Facilities** – Establishing two major transfer facilities is recommended after the first three years of implementing fixed-route transit service to allow the service to mature and develop a good ridership base to justify establishing the transfer facilities. Three candidate locations for the transfer facilities include the Murdock area, Parkside in Port Charlotte, and Punta Gorda, as these locations serve as transfer points from/to at least three bus routes.

**Establish Shared-Use Park-and-Ride Lots** – When conveniently located and carefully planned and implemented, park-and-ride facilities are integrated into the overall transportation network and can encourage a shift from single-occupant vehicles to transit or other alternative modes. Six potential locations, including Murdock, Parkside, I-75 and Kings Highway interchange, Englewood Library/Tringali Park, West Englewood, and the medical area in Punta Gorda, are proposed for establishing shared-use park-and-ride facilities.

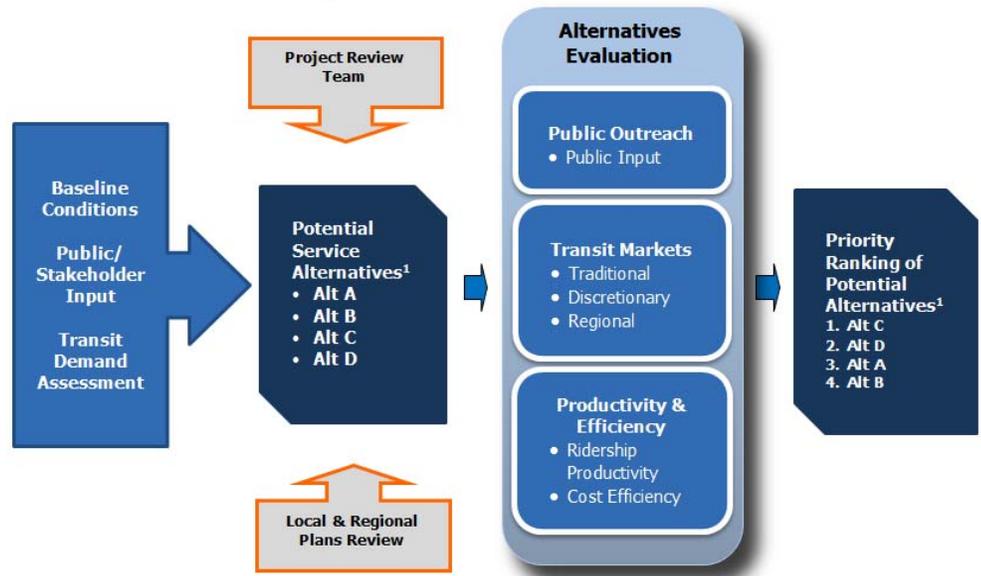
Other potential improvements are not necessarily route-specific or capital-related. These improvements would include the following.

- Establish a Voucher Access Program to provide eligible bus riders with taxi vouchers to use during non-service hours
- Expand the Transit Marketing Program
- Engage the business community to develop employee bus pass/subsidy programs
- Promote Transportation Demand Management (TDM) strategies (coordinate with Commuter Services, FDOT District 1's commuter assistance program)
- Enhance and promote the Transportation Disadvantaged (TD) program (Sunshine Ride)



# Evaluation of Alternatives

Because a number of improvement alternatives are identified that serve different geographic areas and provide varying service levels, it is important for Charlotte County to prioritize these improvements to effectively plan and implement them within the next 10 years using existing and/or new funding sources. A methodology was designed and used to evaluate and prioritize the transit service needs presented previously in this Executive Summary. To prioritize and program these service improvements, it is important to weigh the benefits of each service



<sup>1</sup>For illustration purposes only. See list of alternatives summarized previously.

improvement against the others. By conducting an alternatives evaluation, Charlotte County can better prioritize projects and allocate funding using an objective service implementation process.

## Improvement Priorities

Each service alternative was scored based on a series of specific evaluation criteria and thresholds and then ranked based on the score. These rankings, as shown in the table below, were used to identify the priorities based on the evaluation process used and assist in the development of a recommended 10-year plan.

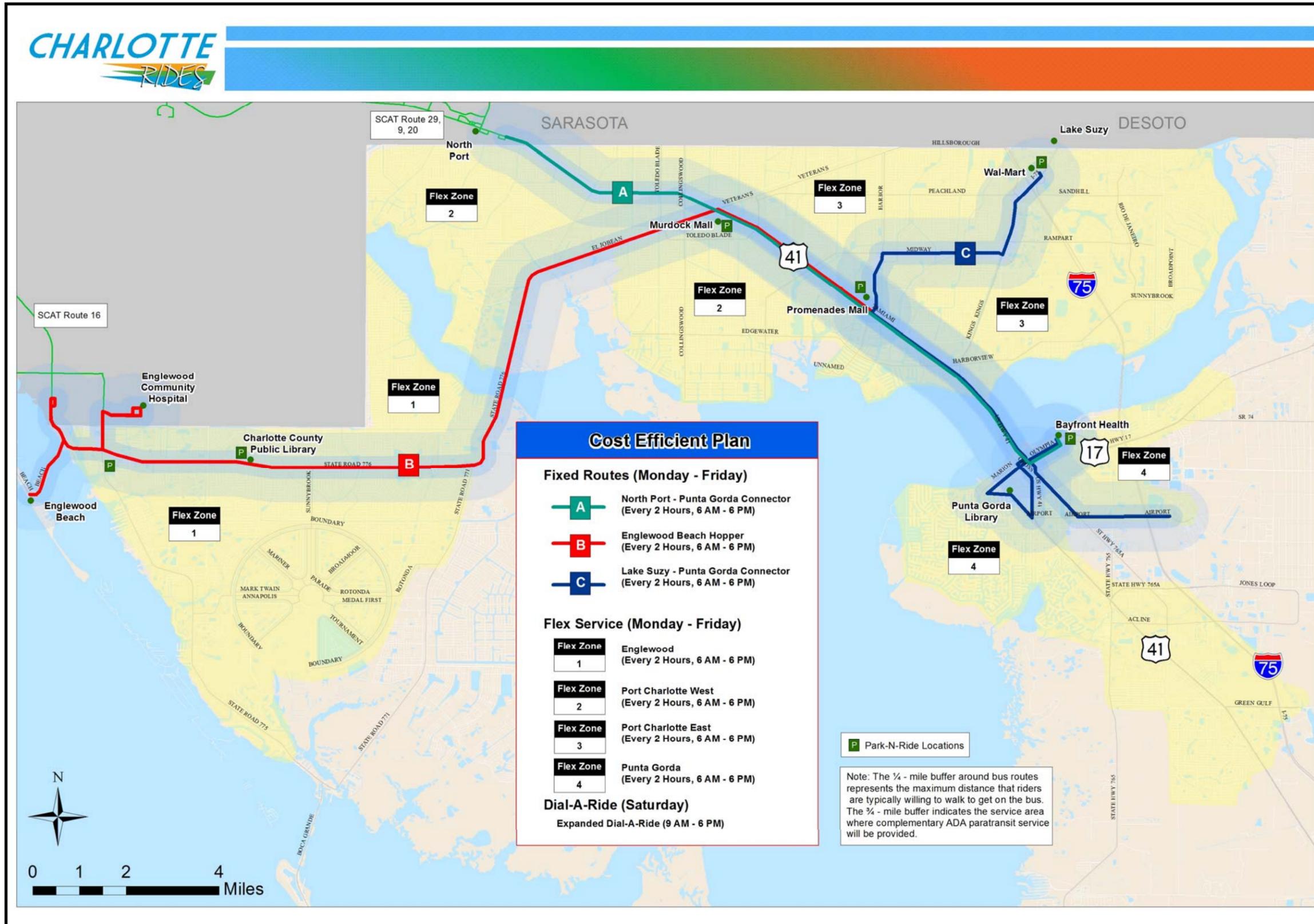
**Rankings of 10-Year Transit Service Alternatives**

Priority #	Service Improvements	Weighted Score
1	Port Charlotte – North Port Connector	6.20
2	Punta Gorda – Lake Suzy Connector	5.70
3	Englewood Beach Hopper	5.30
4	North Port – Fort Myers Express	5.00
5	East Port Charlotte Flex	4.50
6	Punta Gorda Flex	3.90
7	West Port Charlotte Flex	3.00
8	Englewood Flex	2.70
9	Maintain Existing Dial-A-Ride Service	2.40

## Recommended 10-Year “Cost Efficient Transit Plan”

The recommended *Charlotte Rides* transit plan for the next 10 years is presented in the remainder of this report. This plan is “Cost Efficient” as it assumes no new operating costs and no additional bus vehicle purchases.

# Recommended 10-Year Cost Efficient Plan



## Capital/Infrastructure

- Bus stop infrastructure (signs, shelters, etc.)
- Establish shared-use park-and-ride lots/transfer sites
  - Murdock area
  - Parkside area
  - I-75 and Kings Highway interchange
  - Englewood Library/Tringali Park
  - West Englewood
  - Medical area in Punta Gorda

## Other

- Continue transit marketing program
- Engage the business community to develop employee bus pass/subsidy programs
- Enhance and promote Transportation Demand Management (TDM) Strategies\*

\*Coordinate with Commuter Services, FDOT District 1's commuter assistance program to provide alternative mode options, including carpooling, vanpooling, bicycling or walking, transit, and Emergency Ride Home (free taxi ride from work to home.)

Note: Map does not show North Port-Fort Myers Express route, which is not funded in the Cost Efficient Plan.

# Recommended 10-Year Cost Efficient Plan (cont.)

The recommended improvements for the next 10 years, determined based on input and the evaluation of transit needs identified previously, as well as a careful consideration of financial constraints, are summarized below. As indicated previously, **this plan is “Cost Efficient” as it assumes funding within the existing resources to address most of the needs identified in the *Charlotte Rides* TDP process.**

## Service Improvements

- **North Port–Punta Gorda Connector** – Service every two hours on US 41 from North Port in Sarasota to Punta Gorda every weekday from 6 AM to 6 PM.
- **Englewood Beach Hopper** – Service every two hours on SR 776/US 41 from Englewood Beach to Parkside every weekday from 6 AM to 6 PM.
- **Lake Suzy–Punta Gorda Connector** – Service every two hours on Kings Highway/Midway Boulevard/Harbor Boulevard from just south of Lake Suzy to Punta Gorda every weekday from 6 AM to 6 PM.
- **Flex Route Service** – Flex-route service every two hours in flex service zones in Englewood, West Port Charlotte, East Port Charlotte, and Punta Gorda. The services will be provided every weekday from 6 AM to 6 PM.
- **Dial-A-Ride Service** – Expanded Dial-A-Ride service on Saturdays from 9 AM to 6 PM.

## Capital Improvements

No new vehicle purchases are assumed for the recommended plan. The capital improvements include the following.

- **Bus Stop Infrastructure Program** – Approximately \$25,000/year for bus stops and shelters at selected locations.
- **Shared-Use Park-and-Rides/Transfer Sites** – Establish six shared-use lots/transfer sites at Murdock, Parkside, I-75 and Kings Highway interchange, Englewood Library/Tringali Park, West Englewood, and the medical area in Punta Gorda.

### Recommended 10-Year Transit Service Plan

Service Improvement	Implementation Year	Operation Characteristics		
		Frequency	Service Span	Day of Service
<b>Fixed Routes</b>				
North Port–Punta Gorda Connector	2015	120 minutes	6 AM - 6 PM	Monday - Friday
Englewood Beach Hopper	2015	120 minutes	6 AM - 6 PM	Monday - Friday
Lake Suzy–Punta Gorda Connector	2015	120 minutes	6 AM - 6 PM	Monday - Friday
<b>Flex Routes</b>				
Two-hour flex service in Englewood, west Port Charlotte, east Port Charlotte, and Punta Gorda flex zones	2015	120 minutes	6 AM - 6 PM	Monday - Friday
<b>Dial-A-Ride</b>				
Expanded Dial-A-Ride service	2015	n/a	9 AM - 6 PM	Saturday

# 10-Year Financial Plan

This section presents the capital and operating cost assumptions as well as the costs and revenues associated with the 10-year Cost Efficient Plan. The summary shows the service, capital, and other improvements that can be programmed and funded within the next 10 years using the revenues already programmed annually for the current Dial-A-Ride service.

## Cost Assumptions

Numerous cost assumptions were made to forecast transit costs for the time period from 2015 through 2024. These operating costs assumptions are based on a variety of factors, including service performance data from the current Dial-A-Ride service, information from other recent Florida transit plans, and discussions with Charlotte County and MPO staff. These assumptions are summarized as follows:

### Operating

- Based on the Consumer Price Index (CPI) data for the last 10 years, from 2004 to 2013, an average annual inflation rate of 2.48 percent was used for all operating cost projections.
- Annual operating cost for fixed-route service is based on total revenue hours and operating cost per hour.
- The operating cost per revenue hour for existing services and future operating enhancements is assumed at \$61.54 (in 2014\$). The rate was derived using historical and current cost per revenue hour data for Dial-A-Ride and the CPI-based annual inflation factor of 2.48 percent.

### Capital

- Vehicles are assumed to cost \$180,000 for a 31' to 34' medium-duty bus and \$60,000 for a small bus. The vehicle costs are based on information from FDOT's Transit Research Inspection Procurement Services (TRIPS) program (a program by FDOT to provide agencies with the means of procuring quality vehicles at the lowest possible price) as well as discussion with Charlotte County Transit staff.
- No additional new vehicle purchases are assumed for the Cost Efficient Plan. The proposed plan would use existing vehicles used for the Dial-A-Ride service to provide the new fixed- and flex-route services.
- Based on the data available from recent transit plans in Florida as well as data published by FDOT, an annual growth rate of 3 percent was used for capital cost projections for fixed-route services.
- Using existing funds, an allocation of \$65,000 each for the first two years (FY 2015 and FY 2016) and \$25,000 annually thereafter is assumed for developing and implementing a Bus Stop Infrastructure Program to install bus stop signs and shelters. The program would allow Charlotte County to gradually install bus stop signs as well as a limited number of bus shelters at suitable locations such as at key activity centers. However, a flag-down stop strategy is proposed initially in less congested areas until Charlotte County transitions to a bus stop inventory that would serve its riders effectively and also be ADA-compliant. In addition to providing Charlotte County time to fund the bus stop infrastructure program, the flag-down strategy would also allow Charlotte County to identify locations along the routes needing bus stops.

# 10-Year Financial Plan (cont.)

- No costs are assumed for providing shared-use park-and-ride/transfer sites at the following six locations in Charlotte County: at Murdock, Parkside, I-75 and Kings Highway interchange, Englewood Library/Tringali Park, West Englewood, and in the medical area in Punta Gorda. While no cost is assumed for the lots, Charlotte County would need to allocate staff time necessary to contact and conduct negotiations/discussions with property owners and develop necessary shared-use agreements.

## Revenue Assumptions

Revenues for the proposed Cost Efficient Plan are based on information from the Charlotte County Transit fiscal staff and assumptions for different revenue sources, including the following:

- Annual revenues from federal, state, and local sources are based on the Charlotte County 2014/2015 Budget and discussions with Charlotte County Transit fiscal staff.
- The following revenues were assumed for 2015 from federal, state, and local sources based on the Charlotte County 2014/2015 budget. Similar to the adopted Charlotte County TDP, a growth rate of 3 percent was used to grow these revenues beyond FY 2015.
  - ⇒ Federal grants of \$867,353
  - ⇒ State grants of \$316,521
  - ⇒ County contribution of \$406,303
  - ⇒ Other/miscellaneous revenues of \$14,473
- Additional federal capital grant of \$967,000 is assumed in FY 2020 to support the replacement of 6 bus vehicles being used in the existing fleet. This replacement is in the current Dial-A-Ride vehicle replacement plan and not due to the proposed transition to fixed- and flex-route services.

- Farebox revenues from the projected fixed- and flex-route services are calculated using historical validated farebox recovery ratio data available from validated National Transit Database (NTD) information for similar systems in other Florida counties, including St. Lucie, Ocala/Marion, Lake, and Bay, and also for the two neighboring systems, LeeTran and SCAT. Farebox revenues from the new services are calculated using a farebox recovery ratio of 14 percent.

## 10-Year Costs/Revenues

Using these operating and capital cost and revenue assumptions, the

## Cost Efficient Plan: 10-Year Costs & Revenues

*"We work with clients that definitely need public transportation. Being that they cannot drive themselves, we definitely need the service absolutely in this community."*



Cost/Revenue	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	10-Year Total
<b>Operating Costs</b>											
Expanded Dial-A-Ride on Saturdays	\$147,466	\$151,006	\$154,632	\$158,345	\$162,147	\$166,040	\$170,026	\$174,109	\$178,289	\$182,570	\$1,644,628
New Fixed-Route and Flex Service	\$1,478,438	\$1,513,935	\$1,550,285	\$1,587,507	\$1,625,623	\$1,664,654	\$1,704,623	\$1,745,551	\$1,787,461	\$1,830,378	\$16,488,454
<b>Total Operating Costs</b>	<b>\$1,625,903</b>	<b>\$1,664,941</b>	<b>\$1,704,917</b>	<b>\$1,745,852</b>	<b>\$1,787,770</b>	<b>\$1,830,694</b>	<b>\$1,874,649</b>	<b>\$1,919,659</b>	<b>\$1,965,750</b>	<b>\$2,012,948</b>	<b>\$18,133,082</b>
<b>Capital Costs</b>											
<b>Vehicles</b>	<b>\$0</b>	<b>\$190,962</b>	<b>\$196,691</b>	<b>\$202,592</b>	<b>\$347,782</b>	<b>\$1,289,576</b>	<b>\$221,377</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,448,980</b>
Replacement Vehicles	\$0	\$190,962	\$196,691	\$202,592	\$347,782	\$1,289,576	\$221,377	\$0	\$0	\$0	\$2,448,980
<b>Other Capital/Infrastructure</b>	<b>\$66,950</b>	<b>\$68,959</b>	<b>\$27,318</b>	<b>\$28,138</b>	<b>\$28,982</b>	<b>\$29,851</b>	<b>\$30,747</b>	<b>\$31,669</b>	<b>\$32,619</b>	<b>\$33,598</b>	<b>\$378,831</b>
Bus Stop Infrastructure Program - Signs, Shelters	\$66,950	\$68,959	\$27,318	\$28,138	\$28,982	\$29,851	\$30,747	\$31,669	\$32,619	\$33,598	\$378,831
<b>Total Capital Costs</b>	<b>\$66,950</b>	<b>\$259,921</b>	<b>\$224,009</b>	<b>\$230,729</b>	<b>\$376,764</b>	<b>\$1,319,428</b>	<b>\$252,124</b>	<b>\$31,669</b>	<b>\$32,619</b>	<b>\$33,598</b>	<b>\$2,827,811</b>
<b>Revenues</b>											
Federal Grants	\$867,353	\$893,374	\$920,175	\$947,780	\$976,213	\$1,005,500	\$1,035,665	\$1,066,735	\$1,098,737	\$1,131,699	\$9,943,230
State Grants	\$316,521	\$326,017	\$335,797	\$345,871	\$356,247	\$366,935	\$377,943	\$389,281	\$400,959	\$412,988	\$3,628,559
County Contributions	\$406,303	\$418,492	\$431,047	\$443,978	\$457,298	\$471,017	\$485,147	\$499,701	\$514,692	\$530,133	\$4,657,809
Fare Revenues/Fees	\$234,564	\$240,196	\$245,963	\$251,868	\$257,916	\$264,108	\$270,449	\$276,943	\$283,592	\$290,401	\$2,615,999
Other Revenues	\$14,473	\$14,907	\$15,354	\$15,815	\$16,289	\$16,778	\$17,282	\$17,800	\$18,334	\$18,884	\$165,917
Additional Federal Grant for Replacement Buses	\$0	\$0	\$0	\$0	\$0	\$967,069	\$0	\$0	\$0	\$0	\$967,069
<b>Total Revenues</b>	<b>\$1,839,214</b>	<b>\$1,892,985</b>	<b>\$1,948,336</b>	<b>\$2,005,313</b>	<b>\$2,063,963</b>	<b>\$3,091,406</b>	<b>\$2,186,485</b>	<b>\$2,250,460</b>	<b>\$2,316,315</b>	<b>\$2,384,106</b>	<b>\$21,978,582</b>
<b>10-Year Cost Efficient Plan</b>											
<b>Total Revenues</b>	<b>\$1,839,214</b>	<b>\$1,892,985</b>	<b>\$1,948,336</b>	<b>\$2,005,313</b>	<b>\$2,063,963</b>	<b>\$3,091,406</b>	<b>\$2,186,485</b>	<b>\$2,250,460</b>	<b>\$2,316,315</b>	<b>\$2,384,106</b>	<b>\$23,635,940</b>
<b>Total Costs</b>	<b>\$1,692,853</b>	<b>\$1,924,862</b>	<b>\$1,928,926</b>	<b>\$1,976,581</b>	<b>\$2,164,534</b>	<b>\$3,150,122</b>	<b>\$2,126,773</b>	<b>\$1,951,328</b>	<b>\$1,998,370</b>	<b>\$2,046,546</b>	<b>\$22,669,481</b>
<b>Revenues Minus Costs</b>	<b>\$146,360</b>	<b>(\$31,877)</b>	<b>\$19,410</b>	<b>\$28,732</b>	<b>(\$100,570)</b>	<b>(\$58,716)</b>	<b>\$59,712</b>	<b>\$299,132</b>	<b>\$317,945</b>	<b>\$337,560</b>	
<b>Rollover from Prev. Year</b>	<b>\$0</b>	<b>\$146,360</b>	<b>\$114,483</b>	<b>\$133,894</b>	<b>\$162,625</b>	<b>\$62,055</b>	<b>\$3,339</b>	<b>\$63,052</b>	<b>\$362,183</b>	<b>\$680,128</b>	
<b>Surplus</b>	<b>\$146,360</b>	<b>\$114,483</b>	<b>\$133,894</b>	<b>\$162,625</b>	<b>\$62,055</b>	<b>\$3,339</b>	<b>\$63,052</b>	<b>\$362,183</b>	<b>\$680,128</b>	<b>\$1,017,688</b>	<b>\$1,017,688</b>

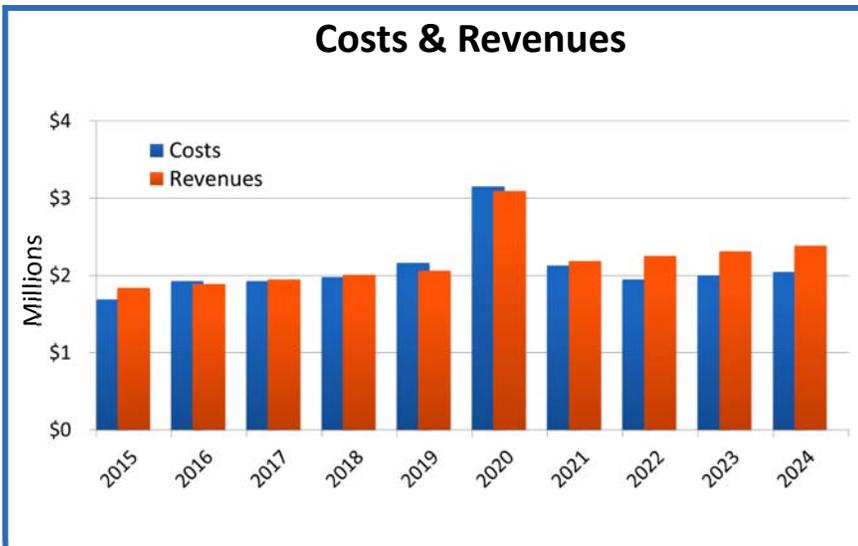
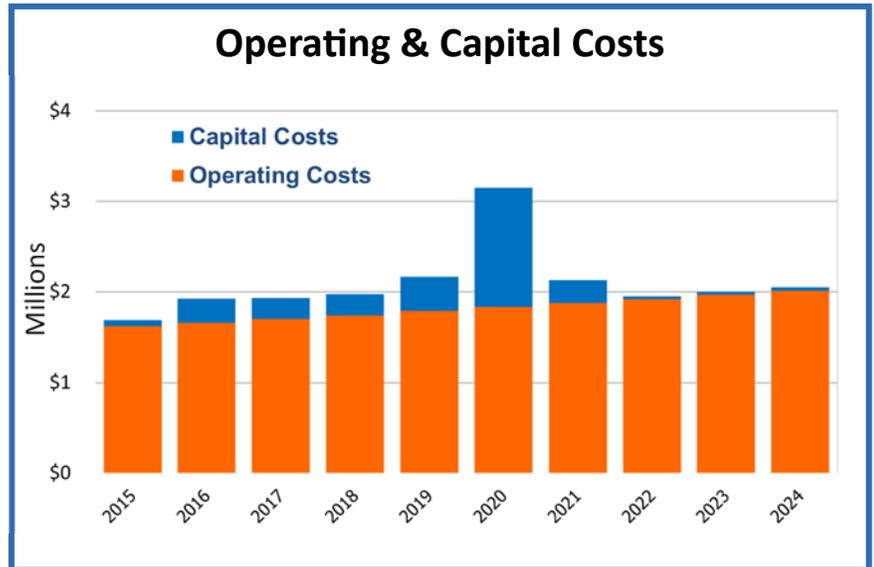
# 10-Year Financial Plan (cont.)

The graphs below show operating & capital costs, and costs & revenues, for the *Charlotte Rides* TDP for the next 10 years.

The 10-year Cost Efficient Plan assumes no new revenues due to the transition from the current Dial-A-Ride service to fixed- and flex-route service.

## Plan Highlights

- No additional new costs assumed
- Estimated ridership to more than triple
- Increased cost efficiency – serving more people with the existing resources
- Better access to jobs/services with more frequent services



## Plan Highlights (cont.)

- Current Dial-A-Ride patrons get better, quicker, and more frequent service
- Connected to regional services
- With increased ridership, potential for more state and federal formula funds in the future
- Addresses transportation portion of the Charlotte County Community Needs Assessment



*“Students...are seeking employment, training and the number one thing they need is to get to the training...get to a job interview,...some of them even need to get to a store so they can buy clothes for the interview.”*

# 10-Year Implementation Plan

The implementation plan in the table below outlines service improvements that are included in the Cost Efficient Plan from 2015 through 2024, as well as unfunded needs, for FDOT's transportation deficiency assessments. The table also shows the implementation years, operating and capital costs associated with the improvements, and type of funding sources for the Cost Efficient Plan. It is important to emphasize that the schedule shown in the table does not preclude the opportunity to delay or advance any projects. As priorities change, funding assumptions do not materialize, or more funding becomes available, this project implementation schedule should be adjusted.

## 10-Year Implementation Plan & Unfunded Needs

Improvement	Implement. Year	Annual Oper. Cost (2014\$)	Capital Cost (2014\$)	Existing or New Revenues
<b>Fixed-Route Service</b>				
North Port–Punta Gorda Connector (service every 2 hours on weekdays)	2015	\$188,318		Existing
Englewood Beach Hopper (service every 2 hours on weekdays)	2015	\$313,864		Existing
Lake Suzy–Punta Gorda Connector (service every 2 hours on weekdays)	2015	\$188,318		Existing
North Port–Punta Gorda Connector (service every hour on weekdays)	Unfunded	\$345,250		New
North Port–Fort Myers Express (service every 2 hours, Mon-Sat)	Unfunded	\$529,014	\$360,000	New
Englewood Beach Hopper (service every hour, Mon-Sat)	Unfunded	\$1,058,028	\$180,000	New
Lake Suzy–Punta Gorda Connector (service every hour, Mon-Sat)	Unfunded	\$529,014	\$180,000	New
<b>Flex-Route Service</b>				
Flex-Route Service in Zones 1,2,3,4 (service every 2 hours on weekdays)	2015	\$753,273		Existing
Flex-Route Service in Zones 1,2,3,4 (service every hour, Mon-Sat)	Unfunded	\$2,116,056	\$720,000	New
<b>Dial-A-Ride Service</b>				
Expanded Dial-A-Ride on Saturdays	2015	\$144,008		Existing
Dial-A-Ride in Areas Outside of Flex Zones (Mon-Sat)	Unfunded	\$1,058,028	\$720,000	New
<b>Capital/Infrastructure Improvements</b>				
Bus Stop Infrastructure Program (annually for signs ,shelters, etc.)	2015	\$25,000–\$65,000		Existing
Establish Six Shared-use Park-and-Ride Lots/Transfer Sites	2015			None
Establish Two Major Transfer Facilities	Unfunded	\$2 million		New
<b>Other Improvements</b>				
Continue Transit Marketing Program	2015-2024			None
Engage Businesses to Develop Employee Bus Pass/Subsidy Programs	2015-2024			None
Promote Transportation Demand Management (TDM) Strategies	2015-2024			None
Expand Transit Marketing Program	Unfunded	TBD	TBD	New
Voucher Access Program*	Unfunded	\$200,000		New
Enhance and Promote TD Program (Sunshine Ride)	Unfunded	TBD	TBD	New

\*Establish Voucher Access Program to provide eligible bus riders with taxi access to use during non-service hours (Monday through Saturday) and Sundays.

# CHARLOTTE RIDES



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