



Charlotte County Transportation Disadvantaged Local Coordinating Board Regular Meeting



10:00 AM Thursday, May 7, 2026
Charlotte County Family Services
21500 Gibraltar Drive, Building A Port Charlotte, FL

1. Call to Order & Roll Call
2. Pledge of Allegiance
3. Public Comments on Agenda Items
4. Consent Agenda
 - A. Approval of Minutes: January 8, 2026, LCB Public Meeting
 - B. Approval of Minutes: January 8, 2026, LCB Regular Meeting
 - C. Florida Commission for the Transportation Disadvantaged (CTD) Annual Planning Grant to the MPO (2025/2026)
 - D. Review/Endorsement of Hope Hospice funds
5. FY 2026/2027 Transportation Disadvantaged Trust Fund (TDTF) Trip and Equipment Grant
6. FY 2021/2022-FY 2025/2026 Transportation Disadvantaged Service Plan/Coordinated Public Transit-Human Services Transportation Plan (TDSP/CPT-HSTP) Final Annual Update Including Rate Model Calculations
7. Community Transportation Coordinator Quarterly Reports for October-December 2025 and January-March 2026
8. Member Presentations
 1. Michelle Peronto – Florida Department of Transportation
 2. Tony Conte – Charlotte County Public Schools Transportation Operations
 3. Donna Fain – Agency for Persons with Disabilities

****Please let us know if you or your alternate cannot attend****

No stenographic record by a certified court reporter is made of these meetings. Accordingly, anyone seeking to appeal any decisions involving the matters herein will be responsible for making a verbatim record of the meeting/testimony and evidence upon which any appeal is to be based. (F.S. 286.0105)

IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT AND CHAPTER 286.26 FLORIDA STATUTES, PERSONS NEEDING SPECIAL ACCOMMODATIONS TO PARTICIPATE IN THIS PROCEEDING SHOULD CONTACT THE CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO THE MEETING. CALL (941) 883-3535 BETWEEN 8:00 A.M. AND 4:00 P.M., MONDAY THROUGH FRIDAY.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes he or she has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Charlotte County-Punta Gorda MPO Title VI Coordinator Mark Yaxis at (941) 883-3535 or by writing to 1050 Loveland Blvd, Box C, Port Charlotte, FL 33980.

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION
1050 Loveland Blvd., Box C, Port Charlotte, FL 33980
Telephone: (941) 883-3535



Charlotte County Transportation Disadvantaged Local Coordinating Board Regular Meeting

Thursday, May 7, 2026



9. Public Comments
10. Staff Comments
11. Member Comments
12. Adjournment

Next Meeting: September 3, 2026

The Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB) will hold a quarterly meeting on May 7, 2026 in a hybrid format (both in person and remotely). TEAMS meeting links will be available from MPO Staff. Persons wishing to provide public comment may do so by alternative means, should they desire. Written comments may be submitted by either emailing the comments to office@ccpgmpo.gov or mailing the comments to MPO LCB Staff at 1050 Loveland Blvd, Box C, Port Charlotte, Florida, 33980. Comments must be received for the LCB meeting by noon, May 6, 2026. The comments will be read by an MPO staff member during the meeting for that item to be placed in the record. More information regarding the LCB Agenda is available on the MPO website at www.ccpmpo.gov.

Charlotte County Transportation Disadvantaged Local Coordinating Board Regular Meeting

Thursday, May 7, 2026



**MAY 7, 2026
LCB MEETING**



MAY 7, 2026
LCB MEETING

AGENDA ITEM # 4-A
APPROVAL OF MINUTES: JANUARY 8, 2026, LCB PUBLIC MEETING

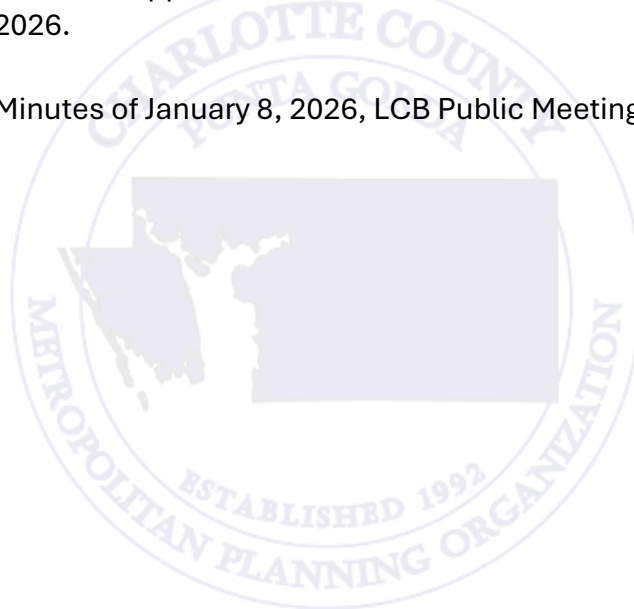
Purpose: To review and approve the Minutes of January 8, 2026, LCB Public Meeting.

Presented by: MPO Staff

Discussion: To Be Determined

Recommendation: Motion to approve the minutes of the LCB Public Meeting of January 8, 2026.

Attachment: Minutes of January 8, 2026, LCB Public Meeting



CHARLOTTE COUNTY TRANSPORTATION DISADVANTAGED

LOCAL COORDINATING BOARD (LCB)

PUBLIC MEETING

January 8, 2026

Minutes of the public meeting held in a hybrid format on January 8, 2026, utilizing TEAMS remotely and in-person at the Charlotte County Family Services building on 21500 Gibraltar Dr. Building A, Port Charlotte, FL 33952.

MEMBERS' PRESENT IN-PERSON

Commissioner Ken Doherty, *Charlotte County Commissioner (LCB Chair)*

Suzanne Roberts, *Virginia B. Andes Volunteer Community Clinic - Medical Community Representative (LCB Vice-Chair)*

Donna Fain, *Agency for Persons with Disabilities*

Lynn Dorler, *Children-at-Risk Representative*

Victoria Uptegrove, *FDOT, District One Modal Development Office*

Ezequiel Tirado, *Veteran Services (Alternate)*

Angela Hemstreet, *Economically Disadvantaged Representative/Goodwill*

MEMBERS PRESENT REMOTELY

Dottie Fulton, *Citizen Advocate-User*

Leigh Ann Bellamy, *Division of Blind Services*

ABSENT MEMBERS

Maricela Morado, *Area Agency on Aging-Florida Department of Elder Affairs*

Tony Conte, *Public Education-School Transportation*

Tabitha Larrauri, *Department of Children & Families*

Cheryl Sytsma, *Disabled Interests Representative*

Pamela Jordan, *Representative for Elderly Interests*

Vacant, *Local Private-for-Profit Transportation Industry Representative*

Michael Stahler, *Agency for Health Care Administration (AHCA)*

Joseph Sabatino, *Citizen Advocate*

Carmen Henry, *Regional Workforce Development*

STAFF AND OTHERS PRESENT

Lakshmi N. Gurram, *MPO Director*

Mark Yaxis, *MPO Multimodal Planner*

Bekie Leslie, *MPO Administrative Services Coordinator*

Heidi Maddox, *Charlotte County Transit*

Emily Black, *FDOT*

Aimee Shafran, *Charlotte County Fiscal Services*

Lindsey McGinnis, *Veteran Services*

OTHERS PRESENT REMOTELY

Sheri Powers, *Florida Commission for the Transportation Disadvantaged (CTD)*

1. Call to Order & Roll Call

LCB Chair Commissioner Ken Doherty called the public LCB Meeting to order at 10:00 am. An in-person quorum was present.

2. Welcome to The Public

LCB Chair Ken Doherty welcomed members from the public who may be in attendance. It was noted that there were no members of the public present at the time of the meeting. Chair Doherty conducted the annual Public Meeting in compliance with the requirements of the Florida Commission for the Transportation Disadvantaged (CTD). Chair Doherty asked staff whether any public comments had been received as of the previous day, and Mr. Gurram confirmed that no public comments had been submitted to staff.

3. Purpose of the Transportation Disadvantaged (TD) Program Including the Transportation Disadvantaged Service Plan (TDSP) – CTD Brochure

MPO Director Lakshmi N. Gurram gave a brief description of the statewide and local TD program. Mr. Gurram reviewed the five (5) key elements listed on the CTD Brochure which was provided to all in attendance. Mr. Gurram encouraged participation in the voluntary donation that the public can contribute to either during vehicle tag renewal, or online at the provided website.

4. Public Comment Period on TD Program or TDSP

There were no comments from the public. The meeting was advertised to the public and members of the public were encouraged to submit comments to staff prior to the meeting. Staff indicated that no such comments were made. Mr. Gurram confirmed that no public comments had been received by the staff.

5. Adjourn

Chair Ken Doherty adjourned the Public Meeting at 10:08 am. Those members present for the Public Meeting continued to participate in the Regular Meeting of the LCB, which was conducted immediately following this Public Meeting.

MAY 7, 2026
LCB MEETING

AGENDA ITEM # 4-B
APPROVAL OF MINUTES: JANUARY 8, 2026, LCB REGULAR MEETING

Purpose: To review and approve the Minutes of January 8, 2026, LCB Regular Meeting.

Presented by: MPO Staff

Discussion: To Be Determined

Recommendation: Motion to approve the minutes of the LCB Regular Meeting of January 8, 2026.

Attachment: Minutes of January 8, 2026, LCB Regular Meeting



**CHARLOTTE COUNTY TRANSPORTATION DISADVANTAGED
LOCAL COORDINATING BOARD (LCB)
REGULAR MEETING
January 8, 2026**

Minutes of the regular meeting held in a hybrid format on January 8, 2026, utilizing TEAMS remotely and in-person at the Charlotte County Family Services building on 21500 Gibraltar Dr. Building A, Port Charlotte, FL 33952.

MEMBERS PRESENT IN-PERSON

Commissioner Ken Doherty, *Charlotte County Commissioner (LCB Chair)*
Suzanne Roberts, *Virginia B. Andes Volunteer Community Clinic - Medical Community Representative (LCB Vice-Chair)*
Donna Fain, *Agency for Persons with Disabilities*
Maricela Morado, *Area Agency on Aging-Florida Department of Elder Affairs*
Lynn Dorler, *Children-at-Risk Representative*
Victoria Uptegrove, *FDOT, District One Modal Development Office*
Carmen Henry, *Regional Workforce Development*
Ezequiel Tirado, *Veteran Services (Alternate)*
Shery Stahnke, *Economically Disadvantaged Representative (Alternate)*

MEMBERS PRESENT REMOTELY

Dottie Fulton, *Citizen Advocate-User*
Leigh Ann Bellamy, *Division of Blind Services*

ABSENT MEMBERS

Tony Conte, *Public Education-School Transportation (alternate)*
Tabitha Larrauri, *Department of Children & Families*
Cheryl Sytsma, *Disabled Interests Representative*
Pamela Jordan, *Representative for Elderly Interests*
Vacant, *Local Private-for-Profit Transportation Industry Representative*
Michael Stahler, *Agency for Health Care Administration (AHCA)*
Joseph Sabatino, *Citizen Advocate*

STAFF AND OTHERS PRESENT

Lakshmi N. Gurram, *MPO Director*
Mark Yaxis, *MPO Multimodal Planner*
Bekie Leslie, *MPO Administrative Services Coordinator*
Heidi Maddox, *Charlotte County Transit*
Emily Black, *FDOT*
Aimee Shafran, *Charlotte County Fiscal Services*
Lindsey McGinnis, *Veteran Services*

OTHERS PRESENT REMOTELY

Sheri Powers, *Florida Commission for the Transportation Disadvantaged (CTD)*

1. Call to Order & Roll Call

LCB Chair Ken Doherty called the Regular LCB Meeting to order at 10:08 am, immediately following the closing of the LCB Public Meeting. Since some members may have arrived after the call to order during the Public Meeting, any member now present was noted. All members present during the Public Meeting were also present during the Regular Meeting. An in-person quorum was present.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

3. Public Comments on Agenda Items

There were no public comments on agenda items.

4. Consent Agenda

A. Approval of Minutes: November 6, 2025

Maricela Morado made a motion to approve the Consent Agenda as presented. **Lynn Dorler** seconded the motion, and it was approved unanimously.

5. Election of LCB Vice-Chairperson

The LCB Bylaws require the election of a Vice-Chairperson during the first scheduled meeting of the calendar year. The Vice-Chairperson shall be elected by a majority vote of a quorum of the members of the Board present.

LCB Chair Ken Doherty asked Mr. Laks Gurram to chair the election of the LCB Vice-Chair. Mr. Gurram opened the floor for nominations for LCB Vice Chair.

Chair Ken Doherty nominated **Suzanne Roberts** as LCB Vice Chair. **Lynn Dorler** seconded the motion. No other nominations were received. **Suzanne Roberts** was elected unanimously.

6. Overview of the LCB Process (Annual Training)

As described in the Florida Commission for the Transportation Disadvantaged (CTD) annual planning grant executed with the Charlotte County-Punta Gorda MPO, planning staff members are required to annually “provide technical assistance and training for the local coordinating board.”

Staff presented the LCB training video available on the MPO [website](#).

Following the video, the Board held a brief discussion regarding both the video and its content. Chair Ken Doherty asked about the status of the new video currently under development. Staff responded that the updated version is expected to be completed in time for the next LCB training in January 2027, as they continue working with Charlotte County TV (CCTV) to update the video's style and presentation.

Maricela Morado inquired whether the information included in the presentation attached to this agenda item had been updated to reflect current data. Staff confirmed that while much of the content remains consistent from year to year, all figures and information that have changed within the past year have been updated and included in the attachment provided to members.

7. Review/Endorsement of Charlotte County's Section 5310 and 5311 Grant Applications

Federal transportation legislation includes the Federal Transit Administration (FTA) Section 5310 and Section 5311 funding programs. Section 5310 is aimed at enhancing mobility for seniors and persons with disabilities, while rural residents benefit from Section 5311. Charlotte County Transit is applying for both Section 5310 as well as Section 5311 funds.

Heidi Maddox introduced the item and described the purpose of both grants as they relate to Charlotte County. Ms. Maddox stated that Charlotte County Transit is seeking \$100,000 in federal funds with a direct match from Charlotte County for Section 5310 funds as well as \$82,800 in federal funds with a direct match from Charlotte County. Mr. Gurram provided insight into the fact that Section 5310 is aimed for seniors and persons with disabilities, and Section 5311 is aimed for rural residents.

Chair Ken Doherty sought clarification on how these numbers for funding are determined. Ms. Maddox stated that Charlotte County Transit determines the funding needs based on a trips-by-purpose methodology.

Suzanne Roberts made a motion to endorse Charlotte County's Section 5310 and 5311 grant applications. **Chair Ken Doherty** seconded the motion which passed unanimously. **Victoria Uptegrove**, FDOT, abstained from voting due to a conflict of interest in these grant applications being sent to FDOT.

8. Community Transportation Coordinator (CTC) Quarterly Report

Given the timing of the holiday period resulting in a short turnaround time, the CTC Quarterly Report covering the October-December 2025 timeframe was not available for the January 8, 2026 LCB meeting. It will be reviewed along with the January-March 2026 report at the May 7, 2026 LCB meeting.

9. Member Presentations

As discussed at the September 4, 2025, LCB meeting, during each Regular LCB meeting, members are invited to prepare and present their roles outside of the LCB in hopes of providing insight into the work their peers are doing, fostering a better understanding of each member's role on LCB and opening dialogue for cooperation and coordination. The following presentations were given at this meeting.

1. Ezequiel Tirado – Charlotte County Veteran Services (Veteran Services)

Ezequiel Tirado presented on behalf of Matthew McGee, representing Charlotte County Veteran Services. Following the presentation, there was discussion involving unhoused veterans and veterans suffering from mental illness, which Mr. Tirado stated the department does extensive work with both groups. There was also a comment made that this information provided would allow other members of the board in their own roles to refer people directly to the free service offered by Charlotte County. Chair Ken Doherty also mentioned the ability for the county to streamline the process for veterans to obtain services guaranteed to them and to do so for free as a county service was the goal of creating the department.

2. Angela Hemstreet – Goodwill (Economically Disadvantaged)

Angela Hemstreet presented, representing the economically disadvantaged interest in her role at Goodwill of Southwest Florida. Following the presentation, Suzanne Roberts thanked Ms. Hemstreet for prior work they had done together during the last hurricane. Chair Doherty mentioned that he was unaware of the important work that Goodwill does aside from their typical storefront operations which Ms. Hemstreet acknowledged is an ongoing issue she continues to encounter.

3. Lynn Dorler – Boys and Girls Clubs of Charlotte County (Children-at-Risk)

Lynn Dorler presented on behalf of the children-at-risk interest representing his role at the Boys and Girls Clubs of Charlotte County. Prior to his presentation, Mr. Dorler thanked Charlotte County for providing the organization with their facility and the opportunities that arise from being housed within a county facility. Following the presentation, Chair Doherty mentioned that it is logical to put the Boys and Girls Clubs of Charlotte County within a county facility, and that he can see that there is a need for the organization to expand into other areas of the county.

10. Public Comments

No public comments were received.

11. Staff Comments

MPO Director, Lakshmi N. Gurram, provided staff comments.

The next two MPO Board meetings are joint meetings held with Sarasota-Manatee MPO as well as Lee County MPO. The Sarasota-Manatee MPO joint meeting will be held on January 26, 2026 at 11:00 am at the Doubletree by Hilton across from the Sarasota Bradenton International Airport, 8009 15th St E, Sarasota, FL 34249. The Lee County MPO joint meeting will be held on February 27th, 2026 at 9:30 am at the Burnt Store Presbyterian Church, 11330 Burnt Store Rd, Punta Gorda, FL 33955. The next regular MPO Board meeting will take place on Monday March 30, 2026. MPO Staff also attended a CTD regular meeting on December 8, 2025 in which they discussed the future of grants aimed at providing funding for innovative ways to address the needs of public transportation. Funding for this grant is available in all 67 counties of Florida.

Charlotte County Transit Operations Manager, Heidi Maddox, provided transit comments.

Transit is continuing to work with their marketing firm on the rebranding. Though the quarterly report was not available at this meeting, Quarter one of the county fiscal year has seen an increase of 3% in total trips provided since the previous year.

12. Member Comments

The following members provided comments.

Suzanne Roberts thanked Transit for their cooperation during a conference held at Sunseeker resort by shuttling attendees between the conference and clinics in the area. Ms. Roberts mentioned that the attendees gave praise to the abilities of Charlotte County Transit to accommodate them.

Maricela Morado mentioned that the area agency for the Florida Department of Elderly Affairs is holding the first inaugural awards for older adults with disabilities. These awards are aimed at providing recognition for adults with disabilities within the area doing service for the community and to recognize that service and the impact they cause. Ms. Morado mentioned that they are currently accepting nominations.

Angela Hemstreet took the opportunity to pass a handout to members that discussed the Opportunity Accelerator program offered by Goodwill.

Victoria Upthegrove mentioned that FDOT is aware that Charlotte County has applied for both the Section 5310 and Section 5311 grants this year. She also mentioned that FDOT is providing a TDP workshop at the FDOT District 1 Bartow Office on January 21 that she will

send the information for if any member is interested in attending. Finally, she introduced Emily Black who, moving forward, will serve as the FDOT liaison for Charlotte County LCB.

Lynn Dorler added to the information shared during his member presentation under Agenda Item 9, noting that in 2025, the Boys and Girls Clubs of Charlotte County served over 5,000 children in total.

Chair Ken Doherty mentioned that the county is aware of the state's consideration of removing property taxes in the next legislative session and at the county level they are closely examining what types of impact they can expect from losing this essential revenue stream to fund local governmental services.

12. Adjournment (Next Meeting – May 7, 2026)

There being no further business, the Transportation Disadvantaged Local Coordinating Board adjourned at 11:38 am. The next LCB meeting is a regular meeting scheduled for Thursday, May 7, 2026, at the Charlotte County Family Services building, 21500 Gibraltar Dr. Building A, Port Charlotte, FL 33952 at 10:00 am.

MAY 7, 2026
LCB MEETING

AGENDA ITEM # 4-C
FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED (CTD)
ANNUAL PLANNING GRANT TO THE MPO

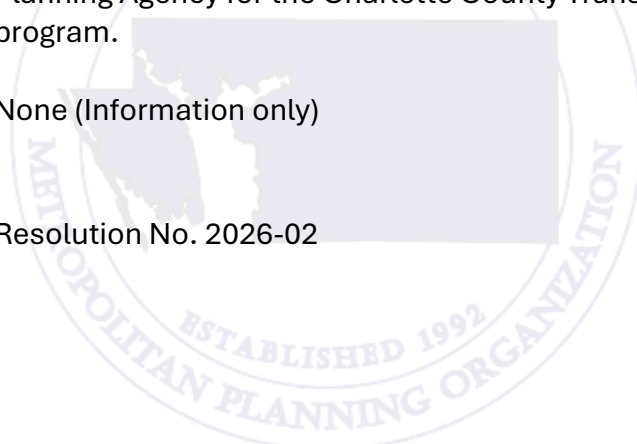
Purpose: To provide LCB members with information on the CTD Planning Grant received by the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO)

Presented by: MPO Staff

Discussion: The MPO annually receives a Transportation Disadvantaged Planning Grant from the Florida Commission for the Transportation Disadvantaged (CTD) starting on July 1 each year. The (draft) amount received for FY 2026/2027 is \$27,875 an increase of \$584 from last year. These funds pay a portion of MPO staff salaries for work performed as the Official Planning Agency for the Charlotte County Transportation Disadvantaged program.

Recommendation: None (Information only)

Attachment: Resolution No. 2026-02





**RESOLUTION
NUMBER 2026-02**

**A RESOLUTION OF THE CHARLOTTE COUNTY-PUNTA
GORDA METROPOLITAN PLANNING ORGANIZATION
AUTHORIZING THE EXECUTION OF THE FY 2026/2027
TRANSPORTATION DISADVANTAGED TRUST FUND GRANT
AGREEMENT WITH THE FLORIDA COMMISSION FOR THE
TRANSPORTATION DISADVANTAGED.**

RECITALS

WHEREAS, the Charlotte County-Punta Gorda Metropolitan Planning Organization is eligible to receive a Transportation Disadvantaged Trust Fund Planning Grant and to undertake a transportation disadvantaged service project as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code.

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

1. The MPO has the authority to enter into this grant agreement.
2. The MPO authorizes the MPO Director to execute the grant agreement on behalf of the MPO Board with the Florida Commission for the Transportation Disadvantaged.
3. The MPO authorizes the MPO Director to sign any and all agreements or contracts which are required in connection with the grant agreement.
4. The MPO authorizes the MPO Director to sign any and all assurances, reimbursement invoices, warranties, certifications and any other documents which may be required in connection with the agreement or subsequent agreements.

PASSED AND DULY ADOPTED this 18th day of May, 2026.


CHARLOTTE COUNTY – PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

By: _____
Christopher G. Constance, MD, Chairman

ATTEST:

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

By: _____
Lakshmi N. Gurram
Designated Clerk of the MPO Board

By:  _____
Thomas M. David, County Attorney
LR26-0152 (GRP)

**MAY 7, 2026
LCB MEETING**

**AGENDA ITEM # 4-D
FY 2025/2026 – FY 2029/2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT**

Purpose: To recommend the MPO Board approve the STIP/TIP amendment in the MPO's Fiscal Year (FY) 2025/2026 through FY 2029/2030 Transportation Improvement Program (TIP).

Presented by: MPO Staff

Discussion: FDOT Staff requested the Charlotte County – Punta Gorda Metropolitan Planning Organization (MPO) approve the following STIP/TIP Amendments in the current FY 2025/2026 through FY 2029/2030 Transportation Improvement Program (TIP) at the May 18, 2026, MPO Board Meeting:

- 1. 454167-3 5310 formula operating small UA – Hope Hospice and community services. This is a new transit project that has been awarded to Hope Hospice through the 5310 Seniors & Individuals with Disabilities grant for FY 2026.**

A STIP/TIP amendment is required to the MPO's TIP and the Statewide STIP when a major change occurs to a project. These changes include addition or deletion of a project, a major change in project cost, project phase initiation dates, or a major change in design concept or design scope (i.e., changing project termini or the number of traffic lanes). [23 C.F.R. 450.104].

An amendment requires public review and comment, demonstration of financial constraint, or a conformity determination, if applicable.

The proposed TIP amendment is included as Attachment 1.

Recommendation: Review and endorse the amendment to the Charlotte County-Punta MPO's TIP for FY 2025/2026 through FY 2029/2030 Transportation Improvement Program (TIP).

Attachment:

1. FDOT TIP Amendment letter dated 04/7/2026
Re: Request to Modify Fiscal Year (FY) 2025/2026-2029/2030
Transportation Improvement Program (TIP)



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N Broadway Avenue
Bartow, Florida 33830

JARED W. PERDUE, P.E.
SECRETARY

April 7, 2026

Mr. Lakshmi N. Gurram
MPO Director
Charlotte County – Punta Gorda MPO
1050 Loveland Blvd, Box # C
Port Charlotte, FL 33980

RE: Request to Revise Fiscal Year (FY) 2025/26-2029/30 Transportation Improvement Program (TIP)

Dear Mr. Gurram:

Florida Department of Transportation requests Charlotte County – Punta Gorda MPO to revise the FY 2025/26-2029/30 TIP to reflect project changes as described below.

Project #454167-3 is a new transit project that has been awarded to Hope Hospice through the 5310 Seniors & Individuals with Disabilities grant for FY2026. This project should be added to the TIP so that authorization to use federally reimbursed funds can be obtained.

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
454167-3	5310 FORMULA OPERATING-SMALL UA-HOPE HOSPICE AND COMMUNITY SERVICES	N/A	0.000 miles	OPS	DU LF Total	\$31,733 <u>\$31,733</u> \$63,467	2026

As always, feel free to contact the Liaison Group at D1-Liaisons@dot.state.fl.us if you have any questions.

Sincerely,

DocuSigned by:
Kristi A. Smith

358572051DDE4C5...

Kristi A. Smith, CPM, PLS
Community Liaison Manager

MAY 7, 2026
LCB MEETING

AGENDA ITEM # 5
TRANSPORTATION DISADVANTAGED TRUST FUND (TDTF)
TRIP AND EQUIPMENT GRANT

Purpose: To provide LCB members with information on the TDTF Trip and Equipment Grant for FY 2026/2027

Presented by: MPO Staff

Discussion: Each year, a portion of the State Transportation Disadvantaged Trust Fund (TDTF) is allocated to each Community Transportation Coordinator (CTC) to provide trips and equipment for non-sponsored TD service.

The funding amount for FY 2026/2027 Trip and Equipment Grant plus Voluntary Dollar funding (commencing July 1, 2026) is not yet available for packet distribution. An update will be provided at the May 7, 2026, LCB Meeting.

Here are last year's figures:

Trip & Equipment Grant allocation	\$ 555,005
Local Match	\$ 61,667
Total Funding	\$ 616,672
Voluntary Dollar	\$ 106
Local Match	\$ 11
Total	\$ 117
Grand Total	\$ 616,789

Recommendation: None (information only)

Attachment: None

AGENDA ITEM # 6

FY 2021/2022-FY 2025/2026 TRANSPORTATION DISADVANTAGED SERVICE PLAN/COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN (TDSP/CPT-HSTP) FINAL ANNUAL UPDATE INCLUDING RATE MODEL CALCULATIONS

Purpose: Approval of the Final TDSP/CPT-HSTP Amendment (including rate model calculations)

Presented by: Charlotte County and MPO staff

Discussion: On April 8, 2026, the Commission for the Transportation Disadvantaged (CTD) designated the Charlotte County Board of County Commissioners (BCC) as the Community Transportation Coordinator (CTC) for Charlotte County for a five-year period commencing July 1, 2026. A new Transportation Disadvantaged Service Plan (TDSP) shall be approved within 120 days of the CTC designation, and it is scheduled for approval by the LCB on September 3, 2026. This document also serves as the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) for purposes of Federal transportation legislation requirements. The attached change pages will serve as the fourth and final annual update to the current 2022 document and requires approval by the LCB prior to submission to the CTD. Staff will revise Table of Contents page numbering if needed once updated materials are approved.

Annual Update Actions:

- Pg 1 – Adjusted to include date of Fourth Annual Update.
- Pg 9 – Adjusted to reflect Transit now being under Human Services.
- Pg 10 - Adjusted to reflect that volunteer drivers are no longer utilized.
- Pg 17, 18, 19 – Updated current census information as well as current Transit service area.
- Pg 25 – Updated the list of trip attractors in the County.
- Pg 28 & 29 – Updated current Transportation Disadvantaged Population demographic data.
- Pg 30 – Updated current Critical Need Transportation Disadvantaged Population demographic data.
- Pg 31 – Included language surrounding fare-free service and updated language surrounding TDP 5-year update.

MAY 7, 2026
LCB MEETING

- Pg 37 – Removed COVID-19 guidelines language.
- Pg 43 – Updated to include new Transportation Operators and Coordination Contractor.
- Appendix B, Pg 64 – Transit Organization Chart updated to current.
- Appendix H, pgs. 81-92 – Included new draft rate model calculations. (*draft version received 4/2/2026 from Transit staff that has been submitted to CTD staff for review*)
- Minor spelling and grammatical changes throughout, and minor changes to better reflect the information conveyed as well as updated information from prior year(s). Includes deletion of information that is no longer relevant.

(Note: The entire draft document is available upon request and will be posted on the website post-meeting.)

Recommendation: Motion to update the FY 2021-2022/FY 2025-2026 Transportation Disadvantaged Service Plan (TDSP) / Charlotte County Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP) Fourth and Final Annual update change pages (including the rate model calculations); allowing Transit staff to make minor technical adjustments to the rate model per CTD staff guidance.

Attachment: FY 2021-2022/FY 2025-2026 Transportation Disadvantaged Service Plan (TDSP) / Charlotte County Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP) Fourth and Final Annual Update change pages

**CHARLOTTE COUNTY TRANSPORTATION
DISADVANTAGED SERVICE PLAN &
CHARLOTTE COUNTY COORDINATED PUBLIC
TRANSIT-HUMAN SERVICE TRANSPORTATION
PLAN**

FY 2021/2022 - FY 2025/2026

9/9/2021

**Approved by the Charlotte County Transportation Disadvantaged Local
Coordinating Board**

As Amended 5/5/2022

First Annual Update 5/4/2023

Second Annual Update 5/2/2024

Third Annual Update 5/1/2025

Fourth Annual Update 5/7/2026



commencing July 1, 2021. Accordingly, a new Memorandum of Agreement (MOA) was executed. To accompany this new MOA, a Transportation Disadvantaged Service Plan (TDSP) was developed by staff from the Charlotte County-Punta Gorda MPO and the Charlotte County Transit Division. In accordance with Rule 41-2, F.A.C., the TDSP is a plan that contains development, service and ~~quality~~ assurance components. It is approved and used by the Local Coordinating Board to evaluate the Coordinator. Minor annual updates to the TDSP are required in years two through five, when no MOA is being negotiated.

Commented [HM1]: Don't strike out

Under the current federal surface transportation legislation, this TDSP also serves as Charlotte County's Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP) which is a unified, comprehensive strategy for public transportation service delivery that (1) identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes, (2) lays out strategies for meeting these needs, and (3) prioritizes services. This Plan is a requirement for funding under the FTA Section 5310 grant program (Enhanced Mobility of Seniors and Individuals with Disabilities).

Both the TDSP and the CPT-HSTP require and necessitate public involvement, an assessment of needs, and the development of goals, objectives and strategies. The Federal Transit Administration (FTA) and Florida Department of Transportation (FDOT) accept the TDSP document, as Charlotte County's Coordinated Public Transit – Human Services Transportation Plan.

This document has been developed to: (1) designate the Charlotte County Community Transportation Coordinator (CTC) for the timeframe covering July 1, 2021 through June 30, 2026, under Florida's Transportation Disadvantaged program, and (2) qualify Charlotte County to apply for transit grants under FTA Section 5310.

I. DEVELOPMENT PLAN

A. Introduction to the Service Area

1. Background of the TD Program

The Charlotte County Board of County Commissioners became involved with provision of transit service under Chapter 427 F.S. in the mid-1980s, although comparable service had been offered by the County since 1976. In January 1986, FDOT and County officials met to discuss program implementation.

2. Community Transportation Coordinator (CTC) Designation Date/History

In early 1986, it was decided that the Charlotte County Social Services Department would develop a Transportation Section to act as Community Transportation Coordinator (CTC). By October 1986, a Transportation Supervisor was hired. In October of 1987, five (5) full-time drivers and one (1) part-time driver were transferred to the Transportation Section from the Senior Services Section of the Social Services Department. At this point, the Transportation Section officially became the CTC for Charlotte County under a sole source governmental selection process.

The change from Transportation Section to Transit Division was gradually implemented over the years in order to avoid confusion with the local road repair and construction function, and to better describe Transit's function as Charlotte County emerged as an urbanized area and the BCC studied commitment to general public transportation. Administrative support was changed from the Public Works Division to the Human Services Department. This relationship also provided chain of command for the Transit Division.

The Charlotte County Board of County Commissioners always has provided most local matching funds required for this operation and acts as the Board of Directors in capital acquisitions and operating matters. In February 2014, the Transit Division and all County staff members supporting transit service were moved under the direction of, the County's Budget & Administrative Services Department. As of January 2026, Transit Division and All County Staff Services are now housed under Human Services.

Deleted: As of

Deleted: are now housed under

3. Organization Chart

In 2015, Charlotte County's Sunshine Ride (Transportation Disadvantaged) and Dial-a-Ride (general public paratransit) services were merged into one system now branded Charlotte County Transit. County staff members perform all dispatch, budgetary and operational oversight functions. Drivers are contract employees working for C.P.R. Medical Transportation LLC, 6111 Clark Center Ave #A Sarasota, FL 34238, which won the contract bid approved by the Board of County Commissioners for work commencing on October 1, 2025.

Commented [LG2]: They are under new contract now ?

Commented [BS3R2]: I have updated this information in the document

Commented [LG4]: I believe they are housed under Human services , not sure if it changes the Org chart

Commented [BS5R4]: This has been updated in the document

A current organizational chart displaying Transit staff housed within Charlotte County's Human Services Department is located in Appendix B of this document.

Current purchasing agencies funding trips are: Charlotte County Senior Services (Older Americans Act and Community Care for the Elderly), the Florida Commission for the I think they Transportation Disadvantaged through the Transportation Disadvantaged Trust Fund, the Charlotte County Board of County Commissioners, the Florida Department of Transportation, and the Federal Transit Administration.

~~Coordination Contractors providing volunteer drivers and other assets to operate Transit funded, fueled, maintained and insured vehicles include:~~

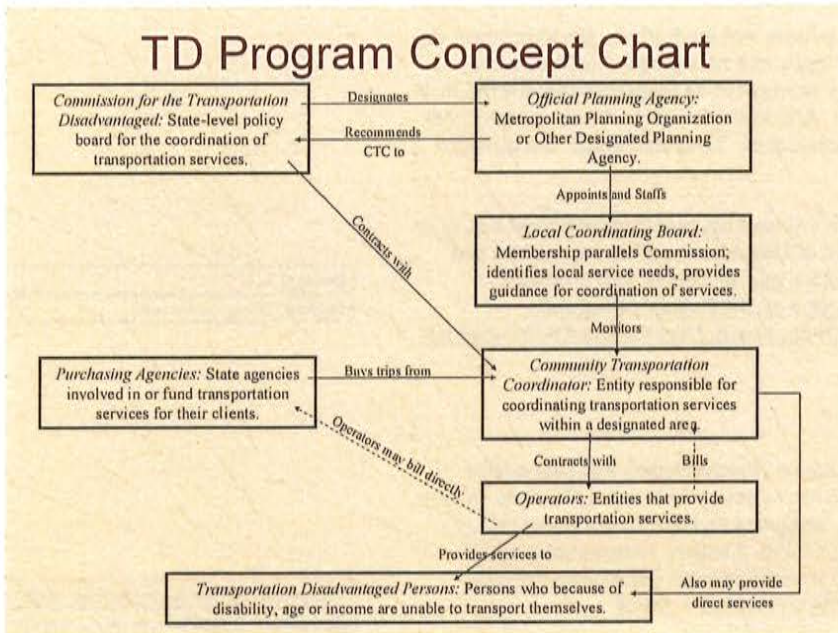
Formatted: Strikethrough

- ~~St. Vincent-DePaul CARES (formerly the Homeless Coalition)~~
- ~~Center for Abuse & Rape Emergencies (C.A.R.E.)~~

Formatted: Strikethrough

Note: As of March 25, 2025, Charlotte County Transit was notified by C.A.R.E that they will be pausing the use of the County vehicle program under the Agreement as they appear to not be able to pull together the required items needed to operate the vehicle.

This chart shows how all organizations and individuals involved in the TD system interact statewide:



Transit Facility:

Deleted: New

With funding from an FTA Section 5307 CARES grant, a centrally located transit facility was constructed off Veterans Blvd at 545 Theresa Blvd.

Deleted: new



Initial work site shown in Charlotte County 2019-2020 Capital Improvements Program adopted September 24, 2019





The facility at 545 Theresa Blvd. in Port Charlotte provides a central location for servicing passengers county-wide. This location reduces the response time to reach customers. The building contains open and private office spaces, a central dispatch control area, lockers for drivers, a fully equipped breakroom, a large conference room for training and meetings, and a lobby for customer service needs. It also has surface/non-enclosed parking for at least 50 transit vehicles, 40 personal vehicles for drivers and staff, and 2 administrative service vehicles.

- Deleted: new
- Deleted: e new
- Deleted: new
- Deleted: 389
- Deleted: 1



4. Consistency Review of Other Plans

The TDSP is consistent, to the maximum extent possible, with the following documents:

a. County & City Comprehensive Plans

On July 20, 2010, Charlotte County adopted its *Smart Charlotte 2050 Comprehensive Plan* with an effective date of June 15, 2011. The City of Punta Gorda has its *Comprehensive Plan 2040*. These plans identify current transit programs and projected needs for the future.

Commented [LG6]: 2045, adopted December 6, 2023

b. Southwest Florida Strategic Regional Policy Plan

The 2011 Strategic Regional Policy Plan was produced by the Southwest Florida Regional Planning Council (SWFRPC). The Plan contains issues, goals and policies to help guide development in the southwest region of Florida. The SWFRPC is composed of Charlotte, Collier, Glades, Hendry, Lee and Sarasota counties. This Regional Plan is based largely on the long-range needs of the aggregated local parts of the region.

c. Transit Development Plan

Benesch prepared the *Charlotte County 2025-2034 TDP* for Charlotte County Transit. Data analysis, stakeholder interviews, and public outreach (including two rounds of workshops and surveys of both current transit riders and citizens) were performed. Both a needs component and a cost-efficient component were developed. The TDP was approved by the Charlotte County Commissioners on July 23, 2024. December 2025 The TDP Annual Update was completed and was submitted to FDOT for final approval January 2026. For more information regarding TDP, please visit [Charlotte County Transit Webpage](#).

Deleted: and was submitted to FDOT for final approval. For more information regarding TDP, please visit [Charlotte County Transit Webpage](#)....

Deleted: ¶

The document is a 10-year transit plan that is completed every 5 years with annual progress reports provided in years 2-5. In accordance with Chapter 14-73.001, F.S., the TDP identifies both funded and unfunded transit needs in Charlotte County. It is required by FDOT so that Charlotte County may receive eligible Federal and State transit grant funding. An annual TDP update was reviewed by LCB at the November 6, 2025, meeting and MPO Board meeting on December 15, 2025

Deleted: |

Data was obtained utilizing surveys of passengers and the general public, as well as the latest available census figures. Factors assessed include household density and income, transit propensity, work trips, age of passengers, availability of autos in households, trip purposes and travel alternatives. Public outreach was conducted at public transit workshops (held in South, Mid and West Charlotte County).

d. Commission for the Transportation Disadvantaged Plans

Both the Commission for the Transportation Disadvantaged 5-year plan and 20year plan set forth goals, objectives, and a plan of action. The five-year plan identifies the need for services of the transportation disadvantaged, the costs of meeting that demand, forecasts of future funding for transportation disadvantaged services, and the approaches of balancing the supply and demand

for those services. The twenty-year plan presents forecasts for Florida's Transportation Disadvantaged system. The forecasts include the transportation disadvantaged population, the demand for trips, the expected supply of those trips, the remainder of unmet trips, the expected operating expenses of the provided trips and the projected number and costs of the vehicles required to provide those trips.

c. MPO Long Range Transportation Plan

The Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) 2050 Long Range Transportation Plan (LRTP) Update was adopted on October 2, 2025. Kimley-Horn is the project consultant. The purpose of the LRTP is to develop a multimodal system that includes public transportation. The plan assesses the needs for current and future transportation systems, establishes policy guidelines for use by staff and decision makers at all levels of government, and sets standards for the provision of public facilities. The Plan includes both short and long range planning strategies. The planning factors identified in federal transportation legislation are addressed through an integrated combination of goals, objectives and policies, project selection criteria, management systems, Traffic System Management (TSM) strategies, and analysis through a computerized travel demand model. Numerous public workshops are underway to support development of the document with transit as a major topic of discussion. These efforts are discussed in the public participation narrative that follows.

Deleted: (/#5)

f. Transportation Improvement Program

The Transportation Improvement Program (TIP) is a staged five-year program of transportation improvement projects developed by the MPO as required by Section 339.175 Florida Statutes and current federal transportation legislation. The purpose of the TIP is to identify all transportation projects funded by Title 23 and the Federal Transit Act within Charlotte County and the City of Punta Gorda, including highways, transit, aviation, pedestrian and bicycle facilities, and transportation enhancement projects and to ensure coordination for transportation improvements by local, state and federal agencies. All projects listed in the TIP are consistent with the Charlotte County-Punta Gorda MPO Long Range Transportation Plan, the Charlotte County Comprehensive Plan (Smart Charlotte 2050), the Charlotte County Airport Master Plan and the County Capital Improvement Program (CIP).

5. Public Participation (CPT-HSTP)

With the implementation of the current federal transportation legislation, there is a continuing federal emphasis on public participation in transportation planning. This has resulted in the requirement for a Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) developed with public input in order for programs to receive funding under the Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program (also known as FTA Section 5310).

As discussed in this document's forward, public participation, including consultation with all public transit stakeholders in the development of the Transportation Disadvantaged Service Plan (TDSP), has been a long-term emphasis of the Transportation Disadvantaged (TD) program.

Parties involved statewide include members and staff of the Commission for the Transportation Disadvantaged (CTD), various state agency personnel, local Community Transportation Coordinators (CTC), members of planning organizations and their staff, representatives of other local organizations (including governmental, civic, as well as private profit and non-profit groups), Local Coordinating Board members, and transit users. This is best exemplified in the TD Concept Chart (*Section I.A.3*).

Deleted: Involved parties

The Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) is the Official Planning Agency (OPA) for the Charlotte County Transportation Disadvantaged Local Coordinating Board (LCB). MPO staff members have worked together with CTC personnel from Charlotte County in the development of this document. Public participation always has been an important priority of the Charlotte County-Punta Gorda MPO since its inception in 1992. The MPO's first Public Participation Plan (PPP) was adopted in 1994, while the most recent updated PPP was adopted by the MPO Board on December 15, 2022. It includes the Limited English Proficiency (LEP) Plan. Charlotte County Transit also has developed an LEP document. As the MPO's public participation emphasis has evolved and grown, staff has been aware of the provisions of the development of the PPP document and incorporated many of its approaches into preparation of each joint TDSP/CPT-HSTP document. For example, the comment form which was developed for the PPP continues to be made available electronically and in hard copy to any individual wishing to make any comment (see Appendix F). The MPO and the Charlotte County Transit Division intend to utilize the MPO's PPP in the development of any transit plans.

Commented [LG7]: Check on this?

The composition of the Charlotte County LCB is in accordance with Rule 41-2.012, F.A.C., and brings together local area stakeholders. LCB members constitute a broad-based group including individuals from agencies that purchase trips or have a role in public transit, representatives of the disabled, elderly and economically disadvantaged in the area, as well as an elected official appointed by the MPO Board who serves as LCB Chair.

An ongoing opportunity for citizens to participate in the development of local transit plans and to address other transit concerns is provided at all LCB meetings. Two public comment agenda items are allotted on the agenda for each LCB meeting (one for comment on agenda items and another on any transit topic).

The advertisement in the local *Charlotte Sun* newspaper for the September 9, 2021 LCB meeting notified citizens of the opportunity to comment on this TDSP/CPT-HSTP draft document prior to LCB approval. This document is updated annually in the outyears and revised as transit-related information is gathered for documents such as the Long Range Transportation Plan (LRTP) Update and the Transit Development Plan (TDP). Additionally, the LCB performs an annual Section 5310 grant coordination review typically at its January meeting.

During the development of the MPO's 2050 LRTP Update in calendar year 2025, information was gleaned in workshop and informational settings, including input from Charlotte County's transit-dependent population. A first round of LRTP workshops was held on February 10, 11 and 12, 2025 in West County (Englewood), Mid-County (Port Charlotte) and South County (Punta Gorda). Additionally, consensus building workshops with key stakeholders were scheduled for April 7 and June 9, 2025. Moreover, the MPO website utilized surveys and interactive mapping tools to assist in interaction with citizens.

2. Demographics

a. Land Use of Service Area

Historically, the County has shown growth concentrated in three dominant areas: Port Charlotte/Charlotte Harbor, Punta Gorda and West County, mostly along or near various bodies of water. However, it is now anticipated (as reflected in the *Smart Charlotte 2050 Comprehensive Plan*) that development pressure will build in the traditionally rural areas of eastern Charlotte County over the next several decades. The approval of the Babcock Ranch Development has paved the way for a new community of approximately 50,000 people to be established in the rural southeastern area of the County. This area's development will likely involve increased demand for transit service in these sections and perhaps, overlapping transit connections with neighboring Lee County, where the nearest business, shopping, dining and entertainment facilities are located.

b. Identify Population/Composition

According to Census data: ACS 2024 1-year, Charlotte County had the distinction of being the fourth oldest county in the nation (based upon the number of residents age 65 and up) with a median age of 59.65. In Florida, second to Sumter with a median age of 68. Traditionally, the Charlotte County Transit, primarily has serviced older residents. According to the University of Florida's Bureau of Economic and Business Research (BEBR) 2021 estimates, Charlotte County's age group of residents who are age 65+ comprised 40.6% of the population vs. 21.75% in all of Florida. This figure is significant given the fact that for most individuals, driving expectancy is significantly less than life expectancy. On average, men outlive their ability to drive by 6 years; women outlive their driving ability by 10 years (Foley, Heimovitz, Guralnik, and Brock, 2002).

Deleted: 2015
Deleted: 8.4
Deleted: In Florida, it was second only to Sumter County with a median age of 66.6.
Deleted: Division
Deleted: 19
Deleted: 37.4
Deleted: 0.1
Deleted: According to the <i>Charlotte Rides 2020-2029 Transit Development Plan (TDP)</i>, 23.9 percent of the households in Charlotte County earned an annual income of less than \$25,000, highlighting the potential need for transit services. Additionally, almost one-third of households (29.7%) earned between \$25,000 and \$49,999 (2013-2017 ACS 5-Year Estimates).

Age groups at both ends of the scale are of significant interest with regard to potential transit use because the young and the elderly often do not have adequate access to automobiles and, therefore, commonly are more dependent on public transportation than persons in the middle-age groups. Port Charlotte and East Englewood have a high concentration of population age 0-17. Englewood and Punta Gorda have a high percentage of people aged 65 years and older.

Compared to other areas of Florida, Charlotte County has a lower overall population density. According to the University of Florida's Bureau of Economic and Business Research (BEBR) 2020 estimates, population density in the County was 276 persons per square mile, which was lower than the state average population density of 403 persons per square mile.

In Mid County, Port Charlotte has the largest and most dense population base in the County, followed by Englewood and Punta Gorda. In West County, Rotonda and East Englewood received much growth in the 1990s. In the early 2000s, Deep Creek in Mid County and Punta Gorda Isles in South County experienced a high level of growth, in spite of the direct hit sustained on August 13, 2004 from Category 4 Hurricane Charley. As in the rest of Florida and most of the nation, the 2008 economic downturn and foreclosure crisis stalled growth locally for a time. As of 2021, the economic upswing had proven to be promising. The COVID-19 Pandemic contributed to increased housing demand. The impact of Category 4 Hurricane Ian

sustained on September 28, 2022, as well as the September and October 2024 flooding from Hurricanes Helene and Milton is still being assessed.

c. Employment

Employment density is another important factor to consider when analyzing a transit market. Areas of high employment density often include activity centers that cluster shopping centers, medical offices, and/or educational centers that attract transit trips. Areas like downtowns also tend to have higher employment densities and more limited parking, which also can increase transit demand. Furthermore, job access via transit can ensure workers get to their jobs without the higher cost of commuting, thereby providing essential benefits to the economy. Employment markets and transit service hours can also influence job opportunities, particularly for those who are transit dependent. Based on 2022 American Community Survey (ACS) data, the largest employment sectors in Charlotte County are education/health care/social assistance (20%), retail (16%), art/recreation/food services (12%), and professional/management/administrative (11%), making up nearly 60% of employment in Charlotte County. It is also important to understand where the jobs in the county are most concentrated. Higher employment densities are found along major roadways, with notable clusters in Punta Gorda, along US-41, and in Babcock Ranch. Employment density is projected to increase in areas where employment is currently established or adjacent to it.

Formatted: Space After: 0 pt, Line spacing: single, Don't adjust space between Latin and Asian text, Don't adjust space between Asian text and numbers

(source: www.floridajobs.org, Florida Department of Economic Opportunity, Agency for Workforce Innovation, not seasonally adjusted). A representative from CareerSource Southwest Florida has been appointed to the LCB representing regional workforce development concerns.

In 2024, the largest employer in the county is the Charlotte County School District with just over 2,200 employees, followed by the Charlotte County Local Government with more than 1,700 employees. The top industry sectors of employers are education, public administration, healthcare, and accommodations.

Deleted: Per the *Charlotte Rides 2020-2029 Transit Development Plan (TDP)*, the largest service sector in Charlotte County includes educational services, healthcare and social services at 21% of the labor force. The second highest area is retail trade, which accounts for 17% of the employed population in Charlotte County. The third highest sector at 12% each is a tie between (1) arts, entertainment/recreation and accommodation and food services and (2) professional, scientific, and management/administrative and waste management services.¶

¶ Labor force statistics include data relating to the number or percentage of persons in the labor force. With a large elderly retired population, traditionally the percentage of Charlotte County residents in the labor force has been lower than the statewide average. As a result of the COVID-19 pandemic, unemployment figures are still adjusting to the impact. As of February 2023, Charlotte County unemployment was at 3.1% while national unemployment was 3.6% and Florida's unemployment was 2.6%.

The FDOT-sponsored Commuter Services Program assists employees and employers with various work trip options. District One area-wide information may be found on the Internet at [District 1 Southwest Florida « Commuter Services](#).

Deleted: Cheney Brothers, Inc. opened a major food distribution center near the Punta Gorda Airport in October 2015. It has already brought approximately 500 additional jobs to the local area.

d. Major Trip Generators/Attractors

When analyzing the potential for developing or improving a public transit system, it is important to look at the spatial distribution of major trip attractors and generators. These areas usually attract a large number of people, resulting in a concentration of trips, which is more conducive to public transit use. Trip generators are associated with the origins of trips, normally people's homes. Distribution of transportation disadvantaged clients and their major generators are distributed throughout the urban service area of Charlotte County.

Six categories of trip attractors have been identified for Charlotte County: area attractions, government, health care, school, shopping and other major employer.

Area Attractions

In addition to the many beaches and parks located throughout the area, Charlotte County offers many recreational destinations that appeal to all ages. The Tampa Bay Rays Major League Baseball team began conducting Spring Training in 2009 at the Charlotte Sports Park. December 2023 marked the opening of Sunseeker Resort which hosts luxury hotel accommodations, event space, along with multiple pools and dining experiences

Formatted: Not Strikethrough

Government Offices and Social Service Agencies

A variety of government offices and social service agencies are located in Charlotte County. The County Administrative Complex is located in Murdock. Many other governmental offices are housed in Punta Gorda (South County) and West County, which includes the Englewood area. In Port Charlotte on Loveland Boulevard off of Kings Highway, a campus contains the buildings of both the Health Department and many of the Human Services Department offices.

Health Care Facilities

Health care facilities, including hospitals and clinics, also serve as significant trip attractors for employees as well as clients. There are three major hospitals and one mental health clinic. There is a concentration of health care centers located along Harbor Boulevard and Olean Boulevard, in the Promenades area, along Tamiami Trail/US 41 in Port Charlotte.

Schools and Colleges

Schools and colleges also can be significant traffic attractors, both for the students who attend them as well as for the teachers and staff who work there. Table I-1 shows the locations of schools and colleges in the county. Florida SouthWestern State College is located at 26300 Airport Road. In November 2019, AeroGuard Flight Training Center opened at the Punta Gorda Airport. By the nature of their pupil catchment areas, most public K-12 schools are scattered throughout the county.

Shopping Centers

As shown in Table I-1, there are numerous retail shopping areas in Charlotte County. In addition to attracting shoppers, retail centers also attract employees. Hence, these types of facilities generate considerable transportation needs. Most are located along Tamiami Trail (US 41), including the Port Charlotte Town Center, an indoor mall with a large movie theater and some shopping stores, although the property suffered many closures during the pandemic and was auctioned as part of a foreclosure sale on February 28, 2022. The property sold to the bond owners in exchange for wiping out existing debt. The future of the complex is yet to be determined.

Commented [BS8]: Have the plans for the Town Center been finalized?

Other Major Employer

Deleted: Cheney Brothers, Inc.

Undergoing much economic development in the years following the 2004 landfall of Hurricane Charley followed by Hurricane Ian in 2022, the City of Punta Gorda boasts the Charlotte County Events Center, several hotels and restaurants, a municipal marina, and two mixed-use commercial/parking facilities. In Port Charlotte, multiple hotels have been constructed in the Kings Highway area and along US 41. Two Community Redevelopment Areas are: (1) the Parkside CRA in the medical arts area, and (2) the Charlotte Harbor CRA north of the US 41 bridges with Sunseeker Resort now open.

Shopping	Merchants Crossing of Englewood	1500 Placida Road/ ENG
Shopping	Murdock Carousel Shopping Center	2000 Tamiami Trail/PC
Shopping	Paradise Shoppes of Port Charlotte	Tamiami Trail & Cochran/PC
Shopping	Peachland Promenades	24051 Peachland Blvd/PC
Shopping	Port Charlotte Marketplace	19400 Cochran Blvd/PC
Shopping	Port Charlotte Town Center Mall (<i>recently purchased following foreclosure</i>)	1441 Tamiami Trail/PC
Shopping	Promenades Mall	3280 Tamiami Trail/PC
Shopping	Punta Gorda Crossings	2310 Tamiami Trail/PG
Shopping	Rotonda Plaza	Placida Rd & Rotonda Blvd W/ENG
Shopping	School House Square	4300 Kings Highway/PC
Shopping	Target	1400 Tamiami Trail/PC
Shopping	Village Market Place Shopping Center	1825 Tamiami Trail/PC
Shopping	Wal-Mart Supercenter	4100 McCall Road/ENG
Shopping	Wal-Mart Supercenter	375 Kings Hwy/PC
Shopping	Wal-Mart Supercenter	19100 Murdock Circle/PC
Shopping	Wal-Mart Supercenter	5001 Taylor Road/ PG
Shopping	Winn Dixie Marketplace at Kings Crossing Shopping Ctr	2000 Kings Hwy/PC
Shopping	Winn-Dixie Marketplace	27680 Bermont Rd/PG
Other Major Employers	Cheney Brothers	One Cheney Way/PG
	Sunseeker Resort	5500 Sunseeker Way/CH

Commented [MH10]: Are both these locations still Winn Dixie

Formatted: Highlight

Formatted: Highlight

Formatted: Highlight

Deleted: u

PC = Port Charlotte, ENG=Englewood, PG=Punta Gorda, RT=Rotonda, CH=Charlotte Harbor

The development pattern of Charlotte County’s Mid County and South County areas generally follows along the US 41 corridor. The Port Charlotte/Murdock and Punta Gorda areas serve as commercial anchors with a high concentration of generators and attractors. Also, these areas have the highest population densities in Charlotte County. In some areas, the commercial development along US 41 is located along the access roads. Areas where this condition is present would require further analysis as it relates to accessibility for public transportation. Many medical, government, and social service agencies are concentrated in the same areas. Educational facilities and area attractions are more dispersed throughout the county. In the future, the demographics and trip attractors in the two concentrated areas (Port Charlotte/Murdock and Punta Gorda) may provide an opportunity for some form of fixed route public transportation. Eventually, growth in the West County area might also support such service at some point in the future.

In 2013, a transit latent demand study jointly funded by the Charlotte County-Punta Gorda MPO and the Sarasota/Manatee MPO, explored whether or not there is demand for scheduled service between Parkside (including its medical district) and the City of North Port in southern Sarasota County. The data and its analysis recommended that there is sufficient latent demand to support a fixed route transit service in South Sarasota County and North Charlotte County. The results of this study were considered in the subsequent development of both Transit Development Plans for Charlotte County and Sarasota County.

Medicaid transportation. Information about the MMA/LTC plans in AHCA Region 8 (which includes Charlotte County) may be found at these two Internet links:

http://ahca.myflorida.com/Medicaid/statewide_mc/index.shtml
[SMMC_Plans_Transportation_Numbers.pdf\(myflorida.com\)](#)

C. Service Analysis

1. Forecasts of TD Population

The Florida Commission for the Transportation Disadvantaged and the Florida Department of Transportation contracted with the National Center for Transit Research (NCTR) at the University of South Florida's Center for Urban Transportation Research (CUTR) to develop a new methodology for forecasting paratransit services demand (*Final Report, Project No. BDK85 977-34, June 2013*). This methodology defines the general TD population (estimates of all disabled, elderly and low-income persons and "high-risk" or "at-risk" children). Figures reflecting Charlotte County's general TD population are shown in Table I-3:

Table I-3 **General TD Population**

Deleted: 2019

Commented [BS11]: Updated 2026

CALCULATION OF GENERAL TRANSPORTATION DISADVANTAGED POPULATION

Charlotte County Census Data from 2021

County Pop. By Age	Total Pop by Age	% of Total Pop	Population Below Poverty Level by Age	% of Total Pop Below Poverty Level by Age	Total Population with a Disability by Age	% of Total Pop with a Disability by Age	Total Pop with Disability and Below Poverty Level by Age	% Total Pop with a Disability and Below Poverty Level by Age
< 5 Years of Age	4,925	2.6%	1,021	0.5%	99	0.1%	0	0.00%
5-17	10,113	9.5%	3,063	1.6%	1,065	1.0%	375	0.20%
18-24	22,230	11.7%	2,551	1.3%	2,701	1.5%	296	0.16%
25-34	66,255	34.9%	4,609	2.4%	10,049	5.7%	2,490	1.31%
Total Non Elderly	111,523	58.7%	11,244	5.9%	15,554	8.2%	3,161	1.66%
65-74	42,080	22.6%	2,604	1.4%	10,115	5.3%	1,079	0.57%
75+	35,606	19.7%	1,161	0.6%	14,174	7.5%	1,204	0.60%
Total Elderly	78,494	41.3%	3,845	2.0%	24,209	12.6%	2,363	1.24%
Total	190,017	100%	15,089	7.9%	39,843	21.0%	5,524	2.91%

Double Counts Calculations		
E - Estimate non-elderly/disabled/ low income	From Base Data (I11)	3,161
B - Estimate non-elderly/ disabled/not low income	Subtract I11 from G11	12,393
G - Estimate elderly/disabled/low income	From Base Data (I14)	3,363
D - Estimate elderly/ disabled/not low income	Subtract I14 from E14	21,926
F - Estimate elderly/non-disabled/low income	Subtract I14 from E14	1,402
A - Estimate elderly/non-disabled/not low income	Subtract sum of J17, J18 and J19 from C14	55,723
C - Estimate low income/not elderly/not disabled	Subtract I11 from E11	0,093
Total - Non-Duplicated		102,131

General TD Population		% of Total
Non-Duplicated General TD Population Estimate	102,131	53.7%



Deleted: UPDATE INSERTED 2026

This methodology also defines “critical need TD” population estimates for individuals who due to severe physical limitations or low incomes are unable to transport themselves or purchase transportation and are dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life sustaining activities. In consultation with CUTR staff, the latest available American Community Survey and BEBR Population Estimates have been utilized. Figures reflecting Charlotte County’s critical need TD population are shown in Table I-4:

Table I-4 Critical Need TD Population

Deleted: 2019

CALCULATION OF CRITICAL NEED TRANSPORTATION DISADVANTAGED POPULATION

Charlotte County

Census Data from: **2021**

County Pop. By Age	Total Population with a Disability by Age	% with a Severe Disability by Age	Total Population with a Severe Disability by Age	% of Total Pop with Severe Disability by Age
< 5 Years of Age	59	4.20%	2	0
5-17	1,065	4.20%	78	0.43%
18-34	2,761	6.30%	175	0.79%
35-64	10,049	13.04%	1,502	2.72%
Total Non Elderly	15,554		1,757	1.50%
65-74	10,115	27.12%	2,743	6.40%
75+	14,174	46.55%	6,598	16.53%
Total Elderly	24,289		9,341	11.90%
Total	39,843		11,099	5.84%

% of Severe Disability Below Poverty Level	Total Severe Disability Below Poverty Level
28.60%	503
11.70%	1,093
	1,596

Critical Need - Severely Disabled TD Population			
	Not Low Income	Low Income	Totals
Non-Elderly	1,355	503	1,758
Elderly	6,246	1,093	9,341
TOTAL	9,503	1,596	11,099

TRIP RATES USED	
Low Income Non Disabled Trip Rate	
Total	2.400
Less:	
Transit	0.309
School Bus	0.063
Special Transit	0.049
	1.099
Severely Disabled Trip Rate	
Special Transit	0.049

Low Income & Not Disabled = C + F		CALCULATION OF DAILY TRIPS FOR THE CRITICAL NEED TD POPULATION	
Assumes	9,565		
KK % without auto access	2,602		
100.0%	2,602		
	2,602		
		Calculation of Daily Trips	
		Daily Trip Rates	Total
		Per Person	Daily Trips
Total Actual Critical TD Population			
Severely Disabled	11,099	0.049	544
Low Income ND	###	1,899	4,941
Totals	13,700		5,404

Commented [BS12]: Updated 2026
Formatted: Centered, Don't adjust space between Latin and Asian text, Don't adjust space between Asian text and numbers

Deleted: UPDATE INSERTED 2026

2. Needs Assessment

The Charlotte County Transit Division has a two-fold mission in one blended Charlotte County Transit system: (1) providing services as the Florida Commission for the Transportation Disadvantaged (CTD)'s Community Transportation Coordinator (CTC) for Charlotte County, and (2) serving the general public as a provider of mass paratransit service through grants received from the Federal Transit Administration (FTA) and the Florida Department of Transportation (FDOT). Each year, the Annual Operating Report (AOR), displays the number of unmet trip requests. Many of these needed rides typically center upon unmet medical trips and unmet employment trips. To attempt to meet more of these needs requires assessing many aspects of service including service area, frequency and hours of service, intermodal connections, and coordination of service with other operators. The characteristics of need are assessed by (1) the proposed goals and objectives presented in Part 1.D of this document, (2) public involvement, and (3) analysis of demographic characteristics.

General public paratransit service (largely provided with FTA Section 5307 grant funding) is helping to meet some of the previously unmet paratransit demand of Charlotte County citizens. At the time of system startup in 2001, thirty percent of the riders were identified as TD clients,

and as such received a discounted fare. Demand far exceeded what was anticipated. It should be noted that MPO staff surveys following startup indicated that as a whole, private transportation firms have not been adversely impacted by the startup of this service (known then as Dial-a-Ride). For the recent period ending in May 2016, 10.5% of general public paratransit passengers received the TD discount. On May 24, 2016 in an effort to increase transit ridership and simplify fare structure, the Charlotte County Board of County Commissioners reduced fares on Charlotte County Transit. Base rate fare per passenger was changed to two dollars, with Transportation Disadvantaged self-identifying passengers paying a reduced fare of one dollar. The COVID-19 pandemic greatly impacted all Charlotte County transit operations, during that time service was provided fare free. On December 9, 2025, the Board of County Commissioners voted and approved a resolution to establish fare-free service for Charlotte County Transit.

- Commented [MH13]:** Do we need this historical information? Should we use current % of TD ridership instead of 2016?
- Deleted:** and at this time,
- Deleted:** i
- Commented [BS14]:** Additional language

In the past, Charlotte County did not have the residential and non-residential densities to support fixed-route service. However, these densities tend to increase as urbanized growth continues, and fixed route was assessed in the 2025 Transit Development Plan (TDP). One consideration is that as long as the population is skewed toward the elderly and disabled, customers may have difficulty reaching fixed route bus stops, especially given Florida's climate of heat and rain and the possibility that riders will be returning home with heavy purchases. In light of the County's demographic profile, additional resident-friendly options such as a route deviation system (flexible route) may be of interest.

- Commented [MH15]:** FYI - Transit is launching a fixed-route feasibility study. Requesting approval from BCC on 5/12/26 as an addition to current service.

As a result of the 2004 TDP needs assessment, Saturday service and an additional bus to serve the local area transit needs of Englewood were added. Next, the 2009 TDP major update identified additional service gaps in both the Sunshine Ride and Dial-a-Ride systems and provided strategies to address those needs through public workshops, surveys and other data gathering techniques. Included in the plan was the provision of fixed route service should the BCC decide to implement it. By 3-2 vote on November 10, 2009, the BCC decided not to start fixed route service at that time. Potential fixed route service was also listed in the 2014 TDP to provide flexibility in decision making, especially in light of recent population growth in the urban core area.

- Formatted:** Not Highlight

Since the last TDP 5-year update was adopted, Charlotte County Transit has expanded its service area to include the Burnt Store Road area to the Lee County line and within the Washington Loop northeast of Punta Gorda. Additionally, Charlotte County Transit continues its commitment to provide same-day rides when possible.

- Deleted:** As envisioned in the *Charlotte Rides 2020-2029 Transit Development Plan (TDP)*, enhancements to current paratransit service are frequently desired by passengers. Additionally, long-range regularly scheduled service eventually may develop in the following locations as growth occurs: (1) Charlotte Link Service, (2) US 41/Airport Connector, (3) Englewood Express, (4) Babcock Express, (5) Downtown Punta Gorda Circulator and (6) Beach Circulator. Most recently, the 2025 TDP identified a mix of microtransit and regularly-scheduled service. ¶

citizens and (3) planning for hazard mitigation are an ongoing reality for Charlotte County's coastal transit system.

Current economic realities are always a factor, with issues such as potential cuts to Florida's local governmental funding and fluctuating fuel costs as major concerns. Beyond these are less obvious, but related and significant barriers, such as (1) a lack of local bidders for driver services, (2) an increase in contractors' expenses for everything from driver salaries and insurance to maintenance costs, and (3) a shortage of both contract drivers, as well as volunteer drivers for Charlotte County non-profit organizations. The issue of driver shortages is an ongoing problem statewide/nationwide.

Commented [MH17]: Lack of bidders seems to be outdated. No need to discuss volunteer drivers as that program ceased in 2025. Maintenance costs are not assumed by the vendor and shouldn't be included when contractor expenses. Is the Covid-19 pandemic still a barrier?

Deleted: Just three days after the passage of Hurricane Ian, the new County contract for driver and bus washer services commenced with A&Associates.

The obvious impact that the COVID-19 Pandemic has had on transit service nationwide and globally must also be noted in any discussion of barriers to coordination

Strategy 5.3: Continue to conduct annual safety checks on all equipment.

Measure: Safety records.

Strategy 5.4: Continue to provide a hazard-free environment and a safe, drug and alcohol free workplace. Maintain a safe ride and safe workplace based upon directions from local and State/federal authorities.

Measure: Safety records including drug testing. Verification of compliance with COVID-19 Guidelines currently in effect.

Commented [MH19]: NA at this time.



Strategy 5.5: Follow all testing and training requirements for all personnel as set forth in the SSPP.

Measure: Safety records.

Strategy 5.6: Continue drug and alcohol testing as set forth in the Substance Abuse Policy.

Measure: Safety records. Insurance files.

Strategy 5.7: The CTC shall verify that the subcontractor providing contract drivers to the CTC retain appropriate liability insurance coverage in the event that the subcontractor's employee causes an accident.

Measure: Safety records. Insurance files.

II. SERVICE PLAN

A. Operations Element

1. Types, Hours, and Days of Service

The Charlotte County Transit (CCT) provides ambulatory and wheelchair transportation services in a non-discriminatory fashion. ~~Subscription routes are operated for work, school, congregate dining and mental health outpatient services. Curb to curb, on demand services are is provided~~ for medical services, employment programs as well as other life enhancing purposes.

Deleted: Division

Deleted: D

Formatted: Strikethrough

Formatted: Strikethrough

Deleted: Point to point

Formatted: Strikethrough

A contractual System Safety Plan is administered by the CTC to assure continuation of uniform service delivery. Additional contract specifications for drug testing and ontime reporting have been added to the contract. ~~Operators "subscribe" to the Transit Division's approved drug testing policy.~~ The Transit Division has revised the drug policy to comply with the FTA.

Deleted: Grocery shopping trips have been reintegrated into small group and individual trip scheduling with the use of the Ecolane dispatch software which optimizes this service, giving clients the ability to change destination and schedule customized group service.

Formatted: Strikethrough

Commented [MH21]: Vendor has their own policy following FTA requirements.

Formatted: Strikethrough

~~Subscription trips are those routes to common destinations such as congregate dining facilities or grocery stores, wherein the same general group of riders is transported on the same daily, weekly or mixed day schedule. Such trips are liable to frequent changes by way of temporary cancellations and additional new passengers. These trips are provided to the various client groups as previously discussed.~~

Transit and its operators provide curb-to-curb service. The transport of children and escorts is addressed at length in the policy element. Also discussed in detail in the policy element are standards for Contracted Driver Dress and Uniform, Complaints, Grievances, Private Property, On Time Performance, No Shows, Accident Reporting, Maintenance Priorities, Vehicle Usage, Trips Prioritization, Social Benefit Trips, Passenger Medical Condition, Substance Abuse, and handling of Blood Borne Pathogens: A. Additionally, the Local Coordinating Board has adopted measurable standards for accidents, road calls and complaints.

Deleted: The

Deleted: Division

Deleted: n operating policy regarding the handling of oxygen handling equipment is also included. Securement fixtures have been installed in all buses pursuant to that policy.

2. Accessing Services

A Missed Trip policy has been developed by the Transit Division as departmental policy. Habitual "no shows" are counseled and/or suspended. A copy of the Missed Trip policy appears in Appendix C. A late cancellation occurs when a client calls to give advance notice of at least one (1) hour prior to the operation of a trip, however the CCT requests cancellation calls as early as possible. Recent software improvements and the Charlotte Rides mobile app have made same day trips possible.

Deleted: The CCT

Deleted: D

Deleted: requests 2 hours' notice for transportation appointments and route changes.

Deleted: no show

Deleted: D

Deleted: cell phone

Deleted: ome

Transit office hours are from 8 am- 5 pm Monday through Friday; and the transportation hours are from 6:30AM to 6:00PM Monday through Friday; 9:00AM to 6:00PM on Saturday (limited-service area); and no Sunday service. The CCT is closed on all federal and county recognized holidays.

Deleted: Division

Deleted: D

All Service calls come in on 941.575.4000.

Deleted: (941)

Backup service for internal Transit operations comes from a pool of spare equipment staffed by office personnel.

Deleted: Division

Commented [MH22]: I don't understand what this means.

Eligibility for TD Trust funds, at this writing, is determined by the established criteria. New non-sponsored clients may apply by calling the Transit Division directly and submitting a completed TD application which is assessed by the Transit Division (see Appendix M).

Eligibility requirements for the use of Transportation Disadvantaged funded trips were updated by the LCB on May 11, 2017. Generally stated the policy is that no other funding for the trip is available, and no friends or relatives are available to provide transportation. A complete policy is included in Appendix D. Certifications will be reviewed every three years.

A copy of the Charlotte County Prioritization Policy for Non-Sponsored Trips approved by the Local Coordinating Board appears in Appendix E. The prioritization policy was approved at the May 11, 2017 meeting of the Charlotte County Transportation Disadvantaged Local Coordinating Board and reads in part:

Utilization of Charlotte County Transit Division resources, including but not limited to, personnel, equipment, and funding sources used in the provision of rides for Transportation Disadvantaged individuals in Charlotte County shall be prioritized as follows:

- Priority 1- Individual Medical Trips
- Priority 2- Group Trips for Groceries and Congregate Meals
- Priority 3- Trips for Employment Purposes
- Priority 4- Trips for Adult Education
- Priority 5- Social and Non-Essential Shopping

Individuals prioritized in this fashion shall be afforded rides within the limits of Charlotte County Transit Division's ability to deliver service in an ambulatory or wheelchair mode without regard to age, sex, race, or ethnic origin.

Effective April 2017, Charlotte County Transit received a new Federal Grant to be used in the Englewood area. Together with Sarasota County Area Transit (SCAT), Charlotte County Transit was able to extend Route #16 and create #26 into the Charlotte County portion of Englewood for service to Englewood Beach and Merchant's Crossing. Additionally, the route provided scheduled service for Charlotte residents to the Englewood Hospital and Medical Center. As of June 5, 2021, SCAT announced after an 18-month evaluation of their operations, the closure of RT16 and RT26 and the inclusion of those areas in what is now called "OnDemand by Sarasota County"). Curb-to-curb rides for this new service is available 5 a.m. to 10 p.m. Monday through Saturday, and 6 a.m. to 9 p.m. on Sunday. Each ride costs \$1.25 and rides can be paid for using an online registration service, an app or paying cash to the driver. Reservations are required to use this service. Customers can request a ride via a mobile app, which is available in app stores for iPhone and Android devices, online at scgov.net/OnDemand, or by calling a dedicated call center at 941-300-1553. Customers may also email questions to support-sarasota@ridewithvia.com. <https://www.mysuncoast.com/2021/05/28/scat-launch-on-demand-service-june/>

Commented [MH23]: This service is now provided by Sarasota's On Demand service

CPR Medical Transportation LLC- effective October 1, 2025
6111A Clark Center Ave
Sarasota, FL 34238

Quality Independence, Inc. (although a contract is in place it has not been utilized to date)
2826 Tamiami Trail, Suite 2 and 3B
Port Charlotte, FL 33952
(941) 249-9105
Angela Pennington

Quality Independence, Inc., is a nonprofit organization established in November 2018 that provides services to individuals with intellectual and development disabilities. The organization utilizes its own vehicles.

Each of the contract operators undergoes an annual System Safety/Contract Compliance review identical in format to the FDOT review. Copies of these reviews are available upon request.

4. Public Transit Utilization

Charlotte County has developed a general public transit paratransit system and service became available January 2, 2001. Charlotte County Transit public transit provides curb-to-curb service in most areas of Charlotte County. Much of the design of this service was based on the existing Transportation Disadvantaged system, and ADA complimentary trips are not an issue, because such trips are handled in mainstream service delivery. Vehicles are accessible, making this feasible.

A Charlotte County Transit brochure containing fares, policies, and giving a detailed description of the system is located in Appendix A.

5. School Bus Utilization

There is not a Joint Use School Bus Program existing between the Charlotte County Transit Division and the District School Board of Charlotte County.

6. Vehicle Inventory

The February 19, 2026 inventory for the Transportation Disadvantaged program is located in Appendix G of this document.

Deleted: 3. Transportation Operators and Coordination Contractors¶

¶
St. Vincent de Paul CARES (Coor Vol Op) (formerly the Charlotte County Homeless Coalition)¶
1476 Kenesaw Street, Port Charlotte ¶
P.O. Box 380157¶
Murdock, FL 33948¶
Jenna Alvarez, (941) 627-4313¶

¶
St. Vincent de Paul CARES operates a 9- passenger van provided by the Transit Department for their own programs. Hours of operation as needed.¶

¶
Center for Abuse & Rape Emergencies (C.A.R.E.) (Coord Vol Op)¶
1501 Cooper Street¶
Punta Gorda, FL 33951¶
(941) 639-5499¶
Melissa Gardner¶

¶
C.A.R.E. helps victims and survivors of domestic violence, sexual assault, and other violent crimes in Charlotte County using a 5- passenger van to provide trips as needed. ¶

¶
Note: As of March 25, 2025 Charlotte County Transit was notified by C.A.R.E that they will be pausing the use of the County vehicle program under the Agreement as they appear to not be able to pull together the required items needed to operate the vehicle.¶

Deleted: A&Associates (Contract Operator for Driver/Bus Washer Services – effective October 1, 2022)¶
(561) 880-4598¶
Marcia Flemings-Walker¶
951 Sansbury's Way West Palm Beach, FL 33411

Formatted: Highlight

Commented [MH24]: Unable to locate this Agreement

Commented [HM25R24]: Located agreement - expired in 2022

Formatted: Highlight

Deleted: all

Deleted: All

Deleted: v

Deleted: Prior to fare suspension during the COVID-19 Pandemic, fares were \$2.00 per one-way trip, and Transportation Disadvantaged clients were eligible for a \$1.00 discount. ¶

Deleted: March 12, 2025

[Breeze](#) to service the Englewood portion of Charlotte County. [Agreement is available upon request.](#)

Deleted:

As of June 5, 2021, SCAT announced after an 18-month evaluation of their operations, the closure of Route 16 and Route 26 and inclusion of those areas in what is now called "OnDemand by Sarasota County.")

Deleted: Charlotte County Transit operates a paratransit curb-to-curb service. ¶

9. Emergency Preparedness and Response

The Charlotte County Transit Division has a major role in the Emergency Management Evacuation Plan for Charlotte County. In the event of a hurricane or other disaster, Transit Operations sits in the Emergency Operations Center and manages the evacuation.

Deleted: The well-known Safe Place sign is proudly posted on all Charlotte County Transit vehicles. ¶



¶
Safe Place is a national youth outreach and prevention program for young people under the age of 18 (up to 21 years of age in some communities) in need of immediate help and safety. As a collaborative community prevention initiative, Safe Place designates businesses and organizations as Safe Place locations, making help readily available to youth in communities across the country. Designated Safe Place locations display the Safe Place sign, the universal symbol of youth safety. ¶

Charlotte County Transit Emergency Preparedness and Disaster Plan CCT Operational Element is part of the Charlotte County Human Services Emergency Management

Commented [MH27]: Note, this needs to be updated.

12/04

Forward

This document serves as a Transit Operations addition to the Human Services Emergency Preparedness and Disaster Plan. All elements of that Plan remain in effect, especially those regarding County and Department Policy and safeguarding County properties in the event of a Hurricane or other disaster.

Mission

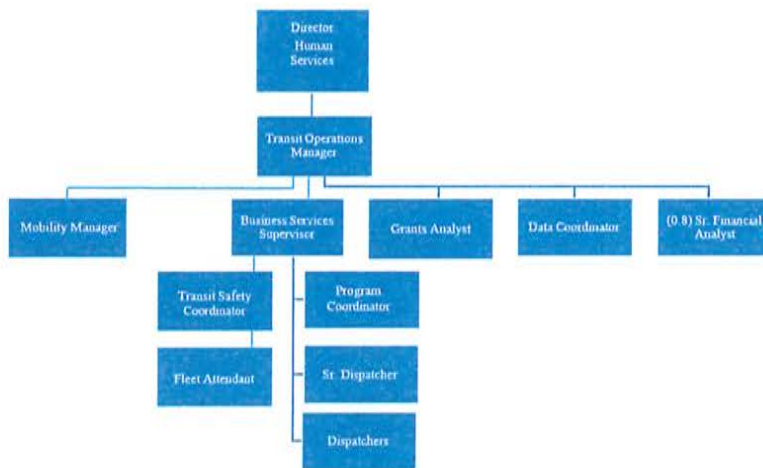
The evacuation and return of Special Needs residents and the general transit dependent public is the main mission assigned to Charlotte County Transit Division. Transit coordinates with School Board, and keeps special needs clients routed, mapped, and updated year round. Transit staff spend an average of six hours per week on update and

ORGANIZATION CHART

APPENDIX B

Transit Operations

Effective 2/1/2026



APPENDIX G

RATE MODEL CALCULATIONS - (adopted May 1, 2025) – DRAFT 2026

Fiscal Services-Grants Section/Transit
Charlotte County Transit TD Rate Comparison

	TD Rate Model 5 Year Comparison				
	FY22	FY23	FY24	FY25	FY26
Ambulatory	\$ 18.24	\$ 20.44	\$ 30.37	\$ 29.20	\$ 33.61
Wheel Chair	\$ 31.27	\$ 35.03	\$ 52.06	\$ 50.06	\$ 57.62
Group per passenger	\$ 9.50	\$ 10.69	\$ 14.64	\$ 14.08	\$ 14.11
Total Expenditures per rate calc	\$ 1,114,122.00	\$ 1,212,116.00	\$ 1,083,312.00	\$ 1,195,479.00	\$ 1,381,954.00
Budgeted Operating Rate Subsidy Revenue	\$ 234,252.00	\$ 182,800.00	\$ 182,800.00	\$ 284,999.00	\$ 219,168.00
Projected Passenger Miles	499,758	375,734	200,000	200,920	200,000
Projected Passenger Trips	47,596	45,846	30,000	30,000	30,000
Avg Passenger Trip Length miles	10.5	8.2	6.7	6.7	6.7
Group Load Rate persons	3.06	3.01	4.00	4.00	7.97
Rate per passenger trip if not subsidized	\$ 23.41	\$ 26.44	\$ 36.53	\$ 39.85	\$ 46.07

Note: This report is used for informational purposes only and is not submitted as part of the rate model.

APPENDIX H

Preliminary Information Worksheet

Version 1.4

CTC Name:	Charlotte County Transit
County (Service Area):	Charlotte County
Contact Person:	Heidi Maddox
Phone #	941.833.6234

Check Applicable Characteristic:

ORGANIZATIONAL TYPE:

- Governmental
- Private Non-Profit
- Private For Profit

NETWORK TYPE:

- Fully Brokered
- Partially Brokered
- Sole Source

Once completed, proceed to the Worksheet entitled "Comprehensive Budget"

81

Check Applicable Characteristic:

ORGANIZATIONAL TYPE:

- Governmental
- Private Non-Profit
- Private For Profit

NETWORK TYPE:

- Fully Brokered
- Partially Brokered
- Sole Source

Once completed, proceed to the Worksheet entitled "Comprehensive Budget"

APD					
Office of Disability Determination					
Developmental Services					
Other APD (specify in explanation)					
Bus Pass Program Revenue					
DOH					
(specify in explanation)					
Bus Pass Program Revenue					
Other Fed or State					
XXX					
XXX					
XXX					
Bus Pass Program Revenue					
Other Revenues					
Interest Earnings					
2024					
2025					
Bus Pass Program Revenue					
Balancing Revenue to Prevent Deficit					
Actual or Planned Use of Cash Reserves					
Balancing Revenue is Short By =					
	None	None			
Total Revenues =	*****	\$1,240,316	\$1,240,309	-13.1%	9.3%
EXPENDITURES (CTC/Operators ONLY (Do NOT include Coordination Contractors))					
Operating Expenditures					
Labor	\$ 418,161	\$ 220,014	\$ 231,453	-45.5%	3.8%
Fringe Benefits	\$ 172,931	\$ 93,760	\$ 91,172	-45.8%	2.8%
Services	\$ 42,532	\$ 5,959	\$ 5,909	-86.3%	0.9%
Materials and Supplies	\$ 5,091	\$ -	\$ -	-100.0%	0.0%
Utilities	\$ 65,745	\$ 20,117	\$ 20,536	-69.3%	0.6%
Civility and Liability	\$ 4,750	\$ 5,692	\$ 6,178	17.9%	21.0%
Taxes					
Purchased Transportation					
Purchased Bus Pass Expense					
School Bus Utilization Expense					
Contracted Transportation Services	\$ 532,031	\$ 711,150	\$ 735,015	36.4%	3.1%
Other	\$ 3,552	\$ -	\$ -	-100.0%	0.0%
Miscellaneous	\$ 895	\$ 300	\$ 300	-66.1%	0.0%
Operating Debt Service - Principal & Interest	\$ 5,215	\$ 5,000	\$ 5,000	-5.8%	0.0%
Contrib. to Capital Equip. Replacement Fund					
In-kind, Contributed Services					
Allocated Indirect	\$ 122,729	\$ 116,313	\$ 124,232	-9.5%	5.0%
Capital Expenditures					
Equip. Purchase with Grant Funds					
Equip. Purchase with Local Revenues					
Equip. Purchase with State Generated Rev.					
Capital Debt Service - Principal & Interest					
Total Expenditures =	*****	\$1,240,316	\$1,240,309	-13.1%	9.3%
See NOTES Below.					

Deleted: THIS PAGE INTENTIONALLY LEFT BLANK!

Comprehensive Budget Worksheet

1. Complete applicable GREEN cells in columns 2, 3, 4, and 7

	Prior Year's ACTUALS \$M	Current Year's APPROVED Budget, as amended \$M
	Oct 31 of 2024	Oct 31 of 2025
	to Oct 30th of 2024	to Oct 30th of 2025
1	2	3

REVENUES (CTC/Operators ONLY / Do NOT include coordination)

Local Non-Govt		
Federal		
Medicaid Co-Pay/Rebate		
Organized Contributions		
In-kind, Contributed Services		
Other		
Bus Pass Program Revenue	\$ 7,074	

Local Government		
Grant School Board		
Comp. ADA Services		
County Cash	\$ 130,218	\$ 61,125
County In-kind, Contributed Services		
City Cash		
City In-kind, Contributed Services		
Other Cash		
Other In-kind, Contributed Services		
Bus Pass Program Revenue		

CTD		
Non-Sport, Trip Program	\$ 401,456	\$ 315,225
Non-Sport, Capital Equipment		
Muni Capital Equipment		
Other TD (specify in explanation)		
Bus Pass Program Revenue		

MIBDOT & FDOT		
48 USC 5307		
48 USC 5310		
48 USC 5311 (Operating)	\$ 88,116	\$ 70,320
48 USC 5311 (Capital)		
Bus Grant		
Service Development		
Commuter Assistance		
Other DOT (specify in explanation)	\$ 27,115	\$ 23,241
Bus Pass Program Revenue		

NJICA		
Medicaid		
Other NJICA (specify in explanation)		
Bus Pass Program Revenue		

DCP		
Adm. Div. & Human Health		
Family Safety & Preservation		
Comm. Care Div. (Adm. & Adm. Serv.)		
Other DCP (specify in explanation)		
Bus Pass Program Revenue		

DOH		
Children Medical Services		
County Public Health		
Other DOH (specify in explanation)		
Bus Pass Program Revenue		

DOE (state)		
Cost Parks		
Div of Blind Services		
Vocational Rehabilitation		
Day Care Programs		
Other DOE (specify in explanation)		
Bus Pass Program Revenue		

AWI		
WASH. Workforce Board		
Other AWI (specify in explanation)		
Bus Pass Program Revenue		

DOEA		
Other American Act	\$ 23,189	\$ -
Community Care for Elderly		
Other DOEA (specify in explanation)		
Bus Pass Program Revenue		

DCA		
Community Services		
Other DCA (specify in explanation)		
Bus Pass Admin. Revenue		

Deleted:

Budgeted Rate Base Worksheet

Version 14

CYC: Charlotte County Transit
County: Charlotte County

- 1. Complete applicable GREEN cells in column 3. YELLOW and BLUE cells are automatically completed in column 3.
- 2. Complete applicable GOLD cells in column 5.

Upcoming Year's BUDGETED Revenue	Yield amount of the Budgeted Revenue in col. 2 will be generated at the rate per unit determined by the spreadsheet OR used as local match for fare UNLESS NOTED.	Budgeted Rate Subsidy REVENUE Excluded from the Rate Base	Yield amount of the Subsidy Revenue in col. 4 will come from funds to purchase equipment, OR will be used as match for the purchase of equipment.
From:			
On/In of			
2024			
is			
Total 2024 of			
2024			
REVENUES (CIC/Operators ONLY)			
Local/State			
Farebox			
Market CP-Fy Revenue			
Donation/Contributions			
In-kind Contributions			
Other			
Base Rate Passenger Revenue			
Local Government			
District School Board			
Comp ADA Services			
County Clerk	510,971		
County In-kind, Contributed Services			
City Clerk			
City In-kind, Contributed Services			
Other City			
Other In-kind, Contributed Services			
Base Rate Passenger Revenue			
GRANT			
Non-Farebox, Capital Program	553,000		553,000
Non-Farebox, Capital Equipment			
Other TD			
Base Rate Passenger Revenue			
UNDEVELOPED			
48 USC 5502			
48 USC 5503			
48 USC 5511 (Operational)	49,000		49,000
48 USC 5511 (Capital)			
Block Grant			
Grants Development			
Community Activities			
Other DOT	65,577		65,577
Base Rate Passenger Revenue			
FAIR/FA			
Indirect			
Other FAIR/FA			
Base Rate Passenger Revenue			
DCP (Department of Children & Family Services)			
Abuse, Negl & Child Health			
Family Support & Protection			
Comm. Serv. Div./Justice & Adult Serv.			
Other DCF			
Base Rate Passenger Revenue			
DCS (Department of Children's Services)			
Childcare/Medical Services			
County Public Health			
Other DCS			
Base Rate Passenger Revenue			
DCS (Department of Children's Services) - Other			
Day of Blind Services			
Visualized Rehabilitation			
Day Care Programs			
Other DCS			
Base Rate Passenger Revenue			
DCS (Department of Children's Services) - Other			
WAGES/Utilities/Travel			
AVL			
Base Rate Passenger Revenue			
DCS (Department of Children's Services) - Other			
Other American Art			
Community Care for Elders			
Other DCS			
Base Rate Passenger Revenue			
DCS (Department of Children's Services) - Other			
Community Services			
Other DCS			
Base Rate Passenger Revenue			
DCS (Department of Children's Services) - Other			
Office of Disability Determination			
Developmental Services			
Other DCS			
Base Rate Passenger Revenue			
DCS (Department of Children's Services) - Other			
DCS			
Base Rate Passenger Revenue			
Other Revenue			
Interest Revenue			
Other			
Base Rate Passenger Revenue			
Calculating Revenue to Forward Central			
Actual or Planned Use of Cash Portion			
Total Revenue	1,829,102	1,083,122	221,577

YELLOW cells are NEVER Generated by Applying Authorized Rates

BLUE cells should be funds generated by rates in this spreadsheet

GREEN cells MAY BE Revenue Generated by Applying Authorized Rate per Mile/Tip Charges in that portion or suggested revenue in Column 2 that will be GENERATED through the application of authorized per mile, per tip, or combination per tip plus per mile rates. Also, include the amount of funds that are earmarked as local match for Transportation Services and NDI Capital Equipment purchases. If the Farebox Revenue are used as a source of Local Match Dollars, then identify the appropriate amount of Farebox Revenue that represents the portion of Local Match required on any state or federal grants. This does not mean that Farebox is the only source for Local Match.

Please review all Grant Applications and Appropriations available from state and/or Federal

GOLD cells Fill in that portion of Budgeted Rate Subsidy Revenue in Column 4 that will come from Funds Earmarked by the Funding Source for Purchasing Capital Equipment. Also include the portion of Local Funds earmarked as Match related to the Purchase of Capital Equipment. If a match amount is required by the Funding Source.

Deleted: 1

Worksheet for Program-wide Rates

CTC: Charlotte Count Version 14
County: Charlotte County

1. Complete Total Projected Passenger Miles and ONE-WAY Passenger Trips (GREEN cells) below

- Do **NOT** include trips or miles related to Coordination Contractors!
- Do **NOT** include School Board trips or miles UNLESS.....
- INCLUDE** all ONE-WAY passenger trips and passenger miles related to services you purchased from your transportation operators!
- Do **NOT** include trips or miles for services provided to the general public/private pay UNLESS..
- Do **NOT** include escort activity as passenger trips or passenger miles unless charged the full rate for service!
- Do **NOT** include fixed route bus program trips or passenger miles!

PROGRAM-WIDE RATES	
Total Projected Passenger Miles =	150,000
Rate Per Passenger Mile =	\$ 7.10
Total Projected Passenger Trips =	30,000
Rate Per Passenger Trip =	00000
Fiscal Year 2026 - 2027	
Avg. Passenger Trip Len: 5.0 Miles	
Rates If No Revenue Funds Were Identified As Subsidy Funds	
Rate Per Passenger Mile =	\$ 8.60
Rate Per Passenger Trip =	00000

Once Completed, Proceed to the Worksheet entitled "Multiple Service Rates"

Vehicle Miles

The miles that a vehicle is scheduled to or actually travels from the time it pulls out from its garage to go into revenue service to the time it pulls in from revenue service.

Vehicle Revenue Miles (VRM)

The miles that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue miles exclude:

- Deadhead
- Operator training, and
- Vehicle maintenance testing, as well as
- School bus and charter services.

Passenger Miles (PM)

The cumulative sum of the distances ridden by each passenger.

7. System Safety Program Plan Certification

A copy of the 2025 certification follows:

Commented [MH26]: Need to update this
Deleted: ¶ (1)



Charlotte County Transit Bus System Annual Safety and Security Certification

Date: February 13, 2025

IN ACCORDANCE WITH FLORIDA STATUTE 341.061, THE BUS TRANSIT SYSTEM NAMED ABOVE HEREBY CERTIFIES TO THE FOLLOWING:


1. The adoption of a System Safety Program Plan (SSPP) and a Security Program Plan pursuant to FLORIDA DEPARTMENT OF TRANSPORTATION safety standards set forth in rule 14-90, Florida Administrative Code.
2. Compliance with the adopted standards of the SSPP and Security Program Plan.
3. Performance of safety inspections on all buses operated in accordance with Rule 14-90.009 Florida Administrative Code.
4. The SSPP and Security Program Plan have been reviewed and updated as necessary.

Signature: 
 Heidi Maddox, Transit Operations Manager
 Charlotte County Budget & Administration

Date: 2/13/25

NAME AND ADDRESS OF ENTITIES WHICH HAVE PERFORMED SAFETY INSPECTIONS:

Charlotte County Fleet
 18000 Paulson Dr,
 Port Charlotte FL 33954

Signature: 
 Heidi Maddox, Transit Operations Manager
 Charlotte County Budget & Administration

Date: 2/13/25

Charlotte County Budget & Administrative Services Transit Division 545 Theresa Blvd., Port Charlotte, FL 33954	941.833.6234 CharlotteCountyFL.gov
--	---------------------------------------

8. Intercounty Services

The Charlotte County Transit Division has an Agreement with Sarasota County Area Transit

- ~~Deleted: arrangement~~
- ~~Deleted: with FDOT to provide funding fo~~
- ~~Deleted: (SCAT)~~

Breeze to service the Englewood portion of Charlotte County. Agreement is available upon request.

Deleted:

As of June 5, 2021, SCAT announced after an 18-month evaluation of their operations, the closure of Route 16 and Route 26 and inclusion of those areas in what is now called "OnDemand by Sarasota County.")

Deleted: Charlotte County Transit operates a paratransit curb-to-curb service. ¶

9. Emergency Preparedness and Response

The Charlotte County Transit Division has a major role in the Emergency Management Evacuation Plan for Charlotte County. In the event of a hurricane or other disaster, Transit Operations sits in the Emergency Operations Center and manages the evacuation.

Deleted: The well-known Safe Place sign is proudly posted on all Charlotte County Transit vehicles. ¶



Safe Place is a national youth outreach and prevention program for young people under the age of 18 (up to 21 years of age in some communities) in need of immediate help and safety. As a collaborative community prevention initiative, Safe Place designates businesses and organizations as Safe Place locations, making help readily available to youth in communities across the country. Designated Safe Place locations display the Safe Place sign, the universal symbol of youth safety. ¶

Charlotte County Transit Emergency Preparedness and Disaster Plan CCT Operational Element is part of the Charlotte County Human Services Emergency Management

Commented [MH27]: Note, this needs to be updated.

12/04

Forward

This document serves as a Transit Operations addition to the Human Services Emergency Preparedness and Disaster Plan. All elements of that Plan remain in effect, especially those regarding County and Department Policy and safeguarding County properties in the event of a Hurricane or other disaster.

Mission

The evacuation and return of Special Needs residents and the general transit dependent public is the main mission assigned to Charlotte County Transit Division. Transit coordinates with School Board, and keeps special needs clients routed, mapped, and updated year round. Transit staff spend an average of six hours per week on update and

discuss this information on a quarterly basis as part of CTC's quarterly report, a permanent part of each LCB meeting agenda.

- **Additional Reviews**

On April 29, 2019, CTD contractor Thomas Howell Ferguson, PA performed compliance consulting services as summarized in FCTD's 2017-18 compliance monitoring tool for the period of July 1, 2017 through June 30, 2018.

The Charlotte County Transit Division underwent FTA's FY 2019 Triennial Review on August 15-16, 2019. It was conducted by Milligan & Company, LLC. Additionally, an FDOT/FTA Section 5311 and 5307 Triennial Review was held on July 23-24, 2019. An FTA Drug and Alcohol (D&A) Review was held on May 5-7, 2021.

- **Planning Agency Evaluation Process**

The Charlotte County-Punta Gorda Metropolitan Planning Organization, as the Official Planning Agency, has been evaluated most recently by the Commission for the Transportation Disadvantaged (CTD)'s contractor, Thomas Howell Ferguson. Additionally, the arrival of the Planning Grant Invoice's Excel spreadsheet is a deliverables-based tool that CTD Project Manager's use to ensure that the MPO staff provides all required Planning Staff and LCB documentation prior to invoice processing.

- **CTC Evaluation Materials**

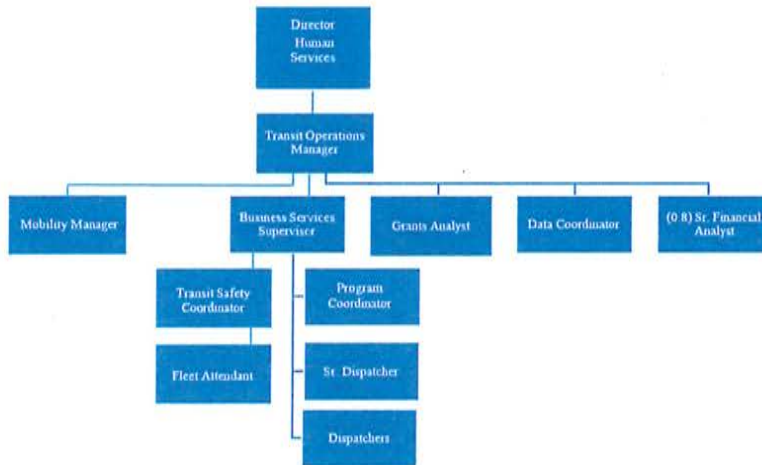
A copy of the latest annual CTC Evaluation is found in Appendix J.

ORGANIZATION CHART

APPENDIX B

Transit Operations

Effective 2/1/2026



APPENDIX G

RATE MODEL CALCULATIONS - (adopted May 1, 2025) – DRAFT 2026

Fiscal Services-Grants Section/Transit
Charlotte County Transit TD Rate Comparison

	TD Rate Model 5 Year Comparison				
	FY22	FY23	FY24	FY25	FY26
Ambulatory	\$ 18.24	\$ 20.44	\$ 30.37	\$ 29.20	\$ 33.61
Wheel Chair	\$ 31.27	\$ 35.03	\$ 52.06	\$ 50.06	\$ 57.62
Group per passenger	\$ 9.50	\$ 10.69	\$ 14.64	\$ 14.08	\$ 14.11
Total Expenditures per rate calc	\$ 1,114,122.00	\$ 1,212,116.00	\$ 1,083,312.00	\$ 1,195,479.00	\$ 1,381,954.00
Budgeted Operating Rate Subsidy Revenue	\$ 234,252.00	\$ 182,800.00	\$ 182,800.00	\$ 284,999.00	\$ 219,168.00
Projected Passenger Miles	499,758	375,734	200,000	200,920	200,000
Projected Passenger Trips	47,596	45,846	30,000	30,000	30,000
Avg Passenger Trip Length miles	10.5	8.2	6.7	6.7	6.7
Group Load Rate persons	3.06	3.01	4.00	4.00	7.97
Rate per passenger trip if not subsidized	\$ 23.41	\$ 26.44	\$ 36.53	\$ 39.85	\$ 46.07

Note: This report is used for informational purposes only and is not submitted as part of the rate model.

APPENDIX H

Preliminary Information Worksheet

Version 1.4

CTC Name:	Charlotte County Transit
County (Service Area):	Charlotte County
Contact Person:	Heidi Maddox
Phone #	941.833.6234

Check Applicable Characteristic:

ORGANIZATIONAL TYPE:

- Governmental
- Private Non-Profit
- Private For Profit

NETWORK TYPE:

- Fully Brokered
- Partially Brokered
- Sole Source

Once completed, proceed to the Worksheet entitled "Comprehensive Budget"

81

Check Applicable Characteristic:

ORGANIZATIONAL TYPE:

NETWORK TYPE:

- Governmental
- Private Non-Profit
- Private For Profit

- Fully Brokered
- Partially Brokered
- Sole Source

Once completed, proceed to the Worksheet entitled

APD					
Office of Disability Determination					
Developmental Services					
Other APD (specify in explanation)					
Bus Pass Program Revenue					
DJH					
(specify in explanation)					
Bus Pass Program Revenue					
Other Fed or State					
XXX					
YXX					
ZZX					
Bus Pass Program Revenue					
Other Revenues					
Interest Earnings					
XXXX					
YYYY					
Bus Pass Program Revenue					
Balancing Revenue to Prevent Deficit					
Actual or Planned Use of Cash Reserve					
Balancing Revenue is Short By #		None	None		
Total Revenues =	#####	\$1,249,076	\$1,210,109	-19.1%	0.3%

EXPENDITURES (CTC/Operators ONLY / Do NOT include Coordination Contractors!)					
Operating Expenditures					
Labor	\$ 419,161	\$ 228,014	\$ 231,453	-45.5%	3.8%
Fringe Benefits	\$ 172,367	\$ 35,760	\$ 37,175	-45.8%	2.1%
Services	\$ 42,582	\$ 5,000	\$ 5,000	-88.0%	0.0%
Materials and Supplies	\$ 2,095	\$ -	\$ -	-100.0%	
Utilities	\$ 65,725	\$ 20,177	\$ 20,256	-69.0%	0.8%
Debt and Liability	\$ 4,350	\$ 5,602	\$ 6,710	17.9%	21.0%
Taxes					
Purchased Transportation					
Purchased Bus Pass Expenses					
School Bus Utilization Expenses					
Contracted Transportation Services	\$ 532,021	\$ 211,150	\$ 185,215	-30.2%	3.1%
Other	\$ 9,565	\$ -	\$ -	-100.0%	
Miscellaneous	\$ 635	\$ 500	\$ 500	-44.1%	0.0%
Operating Debt Service - Principal & Interest					
Leases and Rentals	\$ 5,215	\$ 5,000	\$ 5,000	-5.2%	0.0%
Contrib. to Capital Equip. Replacement Fund					
In-Kind, Contributed Services					
Allocated Indirect	\$ 122,723	\$ 118,073	\$ 124,202	-2.5%	5.0%
Capital Expenditures					
Equip. Purchase with Grant Funds					
Equip. Purchase with Local Revenues					
Equip. Purchase with State Generated Rev					
Capital Debt Service - Principal & Interest					
Total Expenditures =	#####	\$1,249,076	\$1,230,109	-13.1%	0.3%

See NOTES Below.

Deleted: THIS PAGE INTENTIONALLY LEFT BLANK!

Comprehensive Budget Worksheet

Version 1.4

1. Complete applicable GREEN cells in columns 2, 3, 4, and 7

	Prior Year's ACTUAL \$	Current Year's APPROVED Budget, as Amended \$	Upcoming Year PROPOSED Budget \$
	Year	Oct 1st of 2024 to Sept 30th of 2025	Oct 1st of 2024 to Sept 30th of 2027
	1	2	3
			4

REVENUES (CTC/Operators ONLY / Do NOT include coordination contractors!)			
Local Non-Govt			
Federal			
Medicaid Co-Pay Received			
Donations/Contributions			
In-Kind, Contributed Services			
Other	\$ 7,074		
Bus Pass Program Revenue			
Local Government			
County School Board			
County ADA Services			
County Cash	\$ 430,211	\$ 481,124	\$ 410.13
County In-Kind, Contributed Services			
City Cash			
City In-Kind, Contributed Services			
Other Cash			
Other In-Kind, Contributed Services			
Bus Pass Program Revenue			
OTD			
Non-Govt. The Program	\$ 401,204	\$ 441,202	\$ 441.00
Non-Govt. Capital Equipment			
Local Capital Equipment			
Other TD (specify in explanation)			
Bus Pass Program Revenue			
UBDDOT & FDOT			
48 USC §307			
48 USC §310			
48 USC §311 (Operating)	\$ 89,106	\$ 79,300	\$ 69.95
48 USC §311(Capital)			
State Grant			
Service Department			
Commodore Assistance			
Other DOT (specify in explanation)	\$ 47,418	\$ 42,444	\$ 155.67
Bus Pass Program Revenue			
AFICA			
Amalgam			
Other AFICA (specify in explanation)			
Bus Pass Program Revenue			
DCF			
Alcohol, Drug & Mental Health			
Family Safety & Preservation			
Domestic Violence & Child Abuse			
Other DCF (specify in explanation)			
Bus Pass Program Revenue			
DOH			
Children Medical Services			
County Public Health			
Other DOH (specify in explanation)			
Bus Pass Program Revenue			
DOE (state)			
Case Permits			
City of Blind Services			
Vocational Rehabilitation			
Day Care Programs			
Other DOE (specify in explanation)			
Bus Pass Program Revenue			
AWI			
Workforce Services Board			
Other AWI (specify in explanation)			
Bus Pass Program Revenue			
DOEA			
Older Americans Act	\$ 28,150		
Community Care for Elderly			
Other DOEA (specify in explanation)			
Bus Pass Program Revenue			
DCA			
Community Services			
Other DCA (specify in explanation)			
Bus Pass Admin. Revenue			

Worksheet for Program-wide Rates

CTC: Charlotte Cour Version 1.4
County: Charlotte County

1. Complete Total Projected Passenger Miles and ONE-WAY Passenger Trips (GREEN cells) below:

- Do **NOT** include trips or miles related to Coordination Contractors!
- Do **NOT** include School Board trips or miles UNLESS.....
- INCLUDE** all ONE-WAY passenger trips and passenger miles related to services you purchased from your transportation operators!
- Do **NOT** include trips or miles for services provided to the general public/private pay UNLESS..
- Do **NOT** include escort activity as passenger trips or passenger miles unless charged the full rate for service!
- Do **NOT** include fixed route bus program trips or passenger miles!

PROGRAM-WIDE RATES	
Total Projected Passenger Miles =	150,000
Rate Per Passenger Mile =	\$ 7.10
Total Projected Passenger Trips =	30,000
Rate Per Passenger Trip =	00000

Fiscal Year
2026 - 2027

Avg. Passenger Trip Leng	5.0 Miles
--------------------------	-----------

Rates If No Revenue Funds Were Identified As Subsidy Funds	
Rate Per Passenger Mile =	\$ 8.60
Rate Per Passenger Trip =	00000

Once Completed, Proceed to the Worksheet entitled "Multiple Service Rates"

Vehicle Miles
The miles that a vehicle is scheduled to or actually travels from the time it pulls out from its garage to go into revenue service to the time it pulls in from revenue service.

Vehicle Revenue Miles (VRM)
The miles that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue miles exclude:

- Deadhead
- Operator training, and
- Vehicle maintenance testing, as well as
- School bus and charter services.

Passenger Miles (PM)
The cumulative sum of the distances ridden by each passenger.

Deleted: ¶

Budgeted Rate Base Worksheet

Version 1.4

1. Complete applicable GREEN cells in column 3; YELLOW and BLUE cells are a
2. Complete applicable GOLD cells in column 4

	Upcoming Year's BUDGETED Revenues		What amount of Budgeted Revenues in col. 2 will be presented as P-100s per unit determined by the Department, to be used as local rate for base type revenues?
	From Oct 1st of 2018	to Sept 30th of 2019	
	1	2	3
A/R			
City of Quality Information	\$	-	\$
Developmental Services	\$	-	\$
Other A/R	\$	-	\$
State Pass Program Revenues	\$	-	\$
D/I			
D/I	\$	-	\$
State Pass Program Revenues	\$	-	\$
Other Fed or State			
Other	\$	-	\$
Other	\$	-	\$
Other	\$	-	\$
State Pass Program Revenues	\$	-	\$
Other Revenues			
Interest Earnings	\$	-	\$
Other	\$	-	\$
Other	\$	-	\$
State Pass Program Revenues	\$	-	\$
Balancing Revenue to Prevent Deficit			
Actual or Planned Use of Cash Revenues	\$	-	\$
Total Revenues =	\$	1,285,009	\$

EXPENDITURES (CFO/Operative ONLY)			
Operating Expenditures			
Lease	\$	337,453	
Phone Records	\$	98,776	
Services	\$	8,000	
Materials and Supplies	\$	-	
Utilities	\$	20,308	
Contract and Liability	\$	5,778	
Taxes	\$	-	
Purchased Transportation			
Purchased Bus Pass Expenses	\$	-	
Subsidized Transportation Expenses	\$	-	
Contracted Transportation Services	\$	706,375	
Other	\$	-	
Maintenance	\$	500	
Debt/Lease Fund Balance - Principal & Interest	\$	-	
Leases and Rentals	\$	2,000	
Contrib. to Capital Equip. Replacement Fund	\$	-	
Including Contributed Services	\$	-	
Amortized Int'lnt	\$	124,393	
Capital Expenditures			
Equip. Purchases with Special Funds	\$	-	
Equip. Purchases with Local Revenues	\$	-	
Equip. Purchases with State Governmental Fund	\$	-	
Other Local Services - Principal & Interest	\$	-	
	\$	-	
Total Expenditures =	\$	1,280,609	
minus EXCLUDED Subsidy Revenue =	\$	729,379	
Budgeted Total Expenditures (INCLUDED) =	\$	551,230	
Rate Base =	\$	1,058,132	
Rate Base Adjustment =			
Adjusted Expenditures Included in Rate Base =	\$	1,048,132	

*The Difference between Expenses and Revenues for Fiscal Yr

Once Completed, Proceed to the Worksheet entitled "Program-wide Rates"

Deleted:

Worksheet for Program-wide Rates

CTC: Charlotte County TVersion 1.4
 County: Charlotte County

1. Complete Total Projected Passenger Miles and ONE-WAY Passenger Trips (GREEN cells) below

- Do **NOT** include trips or miles related to Coordination Contractors!
- Do **NOT** include School Board trips or miles UNLESS.....
- INCLUDE** all ONE-WAY passenger trips and passenger miles related to services you purchased from your transportation operators!
- Do **NOT** include trips or miles for services provided to the general public/private pay UNLESS..
- Do **NOT** include escort activity as passenger trips or passenger miles unless charged the full rate for service!
- Do **NOT** include fixed route bus program trips or passenger miles!

PROGRAM-WIDE RATES	
Total Projected Passenger Miles =	150,000
Rate Per Passenger Mile = \$	7.10
Total Projected Passenger Trips =	30,000
Rate Per Passenger Trip = \$	35.50

Fiscal Year
2026 - 2027

Avg. Passenger Trip Length =	5.0 Miles
------------------------------	-----------

Rates If No Revenue Funds Were Identified As Subsidy Funds	
Rate Per Passenger Mile = \$	8.60
Rate Per Passenger Trip = \$	43.02

Once Completed, Proceed to the Worksheet entitled "Multiple Service Rates"

Vehicle Miles

The miles that a vehicle is scheduled to or actually travels from the time it pulls out from its garage to go into revenue service to the time it pulls in from revenue service.

Vehicle Revenue Miles (VRM)

The miles that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue miles exclude:

- Deadhead
- Operator training, and
- Vehicle maintenance testing, as well as
- School bus and charter services.

Passenger Miles (PM)

The cumulative sum of the distances ridden by each passenger.

Worksheet for Multiple Service Rates

CTD: **Charlotte County**
 County: **Charlotte County**

1. Answer the questions by completing the GREEN cells starting in Section I for all services
2. Follow the DARK RED prompts directing you to skip or go to certain questions and sections based on previous answers

SECTION I: Services Provided

1. Will the CTC be providing any of these Services to transportation disadvantaged passengers in the upcoming budget year?

Ambulatory	Wheelchair	Stretcher	Group
<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No
Go to Section II for Ambulatory Service	Go to Section II for Wheelchair Service	STOP! Do NOT Complete Section II - V for Stretcher Service	STOP! Do NOT Complete Section II - V for Group Service

SECTION II: Contracted Services

1. Will the CTC be contracting out any of these Services TOTALLY in the upcoming budget year?

Ambulatory	Wheelchair	Stretcher	Group
<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No
Stop # 3, 3 & 4 and Go to Section II for Ambulatory Service	Stop # 3, 3 & 4 and Go to Section II for Wheelchair Service	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

2. If you answered YES to #1 above, do you want to arrive at the billing rate by simply dividing the proposed contract amount by the projected Passenger Miles / passenger trips?

Ambulatory	Wheelchair	Stretcher	Group
<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No
		Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

3. If you answered YES to #1 & #2 above, how much is the proposed contract amount for the service? How many of the total projected Passenger Miles relate to the contracted service? How many of the total projected passenger trips relate to the contracted service?

Ambulatory	Wheelchair	Stretcher	Group
Leave Blank	Leave Blank	Leave Blank	Leave Blank

Effective Rate for Contracted Services:
 per Passenger Mile
 per Passenger Trip =

Ambulatory	Wheelchair	Stretcher	Group
Go to Section II for Ambulatory Service	Go to Section II for Wheelchair Service	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

4. If you answered #3 & want a Combined Rate per Trip PLUS a per Mile add-on for 1 or more services, INPUT the Desired per Trip Rate (but must be less than per trip rate in #3 above) + Rate per Passenger Mile for Balance

Combination Trip and Mile Rate

Ambulatory	Wheelchair	Stretcher	Group
Leave Blank	Leave Blank	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service
and Go to Section II for Ambulatory Service	and Go to Section II for Wheelchair Service		

Worksheet for Multiple Service Rates

OTD: Charlotte County version 1.4
County: Charlotte County

1. Answer the questions by completing the GREEN cells starting in Section I for all services.
2. Follow the ORANGE RED prompts directing you to skip or go to certain questions and sections based on previous answers.

SECTION III: Escort Service

1. Do you want to charge an escort a fee? Yes No
Skip #2 - 4 and Section IV and Go to Section V

2. If you answered Yes to #1, do you want to charge the fee per passenger trip OR per passenger mile? Per Trip Per Mile Leave Blank

3. If you answered Yes to #1 and completed #2, for how many of the projected Passenger Trips / Passenger Miles will a passenger be accompanied by an escort? Leave Blank

4. How much will you charge each escort? Leave Blank

SECTION IV: Group Service Loading

1. If the message "You Must Complete This Section" appears to the right, what is the projected total number of Group Service Passenger Miles? (otherwise leave blank) Do NOT Complete Section IV

..... And what is the projected total number of Group Vehicle Revenue Miles? Loading Rate \$ 00 11 00

SECTION V: Rate Calculations for Multiple Services:

1. Input Projected Passenger Miles and Passenger Trips for each Service in the GREEN cells and the Rates for each Service will be calculated automatically.
- * Miles and Trips you input must sum to the total for all Services entered on the "Program-wide Rates" Worksheet, 187433 miles and trips for contracted services IF the rates were calculated in the Section II above.
- * Be sure to leave the service BLANK if you answered NO in Section I or YES to question #2 in Section II.

		RATES FOR FY: 2026 - 2027			
		Ambul	Wheel Chair	Stretcher	Group
Projected Passenger Miles (excluding totally contracted services addressed in Section II) =	150,000	122,544	27,056	Leave Blank	Leave Blank
Rate per Passenger Mile =		\$8.29	\$10.78	\$0.00	\$0.00
				per passenger	per group
Projected Passenger Trips (excluding totally contracted services addressed in Section II) =	30,000	23,353	6,647	Leave Blank	Leave Blank
Rate per Passenger Trip =		\$30.88	\$162.66	\$0.00	\$0.00
				per passenger	per group
2. If you answered #1 above and want a COMBINED Rate per Trip PLUS a per Mile add-on for 1 or more services,...		Combination Trip and Mile Rate			
...INPUT the Desired Rate per Trip (but must be less than per trip rate above) =				Leave Blank	Leave Blank
Rate per Passenger Mile for Balance =		\$8.29	\$10.78	\$0.00	\$0.00
				per passenger	per group

Tables if NO Revenue Funds Were Identified As Priority Funds

	Ambul	Wheel Chair	Stretcher	Group
Rate per Passenger Mile =	\$7.82	\$13.87	\$0.00	\$0.00
				per passenger per group
Rate per Passenger Trip =	\$27.14	\$68.88	\$0.00	\$0.00
				per passenger per group

Program Data Goes Into Your Microsoft Accessory Data

MAY 7, 2026
LCB MEETING

AGENDA ITEM # 7
COMMUNITY TRANSPORTATION COORDINATOR (CTC) QUARTERLY REPORTS
FOR OCTOBER-DECEMBER 2025 AND JANUARY-MARCH 2026

Purpose: To provide two quarterly reports of TD transit activities

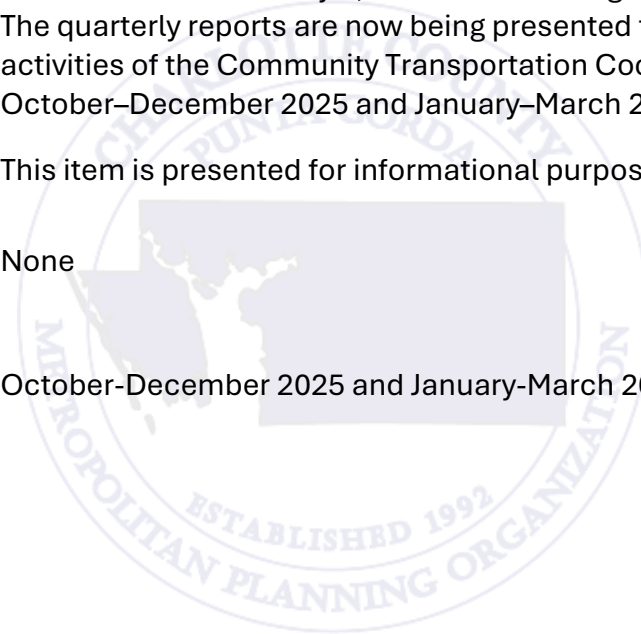
Presented by: MPO/ Charlotte County Transit Staff

Discussion: The CTC report for the October–December 2025 timeframe was not available for the January 8, 2026 LCB meeting due to the holiday period. The quarterly reports are now being presented to summarize recent activities of the Community Transportation Coordinator (CTC) for both the October–December 2025 and January–March 2026 reporting periods.

This item is presented for informational purposes.

Recommendation: None

Attachment: October-December 2025 and January-March 2026 Quarterly Reports



CHARLOTTE COUNTY TRANSPORTATION DISADVANTAGED AND PUBLIC TRANSPORTATION TRIP REPORT FISCAL YR 26

Month	Enhanced Mobility for Seniors & Individuals with Disabilities (5310)	Transportation Disadvantaged Commission	Senior Friendship	Rural (5311)	Public Transit	FY 25/26 Total Trips	FY24/25 Total Trips	Variance
October	106	1,402	0	101	5,527	7,136	6,498	638
November	91	1,149	0	75	4,762	6,077	6,903	(826)
December	111	1,220	0	122	5,683	7,136	6,909	227
January	116	1,121	162	219	5,941	7,559	7,853	(294)
February	110	1,105	194	215	5,976	7,600	7,403	197
March	134	1,284	233	205	6,824	8,680	7,633	1,047
Total	668	7,281	589	937	34,713	44,188	43,199	989
Q1 No Shows:	655							
Q2 No Shows:	786							

CHARLOTTE COUNTY TRANSPORTATION DISADVANTAGED REVENUE REPORT FISCAL YR 26

Month	Transportation Disadvantaged Commission	Enhanced Mobility for Seniors & Individuals with Disabilities (5310)	Rural (5311)	Total Revenue
October	\$ 49,092.24	\$ -	\$ -	\$ 49,092.24
November	\$ 42,002.11	\$ -	\$ -	\$ 42,002.11
December	\$ 43,334.50	\$ 24,868.94*	\$ 13,720.95*	\$ 81,924.39
January	\$ 39,834.32	\$ -	\$ -	\$ 39,834.32
February	\$ 39,307.12	\$ -	\$ -	\$ 39,307.12
March	\$ 34,915.99*	\$ 34,915.99*	\$ 17,457.72*	\$ 52,373.71
Total	\$ 213,570.29	\$ 59,784.90	\$ 31,178.67	\$ 304,533.89

Revenue pending for the period but not yet received

CHARLOTTE COUNTY TRANSIT QUARTERLY PURPOSE REPORT FISCAL YR 26

One-Way Trips By Trip Purpose	Q1	Total One-way Trips	Percent Q1
Medical	4,507	4,507	22%
Nutritional	2,679	2,679	13%
Education/Training	2,436	2,436	12%
Employment	6,035	6,035	30%
Life-Enhancing	4,692	4,692	23%
Trip Purpose Totals	20,349	20,349	100%
One-Way Trips By Trip Purpose	Q2	Total One-way Trips	Percent Q2
Medical	5361	9,868	22%
Nutritional	2959	5,638	13%
Education/Training	2960	5,396	12%
Employment	7395	13,430	30%
Life-Enhancing	5164	9,856	22%
Trip Purpose Totals	23,839	44,188	100%

CHARLOTTE COUNTY TRANSIT FEEDBACK REPORT FISCAL YR 26

FY26 Q1

Type of Issue	Previous Quarter	This Quarter
Negative Encounter	0	0
Trip Issues	0	2
Safety Concern	0	1
Vehicle Unsatisfactory	0	1
Policy	0	19
Phone Que	0	0
Other	0	0
Total Concerns	0	23
Total Compliments	0	7

FY26 Q2

Type of Issue	Previous Quarter	This Quarter
Negative Encounter	0	8
Trip Issues	2	7
Safety Concern	1	4
Vehicle Unsatisfactory	1	1
Policy	19	24
Phone Que	0	0
Other	0	0
Total Concerns	23	44
Total Compliments	7	14

CHARLOTTE COUNTY TRANSIT UNMET TRIPS REPORT FISCAL YR 26

Unmet Trips FY26 Q1 October-December 2025	Total Unmet	Medical	Employment	Education - Training	Nutritional	Life Enhancing
October	55	7	23	18	1	6
November	31	0	7	1	0	1
December	42	2	8	2	1	1
Quarterly Totals	128	9	38	21	2	8
Unmet Trips FY26 Q2 January-March 2026	Total Unmet	Medical	Employment	Education - Training	Nutritional	Life Enhancing
January	20	1	14	3	0	2
February	62	4	38	11	2	6
March	38	2	25	6	2	3
Quarterly Totals	120	7	77	20	4	11
Unmet Trip: a trip in which the initial time or date request was unavailable						

**MAY 7, 2026
LCB MEETING**

**AGENDA ITEM # 8
LCB MEMBER PRESENTATIONS**

Purpose: To provide an overview of LCB member agencies role in Transit

Presented by: LCB Members

Discussion: Charlotte County's Local Coordinating Board (LCB) advises the community Transportation Coordinator (CTC) and oversee services for the transportation disadvantaged. Members represent state agencies, local organizations, and citizen advocates, each with defined roles and responsibilities to ensure coordination, accountability, and equitable access to transit. Today's presentation highlights the role each member's role in supporting transit services

Recommendation: None

- Attachments:**
1. Michelle Peronto – Florida Department of Transportation
 2. Tony Conte – Charlotte County Public Schools Transportation Operations
 3. Donna Fain – Agency for Persons with Disabilities

**Florida Department of Transportation:
Transit Department**

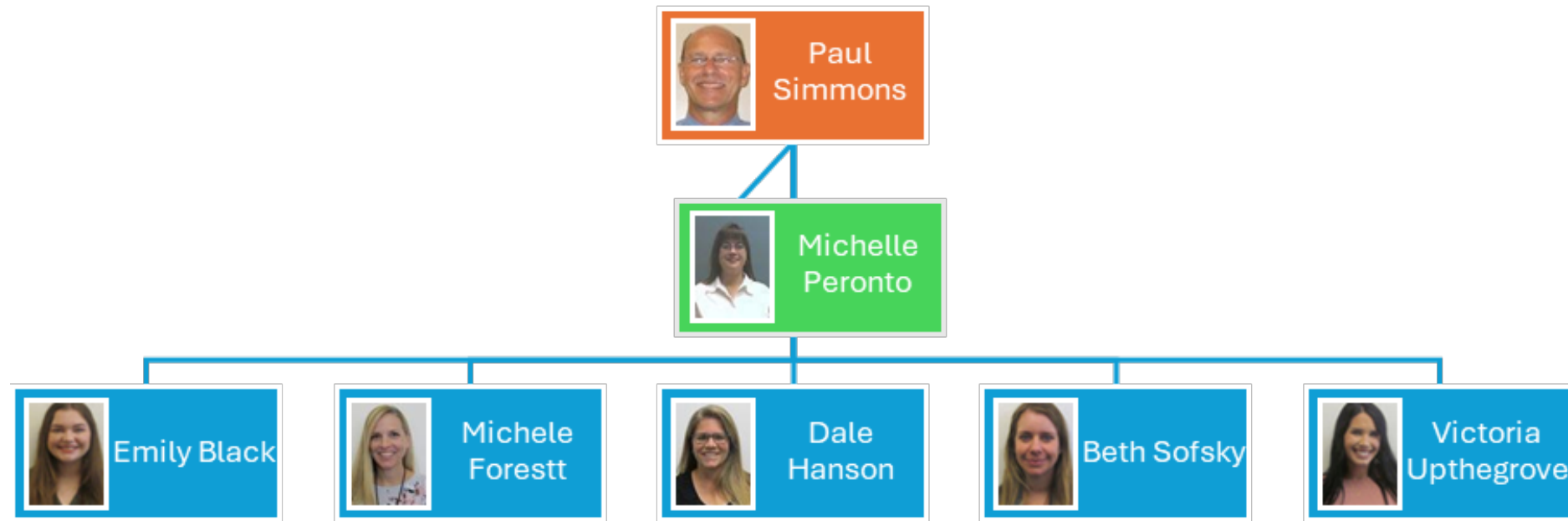




The Florida Department of Transportation (FDOT) plans, funds, and oversees transportation systems across the state to ensure the safe and efficient movement of people and goods. This includes highways, public transit, aviation, rail, seaports, bicycle and pedestrian facilities, while also supporting economic growth and community connectivity.

Florida Department of Transportation

Transit Department:



What We Do:

We distribute grant funding to nonprofit and government agencies to help keep their transportation systems running smoothly. We are committed to supporting our agencies every step of the way and are always available to answer questions or provide assistance whenever needed.



Programs:

Federal:

- 5310-Enhanced Mobility of Seniors and Individuals with Disabilities
- 5311-Rural Areas
- 5339-Bus and Bus Facilities

State:

- Corridor Development
- Block Grants
- Commuter Assistance

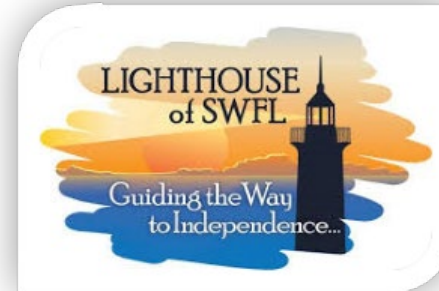
State Discretionary:

- Service Development
- Park-n-Ride

Our Transit Partners:



Our Social Service Partners:





Our Impact on the Community

CHARLOTTE COUNTY PUBLIC SCHOOLS - TRANSPORTATION

ATTACHMENT 2

General Overview of Our Mission

- In Florida, public school transportation is primarily provided by local school districts to students who live more than 2 miles from their assigned school.
- This service is governed by Florida Statutes and overseen by the Florida Department of Education (FDOE) to ensure safety and efficiency.
- Florida public school transportation is generally required for students living more than two miles from their assigned school. The Florida Department of Education oversees safety standards, with local school districts managing routing and bus services.
- While mandated, funding is often incomplete, leading to limited "courtesy busing".

Fast Facts

- 2025-2026 School Bus Transportation uses a four (4) tier routing system.
 - High School (grades 9-12) and Special Center Schools (grades PK-12)
 - Elementary 1 and Elementary 2 (grades KG-5)
 - Middle School (grades 6-8)
- 88 buses transport 6,315 students daily from home to school, and back home at the end of each school day.
- School Buses travel approximately 1,625,912 route miles annually.
- There are 1,490 stops every morning and 1,524 every afternoon.
- First bus pickup in the morning is at 5:05am, last drop off in the evening is at 6:10pm.

Key Aspects of Florida School Transportation

- **Eligibility:** Students, including those in charter schools, are generally eligible if they reside more than 2 miles walking distance from school.
- **Exceptions:** Transportation may be provided for students living within 2 miles if they face "hazardous walking conditions" as defined by state law. Special education (ESE) students also receive specialized transportation based on their individual needs.
- **Safety Requirements:** Bus drivers and attendants receive specialized training, and buses are subject to regular interval safety inspections.

Key Aspects of Florida School Transportation Cont.

- **Safety Procedures for Students:** Children should arrive at the bus stop 5 minutes early, wait in a safe area, and wait for the driver's signal to cross.
- **The 10-Foot Rule:** Students are taught to stay at least 10 feet away from the bus on all sides to remain visible to the driver.
- **Alternatives/Support:** Some areas in Florida offer a \$750.00 Family Empowerment Scholarship transportation stipend (via Step Up For Students) for students attending non-virtual, non-assigned schools.

Bridging The Gap: Supporting Students Through Transportation Scholarships

- **Easy to Apply:** Families can easily apply for the stipend through Step Up For Students.
- **Financial Assistance:** Every child has unique needs and sometimes the best school may be one other than the one he/she is assigned. To support the transportation costs associated with traveling to a different public school than the one the student has been assigned, families can benefit from a transportation stipend of \$750 per household.
- **Access to Education:** Enables students to attend a non-virtual public school that is different than their assigned school.

Safety and Regulations

- **Stopping Laws:** Motorists must stop for school buses with flashing red lights and extended stop arms. On divided highways with a physical barrier (like a raised median), only traffic following the bus must stop.
- **Rules for Drivers:** On two-lane roads, traffic in both directions must stop for school buses. On multi-lane roads with a divider, only traffic following the bus must stop.

Tracking and Funding

- **Tracking Apps:** Many districts use an app similar to “*Where’s The Bus?*®” to allow parents to track bus locations in real-time, and some even offer student tracking features when students board and disembark the bus.
- **Issues:** Districts report that state funding for transportation often covers less than 50% of the actual costs.

• QUESTIONS ?

Tony S. Conte, Jr.

Transportation Operations Director
1026 Carmalita Street

Punta Gorda, Florida 33950-5625

Main Office: (941) 575-5432

Fax Number: (941) 575-5425

Direct Office: (941) 575-5400 ext. 1552

Work Cell: (941) 286-2676

E-mail: transportation@yourcharlotteschools.net

Web-Site: <https://www.yourcharlotteschools.net/Page/17990>



"Student success begins and ends each day with our buses!"





APD 101

Donna M. Fain
Senior Management Analyst II

Ron DeSantis, Governor

Robert Asztalos, Director

THE AGENCY'S MISSION



The Agency supports individuals with unique abilities and their families in living, learning and working within their communities by creating multiple pathways to possibilities.

Guiding Principles

- Embody and display a servant's heart while demonstrating an ambition of constant pursuit to establish APD as a sought-after resource and navigator for Floridians with unique abilities.
- Enrich the experience of individuals and families through efficient and meaningful service delivery to achieve greater program effectiveness.
- Ensure a systematic approach towards transparency and accountability to achieve quality and operational excellence.

APD Regional Offices

Northwest Region 850-487-1992

Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf, Holmes, Jackson, Jefferson, Leon, Liberty, Okaloosa, Santa Rosa, Wakulla, Walton, and Washington counties

Northeast Region 904-992-2440

Alachua, Baker, Bradford, Clay, Columbia, Dixie, Duval, Flagler, Gilchrist, Hamilton, Lafayette, Levy, Madison, Nassau, Putnam, St. Johns, Suwannee, Taylor, Union, and Volusia counties

Central Region 407-245-0440

Brevard, Citrus, Hardee, Hernando, Highlands, Lake, Marion, Orange, Osceola, Polk, Seminole, and Sumter counties

Suncoast Region 1-800-615-8720

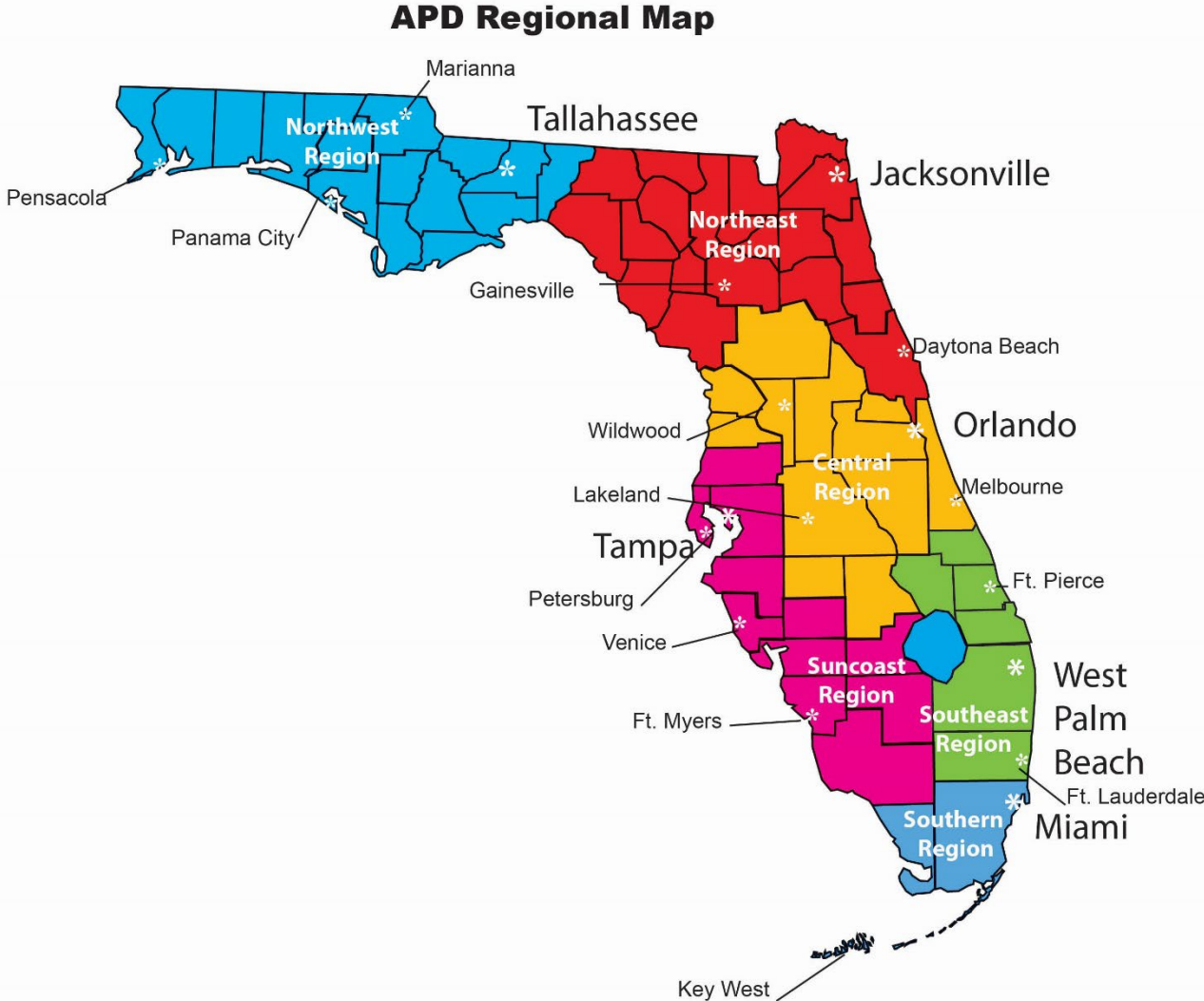
Charlotte, Collier, DeSoto, Glades, Hendry, Hillsborough, Lee, Manatee, Pasco, Pinellas, and Sarasota counties


Southeast Region 561-837-5564

Broward, Indian River, Martin, Okeechobee, Palm Beach, and St. Lucie counties

Southern Region 305-349-1478

Dade and Monroe counties





In order to be eligible for services from APD an individual must have a developmental disability as defined in Section 393.063 (11). Florida Statutes, which occurs prior to age 18 and constitutes a substantial handicap that can reasonably be expected to continue indefinitely. Disabilities served by APD include:

- Intellectual disabilities (Full Scale IQ of 70 or below)
- Severe forms of autism
- Spina bifida cystica or myelomeningocele
- Cerebral palsy
- Prader-Willi syndrome
- Down syndrome
- Phelan-McDermid syndrome or
- Individuals between the ages of 3-5 at high risk for a developmental disability.

High Risk Children Ages 3-5

Establishing eligibility for children between the ages of 3 and 5 who are at **high risk** of developing a developmental disability:

- May have a developmental delay in cognition, language, or physical development
- A child surviving a catastrophic infectious or traumatic illness
- Child with a parent or guardian with a developmental disability
- Child who has a physical or genetic anomaly associated with a developmental disability

Application Process



Download the APD Application for Services here: [Applying for Services | Customers \(myflorida.com\)](#)

Help with the Application Process

- An application may be accepted from:
 - A parent or court-appointed guardian of a minor child
 - A legally competent adult
 - An authorized legal representative
- For applicants under 18 years of age, the person's legal representative must sign the application.

Help with the Application Process

Identity and Domicile Documentation Examples

Birth
Certificate

Resident Alien
Card

State Driver's
License or ID

Military
Dependent ID
Card

Social Security
Card

Help with the Application Process

Documentation of Developmental Disability

Standardized IQ tests

Tests of adaptive functioning

Diagnostic evaluations from licensed professionals (depending on the diagnosis)

Documentation from a medical doctor or health care professional

Genetic testing

School records

Psychological evaluations

What Is The Role of APD STAFF/TEAMS?

APD Regional offices service as the front lines of services for individuals and providers. We are here to provide assistance to individuals and their families to coordinate and collaborate regarding services and needs.

Please Send All Application Documents to Your Local Regional Office:

- **You can now apply online at:** <https://apd.myflorida.com>

-OR-

- **Email:** Suncoast.Eligibility@APDcares.org
- **Mail:** Intake & Eligibility Unit
1313 N Tampa Street, Suite 515
Tampa FL, 33602

Waiver Enrollment Prioritization - Chapter 393.065

Priority
Category 1: Crisis situations
Category 2: Child welfare system at the time of permanency or turning 18
Category 3: Intensive needs
Category 4: Caregiver is 60 years of age or older
Category 5: Transitioning from school
Category 6: Individuals 21 years of age or older who do not meet other prioritization criteria
Category 7: Individuals under 21 years of age who do not meet other prioritization criteria

Some individuals listed in the prioritization are receiving services through other sources such as:

- Medicaid State Plan provides robust services to individuals under 21 who have full Medicaid benefits
- Intermediate Care Facilities
- Nursing homes
- Forensic services
- Public schools
- Natural supports and families

APD Waiver Services



Direct Support Services

- **Personal Supports**

Assist with non-specialized activities required for daily living
Supervision
Can be hourly or live-in

- **Respite**

Is the same service delivery as Personal Supports, but for individuals aged 21 and under.



Life Skills Development



Level 1 – Companion Services

- Non-medical care
- Supervision
- Participate in inclusive activities

Level 2 – Supported Employment

- Job search assistance
- SE Coach works with supported employee on the job and then fades

Level 3 – Adult Day Training

- Meaningful day activities including physical fitness, creative arts, music appreciation, life skills training, outings

Level 4 – Pre-vocational Training

- Teaches non-job specific skills that would be essential any any/all employment settings. For individuals determined not able to obtain or maintain a job yet.

Supplies and Equipment

Consumable Medical Supplies

- Non-medical supplies and items to assist people with daily living activities
- For people 21 and older

Durable Medical Equipment / Supplies

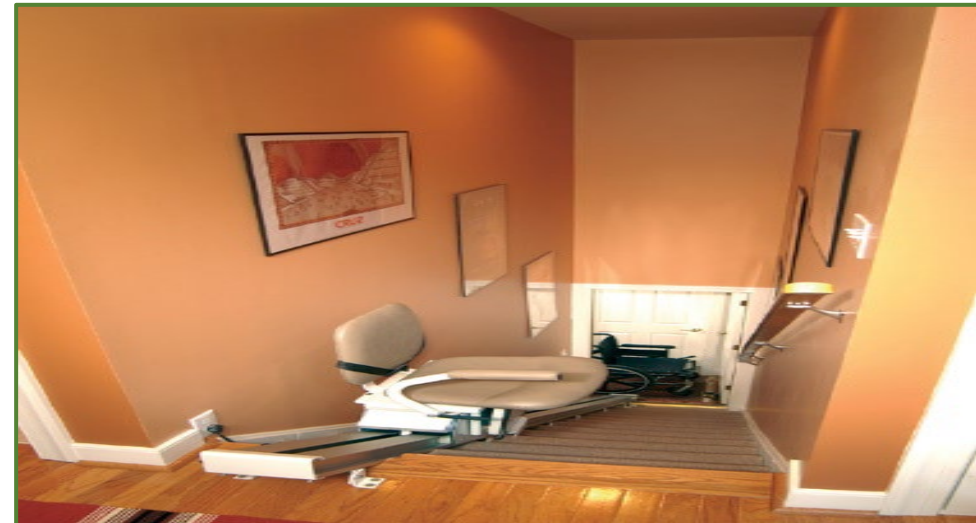
- Examples are lap trays, grab bars, door openers, and adaptive equipment

Environmental Accessibility Adaptations

- Physical modifications to the residence
- Medically necessary
- Enable greater independence

Personal Emergency Response System

- Security and safety concerns



Residential Services

Residential Habilitation (group homes)

- Daily living skills training and supervision
- Learn homemaking skills
- Increase social and adaptive skills

Behavior-Focused Residential Habilitation

- More intense level of supervision

Intense Behavior Residential Habilitation

- Best for individuals who exhibit behaviors that are exceptional in intensity, duration, and frequency.
- Needs cannot be met in a Standard or Behavior-Focused setting.



Residential Services

Specialized Medical Home Care

- 24-Hour nursing and medical supervision
- Licensed Group Homes
- For people with complex medical needs

Supported Living Coaching

- Wide range of training and assistance
- Supporting people to live and maintain their own homes/apartments



Support Coordination

Waiver Support Coordination

- Significant support to ensure the health, safety, and well-being of individuals served by APD
- Each person moving to the Waiver selects a Coordinator



Enhanced Support Coordination

- Assists people who need a higher level of support
- Transition from nursing facility or ICF/DD to community
- Available to individuals/family who are crisis enrollees for up to 6 months



Pre-Enrollment Support Coordination

- Individuals on the pre-enrollment list are assigned a Coordinator that has annual contact with each individual. They work with families to maximize use of natural supports.

Therapeutic Supports & Wellness

Behavior Analysis Services

- Goal to change behavior
- Development of a plan
- Modification of specific behaviors
- Monitoring and assessing progress



Behavior Assistant Services

- Time-limited
- Supervised by a Behavior Analyst
- Goal to train support people to assist individual to live as independently as possible.



Specialized Mental Health Counseling

- For people with developmental disabilities and mental health challenges.

Prescribed Services

The following services require a prescription and are for people 21 and older:

- ❖ Private Duty Nurse
- ❖ Residential Nursing
- ❖ Skilled Nursing
- ❖ Dietician Services
- ❖ Respiratory Therapy
- ❖ Speech Therapy
- ❖ Occupational Therapy
- ❖ Physical Therapy
- ❖ Adult Dental Services





Donna M. Fain
Senior Management Analyst II
239-338-1335
Donna.Fain@APDcares.org

Suncoast Region
Agency for Persons with Disabilities
2295 Victoria AVE, Suite 221
Fort Myers, FL 33901