



Collier Area Transit Regional Service and Regional Fare Study

DRAFT REPORT

March 2024



Executive Summary

Introduction

The Collier Area Transit (CAT) Regional Service and Regional Fare Study (hereinafter, the “Study”) was performed with the Collier Metropolitan Planning Organization (MPO) and CAT to evaluate the prospect of implementing a new regional transit corridor for CAT to provide a new service between Collier County and Lee County, connecting to the Lee County Transit (LeeTran) system. Since there is only one existing regional transit connection operated by LeeTran, the LinC route, this Study will propose a new regional connection operated by CAT.

Vision and Goals

The vision and goals identified in the CAT Ten-Year Transit Development Plan (TDP) were used to develop the regional vision and goals for the Study.

The Regional Transit Vision Framework developed included a regional transit vision, goals, and performance measures to be used for decision making and preparing strategic plans. The vision statement used the CAT TDP vision statement and modified it to a regional vision for CAT to expand and provide cross-county services. The regional goals developed include:

- To improve and expand regional mobility services with a focus on commuter express routes, connecting workers to employment centers, and facilitating access to key activity centers.
- To improve and enhance intergovernmental relationships and expand regional travel services.

***Regional Transit Vision:** To provide effective and efficient multimodal mobility services cross-county and connect the transit networks to facilitate the needs of workers, residents, and visitors to support economic, environmental, and community benefits.*

The performance measures developed included:

- Decrease travel time for cross-county transit service.
- Increase coverage to serve areas cross-county, connecting workers to employment centers and key activity centers.
- Increase frequency of transit service.
- Develop a plan for funding improved or expanded cross-county services.
- Receive positive feedback and customer satisfaction.
- Enhance the working relationship between CAT and LeeTran to address regional transit plans.
- Develop a plan for integrating a compatible farebox system between CAT and LeeTran if joint fare structure is desired.
- Implement new technologies for improving account-based payment systems.
- Establish an interlocal agreement or Memorandum of Understanding (MOU) for terms and conditions of any future regional service.
- Implement new regional transit routes to facilitate travel between Lee and Collier Counties.

Regional Travel Pattern and Market Analysis

The approach of this Study was to evaluate existing travel patterns and identify areas that would benefit most from an additional regional transit service. These areas were identified through a complete analysis of various sources, including the Collier MPO Origin-Destination (O-D) Report (hereinafter, “O-D Report”) data, United States (U.S.) Census data, demographics, key activity centers and workforce commutes, existing plans, and existing ridership. This analysis led to the development of priority O-D pairs that were evaluated against existing transit needs. As a result, five candidate corridors were developed and included:

- University of Florida Institute of Food and Agricultural Sciences (UF/IFAS) and Lehigh Acres Route
- Interstate 75 (I-75) Premium Express Option 1: Collier County Government Center to Gulf Coast Town Center Route
- I-75 Premium Express Option 2: Pine Ridge Road to Southwest Florida International Airport (RSW) and the Forum Route
- I-75 Premium Express Option 3: Collier County Government Center to RSW and the Forum
- Urban Estates and Bonita Springs Route

A quantitative and qualitative methodology was developed to evaluate and rank the candidate corridors. The ranking criteria was based on scoring factors, including but not limited to U.S. Census data, O-D Report data, proximity to key activity centers and transfer stations, and reduction in user travel time. Each of the candidate corridors were evaluated and ranked to determine which corridor would provide the greatest benefit based on cross-county transit needs. Table ES-1 summarizes the scores for each candidate corridor.

Table ES-1. Candidate Corridor Ranking

Ranking	Candidate Corridor	Score	Percentage
1	UF/IFAS and Lehigh Acres Route (Immokalee to Lehigh Acres)	220/270	81.48%
2	I-75 Premium Express – Option 2 (Pine Ridge Road to RSW and the Forum)	178/270	65.93%
3	I-75 Premium Express – Option 3 (Collier County Government Center to RSW and the Forum)	168/270	62.22%
4	Urban Estates and Bonita Springs Route (Livingston Road/Imperial Parkway Route)	133/270	49.26%
5	I-75 Premium Express – Option 1 (Collier County Government Center to Gulf Coast Town Center)	128/270	47.41%

Public Input

A public survey was performed to collect public input from residents and current transit riders in Collier and Lee counties regarding the proposed candidate corridors. Public outreach also included in-person surveys, as well as agency and CAT bus operator interviews. This feedback, coupled with the regional travel pattern and market analysis, was used to determine the recommended corridor to implement as the new cross-county transit route.

There were 199 responses to the public survey. Overall, the most-preferred candidate corridor for implementation was the I-75 Premium Express – Option 2, ranked at 30%; whereas, among those who

currently ride either CAT or LeeTran buses, the UF/IFAS and Lehigh Acres Route received the highest ranking, at 31%, indicating it was the most-preferred route by riders who currently use the bus.

Fare Policy Analysis

Existing agreements between other transit agencies within the State of Florida that provide regional connectivity with their neighboring counties were analyzed to evaluate their policies, best practices, and successful strategies. These neighboring policies were evaluated for terms and conditions between agencies, such as cost allocation, route agreements, fare agreements, revenue allocation, agency responsibilities, split revenue (if applicable), and the resulting financial and operational implications of separate and joint fare structures.

This fare policy analysis summarized the pros and cons of separate and joint fare structures, as was used to help facilitate the decision-making process for the proposed recommended corridor. Table ES-2 summarizes the benefits and disadvantages of implementing a separate fare structure.

Table ES-2. Advantages and Disadvantages of a Separate Fare Structure

Fare Policy Type	Advantages	Disadvantages
Separate Fare Structure	<ul style="list-style-type: none"> ▪ No additional fees caused by analyzing/distributing revenue shares. ▪ No need to develop an interlocal agreement for fare/revenue shares. ▪ No “lost fares” or disagreements over fares due to changes in costs and payment programs. ▪ Immediate revenue collection (no delay in money distribution). 	<ul style="list-style-type: none"> ▪ Requires riders to purchase multiple bus passes when traveling between jurisdictions. ▪ May cost riders more money if frequently traveling between jurisdictions (for example, must buy a monthly pass from each agency or the daily fare capping). ▪ If both agencies operate the same route, inconvenience to riders to determine the amount of funds to load on each bus pass. ▪ If both agencies operate the same route and fares vary, overcrowding may occur on the less-expensive bus.

Table ES-3 summarizes the benefits and disadvantages of implementing a joint fare structure.

Table ES-3. Advantages and Disadvantages of a Joint Fare Structure

Fare Policy Type	Advantages	Disadvantages
Joint Fare Structure	<ul style="list-style-type: none"> ▪ Seamless payment options that may be used across jurisdictions. This is only applicable if the regional pass is valid on all routes in both counties, including local and regional. ▪ May encourage ridership. ▪ May provide cost savings for riders frequently traveling between jurisdictions. 	<ul style="list-style-type: none"> ▪ Potential for “lost fares” if one jurisdiction decides to adopt a fare-free policy (for example, the case with the Manatee-Sarasota agreement). ▪ Additional administrative fees (split proportionately based on responsibilities) due to analyzing/distributing revenue shares between transit agencies. ▪ Requires additional staff hours and responsibilities including: <ul style="list-style-type: none"> - Development and approval of an interlocal agreement - Assign personnel for host agency, project manager, and administrative staff - Meetings and coordination - Consistency with hardware and software systems and updates - Establishment of a shared bank account ▪ Delay in money distribution/revenue collection.

Since the proposed additional regional route would be operated by a CAT bus and there is only one existing regional route, which is operated by a LinC bus, it is recommended to maintain the existing separate fare structure, where each agency charges their own fares and retains revenues on their respective vehicles. Under the separate fare structure, CAT will operate the new route and charge CAT fares. CAT will be responsible for all capital and annual costs related to the operation of the route, except for the costs associated with the bus stop in Lee County.

The separate fare structure provides the most cost-effective option, avoiding the need to develop an agreement for shared revenue collection and distribution and installing compatible fare collection systems on vehicles. A meeting was held between CAT and LeeTran staff, and they concluded that a separate fare structure is the best policy to use for the proposed route.

CAT and LeeTran should reevaluate the pros and cons of a joint fare structure when implementing additional regional routes. However, only one additional regional route is proposed as part of this Study, and maintaining a separate fare structure is recommended at this time.

Recommendation

Based on the results of the regional travel patterns, market analysis, and public outreach, the UF/IFAS and Lehigh Acres route is the recommended route for a new connection between CAT and LeeTran. This proposed route, as identified in Figure ES-1, received the highest overall ranking in the candidate corridor evaluation and demonstrated the most significant need for a new transit connection. It is recommended that CAT and LeeTran retain a separate fare structure for this route.

It is recommended that the UF/IFAS and Lehigh Acres Route provide pickup and drop-off service at the following locations:

Collier County Bus Stops:

- **Immokalee Health Department Transfer Facility:** This is an existing CAT bus stop transfer station in Immokalee that connects Immokalee Circulators (Routes 22 and 23) and Route 19. The Immokalee Health Department has funding from a Tiger Grant awarded in 2018 to construct a bus transfer station with amenities that will provide parking and a bus turnaround within the site. This facility is under construction and expected to be completed by late 2024. This transfer station will serve as the starting point for the proposed route and will serve as a turnaround point for the route's inbound and outbound service. This bus stop is located at 419 North 1st Street, Immokalee, Florida 34142.
- **UF/IFAS satellite campus bus stop:** This stop is proposed along the existing southbound right-turn lane to the campus located at 2685 FL-29, Immokalee, Florida 34142. This stop is proposed for the inbound service between the Lehigh Acres bus stop to the Immokalee Health Department bus stop.

Lee County Bus Stop:

- **Lehigh Acres Park-and-Ride Transfer Facility:** This facility is under construction and expected to be completed by early 2025 as a park-and-ride lot and a transfer station for the Lehigh Acres area (Lee County 2023). This facility will serve as a turnaround point for the route's inbound and outbound service. The park-and-ride will be located at 1121 Village Lakes Boulevard, Lehigh Acres, Florida 33972.

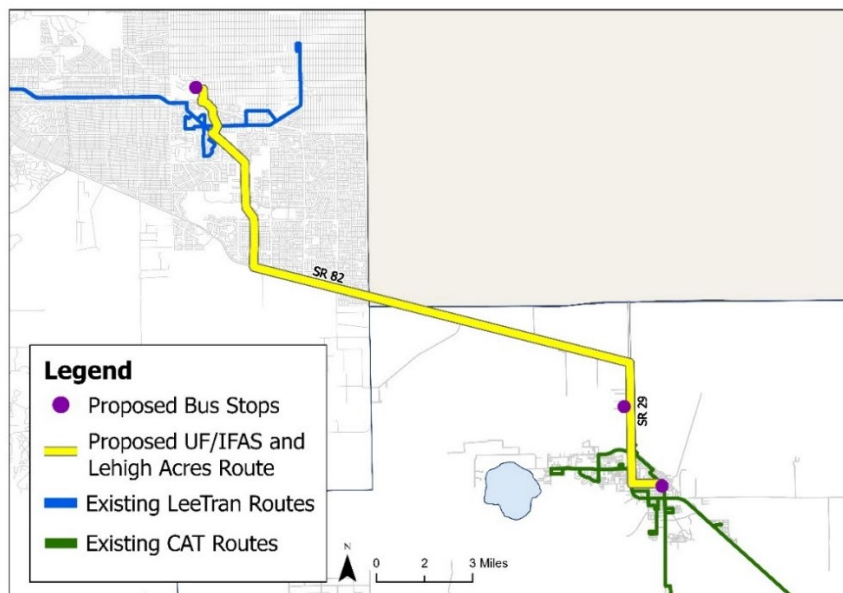


Figure ES-1. Proposed UF/IFAS and Lehigh Acres Route with Bus Stops

The recommended route schedule is provided in Table ES-4. At least one vehicle is recommended to be purchased to operate the new route. It is recommended to perform public outreach to collect input on specific details of the new route to obtain feedback from riders anticipated to use the proposed route. The public survey is recommended to obtain input on preferred times of service, service frequency, and stops and to provide insight into the anticipated demand for the proposed route. Adjustments to the proposed route schedule should be evaluated based on public comment.

Table ES-4. Proposed UF/IFAS and Lehigh Acres Route Schedule

Outbound			Inbound				
Immokalee Health Department	Anticipated Drive Time ^a	Lehigh Acres Park-and-Ride Transfer Facility	Anticipated Drive Time ^a	UF/IFAS Satellite Campus	Anticipated Drive Time ^a	Immokalee Health Department	Layover
6:00 a.m.	40 minutes	6:40 a.m.	40 minutes	7:20 a.m.	15 minutes	7:35 a.m.	10 minutes
7:45 a.m.	45 minutes	8:30 a.m.	35 minutes	9:05 a.m.	10 minutes	9:15 a.m.	10 minutes
9:25 a.m.	40 minutes	10:05 a.m.	35 minutes	10:40 a.m.	10 minutes	10:50 a.m.	130 minutes
1:00 p.m.	40 minutes	1:40 p.m.	35 minutes	2:15 p.m.	10 minutes	2:25 p.m.	10 minutes
2:35 p.m.	40 minutes	3:15 p.m.	35 minutes	3:50 p.m.	10 minutes	4:00 p.m.	10 minutes
4:10 p.m.	45 minutes	4:55 p.m.	35 minutes	5:30 p.m.	10 minutes	5:40 p.m.	10 minutes
5:50 p.m.	40 minutes	6:30 p.m.	30 minutes	7:00 p.m.	10 minutes	7:10 p.m.	

^a Anticipated drive time is estimated based on Google Maps drive time at each departure time period, using the longest duration from the range identified. An additional 5 minutes was added to the drive time for traffic delays.

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Acronyms and Abbreviations

ADA	Americans With Disabilities Act
B&A	Boarding and Alighting
Breeze	Sarasota County Transit
CAT	Collier Area Transit
CTD	Commission for the Transportation Disadvantaged
FDOT	Florida Department of Transportation
F.S.	Florida Statute
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GoPasco	Pasco County Transit
HART	Hillsborough Area Regional Transit
I-75	Interstate 75
JTA	Jacksonville Transit Authority
LeeTran	Lee County Transit
LinC	LeeTran Route 600
L RTP	Long-Range Transportation Plan
MCAT	Manatee County Area Transit
MPO	Metropolitan Planning Organization
MOU	Memorandum of Understanding
O-D	origin-destination
PSTA	Pinellas Suncoast Transit Authority
QR	Quick response
RSW	Southwest Florida International Airport

Collier Area Transit Regional Service and Regional Fare Study

RWG	Regional Working Group
SHS	State Highway System
SIB	State Infrastructure Bank
SIS	Strategic Intermodal System
SR	State Road
STIP	State Transportation Improvement Program
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TRIP	Transportation Regional Incentive Program
UF/IFAS	University of Florida Institute of Food and Agricultural Sciences
U.S.	United States
USC	United States Code
USDOT	United States Department of Transportation
ZCTA	Zip Code Tabulation Area

1. Introduction

Regional interconnectivity is a vital aspect for a balanced transportation system and contributes to the economic health and mobility of communities. As the population of Southwest Florida continues to grow, the demand for reliable and efficient transit service has increased. Regional connections have become more of a priority due to the increasing number of cross-county commuters each year. The number of residents traveling between Collier County and Lee County for work has grown in tandem with the population, thus creating increased demand for reliable, cross-county transit services.

Currently, there is only one regional transit connection between Collier County and Lee County. The connection is facilitated by Lee County Transit (LeeTran), which connects to a bus stop in Collier County. As the demand for regional transit increases, additional regional connections are needed between Collier County and Lee County. The Collier Metropolitan Planning Organization (MPO) and Collier Area Transit (CAT) initiated the Regional Service and Regional Fare Study (hereinafter, the "Study") to evaluate a new regional transit connection for CAT to provide service to Lee County, connecting to the LeeTran system.

The Study included the development of a regional transit vision and goals statement and a regional decision-making framework. The Study evaluated existing regional travel patterns and performed a market analysis to develop potential regional corridors. A ranking methodology was developed, and the recommended corridor that would provide the greatest benefit based on cross-county transit needs was determined.

The Study also included the evaluation of financial and operational impacts of implementing a joint fare structure for CAT and LeeTran to provide a "regional pass" for riders traveling between the counties. The Study concludes with a recommendation and plan for CAT and LeeTran to proceed with implementing the proposed regional route as well as a recommendation for the fare policy.

2. Vision and Goals

By evaluating a new cross-county transit connection between Collier and Lee counties, this Study aligns with CAT's vision to meet the needs of riders and advances their goal to increase connectivity between the transit networks. CAT's vision, identified in their Ten-Year Transit Development Plan (TDP), is to provide "effective and efficient multimodal mobility services to meet the mobility needs of workers, residents, and visitors, to support economic, environmental, and community benefits." Additionally, their regional goal initiative (Initiative 3.2.1) with LeeTran is to "Continue to coordinate and partner with LeeTran to improve and expand cross-county mobility services to support workforce travel demand with a focus on commuter express routes, connecting workers to employment, and provide connections strategically to the transit networks in Lee and Collier counties to facilitate the access to key activity centers" (Tindale-Oliver 2020a).

The Study also aligns with CAT's goal for improving regional mobility services by evaluating the option of a regional pass for riders that frequently travel between both counties, without having to purchase separate bus passes in both Collier and Lee counties. The regional pass was evaluated to serve CAT and LeeTran local or regional routes and evaluated financial and operational implications of administering a joint fare structure to provide a regional pass to improve regional mobility.

CAT's vision and goals, as identified in the TDP, were used to develop the Regional Transit Vision Framework. The Regional Transit Vision Framework was developed with CAT and Collier MPO and includes a regional transit vision statement, goals, and performance measures that can be used for decision making and preparing strategic plans. Refer to Figure 2-1 for the Regional Transit Vision Framework.

Regional Transit Vision: To provide effective and efficient multimodal mobility services cross-county and connect the transit networks to facilitate the needs of workers, residents, and visitors to support economic, environmental, and community benefits.

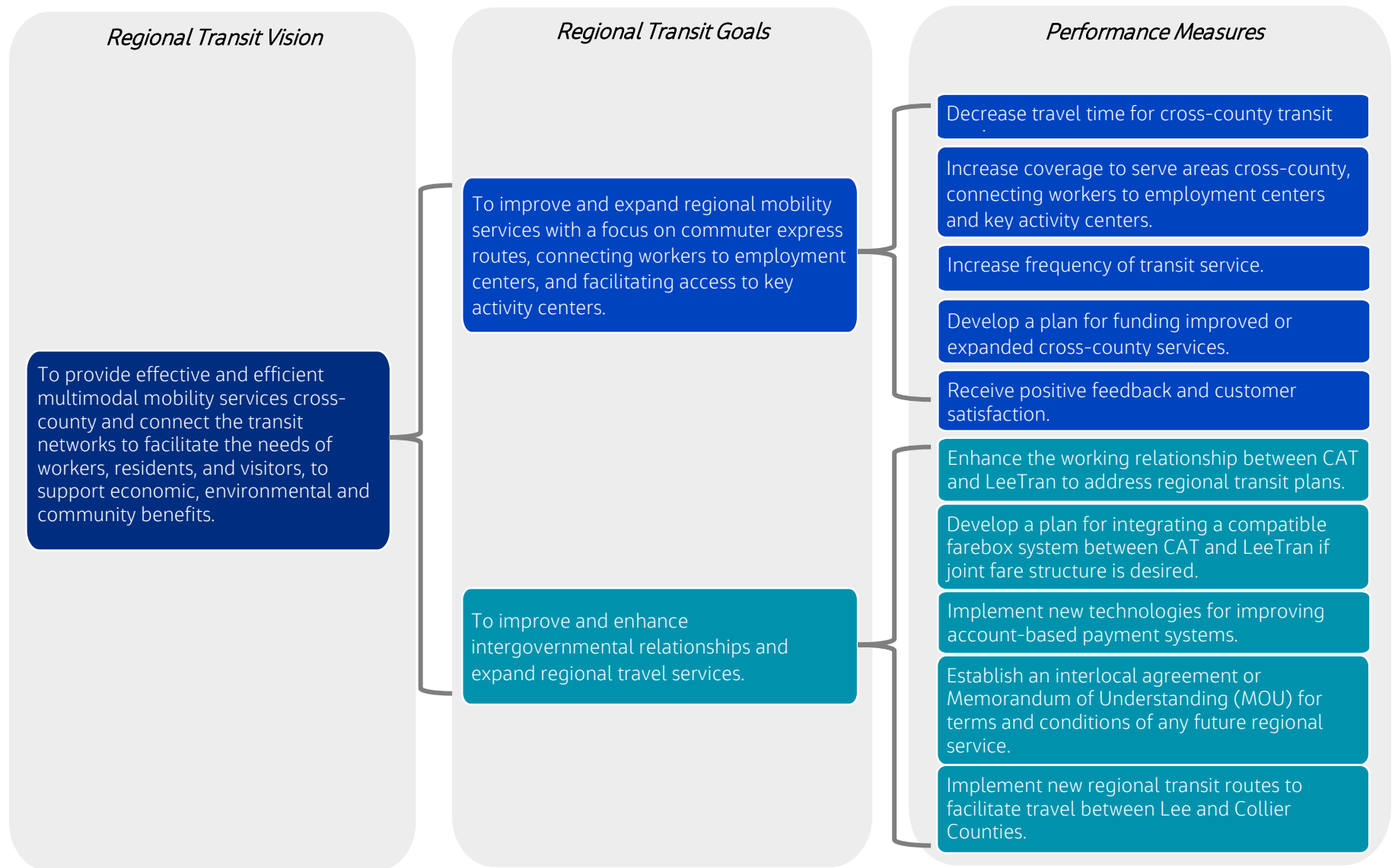


Figure 2-1. Regional Transit Vision Framework

3. Methodology

Data from CAT and LeeTran were collected to evaluate and plan for a new regional service and regional fare structure. Data included information such as:

- Geographic information system (GIS) files of existing and future/planned transit networks
- Ridership and fare data for the last five fiscal years (FYs)
- Annual operating and capital cost data
- Annual revenue hours and miles
- Applicable reports, studies, and documents

A transportation services inventory was developed to assist with the evaluation of existing conditions and available services. Existing travel patterns between Collier and Lee counties were analyzed for movements that would benefit most from an additional regional transit service. To evaluate the transit needs for a new connection between Collier and Lee counties, travel patterns and cross-county transit needs were evaluated using:

- Origin-Destination (O-D) Data
- CAT and LeeTran Ridership
- Key Activity Centers and Workforce Commutes
- United States (U.S.) Census Data and Demographics
- Existing TDPs

The ridership and fare data, annual operating and capital costs, and annual revenue were used to develop a proposed route for the recommended regional corridor as well as to develop cost estimates to implement the route and evaluate potential funding opportunities.

4. Base Transit Conditions

A base transit condition was established by evaluating existing conditions from current and latent demand. This includes the existing transit routes and stops as well as limited express routes and other transportation services in both Collier and Lee County. The existing transit routes for CAT and LeeTran are identified on Figure 4-1.

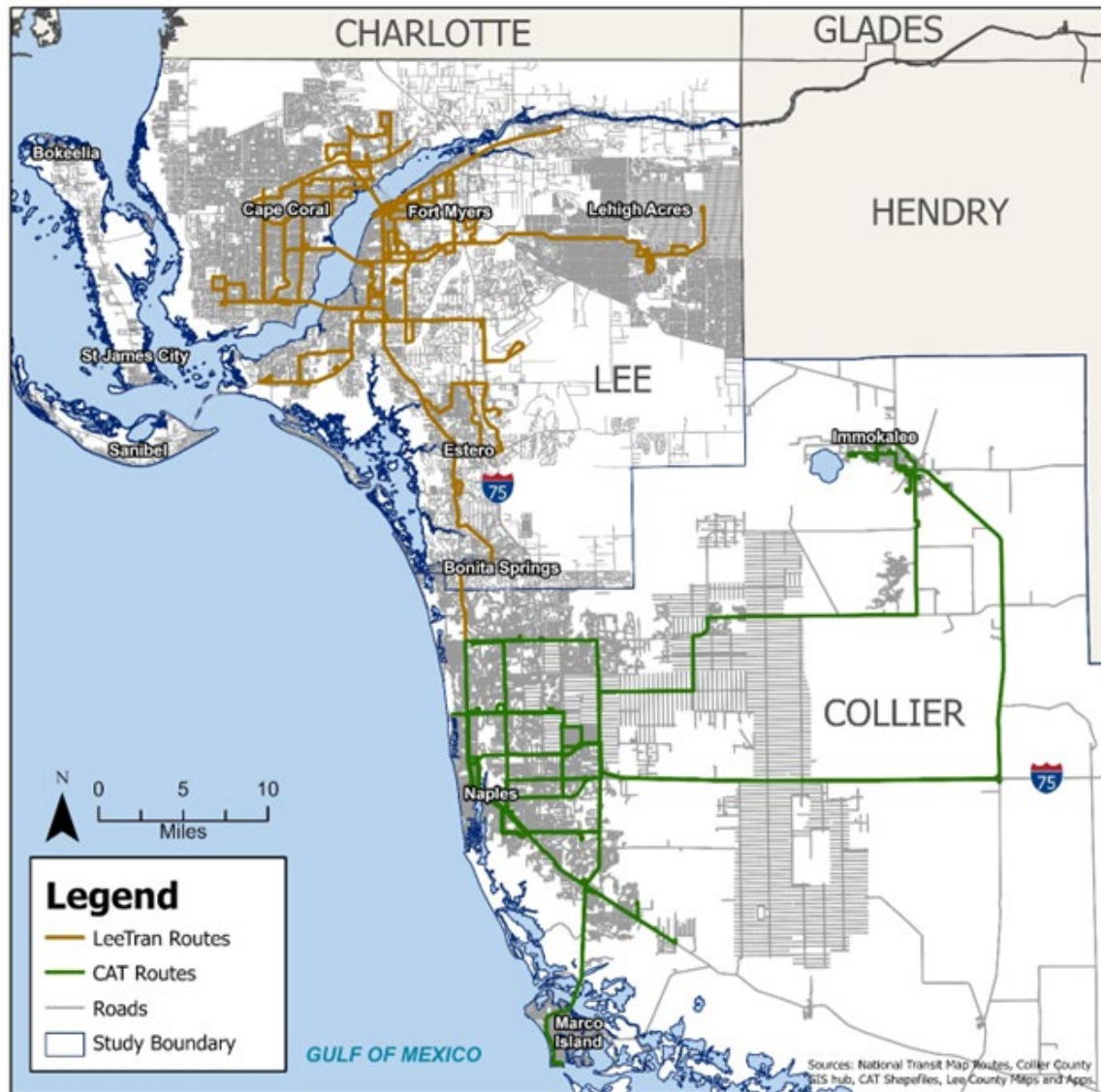


Figure 4-1. Existing CAT and LeeTran Routes

4.1 Existing Transit Services in Collier County and Lee County

CAT's existing transit network serves Collier County, including connections to Immokalee, Ave Maria, and Marco Island. The LeeTran system serves the Lee County area, including Fort Myers, Cape Coral, Lehigh Acres, Estero, and Bonita Springs. According to 2022 U.S. Census data, Lee County has a population of approximately 822,453, and Collier County has a population of approximately 397,994 (United States

Census Bureau n.d.). With an overall higher population, LeeTran experiences higher ridership of transit services than CAT. Figure 4-2 displays the average yearly number of passengers from FYs 2018 to 2022 that rode CAT and LeeTran buses.

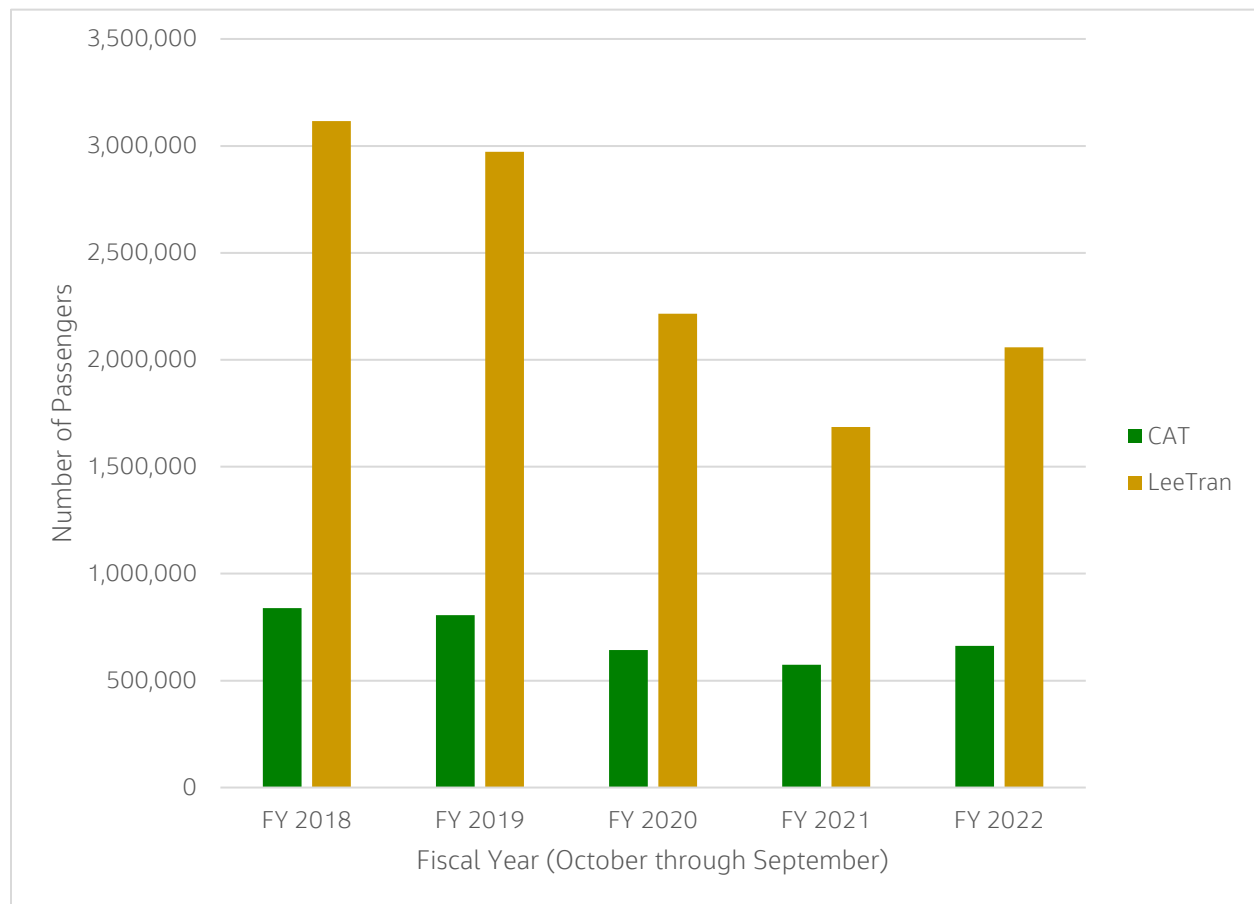


Figure 4-2. CAT and LeeTran Yearly Passenger Counts

LeeTran also provides a regional connection between Collier and Lee counties, known as “LinC,” that operates as Route 600. LinC currently serves as LeeTran’s only direct cross-county connection, beginning at Coconut Point Mall in Lee County, traveling along U.S. 41, and ending at the Creekside Transfer Station in Collier County on Immokalee Road. This regional connection is currently owned and operated by LeeTran and serves as a north-south connection for the western portions of both counties.

To aid in establishing the base condition, available transportation providers serving Collier and Lee counties and their service areas were evaluated. These formal and informal transportation services are summarized in Appendix A, Transportation Services Inventory.

4.2 Cross-County Transit Needs and Demand

The TDPs for Collier and Lee counties evaluated transit needs and demand for a 10-year projection (2021–2030) and included recommendations for regional interconnectivity-based public outreach, transit demand, and a situation appraisal. These TDP’s have identified proposed future networks and/or changes to existing routes to improve cross-county transit services. The recommendations identify corridors that

would serve the most significant passenger needs and where adjustments to the existing network would be the most beneficial.

Currently, LinC operates as the only cross-county bus route connecting Collier and Lee counties. The data collected by Collier County shows that the most-used CAT bus route is Route 11, which provides service along U.S. 41, from the Collier County Government Center to the Creekside/LinC Transfer Station. This bus route connects to the LinC bus route, providing the transit connection to Lee County. Figure 4-3 identifies total ridership by CAT route for FY 2022 and indicates Route 11, the connecting route with LinC, has the highest ridership.

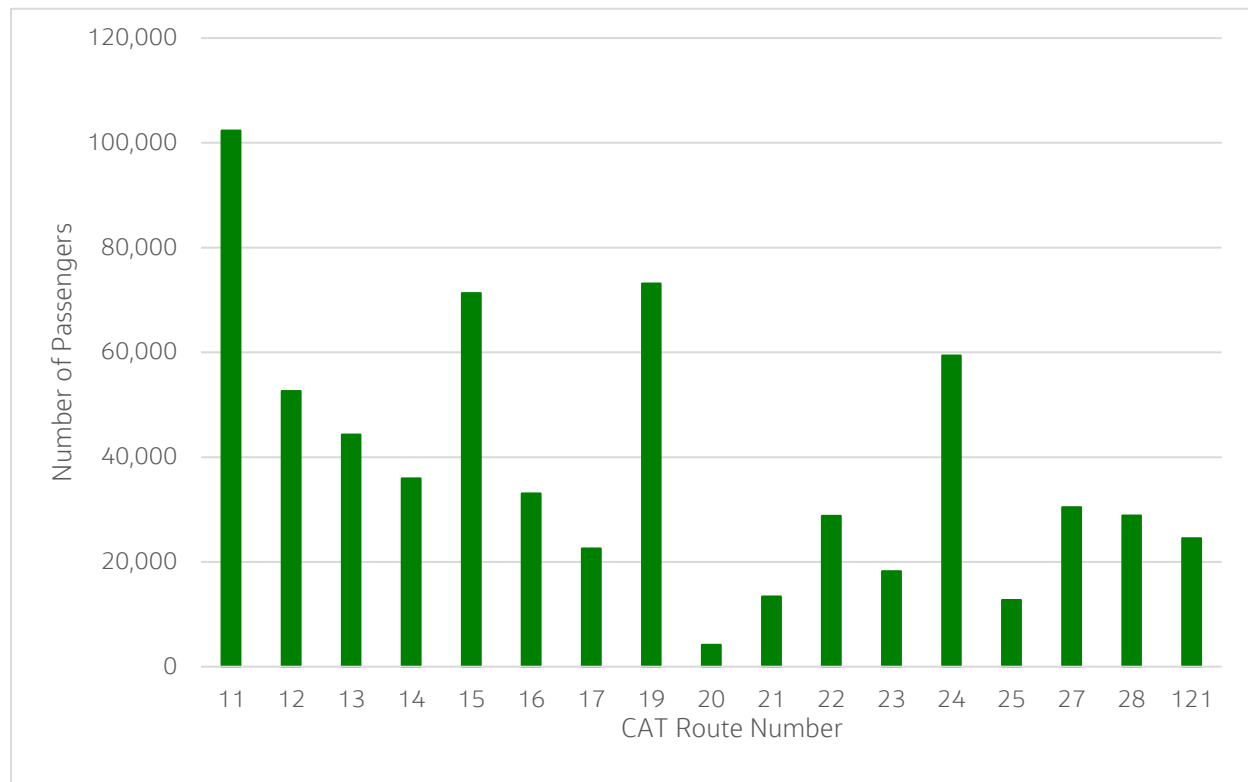


Figure 4-3. CAT Ridership by Route

Additionally, Figure 4-4 identifies total LeeTran ridership by route for FY 2022. The most-used LeeTran route, Route 140, provides service from Merchants Crossing in Fort Myers to the Coconut Point Mall in Estero. This bus stop provides a transfer onto Route 600 (LinC), which connects to Collier County. Ridership for Route 600 is ranked 11th out of a total of 28 routes.

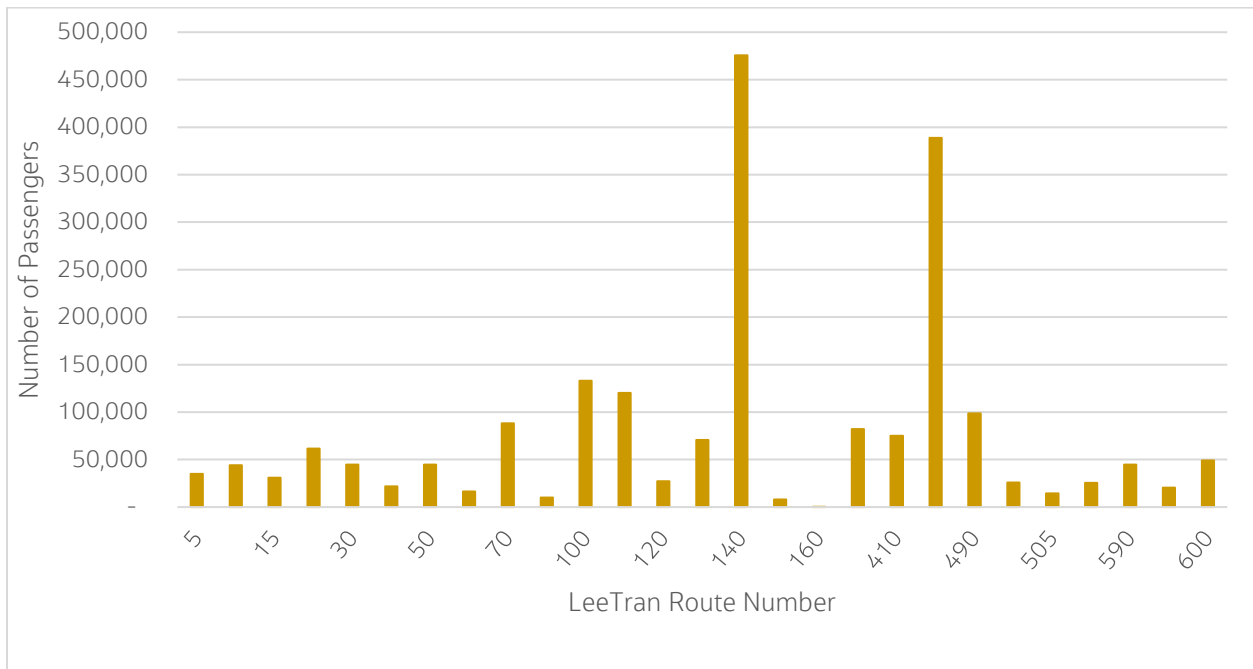


Figure 4-4. LeeTran Ridership by Route

Route 420 also has significant ridership and operates as a seasonal beach tram from November to April, providing service to Fort Myers Beach.

The U.S. Census commute flow data from the American Community Survey show that, between 2011 and 2015, approximately 9,456 people commuted from Collier County into Lee County for work daily, while approximately 20,941 people commuted from Lee County to Collier County (United States Census Bureau 2015), as illustrated on Figure 4-5.

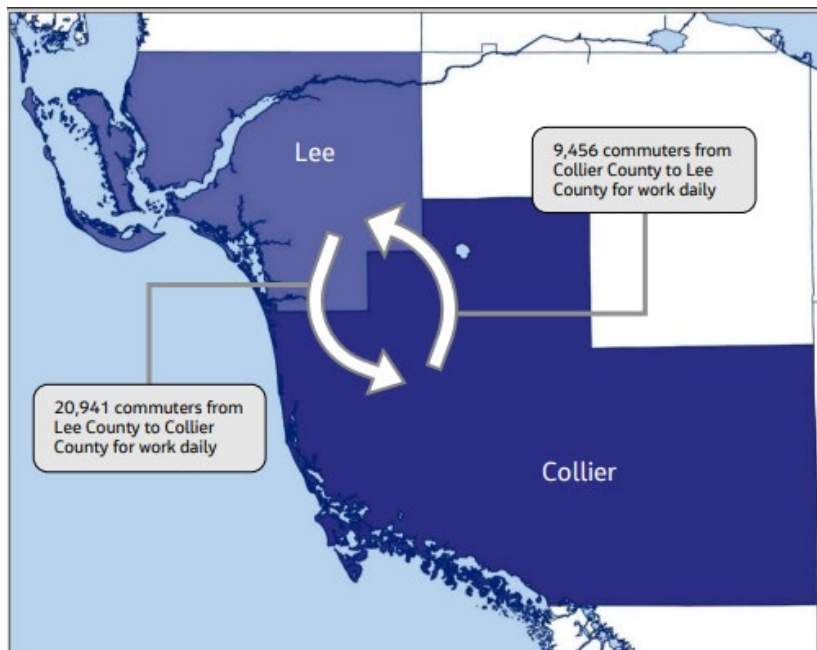


Figure 4-5. Daily Collier-Lee County Trips

4.3 Existing Conditions and Fare Policy Between CAT and LeeTran

CAT uses Genfare fareboxes on all their transit vehicles. These fareboxes accept cash, reloadable smartcards, and paper transfer tickets. Mobile tickets for CAT buses may also be purchased on the RideCAT mobile application. CAT has a contract in place and is working to convert all Genfare fareboxes to new Masabi fareboxes.

According to the LeeTran TDP (2021–2030), LeeTran uses newly installed Genfare Fast Fare Systems fareboxes, which offer flexible payment options to passengers on all fixed-route services in the LeeTran network. Fast Fare accepts cash, smartcards, and account-link tags, fobs, and stickers. Additionally, Fast Fare also offers mobile ticket options using Genfare’s Mobile Link program. The Mobile Link program has payment processing fees of \$0.05 per transaction and 5% of the transaction amount. For the period between July 1, 2022, and June 30, 2023, LeeTran paid a total of \$14,601.80 in fees. This averages \$1,216.82 per month (Huff, pers. comm. 2023).

Beginning March 1, 2011, Collier County and Lee County entered an interlocal agreement to provide a transit service connecting LeeTran to a CAT bus stop. This route, Route 600 (LinC) is operated by LeeTran and serves as the only existing regional public transit connection, providing service from Coconut Point Mall in Lee County to the Creekside Transfer Station in Collier County.

The fare policy in this interlocal agreement stated that “all fares charged to passengers along the designated route will be based upon LeeTran’s current fare structure,” and LeeTran will retain all fares collected by their bus (Collier County Board of County Commissioners 2011). The agreement also states that no transfers or prepaid passes may be used between CAT and LeeTran systems when using this route, though each separate agency must honor their own valid prepaid passes, permits, tickets, and transfers.

As part of this agreement, CAT was leasing a vehicle to LeeTran to use for the LinC route. However, the bus has been returned to CAT and LeeTran now operates the route with their own vehicle. Therefore, the interlocal agreement has since been dissolved; however, the separate fare structure is still intact as LeeTran now fully owns and operates this route (Showalter, pers. comm. 2023a).

Table 4-1 summarizes the fare fees and pass types offered by CAT and LeeTran.

Table 4-1. CAT and LeeTran Fares and Passes

Transit Agency	Regular Fare Prices	Discounted Fare Prices
CAT	<ul style="list-style-type: none"> ▪ One-way Fare: \$2.00 ▪ Marco Express: \$3.00 ▪ Day Pass: \$3.00 ▪ 15-day Pass: \$20.00 ▪ 30-day Pass: \$40.00 ▪ Marco Express 30-day Pass: \$70.00 	<ul style="list-style-type: none"> ▪ One-way: \$1.00 ▪ Marco Express: \$1.50 ▪ Day Pass: \$1.50 ▪ 15-day Pass: \$10.00 ▪ 30-day Pass: \$20.00 ▪ Marco Express 30-day Pass: \$35.00 ▪ Student Summer Pass (valid June 1 through August 31 for students): \$30.00 ▪ 30-day Corporate Pass (300+ Employees): \$29.75

Transit Agency	Regular Fare Prices	Discounted Fare Prices
LeeTran	<ul style="list-style-type: none"> ▪ One-way Fare: \$1.50 ▪ All-day Pass: \$4.00 ▪ 7-day Pass: \$15.00 ▪ 31-day Pass: \$40.00 ▪ 12-trip Pass: \$13.50 	<ul style="list-style-type: none"> ▪ One-way: \$0.75 ▪ 7-day Pass: Senior/Disabled \$11.00; Student \$12.00 ▪ 31-day Pass: Senior/Disabled \$23.00; Student \$25.00 ▪ 12-trip Pass: Senior/Disabled \$6.50; Student \$6.75

Source: (Collier Area Transit 2023; LeeTran 2023)

The regular fare for the LinC route is \$1.50 for a one-way adult fare. Passengers using the LinC route pay this fare when boarding at any stop along this route, as all stops along the LinC route are considered LeeTran bus stops, even if they are geographically located in Collier County.

4.4 Transit Planning Landscape

The TDPs for Collier and Lee counties evaluated transit needs and demand for a 10-year projection (2021–2030). These TDPs included recommendations for regional interconnectivity and identified proposed future networks and/or changes to existing routes to improve cross-county transit services. The *Collier Area Transit Ten-Year Transit Development Plan 2021–2030* (Tindale-Oliver 2020a) identifies two “regional corridors” to provide additional service between Collier and Lee counties, which include:

- The **University of Florida Institute of Food and Agricultural Sciences (UF/IFAS) and Lehigh Acres Route** to provide a new connection between Immokalee, the UF/IFAS Research and Education Center, and Lehigh Acres. Note, this route is also identified in the Collier MPO 2045 Long-Range Transportation Plan (LRTP) as a Transit Need.
- The **I-75 Premium Express**, which would provide a connection between Collier and Lee counties through a managed transit lane (restricted/controlled access) on Interstate 75 (I-75).

The Lee County TDP for LeeTran also includes these corridors as the two proposed regional routes and identifies the Lee-Collier Commuter Express on I-75 as a midterm (3- to 10-year), cross-county need using existing lanes on I-75 or managed lanes if constructed. Note that these regional corridors are also evaluated further as part of this Study to determine their priority ranking as a potential cross-county transit route that may be incorporated into the existing CAT system.

5. Transit Investment and Policy Assessment

Agreements between other transit agencies within the State of Florida that provide regional connectivity with their neighboring counties were analyzed to evaluate their policies, best practices, and successful strategies. These neighboring cross-county transit policies, interlocal agreements, and Memorandums of Understanding (MOUs) were evaluated for terms and conditions between agencies such as cost allocation, route agreements, fare agreements, revenue allocation, agency responsibilities, split revenue (if applicable), and the resulting financial and operational implications of separate and joint fare structures. These counties' policies and the analysis are summarized in Appendix B.

5.1 Fare Policy Comparison and Lessons Learned

After analyzing the various types of interlocal agreements and policies of neighboring counties, the benefits and disadvantages of the different policies were evaluated. The evaluation included financial and operational implications of administering separate and joint fare structures, payment programs, and administrative costs. Lessons learned were developed based on research and coordination and interviews with the neighboring county agencies.

To maintain the terms of the current fare policy between CAT and LeeTran, which is a separate fare structure, all fares for the new connection operated by the CAT bus would be separate from LeeTran. The new route would operate similarly to the LinC route, except the new route will be served by a CAT bus, and CAT may charge their own fares and retain all revenues earned by their vehicle.

Alternatively, another way to operate a separate fare structure between CAT and LeeTran would be to retain all revenues collected by each agency's respective vehicle, but the bus would charge the fare rate based on the county of pickup, similar to the interlocal agreement between Manatee County Area Transit (MCAT) and Sarasota County Transit (Breeze) (refer to Appendix B). One of the lessons learned from using a separate fare structure where the fare is determined by the location of pickup is that if fares vary (for example, one agency goes fare-free), overcrowding may occur on the less-expensive bus. Table 5-1 summarizes the benefits and disadvantages of implementing a separate fare structure.

Table 5-1. Advantages and Disadvantages of a Separate Fare Structure

Fare Policy Type	Advantages	Disadvantages
Separate Fare Structure	<ul style="list-style-type: none"> ▪ No additional fees caused by analyzing/distributing revenue shares. ▪ No need to develop an interlocal agreement for fare/revenue shares. ▪ No "lost fares" or disagreements over fares due to changes in costs and payment programs. ▪ Immediate revenue collection (no delay in money distribution). 	<ul style="list-style-type: none"> ▪ Requires riders to purchase multiple bus passes when traveling between jurisdictions. ▪ May cost riders more money if frequently traveling between jurisdictions (for example, must buy a monthly pass from each agency or the daily fare capping). ▪ If both agencies operate the same route, inconvenience to riders to determine the amount of funds to load on each bus pass. ▪ If both agencies operate the same route, and fares vary, overcrowding may occur on the less-expensive bus.

To develop a joint fare structure between CAT and LeeTran, there are several financial and operational implications that would need to be considered. Table 5-2 summarizes the benefits and disadvantages of implementing a joint fare structure.

An anticipated operational impact to administer a joint fare structure between CAT and LeeTran is the difference in farebox systems used. CAT is converting from Genfare to a Masabi farebox system by late 2024 or early 2025, meanwhile LeeTran is contracted to use Genfare for the next 7 years (Showalter, pers. comm. 2023). Therefore, they may face complications with incompatibilities between the two systems. This could result in either the inability to or increased costs for new hardware and programming to implement a seamless payment system between the two jurisdictions.

Table 5-2. Advantages and Disadvantages of a Joint Fare Structure

Fare Policy Type	Advantages	Disadvantages
Joint Fare Structure	<ul style="list-style-type: none"> ▪ Seamless payment options that may be used across jurisdictions. This is only applicable if the regional pass is valid on all routes in both counties, including local and regional. ▪ May encourage ridership. ▪ May provide cost savings for riders frequently traveling between jurisdictions. 	<ul style="list-style-type: none"> ▪ Potential for “lost fares” if one jurisdiction decides to adopt a fare-free policy (for example, the case with the Manatee-Sarasota agreement). ▪ Additional administrative fees (split proportionately based on responsibilities) due to analyzing and distributing revenue shares between transit agencies. ▪ Requires additional staff hours and responsibilities including: <ul style="list-style-type: none"> - Development and approval of an interlocal agreement - Assign personnel for host agency, project manager, and administrative staff - Meetings and coordination - Consistency with hardware and software systems and updates - Establish a shared bank account - Delay in money distribution/revenue collection ▪ Each participating agency will have a loss in profit due to sharing revenues earned by regional pass with adjacent county.

Analysis of the Regional Revenue Collection and Inter-Jurisdictional Mobility Project and discussions with Hillsborough Area Regional Transit (HART) provided additional insight and lessons learned regarding terms and conditions that need to be evaluated when developing an MOU for a joint fare structure. Refer to Appendix B for a summary of terms and conditions.

To administer a joint fare structure, these financial and operational terms and conditions will need to be negotiated, established, and documented in an MOU. Once all financial and operational terms are established, the MOU would require approval by each agency’s Board of County Commissioners prior to execution. HART indicated a lesson learned during their MOU process was to keep terms open to allow for adaptation and improvement to accommodate obstacles experienced during the implementation process.

Another lesson learned from the Regional Revenue Collection and Inter-Jurisdictional Project was that the project was costly in personnel hours during its initial implementation as there was a significant learning curve for the employees assigned. Initially, it took three to five people to set up and manage the project in its initial stages, and there was an initial revenue loss of approximately \$300,000 during the transition. A lesson learned by HART was to establish a designated project manager and accountant rather than having several people take on different roles and responsibilities. HART identified that there were many nuances that took additional internal coordination by having different employees assigned to different roles and responsibilities, and the process would have been more efficient with one designated project manager. HART determined, after the initial learning-curve phase was completed, their program would require the support of a full-time, designated project manager and approximately 50% of an accountant full-time equivalent.

It is recommended to perform a cost-benefit analysis when deciding to implement a joint fare structure. However, this could be challenging since there are benefits that are not quantifiable. Putting a value to qualitative benefits would be subjective and would be based on agency input and public opinion. A cost-benefit analysis would include factors such as:

- Qualitative: ridership satisfaction, ease of use, and encouragement/increase of ridership
- Quantitative: administrative fees, bank account fees, potential loss of revenue, and start-up costs (hardware, software, mobile application development, and so forth)

Since the policy would result in an initial loss of revenue, it is not recommended to pursue a joint fare structure until both agencies value the qualitative benefits despite the costs. Pursuing a joint fare structure in the future may be based on factors such as number of and ridership of regional routes, demand for additional regional routes, and ridership survey feedback and requests.

5.2 Fare Policy Recommendation

Since the proposed additional regional route would be operated by a CAT bus and there is only one existing regional route, which is operated by a LinC bus, it is recommended to maintain the existing separate fare structure, where each agency charges their own fares and retains revenues on their own respective vehicles.

A meeting between CAT, LeeTran, and Collier MPO was held on November 21, 2023, to discuss the fare policy for the proposed route and advantages and disadvantages of a separate versus joint fare structure. As a result of the meeting and fare policy analysis, it was agreed to pursue a separate fare structure for the new regional route. The separate fare structure will follow the policy used with the existing LinC route operated by LeeTran. The separate fare structure provides the most cost-effective option, avoiding the need to develop an agreement for shared revenue collection and distribution and installing/replacing compatible fare collection systems on vehicles.

Under the separate fare structure, CAT will operate the new route and charge CAT fares. CAT will be responsible for all capital and annual costs related to the operation of the route, except for the costs associated with the bus stop in Lee County. All fares collected by the new route will be retained by CAT, the existing LinC route will continue to be owned and operated by LeeTran, and each agency would now be responsible for one of the two cross-county transit services between Collier and Lee counties.

After the new regional route is established, it is recommended to evaluate ridership on this route as a percentage of the overall regional ridership. It is also recommended that ridership feedback be obtained from both Collier County and Lee County residents to gauge their values related to seamless payment and/or regional pass options. CAT and LeeTran should reevaluate the pros and cons of a joint fare

structure when additional regional routes are proposed. However, since only one additional regional route is proposed as part of this Study a separate fare structure is recommended.

For long-term goals, if a joint fare structure is desired by both agencies, it is recommended to begin discussions between CAT and LeeTran and document a plan and vision for revenue sharing in the future. Developing an agreement on the terms and conditions of a joint fare structure and revenue sharing will be a long and iterative process. Therefore, beginning conversations early will expedite the process when both agencies are ready to implement. When implementing a joint fare structure, it is recommended to develop a seamless payment option such as the Flamingo Fares application managed by HART. A similar payment program could help facilitate cross-county travel and provide an efficient process for CAT and LeeTran.

6. Regional Travel Pattern and Market Analysis

A comprehensive regional travel pattern and market analysis was performed to develop priority O-D pairs that could be developed into candidate corridors for the proposed cross-county transit route. Existing travel patterns between Collier and Lee counties were analyzed for movements that would benefit most from a new regional transit service. Travel patterns and cross-county transit needs were evaluated using:

- O-D Data
- CAT and LeeTran Ridership
- Key Activity Centers and Workforce Commutes
- U.S. Census Data and Demographics
- Existing TDPs

The Collier MPO Origin-Destination (O-D) Report (hereinafter, "O-D Report") data were used and sorted to identify trips between Collier and Lee counties to identify regional travel patterns. The Collier County and Lee County planning communities were used in this analysis and are referred to as subareas. Highest-frequency trips between Collier and Lee counties were analyzed for the number of daily trips generated between subareas. These high-frequency O-D pairs were then evaluated to identify priority pairs that would benefit most from a new regional transit connection.

Based on the O-D Report data, the top-four trips from Collier County to Lee County were:

- North Naples to Bonita Springs
- Urban Estates to Bonita Springs
- City of Naples to Bonita Springs
- Immokalee to Lehigh Acres

The top-four trips from Lee County to Collier County were:

- Bonita Springs to North Naples
- Fort Myers to North Naples
- Estero to North Naples
- Lehigh Acres to Immokalee

Each of these origins in Collier and Lee counties were evaluated for their top-three cross-county destinations. Bonita Springs was the most frequent destination for three of the top-four origins in Collier County, so Bonita Springs was evaluated as the destination in three separate O-D pairs. Additionally, North Naples was the most frequent destination for three of the top-four trips from Lee County and was evaluated similarly. This analysis is summarized in Appendix C. The goal of the analysis was to identify priority O-D pairs to be evaluated as potential regional transit corridors.

The U.S. Census and demographic data were used to evaluate O-D pairs for those who use public transit. U.S. Census data for the following characteristics were used:

- For workers 16 years old and older
 - Who use public transportation as means to get to work
 - Who use public transportation as means to get to work and are below 100% of the poverty level
 - Who use public transportation as means to get to work and work outside their county of residence
- Who live in a household with no vehicles available

In addition to the evaluation of O-D Report data and U.S. Census data, key activity and major employment centers were identified to determine workforce commutes. The existing TDPs and LRTPs for both Collier and Lee counties were also evaluated for existing commuter patterns and public transportation demand. Both the CAT and LeeTran TDPs identify two regional transit corridors as future needs. These regional corridors were evaluated to serve as potential regional connections between Collier County and Lee County and were evaluated as candidate corridors.

7. Candidate Corridor Development

The Collier MPO O-D Report data were used to identify existing cross-county travel patterns. According to the O-D Report, more than 90,000 trips per day begin in Collier County and end in Lee County, with an additional 38,000 daily trips passing through Collier County (Tindale-Oliver 2022).

Since the data from the O-D Report were collected from all trip types (for example, car, truck, taxi, transit, and so forth) the travel patterns did not identify transit-related trips only. To evaluate transit needs, the O-D pairs were analyzed against U.S. Census and demographic data for those who reported using public transportation as their means to get to work. The O-D pairs were also evaluated against factors such as key activity and major employment centers and workforce commutes to identify routes to support regional and economic benefits.

For the O-D pairs that were not already identified as a recommended route in the latest Collier County and Lee County TDPs and LRTPs, these O-D pairs were identified as potential candidate corridors. Figure 7-1 displays the methodology used to evaluate the top O-D pairs to identify potential candidate corridors.

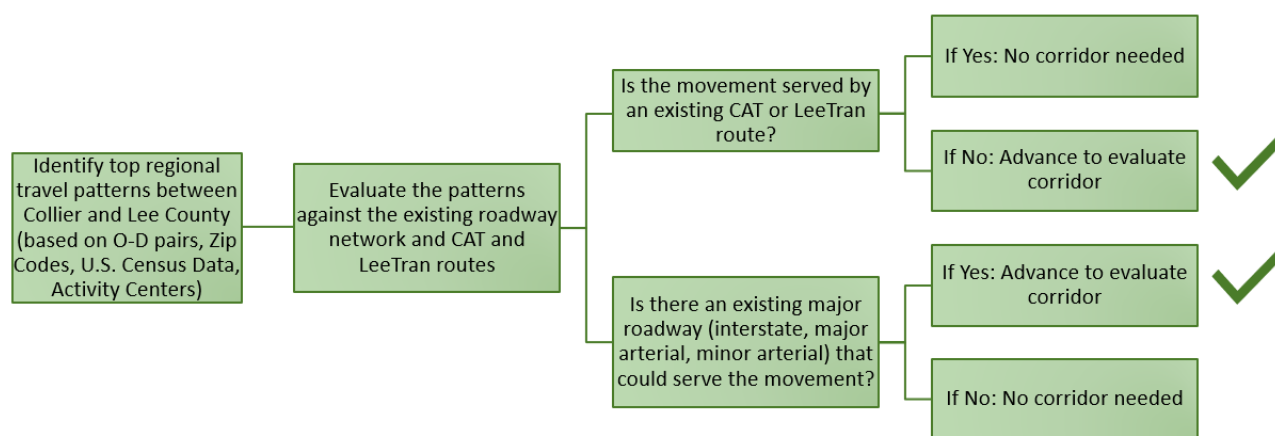


Figure 7-1. Candidate Corridor Development Methodology

The candidate corridors were developed based on the O-D Report data for cross-county travel, then evaluated against key activity centers, workforce commutes, U.S. Census data, and existing ridership data. The two proposed regional corridors identified in the CAT and LeeTran TDPs were evaluated as candidate corridors, and the travel pattern and market analyses determined if any additional candidate corridors should be evaluated. Additional candidate corridors were developed using identified priority O-D pairs evaluated against the existing transit networks, the existing corridors identified in the TDPs, and the U.S. Census data.

Additionally, feedback from public involvement and outreach was evaluated for additional potential candidate corridors that were not identified by the regional travel pattern and market analyses. However, no new regional candidate corridors were identified based on public comments.

7.1 UF/IFAS and Lehigh Acres Route

The proposed UF/IFAS and Lehigh Acres Route (refer to Figure 7-2) is a candidate corridor that would connect Immokalee in Collier County to Lehigh Acres in Lee County. This route was identified in both the CAT and LeeTran TDPs. According to the Collier MPO O-D Report data, 2,600 trips occur between this O-D pair daily. This proposed route would connect Immokalee to the UF/IFAS campus in Collier County and

Lehigh Acres in Lee County via County Road 846, State Road (SR) 29, and SR 82. The TDPs identified the endpoint in Lehigh Acres at the new Lehigh Acres Park-and-Ride Transfer Facility at the intersection of Williams Avenue and Village Lakes Boulevard. This park-and-ride is expected for completion in early 2025 (Lee County Government 2023). The TDP identified the other endpoint in Immokalee at the Immokalee Health Department. The County plans to improve the Immokalee Health Department Transfer Station to construct a bus bay with shelter and amenities, which received Tiger Grant funding.

Based on the O-D Report data, 42% of all external travel from Immokalee to Lee County ends in the Lehigh Acres subarea, making it the largest proportion of external trips from Immokalee. Due to the current absence of regional transit connection between the two subareas, if commuters travel from Lehigh Acres to Immokalee via public transit, they must first travel to Fort Myers, then to Naples on the LinC bus, and finally transfer to another bus that would take them to Immokalee. The addition of a regional connection between these two isolated subareas would reduce travel time by 91.7% for commuters using public transit.

Additionally, based on U.S. Census data, the Immokalee area (Zip Code Tabulation Area (ZCTA) 34142) consistently ranks highest for populations that use public transit as their main mode of transportation, are below the poverty level, and work outside of their county of residence.

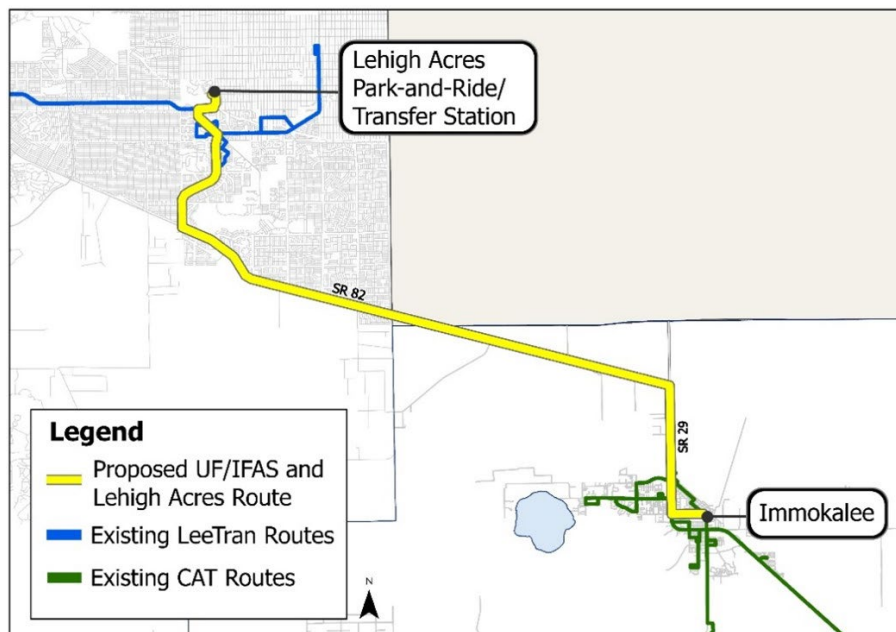


Figure 7-2. Proposed UF/IFAS and Lehigh Acres Route

7.2 I-75 Premium Express

The proposed I-75 Premium Express provides a direct route between Collier County and Lee County via I-75. According to the CAT and LeeTran TDPs and the LeeTran Evolve Network GIS data, the endpoints for this corridor in Collier County and Lee County vary.

- The CAT TDP identifies the Lee County endpoint at Gulf Coast Town Center in the San Carlos subarea and the Collier County endpoint at the Collier County Government Center.
- Section 9, page 9-8, of the LeeTran TDP identifies the Lee County endpoint at Southwest Florida International Airport (RSW) in the Airport/Gateway subarea, but also identifies the Lee County endpoint at Florida Gulf Coast University when referencing the CAT TDP.

- The LeeTran Evolve Network GIS data identify the endpoint in Collier County connecting to CAT Route 20 near I-75 on Pine Ridge Road.

Due to the various endpoints identified for this corridor, three potential alignment options were evaluated. Options 1 and 2 were based on the TDPs and Evolve Network GIS data. Option 3 was developed as a result of an O-D data analysis discussion with CAT, LeeTran, Collier MPO, and Lee MPO.

Option 1: This route would connect the Collier County Government Center in Collier County and the Gulf Coast Town Center in Lee County (Figure 7-3).

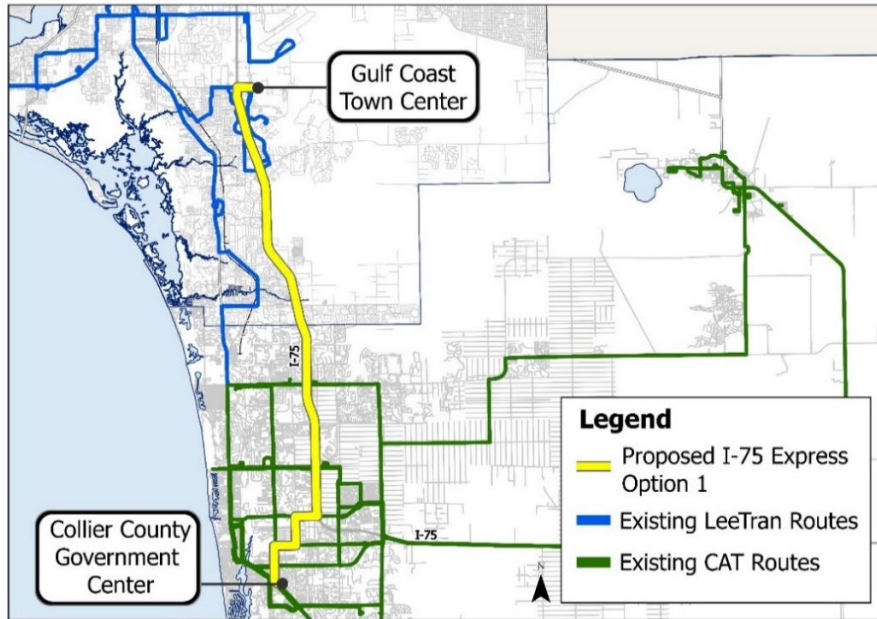


Figure 7-3. Proposed I-75 Premium Express – Option 1

Option 2: This route would connect at Pine Ridge Road near the I-75 interchange in Collier County and provide two drop-off locations in Lee County, RSW and the Forum on Colonial Boulevard (Figure 7-4).

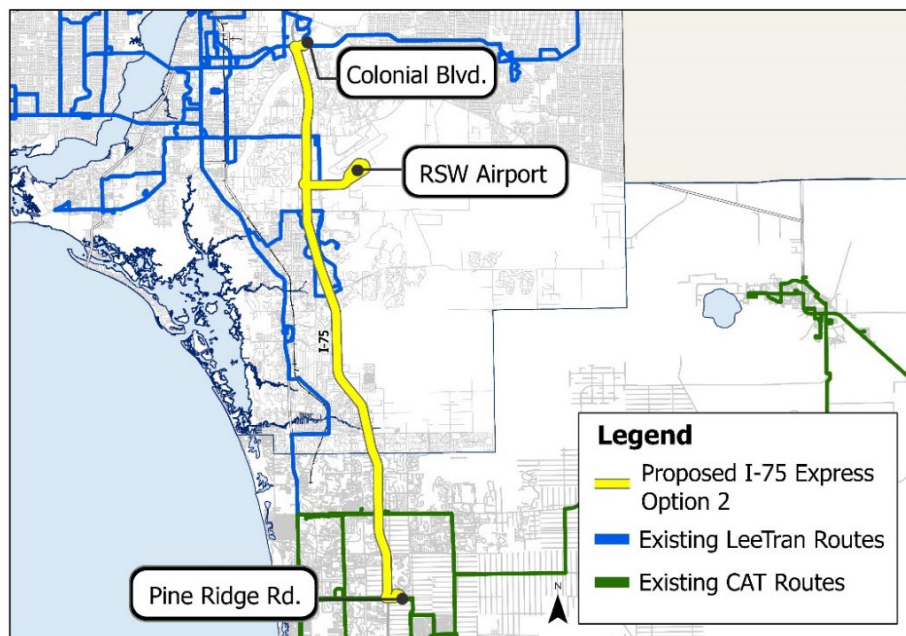


Figure 7-4. Proposed I-75 Premium Express – Option 2

Option 3: This route would connect the Collier County Government Center with two drop-off points in Lee County, at RSW and the Forum on Colonial Boulevard.

7.3 Urban Estates and Bonita Springs

The Urban Estates subarea produces the second-greatest number of external trips from Collier County to Lee County, with Bonita Springs as the top destination, generating more than 6,000 trips daily. Currently, there is no existing regional transit route connecting these two planning communities. If travelers want to get to Bonita Springs via public transit, they will first need to travel west to the Creekside Transfer Station to board the LinC bus, which provides a drop-off point in Estero. A potential regional corridor from Urban Estates would be beneficial to populations in eastern Collier County that currently do not have a regional service connecting to Lee County.

The proposed route from Urban Estates to Bonita Springs (as shown in Figure 7-5) would use Livingston Road (Collier County) and Imperial Parkway (Lee County) as its main thoroughfares and connect to the existing LinC bus in Bonita Springs. This would eliminate the need for travelers whose origins are east of Livingston Road to travel west to the Creekside Transfer Station first for the LinC bus.

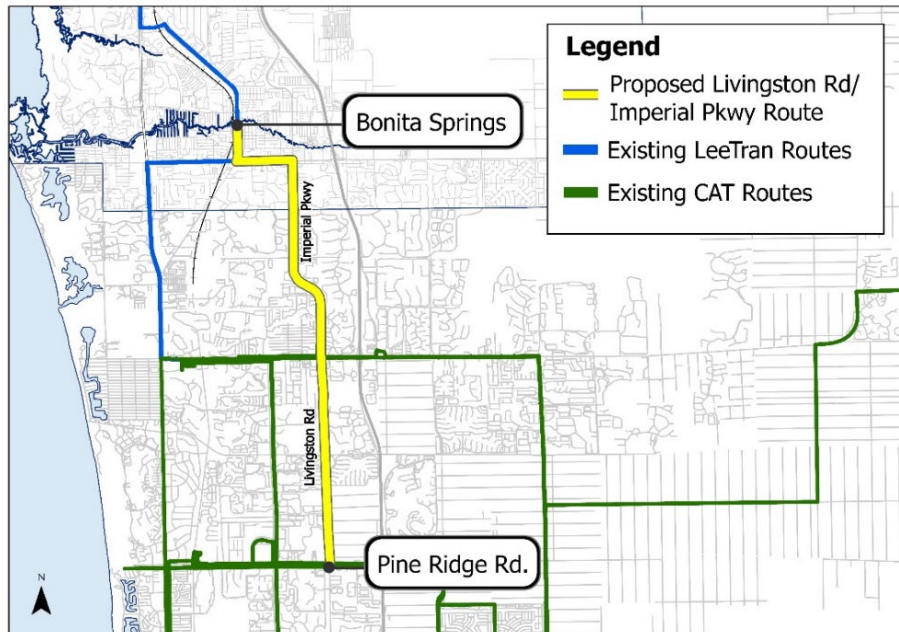


Figure 7-5. Urban Estates and Bonita Springs

An alternative to this route would continue north into Estero, connecting with the existing LinC route at the Coconut Point Transfer Station. Final endpoints will be determined if this corridor is recommended to move forward as the recommended route.

8. Public Involvement

Public input was collected to obtain feedback, and public participation was encouraged throughout the planning process. The following public engagement methods were used:

- Public input surveys (online and paper format)
- Interviews of CAT bus riders
- Interviews of bus operators
- Agency input

Public outreach methods for the Study included email notifications, printed advertisements, website links, news articles, and social media posts. All materials were provided in English and Spanish versions, and a contact email was provided for those who needed assistance in Creole, to ensure public engagement materials were accessible to all community members. This included published materials such as email blasts, printed advertisements, and webpages.

8.1 Public Input Survey

A regional public input survey was developed for distribution in Collier and Lee counties. Survey questions were developed in coordination with CAT, LeeTran, and Collier MPO. Questions were developed to obtain public input on each of the proposed candidate corridors and provide participants with an opportunity to identify any additional routes to evaluate. Survey questions were developed to obtain feedback on transit-related origins and destinations, frequency of cross-county travel, purpose of travel, and frequency of use for existing routes and candidate corridors.

The public involvement feedback was evaluated for potential candidate corridors that were not identified by the regional travel pattern and market analyses. However, no new regional candidate corridors were identified based on public comments.

8.1.1 Survey Advertisements

A survey advertisement was prepared and included website links and quick response (QR) codes to the English and Spanish online surveys and included a contact for assistance in Creole. The survey advertisement was posted at various CAT and LeeTran bus stops as well as onboard their buses. Paper copies of the survey were also provided aboard CAT buses. The survey advertisement was also provided via email to CAT stakeholders and posted on various webpages and social media outlets including:

- Collier County and Lee County MPO Websites
- Lee County MPO Newsletter
- CAT Webpage
- CAT Facebook Page
- Collier County Facebook Page (English and Spanish versions)
- Collier County X (formerly Twitter) Page

Lee County MPO sent survey information to various boards and committees including their:

- Technical Advisory Committee
- Citizen Advisory Committee
- Bicycle Pedestrian Coordinating Committee
- Traffic Management and Operations Committee
- Transportation Disadvantaged Local Coordinating Board

In addition to local agency notifications, the regional survey was also posted by the Florida Department of Transportation (FDOT) Transit Office on the following platforms:

- FDOT Commute Connector App: A message was sent to app users in the Collier/Lee County range.
- Social Media: Multiple posts were made to Instagram, Facebook, X (formerly Twitter), and LinkedIn up until the survey end date.

Appendix D provides copies of all survey advertisement distributions.

8.1.2 Onboard Survey Results

Paper copies of the onboard survey were provided on select CAT buses to collect feedback from bus riders in Collier County. These surveys were available from November 20, 2023, to January 3, 2024. There were no onboard paper surveys received, as all participants elected to take the online version.

8.1.3 Online Survey Results

The online survey was available from November 20, 2023, to January 3, 2024. Copies of the online survey responses are provided in Appendix D, in the Online Survey Summary section. In total, there were 199 responses to the online survey, with 194 responses to the English version and 5 responses to the Spanish version. No requests for a Creole translation of the survey were received.

Since the survey was distributed to both current transit riders and non-transit riders and a large majority of participants (approximately 70%) identified they do not typically ride the bus. Therefore, the survey results were sorted for:

- Results from all participants (199 total)
- Participants who currently ride CAT or LeeTran buses (59 of the 199 responses).

Questions 12 and 13 asked participants to rank the proposed corridors or propose a different route to serve their needs. In Question 12, participants were asked to rank the proposed regional routes in order of most preferred to least preferred. A summary of first-place rankings for all participants is shown on Figure 8-1. The top choice was I-75 Premium Express – Option 2, with 30% of the first-place rankings.

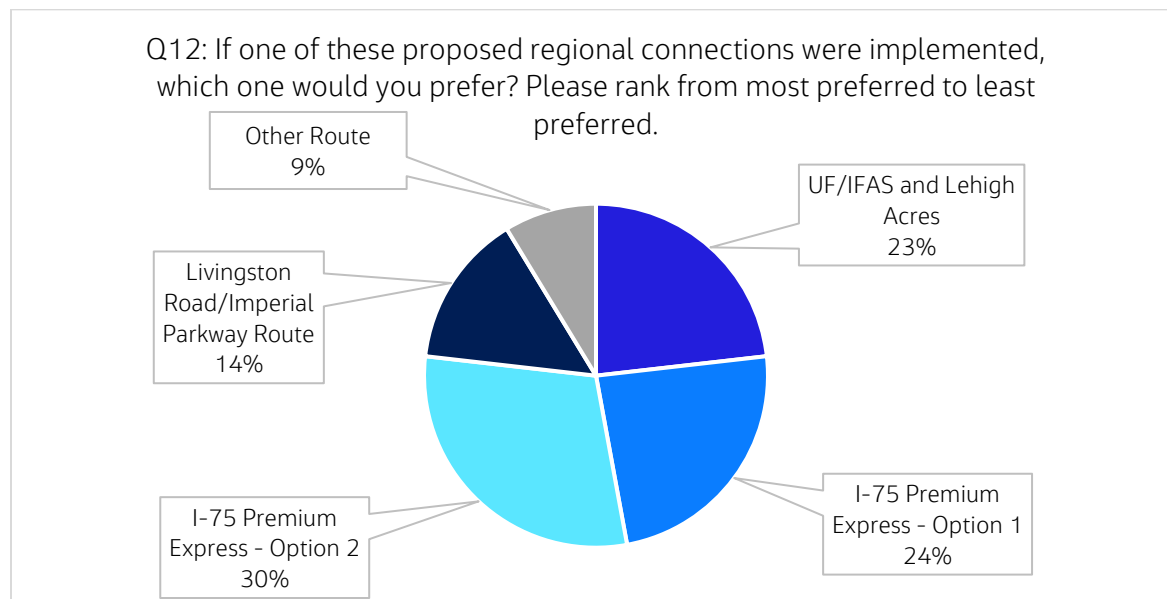


Figure 8-1. Question 12 Responses – All Participants

Among bus riders only, the top choice was the UF/IFAS and Lehigh Acres Route, with 31% of the first-place rankings (refer to Figure 8-2).

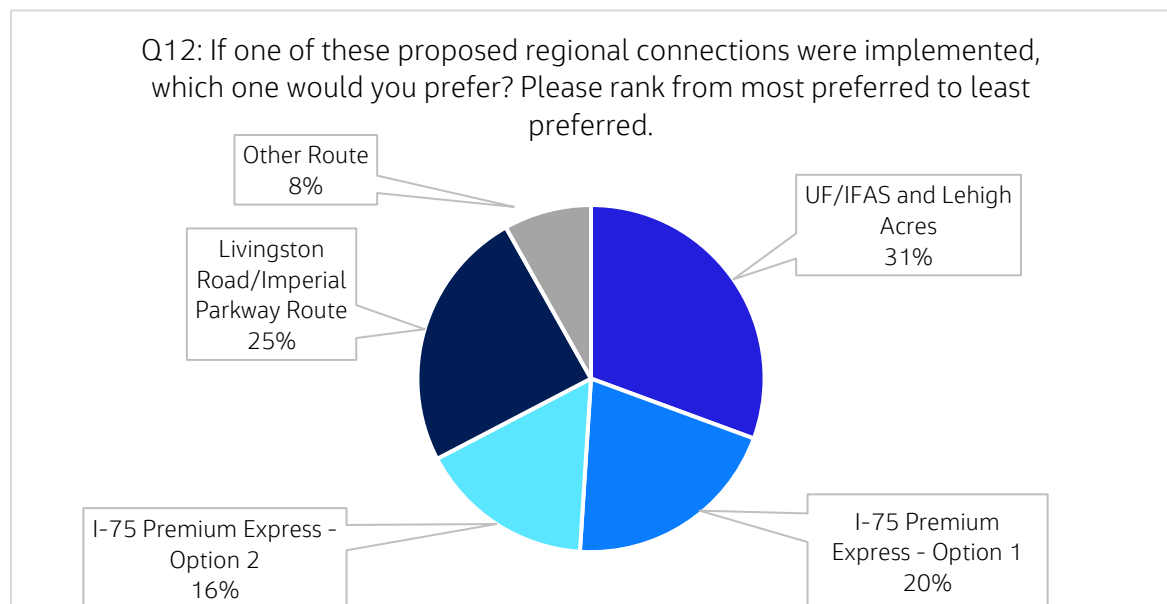


Figure 8-2. Question 12 Responses – Bus Riders Only

In Question 13, participants were asked to propose any additional cross-county routes they would like to see implemented to satisfy their regional transit needs. They were asked to provide starting points, endpoints, and main roadways of travel.

Of these responses, some of the suggested routes would align with one or more of the proposed candidate corridors. For instance, one participant suggested to connect Immokalee to Colonial Boulevard in Fort Myers. Therefore, the proposed UF/IFAS and Lehigh Acres route would serve that O-D pair by providing a

connection from Immokalee to Lehigh Acres in Lee County, where riders may then connect to a LeeTran bus that will go to Colonial Boulevard.

Responses to this question did not result in a significant need to evaluate an additional route, as many of the suggested routes either already aligned with a proposed corridor or were outside the extent to which the new regional route will reach.

8.2 Interviews

Interviews of bus operators and riders at select bus stops were performed by CAT staff to obtain input on the proposed candidate corridors and identify any additional transit needs and service gaps. Feedback obtained from these interviews were used to help determine regional transit needs between CAT and LeeTran. Copies of interview questions and responses are provided in Appendix D.

8.2.1 Bus Operator Interviews

A LeeTran bus operator who operates the LinC route was interviewed. The operator was asked questions regarding ridership, anticipated traffic delays, and route logistics for each candidate corridor. They were also given an opportunity to provide their own suggestions for cross-county services. Key takeaways from this interview included:

- The LinC bus is typically very crowded during peak morning hours.
- The LinC bus becomes less crowded after 10:30 a.m.
- Connections between LeeTran and CAT are sometimes difficult to manage because of communication issues.

8.2.2 Bus Stop Interviews

Two interviews were conducted at the Creekside Transfer Station in Collier County to obtain input from existing riders about regional service needs. The key takeaway from the first interview is that the participant indicated that they began their trip in Lehigh Acres (Lee County) and their final destination was in Immokalee (Collier County). For this trip, the rider must complete a total of five transfers. This participant ranked the UF/IFAS and Lehigh Acres Route as most preferred.

The second interviewee identified the Urban Estates and Bonita Springs Route as their preferred route since they were traveling from Old U.S. 41 in Bonita Springs to Immokalee Road in North Naples. No transfers were required to complete their trip using the LinC route.

8.3 Agency Reviews

Agency input was received throughout the planning process from CAT, LeeTran, Collier MPO, and Lee MPO staff. Several meetings were held on the travel pattern and market analyses and the candidate corridor development process. Meetings between CAT and LeeTran were conducted to facilitate discussions regarding the fare policy for the proposed route and analysis of separate versus joint fare structures.

In a meeting on November 22, 2023, the travel pattern and market analyses were discussed with CAT, LeeTran, Collier MPO, and Lee MPO. Key takeaways from this discussion included:

- Both counties indicated that the identified O-D pairs based on the data analysis are consistent with observed traffic patterns in Collier and Lee counties.

- The proposed candidate corridors are viable options for a new regional route and should be evaluated further.

Further coordination was performed regarding the UF/IFAS and Lehigh Acres Route as the recommended route. All team members agreed to move forward with developing the recommended corridor.

9. Candidate Corridor Evaluation and Ranking

A quantitative and qualitative methodology was developed to evaluate and rank the candidate corridors to determine the recommended corridor to implement as the new cross-county transit route. The candidate corridors evaluated included:

- UF/IFAS and Lehigh Acres Route
- I-75 Premium Express – Option 1: Collier County Government Center to Gulf Coast Town Center
- I-75 Premium Express – Option 2: Pine Ridge Road to RSW and the Forum
- I-75 Premium Express – Option 3: Collier County Government Center to RSW and the Forum
- Urban Estates and Bonita Springs Route

The ranking criteria were developed with scoring factors including but not limited to U.S. Census data, O-D Report data, proximity to key activity centers and transfer stations, and reduction in user travel time. The ranking criteria helped identify the candidate corridor recommended for implementation.

The evaluation criteria developed provide a numerical scoring for each candidate corridor evaluated. The evaluation used a weighted point system that was applied using a score of 0 to 10 with a weight from 1 to 3. The score weighting assigned was based on the following criteria to serve cross-county transit needs:

Basic benefit

Moderate benefit

Extreme benefit

A total score was then generated based on the scores and weights for each question, with a maximum possible score of 270 points. A percentage was then calculated to give the candidate corridor an overall score.

Attachment 2 of Appendix C includes the completed Corridor Evaluation Forms for each candidate corridor. Table 9-1 summarizes the scores for each candidate corridor. The UF/IFAS and Lehigh Acres Route ranked first, indicating it would provide the greatest benefit based on cross-county transit needs.

Table 9-1. Candidate Corridor Ranking

Ranking	Candidate Corridor	Score	Percentage
1	UF/IFAS and Lehigh Acres Route (Immokalee to Lehigh Acres)	220/270	81.48%
2	I-75 Premium Express – Option 2 (Pine Ridge Road to RSW and the Forum)	178/270	65.93%
3	I-75 Premium Express – Option 3 (Collier County Government Center to RSW and the Forum)	168/270	62.22%
4	Urban Estates and Bonita Springs Route (Livingston Road/Imperial Parkway Route)	133/270	49.26%
5	I-75 Premium Express – Option 1 (Collier County Government Center to Gulf Coast Town Center)	128/270	47.41%

10. Scenario Development and Recommendations

A proposed plan for the UF/IFAS and Lehigh Acres Route was developed, which included aspects such as bus stop locations, service frequency, span of service, turnaround, layovers, rest areas, and vehicles. The proposed route was developed as a new CAT-operated route. During the process of route development, it was determined the quickest route through Lehigh Acres to reach the park-and-ride transfer station is to take Homestead Road South, which decreases the travel distance by approximately 1.7 miles.

10.1 Proposed Stops and Schedule

It is recommended that the UF/IFAS and Lehigh Acres Route, as identified in Figure 10-1, provides pickup and drop-off service at the following locations:

Collier County Bus Stops:

- Immokalee Health Department Transfer Facility: This is an existing CAT bus stop transfer location in Immokalee that connects Immokalee Circulators (Routes 22 and 23) and Route 19. The Immokalee Health Department has funding from a Tiger Grant awarded in 2018 to construct a bus transfer station with amenities that will provide parking and a bus turnaround within the site. This facility is under construction and expected to be completed by late 2024. This transfer station will serve as the starting point for the proposed route and will serve as a turnaround point for the route's inbound and outbound service. This bus stop is located at 419 North 1st Street, Immokalee, Florida 34142.
- UF/IFAS Satellite Campus bus stop: Based on public comment from the CAT TDP, a bus stop at the UF/IFAS satellite campus was identified for the proposed route between Immokalee and Lehigh Acres. However, it was noted that roadway constraints prevent buses from entering and exiting the campus (Tindale-Oliver 2020).
 - A bus stop is recommended along the existing southbound right-turn lane to the campus located at 2685 FL-29, Immokalee, Florida 34142. This stop is proposed for the inbound service between the Lehigh Acres bus stop to the Immokalee Health Department bus stop. It is recommended that the addition of bus stop amenities be evaluated once the service and stop are implemented and passenger count data are available.

Lee County Bus Stop:

- Lehigh Acres Park-and-Ride Transfer Facility: This facility is under construction and expected to be completed by early 2025. The new facility will operate as a park-and-ride lot and a transfer station for the Lehigh Acres area (Lee County 2023). This facility will serve as a turnaround point for the proposed route's inbound and outbound service. The park-and-ride will be located at 1121 Village Lakes Boulevard, Lehigh Acres, Florida, 33972; it will be adjacent to the Lehigh Acres Park on Williams Avenue. The new facility will include four bus bays, parking, bicycle storage, a staff restroom, a covered waiting area, and technology-driven amenities (Lee County 2024). The LeeTran routes will be rerouted to connect to this park-and-ride once the facility is constructed. Passengers traveling from Immokalee to Fort Myers may transfer onto a LeeTran bus at this transfer station.

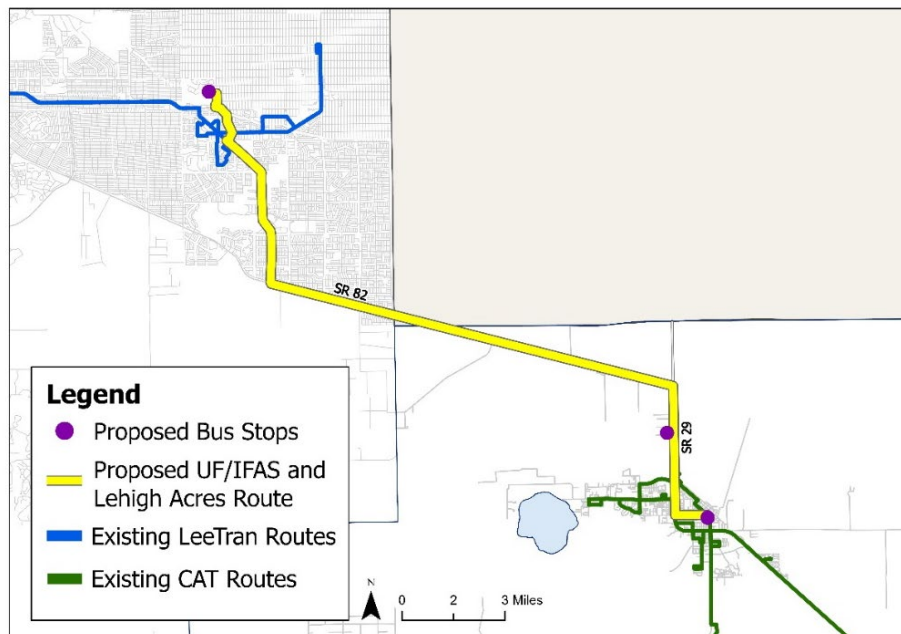


Figure 10-1. Proposed UF/IFAS and Lehigh Acres Route with Bus Stops

Maintenance of each bus stop will be the responsibility of the county agency in which it is located. Thus, the Immokalee Health Department transfer station will remain the responsibility of CAT, and the new Lehigh Acres Transfer Facility will be maintained by LeeTran. The proposed bus stop at the UF/IFAS Satellite Campus is in Collier County and, thus, would be maintained by CAT.

It is recommended to provide, at the minimum, transit service during the peak AM hours and peak PM hours. Refer to Table 10-1 for a recommended route schedule. The proposed route offers 11 hours of daily service, 7 days per week, with 3 hours and 50 minutes of deadhead (includes driving to and from the CAT facility on Radio Road and a daily 2-hour and 10-minute break). The proposed route begins at 6:00 a.m. in Immokalee to provide workers traveling to Lehigh Acres time to travel to work. The last departure from Lehigh Acres is at 6:30 p.m. to provide workers who may be using transit traveling from other areas time to get to the bus stop after a typical workday finishing at 5:00 p.m. For individuals that live in Lehigh Acres and work in Immokalee, the earliest morning bus departs Lehigh Acres at 6:40 a.m., and the latest evening bus departs Immokalee at 5:50 p.m. to accommodate riders who may be traveling to and from other areas. These recommended times are based on a standard work schedule of 8:00 a.m. to 5:00 p.m. and were compared to existing CAT route schedules. These recommended start and end times align with the existing service hours for other bus routes servicing this area and other parts of Collier County.

The number of service days was determined based on the assumption that the route would operate 7 days per week, except on major holidays when CAT does not offer any bus service. These holidays include New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day (CAT 2023). If CAT wishes to reduce the number of operating days for the new route, it is suggested to limit service on Sundays to not interfere with commuter needs during typical working days.

Table 10-1. Proposed UF/IFAS and Lehigh Acres Route Schedule

Outbound			Inbound				
Immokalee Health Department	Anticipated Drive Time ^a	Lehigh Acres Park-and-Ride Transfer Facility	Anticipated Drive Time ^a	UF/IFAS Satellite Campus	Anticipated Drive Time ^a	Immokalee Health Department	Layover
6:00 a.m.	40 minutes	6:40 a.m.	40 minutes	7:20 a.m.	15 minutes	7:35 a.m.	10 minutes
7:45 a.m.	45 minutes	8:30 a.m.	35 minutes	9:05 a.m.	10 minutes	9:15 a.m.	10 minutes
9:25 a.m.	40 minutes	10:05 a.m.	35 minutes	10:40 a.m.	10 minutes	10:50 a.m.	130 minutes
1:00 p.m.	40 minutes	1:40 p.m.	35 minutes	2:15 p.m.	10 minutes	2:25 p.m.	10 minutes
2:35 p.m.	40 minutes	3:15 p.m.	35 minutes	3:50 p.m.	10 minutes	4:00 p.m.	10 minutes
4:10 p.m.	45 minutes	4:55 p.m.	35 minutes	5:30 p.m.	10 minutes	5:40 p.m.	10 minutes
5:50 p.m.	40 minutes	6:30 p.m.	30 minutes	7:00 p.m.	10 minutes	7:10 p.m.	

^a Anticipated drive time is estimated based on Google Maps drive time at each departure time period, using the longest duration from the range identified. An additional 5 minutes was added to the drive time to account for traffic delays.

Note: Proposed schedule and number of trips are subject to change based on public input for service needs.

10.2 Layover and Rest Areas

It is recommended to hold the layover/rest area at the new Immokalee Health Department transfer station once it is constructed. Since the route is primarily intended to assist with workforce commutes, an additional layover is proposed between 11:00 a.m. and 1:00 p.m. However, it is recommended to adjust the proposed schedule and number of trips based on public input for service needs, then reevaluate once the route is implemented based on passenger count data.

10.3 Vehicles

At least one vehicle will need to be purchased to operate this new route. Based on CAT's fleet size and the number of vehicles operating at the same time, a second bus may also be evaluated to ensure there are sufficient buses in adequate condition to serve all CAT routes, while keeping up with backup vehicle requirements and maintenance needs. CAT currently uses the Jacksonville Transit Authority (JTA) agreement for purchasing new buses.

Since CAT stores all their buses at the CAT Operations Facility on Radio Road, the bus operating this proposed route will return to the CAT facility each evening after the last service, as the Immokalee Circulator (Route 23) does. If Collier County's Fleet location in Immokalee is improved to include a CAT storage facility in the future, it is recommended to store the bus at that location.

10.4 Recommended Public Outreach

It is recommended to collect input on specific details of the route before a new bus route is introduced to obtain feedback from riders anticipated to use the proposed route. A public survey is recommended to obtain input on preferred times of service, service frequency, and stops and to provide insight into the anticipated demand for the proposed route and to evaluate adjustments to the proposed route based on public comment.

Feedback should be solicited both online and in person. The online surveys are recommended to have English and Spanish versions available, along with an option for Creole translation. In-person surveys are recommended at select bus stops in Immokalee and Lehigh Acres. Since both areas have large Spanish-speaking populations, it is recommended in-person surveys be performed by a bilingual staff member.

11. Cost Estimate and Funding Needs

Table 11-1 provides the daily revenue and platform miles and hours per vehicle used to develop the cost estimate. Revenue and platform miles were determined using Google Maps, and hours were derived from the sample schedule shown in Table 10-1.

Table 11-1. Daily Revenue and Platform Miles and Hours for the UF/IFAS and Lehigh Acres Route

Travel Type	Miles	Travel Type	Hours
Daily Revenue Miles	333.3	Daily Revenue Hours	11.0
Deadhead Miles	87.2	Deadhead Hours	3.8
Daily Platform Miles	420.5	Daily Platform Hours	14.8

Tables 11-2 and 11-3 provide conceptual-level cost estimates for implementing the new regional route based on anticipated capital and annual operating expenses. The capital and annual operating costs were developed assuming only one new bus will be purchased to operate the route. If a second bus is purchased, the capital and operating costs will need to be updated to reflect an additional vehicle and its associated costs.

Table 11-2. Capital Cost Estimate for the UF/IFAS and Lehigh Acres Route

Expense	Cost
30-foot Diesel Bus	\$571,000.00
Fare Collection Equipment	\$7,700.00
Bus Stop Improvements ^a (UF/IFAS satellite campus bus stop only)	\$50,000.00
Total Capital Cost (2024 Dollars)	\$628,700.00

^aIncludes design and permitting

The initial capital cost of implementing this new service is estimated at \$628,700. The cost of a new bus was determined from CAT’s existing contract with JTA, in which CAT is contracted to purchase new buses for approximately \$571,000 (Showalter, pers. comm. 2024). Cost of fare collection equipment was estimated using Collier County Contract No. 18-7266 pricing for Masabi hardware and software and accounted for inflation from 2018 to 2024 using an inflation factor from the U.S. Bureau of Labor Statistics. The cost for farebox equipment includes onboard validators, software license fees, mobile routers, internal Wi-Fi antennas, and external cellular and global positioning system antennas and excluded the one-time implementation cost for deploying a new farebox collection system for CAT as identified in the contract.

Since the planned improvements for the Immokalee Health Department Transfer Facility and the Lehigh Acres Park-and-Ride Transfer Facility will include amenities such as signage, shelter and benches, trash cans, and boarding and alighting (B&A) areas, bus stop improvements were not included as a capital cost at these two bus stops. The capital cost only includes costs associated with bus stop improvements at the proposed UF/IFAS Satellite Campus bus stop. Although it is recommended to evaluate passenger count data before installing additional amenities beyond signage, bus stop improvements including a shelter, trash can, bench, B&A area, and curb paint for the CAT logo design were included for estimating purposes. Costs for bus stop improvements were determined based on recent project cost data. Any right-of-way or easement requirements to construct bus stop amenities at the UF/IFAS Satellite Campus bus stop in

compliance with Americans with Disabilities Act (ADA) standards will need to be evaluated based on existing right-of-way and survey data and were not included in the cost of bus stop improvements.

Based on the *Useful Life of Transit Buses and Vans Report*, the expected life of a 30-foot diesel bus is approximately 12 years but may vary based on factors such as mileage, and the expected life for a fare collection device is approximately 7 years (FTA 2007). Useful life for bus stop amenities varies based on the type of equipment. Recurring capital costs will need to be accounted for based on the useful life of the equipment or amenities.

Table 11-3. Annual Operating Cost Estimate for the UF/IFAS and Lehigh Acres Route

Annual Cost Type	Annual Operating Cost
Annual operating cost for revenue service	\$450,000.00
Annual deadhead operating cost	\$155,000.00
Total annual operating cost for platform service	\$605,000.00

The annual operating cost for the new route is estimated at \$605,000 and was developed using data provided by CAT. CAT's current operating cost for a route is approximately \$112 per hour (Showalter, pers. comm. 2024). This operating cost was used to determine the yearly operating cost for the proposed route based on its daily hours of operation and number of service days per year. Annual operating costs include but are not limited to diesel fuel, materials and supplies, maintenance, and bus operator salaries.

12. Funding Opportunities

Tables 12-1 and 12-2 identify a list of potential federal and state funding opportunities for the new regional route. Potential federal and state grant funding opportunities were identified from the Federal Transit Administration (FTA), FDOT, and the Florida Commission for the Transportation Disadvantaged (CTD). Since the proposed route uses SR 29 and SR 82, both of which are identified within the FDOT's State Highway System, additional funding options are available at the state level. Terms and conditions should be evaluated, which may include requirements such as matching federal and state funding with local funds.

12.1 Federal Funding

Funding opportunities are available at the federal level from the FTA. Potential grants to help fund the proposed regional corridor are summarized in Table 12-1.

Table 12-1. Federal Funding Programs

Federal Funding Program	Agency	Description	Terms	Potential Eligible Status	Website Source
Grants for Buses and Bus Facilities Program – 5339(b)	FTA	This program provides funding opportunities for capital projects associated with replacing, rehabilitating, and/or purchasing buses and other related equipment.	<p>Funds remain available for obligation for four fiscal years.</p> <p>The federal share of eligible capital costs is limited to 80%, or 85% of the cost of a low- or no-emission transit bus.</p>	<p><i>Eligible Projects:</i> Purchasing buses to operate the new regional route.</p> <p><i>Eligible Recipients:</i> Local government entities that operate fixed-route bus service.</p>	https://www.transit.dot.gov/bus-program
Low or No Emission Grant Program – 5339(c)	FTA	This program provides funding to state and local governments for the purchase or lease of zero- or low-emission transit buses and related supporting facilities.	<p>The federal share of the cost of leasing or purchasing a transit bus is not to exceed 85% of the total cost of the total transit bus. The federal share in the cost of leasing or acquiring low- or no-emission bus-related equipment and facilities is 90% of the net project cost.</p> <p>The bus purchased using these funds must be a zero- or low-emission vehicle.</p>	<p><i>Eligible Projects:</i> Purchasing zero- or low-emission transit buses to operate the new regional route. Note: CAT could use this grant to purchase a zero-emission bus to operate an existing route best served by zero emissions (with access to charging), then use another bus within the fleet for this proposed route.</p> <p><i>Eligible Recipients:</i> Direct or designated recipients of FTA grants; local government authorities.</p>	https://www.transit.dot.gov/lowno

Federal Funding Program	Agency	Description	Terms	Potential Eligible Status	Website Source
Formula Grants for Rural Areas - 5311	FTA	Aids states to support public transportation in rural areas with populations of less than 50,000, where many residents rely on public transit.	<p>Federal share is 80% for capital projects and 50% for operating assistance.</p> <p>States must spend at least 15% of their yearly apportionment on the development of intercity public transportation.</p>	<p><i>Eligible Projects:</i> Planning; Public transportation capital projects; operating costs of equipment and facilities for use in public transportation. Note: The population of Immokalee is less than 50,000.</p> <p><i>Eligible Recipients:</i> States; subrecipients include state or local government authorities and public transit agencies.</p>	<p>https://www.transit.dot.gov/rural-formula-grants-5311</p> <p>https://www.transit.dot.gov/funding/grants/fact-sheet-formula-grants-rural-areas</p>

12.2 State Funding

Funding opportunities at the state level are offered through FDOT and the CTD. Potential funding opportunities are summarized in Table 12-2.

Table 12-2. State Funding Programs

State Funding Program	Agency	Description	Terms	Potential Eligible Status	Website Source
Transportation Regional Incentive Program (TRIP)	FDOT	Encourages regional planning by providing state matching funds for improvements to regionally significant transportation facilities.	<p>The FDOT will pay up to 50% of the non-federal share of project costs for public transportation facility projects. Eligible projects must:</p> <ul style="list-style-type: none"> ▪ Serve national, state, or regional functions as an integrated system. ▪ Be identified in the local government’s comprehensive plan as a capital improvement (in compliance with Part II, Chapter 163, F.S.). ▪ Be identified in the MPO’s LRTP, STIP, and TIP. ▪ Align with the Strategic Intermodal System (SIS) (Section 339.64, F.S.). ▪ Comply with local policies regarding corridor management. ▪ Have local, regional, or private matching funds. <p>Requires participants to form an interlocal agreement and develop a transportation plan that prioritizes regionally significant facilities.</p>	<p><i>Eligible Projects:</i> Costs associated with forming an interlocal agreement between separate transportation jurisdictions for a regional transit route. Capital costs associated with the regional transit route (includes buses, equipment, and bus stop facilities).</p> <p><i>Eligible Recipients:</i> Two or more contiguous MPOs; one or more MPOs and one or more contiguous counties that are not members of an MPO; two or more contiguous counties that are not members of an MPO.</p>	<p>https://www.fdot.gov/programmanagement/LP/TRIP/Default.shtm</p> <p>https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/lp/trip/tripfactsheet2019.pdf?sfvrsn=de1eb8_8</p> <p>https://m.flsenate.gov/Statutes/339.2819</p>

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State Funding Program	Agency	Description	Terms	Potential Eligible Status	Website Source
State Infrastructure Bank (SIB) Loans	FDOT	Provides loans and credit enhancements for transportation improvement projects. Provides 50% of project cost or 50% of non-federal share. Includes flexible repayment plans.	<p>Projects must benefit mobility or be on the State Highway System (SHS). Projects from TRIP are also eligible.</p> <p>Projects must meet guidelines under Title 23, United States Code (USC) or be eligible capital projects defined under Section 5032 or Title 49 USC.</p>	<p><i>Eligible Projects:</i> Capital projects associated with purchasing equipment for public transit use (includes buses). Projects that seek to improve public transportation service (includes bus shelters).</p> <p><i>Eligible Recipients:</i> Public transit agencies.</p>	<p>https://www.fdot.gov/commptroller/pfo/sib.shtm</p> <p>https://www.fdot.gov/commptroller/pfo/sib-faqs.shtm</p> <p>https://www.law.cornell.edu/uscode/text/49/5302</p>
State Public Transit Block Grant Program	FDOT	FDOT awards funds eligible by FTA Sections 5311 and 5339.	Must be incorporated into MPO plan and TIP. Design, construction, and land acquisition of public transit facility capital projects.	<p><i>Eligible Projects:</i> Purchasing buses to operate the new regional route; Public transportation capital projects; operating costs of equipment and facilities for use in public transportation. Note: The population of Immokalee is less than 50,000.</p> <p><i>Eligible Recipients:</i> Public transit agencies.</p>	<p>http://www.leg.state.fl.us/Welcome/index.cfm (under 341.052 f.s.)</p>

State Funding Program	Agency	Description	Terms	Potential Eligible Status	Website Source
Innovative Service Development Grant	CTD	CTD awards funds for a portion of passenger trips provided to eligible transportation disadvantaged individuals.	<p>Funding from this program provides 90% of project costs, and the applicant must provide a 10% match from local sources. Projects must address at least one of the program objectives.</p> <ul style="list-style-type: none"> • Increase transportation disadvantaged person’s access to daily activities that could include employment, education, medical and shopping, etc. • Enhance regional connectivity and cross-county mobility. • Reduce the difficulty in connecting transportation disadvantaged persons to a transportation hub and from the hub to their final destination. 	<p><i>Eligible Projects:</i> Funding a portion of passenger trips provided to eligible individuals who are transportation disadvantaged, as defined in s. 427.011(1), F.S. A trip funded under this grant is considered a one-way trip that is not paid for by any other federal, state, or local government program for an eligible individual who meets the definition of transportation disadvantaged.</p> <p>Note: Capital equipment is not eligible for reimbursement under this grant program.</p> <p><i>Eligible Recipients:</i> A Community Transportation Coordinator who has executed a Memorandum of Agreement and Transportation Disadvantaged Service Plan.</p>	<p>https://www.fdot.gov/ctd/grants</p> <p>https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/ctd/docs/grantdocs/2024-25_innovative_svc_dev_program_manual_instructions.pdf?sfvrsn=fd48b115_1</p>

F.S. = Florida Statute; STIP = State Transportation Improvement Program; TIP = Transportation Improvement Program

13. Conclusion and Recommendations

With the growth in both Collier County and Lee County, the need for additional regional transit options has increased. The O-D pair that demonstrated the most significant need was Immokalee and Lehigh Acres. This route was identified as a transit need in both the CAT and LeeTran TDPs, and both Immokalee and Lehigh Acres demonstrate a significant transit need, with large portions of their populations reporting they rely on public transit as their main mode of transportation. Additionally, there is currently no public transit route that connects these two areas directly. It is recommended that CAT pursue implementing the proposed UF/IFAS and Lehigh Acres Route to provide this transit connection between Collier and Lee counties.

The proposed route is recommended to follow a separate fare structure, where the route is owned and operated by CAT, and CAT will:

- Charge CAT fares aboard the regional bus
- Retain all revenue collected through the route

It is recommended to collect public outreach on specific details of the proposed route to obtain feedback on preferred times of service, frequency, and stops and to obtain insight on anticipated demand. In addition, costs should be evaluated after public feedback is collected if additional stops are requested which may increase the routes travel distance and impact operating time. With the introduction of this proposed regional transit service, commuters will have access to a direct route connecting Immokalee and Lehigh Acres. As a result, the proposed route will support economic growth between these communities and provide needed connectivity for commuters who rely on public transit.

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Appendix A. Transportation Services Inventory



Provider	Service Area (Counties)	Trip Type	Special Accommodation	Days of Service	Hours of Service	Fee	Vehicle Type	Source
A1 Royal Transportation INC	Collier, Lee	Any	Yes - ADA, wheeled mobility	Mon-Sun	24/7	varies	Car, Van	https://www.a1royallimousine.com/
Amtrak	Collier, Lee	Any	Yes - ADA, wheeled mobility, service animals, oxygen/respiratory/medication assistance	Mon-Sun	24/7	varies discounts applicable towards certain age groups and the military	Metro-Rail	https://www.amtrak.com/regions/south.html
Apple Airport Transportation	Collier, Lee	Any	Yes - ADA, wheeled mobility	Mon-Sun	24/7	varies	Sedan, Van	https://appletransportation.com/about-us/
Blue Bird Taxi and Yellow Cab Company	Collier, Lee	Any	Yes - ADA, wheeled mobility	Mon-Sun	24/7	varies	Taxi, Van	https://www.bluebirdyellowtaxi.com/taxi-rates
Blue Marlin Transportation Taxi Car Service	Collier, Lee	Any	Yes - ADA, wheeled mobility	Mon-Sun	24/7	\$2.75 taxi pickup fee plus \$2.25/mile; additional rate varies on location	Limousine/Luxury Car	https://findarideflorida.org
Blue Ray Transport LLC	Collier, Lee	Any	Yes - ADA, wheeled mobility	Mon-Fri	9:00AM-5:00PM	\$50.00-\$75.00 for local round trip	Taxi, Van	https://findarideflorida.org
Bonita Bee	Collier, Lee	Any	Yes - ADA, wheeled mobility	Mon-Sun	9:00AM-5:00PM	varies	Car, SUV, Van	https://bonitabee.com/
CATConnect (CAT Paratransit Service)	Collier	Any (requires application)	Yes - ADA, wheeled mobility	Mon-Sun	24/7 by request	\$3.00 one way fare for ADA Varies (\$1.00, \$3.00, or \$4.00) per one-way trip for Transportation Disadvantaged (TD)	Paratransit Van	https://www.ridecat.com/wp-content/uploads/2022/10/Paratransit-Riders-Guide-bookEnglish-Updated-2022-Final.pdf
Fallon Transport LLC	Collier, Lee	Medical, Elderly	Yes - ADA, wheeled mobility, stair chair service, medical/elderly services	Mon-Sun	8:00AM-4:30PM	Base fare varies (includes first 10 miles), plus \$1.50/additional mile; Additional \$25 during after hours/weekend	Ambulatory Van, Non-emergency Stretcher Van, Van, Wheelchair Van	https://fallontransport.com/
First Florida Limo	Collier, Lee	Any	No	Mon-Sun	24/7	varies	Luxury Car, SUV, Vans, Bus, Limousine	https://firstfloralimo.com/fleet/
Fort Myers Beach Trolley and Tram	Lee	Any	Yes - ADA upon request	Mon-Sun	7:00 AM - 7:00 PM	\$0.75 adult fare, children under 6 free, discounted fare applicable for seniors, with disabilities, the military, and student with documentation	Bus	https://www.fortmyersbeach.org/trolleyinfo/
Greyhound	Collier, Lee	Any	Yes - ADA, wheeled mobility, service animals, oxygen/respiratory/medication assistance	Mon-Sun	24/7	varies	Bus	http://www.greyhound.com/

Provider	Service Area (Counties)	Trip Type	Special Accommodation	Days of Service	Hours of Service	Fee	Vehicle Type	Source
Joseph Transportation	Collier, Lee	Any	Yes - ADA upon request	Mon-Sun	5:00AM-12:00PM	varies	Limousine, Luxury Car	https://www.yelp.com/biz/joseph-transportation-sarasota
Lyft	Collier, Lee	Any	No	Mon-Sun	24/7	varies	Car	https://www.lyft.com/rider/fare-estimate
My Concierge Solution	Collier, Lee	Any	Yes - ADA, wheeled mobility	Mon-Sun	24/7	\$25/hour	Car, Limousine/Luxury Car	https://justlikefamilyhomecare.wordpress.com/category/concierge-transport-services/
Passport (LeeTran Paratransit Service)	Lee	Any (requires application)	Yes - ADA, wheeled mobility	Mon-Sun	24/7	\$3.00 one way fare (two times the cost of regular one way fare for fixed bus routes) for ADA and Transportation Disadvantaged	Paratransit Van	https://www.leegov.com/leetransit/passport-(ada-service)
Red Coach	Collier, Lee	Any	Yes - ADA, wheeled mobility, service animals, oxygen/respiratory/medication assistance	Mon-Sun	24/7	varies	Bus	https://www.redcoachus.com/
Royal Floridian Transportation Company	Lee	Any	Yes - ADA, wheeled mobility	Mon-Sun	24/7	varies	Limousine, Luxury Car, Mini-Bus	https://www.royal-floridian.com/
Sanibel Double D - Taxi & Shuttle	Collier, Lee	Any	Yes - ADA, wheeled mobility	Mon-Sun	4:30PM- 1:00 AM	varies	Car, Limousine, Luxury Car, Mini-Bus	https://sanibeldoubled.com/
Tri-County Transportation	Collier, Lee	Medical	Yes -ADA, wheeled mobility	Mon-Sun	6:00AM - 6:00PM	ambulatory van: \$2.25/mile wheelchair van: flat rate \$125.00 plus \$3.15/mile	Van	http://www.tcmtransportation.com/contact/
Uber	Collier, Lee	Any	No	Mon-Sun	24/7	varies	Car	http://www.uber.com/
Wheelchair Gateway of Ft. Myers	Collier, Lee	Any	Yes - ADA, wheeled mobility	Mon-Fri	9:00 AM-5:00PM	\$129/day - includes 100 free miles/day and \$0.40/mile for mileage > 100	Van	https://www.wheelchairvanrentals.com

Appendix B. Technical Memorandum: Transit Investment and Policy Assessment





Collier Area Transit Regional Service and Regional Fare Study

Technical Memorandum: Transit Investment and Policy Assessment



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1. Background

The purpose of the Regional Service and Regional Fare Study (hereinafter, the “Study”) is to evaluate a new regional public transit corridor for Collier Area Transit (CAT) to provide service from Collier County to Lee County, connecting to the Lee County Transit system (LeeTran). Since there is only one existing regional transit connection between Collier and Lee counties, which is operated by LeeTran, this Study will propose a new, additional regional connection that would be operated by CAT. The Study includes evaluating the financial and operational impacts of implementing a joint fare structure for CAT and LeeTran to provide a “regional pass” for riders travelling between the counties. The Study will include a recommendation and plan for CAT and LeeTran to proceed with implementing this additional route using either a joint or separate fare structure.

2. Vision and Goals

As identified in the Collier Area Transit Ten-Year Transit Development Plan, CAT’s vision is to provide “effective and efficient multimodal mobility services to meet the mobility needs of workers, residents, visitors, to support economic, environmental, and community benefits,” and their regional goal initiative (Initiative 3.2.1) with LeeTran is to “Continue to coordinate and partner with LeeTran to improve and expand cross-county mobility services to support workforce travel demand with a focus on commuter express routes, connecting workers to employment, and provide connections strategically to the transit networks in Lee and Collier Counties to facilitate the access to key activity centers.” (Tindale-Oliver 2020a)

By evaluating a new, intercounty transit connection between Collier and Lee counties, this Study aligns with CAT’s vision to meet the needs of riders and advances their goal to increase connectivity between the transit networks.

The Study also aligns with CAT’s goal for improving regional mobility services by evaluating the option of a regional pass for riders that frequently travel between both counties, without having to purchase separate bus passes in both Collier and Lee counties. The regional pass will be evaluated to serve CAT and LeeTran local or regional routes. This Study will evaluate the financial and operational implications of administering a joint fare structure to provide this regional pass to improve regional mobility.

A goal of this Study is to provide successful and effective recommendations to add an additional regional route, so other counties within the State of Florida that provide regional connectivity with their neighboring counties were analyzed to evaluate their policies, best practices, and successful strategies. These neighboring intercounty transit policies, interlocal agreements, and Memorandums of Understanding (MOUs) were evaluated for terms and conditions between agencies such as cost allocation, route agreements, fare agreements, revenue allocation, agency responsibilities, split revenue (if applicable), and the resulting financial and operational implications of separate- and joint fare structures.

3. Current Fare Policy between CAT and LeeTran

As of March 1, 2011, Collier County and Lee County entered into an interlocal agreement to provide a transit service connecting LeeTran to a CAT bus stop. This route, Route 600, also known as LinC, is operated by LeeTran and serves as the only existing regional public transit connection, providing service from Coconut Point Mall in Lee County to the Creekside Transfer Station in Collier County.

The fare policy in this interlocal agreement states that “all fares charged to passengers along the designated route will be based upon LeeTran’s current fare structure,” and LeeTran will retain all fares collected by their bus (Collier County Board of County Commissioners 2011). The agreement also states that no transfers or prepaid passes may be used between CAT and LeeTran systems when using this route, though each separate agency must honor their own valid prepaid passes, permits, tickets, and transfers.

4. Transit Planning Landscape

The Transit Development Plans (TDPs) for Collier and Lee counties evaluated transit needs and demand for a 10-year projection (2021–2030). These TDPs included recommendations for regional interconnectivity and identified proposed future networks and/or changes to existing routes to improve intercounty transit services. The Collier Area Transit Ten-Year Transit Development Plan 2021–2030 (Tindale-Oliver 2020a) identifies two “regional corridors” to provide additional service between Collier and Lee counties, which include:

- The **University of Florida Institute of Food and Agricultural Sciences (UF/IFAS) and Lehigh Acres Route** to provide a new connection between Immokalee, the UF/IFAS Research and Education Center, and Lehigh Acres (this route is also identified in the Collier Metropolitan Planning Organization [MPO] 2045 Long-Range transportation Plan as a Transit Need)
- The **I-75 Premium Express**, which would provide a connection between Collier and Lee counties through a managed transit lane (restricted/controlled access) on Interstate 75 (I-75)

The LeeTran-Lee County TDP also includes these corridors as the two proposed regional routes and identifies the Lee-Collier Commuter Express on I-75 as a midterm (3- to 10-year), cross-jurisdictional need using existing lanes on I-75 or managed lanes if constructed. Note that these regional corridors will be evaluated further as part of the Study to determine their priority ranking as a potential intercounty transit route that may be incorporated into the existing CAT system.

CAT uses Genfare fareboxes on all of their transit vehicles. These fareboxes accept cash, reloadable smartcards, and paper transfer tickets. Mobile tickets for CAT buses may also be purchased on the RideCAT mobile application. CAT is planning to convert all Genfare fareboxes to new Masabi fareboxes (refer to Section 6.2)

According to the LeeTran TDP (2021–2030), LeeTran uses newly installed Genfare Fast Fare Systems, which offer flexible payment options to passengers on all fixed-route services in the LeeTran network. Fast Fare accepts cash, smartcards, and account-link tags, fobs, and stickers. Additionally, Fast Fare also offers mobile ticket options using Genfare’s Mobile Link program. The Mobile Link program has payment processing fees of \$0.05 per transaction and 5% of the transaction amount. For the period between July 1, 2022 and June 30, 2023, LeeTran paid a total of \$14,601.80. This averages \$1,216.82 per month (Huff 2023).

Table 1 summarizes the fare fees and pass types offered by CAT and LeeTran.

Table 1. CAT and LeeTran Fares and Passes

Transit Agency	Regular Fare Prices	Discounted Fare Prices
CAT	<ul style="list-style-type: none"> ▪ One-way fare: \$2.00 ▪ Marco Express: \$3.00 ▪ Day Pass: \$3.00 ▪ 15-Day Pass: \$20.00 ▪ 30-Day Pass: \$40.00 ▪ Marco Express 30-Day Pass: \$70.00 	<ul style="list-style-type: none"> ▪ One-Way: \$1.00 ▪ Marco Express: \$1.50 ▪ Day Pass: \$1.50 ▪ 15-Day Pass: \$10.00 ▪ 30-Day Pass: \$20.00 ▪ Marco Express 30-Day Pass: \$35.00 ▪ Student Summer Pass (valid June 1 through August 31 for students): \$30.00 ▪ 30-Day Corporate Pass (300+ Employees): \$29.75
LeeTran	<ul style="list-style-type: none"> ▪ One-Way Fare: \$1.50 ▪ All-Day Pass: \$4.00 ▪ 7-Day Pass: \$15.00 ▪ 31-Day Pass: \$40.00 ▪ 12-Trip Pass: \$13.50 	<ul style="list-style-type: none"> ▪ One-Way: \$0.75 ▪ 7-Day Pass: Senior/Disabled \$11.00; Student \$12.00 ▪ 31-Day Pass: Senior/Disabled \$23.00; Student \$25.00 ▪ 12-Trip Pass: Senior/Disabled \$6.50; Student \$6.75

Source: (Collier Area Transit 2023; LeeTran 2023)

The regular fare for the LinC route is \$1.50 for a one-way adult fare. Passengers using the LinC route pay this fare when boarding at any stop along this route, as all stops along the LinC route are considered LeeTran bus stops, even if they are geographically located in Collier County.

5. Existing Neighboring Regional Transit Plans and Policies

As part of the Study, existing regional transit policies were evaluated between the following counties:

- Joint Fare Structure
 - Hillsborough, Pinellas, and Hernando counties
- Separate Fare Structures
 - Hillsborough and Pasco counties
 - Pasco and Hernando counties
 - Pasco and Pinellas counties
 - Manatee and Sarasota counties
 - Manatee and Pinellas counties
 - Miami-Dade and Broward counties
 - Miami-Dade and Monroe counties

Each of these policies were evaluated for aspects including fare structures, payment programs, revenue sharing, and agency responsibilities. This section identifies and compares these aspects of the joint and separate fare structures implemented by these counties. Terms, conditions, and operational aspects of these policies are summarized in Attachment 1.

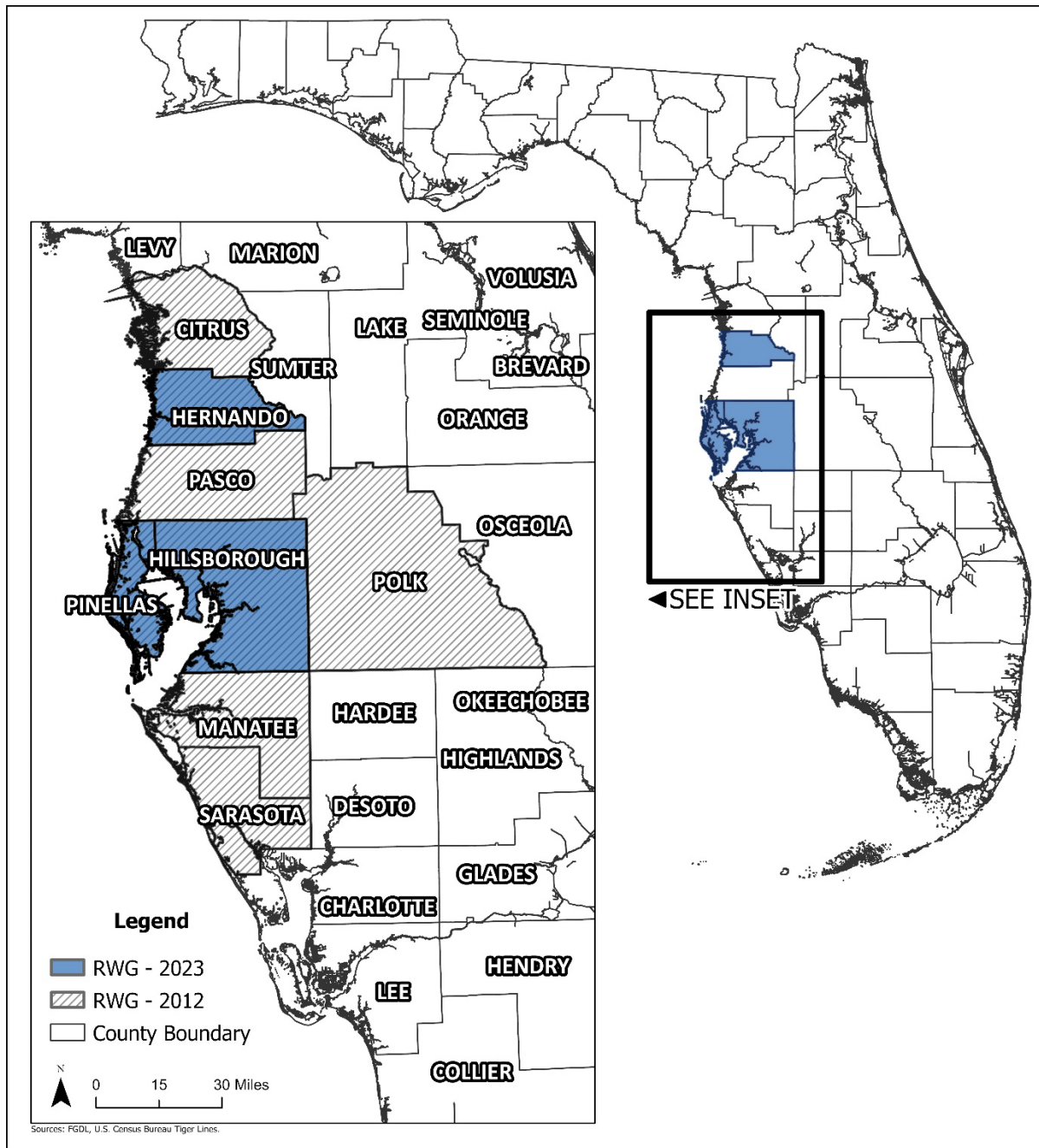
5.1 Joint Fare Structure – Regional Revenue Collection and Inter-Jurisdictional Mobility Project

Hillsborough County and other neighboring agencies collectively became part of the Regional Revenue Collection and Inter-Jurisdictional Mobility Project, which created an MOU to provide a seamless payment option and regional bus pass for riders. In the agreement, the participating counties are referred to as the Regional Working Group (RWG), which consists of the following members:

- Hillsborough Area Regional Transit (HART)
- Pinellas Suncoast Transit Authority (PSTA)
- Hernando County Transit (TheBus)

Figure 1 provides a map identifying the RWG as of 2023 and the original RWG when HART initiated the project in 2012. Refer to Section 5.1.3 for additional information regarding changes in RWG participation.

Figure 1. Counties Participating in the RWG



This project provides a cross-jurisdictional transit payment program, known as Flamingo Fares, which allows riders to purchase bus passes from any of the RWG members on a single mobile application. The Flamingo Fares application allows riders to purchase and manage their bus pass while also accounting for daily and monthly fare capping. The application generates a quick-response (QR) code, which serves as the bus pass the rider scans when boarding a bus.

Although the MOUs were established in 2016, the Flamingo Fares payment system did not become fully functional for the Tampa Bay area until 2020. There were many aspects of the agreement to

develop/negotiate, establish, procure (fare collection system solicitation), install, and test before the program could become fully operational. As detailed in the MOU, each RWG member is responsible for setting its own fare and related policies for routes not included in the regional pass.

The project received Transportation Regional Incentive Program (TRIP) funds in the amount of \$1,473,590 from the Florida Department of Transportation (FDOT) to support the Regional Inter-Jurisdictional Mobility Project for Fiscal Year 2018 (Hillsborough Transit Authority 2017).

5.1.1 Hillsborough County and Pinellas County Agreement

There are two Limited Express routes that provide regional connections between Hillsborough County and Pinellas County, both operated by PSTA. These regional routes include:

1. Express Route 100X: Downtown Tampa to Britton Plaza to Downtown St. Petersburg
2. Express Route 300X: Downtown Tampa to Tampa Airport to Ulmerton Road

Since PSTA operates both regional routes, riders pay PSTA fares when using them.

The Regional Revenue Collection and Inter-Jurisdictional Mobility Project developed the HART/PSTA Passport program, which provides a regional pass for intercounty service between Hillsborough County and Pinellas County. The Passport is a monthly pass provided through Flamingo Fares that provides unlimited service on any HART or PSTA local or express bus. For passes not under the Passport program, each agency separately collects and retains their own revenue.

The agreement between HART and PSTA states that “fare revenue for this pass will be split according to tap allocations, with percentages of the total value of the pass distributed to each agency in accordance with the percentages of use” (Hillsborough County Board of County Commissioners 2016). Taps refer to payment by the rider using the monthly pass under the Passport program when boarding a HART or PSTA bus. The revenue is calculated monthly using the percentage of taps that occurred on each agency’s respective vehicles. Therefore, the monthly revenue collected in the RWG bank account is distributed between HART and PSTA, split by the tap, or boarding, percentage. For example, out of 100 taps, if HART received 40 and PSTA received 60, the monthly revenue would be distributed by 40% to HART and 60% to PSTA. For any payments made in cash, HART is responsible for ensuring that fare revenue collected is accounted for prior to distributing the revenue on a monthly basis.

In the MOU, HART was established as the host agency and was responsible for creating the shared bank account for revenue collection. HART analyzes the farebox calculations from the previous month’s revenue, based on a percentage of boardings, or taps. HART then calculates revenue distribution based on the proportional split of revenue, while also factoring in cash payments received, and subtracting the proportional administrative monthly cost. The calculated shares of funds collected are then distributed to each respective agency on the 15th of each month. Administrative costs were paid fully by HART for the first year, and then split proportionately between the agencies for all following years. HART is also responsible for coordinating with all third-party vendors, including the farebox vendors.

5.1.2 Hillsborough County and Hernando County Agreement

Hernando County’s TheBus joined the Regional Revenue Collection and Inter-Jurisdictional Mobility Project along with HART and PSTA and to use the Flamingo Fares payment system in 2017. Although there is no regional pass that may be used across Hernando and Hillsborough counties (they are not adjacent to each other), the agreement states that the Flamingo Fares payment system may be used on any local or regional route within these two jurisdictions, and each county agency is responsible for setting

their own fares for their respective vehicles. The agreement also states that each party is responsible for its own cash revenue collection; however, electronic fare payments will be included in the monthly revenue reconciliation.

Note: Hernando County is in the process of terminating their participation in this agreement (Nunez, pers. comm. 2023). Refer to Section 5.1.3 for details.

5.1.3 Changes to Participation in the RWG

In November 2012, the project assembled an RWG consisting of transit agencies within FDOT District 7, including Hillsborough, Pinellas, Pasco, Citrus and Hernando counties, and District 1, including Sarasota, Polk, and Manatee counties (Hillsborough Transit Authority 2016).

Since the RWG was convened, some of the members have since dropped out of the agreement due to various reasons, which included:

- **Citrus and Polk Counties** – According to the Hillsborough Transit Authority Board of Directors Meeting minutes dated July 18, 2016, Citrus and Polk counties dropped out of the program because "they could not commit to the amount of work required to implement the program; however, once the farecard program is executed, they intend to join" (Hillsborough Transit Authority 2016).
- **Manatee County (MCAT)** – Manatee County opted out of participating in the Flamingo Fares agreement due to the costs associated with implementing new hardware. Instead, they opted to implement Token Transit, which was much easier to incorporate into their already installed hardware (Montgomery, pers. comm. 2023).
- **Sarasota County (Breeze, formerly known as SCAT)** – After Manatee County dropped out of the agreement, there was a gap in the regional service area since Manatee County is located between Hillsborough and Sarasota counties, and not all passes for regional routes could be purchased through Flamingo Fares. Additionally, Sarasota and Manatee counties jointly operate a regional route (refer to Section 5.1.5). As a result, Sarasota County dropped out of the agreement in Spring 2021 (Lui 2023).
- **Pasco County** – According to the Termination Letter dated January 11, 2022, Pasco County participated in the agreement since April 2013 and states, "Since that time, the project has seen a sharp increase in costs to the County and citizens with minimal operational success. The ability to provide the same or greater customer service with lower cost alternatives confirms Pasco County should procure a more cost-effective service for the citizens" (Pasco County Board of County Commissioners 2022a).

As stated in Section 5.1.2, Hernando County is in the process of terminating their agreement to opt out of the program. Since Pasco County falls between Hernando County and Hillsborough County, it is likely Hernando County is terminating their agreement since Pasco County has opted out.

5.1.4 Ridership Feedback

The Tampa Bay Area Regional Transit Authority (TBARTA) is an organization established in 2007 to further regional transit needs in Hernando, Hillsborough, Manatee, Pasco, and Pinellas counties. The TBARTA released *Envision 2030* in June 2020, which was Tampa Bay's first regional transit development plan and included public transit ridership surveys following the creation of the RWG.

TBARTA conducted two public surveys in 2019. These surveys indicated that of the 1,784 participants, seamless regional travel was identified as a high long-term (5-year) priority, with a score of 4.28 out of 5,

the highest score of any surveyed topics. Additionally, 68% of respondents stated that “regional transit would be most beneficial if there is a single payment system for rides across all services in Tampa Bay” (Tindale-Oliver 2020c). However, as of January 2023, TBARTA voted to dissolve due to lack of funding, following repeated state funding shortfalls in the preceding years (Rea 2023).

According to an article in Mass Transit Magazine, 98% of riders have expressed that they are satisfied with the new Flamingo Fares system. HART experienced an overall 5% increase in ridership. Coupled with this increase in ridership is an overall increase in revenue to the transit agency as PSTA experienced a \$4,000 increase just between February and March 2023 (Lewis 2023). However, it is important to note that due to the coronavirus disease of 2019 (COVID-19), there was a decrease in ridership, and recovery from COVID-19 may factor into this overall increase.

HART staff indicated they have not performed any surveys or collected feedback to compare ridership and satisfaction before and after implementing the Regional Revenue Collection and Inter-Jurisdictional Mobility Project. Hernando County did not experience any significant increase in ridership since implementing the program; however, it is important to note that TheBus has significantly less ridership than PSTA and HART since it serves a more rural part of the Tampa Bay area (Lewis 2023).

5.2 Separate Fare Structures

5.2.1 Hillsborough County and Pasco County Regional Routes

HART operates the Limited Express Route 275 from Downtown Tampa to the Wiregrass Park-and-Ride lot in Pasco County. This limited express route operates similarly to LinC by providing a connection to Pasco County Public Transit (GoPasco) Route 54. Pasco County used to operate under the Regional Revenue Collection and Inter-Jurisdictional Mobility Project agreement; however, Pasco County terminated their participation January 11, 2022 (Pasco County Board of County Commissioners 2022a). Now that there is no interlocal agreement for this route, passengers are simply dropped off at this location and may purchase an additional bus pass to a GoPasco bus if they wish to continue into Pasco County (Elkin, pers. comm. 2023). Hillsborough County retains all revenues earned by their buses along this route and charges based on their own fare structure.

5.2.2 Pasco County and Hernando County Regional Routes

There are two existing intercounty routes that connect Hernando County and Pasco County. GoPasco Route 21 connects to TheBus’s Purple Route serving Hernando County. Additionally, GoPasco Route 20 connects to Hernando County’s Blue Route. Pasco County and Hernando County do not have an existing interlocal agreement nor do they share farebox revenue. These bus routes operate independently of each other and simply meet at a bus stop where passengers may purchase a pass for the other county’s bus to continue their travel within that county (Elkin, pers. comm. 2023).

5.2.3 Pasco County and Pinellas County Regional Routes

Pasco County has existing connections with Pinellas County’s PSTA through bus routes 18 and 19. Route 18 serves as a regional connection with PSTA’s Jolley Trolley and Route 66L, while Route 19 has regional connections with PSTA Routes 19 and 66L. These regional connections operate in the same way as the regional connections with Hernando County. PSTA and GoPasco operate independently of each other by simply meeting at the bus stop and providing transfers to the other county’s bus (Elkin, pers. comm. 2023).

5.2.4 Manatee County and Sarasota County Regional Route and Interlocal Agreement

There is an existing agreement between MCAT and Sarasota County Transit, or Breeze, for intercounty transit service routes between Manatee County and Sarasota County. MCAT and Breeze jointly operate fixed-route services through Route 99 (both counties' buses serve the route) on US 41 between the Sarasota County Downtown Sarasota Transfer Station and the Manatee County Downtown Bradenton Transfer Station (Manatee County Board of County Commissioners 2016).

According to email correspondence with MCAT, MCAT and Breeze are receiving an FDOT corridor grant to enhance service in peak hours and improve the daily service for Route 99. Beginning in December 2023, Manatee and Sarasota counties plan to have 20-minute service all day, with four Breeze vehicles and three MCAT vehicles in operation (Montgomery, pers. comm. 2023).

Fare and Revenue Agreement

Although this route is jointly operated, the fare and revenue policies for each agency remain separate. The fare charged by MCAT or Breeze is determined by the fare structure in place for the county in which the passenger boards the bus. The revenue is earned by the fares collected by each transit agency's own respective vehicles. For instance, a passenger boarding in Sarasota County on an MCAT bus shall pay the fare imposed by Sarasota County, but MCAT will retain all revenues earned by that vehicle (Manatee County Board of County Commissioners 2016).

Effective November 1, 2022, all MCAT buses are operating a fare-free policy that shall remain in effect until reevaluation in early 2024 (Manatee County Area Transit 2022). This policy has caused complications regarding "lost fares" between MCAT and Breeze along the shared Route 99 since only MCAT has adopted the fare-free structure. As a result, Breeze is charging their standard fare structure when riders are boarding the Breeze bus in Manatee County, contrary to what the agreement requires for fare charging policy (Montgomery, pers. comm. 2023).

The fare-free policy has also caused a serious overcrowding issue, as riders boarding in Manatee County will purposely wait for the free MCAT bus, even if the Breeze bus is available first. Sarasota County and Manatee County officials are working to determine whether a fare-free structure should be adopted by both agencies for Route 99 and if there is a resolution for recovering lost fares (Montgomery, pers. comm. 2023).

MCAT and Breeze Regional Pass

Before MCAT's fare-free structure was implemented, MCAT and Breeze also offered a regional pass to cover trips in both Sarasota and Manatee counties. This regional pass, also called the "R Card" cost \$60 for 30 days of unlimited travel in Manatee and Sarasota counties. There was no agreement for revenue share for the R Card, so both MCAT and Breeze kept the money earned for each pass they sold. However, with MCAT's current fare-free structure, sales for the regional pass have been discontinued by both MCAT and Breeze (Montgomery, pers. comm. 2023).

5.2.5 Manatee County and Pinellas County Regional Route

The Skyway Connection (MCAT Route 203) is a regional route connecting Manatee County and Pinellas County and is only offered on MCAT buses. This service connects the Desoto Mall Transfer Station in Manatee County to Pinellas County, ending at the Bay Pines Veterans Administration Hospital. There is little coordination between MCAT and PSTA regarding fares on the Skyway buses. MCAT has been given

permission to include their real-time signing to the PSTA bus stop poles but do not access any transfer facilities in Pinellas County (Montgomery, pers. comm. 2023). Before the implementation of MCAT's fare-free program, MCAT would retain all revenue earned on this route. Currently, passengers on the Skyway Connection are not charged a fee in either Manatee County or Pinellas County due MCAT's fare-free structure. However, before MCAT went fare-free, passengers in both counties were charged fares based on MCAT's fee structure, as summarized in Attachment 1.

5.2.6 Miami-Dade County and Broward County Regional Routes

Policy

Intercounty express routes between Miami-Dade County and Broward County are offered by both counties' respective transit agencies, Miami-Dade Metrobus and Broward County Transit (BCT), respectively. These express routes include:

- 95 Express Routes
- 595 Express Routes
- BCT Breeze Routes

According to BCT representatives, there is no existing interlocal agreement between Miami-Dade and Broward counties regarding these express routes. 95 Express buses are operated by both transit agencies, though there is no formal agreement for fare/revenue shares. Each agency retains the fares that are earned through each of their respective payment programs and vehicles.

595 Express buses are operated exclusively by BCT, so passes may be purchased only from BCT. Additionally, Breeze Routes are offered only through BCT as the majority of these routes are located in Broward County, with designated connection points in Miami-Dade County. All revenue earned from Breeze Routes goes to BCT.

Ridership Survey

In the Broward County Transit Development Plan (2019–2028), BCT conducted ridership surveys that featured questions about regional travel. Through a telephone survey, 51.3% of 401 respondents identified connecting bus and rail service to facilitate seamless local and regional travel as a high priority, and 30.7% identified it as a medium priority.

5.2.7 Miami-Dade County and Monroe County Regional Routes

The Miami-Dade Metrobus also operates the Dade-Monroe Express (Route 301), which provides service from the Miami-Dade Transit Park-and-Ride lot in Florida City (Southern Miami-Dade County) to Key Largo, Tavernier, Islamorada, and Marathon in Monroe County. If passengers wish to continue further into the Keys, they may transfer to the Lower Keys Shuttle, which is operated by Key West Transit. Additionally, the Card Sound Express (Route 302) provides service from the Florida City Park-and-Ride lot to the Ocean Reef Club in North Key Largo. This route is primarily a commuter route, as only employees may be admitted beyond the entrance of the club. Miami-Dade and Monroe Counties do not have a formal interlocal agreement regarding these routes, as they are operated exclusively by Miami-Dade Transit, which retains all revenue earned by fares.

6. Implications of Separate and Joint Fare Structures and Lessons Learned

After analyzing the various types of interlocal agreements and policies of neighboring counties, the benefits and disadvantages of the different policies were evaluated. The evaluation included financial and operational implications of administering separate and joint fare structures, payment programs, and administrative costs. Lessons learned were developed based on research and coordination and interviews with the neighboring county agencies.

6.1 Separate Fare Structure

To maintain the terms of the current fare policy between CAT and LeeTran, which are separate fare structures, all fares for the new connection operated by the CAT bus would be separate from LeeTran. The new route would operate similarly to the LinC route, except the new route will be served by a CAT bus, and CAT may charge their own fares and retain all revenues earned by their vehicle.

Alternatively, another way to operate a separate fare structure between CAT and LeeTran would be to retain all revenues collected by each agency's respective vehicle, but the bus would charge the fare rate based on the county of pickup, similar to the interlocal agreement between MCAT and Breeze. One of the lessons learned from using a separate fare structure where the fare is determined by the location of pickup is, if fares vary (for example, one agency goes fare-free), overcrowding may occur on the less-expensive bus. Table 2 summarizes the benefits and disadvantages of implementing a separate fare structure.

Table 2. Pros and Cons of a Separate Fare Structure

Fare Policy Type	Advantages	Disadvantages
Separate Fare Structure	<ul style="list-style-type: none"> ▪ No additional fees caused by analyzing/distributing revenue shares. ▪ No need to develop an interlocal agreement for fare/revenue shares. ▪ No "lost fares" or disagreements over fares due to changes in costs and payment programs. ▪ Immediate revenue collection (no delay in money distribution). 	<ul style="list-style-type: none"> ▪ Requires riders to purchase multiple bus passes when travelling between jurisdictions. ▪ May cost riders more money if frequently travelling between jurisdictions (for example, must buy a monthly pass from each agency or the daily fare capping). ▪ <i>If both agencies operate the same route, inconvenience to riders to determine the amount of funds to load on each bus pass.</i> ▪ <i>If both agencies operate the same route, and fares vary, overcrowding may occur on the less-expensive bus.</i>

6.2 Joint Fare Structure

To develop a joint fare structure between CAT and LeeTran, there are several financial and operational implications that would need to be considered. One anticipated obstacle to implement a joint fare structure is farebox collection compatibility. CAT is currently planning to switch out their fareboxes to be

“cash only” and move to a mobile ticketing and validation system. This may cause issues in the future if CAT and LeeTran decide to implement seamless payment options and are not operating the same type of farebox system as payment systems may not be compatible across different types of fareboxes. Table 3 summarizes the benefits and disadvantages of implementing a joint fare structure.

Table 3. Pros and Cons of a Joint Fare Structure

Fare Policy Type	Advantages	Disadvantages
Joint Fare Structure	<ul style="list-style-type: none"> ▪ Seamless payment options that may be used across jurisdictions. This is only applicable if the regional pass is valid on all routes in both counties, including local and regional. ▪ May encourage ridership. ▪ May provide cost savings for riders frequently travelling between jurisdictions. 	<ul style="list-style-type: none"> ▪ Potential for “lost fares” if one jurisdiction decides to adopt a fare-free policy (for example, the case with the Manatee-Sarasota agreement). ▪ Additional administrative fees (split proportionately based on responsibilities) due to analyzing/distributing revenue shares between transit agencies. ▪ Requires additional staff hours and responsibilities including: <ul style="list-style-type: none"> - Development and approval of an interlocal agreement - Assign personnel for host agency, project manager, and administrative staff - Meetings and coordination - Consistency with hardware and software systems and updates - Establishment of a shared bank account ▪ Delay in money distribution/revenue collection.

Analysis of the Regional Revenue Collection and Inter-Jurisdictional Mobility Project and discussions with HART provided additional insight and lessons learned regarding terms and conditions that need to be evaluated when developing an MOU. Some of the terms and conditions that would need to be assessed would include but not be limited to:

- Regional Pass:
 - What will be the terms of the regional pass (for example, unlimited monthly rides on any local or regional route)?
 - How can bus passes be purchased? Can passengers use cash, smartcards, and/or mobile applications?
 - Will the regional pass be offered for purchase at all the same locations as local passes? Alternatively, will the regional pass only be offered at select locations, only on certain reloadable smartcards, only on agency-specific mobile applications, and do forth?
- Bus operation:
 - Which agency(s) operates which routes? What will be the bus frequency offered on each route?

- If the travel distance for one agency's bus route into the other county is significantly different than the other agency's bus route, the expenses (gas, maintenance, and wear and tear) will not be equal. Will this be factored into revenue distribution? If so, how?
- Fare Structure and Fees:
 - What would be the fee for the regional pass?
 - If there is fare capping, how will the additional rides that are not charged get factored into the revenue distribution? If the CAT buses drove 20% more miles than LeeTran buses in a particular month, but the initial boardings before the fare cap occurred on the LeeTran bus, how will this factor into revenue distribution?
 - How will credit card fees be distributed?
 - Will the card allow a negative balance? If so, what will be the fixed allowable negative balance?
- Fare Collection:
 - What hardware and software will be used for the farebox collection system?
 - If the agencies use different hardware and software, will the two systems be compatible and communicate with each other?
 - Where will the revenue from the regional pass be stored? Will there be a new, shared bank account? If so, who is responsible for opening the account, who will control the account, and with what level of oversight? What bank will the new account be established at?
- Information Technology (IT)
 - What type of mobile and smartcard applications can be used to purchase the regional pass?
 - Will there be a new mobile application developed for the agreement rendering existing applications obsolete, or will the regional pass be offered within each agency's existing mobile application?
 - Will the mobile application include route mapping services? Would the application be able to coordinate CAT and LeeTran scheduling systems, vehicle routes, carriers, routers/modems, and vehicle trackers? Since each agency has their own IT department, who will be responsible for coordinating and managing system interfaces?
- Administration and Responsibilities:
 - How will staff responsibilities be assigned and distributed between agencies for tasks such as administration, project management, reporting, meetings, coordination, farebox updates and coordination, hardware and software updates and purchases, and so forth?
 - What would be the percentage split for administrative services based on each agency's responsibilities? Since there will be a learning curve within each agency, will the fees be based on fixed personnel rates or fixed staff salaries? If so, what would be the hourly rate or staff salary used to calculate the split?
 - Which agency will be the lead agency responsible for revenue reconciliation and distribution? What will be the terms for calculating revenue reconciliation (for example, proportional revenue split, cash payment deductions, proportional split for administrative fees, and so forth)?
 - What will be the reoccurring revenue distribution duration and deadline to send to each agency (for example, calculated monthly and distributed on the 15th of each month)?

To administer a joint fare structure, financial and operational terms and conditions, such as those listed, will need to be negotiated and established and documented in an MOU. Once all financial and operational terms are established, the MOU would require approval by each agency's Board of County Commissioners prior to execution. HART indicated a lesson learned during their MOU process was to keep terms open to allow for adaptation and improvement to accommodate obstacles experienced during the implementation process.

An anticipated operational impact to administer a joint fare structure between CAT and LeeTran is the difference in farebox systems used. CAT is planning to convert from Genfare to a Masabi farebox system by late 2024 or early 2025, meanwhile LeeTran is contracted to use Genfare for the next 7 years (Showalter, pers. comm. 2023). Therefore, they may face complications with incompatibilities between the two systems. This could result in either the inability to or increased costs for programming to implement a seamless payment system between the two jurisdictions.

Additionally, a lesson learned from the Regional Revenue Collection and Inter-Jurisdictional Project was that the project was costly in personnel hours during its initial implementation as there was a significant learning curve for the employees assigned. Initially, it took three to five people to set up and manage the project in its initial stages, and there was an initial revenue loss of approximately \$300,000 during the transition. A lesson learned by HART was to establish a designated project manager and accountant rather than having several people take on different roles and responsibilities. HART identified that there were many nuances that took additional internal coordination by having different employees assigned to different roles and responsibilities, and the process would have been more efficient with one designated project manager. HART determined, after the initial learning-curve phase was completed, their program would require the support of a full-time, designated project manager and about 50% of an accountant full-time equivalent.

Based on discussions with HART, it is recommended to perform a cost-benefit analysis when deciding to implement a joint fare structure. However, this could be challenging since there are benefits that are not quantifiable. Putting a value to qualitative benefits would be subjective and based on agency input. A cost-benefit analysis would include factors such as:

- Qualitative: ridership satisfaction, ease of use, encouragement/increase of ridership
- Quantitative: administrative fees, bank account fees, potential loss of revenue, start-up costs (hardware, software, mobile application development, and so forth)

Since the policy would result in a loss of revenue, it is not recommended to pursue a joint fare structure until both agencies value the qualitative benefits despite the costs. Pursuing a joint fare structure in the future may be based on factors such as number of and ridership of regional routes, demand for additional regional routes, and ridership survey feedback and requests.

7. Recommendation

Since the proposed additional regional route would be operated by a CAT bus, and there is only one existing regional route, which is operated by a LinC bus, it is recommended to maintain the existing separate fare structure. It is recommended to add the new regional route to the existing interlocal agreement established between CAT and LeeTran and maintain the separate fare structure policy, where each agency charges their own fares and retains revenues on their respective vehicles. After the new regional route is established, it is recommended to evaluate the regional ridership on this route as a percentage of the overall ridership. It is also recommended that ridership feedback be obtained from both

Collier County and Lee County residents to gauge their respective values related to seamless payment and/or regional pass options.

For long-term goals, if a joint fare structure is desired by both agencies, it is recommended to begin discussions between CAT and LeeTran promptly and document a plan and vision for revenue sharing in the future. Developing an agreement on the terms and conditions of a joint fare structure and revenue sharing will be a long and iterative process. Therefore, beginning conversations now will expedite the process when both agencies are ready to implement. When implementing a joint fare structure, it is recommended to develop a seamless payment option such as the Flamingo Fares application managed by HART. A similar payment program could help facilitate intercounty travel and provide an efficient process for CAT and LeeTran.

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Attachment 1

Regional Route Fare Cost and Payment Comparison



Attachment 1. Regional Route Fare Cost and Payment Comparison

Transit Agency	Regional Route Fare Cost	Farebox Type	Fare Payment Program	Agreement With	Notes
Joint Fare Structure					
Pinellas Suncoast Transit Authority (PSTA)	<i>Regional Connections in Pinellas County will abide by PSTA bus fares.</i> Flamingo Fares regular fare: \$2.25 single ride, \$5.00 daily cap / \$70.00 monthly cap	GFI Odyssey Fareboxes and Init Terminals for Flamingo	Flamingo Fares Application, Flamingo Fares Smartcard, Contactless Debit and Credit Cards, Google and Apple Pay, or Cash (requires exact change)	Hillsborough County Hernando County	Administrative fees related to fare/ revenue distribution are split proportionately by percentage of boardings for each member of the Regional Working Group (RWG).
Hillsborough Area Regional Transit (HART)	<i>Regional connections in Hillsborough County will abide by HART bus fares.</i> One-way local and limited express cash fare: \$2.00 HART/PSTA Passport: \$85.00	GFI Odyssey Fareboxes and Init Terminals for Flamingo	Flamingo Fares Application, Flamingo Fares Smartcard, Contactless Debit and Credit Cards, Google and Apple Pay, or Cash (requires exact change)	Pinellas County Hernando County	Administrative fees related to fare/ revenue distribution are split proportionately by percentage of boardings for each member of the RWG.
Hernando County Transit (TheBus)	<i>Regional connections in Hernando County will abide by TheBus fares.</i> One-way regular cash fare: \$1.25	GFI Odyssey Fareboxes and Init Terminals for Flamingo	Flamingo Fares Application, Flamingo Fares Smartcard, Contactless Debit and Credit Cards, Google and Apple Pay, or Cash (requires exact change)	Pinellas County Hillsborough County	Hernando County is in the process of dropping out of Joint Fare Structure.

Attachment 1. Regional Route Fare Cost and Payment Comparison

Transit Agency	Regional Route Fare Cost	Farebox Type	Fare Payment Program	Agreement With	Notes
Separate Fare Structure					
Pasco County Transit (GoPasco)	<i>Regional connections in Pasco County will abide by GoPasco fares.</i> One-way regular cash fare: \$1.50	GFI Odyssey Fareboxes	Cash and passes only, purchased at select locations	Pinellas County Hernando County Hillsborough County	Dropped out of Joint Fare Structure.
Sarasota County Area Transit (Breeze)	<i>Regional connections in Sarasota County will abide by Sarasota County fares.</i> One-way regular cash fare: \$1.50	GFI Odyssey Fareboxes	Cash (requires exact change) or prepaid pass	Pinellas County Hillsborough County Hernando County	Dropped out of Joint Fare Structure. No administrative fees charged to riders.
	<i>Passengers on regional connections boarding in Manatee County shall abide by MCAT bus fares.</i> One-way regular cash fare: \$1.50 Regional Pass: \$60 with discount for seniors 65+	GFI Odyssey Fareboxes	Cash (requires exact change) or prepaid pass	Manatee County	No administrative fees charged to riders.

Attachment 1. Regional Route Fare Cost and Payment Comparison

Transit Agency	Regional Route Fare Cost	Farebox Type	Fare Payment Program	Agreement With	Notes
Manatee County Area Transit (MCAT)	<i>Passengers on regional connections boarding in Sarasota County shall abide by Breeze bus fares.</i> Free Prior to Fare-Free Regional Pass: \$60 with discount for seniors 60+	GFI Odyssey Fareboxes (Prior to fare-free program)	Fare-free	Sarasota County	No administrative fees charged to riders
	Free Prior to Fare-Free: Cross Bay One-Way Fare (Intercounty): \$5.00 Express fare within Manatee County: \$3.00 Express fare within Pinellas County: \$3.00 1-Day unlimited use pass: \$10.00	GFI Odyssey Fareboxes (Prior to fare-free program)	Fare-free	Pinellas County	Skyway Connection Route
Broward County Transit (BCT)	One-way regular cash fare: \$2.00	Genfare	Prepaid bus pass, smartcard, cash, mobile ticketing application	Miami-Dade County	\$1.00 transfer fee to transfer from regular BCT route to Express route
Miami-Dade Transit (Metrobus)	Intercounty Express Bus regular one-way fare: \$2.65	Genfare	Credit card, digital wallets, mobile passes purchased on the GO Miami-Dade Transit Application, EASY Card, EASY ticket, cash	Broward County Monroe County	

Attachment 1. Regional Route Fare Cost and Payment Comparison

Transit Agency	Regional Route Fare Cost	Farebox Type	Fare Payment Program	Agreement With	Notes
Monroe County Transit (MCT)	Intercounty Express Bus regular one-way fare: \$2.65 <i>All riders taking the Dade-Monroe Express (Route 301) must abide by Metrobus fares.</i> <i>If riders transfer to the Lower Keys Shuttle (Key West Transit) they must pay the one-way fare of \$2.00.</i>	Genfare	Credit card, digital wallets, mobile passes purchased on the GO Miami-Dade Transit Application, EASY Card, EASY ticket, cash	Miami-Dade County	Monroe County does not have its own county transit service. The current route going into Monroe County is owned fully by Miami-Dade Metrobus. Riders may transfer onto Key West Transit at the Marathon bus stop.
Lee County Transit (LeeTran)	One-way regular cash fare: \$1.50	Genfare "Fast Fare" System	Genfare Mobile Link, TropiCard (reloadable smartcard), cash, account-linked tags, key chains, fobs, and stickers	Collier County	

Appendix C. Technical Memorandum: Regional Travel Pattern and Market Analysis





Collier Area Transit Regional Service and Regional Fare Study

Technical Memorandum: Regional Travel Pattern and Market Analysis



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1. Background

The purpose of the Regional Service and Fare Study (hereinafter, "Study") is to evaluate a new regional transit corridor for Collier Area Transit (CAT) to provide service to Lee County and connect to the Lee County Transit (LeeTran) system. Since there is already an existing regional connection operated by LeeTran, CAT has proposed implementing their own connection beginning in Collier County and ending in Lee County. This Study includes the development, evaluation, and ranking of proposed candidate corridors. These candidate corridors were developed based on regional travel pattern and market analyses, including data from existing travel patterns between jurisdictions, key activity centers, workforce commutes, origin-destination data, existing regional plans, and United States (U.S.) Census data.

2. Vision and Goals

This Study aligns with the CAT vision, as identified in their Ten-Year Transit Development Plan (TDP), to provide "effective and efficient multimodal mobility services to meet the mobility needs of workers, residents, and visitors to support economic, environmental, and community benefits." Additionally, CAT's regional goal initiative (Initiative 3.2.1) with LeeTran is to "continue to coordinate and partner with LeeTran to improve and expand cross-county mobility services to support workforce travel demand with a focus on commuter express routes, connecting workers to employment, and provide connections strategically to the transit networks in Lee and Collier counties to facilitate the access to key activity centers" (Tindale-Oliver 2020a).

The regional transit vision developed for this Study is to improve and expand regional mobility services with a focus on commuter express routes, connecting workers to employment centers, and facilitating access to key activity centers. Implementing a new intercounty transit connection between Collier and Lee counties will facilitate interconnectivity between the two jurisdictions. CAT's goal is to improve the regional mobility options for residents of Collier and Lee counties by expanding CAT service to include an additional intercounty transit route. The goal of the Study is to evaluate transit options to serve and provide greater mobility to residents with cross-jurisdictional needs between Collier and Lee counties.

3. Regional Travel Pattern and Market Analyses

Existing travel patterns between Collier and Lee counties were analyzed for movements that would benefit most from an additional regional transit service. To evaluate the transit needs for a new connection between Collier and Lee counties, travel patterns and cross-county transit needs were evaluated using:

- Origin-Destination Data
- CAT and LeeTran Ridership
- Key Activity Centers and Workforce Commutes
- U.S. Census Data and Demographics
- Existing TDPs

3.1 Origin-Destination Data Analysis

The Collier Metropolitan Planning Organization (MPO) Origin-Destination (O-D) Report (hereinafter, "O-D Report") data were used to identify existing regional travel patterns between Collier and Lee counties. The Collier County and Lee County planning communities used in this analysis are identified in Figure 1. Highest-frequency trips between Collier and Lee counties were analyzed for the number of daily trips generated between subareas. These high-frequency O-D pairs were then evaluated to identify priority pairs that would benefit most from a new regional transit connection. All subareas referred to in each O-D

pair are identified in Figure 1 and will be used as a basis for naming each priority pair identified in the regional travel analysis.

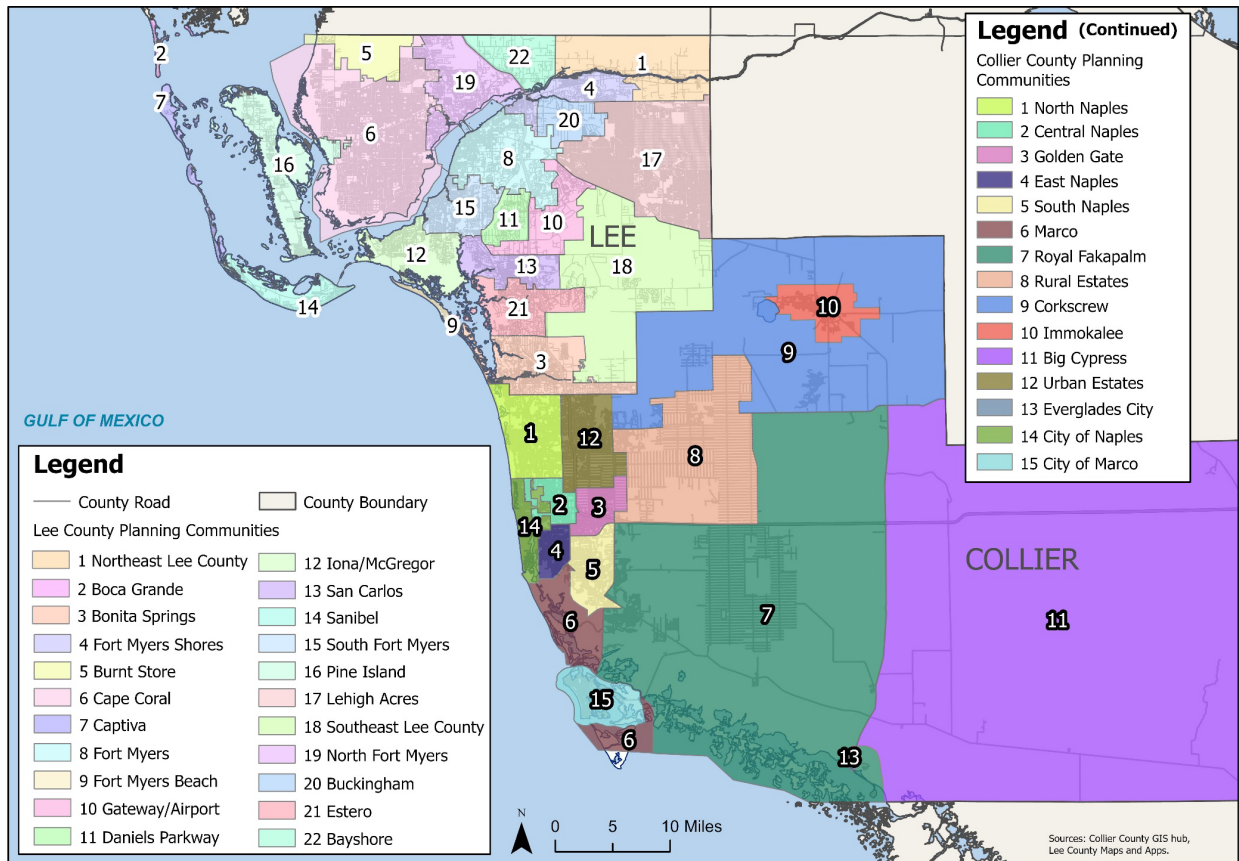


Figure 1. Collier and Lee County Planning Communities

Tables 1 and 2 show the daily number of cross-county trips taken to each Collier County or Lee County subarea. Table 1 indicates the number of trips that begin in each Collier County subarea and end in Lee County. Based on the data, North Naples generates the most trips to Lee County (over 30,000 daily trips) and accounts for approximately 37% of total trips from Collier County to Lee County. Additional subareas with a significant number of trips to Lee County include Urban Estates, City of Naples, and Immokalee.

Table 1. Trips to Lee County by Collier County Subarea Origin

Collier County Subarea: Origin	Total Trips to Lee County	Percent of Trips to Lee County
North Naples	31,499	36.75%
Urban Estates	10,676	12.46%
City of Naples	7,436	8.68%
Immokalee	6,263	7.31%
Rural Estates	5,568	6.50%
Central Naples	5,235	6.11%

Collier County Subarea: Origin	Total Trips to Lee County	Percent of Trips to Lee County
South Naples	4,486	5.23%
Golden Gate	4,477	5.22%
East Naples	3,146	3.67%
City of Marco Island	2,564	2.99%
Heritage Bay	1,071	1.25%
Ave Maria	946	1.10%
Royal Fakapalm	929	1.08%
Orange Tree	588	0.69%
Corkscrew	409	0.48%
Big Cypress	268	0.31%
Everglades City	143	0.17%

Table 2 shows the number of trips beginning in Lee County that travel to Collier County. The four subareas that generate the most trips to Collier County are Bonita Springs, Fort Myers, Estero, and Lehigh Acres. The Bonita Springs subarea generates the largest proportion of these trips, with more than 30,000 daily trips and 34% of total trips to Collier County from Lee County.

Table 2. Trips to Collier County by Lee County Subarea Origin

Lee County Subarea: Origin	Total Trips to Collier County	Percent of Trips to Collier County
Bonita Springs	31,828	34.47%
Fort Myers	9,552	10.34%
Estero	9,211	9.97%
Lehigh Acres	8,422	9.12%
San Carlos	7,866	8.52%
South Fort Myers	6,666	7.22%
Gateway/Airport	5,101	5.52%
Cape Coral	5,097	5.52%
North Fort Myers	1,848	2.00%
Fort Myers Shores	1,414	1.53%
Iona/McGregor	1,371	1.48%
Daniels Parkway	1,236	1.34%
Southeast Lee County	1,045	1.13%
Fort Myers Beach	951	1.03%

Lee County Subarea: Origin	Total Trips to Collier County	Percent of Trips to Collier County
Sanibel	518	0.56%
Bayshore	288	0.31%
Buckingham	285	0.31%
Northeast Lee County	267	0.29%
Pine Island	249	0.27%
Captiva	127	0.14%
Burnt Store	34	0.04%
Boca Grande	16	0.02%

Figure 2 displays the top-four subareas in both Collier and Lee counties, which generate the most intercounty trips daily, as identified in Tables 1 and 2.

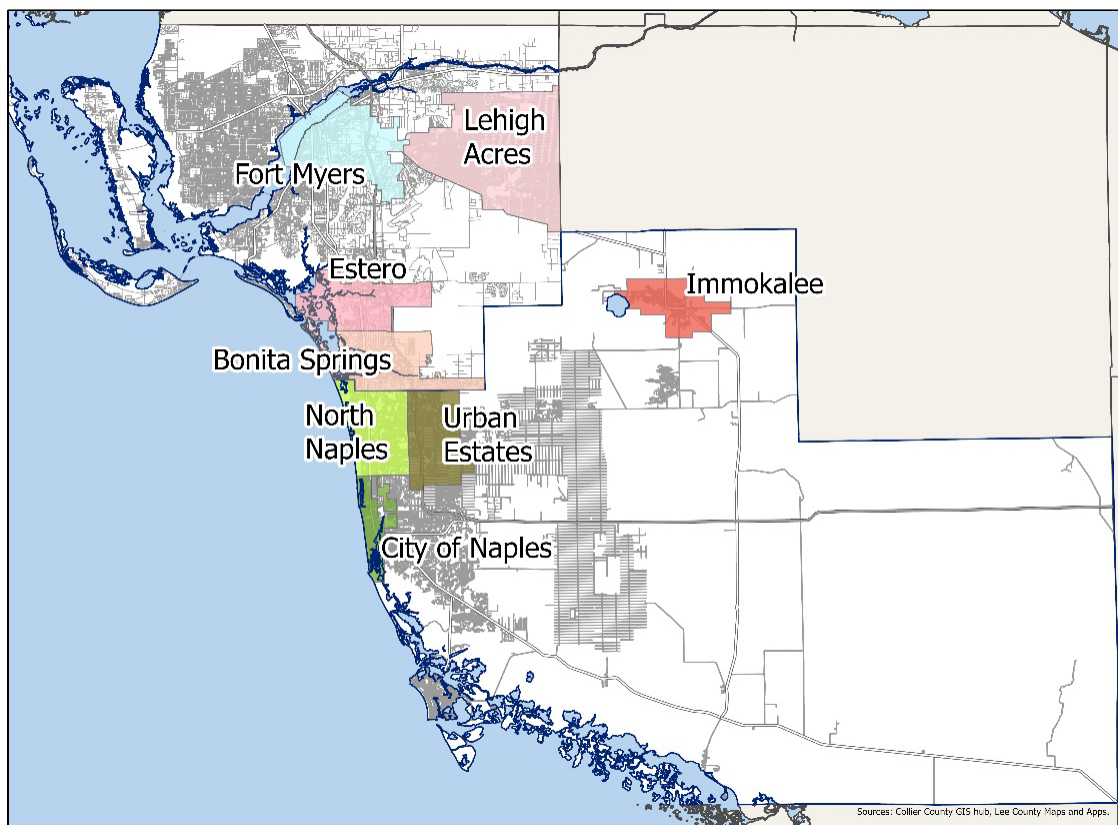


Figure 2. Top-four Trip Generating Subareas in Collier and Lee Counties

Based on the O-D data, the top-four trips from Collier County to Lee County are:

- North Naples to Bonita Springs
- Urban Estates to Bonita Springs
- City of Naples to Bonita Springs
- Immokalee to Lehigh Acres

The top-four trips from Lee County to Collier County are:

- Bonita Springs to North Naples
- Fort Myers to North Naples
- Estero to North Naples
- Lehigh Acres to Immokalee

Bonita Springs was the most-frequent destination for three of the top-four origins in Collier County, so Bonita Springs was evaluated as the destination in three separate O-D pairs. Additionally, North Naples was the most-frequent destination for three of the top-four trips from Lee County and was evaluated similarly.

3.1.1 Top-four Trips from Collier County to Lee County

The top-four trips from Collier County were evaluated based on Lee County subareas and the number of trips ending in these destinations daily. Each of these four origins were evaluated separately for their top-three destinations in Lee County.

3.1.1.1 North Naples

North Naples generates the most trips from Collier County to Lee County, with more than 30,000 trips daily. The O-D pair producing the most intercounty trips is North Naples to Bonita Springs. Table 3 indicates the top-three Lee County destinations from North Naples, with Bonita Springs being the destination for more than 50% of these intercounty trips. Estero and San Carlos also generate a significant number of trips, accounting for 11% and 6% of trips, respectively. Subarea boundaries are shown on Figure 3.

Table 3. Top-three Lee County Destinations from the North Naples Subarea

Origin	Total Trips from North Naples to Lee County	Destination	Total Trips	Percent of Total Trips from North Naples to Lee County
North Naples	31,499	Bonita Springs	18,387	58%
		Estero	3,392	11%
		San Carlos	1,950	6%

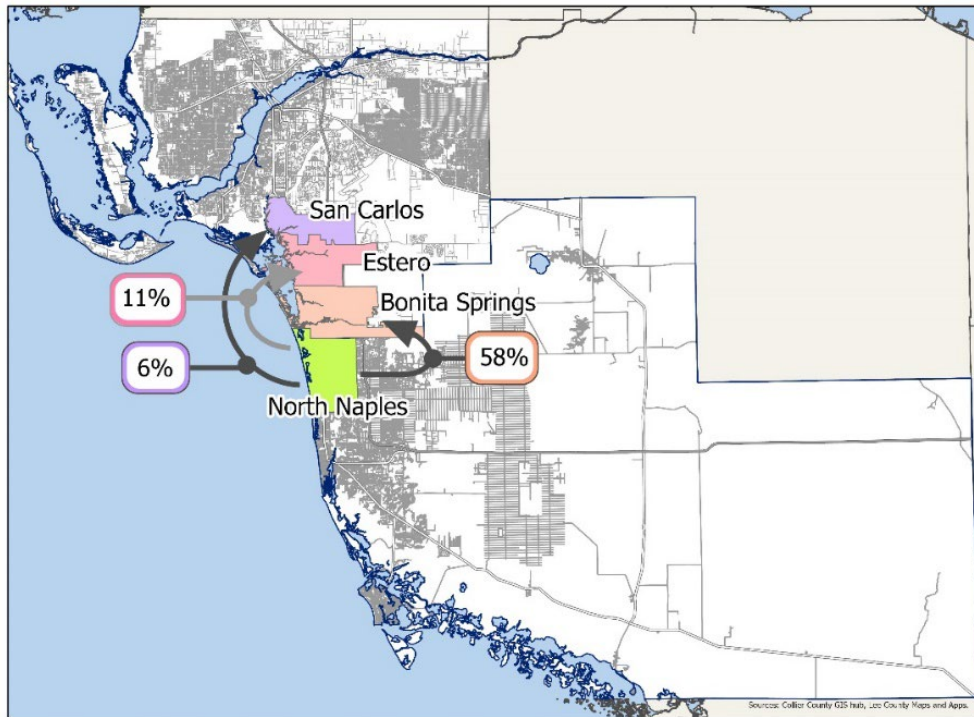


Figure 3. Top-three Lee County Destinations from North Naples

Although North Naples and Bonita Springs generate a significant number of daily trips, a candidate corridor was not developed from this O-D pair since the existing LeeTran LinC Route serves the connection from North Naples to Bonita Springs and Estero.

3.1.1.2 Urban Estates

The Collier County subarea with the second-greatest number of trips to Lee County is Urban Estates, with more than 10,000 daily trips. The top-three destinations for these trips are Bonita Springs, Fort Myers, and South Fort Myers. Of these three subareas, Bonita Springs occupies a significant portion, with more than 6,000 daily trips (approximately 64% of trips from Urban Estates to Lee County), as shown in Table 4 and on Figure 4.

Table 4. Top-three Destinations in Lee County from the Urban Estates Subarea

Origin	Total Trips from Urban Estates to Lee County	Destination	Total Trips	Percent of Total Trips from Urban Estates to Lee County
Urban Estates	10,676	Bonita Springs	6,796	64%
		Fort Myers	772	7%
		South Fort Myers	726	7%



Figure 4. Top Lee County Destinations from Urban Estates

The Urban Estates and Bonita Springs subareas are not serviced by an existing regional transit route. Although the LinC Route serves Bonita Springs, it does not pass through Urban Estates. This O-D pair was evaluated further with the development of a candidate corridor.

3.1.1.3 City of Naples

The City of Naples subarea in Collier County generates more than 7,000 daily trips to Lee County, with Bonita Springs being the destination for approximately 41% of these trips, generating more than 3,000 total trips, followed by Estero (12%) and San Carlos (9%). Table 5 identifies the top-three destinations for the City of Naples subarea and the number of trips that occur daily. The subarea boundaries are shown on Figure 5.

Table 5. Top-three Destinations in Lee County from the City of Naples Subarea

Origin	Total Trips from City of Naples to Lee County	Destination	Total Trips	Percent of Total Trips from City of Naples to Lee County
City of Naples	7,436	Bonita Springs	3,047	41%
		Estero	907	12%
		San Carlos	668	9%

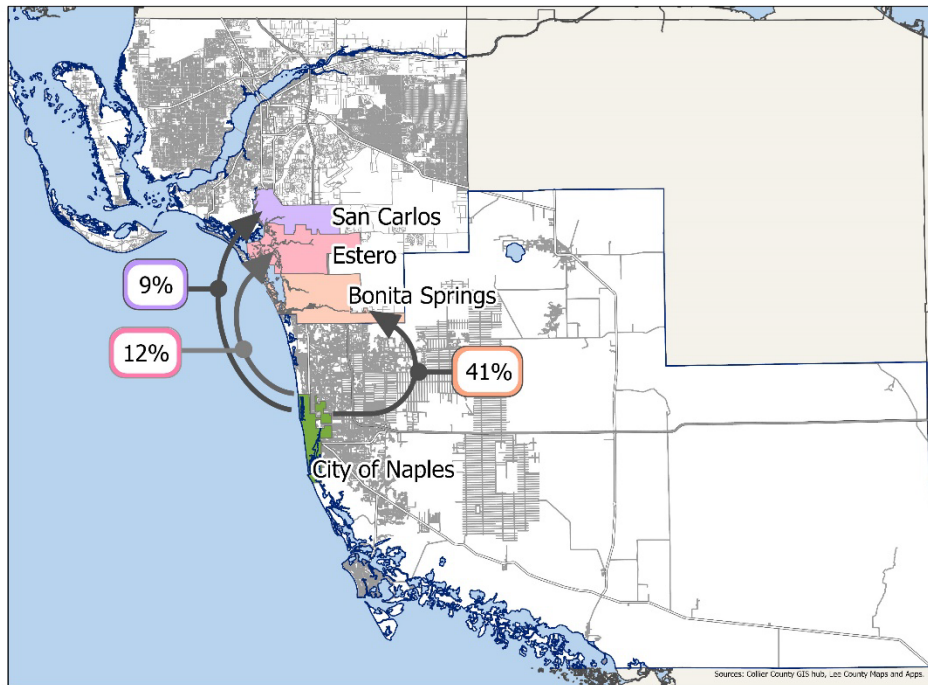


Figure 5. Top-three Lee County Destinations from City of Naples

The City of Naples to Bonita Springs O-D pair is served by the existing CAT network, which can connect to the LinC Route into Bonita Springs and Estero. Since there is an existing regional transit connection to serve this O-D pair, it was not evaluated further with a candidate corridor.

3.1.1.4 Immokalee

According to the O-D Report, 72% of the 60,000 daily trips originating in Immokalee remain within the area, making it the highest internal trip rate among all subareas in Collier County. However, of the 6,263 external trips from Immokalee to Lee County subareas, the greatest number of trips to Lee County are to Lehigh Acres, at 42% of these trips. The next most-frequent destination is Fort Myers (15%), followed by San Carlos (7%). Table 6 summarizes the top-three destinations in Lee County for trips beginning in the Immokalee subarea. Subarea boundaries are shown on Figure 6.

Table 6. Top-three Destinations in Lee County from the Immokalee Subarea

Origin	Total Trips from Immokalee to Lee County	Destination	Total Trips	Percent of Total Trips from Immokalee to Lee County
Immokalee	6,263	Lehigh Acres	2,639	42%
		Fort Myers	967	15%
		San Carlos	453	7%

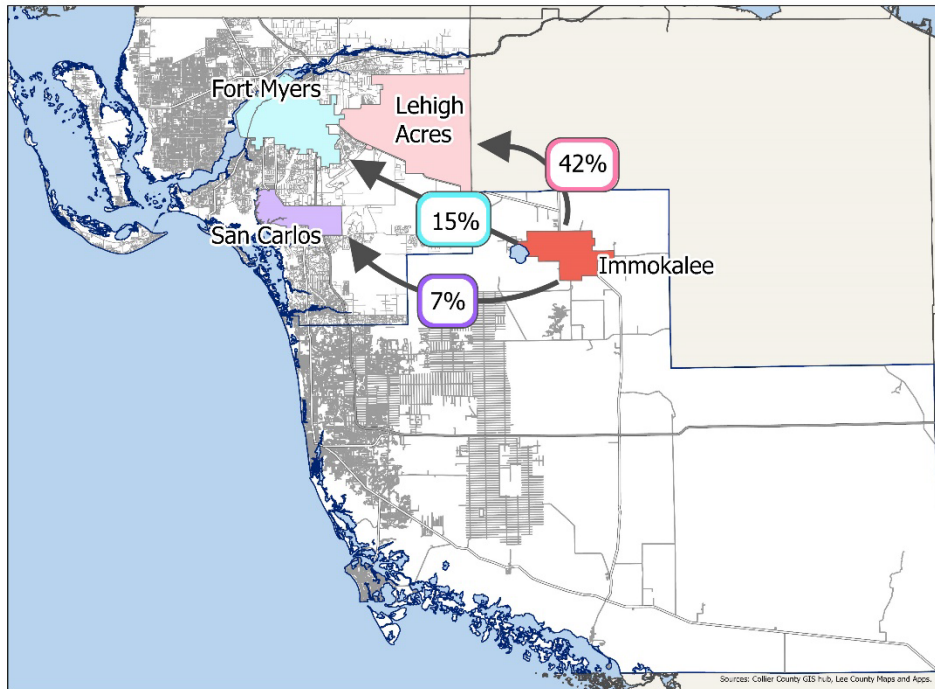


Figure 6. Top-three Lee County Destinations from Immokalee

There is no existing transit route servicing the Immokalee and Lehigh Acres O-D pair. Commuters traveling from Immokalee to Lee County must first travel to Naples and then transfer to the LinC bus. Implementing a regional route from Immokalee to Lehigh Acres would significantly reduce the overall trip length. This O-D pair was identified as a priority pair for identifying a candidate corridor.

3.1.2 Top-four Trips from Lee County to Collier County

The top-four trips from Lee County were evaluated based on Collier County subareas and the number of trips ending in these destinations daily. The top-four trip generators to Collier County from Lee County are:

- Bonita Springs
- Fort Myers
- Estero
- Lehigh Acres

Each of these four origins were evaluated separately for their top-three destinations in Collier County.

3.1.2.1 Bonita Springs

Table 7 shows the top-three destinations in Collier County for trips originating in the Bonita Springs subarea. North Naples receives the greatest percentage of these trips, representing almost half of the total trips from Bonita Springs to Lee County destinations. The subarea boundaries are shown on Figure 7.

Table 7. Top-three Destinations in Collier County from the Bonita Springs Subarea

Origin	Total Trips from Bonita Springs to Collier County	Destination	Total Trips	Percent of Total Trips from Bonita Springs to Collier County
Bonita Springs	31,828	North Naples	15,689	49%
		Urban Estates	5,748	18%
		City of Naples	2,377	7%

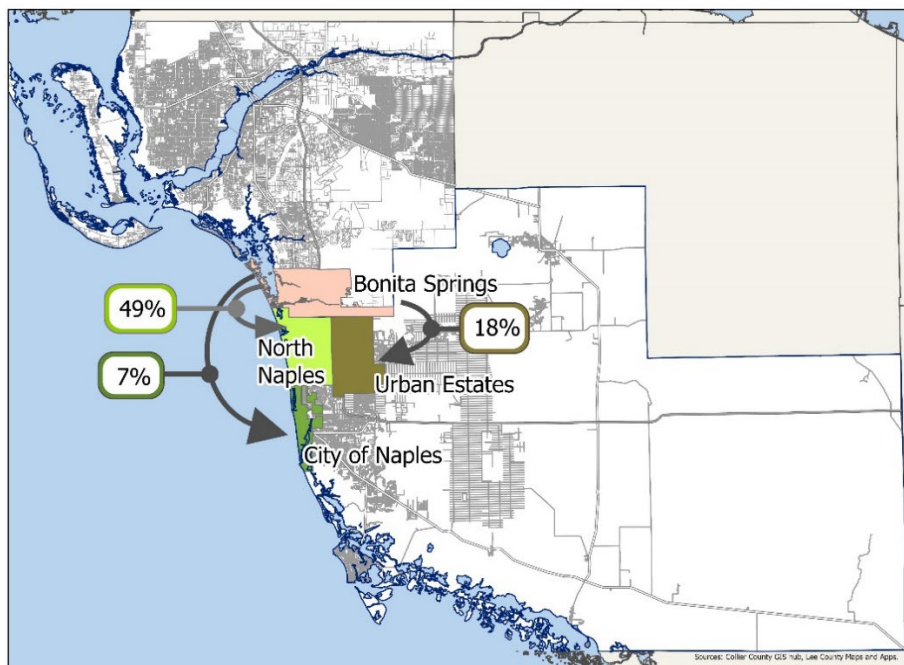


Figure 7. Top-three Collier County Destinations from Bonita Springs

As discussed in Section 3.1.1, the Bonita Springs to North Naples O-D pair is not identified as a priority pair since it is already served by the existing LinC Route operated by LeeTran. This route provides several pickup and drop-off points in North Naples and Bonita Springs.

3.1.2.2 Fort Myers

Table 8 indicates the top-three trips from Fort Myers to Collier County subareas. The top-three destinations from Fort Myers are North Naples, Urban Estates, and Immokalee. The Fort Myers subarea produces the second-most trips from Lee to Collier County, with approximately 9,500 daily trips. The largest percentage of these trips end in North Naples, at approximately 21%, followed by Urban Estates (14%) and Immokalee (13%). The subarea boundaries are shown on Figure 8.

Table 8. Top-three Destinations in Collier County from Fort Myers

Origin	Total Trips from Fort Myers to Collier County	Destination	Total Trips	Percent of Total Trips from Fort Myers to Collier County
Fort Myers	9,552	North Naples	2,051	21%
		Urban Estates	1,378	14%
		Immokalee	1,230	13%

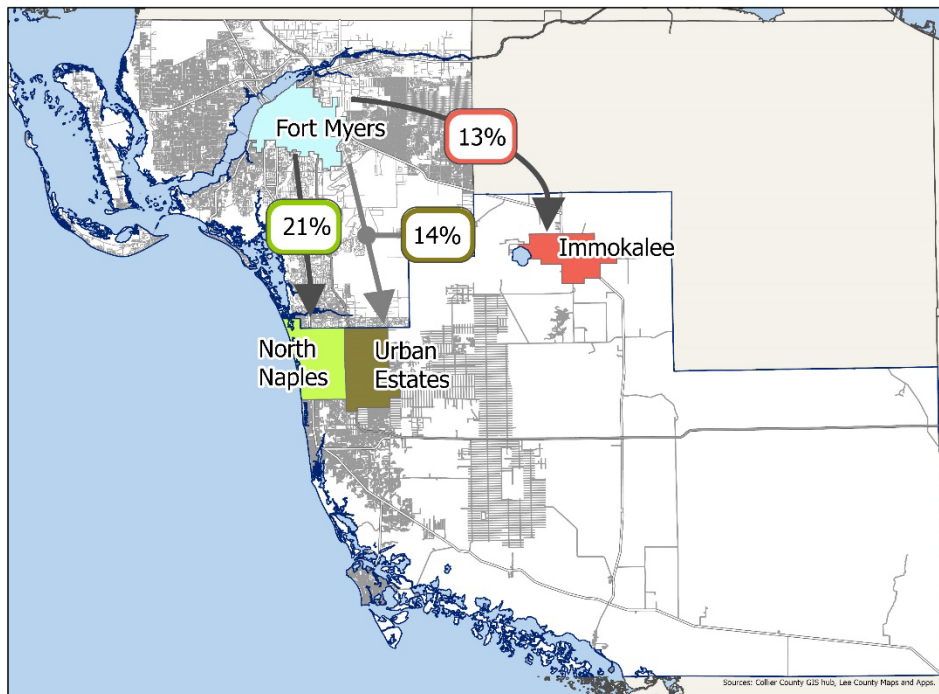


Figure 8. Top-three Collier County Destinations from Fort Myers

The Fort Myers to North Naples O-D pair was not identified as a priority pair since the LinC Route already provides service between Estero and North Naples. Commuters beginning in Fort Myers may take Route 240 to the Coconut Point Mall, which then transfers to LinC as it travels further south to the North Naples subarea.

3.1.2.3 Estero

Table 9 indicates the top-three Collier County destinations for trips originating in Estero, which include North Naples, Urban Estates, and City of Naples. Estero produces the third-most trips to Collier County, with more than 9,000 trips daily. Of these 9,000 trips, 37% of them end in North Naples, 15% in Urban Estates, and 10% in City of Naples. The subarea boundaries are shown on Figure 9.

Table 9. Top-three Destinations in Collier County from Estero

Origin	Total Trips from Estero to Collier County	Destination	Total Trips	Percent of Total Trips from East Naples to Collier County
Estero	9,211	North Naples	3,437	37%
		Urban Estates	1,360	15%
		City of Naples	940	10%

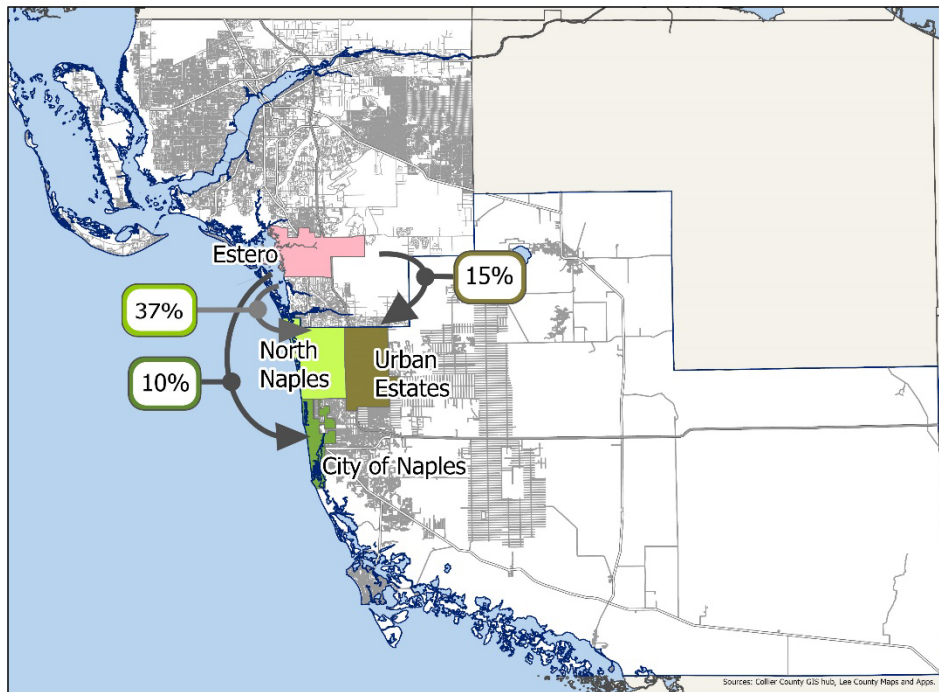


Figure 9. Top-three Collier County Destinations from Estero

The Estero to North Naples O-D pair was not determined as a priority pair since it is already served by the LinC Route. Riders beginning in Estero may board at the Coconut Point bus stop and take the LinC Route into North Naples.

3.1.2.4 Lehigh Acres

Table 10 indicates the top-three trips from Lehigh Acres to Collier County subareas. The top-three destinations for Lehigh Acres are Immokalee, North Naples, and City of Naples. The Immokalee subarea has the largest proportion of trips that begin in Lehigh Acres and end in Collier County. The subarea boundaries are shown on Figure 10.

Table 10. Top-three Destinations in Collier County from the Lehigh Acres Subarea

Origin	Total Trips from Immokalee to Lee County	Destination	Total Trips	Percent of Total Trips from Lehigh Acres to Collier County
Lehigh Acres	8,422	Immokalee	2,542	30%
		North Naples	1,307	15%
		City of Naples	566	6%

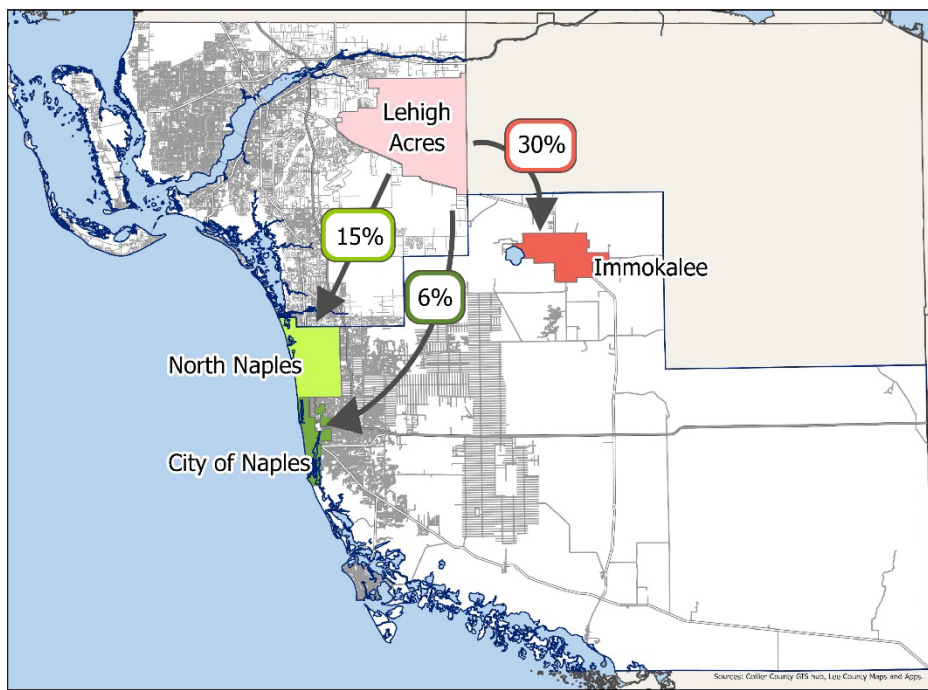


Figure 10. Top-three Collier County Destinations from Lehigh Acres

Lehigh Acres to Immokalee is identified as a priority O-D pair, as discussed in Section 3.1.1.4.

It is important to note that the Collier MPO O-D Report analyzed trip data from all trip types (for example, car, truck, taxi, transit, and so forth) between the subareas and did not separate the number of trips by method of travel. Therefore, the data does not provide travel patterns that are representative of transit-only trips and may not accurately depict the actual demand for public transportation.

For instance, the North Naples subarea produces the largest number of intercounty trips to Lee County daily, with its top destination being Bonita Springs. However, the O-D data do not specify how many of these trips occurred through public transit versus other means of travel. Since the data are limited in their analysis for mode of transportation, they cannot provide a direct correlation for regional transit needs, and it is difficult to determine if this large number of trips between North Naples and Bonita Springs is occurring on public transit services.

To develop regional transit candidate corridors for this Study, the O-D data were analyzed alongside existing CAT and LeeTran ridership, key activity centers and workforce commutes, U.S. Census data, and

existing plans, which have more-specific information regarding demand for public transportation, to target areas of regional transit demand.

3.2 CAT and LeeTran Ridership

Ridership data from CAT and LeeTran were collected and evaluated for the last 5 fiscal years (FYs 2018 through 2022). Due to the coronavirus disease of 2019 (COVID-19) pandemic, there is an anomaly in the transit data between FYs 2019 and 2021 caused by an overall reduction in ridership during the pandemic. Therefore, the data between FYs 2020 and 2021 are considered irregular and not representative of typical ridership conditions for both jurisdictions. FY 2022 shows the beginning of recovery in ridership, and it is expected to increase in the next few years as conditions continue to return to normal. Figure 11 shows the average yearly number of passengers for FYs 2018 through 2022.

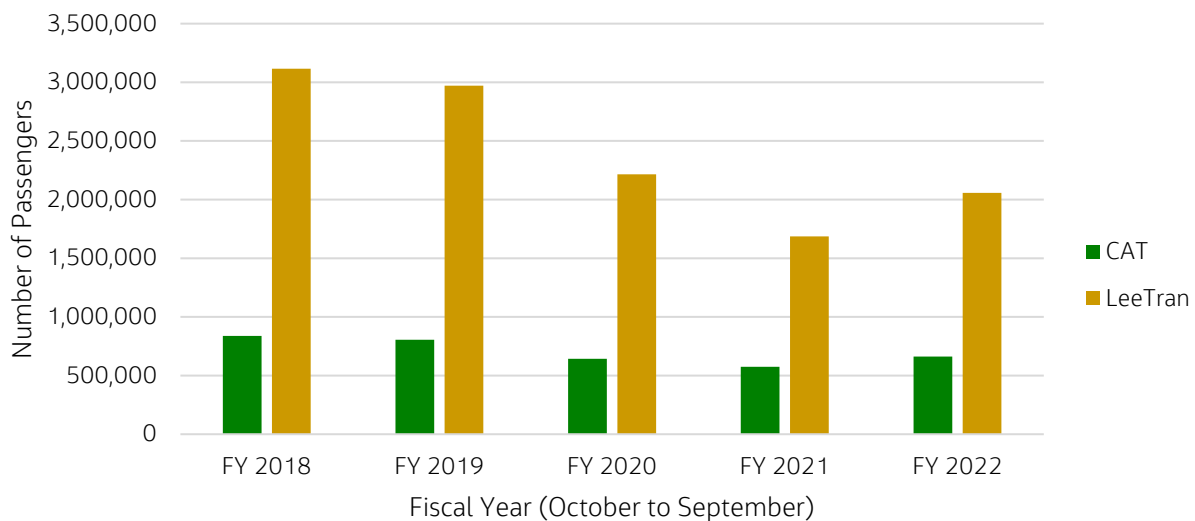


Figure 11. CAT and LeeTran Yearly Passenger Counts

Overall, LeeTran experiences a greater volume of yearly passengers. Additionally, ridership data for each jurisdiction were evaluated for individual routes, as indicated in Figures 12 and 13. CAT experiences the largest volume of passengers on Route 11, which is the bus route that connects to the Creekside/LinC Transfer Station. This indicates that there is a significantly high demand for this route. The second-largest passenger volume route is on Route 19, which provides service from the Collier County Government Center to the unincorporated community of Immokalee.

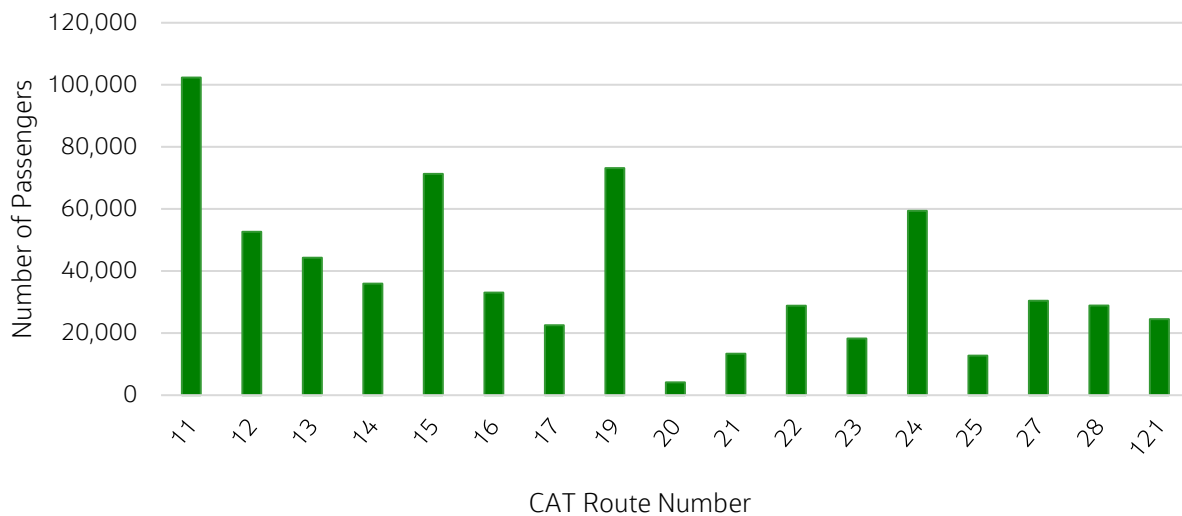


Figure 12. FY 2022 CAT Ridership by Route

Additionally, Figure 13 shows total LeeTran ridership by route for FY 2022. Route 140, which provides service from Merchants Crossing in Fort Myers to the Coconut Point Mall in Estero, had the highest ridership. This route connects to Route 600 (LinC), which provides a regional connection to the CAT system in Collier County. Ridership for Route 600 is ranked 11th out of a total of 28 routes. Route 420 also has significant ridership and operates as a seasonal beach tram from November to April, providing service to Fort Myers Beach.

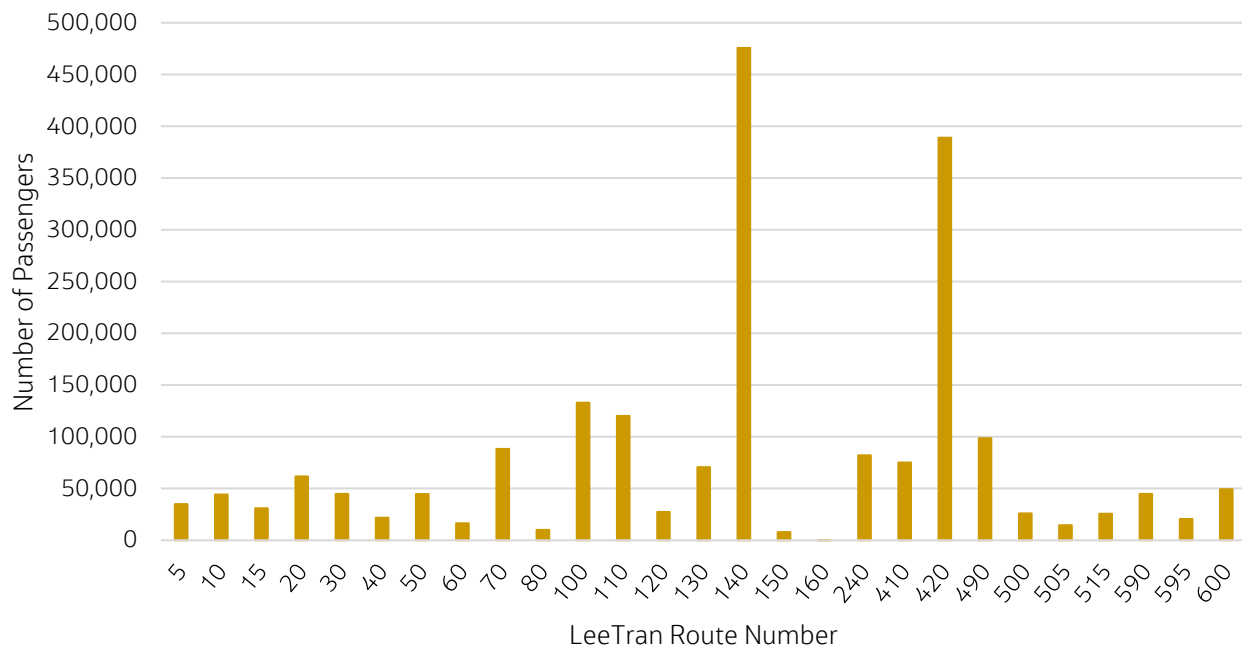


Figure 13. FY 2022 LeeTran Ridership by Route

The Creekside Transfer Station is the bus stop that connects LeeTran Route 600 (LinC) with CAT routes 11, 12, and 27. This is the only regional bus stop that connects the two bus systems. Ridership at the

Creekside Transfer Station was also evaluated to assess the demand for this intercounty route at this bus stop. Boarding and alighting counts for the LinC bus were evaluated for FYs 2018 through 2022. Since CAT is transitioning to a new software, boarding and alighting data for CAT were evaluated for FYs 2019 through 2021. For consistency, boarding alighting data are shown for FYs 2019 through 2021. Table 11 summarizes the boarding and alighting data for the LinC bus at various stops in Collier County.

Table 11. Boarding and Alighting Counts for the LinC Bus at Collier County Bus Stops

Stop Number	Boarding			Alighting		
	FY 2019	FY 2020	FY 2021	FY 2019	FY 2020	FY 2021
12121	696	600	337	624	384	247
12122	503	295	303	430	385	298
12165 (Creekside Transfer Station)	9,678	2,646	1,954	15,422	9,598	3,944
12166	2,334	6,424	2,247	15	4	14
12167	991	558	257	2,029	1,591	762

Overall, the Creekside Transfer Station experiences some of the highest boarding and alighting counts for all LinC bus stops in Collier County. It is important to note the sharp decline in overall ridership (as depicted in Figure 11) between FYs 2019 and 2021 due to COVID-19. The boarding and alighting counts for these years are likely lower than the typical counts for these stops.

Table 12 shows the total number of boardings at the Creekside Transfer Station by route number and the percentage of total boardings for each bus route serving this stop. Based on the data provided, boardings for the LinC Route have consistently occupied a significant portion of total boardings that occur at the Creekside Transfer Station. In 2019, boardings for the LinC bus were approximately 25% of total boardings at this stop, with more than 9,000 total boardings. The ridership at this stop indicates the demand for a cross-county transit service between Collier and Lee counties. This demand decreased overall in the following years; however, it is important to note that this decrease was likely caused by the COVID-19 pandemic.

Table 12. Creekside Boardings by Route Number

Route Number (Jurisdiction)	Total Boardings			Percentage of Total Boardings		
	FY 2019	FY 2020	FY 2021	FY 2019	FY 2020	FY 2021
600 LinC (LeeTran)	9,678	2,646	1,954	25.43%	11.28%	10.90%
11 (CAT)	12,311	8,749	6,388	32.35%	37.29%	35.63%
12 (CAT)	8,922	6,995	5,629	23.44%	29.81%	31.40%
27 (CAT)	7,147	4,732	3,629	18.78%	20.17%	20.24%

3.3 Existing Cross-jurisdictional Transportation Patterns

3.3.1 Key Activity Centers and Workforce Commutes

According to the U.S. Census Bureau, a Census-designated place (CDP) is a “statistical geography representing closely settled, unincorporated communities that are locally organized and identified by name” (U.S. Census Bureau 2022). Figure 14 identifies the existing CDPs in Collier County and Lee County.

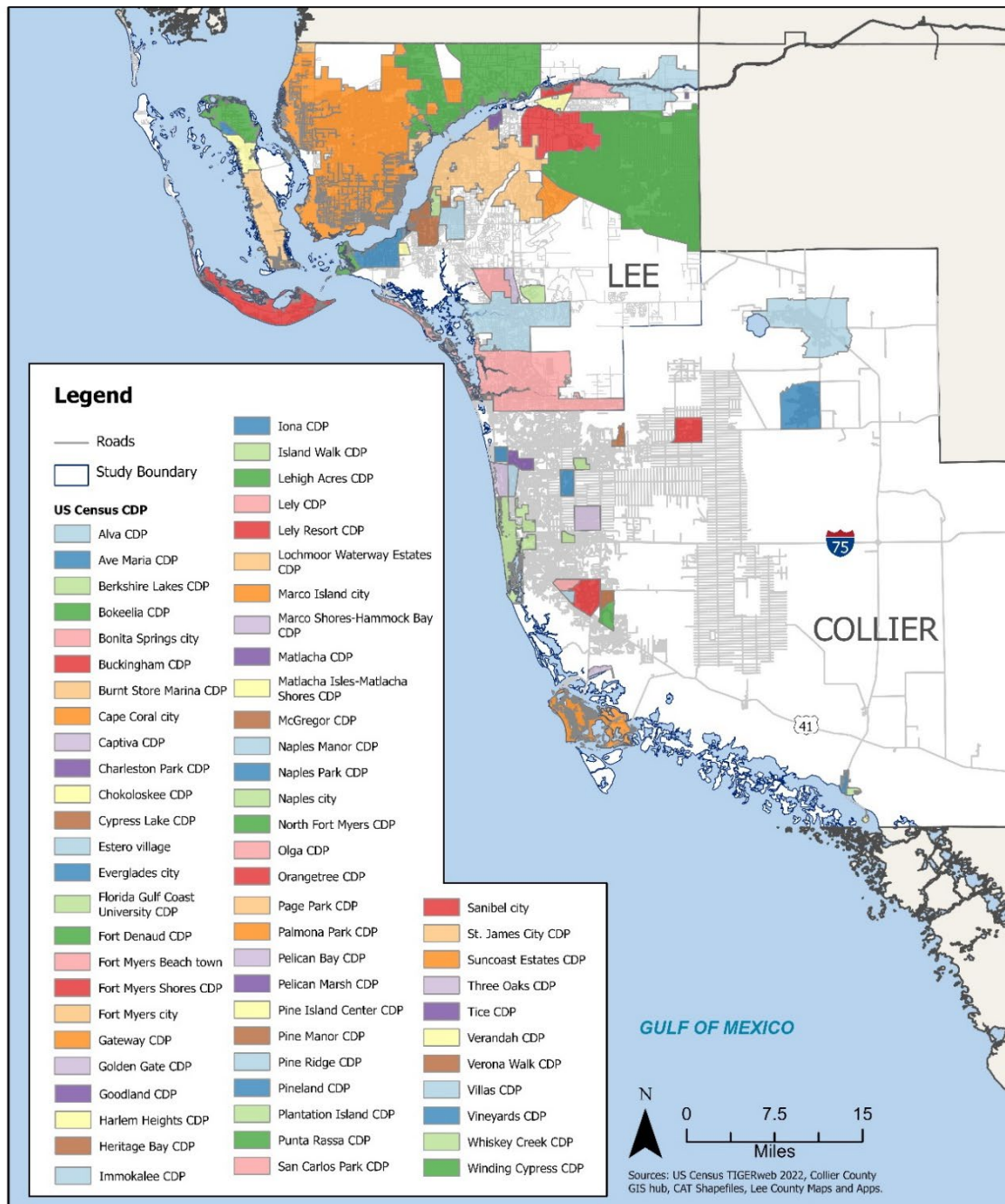


Figure 14. CDPs in Collier and Lee County

These CDPs represent key activity centers that contain work locations and commercial land uses. The CDPs in Collier County with the highest rates of internal trips include City of Marco Island and Immokalee, while Central Naples and Rural Estates have higher rates of external trips to other CDPs (U.S. Census Bureau 2022).

Key activity and major employment centers include but are not limited to the following:

- Commercial and mixed-use areas such as shopping centers and malls
 - Collier County: Coastland Mall, Waterside Shops, Downtown Naples, Mercato
 - Lee County: Coconut Point Mall, Miromar Outlets, Gulf Coast Town Center, Edison Mall, University Village Shops, The Forum, Downtown Fort Myers
- Major employment centers such as business parks, hospitals, hotels, schools, government complexes, and industrial centers
 - The top work destinations outside of Collier County include Bonita Springs, Fort Myers, and Estero Village (Tindale-Oliver 2020a)
 - Based on Traffic Analysis Zone (TAZ) data obtained from Lee County MPO's 2045 Long-Range Transportation Plan (LRTP), the areas with the highest employment density in Lee County are in Fort Myers along US 41, downtown Fort Myers, Cape Coral along Pine Island Road, Fort Myers Beach, Lehigh Acres, and Bonita Springs along US 41 (Tindale-Oliver 2020b)
- Universities
 - Collier County: Ave Maria University and Florida Southwestern State College (Collier County campus)
 - Lee County: Florida Southwestern State College (main campus), Hodges University, Florida Gulf Coast University, and Southern Technical College
- Recreational areas such as beaches and parks
- Public and private airports in Collier and Lee counties
 - The major airport serving both counties is the Southwest Florida International Airport (RSW) in Lee County

The major roadway network that connects workforce commutes and activity centers between Collier and Lee counties include Interstate 75 (I-75) and State Road (SR) 45 (also known as US 41 or Tamiami Trail North), SR 82, and SR 29. According to the O-D Report, I-75 serves as the main corridor for this intercounty travel, along with SR 29 and SR 82 in eastern Collier County and US 41 in western Collier County (Tindale-Oliver 2022).

Approximately 22,000 Lee County residents travel to Collier County for work, while 9,000 Collier County residents travel to Lee County for work. Additionally, 8.3% of Collier County residents work outside of the county, and 2.2% of residents use public transit to get to work. Of the 8.3% of external commuters living in Collier County, the majority live in northern areas, including Immokalee and North Naples (Tindale-Oliver 2020a).

It is important to note that with the onset of the COVID-19 pandemic, percentages of residents working from home have fluctuated for the last few years. The O-D Report is based on data that was collected in Spring 2021 and, therefore, may not be representative of typical work-specific trips, as the number of residents working from home during this period was greater on average than it was in 2022 at the same time of year (Tindale-Oliver 2022).

3.3.2 U.S. Census Data and Demographic Analysis

U.S. Census Data was evaluated to identify areas with populations most likely to use public transit, using the Zip Code Tabulation Area (ZCTA) boundaries in Collier and Lee counties as identified in Figure 15. U.S. Census Data was evaluated from the U.S. Census Bureau’s Center for Economic Studies with data for years 2019 through 2021.

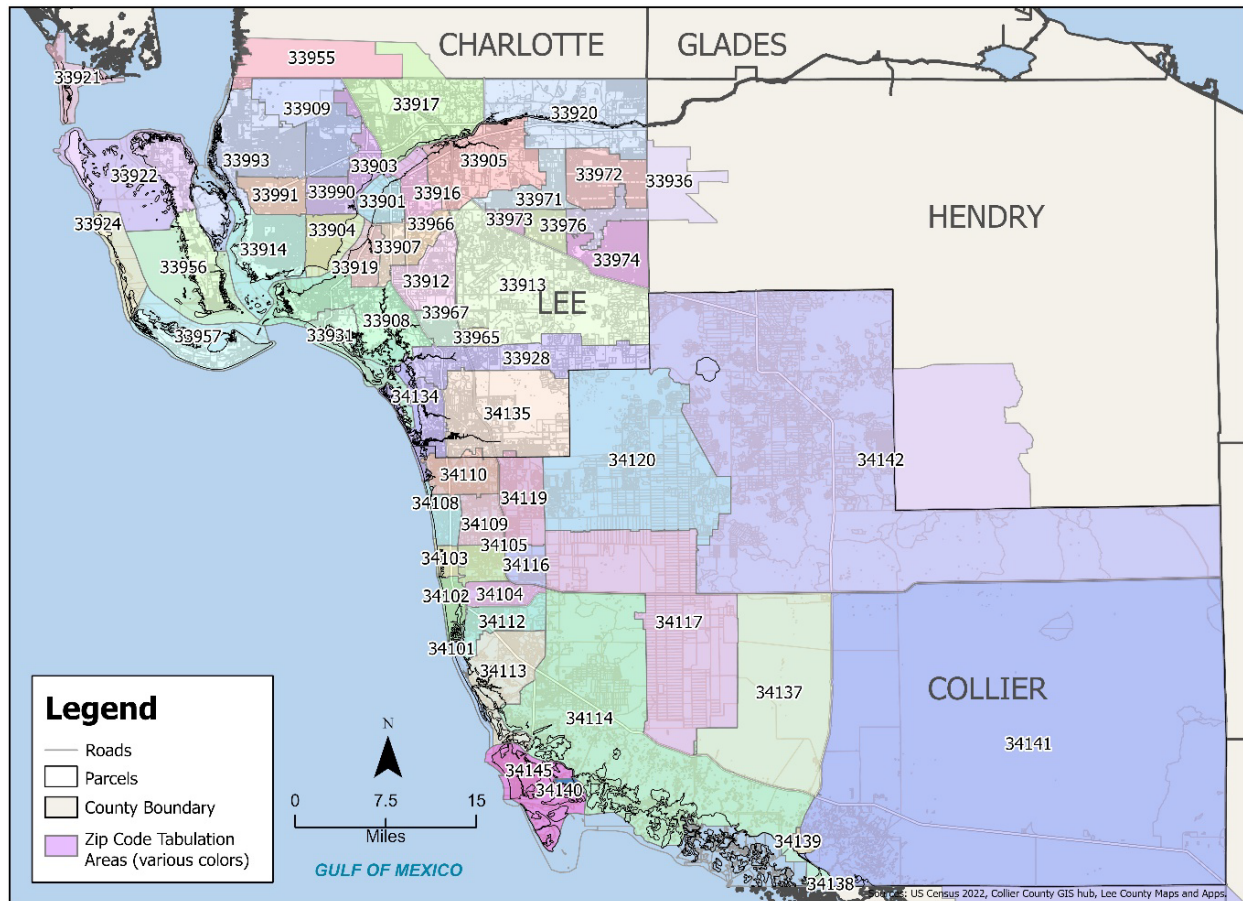


Figure 15. U.S. Census 2022 Zip Code Tabulation Areas

To avoid any anomalies in Census data due to COVID-19, maps for 2019 were also prepared for comparison. Although some ZCTA boundaries changed from 2019 to 2021 (for example, 34142), the boundaries were similar enough for the analysis. The U.S. Census maps for 2019 through 2021 are provided in Attachment 1, using data from 2017 through 2021 from the American Community Survey.

The U.S. Census data were used to evaluate O-D pairs for those who use public transit. U.S. Census data for the following characteristics were used:

- For workers 16 years old and older
 - Who use public transportation as means to get to work
 - Who use public transportation as means to get to work and are below 100% of the poverty level
 - Who use public transportation as means to get to work and work outside their county of residence
 - Who live in a household with no vehicles available

Tables 13 through 16 provide U.S. Census data from 2021 for workers 16 years old and older by selected characteristics in both Collier County and Lee County.

Table 13. Estimate of Workers 16 Years and Older Who Use Public Transportation (Excluding Taxicab) as Main Mode of Transportation for Work

Rank	County	Zip Code	Estimate	County	Zip Code	Estimate
1	Collier	34142	718	Lee	33901	319
2	Collier	34112	120	Lee	33905	302
3	Collier	34114	99	Lee	33907	223
4	Collier	34110	48	Lee	34135	130
5	Collier	34119	23	Lee	33909	93
6	Collier	34145	18	Lee	33936	90
7	Collier	34105	15	Lee	33916	89
8	Collier	34102	9	Lee	33917	80
9	Collier	34103	7	Lee	33990	78
10	Collier	34116	7	Lee	33971	61

For workers 16 years old and older who use public transportation as their main mode of transportation, it was reported that the most demand occurs in ZCTAs 34142 and 33901, which overlaps with the Immokalee planning boundary in Collier County and Fort Myers in Lee County. The Immokalee planning area is also part of one of the identified priority O-D pairs.

Table 14. Percentage of Workers 16 Years and Older Who Use Public Transportation (Excluding Taxicab) as Main Mode of Transportation for Work, Whose Poverty Status is Determined to be Below 100% of the Poverty Level

Rank	County	Zip Code	Estimate (%)	County	Zip Code	Estimate (%)
1	Collier	34116	71.4	Lee	33917	83.8
2	Collier	34114	53.5	Lee	33905	34.8
3	Collier	34142	42.5	Lee	33907	27.4
4	Collier	34112	40	Lee	33916	25.8
5	Collier	34110	39.6	Lee	33901	18.8
6	No Data (ND)			Lee	33990	1.3

Of these same workers that also live below 100% of the poverty level, it was reported that the most residents under this criteria reside in ZCTAs 34116 in Collier County and 33917 in Lee County. These ZCTAs overlap with the Golden Gate planning boundary in Collier County and the North Fort Myers planning boundary in Lee County.

Table 15. Percentage of Workers 16 Years and Older Who Use Public Transportation (Excluding Taxicab) as Main Mode of Transportation for Work, Whose Place of Work Is Within State of Residence but Worked Outside of County of Residence

Rank	County	Zip Code	Estimate (%)	County	Zip Code	Estimate (%)
1	Collier	34142	8.5	Lee	33919	100
2	ND			Lee	34135	43.1
3	ND			Lee	33907	17.5
4	ND			Lee	33905	15.9
5	ND			Lee	33971	13.1
6	ND			Lee	33901	11
7	ND			Lee	33965	8.6
8	ND			Lee	33917	1.3

For workers that use public transportation and work outside of their county of residence, the top ZCTAs were 34142 in Collier County and 33919 in Lee County. These ZCTAs overlap with the Immokalee planning boundary in Collier County and the South Fort Myers planning boundary in Lee County. The Immokalee planning area is also part of one of the identified priority O-D pairs.

Table 16. Percentage of Workers 16 Years and Older Who Reported Having No Vehicles Available in the Household

Rank	County	Zip Code	Estimate (%)	County	Zip Code	Estimate (%)
1	Collier	34114	68.1	Lee	33907	63.7
2	Collier	34142	39.2	Lee	33901	36.4
3	Collier	34112	33.3	Lee	33916	31
4	ND			Lee	33905	21.2

For workers who have no vehicles available in their household, it was reported that the top ZCTAs were 34114 in Collier County and 33919 in Lee County. These ZCTAs overlap with the South Naples and Royal Fakapalm planning boundaries in Collier County and the South Fort Myers planning boundary in Lee County.

3.3.3 Existing Plans

The existing TDPs and LRTPs for both Collier and Lee counties were also evaluated for existing commuter patterns and public transportation demand. Overall, there is a significant number of cross-jurisdictional trips occurring between Collier County and Lee County, particularly in lower-income areas where public transit is the primary mode of transportation.

Both the CAT and LeeTran TDPs identify regional corridors as future needs. These regional corridors were evaluated to serve as potential regional connections between Collier County and Lee County and were evaluated as candidate corridors.

- **University of Florida Institute of Food and Agricultural Sciences (UF/IFAS) and Lehigh Acres Route:**
The UF/IFAS and Lehigh Acres Route would provide a new connection between Immokalee, the

UF/IFAS Research and Education Center, and Lehigh Acres. The connection is recommended to connect to the Lehigh Acres Park-and-Ride Transfer Facility at the intersection of Williams Avenue and Village Lake Boulevard (expected completion of February 2024) (Lee County 2023).

The CAT TDP states that “for persons using transit, it is important to note that Immokalee residents who travel to Lee County by transit must first travel to Naples to connect with one of the CAT routes (11, 12, or 27) that connect to the LinC. The time travel requirements present barriers for residents who make this trip by transit” (Tindale-Oliver 2020a).

- **I-75 Premium Express:** The I-75 Premium Express would provide a connection between Collier and Lee counties. The proposed route would use existing lanes on I-75, or managed lanes if constructed. This route is also intended to serve CAT commuters traveling to RSW in Lee County.

4. Candidate Corridor Development

The Collier MPO O-D Report was used to identify existing cross-jurisdictional travel patterns. According to the O-D Report, more than 90,000 trips per day begin in Collier County and end in Lee County, with an additional 38,000 daily trips passing through Collier County (Tindale-Oliver 2022).

The top-four O-D pairs for travel between Collier and Lee counties were identified. Since the O-D Report data was from all trip types (for example, car, truck, taxi, transit, and so forth) the travel patterns did not narrow down to transit-related trips only.

To evaluate transit needs, the O-D pairs were analyzed against U.S. Census and demographic data for those who reported using public transportation as their means to get to work. The O-D pairs were also evaluated against factors such as key activity and major employment centers and workforce commutes to identify routes to support regional and economic benefits.

For the O-D pairs that were not already identified as a recommended route in the latest Collier County and Lee County TDPs and LRTPs, these O-D pairs were identified as potential candidate corridors. Figure 16 displays the methodology used to evaluate the top O-D pairs to identify potential candidate corridors.

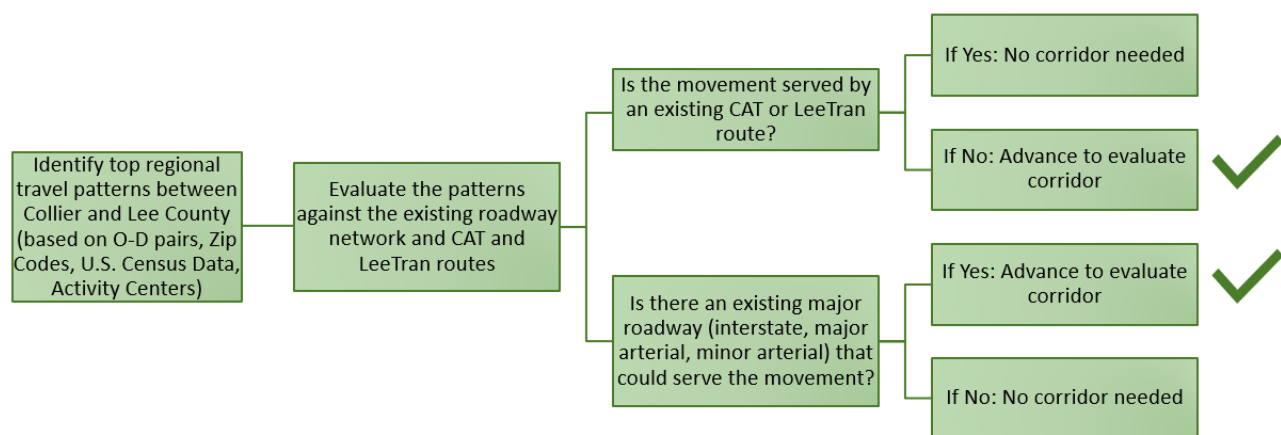


Figure 16. Candidate Corridor Development Methodology

The candidate corridors were developed based on the O-D Report data for cross-county travel, then evaluated against key activity centers, workforce commutes, U.S. Census Data, and existing ridership data. The two proposed regional corridors identified in the CAT and LeeTran TDPs were evaluated as candidate corridors, and the travel pattern and market analyses determined if any additional candidate corridors should be evaluated. Table 17 summarizes the evaluation of additional candidate corridors using the

priority O-D pairs and the evaluation against the existing transit networks, the existing corridors identified in the TDPs, and the U.S. Census Data.

Additionally, public involvement and outreach feedback was evaluated for additional potential candidate corridors that were not identified by the regional travel pattern and market analyses. However, no new regional candidate corridors were identified based on public comments.

Table 17. Candidate Corridor Evaluation Matrix

O-D Pair (Collier County to Lee County)	Is this pair served by an existing CAT or LeeTran route?	Source of O-D pair	Was this identified as a top O-D pair from Lee County to Collier County? ^a	Is there a transit need or priority to serve the O-D pair? ^b	Should this be advanced as a candidate corridor?
UF/IFAS to Lehigh Acres <i>Immokalee to Lehigh Acres</i>	No	CAT and LeeTran TDPs	Yes, Immokalee is the top Collier County destination for trips beginning in Lehigh Acres.	All categories for both Collier and Lee counties: Workers 16 years old and older who use public transportation as main mode of transportation, poverty status below 100% of poverty level, place of work is outside county of residence, and no vehicles available in household	Yes, identified as a need in the CAT and LeeTran TDPs, and transit needs identified in U.S. Census data.
I-75 Premium Express Option 1: Collier County Government Campus to Gulf Coast Town Center <i>East Naples to San Carlos</i>	No	CAT TDP	No	<i>Collier:</i> Workers 16 years old and older who use public transportation as their main mode of transportation and have no vehicles available in household <i>Lee:</i> None	Yes, identified as a need in the CAT TDP, and transit needs identified in U.S. Census data.
I-75 Premium Express Option 2: Pine Ridge Road to RSW and Colonial Boulevard <i>Urban Estates to Gateway/Airport and Fort Myers</i>	No	LeeTran TDP	No	<i>Collier:</i> None <i>Lee:</i> (for ZCTA 33905 – Fort Myers) Workers 16 years old and older who use public transportation as main mode of transportation, poverty status below 100% of poverty level, work outside county of residence, and no vehicles available in household	Yes, identified as a need in the LeeTran TDP, and transit needs identified in U.S. Census data.

Table 17. Candidate Corridor Evaluation Matrix

O-D Pair (Collier County to Lee County)	Is this pair served by an existing CAT or LeeTran route?	Source of O-D pair	Was this identified as a top O-D pair from Lee County to Collier County? ^a	Is there a transit need or priority to serve the O-D pair? ^b	Should this be advanced as a candidate corridor?
I-75 Premium Express Option 3: Collier County Government Campus to RSW and Colonia Boulevard <i>East Naples to Gateway/Airport and Fort Myers</i>	No	Combination form of CAT and LeeTran TDPs.	No	<i>Collier:</i> Workers 16 years old and older who use public transportation as main mode of transportation, poverty status below 100% of poverty level, no vehicles available in household <i>Lee:</i> (for ZCTA 33905 – Fort Myers) Workers 16 years old and older who use public transportation as main mode of transportation, poverty status below 100% of poverty level, work outside county of residence, and no vehicles available in household	Yes, identified as a need in the CAT and LeeTran TDPs, and transit needs identified in U.S. Census data.
North Naples to Bonita Springs	Yes – LinC Route	O-D Report Data	Yes, North Naples is the top Collier County destination for trips beginning in Bonita Springs.	<i>Collier:</i> None <i>Lee:</i> (Sections of Bonita Springs in ZCTA 34135) Workers 16 years old and older who use public transportation as main mode of transportation and work outside county of residence	No, there is already an existing route serving this O-D pair.
Urban Estates to Bonita Springs	No	O-D Report Data	No	<i>Collier:</i> Small area identified as workers 16 years old and older who use public transportation and live below 100% of the poverty level <i>Lee:</i> (Sections of Bonita Springs in ZCTA 34135) Workers 16 years old and older who use public transportation as main mode of transportation and work outside county of residence	Yes, since the proposed I-75 Premium Express covers the area, an alternative corridor to evaluate would be Livingston Road to Imperial Parkway.

Table 17. Candidate Corridor Evaluation Matrix

O-D Pair (Collier County to Lee County)	Is this pair served by an existing CAT or LeeTran route?	Source of O-D pair	Was this identified as a top O-D pair from Lee County to Collier County? ^a	Is there a transit need or priority to serve the O-D pair? ^b	Should this be advanced as a candidate corridor?
City of Naples to Bonita Springs	Yes – CAT network and LinC	O-D Report Data	No	<i>Collier:</i> None <i>Lee:</i> (Sections of Bonita Springs in ZCTA 34135) Workers 16 years old and older who use public transportation as main mode of transportation and work outside county of residence	No, there is already an existing route serving this O-D pair.
Immokalee to Lehigh Acres	No	O-D Report Data	Yes, Immokalee is the top destination in Collier County for trips beginning in Lehigh Acres.	All categories for both Collier and Lee counties: Workers 16 years old and older who use public transportation as main mode of transportation, poverty status below 100% of poverty level, place of work is outside county of residence, no vehicles available in household	This O-D pair can be serviced by the proposed UF/IFAS and Lehigh Acres Route as identified in both CAT and LeeTran TDPs.
Golden Gate to Bonita Springs	No	U.S. Census Data	No	<i>Collier:</i> Transit need for area below 100% of poverty level; however, O-D Report data are showing top trips are not going to Lee County <i>Lee:</i> (Sections of Bonita Springs in ZCTA 34135) Workers 16 years old and older who use public transportation as main mode of transportation and work outside county of residence	No. Since most daily trips from Golden Gate are staying within Collier County, implementing a cross-county route is not a priority for this O-D pair.

^a Based on the O-D Report data.

^b Based on U.S. Census data.

4.1 UF/IFAS and Lehigh Acres Route

The proposed UF/IFAS and Lehigh Acres Route (Figure 17) is a candidate corridor that would connect Immokalee in Collier County to Lehigh Acres in Lee County. This route was identified in both the CAT and LeeTran TDPs. According to the Collier MPO O-D Report data, 2,600 trips occur between this O-D pair daily. This proposed route would connect Immokalee to the UF/IFAS campus in Collier County and Lehigh Acres in Lee County via County Road 846, SR 29, and SR 82. The TDPs identified the endpoint in Lehigh Acres at the new Lehigh Acres Transfer Park-and-Ride Transfer Facility at the intersection of Williams Avenue and Village Lakes Boulevard. This park-and-ride is expected for completion in early 2024 (Lee County Government 2023).

Based on the O-D Report data, 42% of all external travel from Immokalee to Lee County ends in the Lehigh Acres subarea, making it the largest proportion of external trips from Immokalee. Due to the current absence of regional transit connection between the two subareas, if commuters travel from Lehigh Acres to Immokalee via public transit, they must first travel to Fort Myers, then to Naples on the LinC bus, and finally transfer to another bus that would take them to Immokalee. The addition of a regional connection between these two isolated subareas would reduce travel time by 91.7% for commuters who rely on public transit as their main mode of transportation.

Additionally, based on U.S. Census data, the Immokalee area (ZCTA 34142) consistently ranks highest for populations that use public transit as their main mode of transportation, are below the poverty level, and work outside of their county of residence.

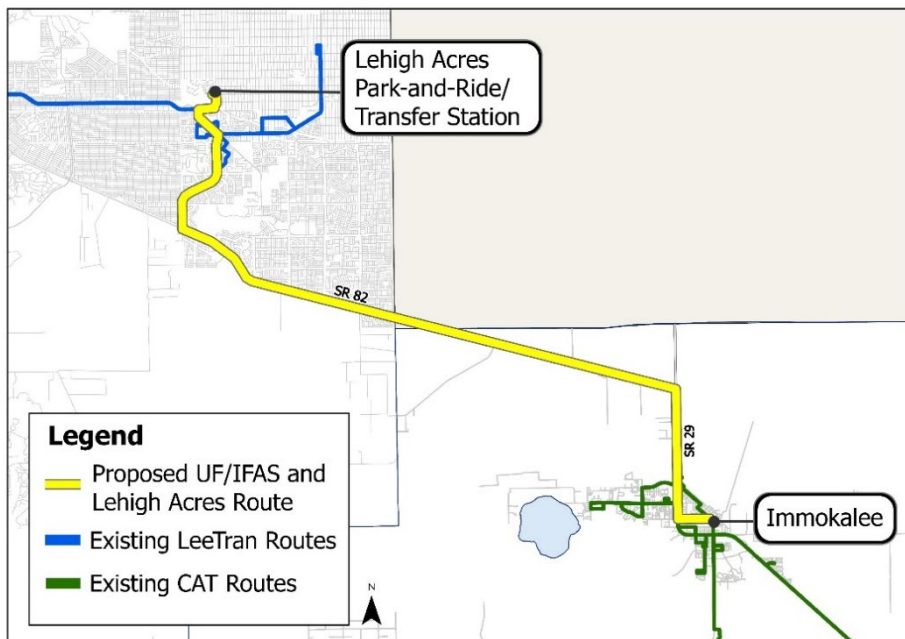


Figure 17. Proposed UF/IFAS and Lehigh Acres Route

4.2 I-75 Premium Express

The proposed I-75 Premium Express provides a direct route between Collier County and Lee County via I-75. According to the CAT and LeeTran TDPs and the LeeTran Evolve Network geographic information system (GIS) data, the endpoints for this corridor in Collier County and Lee County vary.

- The CAT TDP identifies the Lee County endpoint at Gulf Coast Town Center in the San Carlos subarea and the Collier County endpoint at the Collier County Government Center.
- The LeeTran TDP identifies the Lee County endpoint at RSW in the Airport/Gateway subarea in Section 9, page 9-8, but also identifies the Lee County endpoint at Florida Gulf Coast University when referencing the CAT TDP.
- The LeeTran Evolve Network GIS data identifies the endpoint in Collier County connecting to CAT Route 20 near I-75 on Pine Ridge Road.

Due to the various endpoints identified for this corridor, three potential alignment options were evaluated. Options 1 and 2 were based on the TDPs and Evolve Network GIS data. Option 3 was developed as a result of the O-D data analysis discussion with CAT, LeeTran, and Collier MPO.

Option 1: This route would connect the Collier County Government Center in Collier County and the Gulf Coast Town Center in Lee County (Figure 18).

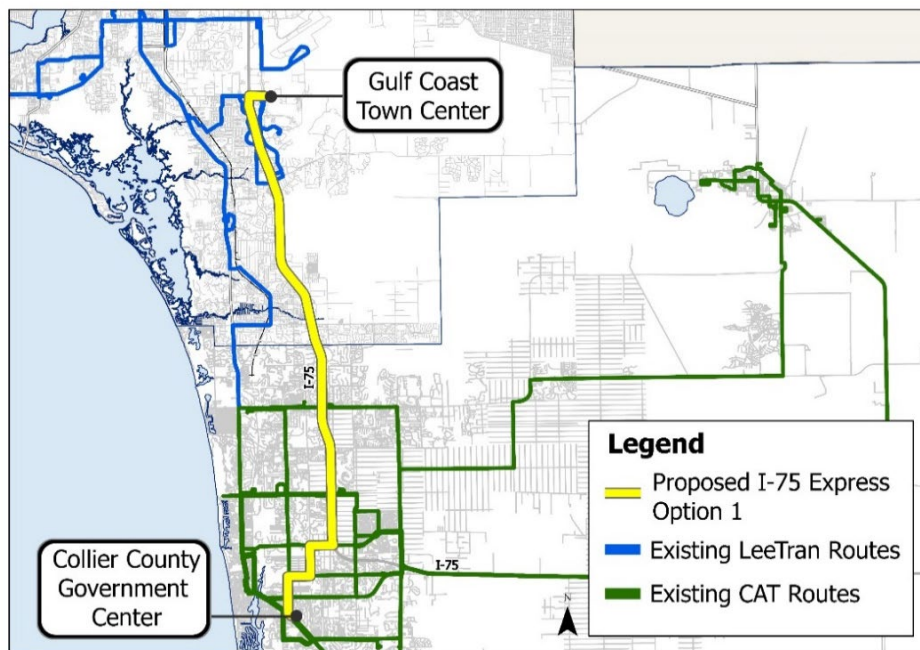


Figure 18. Proposed I-75 Premium Express – Option 1

Option 2: This route would connect at Pine Ridge Road near the I-75 interchange in Collier County and provide two drop-off locations in Lee County, RSW and the Forum on Colonial Boulevard (Figure 19).

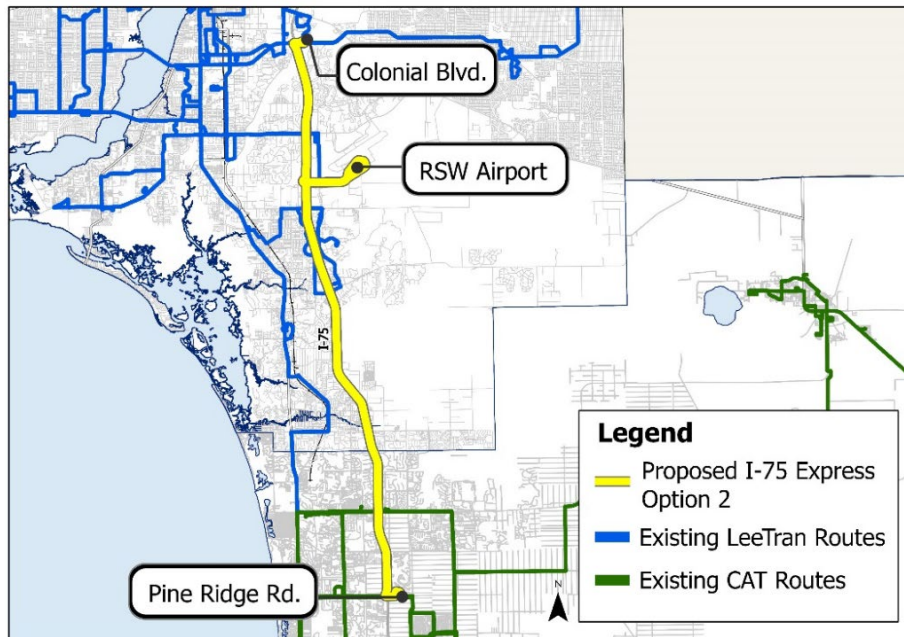


Figure 19. Proposed I-75 Premium Express – Option 2

Option 3: This route would connect the Collier County Government Center with two drop-off points in Lee County, at RSW and the Forum on Colonial Boulevard.

4.3 Urban Estates to Bonita Springs

The Urban Estates subarea produces the second-greatest number of external trips from Collier County to Lee County, with Bonita Springs as the top destination, generating more than 6,000 trips daily. Currently, there is no existing regional transit route connecting these two planning communities. If travelers want to get to Bonita Springs via public transit, they will first need to travel west to the Creekside Transfer Station to board the LinC bus, which provides a drop-off point in Estero. A potential regional corridor from Urban Estates would be beneficial to populations in eastern Collier County that currently do not have a regional service connecting to Lee County.

The proposed route from Urban Estates to Bonita Springs (Figure 20) would use Livingston Road (Collier County) and Imperial Parkway (Lee County) as its main thoroughfares and connect to the existing LinC bus in Bonita Springs. This would eliminate the need for travelers whose origins are east of Livingston Road to travel west to the Creekside Transfer Station first for the LinC bus.

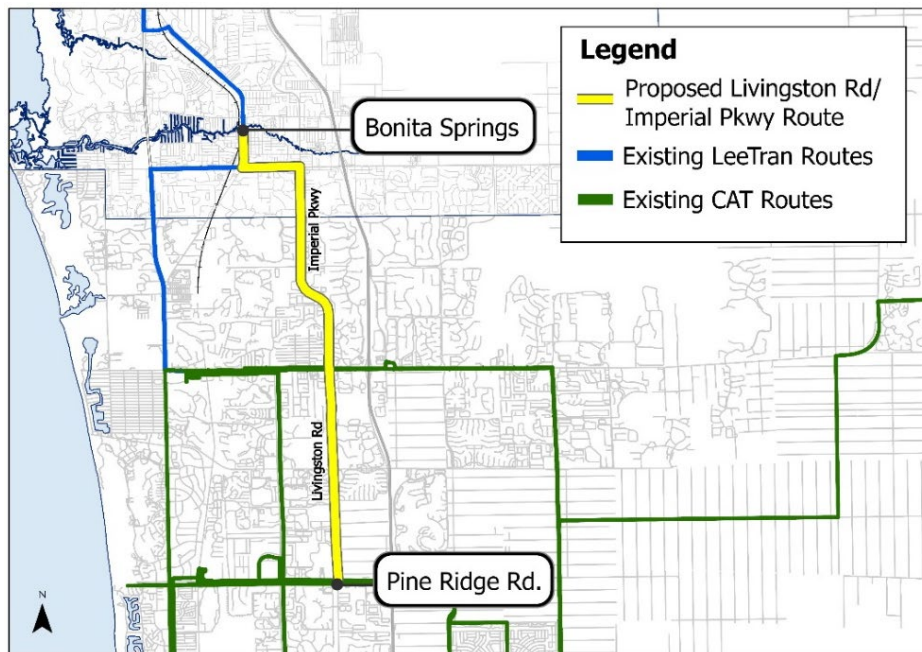


Figure 20. Urban Estates to Bonita Springs

An alternative to this route would continue north into Estero, connecting with the existing LinC Route at the Coconut Point Transfer Station. Final endpoints will be determined if this corridor is recommended to move forward as the recommended route.

5. Candidate Corridor Evaluation

A quantitative and qualitative methodology was developed to evaluate and rank the candidate corridors to determine the recommended corridor to implement as the new cross-jurisdictional transit route. The candidate corridors evaluated included:

- UF/IFAS and Lehigh Acres Route
- I-75 Premium Express Option 1: Collier County Government Center to Gulf Coast Town Center
- I-75 Premium Express Option 2: Pine Ridge Road to RSW and the Forum
- I-75 Premium Express Option 3: Collier County Government Center to RSW and the Forum
- Urban Estates to Bonita Springs Route

The ranking criteria was developed with scoring factors including but not limited to U.S. Census data, O-D Report data, proximity to key activity centers and transfer stations, and reduction in user travel time. The ranking criteria helped identify the candidate corridor recommended for implementation.

The evaluation criteria developed provides a numerical scoring for each candidate corridor evaluated. The evaluation used a weighted point system that was applied using a score of 0 to 10 with a weight from 1 to 3. The score weighting assigned was based on the following criteria to serve cross-county transit needs:

1. Basic benefit
2. Moderate benefit
3. Extreme benefit

A total score was then generated based on the scores and weights for each question, with a maximum score of 270 points. A percentage was then calculated to give the candidate corridor an overall score.

Attachment 2 includes the completed Corridor Evaluation Forms for each candidate corridor. Table 18 summarizes the scores for each candidate corridor. The UF/IFAS and Lehigh Acres Route ranked first, indicating it would provide the greatest benefit based on cross-county transit needs.

Table 18. Candidate Corridor Ranking

Ranking	Candidate Corridor	Score	Percentage
1	UF/IFAS and Lehigh Acres Route (Immokalee to Lehigh Acres)	220/270	81.48%
2	I-75 Premium Express – Option 2 (Pine Ridge Road to RSW and the Forum)	178/270	65.93%
3	I-75 Premium Express – Option 3 (Collier County Government Center to RSW and the Forum)	168/270	62.22%
4	Urban Estates to Bonita Springs Route (Livingston Road/Imperial Parkway Route)	133/270	49.26%
5	I-75 Premium Express – Option 1 (Collier County Government Center to Gulf Coast Town Center)	128/270	47.41%

6. Conclusion and Recommendations

The proposed UF/IFAS and Lehigh Acres Route received the highest ranking and demonstrates the most significant need for a transit connection. Both Immokalee and Lehigh Acres are CDPs. Within these subareas, there are areas in which workers reported they rely on public transit to get to work. These workers also reported working outside their county of residence, live at or below the poverty level, and/or have no vehicles available in their household.

Additionally, the CAT and LeeTran bus systems do not have a direct connection for users traveling between Immokalee and Lehigh Acres. The approximate travel time using the bus system traveling between Immokalee and Lehigh Acres is estimated to be at least 6 hours one way. The addition of a direct regional transit route would greatly reduce the overall travel time between these areas.

The public involvement and outreach efforts identified the UF/IFAS and Lehigh Acres Route to be the top route for participants that indicated they typically ride the bus. Based on the candidate corridor ranking and public input, it is recommended to proceed with the proposed UF/IFAS and Lehigh Acres Route and to move forward with scenario development for this route as the recommended regional transit connection between Collier County and Lee County.

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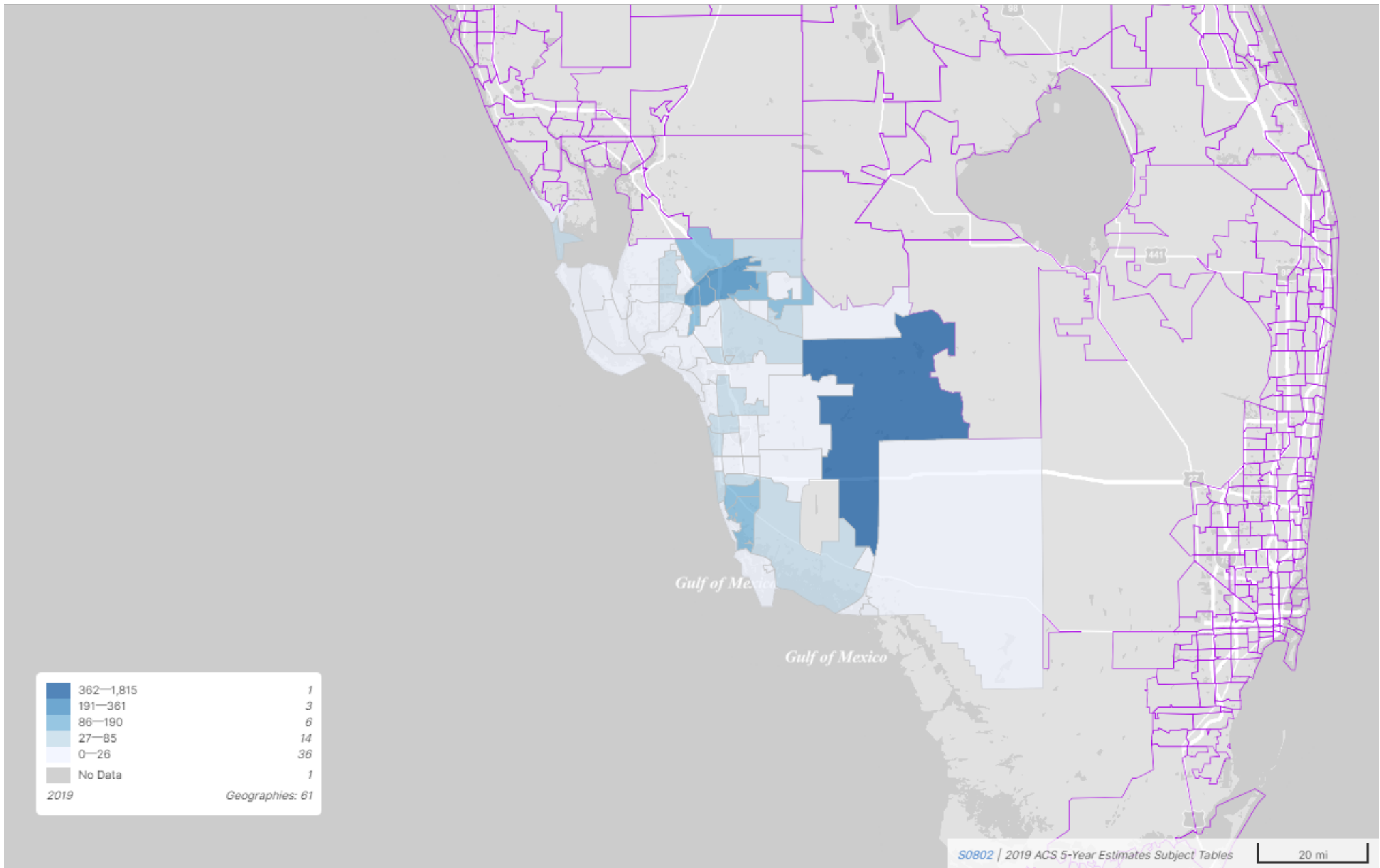
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Attachment 1

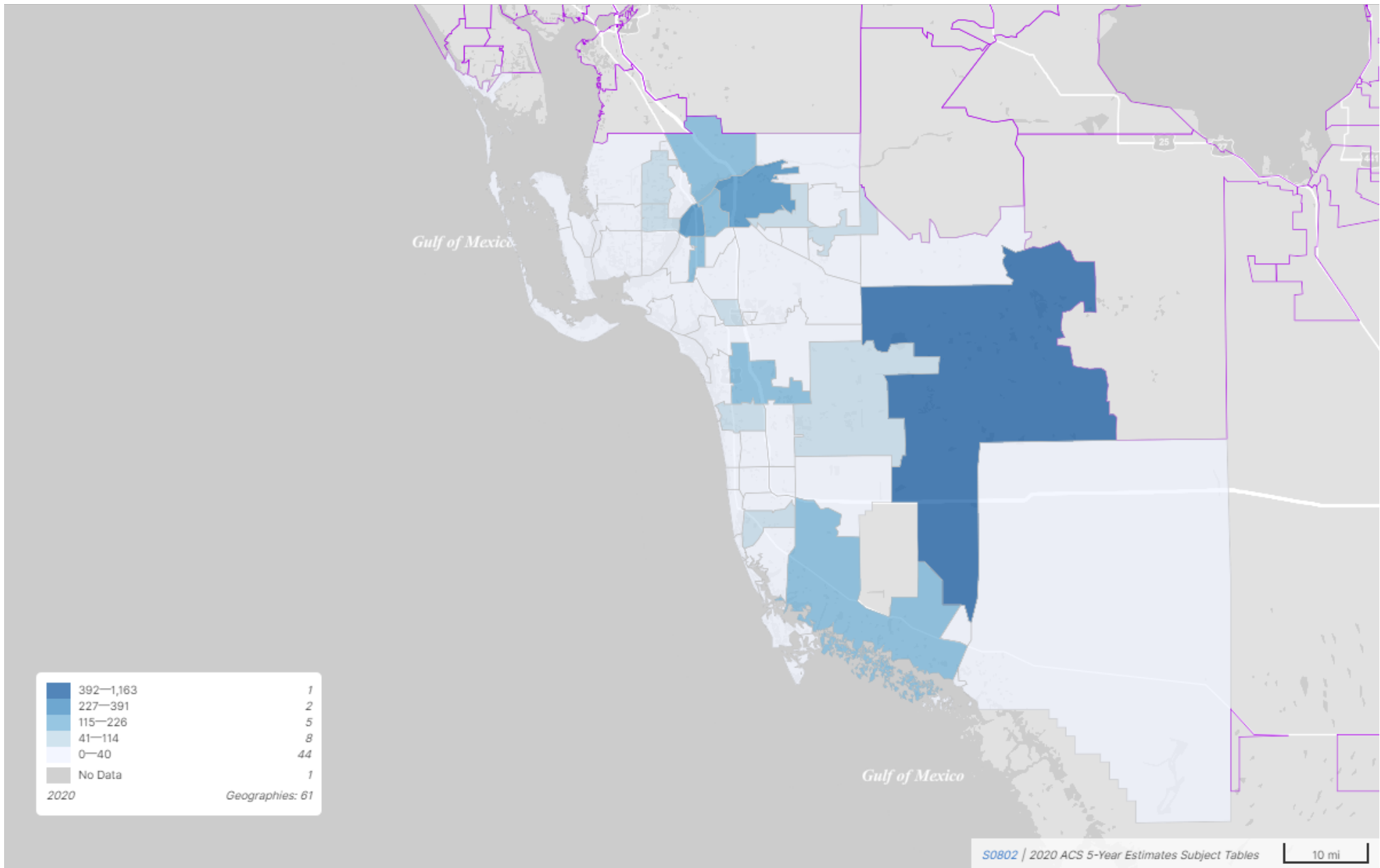
US Census Maps



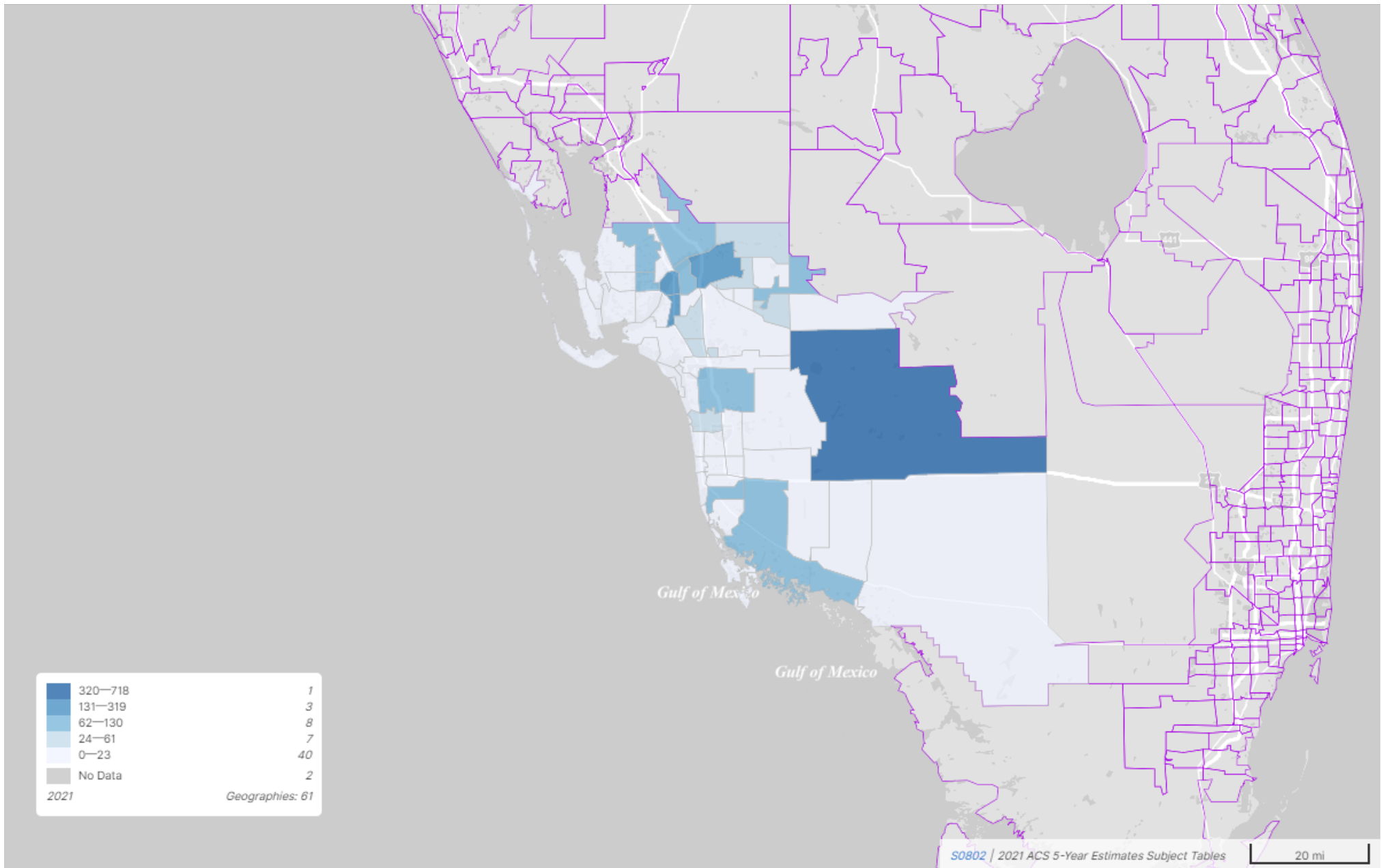
Workers 16 years and over - Public transportation (excluding taxicab)



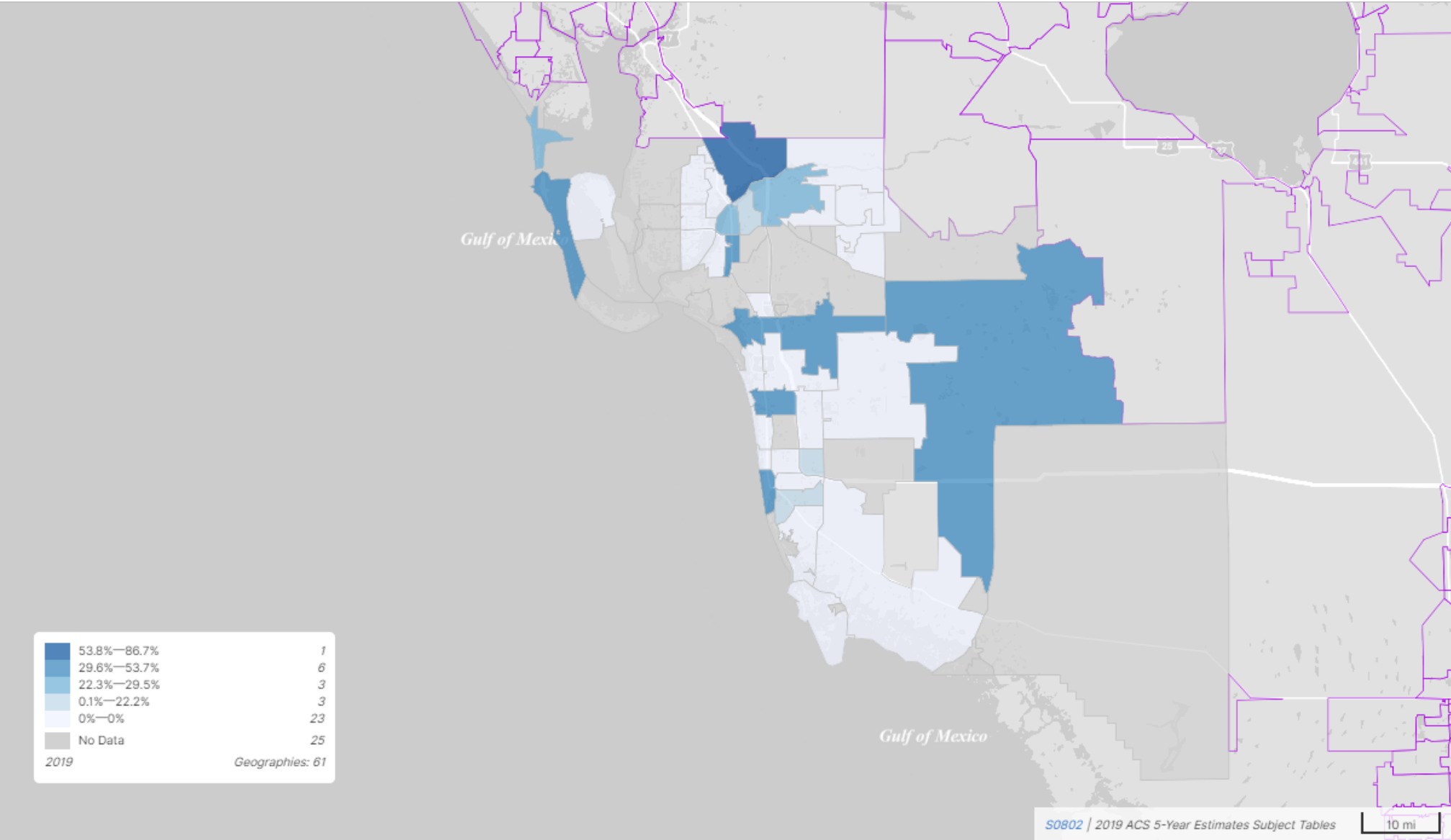
Workers 16 years and over - Public transportation (excluding taxicab)



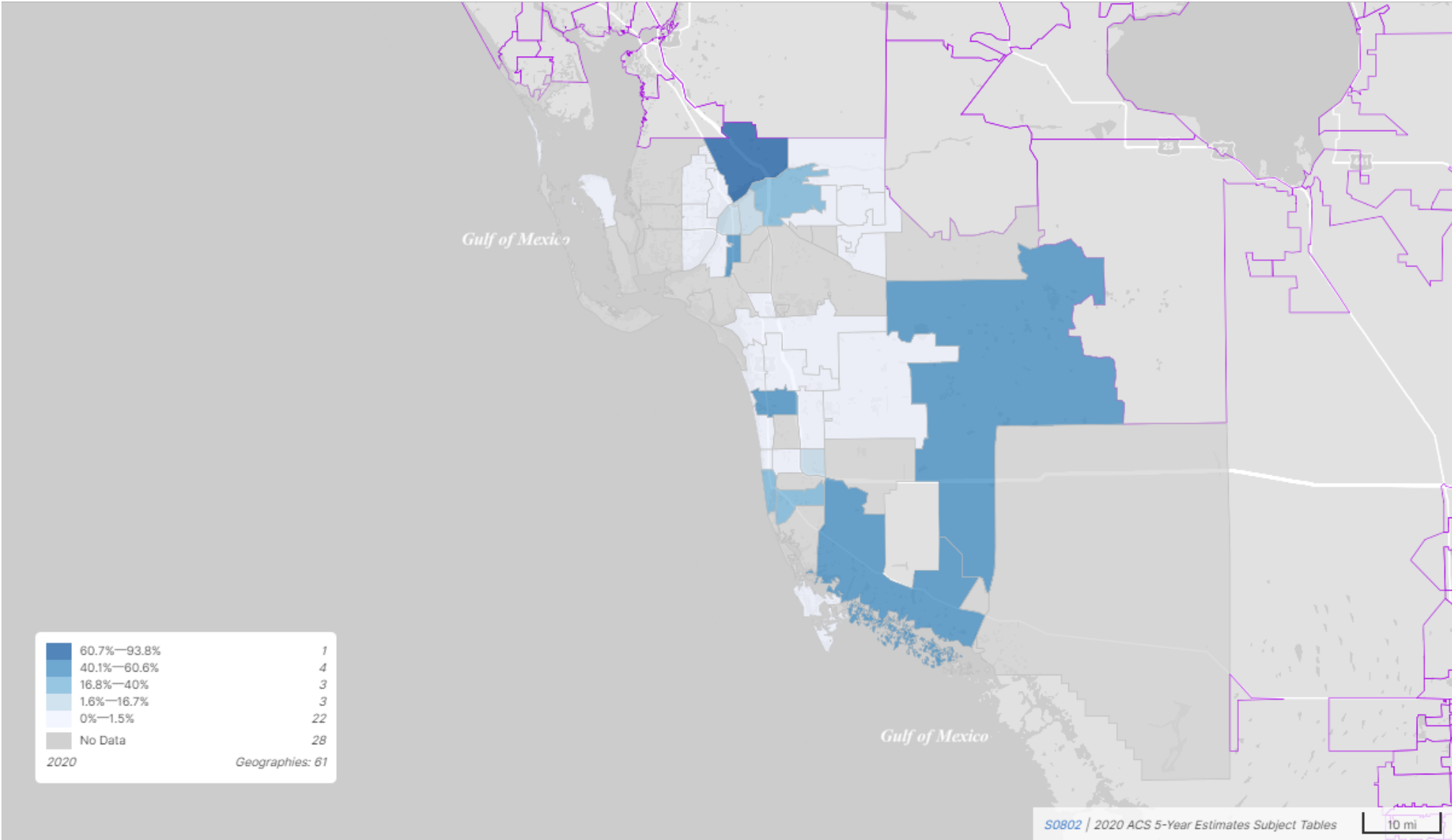
Workers 16 years and over - Public transportation (excluding taxicab)



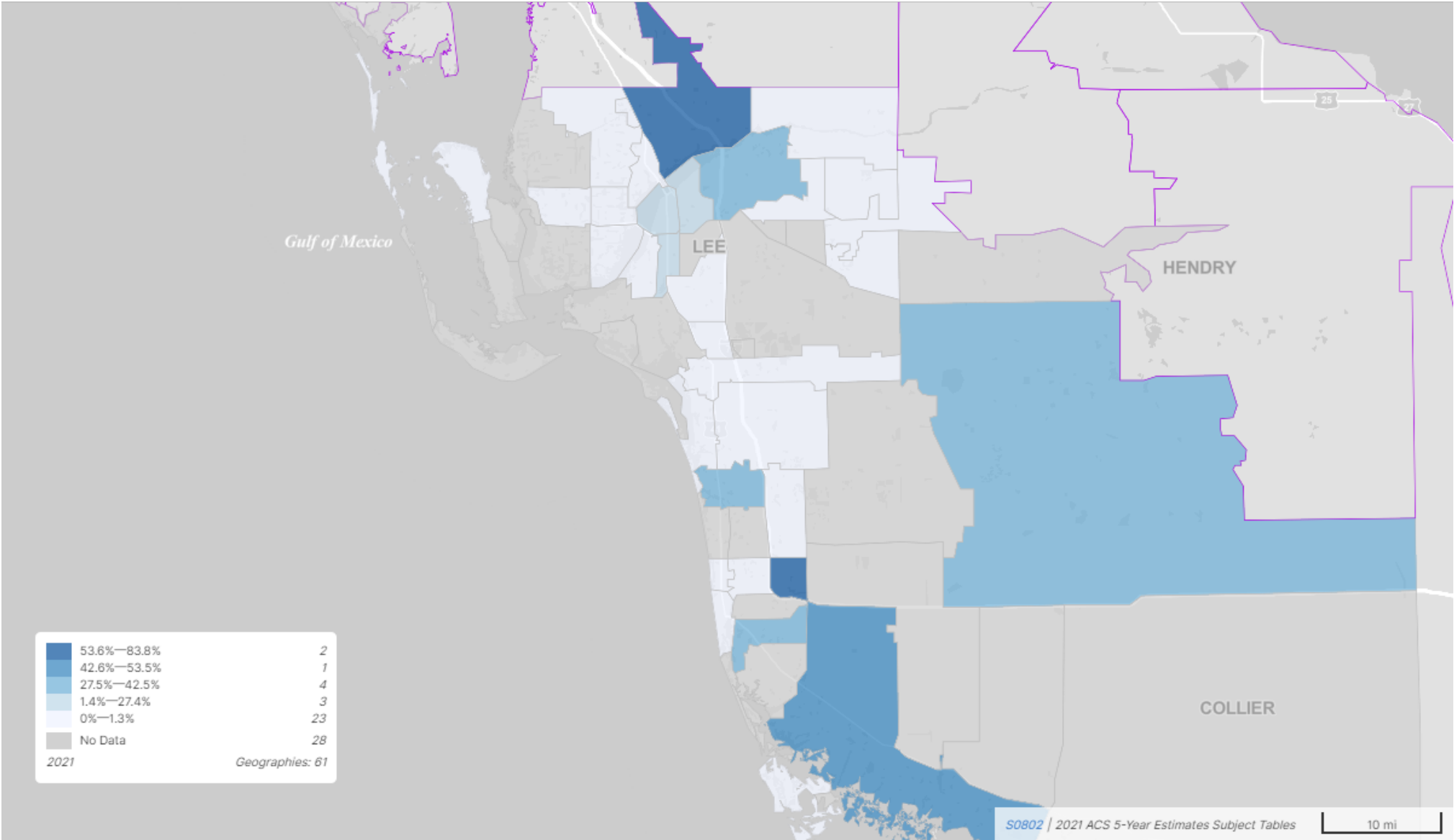
Below 100 percent of the poverty level - Public transportation (excluding taxicab) | Workers 16 years and over for whom poverty status is determined | POVERTY STATUS IN THE PAST 12 MONTHS



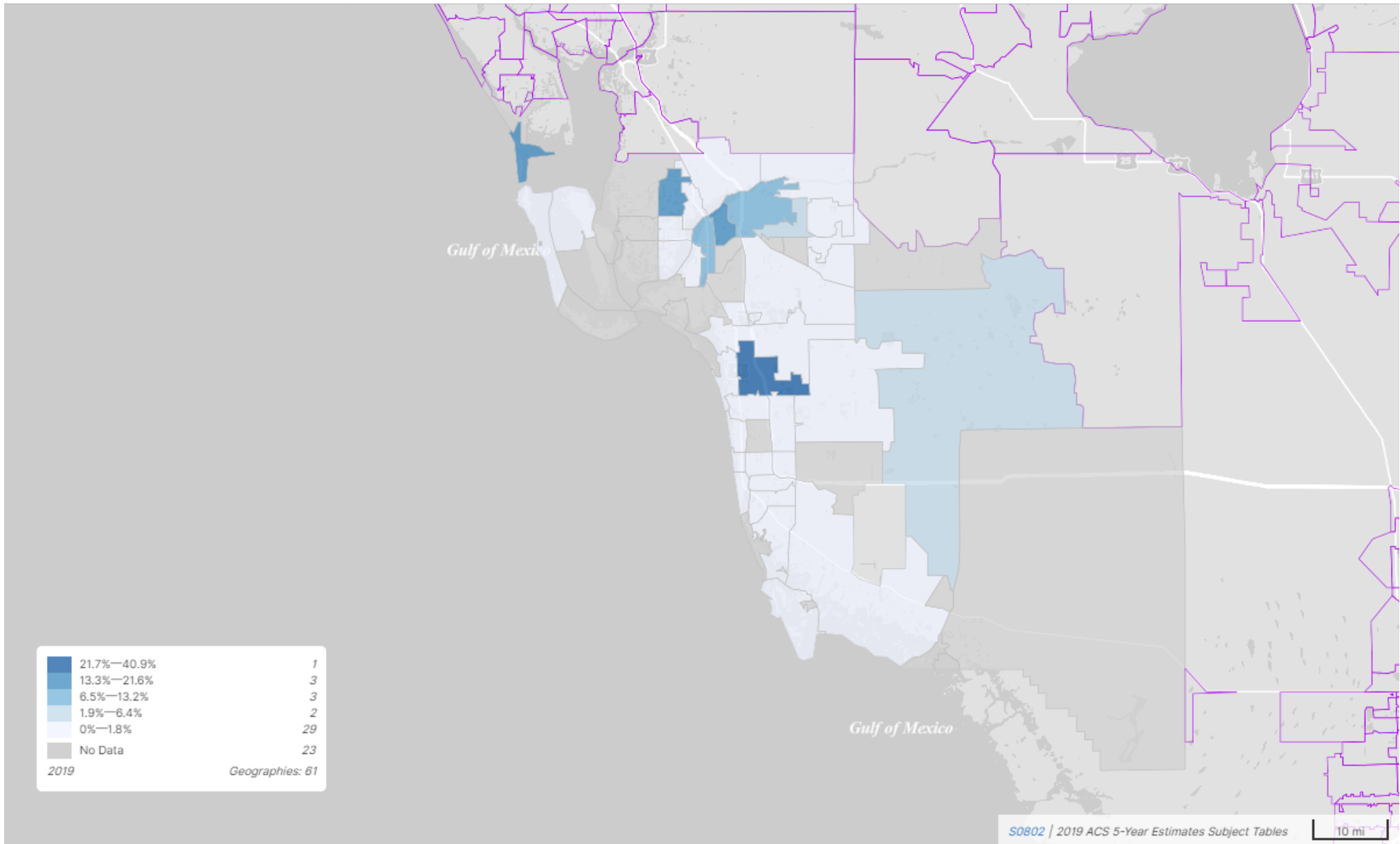
Below 100 percent of the poverty level - Public transportation (excluding taxicab) | Workers 16 years and over for whom poverty status is determined | POVERTY STATUS IN THE PAST 12 MONTHS



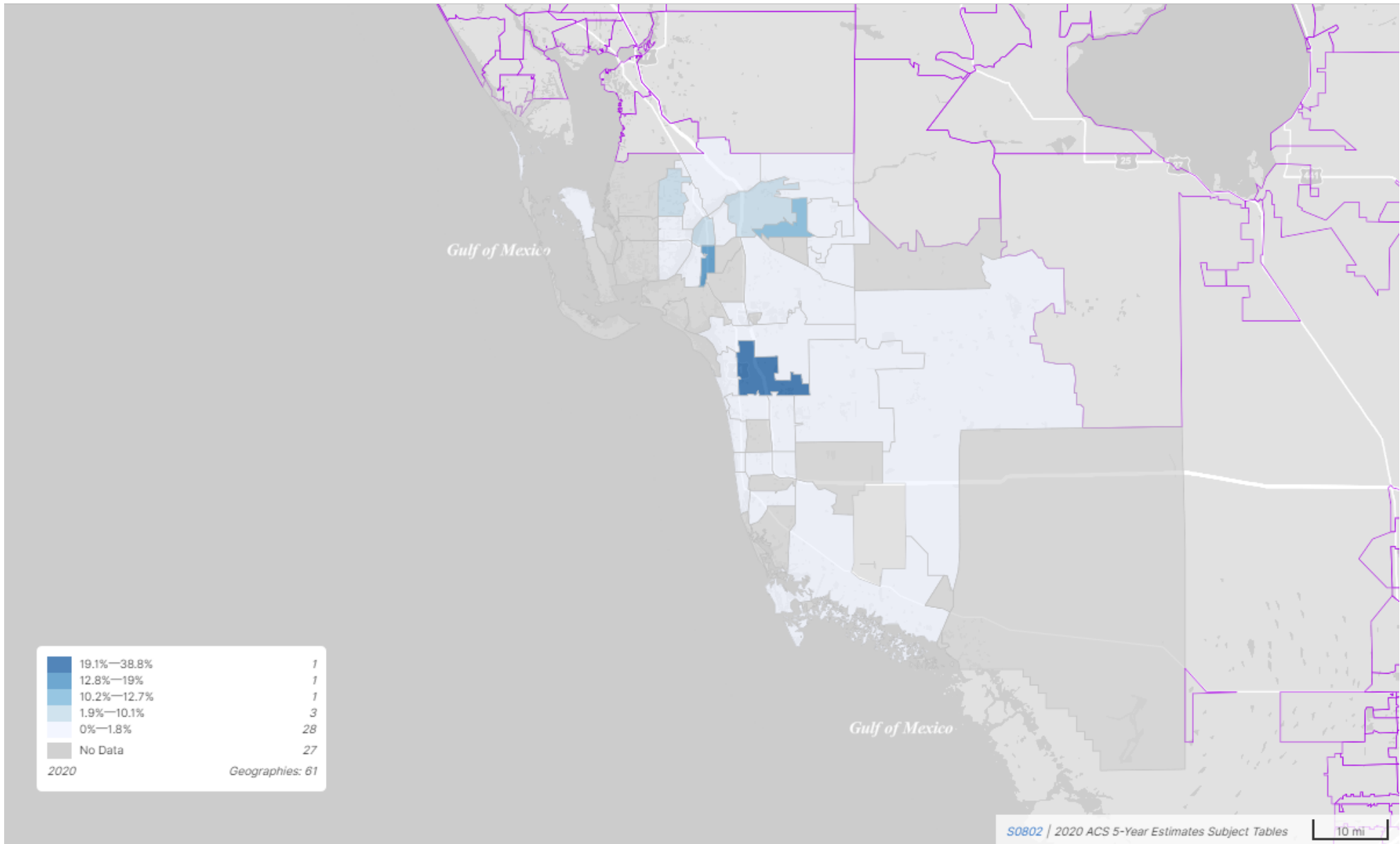
Below 100 percent of the poverty level - Public transportation (excluding taxicab) | Workers 16 years and over for whom poverty status is determined | POVERTY STATUS IN THE PAST 12 MONTHS



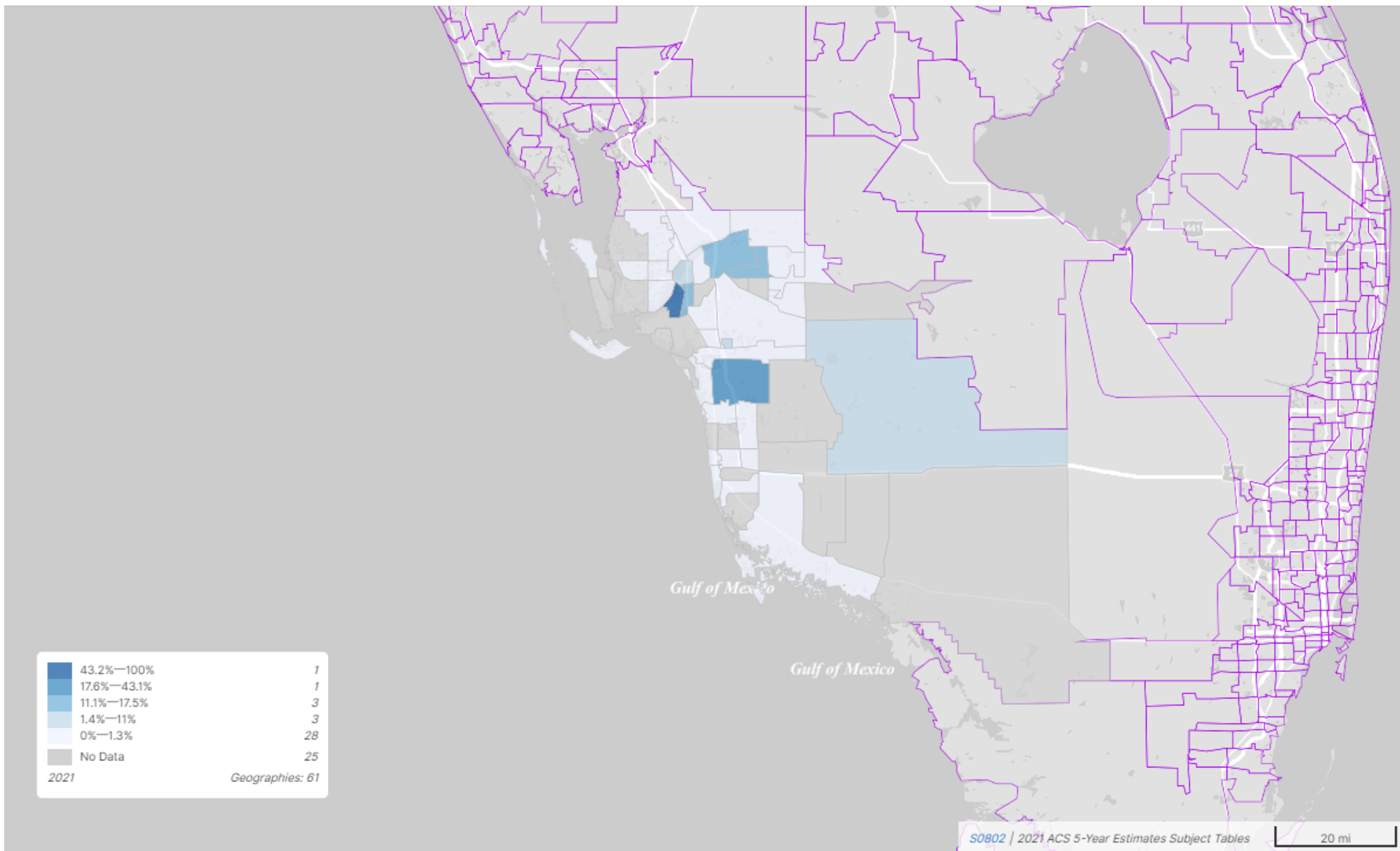
Worked outside county of residence - Public transportation (excluding taxicab) | Worked in state of residence | PLACE OF WORK | Workers 16 years and over



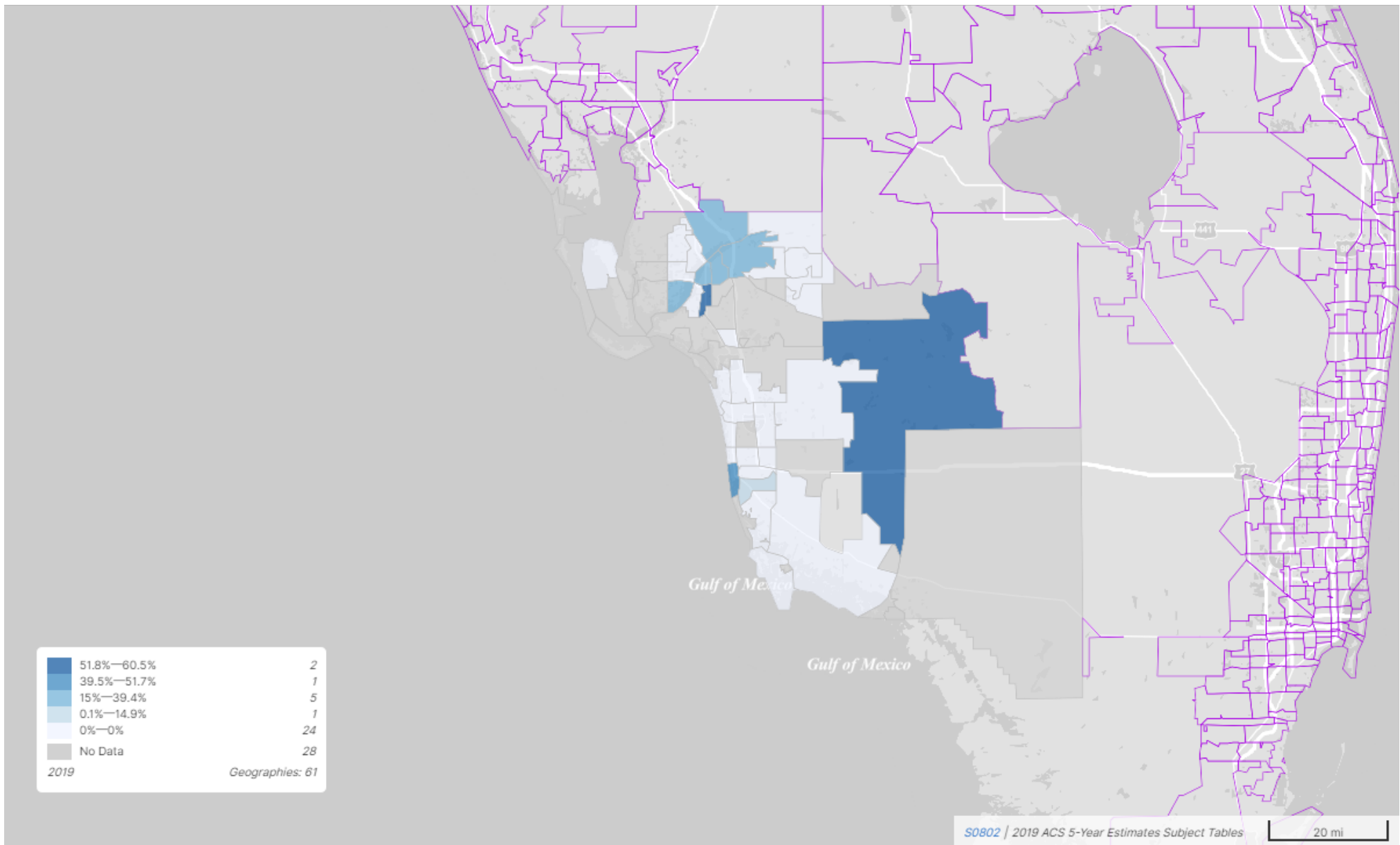
Worked outside county of residence - Public transportation (excluding taxicab) | Worked in state of residence | PLACE OF WORK | Workers 16 years and over



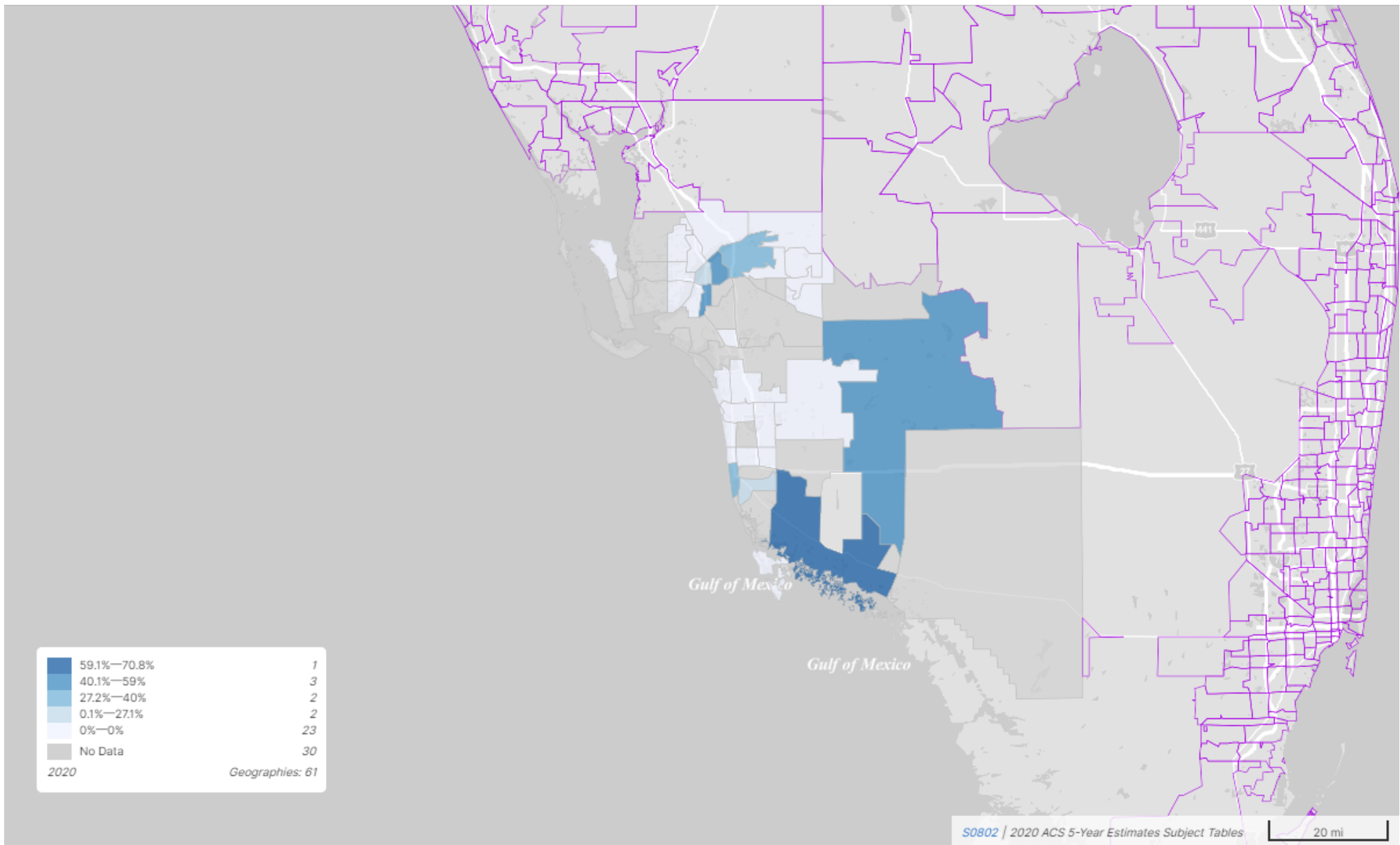
Worked outside county of residence - Public transportation (excluding taxicab) | Worked in state of residence | PLACE OF WORK | Workers 16 years and over



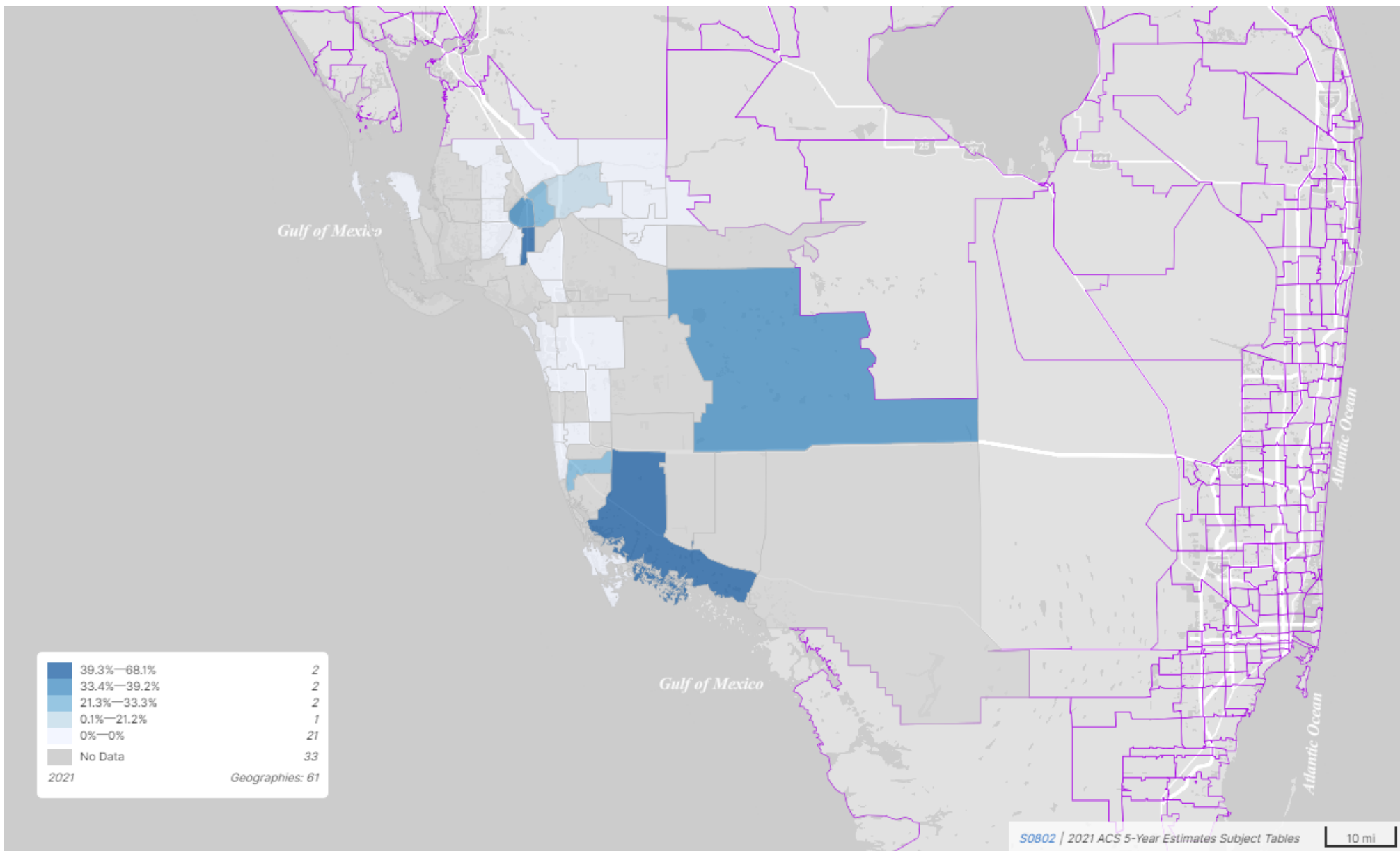
No vehicle available - Public transportation (excluding taxicab) | VEHICLES AVAILABLE
| Workers 16 years and over in households



No vehicle available - Public transportation (excluding taxicab) | VEHICLES AVAILABLE
| Workers 16 years and over in households



No vehicle available - Public transportation (excluding taxicab) | VEHICLES AVAILABLE
 | Workers 16 years and over in households



MEANS OF TRANSPORTATION TO WORK BY SELECTED CHARACTERISTICS

Survey/Program : American Community Survey

Year: 2021

Estimates : 5-Year

Table ID: S0802

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the <https://www.census.gov/programs-surveys/acs/technical-documentation/code-lists.html> section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the https://www.census.gov/acs/www/methodology/sample_size_and_data_quality/ section.

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see <https://www.census.gov/programs-surveys/acs/technical-documentation.html>). The effect of nonsampling error is not represented in these tables.

Foreign born excludes people born outside the United States to a parent who is a U.S. citizen.

Workers include members of the Armed Forces and civilians who were at work last week.

Industry titles and their 4-digit codes are based on the North American Industry Classification System (NAICS). The Census industry codes for 2018 and later years are based on the 2017 revision of the NAICS. To allow for the creation of multiyear tables, industry data in the multiyear files (prior to data year 2018) were recoded to the 2017 Census industry codes. We recommend using

caution when comparing data coded using 2017 Census industry codes with data coded using Census industry codes prior to data year 2018. For more information on the Census industry code changes, please visit our website at <https://www.census.gov/topics/employment/industry-occupation/guidance/code-lists.html>.

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

Several means of transportation to work categories were updated in 2019. For more information, see: <http://www.census.gov/programs-surveys/acs/technical-documentation/user-notes/2020-03.html>

Occupation titles and their 4-digit codes are based on the Standard Occupational Classification (SOC). The Census occupation codes for 2018 and later years are based on the 2018 revision of the SOC. To allow for the creation of the multiyear tables, occupation data in the multiyear files (prior to data year 2018) were recoded to the 2018 Census occupation codes. We recommend using caution when comparing data coded using 2018 Census occupation codes with data coded using Census occupation codes prior to data year 2018. For more information on the Census occupation code changes, please visit our website at <https://www.census.gov/topics/employment/industry-occupation/guidance/code-lists.html>.

In 2019, methodological changes were made to the class of worker question. These changes involved modifications to the question wording, the category wording, and the visual format of the categories on the questionnaire. The format for the class of worker categories are now listed under the headings "Private Sector Employee," "Government Employee," and "Self-Employed or Other." Additionally, the category of Active Duty was added as one of the response categories under the "Government Employee" section for the mail questionnaire. For more detailed information about the 2019 changes, see the 2016 American Community Survey Content Test Report for Class of Worker located at https://www.census.gov/library/working-papers/2017/acs/2017_Martinez_01.html.

The 2017-2021 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols :

- The estimate could not be computed because there were an insufficient number of sample observations . For a ratio of medians estimate , one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution . For a 5-year median estimate , the margin of error associated with a median was larger than the median itself .
- N The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area .
- (X) The estimate or margin of error is not applicable or not available .
- median - The median falls in the lowest interval of an open-ended distribution (for example "2,500-")
- median + The median falls in the highest interval of an open-ended distribution (for example "250,000 +").
- ** The margin of error could not be computed because there were an insufficient number of sample observations .
- *** The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution .
- ***** A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate . Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero .

Map Note 1:

The boundaries , roads , and hydrography shown on the map are from the Census Bureau's MAF/TIGER database . Boundaries in the vicinity of coastal areas (Atlantic Ocean , Pacific Ocean , and the Great Lakes) are clipped to a representative coastline for data years 2020 and beyond and generally do not extend into the water .

Map Note 2:

The detailed basemap includes national , state , and local parks and forests from the U.S. Geological Survey (USGS) Gap Analysis Project (GAP), 2020, Protected Areas Database of the United States (PAD-US) 2.1: U.S. Geological Survey data release, <https://doi.org/10.5066/P92QM3NT>

Attachment 2
Candidate Corridor Evaluation Forms



Corridor Evaluation Form



Origin-Destination (O-D) Pair
Planning Communities:

Collier ZCTA(s):

Lee ZCTA(s):

Immokalee and Lehigh Acres

34142

33936, 33971, 33972,
33973, 33976, 33974

Proposed Regional Corridor (identify proposed main road and general endpoints):

UF/IFAS and Lehigh Acres Route - from Immokalee Health Department to new Lehigh Acres Transfer Center, along SR 29 and SR 82

Evaluation Criteria

Score Weight Total

Based off US Census Data:

1. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers whose means of transportation to work was public transportation?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

Immokalee (34142) is the top endpoint for Collier County in this category for 2019-2021.	8	1	8
--	---	---	---

2. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work who are at or below the poverty level?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

Immokalee (34142) is the top endpoint for Collier County in this category for 2019-2021.	8	3	24
--	---	---	----

3. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work and also work outside their county of residence?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

Immokalee (34142) is the top endpoint for Collier County in this category for 2019-2021. Lehigh Acres (33971) is within the top 3 endpoints in this category for 2020.	10	3	30
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4. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work and also live in a household with no vehicles available?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

Immokalee (34142) is within the top 3 endpoints for Collier County in this category for 2019-2021.	8	3	24
--	---	---	----

5. Do either of the corridor endpoints fall within a Census-designated place?

(both endpoints= 10 pts; one endpoint= 5 pts)

Immokalee and Lehigh Acres are both CDPs.	10	1	10
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Based off O-D Report Data:

6. Does the Collier County subarea fall within the top 5 Collier County origins for trips from Collier to Lee County?

(Collier subarea ranked first= 10 pts; ranked second= 8 pts; ranked third= 6 pts; ranked fourth= 4 pts; ranked fifth= 2 pts)

Immokalee produces the fourth most external trips to Lee County.	4	3	12
--	---	---	----

7. Does the Lee County subarea fall within the top 5 Lee County origins for trips from Lee to Collier County?

(Lee subarea ranked first= 10 pts; ranked second= 8 pts; ranked third= 6 pts; ranked fourth= 4 pts; ranked fifth= 2 pts)

Lehigh Acres produces the fourth most external trips to Collier County.	4	3	12
---	---	---	----

General Questions:

8. Is this corridor identified as regional transit need in a long range plan for CAT or LeeTran?

(Within 1 mi= 10 pts; Within 2 mi= 8 pts; Within 5 mi= 4 pts; > 5mi= 0 pts)

This route was identified as a future need in the CAT and LeeTran TDPs.	10	3	30
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Corridor Evaluation Form



Score Weight Total

9. Do the proposed planning communities in the O-D pair have an existing or planned transfer station?

(both endpoints= 10 pts; one endpoint= 5 pts; a planned transfer station in 2040 LRTP= 2 pts)

Immokalee has an existing transfer station. There is a new transfer station for Lehigh Acres currently in construction (estimated completion in 2025).	10	2	20
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10. Do either of the corridor endpoints fall within an area of high employment density according to the CAT or LeeTran TDPs?

(both endpoints= 10 pts; one endpoint= 5 pts)

Both Immokalee and Lehigh Acres are areas of high employment density.	10	3	30
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11. Approximately how much longer does using the existing transit system take compared to driving a direct route on this corridor?

(>1 hour= 10 pts; between 30 minutes and 1 hour= 8 pts; between 10 and 30 minutes= 4 pts; <10 minutes= 0 pts)

According to Google Maps (see below), driving takes 30-45 mins at peak hour. Using CAT and LeeTran takes over 6 hours. These endpoints were chosen based on identified endpoints in the CAT and LeeTran TDPs. The Lehigh Acres endpoint is at the site of the new Lehigh Acres Park-and-Ride Transfer Station.	10	2	20
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*Evaluated using US Census Data for years 2019-2021.

Comments:

Total Score:
220
of 270 pts
81.48%

It is important to note how inconvenient it is for people traveling from Immokalee to Lehigh Acres via public transit. The shortest option is still over 6 hours and not at a convenient time. Bus riders have to first travel into Naples, then to Fort Myers, before finally ending in Lehigh Acres.

Corridor Evaluation Form



Origin-Destination (O-D) Pair

Planning Communities:

East Naples and San Carlos

Collier ZCTA(s):

34112

Lee ZCTA(s):

33913

Proposed Regional Corridor (identify proposed main road and general endpoints):

I-75 Premium Express Option 1: from Collier County Government Center to Gulf Coast Town Center via I-75

Evaluation Criteria

Score Weight Total

Based off US Census Data:

1. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers whose means of transportation to work was public transportation?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

East Naples (34112) is in the top 3 endpoints for Collier County in this category for 2019-2021.	8	1	8
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2. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work who are at or below the poverty level?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

No	0	3	0
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3. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work and also work outside their county of residence?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

No	0	3	0
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4. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work and also live in a household with no vehicles available?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

East Naples (34112) is in the top 3 endpoints for Collier County in this category for 2019 and 2021.	8	3	24
--	---	---	----

5. Do either of the corridor endpoints fall within a Census-designated place?

(both endpoints= 10 pts; one endpoint= 5 pts)

No	0	1	0
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Based off O-D Report Data:

6. Does the Collier County subarea fall within the top 5 Collier County origins for trips from Collier to Lee County?

(Collier subarea ranked first= 10 pts; ranked second= 8 pts; ranked third= 6 pts; ranked fourth= 4 pts; ranked fifth= 2 pts)

No	0	3	0
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7. Does the Lee County subarea fall within the top 5 Lee County origins for trips from Lee to Collier County?

(Lee subarea ranked first= 10 pts; ranked second= 8 pts; ranked third= 6 pts; ranked fourth= 4 pts; ranked fifth= 2 pts)

San Carlos produces the fifth most trips to Collier County from Lee County.	2	3	6
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Corridor Evaluation Form



General Questions:

8. Is this corridor identified as regional transit need in a long range plan for CAT or LeeTran?

(Within 1 mi= 10 pts; Within 2 mi= 8 pts; Within 5 mi= 4 pts; > 5mi= 0 pts)

This route was identified as a need in the CAT TDP.	10	3	30
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9. Do the proposed planning communities in the O-D pair have an existing or planned transfer station?

(both endpoints= 10 pts; one endpoint= 5 pts; a planned transfer station in 2040 LRTP= 2 pts)

The Collier County Government Center is located at a transfer station.	5	2	10
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10. Do either of the corridor endpoints fall within an area of high employment density according to the CAT or LeeTran TDPs?

(both endpoints= 10 pts; one endpoint= 5 pts)

Both endpoints are in areas of high employment density.	10	3	30
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11. Approximately how much longer does using the existing transit system take compared to driving a direct route on this corridor?

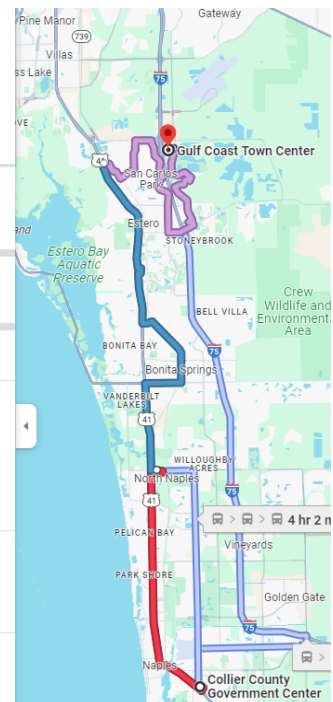
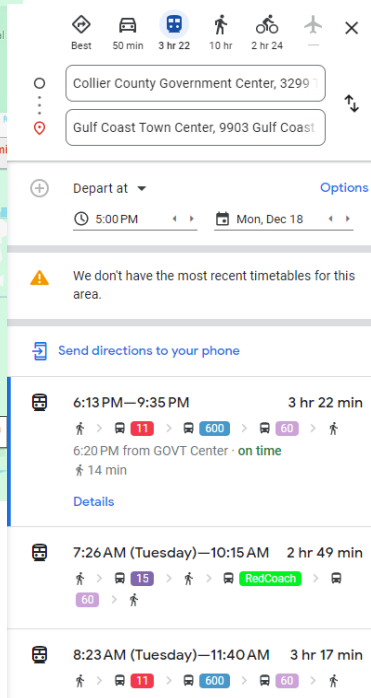
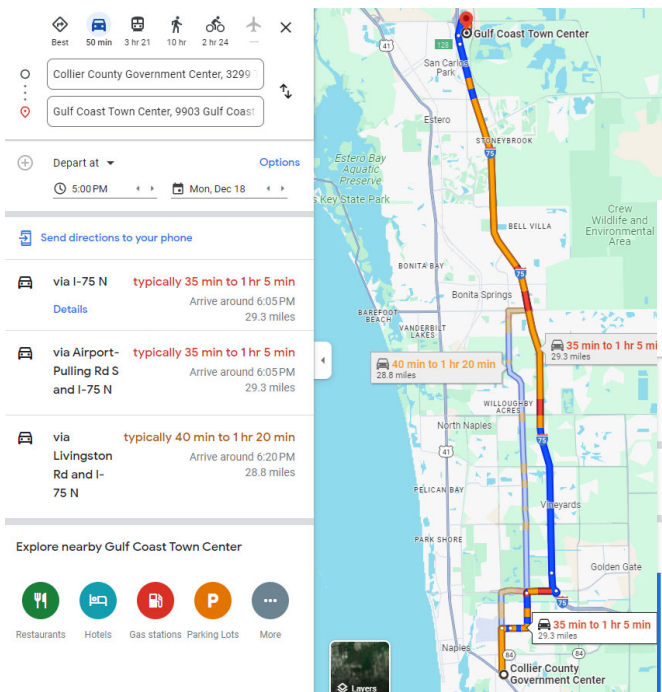
(>1 hour= 10 pts; between 30 minutes and 1 hour= 8 pts; between 10 and 30 minutes= 4 pts; <10 minutes= 0 pts)

According to Google Maps (see below), driving takes 35-65 minutes during peak hour. Using CAT and LeeTran takes approximately 3 hours 22 minutes. These endpoints were chosen based on identified endpoints in the CAT and LeeTran TDPs.	10	2	20
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*Evaluated using US Census Data for years 2019-2021.

Comments:

Total Score:	128
of 270 pts	
47.41%	



Corridor Evaluation Form



Origin-Destination (O-D) Pair

Planning Communities:

Urban Estates and Gateway/Airport or Fort Myers

Collier ZCTA(s):

34109

Lee ZCTA(s):

33913 and 33905

Proposed Regional Corridor (identify proposed main road and general endpoints):

I-75 Premium Express Option 2: from Pine Ridge Road/I-75 interchange to RSW and the Forum via I-75

Evaluation Criteria

Score Weight Total

Based off US Census Data:

1. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers whose means of transportation to work was public transportation?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

Fort Myers (33905) is in the top three for Collier County in this category for 2019-2021.	8	1	8
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2. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work who are at or below the poverty level?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

Fort Myers (33905) is in the top three for Collier County in this category for 2020-2021.	8	3	24
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3. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work and also work outside their county of residence?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

No	0	3	0
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4. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work and also live in a household with no vehicles available?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

Fort Myers (33905) is in the top three for Collier County in this category for 2019-2020.	8	3	24
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5. Do either of the corridor endpoints fall within a Census-designated place?

(both endpoints= 10 pts; one endpoint= 5 pts)

The Forum endpoint is within the Fort Myers City CDP.	5	1	5
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Based off O-D Report Data:

6. Does the Collier County subarea fall within the top 5 Collier County origins for trips from Collier to Lee County?

(Collier subarea ranked first= 10 pts; ranked second= 8 pts; ranked third= 6 pts; ranked fourth= 4 pts; ranked fifth= 2 pts)

Urban Estates produces the second most trips to Lee County from Collier County.	8	3	24
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7. Does the Lee County subarea fall within the top 5 Lee County origins for trips from Lee to Collier County?

(Lee subarea ranked first= 10 pts; ranked second= 8 pts; ranked third= 6 pts; ranked fourth= 4 pts; ranked fifth= 2 pts)

Fort Myers produces the second most trips to Collier County to Lee County.	8	3	24
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General Questions:

8. Is this corridor identified as regional transit need in a long range plan for CAT or LeeTran?

(Within 1 mi= 10 pts; Within 2 mi= 8 pts; Within 5 mi= 4 pts; > 5mi= 0 pts)

This corridor is identified as a need in the LeeTran TDP.	10	3	30
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Corridor Evaluation Form



Score Weight Total

9. Do the proposed planning communities in the O-D pair have an existing or planned transfer station?

(both endpoints= 10 pts; one endpoint= 5 pts; a planned transfer station in 2040 LRTP= 2 pts)

There is a planned transit super stop at the Forum in Fort Myers.	2	2	4
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10. Do either of the corridor endpoints fall within an area of high employment density according to the CAT or LeeTran TDPs?

(both endpoints= 10 pts; one endpoint= 5 pts)

The Pine Ridge Road endpoint is located in an area of high employment density.	5	3	15
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11. Approximately how much longer does using the existing transit system take compared to driving a direct route on this corridor?

(>1 hour= 10 pts; between 30 minutes and 1 hour= 8 pts; between 10 and 30 minutes= 4 pts; <10 minutes= 0 pts)

According to Google Maps (see below), riding the bus takes at least 4 hours to get to the Forum using CAT and LeeTran at peak hour. Driving takes 35-55 minutes. The endpoint on Pine Ridge Rd was chosen based on proximity to the I-75 interchange.	10	2	20
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*Evaluated using US Census Data for years 2019-2021.

Comments:

Total Score:
178

of 270 pts

65.93%

Corridor Evaluation Form



Origin-Destination (O-D) Pair

Planning Communities:

East Naples and Gateway/Airport or Fort Myers

Collier ZCTA(s):

34112

Lee ZCTA(s):

33913 and 33905

Proposed Regional Corridor (identify proposed main road and general endpoints):

I-75 Premium Express Option 3: from Collier County Government Center to RSW and the Forum via I-75

Evaluation Criteria

Score Weight Total

Based off US Census Data:

1. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers whose means of transportation to work was public transportation?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

East Naples (34112) is in the top 3 endpoints for Collier County in this category for 2019-2021. Fort Myers (33905) is in the top three for Collier County in this category for 2019-2021.	10	1	10
--	----	---	----

2. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work who are at or below the poverty level?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

Fort Myers (33905) is in the top three for Collier County in this category for 2020-2021.	8	3	24
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3. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work and also work outside their county of residence?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

No	0	3	0
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4. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work and also live in a household with no vehicles available?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

East Naples (34112) is in the top 3 endpoints for Collier County in this category for 2019 and 2021. Fort Myers (33905) is in the top three for Collier County in this category for 2019-2020.	10	3	30
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5. Do either of the corridor endpoints fall within a Census-designated place?

(both endpoints= 10 pts; one endpoint= 5 pts)

The Forum endpoint is within the Fort Myers City CDP.	5	1	5
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Based off O-D Report Data:

6. Does the Collier County subarea fall within the top 5 Collier County origins for trips from Collier to Lee County?

(Collier subarea ranked first= 10 pts; ranked second= 8 pts; ranked third= 6 pts; ranked fourth= 4 pts; ranked fifth= 2 pts)

No	0	3	0
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7. Does the Lee County subarea fall within the top 5 Lee County origins for trips from Lee to Collier County?

(Lee subarea ranked first= 10 pts; ranked second= 8 pts; ranked third= 6 pts; ranked fourth= 4 pts; ranked fifth= 2 pts)

Fort Myers produces the second most trips to Collier County to Lee County.	8	3	24
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Corridor Evaluation Form



Score Weight Total

General Questions:

8. Is this corridor identified as regional transit need in a long range plan for CAT or LeeTran?

(Within 1 mi= 10 pts; Within 2 mi= 8 pts; Within 5 mi= 4 pts; > 5mi= 0 pts)

This corridor is identified as a need in the the CAT and LeeTran TDPs (endpoints may differ).	10	3	30
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9. Do the proposed planning communities in the O-D pair have an existing or planned transfer station?

(both endpoints= 10 pts; one endpoint= 5 pts; a planned transfer station in 2040 L RTP= 2 pts)

The Collier County Government Center is located at a transfer station.	5	2	10
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10. Do either of the corridor endpoints fall within an area of high employment density according to the CAT or LeeTran TDPs?

(both endpoints= 10 pts; one endpoint= 5 pts)

The Collier County Government Center is in an area of high employment density.	5	3	15
--	---	---	----

11. Approximately how much longer does using the existing transit system take compared to driving a direct route on this corridor?

(>1 hour= 10 pts; between 30 minutes and 1 hour= 8 pts; between 10 and 30 minutes= 4 pts; <10 minutes= 0 pts)

According to Google Maps (see below), riding the bus takes at least 4 hours to get to the Forum using CAT and LeeTran at peak hour. Driving takes 50-90 minutes.	10	2	20
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*Evaluated using US Census Data for years 2019-2021.

Comments:

Total Score:	168
of 270 pts	
62.22%	

Corridor Evaluation Form



Origin-Destination (O-D) Pair

Planning Communities:

Urban Estates and Bonita Springs

Collier ZCTA(s):

34109

Lee ZCTA(s):

34135

Proposed Regional Corridor (identify proposed main road and general endpoints):

Livingston Rd/Imperial Pkwy Route: Pine Ridge Road to Bonita Springs via Livingston Rd/Imperial Pkwy

Evaluation Criteria

Score Weight Total

Based off US Census Data:

1. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers whose means of transportation to work was public transportation?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

No	0	1	0
----	---	---	---

2. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work who are at or below the poverty level?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

No	0	3	0
----	---	---	---

3. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work and also work outside their county of residence?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

Bonita Springs (34135) is in the top 3 endpoints for Collier County in this category for 2019-2021.	8	3	24
---	---	---	----

4. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work and also live in a household with no vehicles available?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

No	0	3	0
----	---	---	---

5. Do either of the corridor endpoints fall within a Census-designated place?

(both endpoints= 10 pts; one endpoint= 5 pts)

The Bonita Springs endpoint is located in the Bonita Springs City CDP.	5	1	5
--	---	---	---

Based off O-D Report Data:

6. Does the Collier County subarea fall within the top 5 Collier County origins for trips from Collier to Lee County?

(Collier subarea ranked first= 10 pts; ranked second= 8 pts; ranked third= 6 pts; ranked fourth= 4 pts; ranked fifth= 2 pts)

Urban Estates produces the second most trips to Lee County.	8	3	24
---	---	---	----

7. Does the Lee County subarea fall within the top 5 Lee County origins for trips from Lee to Collier County?

(Lee subarea ranked first= 10 pts; ranked second= 8 pts; ranked third= 6 pts; ranked fourth= 4 pts; ranked fifth= 2 pts)

Bonita Springs produces the most trips to Collier County.	10	3	30
---	----	---	----

General Questions:

8. Is this corridor identified as regional transit need in a long range plan for CAT or LeeTran?

(Within 1 mi= 10 pts; Within 2 mi= 8 pts; Within 5 mi= 4 pts; > 5mi= 0 pts)

No, although this is near the I-75 Express, the proposed endpoints are different than those identified in the CAT or LeeTran TDP's regional transit needs.	0	3	0
--	---	---	---

Corridor Evaluation Form



Score Weight Total

9. Do the proposed planning communities in the O-D pair have an existing or planned transfer station?

(both endpoints= 10 pts; one endpoint= 5 pts; a planned transfer station in 2040 LRTP= 2 pts)

There are no existing or planned transfer stations.	0	2	0
---	---	---	---

10. Do either of the corridor endpoints fall within an area of high employment density according to the CAT or LeeTran TDPs?

(both endpoints= 10 pts; one endpoint= 5 pts)

Both endpoints fall within areas of high employment density.	10	3	30
--	----	---	----

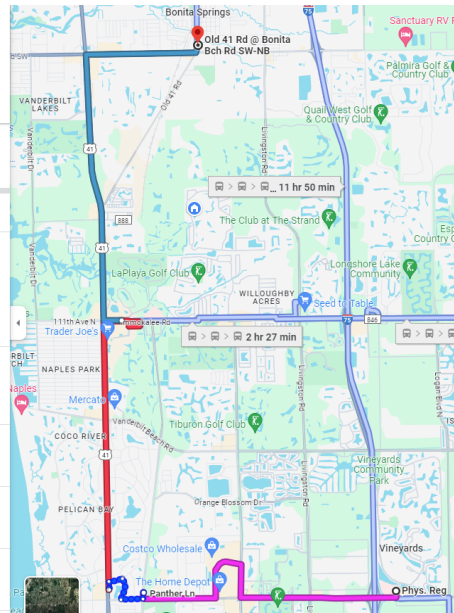
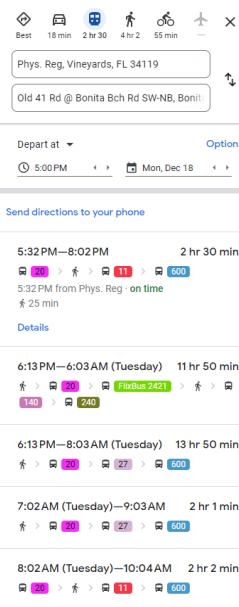
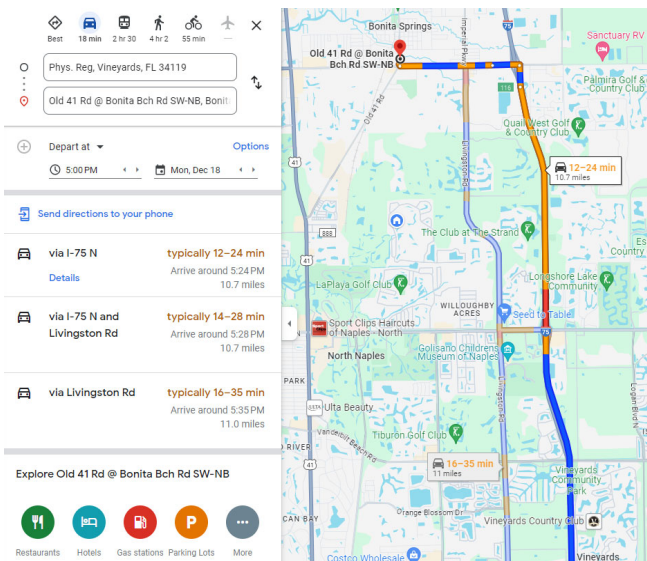
11. Approximately how much longer does using the existing transit system take compared to driving a direct route on this corridor?

(>1 hour= 10 pts; between 30 minutes and 1 hour= 8 pts; between 10 and 30 minutes= 4 pts; <10 minutes= 0 pts)

According to Google Maps (see below), riding the bus takes approximately 2.5 hours at peak hour. Driving takes approximately 12-24 minutes. The endpoint on Pine Ridge was chosen due to its location in the Urban Estates CDP.	10	2	20
---	----	---	----

*Evaluated using US Census Data for years 2019-2021.

Comments:



Total Score:
133
of 270 pts
49.26%

Appendix D. Public Involvement Materials



Public Outreach Materials



Take the Regional Survey regarding a potential new transit connection between Collier County and Lee County.

For English
Scan Me:



Let us know what new bus routes would best serve your connection needs between CAT and LeeTran.

Or visit the website: <https://forms.office.com/r/Ck6b9HUdGh>



Para Español
Escanéame:



Díganos qué nuevas rutas de autobús serían las más adecuadas para sus necesidades de conexión entre CAT y LeeTran.

O visita el sitio web: <https://forms.office.com/r/TqUjmRRmgt>



CAT Needs Your Input!



Take the Regional Survey regarding a potential new transit connection between Collier County and Lee County.

Collier Area Transit (CAT) is evaluating the addition of a new cross-county bus route to provide a new service connection between Collier and Lee Counties, and we need your help!

We have developed several potential cross-county routes and need your help to rank these routes and/or identify any additional cross-county routes you feel would be beneficial to the overall transit system.

Through this survey, you will be able to provide feedback about the proposed routes or provide your own suggestions. This survey will be available until December 20, 2023. Thank you for your participation!

To complete the survey in English, visit the website at:
<https://forms.office.com/r/Ck6b9HUdGh>

Para rellenar la encuesta en español, visite el sitio
web: <https://forms.office.com/r/TqUjmRRmgt>

Pou tradiksyon kreyòl tanpri kontakte: sonal.dodia@jacobs.com

If you have any questions, please contact:

Alex Showalter
Senior Planner
PTNE

Alexander.Showalter@colliercountyfl.gov

Anne McLaughlin
Executive Director
Collier MPO

Anne.McLaughlin@colliercountyfl.gov



Your Input Needed: Regional Transit Survey for Collier County

Greater Naples Chamber <marketing@napleschamber.org>
Reply-To: Greater Naples Chamber <reply-nk31pvo4@greaternapleschamberofcommerce.growthzoneapp.com>

Mon, Dec 11, 2023 at 3:34 PM

[View as a webpage](#)



Regional Survey - Potential new transit connection between Collier County and Lee County

There has been a significant migration trend between Lee County and Collier County as of 2020. A total of 2,793 individuals migrated from Lee County to Collier County, while 4,021 people moved from Collier County to Lee County.

So Collier Area Transit, with the assistance of Collier MPO, is evaluating the addition of a new cross-county bus route between Collier and Lee Counties, and they need our help!

Their survey aims to gather community feedback on several potential cross-county bus routes that have been proposed.

Your valuable insights will help them prioritize these routes and identify any additional connections that may benefit the overall transit system.

The survey will remain open until **January 3, 2024**, and can be accessed through the following links:

To complete the survey in English: <https://forms.office.com/r/Ck6b9HUdGh>

Para rellenar la encuesta en español: <https://forms.office.com/r/TqUjmRRmgt>

Pou tradiksyon kreyòl tanpri kontakte: sonal.dodia@jacobs.com

Feel free to share the survey with others who may be interested in contributing to the development of a more connected and efficient transit system in our region.

Connect with Greater Naples Chamber



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Collier Area Transit - CAT

1h · 

CAT needs your input!

Collier Area Transit (CAT) is evaluating the addition of a new cross-county bus route to provide a new service connection between Collier and Lee Counties, and we need your help!

We have developed several potential cross-county routes and need your help to rank these routes and/or identify any additional cross-county routes you feel would be beneficial to the overall transit system. Through this survey, you will be able to provide feedback about the proposed routes or provide your own suggestions.

This survey will be available until December 20, 2023.

https://forms.office.com/pages/responsepage.aspx?id=mHckNyz0_UKKN9SccSjTa-ykeqTM6MBJh-229GZ5VjJUQTg1UkdBSVkyN0QxWkMxOFFVSVE2Uk1BTS4u

Thank you for your participation!



forms.office.com

Fill | Regional Survey for a New Transit Connection Between Collier County and Lee County



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Collier Area Transit - CAT (CAT) is evaluating the addition of a new cross-county bus route to provide a new service connection between Collier and Lee Counties, and we need your help!

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#CollierCounty



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For English
Scan Me:



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Para Español
Escanéame:



Díganos qué nuevas rutas de autobús serían las más adecuadas para sus necesidades de conexión entre CAT y LeeTran.



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Take the Regional Survey on potential new transit Connection between Collier County and Lee County. <https://forms.office.com/r/TqUjmRRmgt>

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CAT Needs Your Input!

Take the Regional Survey regarding a potential new transit connection between Collier County and Lee County.

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Let us know what new bus routes would best serve your connection needs between CAT and LeeTran.

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O visita el sitio web: <https://forms.office.com/r/TqUjmRRmgt>

Survey will be available until December 20, 2023. Pou tradikyon leeyól, tanpri kontakte: sonal.dedia@jacobs.com **Jacobs**

1

2 shares



Collier County Government @Col... · 7h

CAT needs your input!

Collier Area Transit (CAT) is evaluating the addition of a new cross-county bus route to provide a new service connection between Collier and Lee Counties, and we need your help!

Take the survey here: forms.office.com/pages/response...

#CollierCounty



CAT Needs Your Input!



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For English Scan Me:



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Or visit the website: <https://forms.office.com/r/Ck6b9HUdGh>

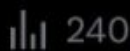
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Commute Connector

Published by [Delilah González](#) · 1d ·

Do you ride the bus in Collier and/or Lee County? There is a regional survey for a new transit connection from [Collier Area Transit - CAT](#)! The survey is live through January 3, 2024, check the site on our page! <https://linktr.ee/commuteconnector>

TAKE THE SURVEY

Collier Area Transit (CAT) is evaluating the addition of a new cross-county bus route for the CAT transit system (Collier County) to connect to the LeeTran system (Lee County).



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Accounts Center accounts reached ⁱ

0% from boosted posts

10 organic

0 paid

2

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1 reaction

1 on post

0 on shares

0 Share

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0 clicks to play

0 other clicks

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Commute Connector

TAKE THE SURVEY

Collier Area Transit (CAT) is evaluating the addition of a new cross-county bus route for the CAT transit system (Collier County) to connect to the LeeTran system (Lee County).

@commuteconnector

The advertisement is a vertical rectangular graphic with a blue background. At the top left is the 'Commute Connector' logo, which consists of a blue circle with a white bus icon and the text 'Commute Connector' next to it. To the right of the logo are three dots and a close icon (an 'X'). The main text 'TAKE THE SURVEY' is in large, bold, white capital letters. Below this, a paragraph of white text explains that Collier Area Transit (CAT) is evaluating a new cross-county bus route to connect to the LeeTran system. At the bottom of the graphic, there is a photograph of two buses: a blue and white bus on the left and a green bus on the right. A large white arrow points upwards from the bottom center of the image towards the survey text.

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Reported stats may be delayed from what appears on posts.

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0 Comment

0 Save

Account activity ⁱ

0 texts

0 emails

0 calls

0 get directions

0 website clicks

Insights activity is reported in Pacific time zone. Ads activity is reported in the time zone of your ad account.





1



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Organic impressions: 3 Impressions

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Post performance

Targeted to: All followers

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Engagement rate

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33.33%
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1
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REGIONAL SURVEY – POTENTIAL NEW TRANSIT CONNECTION BETWEEN COLLIER COUNTY AND LEE COUNTY

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November 22, 2023 ()

Collier Area Transit, with the assistance of Collier MPO, is evaluating the addition of a new cross-county bus route to provide a new service connection between Collier and Lee Counties, and we need your help!

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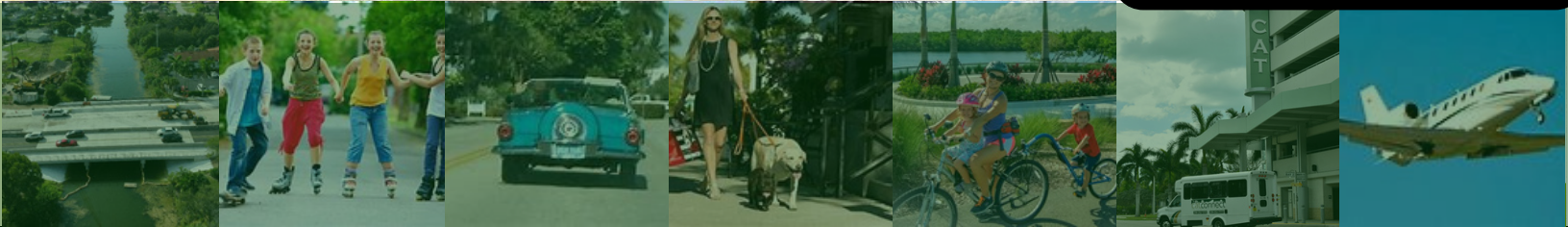
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REGIONAL SURVEY – POTENTIAL NEW TRANSIT CONNECTION BETWEEN COLLIER COUNTY AND LEE COUNTY



COLLIER AREA TRANSIT, WITH THE ASSISTANCE OF COLLIER MPO

is evaluating the addition of a new cross-county bus route to provide a new service connection between Collier and Lee Counties, and we need your help!

Several potential cross-county routes have been developed, and we need your help to rank these routes and/or identify any additional cross-county routes that would be beneficial to the overall transit system. Through this survey, you will be able to provide feedback about the proposed routes or provide your own suggestions. This survey will be available until **January 3, 2024**. Thank you for your participation!

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Para rellenar la encuesta en español, visite el sitio web <https://forms.office.com/r/TqUjmRRmgt>
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FDOT'S HOLIDAY SEASON DRIVE SOBER OR GET PULLED OVER

For more information on FDOT Impaired Driving related programs and grants, visit the [Safety Office Impaired Driving page](#).



Impaired driving is defined as driving under the influence (DUI) of alcohol and/or legal (prescription and over-the-counter) and/or illegal drugs. In Florida, impaired driving is involved in about one-quarter of all motor vehicle deaths. It is a complex social issue that involves all areas of the criminal justice, health care, and education systems.

Driving under the influence (DUI) inhibits your ability to drive safely. Alcoholic beverages, controlled substances, prescriptions, and/or over-the-counter medications can cause impairment. Driving impaired puts you and everyone else on the road in danger.

BECOME AN ACTIVE PART OF YOUR COMMUNITY IN 2024!



The Collier MPO Board is advised by five committees. Committee members are either citizen volunteers, jurisdictional staff, or agency representatives. Check out our [Committees](#) webpage to see if you might be eligible to become a member of the Citizens Advisory Committee, Bicycle/Pedestrian Advisory Committee, or Local Coordinating Board for the Transportation Disadvantaged!

If you have questions, email: Collier.mpo@colliercountyfl.gov

MPO UPCOMING MEETINGS

Winter 2024 Meeting Schedule

- January 16 | BPAC
- January 17 | CMC
- January 22 | TAC/CAC
- February 9 | MPO Board

[VIEW THE 2024 MEETING SCHEDULE](#)



HAPPY HOLIDAYS

FROM THE STAFF AT COLLIER MPO





Collier Area Transit Survey Regarding Potential New Transit Connection Between Collier and Lee Counties

0

BY CALANDRA BARRACO ON NOVEMBER 27, 2023

NEWS

CAT needs your input!

Take the Regional Survey regarding a potential new transit connection between Collier County and Lee County.

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Pou tradiksyon kreyòl tanpri kontakte: sonal.dodia@jacobs.com

If you have any questions, please contact:

Alex Showalter

Senior Planner

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PTNE

Alexander.Showalter@colliercountyfl.gov

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Executive Director

Collier MPO

Anne.McLaughlin@colliercountyfl.gov

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ABOUT AUTHOR



CALANDRA BARRACO

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SAFETY is ALWAYS in SEASON!



HAPPY NEW YEAR! The Approved MPO Meeting Schedule for 2024 Has Been Released!



Long Range Transportation Plan and Transportation Improvement Program Amendments Approved at Public Hearing on November 17, 2023

Comments are closed.

ABOUT

The Lee County Metropolitan Planning Organization (MPO) is the County's transportation partnership responsible for transportation planning in Bonita Springs, Cape Coral, Estero, Fort Myers, Fort Myers Beach, Sanibel, and Unincorporated Lee County.

CONTACT

Lee County
Metropolitan Planning Organization
815 Nicholas Parkway E.
P.O., Box 150045
Cape Coral, Florida 33915-0045


Phone: (239) 244-2220


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CAT Needs Your Input!

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Take Survey

If you have any questions, please contact:

Anne McLaughlin
Executive Director
Collier MPO
Anne.McLaughlin@colliercountyfl.gov

Alex Showalter
Senior Planner
PTNE
Alexander.Showalter@colliercountyfl.gov

Customer Care

CAT Office
[239.252.7777](tel:239.252.7777)

Collier Area Paratransit
[239.252.7272](tel:239.252.7272)

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Home » News » Survey: New bus route could be coming to Collier County

Survey: New bus route could be coming to Collier County

by NBC2 News — 9:22 PM EST, Mon December 18, 2023

AA



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COLLIER COUNTY, Fla. – The Collier Area Transit (CAT) is evaluating adding a new bus route.

The new service connection would provide services between Collier and Lee Counties.

CAT is asking for the public's help to fill out a survey.

Visit [here](#) or scan the QR code to take the survey.

Travel [Log in](#) to view score

What is the purpose of the survey mentioned in the article?

- To evaluate the new bus route
- To provide services between Collier and Lee Counties

[Read More](#)

Public Input Surveys



Regional Survey for a New Transit Connection Between Collier County and Lee County

Collier Area Transit (CAT) is evaluating the addition of a new cross-county bus route for the CAT transit system (Collier County) to connect to the LeeTran system (Lee County). Please provide your input on your cross-county transit needs.

1. What is your home zip code? _____

2. If you were going to take the bus to travel (work, school, shopping, etc.), what zip code (or general location) is your destination in? _____

3. Which CAT buses do you typically ride? Select all that apply.

- Route 11 Route 15 Route 20 Route 24 LinC (to Lee County)
- Route 12 Route 16 Route 21 Route 25 I don't typically ride the CAT bus
- Route 13 Route 17 Route 22 Route 27
- Route 14 Route 19 Route 23 Route 121 (Immokalee to Marco Island)

4. Which LeeTran buses do you typically ride? Select all that apply.

- Route 5 Route 30 Route 70 Route 120 Route 410/490 (Lovers Key/Beach Park-and-Ride)
- Route 10 Route 40 Route 80 Route 130 Route 515 (Lehigh Circulator)
- Route 15 Route 50 Route 100 Route 140 Route 590 Route 600 (LinC - to Collier County)
- Route 20 Route 60 Route 110 Route 240 Route 595 I don't typically ride LeeTran

5. When you use the bus transit system, what is the purpose of your trip? Select all that apply.

- Work School Shopping
- Medical Appointment Other: _____

6. If you live in Collier County, how often do you travel *by bus* to Lee County for work or other activities?

- Daily Rarely
- Weekly I do not live in Collier County
- Monthly

7. If you live in Lee County, how often do you travel *by bus* to Collier County for work or other activities?

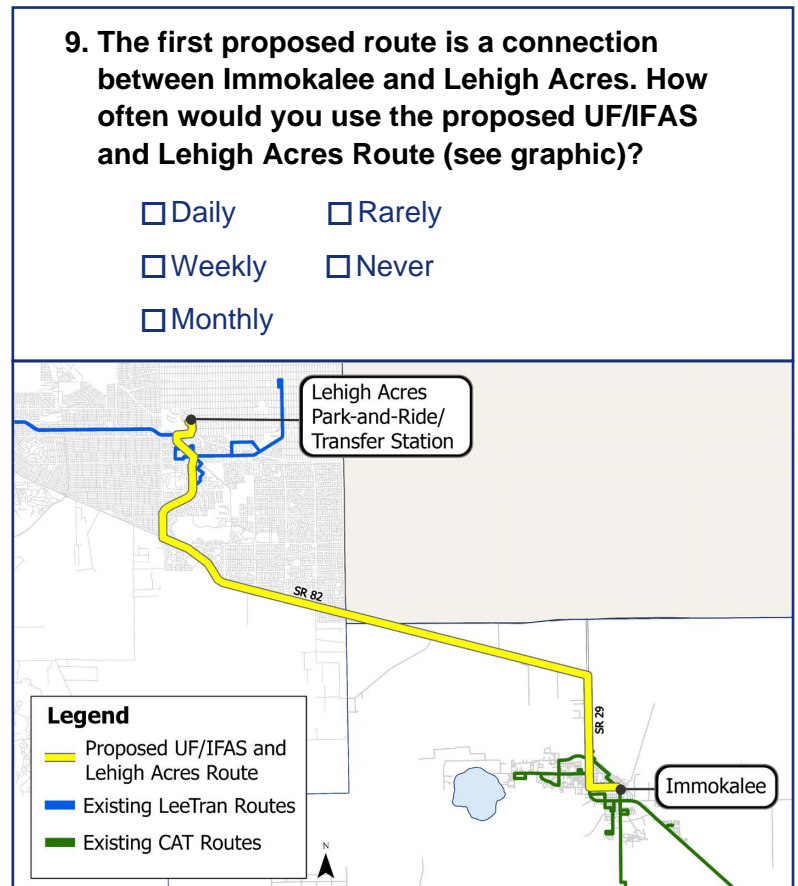
- Daily Rarely
- Weekly I do not live in Lee County
- Monthly

8. How often do you travel between Collier County and Lee County and transfer between the CAT and LeeTran bus systems?

- Daily Monthly Never
- Weekly Rarely

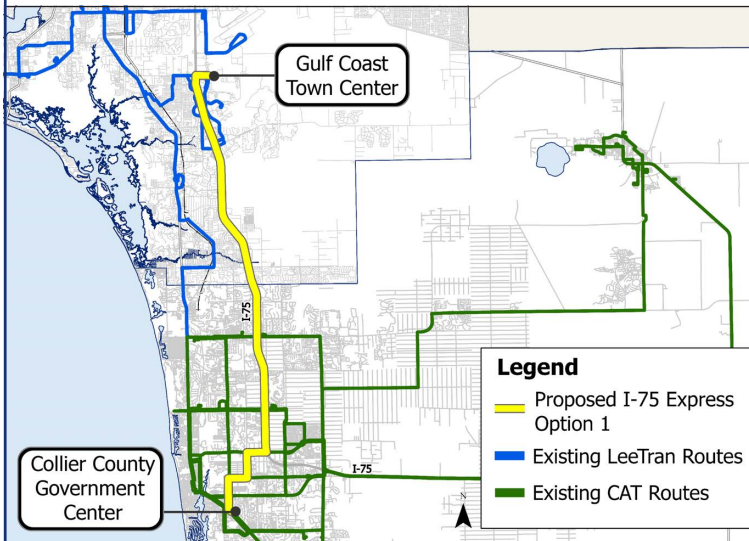
9. The first proposed route is a connection between Immokalee and Lehigh Acres. How often would you use the proposed UF/IFAS and Lehigh Acres Route (see graphic)?

- Daily Rarely
- Weekly Never
- Monthly



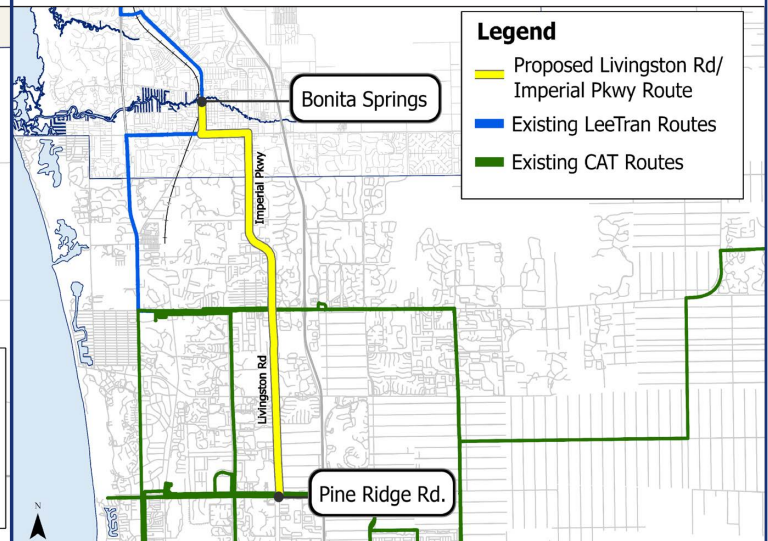
10. The second proposed route is the I-75 Premium Express - Option 1. How often would you use the proposed I-75 Premium Express - Option 1 (see graphic)?

- Daily Monthly Never
 Weekly Rarely



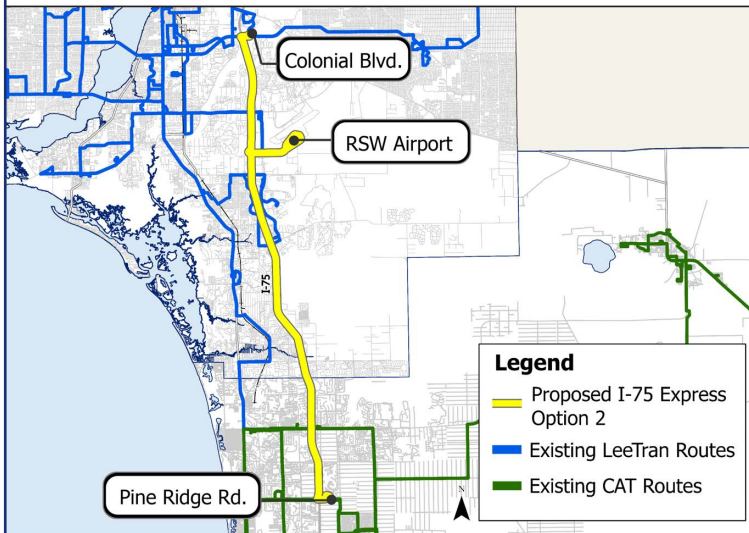
12. The fourth proposed route is the Livingston Road/Imperial Parkway route. How often would you use the proposed Livingston Road/Imperial Parkway route (see graphic)?

- Daily Monthly Never
 Weekly Rarely



11. The third proposed route is the I-75 Premium Express - Option 2. How often would you use the proposed I-75 Premium Express - Option 2 (see graphic)?

- Daily Monthly Never
 Weekly Rarely



13. Which one of the proposed regional connections would you like to be implemented? Please rank from 1-5 in order of most preferred (1) to least preferred (5).

- _____ UF/IFAS and Lehigh Acres Route
- _____ I-75 Premium Express - Option 1
- _____ I-75 Premium Express - Option 2
- _____ Livingston Road/Imperial Parkway Route
- _____ A different route - Please provide a starting point, endpoint, and main roadway(s) of travel to serve your needs. _____

14. Would the option of a regional bus pass (a daily or monthly bus pass that can be used for both CAT and LeeTran routes) increase your ridership?

- No, a regional bus pass would not affect my ridership
 Yes, I would be encouraged to ride the bus more often

15. Please provide any additional comments or concerns. If more space is needed, please use an additional sheet of paper.

Please provide completed survey forms (scan or photo) to Sonal Dodia at sonal.dodia@jacobs.com by December 20, 2023.

Encuesta regional para una nueva conexión de tránsito entre los Condados de Collier y Lee

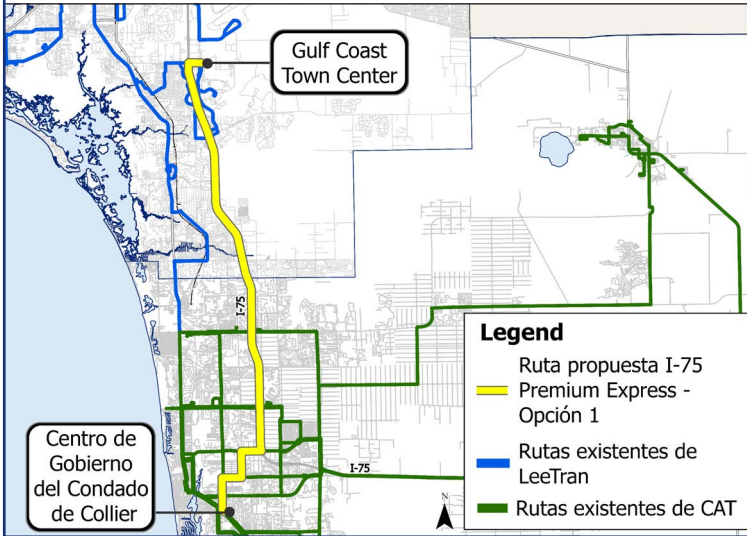
Collier Area Transit (CAT) está evaluando la adición de una nueva ruta de autobús a través del condado para el sistema de tránsito CAT (Condado de Collier) para conectar con el sistema LeeTran (Condado de Lee). Proporcione su opinión sobre sus necesidades de transporte público entre condados.

1. ¿Cuál es el código postal de su domicilio? _____
2. Si fueras a coger el autobús para viajar (trabajo, colegio, compras, etc.), ¿en qué código postal (o localidad general) se encuentra tu destino? _____
3. ¿En qué autobuses CAT suele viajar? Seleccione todo lo que corresponda.
 - Ruta 11 Ruta 15 Ruta 20 Ruta 24 LinC (a Condado de Lee)
 - Ruta 12 Ruta 16 Ruta 21 Ruta 25 No suelo viajar en el autobús CAT
 - Ruta 13 Ruta 17 Ruta 22 Ruta 27
 - Ruta 14 Ruta 19 Ruta 23 Ruta 121 (Immokalee a Marco Island)
4. ¿En qué autobuses LeeTran suele viajar? Seleccione todo lo que corresponda.
 - Ruta 5 Ruta 30 Ruta 70 Ruta 120 Ruta 410/490 (Lovers Key/Beach Park-y-Ride)
 - Ruta 10 Ruta 40 Ruta 80 Ruta 130 Ruta 515 (Lehigh Circulator)
 - Ruta 15 Ruta 50 Ruta 100 Ruta 140 Ruta 590 Ruta 600 (LinC-a Condado de Collier)
 - Ruta 20 Ruta 60 Ruta 110 Ruta 240 Ruta 595 No suelo viajar en el LeeTran
5. Cuando utiliza el sistema de transporte en autobús, ¿cuál es el motivo de su viaje? Seleccione todo lo que corresponda.
 - Trabajo Escuela Ir de compras
 - Consultas médicas Otro: _____
6. Si vive en el condado de Collier, ¿con qué frecuencia viaja *en autobús* al condado de Lee para trabajar o realizar otras actividades?
 - Diario Raramente
 - Semanal No vivo en el Condado de Collier
 - Mensualmente
7. Si vive en el condado de Lee, ¿con qué frecuencia viaja *en autobús* al condado de Collier para trabajar o realizar otras actividades?
 - Diario Raramente
 - Semanal No vivo en el Condado de Lee
 - Mensualmente
8. ¿Con qué frecuencia viaja entre los condados de Collier y Lee y hace transbordo entre los sistemas de autobuses CAT y LeeTran?
 - Diario Mensualmente Nunca
 - Semanal Raramente
9. La primera ruta propuesta es una conexión entre Immokalee y Lehigh Acres. ¿Con qué frecuencia utilizaría la ruta propuesta entre UF/IFAS y Lehigh Acres (ver gráfico)?
 - Diario Mensualmente Nunca
 - Semanal Raramente



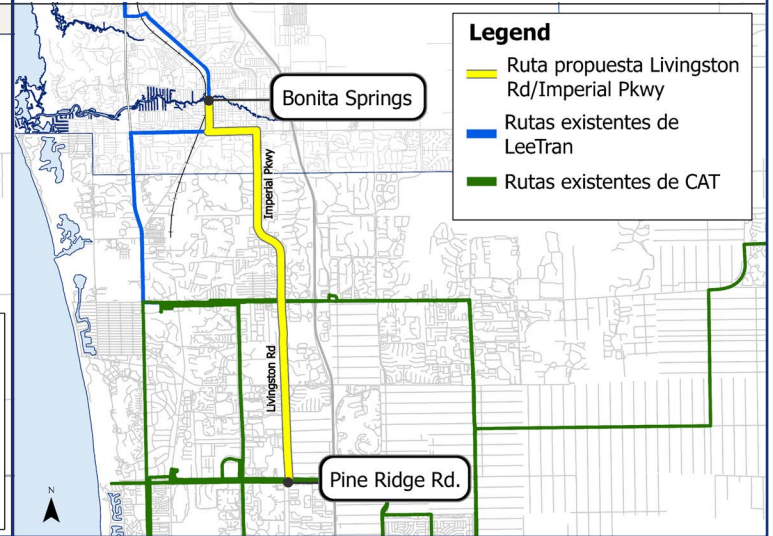
10. La segunda ruta propuesta es la I-75 Premium Express-Opción 1. ¿Con qué frecuencia utilizaría la I-75 Premium Express - Opción 1 (ver gráfico)?

- Diario Mensualmente Nunca
 Semanal Raramente



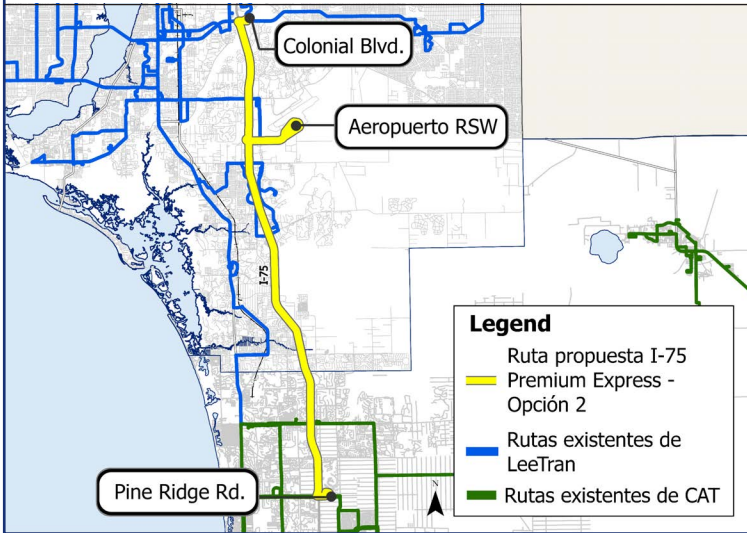
12. La cuarta ruta propuesta es la ruta Livingston Road/Imperial Parkway. ¿Con qué frecuencia utilizaría la ruta propuesta Livingston Road/Imperial Parkway (ver gráfico)?

- Diario Mensualmente Nunca
 Semanal Raramente



11. La tercera ruta propuesta es la I-75 Premium Express-Opción 2. ¿Con qué frecuencia utilizaría la I-75 Premium Express - Opción 2 (ver gráfico)?

- Diario Mensualmente Nunca
 Semanal Raramente



13. ¿Cuál de las conexiones regionales propuestas le gustaría que se implementara? Clasifique del 1 al 5 en orden de más preferido (5) a menos preferido (5).

- _____ Ruta UF/IFAS y Lehigh Acres
 _____ I-75 Premium Express - Opción 1
 _____ I-75 Premium Express - Opción 2
 _____ Ruta Livingston Road/Imperial Parkway
 _____ Una ruta diferente - por favor proporcione un punto de partida, un punto final y la(s) carretera(s) principal(es) de viaje para satisfacer sus necesidades.

14. ¿Aumentaría su número de usuarios la opción de un pase de autobús regional (un pase de autobús diario o mensual que puede utilizarse tanto para las rutas de CAT como para las de LeeTran)?

- El abono regional de transporte en autobús no afectaría a mis desplazamientos.
 Me animaría a coger el autobús más a menudo.

15. Por favor, facilite cualquier comentario o preocupación adicional. Si necesita más espacio, utilice una hoja de papel adicional.

Proporcione los formularios de encuesta completos (escaneados o fotográficos) a Sonal Dodia en sonal.dodia@jacobs.com antes del 20 de diciembre de 2023.



Regional Survey for a New Transit Connection Between Collier County and Lee County

Collier Area Transit (CAT) is evaluating the addition of a new cross-county bus route for the CAT transit system (Collier County) to connect to the LeeTran system (Lee County).

We are requesting feedback on your cross-county transit needs and how service can be improved.

Thank you for your participation!

1

What is your home zip code?

2

If you were going to take the bus to travel (work, school, shopping, etc.), what zip code (or general location) is your destination in?

3

Which CAT buses do you typically ride? Select all that apply.

- Route 11
- Route 12
- Route 13
- Route 14
- Route 15
- Route 16
- Route 17
- Route 19
- Route 20
- Route 21
- Route 22
- Route 23
- Route 24
- Route 25
- Route 27
- Route 121 (Immokalee to Marco Island)
- LinC (to Lee County)

I don't typically ride the CAT bus

4

Which LeeTran buses do you typically ride? Select all that apply.

- Route 5
- Route 10
- Route 15
- Route 20
- Route 30
- Route 40
- Route 50
- Route 60
- Route 70
- Route 80
- Route 100
- Route 110
- Route 120
- Route 130
- Route 140
- Route 240
- Route 410/490 (Beach Park-and-Ride/Lovers Key)

- Route 515 (Lehigh Circulator)
- Route 590
- Route 595
- Route 600 (LinC - Lee to Collier)
- I don't typically ride LeeTran

5

When you use the bus transit system, what is the purpose of your trip? Select all that apply.

- Work
- School
- Shopping
- Medical Appointments
- Other

6

If you live in Collier County, how often do you travel *by bus* to Lee County for work or other activities?

- Daily
- Weekly
- Monthly
- Rarely
- I do not live in Collier County

7

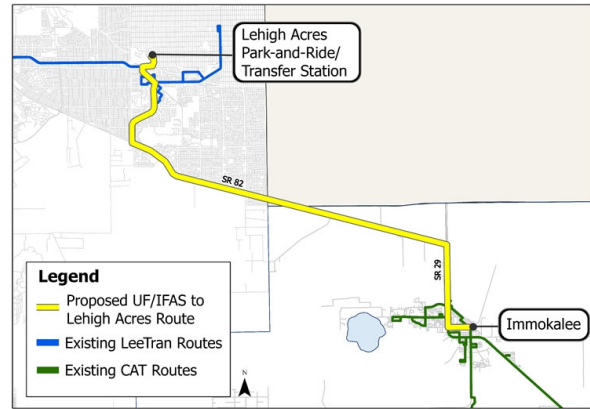
If you live in Lee County, how often do you travel *by bus* to Collier County for work or other activities?

- Daily
- Weekly
- Monthly
- Rarely
- I do not live in Lee County

8

The first proposed route is a connection between Immokalee and Lehigh Acres.

How often would you use the proposed UF/IFAS and Lehigh Acres Route (see graphic)?

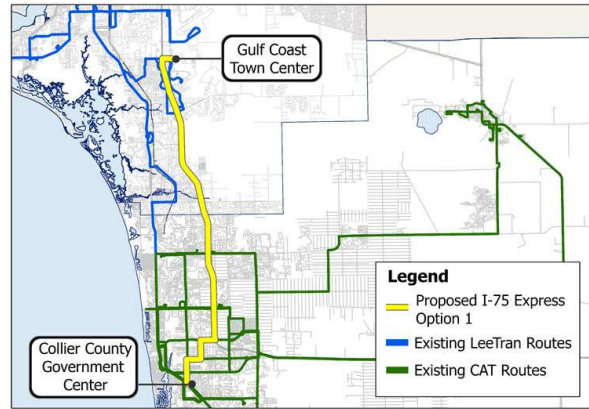


- Daily
- Weekly
- Monthly
- Rarely
- Never

9

The second proposed route is the I-75 Premium Express-Option 1.

How often would you use the proposed I-75 Premium Express - Option 1 (see graphic)?

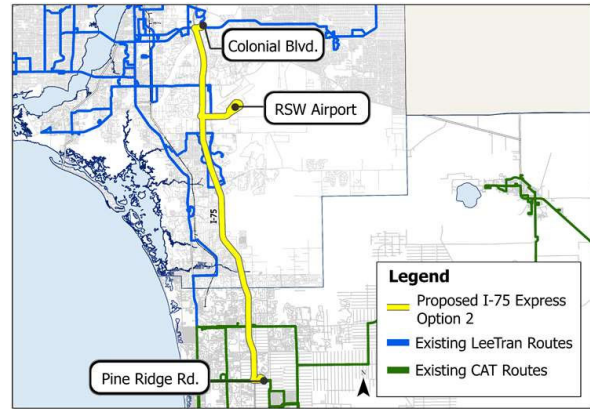


- Daily
- Weekly
- Monthly
- Rarely
- Never

10

The third proposed route is the I-75 Premium Express-Option 2.

How often would you use the proposed I-75 Premium Express - Option 2 (see graphic)?

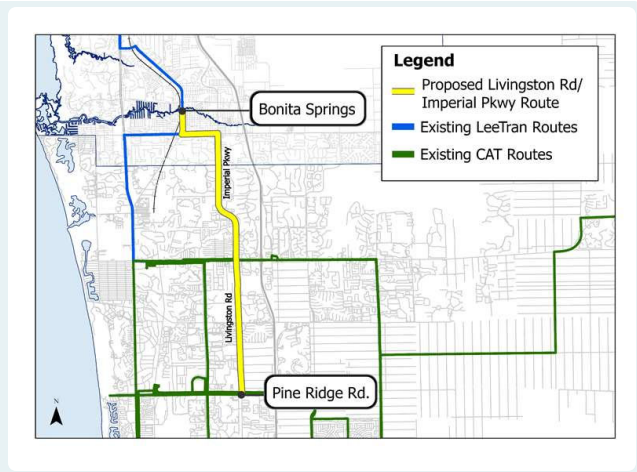


- Daily
- Weekly
- Monthly
- Rarely
- Never

11

The fourth proposed route is the Livingston Road/Imperial Parkway route.

How often would you use the proposed Livingston Road/Imperial Parkway route (see graphic)?



- Daily
- Weekly
- Monthly
- Rarely
- Never

12

If one of these proposed regional connections were implemented, which one would you prefer? Please rank from most preferred to least preferred.

Please click on the options below and drag them into your preferred ranking order.

UF/IFAS and Lehigh Acres Route (Immokalee to Lehigh Acres Park-and-Ride Transfer Station)

I-75 Premium Express - Option 1 (Collier County Government Center to Gulf Coast Town Center)

I-75 Premium Express - Option 2 (Pine Ridge Rd to RSW/Colonial Blvd)

Proposed Livingston Road/Imperial Parkway Route (Pine Ridge Rd to Bonita Springs)

A different route (see next question)

13

If you would like to propose a different route to be evaluated, please provide a starting point, endpoint, and main roadway(s) of travel to serve your needs.

14

How often do you travel between Collier County and Lee County and transfer between the CAT and LeeTran bus systems?

- Daily
- Weekly
- Monthly
- Rarely
- Never

15

Would the option of a regional bus pass (a daily or monthly bus pass that can be used for both CAT and LeeTran routes) increase your ridership?

- No, a regional bus pass would not affect my ridership.
- Yes, I would be encouraged to ride the bus more often.

16

Please provide any additional comments or concerns.

This content is neither created nor endorsed by Microsoft. The data you submit will be sent to the form owner.





Encuesta regional para una nueva conexión de tránsito entre los condados de Collier y Lee

Collier Area Transit (CAT) está evaluando la adición de una nueva ruta de autobús a través del condado para el sistema de tránsito CAT (Condado de Collier) para conectar con el sistema LeeTran (Condado de Lee).

Estamos solicitando su opinión sobre sus necesidades de tránsito a través del condado y cómo se puede mejorar el servicio.

1

¿Cuál es el código postal de su domicilio?

2

Si fueras a coger el autobús para viajar (trabajo, colegio, compras, etc.), ¿en qué código postal (o localidad general) se encuentra tu destino?

3

¿En qué autobuses CAT suele viajar? Seleccione todo lo que corresponda.

- Ruta 11
- Ruta 12
- Ruta 13
- Ruta 14
- Ruta 15
- Ruta 16
- Ruta 17
- Ruta 19
- Ruta 20
- Ruta 21
- Ruta 22
- Ruta 23
- Ruta 24
- Ruta 25
- Ruta 27
- Ruta 121 (Immokalee a Marco Island)
- LinC (a Lee County)

No suelo viajar en el autobús CAT

4

¿En qué autobuses LeeTran suele viajar? Seleccione todo lo que corresponda.

- Ruta 5
- Ruta 10
- Ruta 15
- Ruta 20
- Ruta 30
- Ruta 40
- Ruta 50
- Ruta 60
- Ruta 70
- Ruta 80
- Ruta 100
- Ruta 110
- Ruta 120
- Ruta 130
- Ruta 140
- Ruta 240
- Ruta 410/490 (Lovers Key/Beach Park-y-Ride)

- Ruta 515 (Lehigh Circulator)
- Ruta 590
- Ruta 595
- Ruta 600 (LinC - Lee a Collier)
- No suelo viajar en el LeeTran.

5

Cuando utiliza el sistema de transporte en autobús, ¿cuál es el motivo de su viaje? Seleccione todo lo que corresponda.

- Trabajo
- Escuela
- Ir de compras
- Consultas médicas
- Other

6

Si vive en el condado de Collier, ¿con qué frecuencia viaja en autobús al condado de Lee para trabajar o realizar otras actividades?

- Diario
- Semanal
- Mensualmente
- Raramente
- No vivo en el Condado de Collier

7

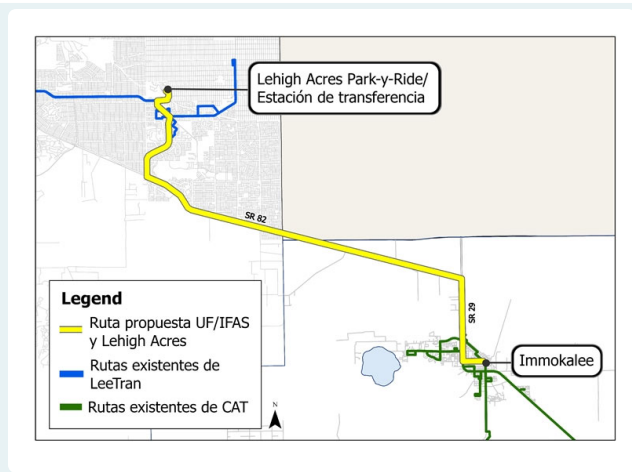
Si vive en el condado de Lee, ¿con qué frecuencia viaja en autobús al condado de Collier para trabajar o realizar otras actividades?

- Diario
- Semanal
- Mensualmente
- Raramente
- No vivo en el Condado de Lee

8

La primera ruta propuesta es una conexión entre Immokalee y Lehigh Acres.

¿Con qué frecuencia utilizaría la ruta propuesta entre UF/IFAS y Lehigh Acres (ver gráfico)?

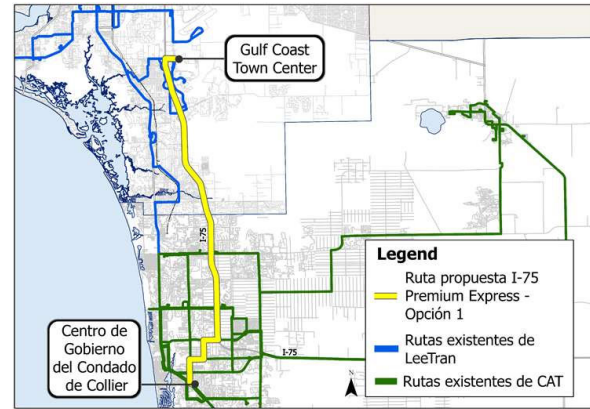


- Diario
- Semanal
- Mensualmente
- Raramente
- Nunca

9

La segunda ruta propuesta es la I-75 Premium Express-Opción 1.

¿Con qué frecuencia utilizaría la I-75 Premium Express - Opción 1 (ver gráfico)?

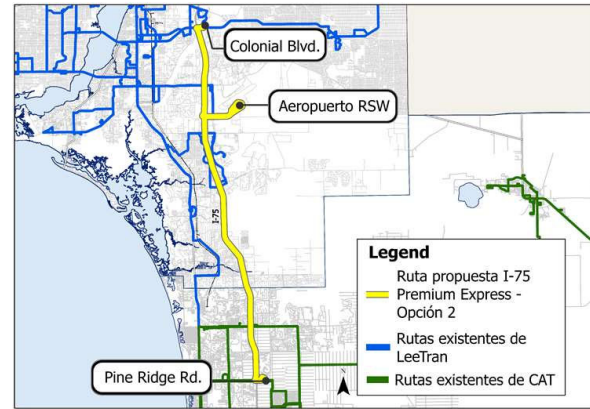


- Diario
- Semanal
- Mensualmente
- Raramente
- Nunca

10

La tercera ruta propuesta es la I-75 Premium Express-Opción 2.

¿Con qué frecuencia utilizaría la I-75 Premium Express - Opción 2 (ver gráfico)?

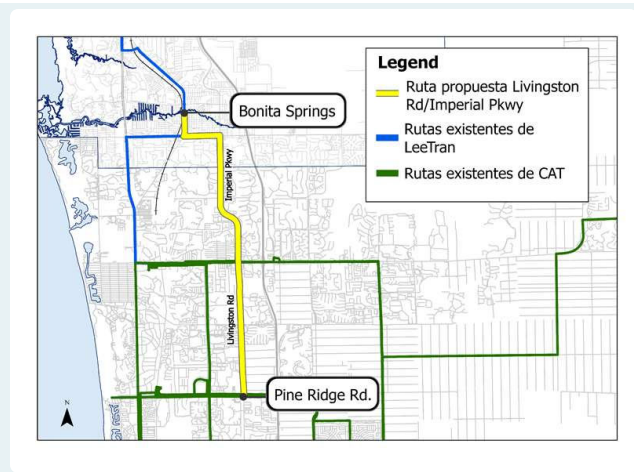


- Diario
- Semanal
- Mensualmente
- Raramente
- Nunca

11

La cuarta ruta propuesta es la ruta Livingston Road/Imperial Parkway.

¿Con qué frecuencia utilizaría la ruta propuesta Livingston Road/Imperial Parkway (ver gráfico)?



- Diario
- Semanal
- Mensualmente
- Raramente
- Nunca

12

Si se implantara una de estas conexiones regionales propuestas, ¿cuál preferiría? Por favor, ordénelas de mayor a menor preferencia.

Haga clic en las opciones siguientes y arrástrelas hasta el orden de clasificación que prefiera.

Ruta UF/IFAS y Lehigh Acres (Immokalee a Lehigh Acres Park-and-Ride Transfer Station)

I-75 Premium Express - Opción 1 (Centro de Gobierno del Condado de Collier a Gulf Coast Town Center)

I-75 Premium Express - Opción 2 (Pine Ridge Rd a RSW/Colonial Blvd)

Ruta propuesta Livingston Road/Imperial Parkway (Pine Ridge Rd a Bonita Springs)

Una ruta diferente (véase la siguiente pregunta)

13

Si desea proponer una ruta diferente para ser evaluada, por favor proporcione un punto de partida, un punto final y la(s) carretera(s) principal(es) de viaje para satisfacer sus necesidades.

14

¿Con qué frecuencia viaja entre los condados de Collier y Lee y hace transbordo entre los sistemas de autobuses CAT y LeeTran?

- Diario
- Semanal
- Mensualmente
- Raramente
- Nunca

15

¿Aumentaría su número de usuarios la opción de un pase de autobús regional (un pase de autobús diario o mensual que puede utilizarse tanto para las rutas de CAT como para las de LeeTran)?

- El abono regional de transporte en autobús no afectaría a mis desplazamientos.
- Me animaría a coger el autobús más a menudo.

16

Por favor, facilite cualquier comentario o preocupación adicional.

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Regional Survey for a New Transit Connection Between Collier County and Lee County

194 Responses	07:52 Average time to complete	Closed Status
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1. What is your home zip code?

186
Responses

Latest Responses

- "34119"
- "34142"
- "33976"

[Update](#)

16 respondents (9%) answered **34112** for this question.



2. If you were going to take the bus to travel (work, school, shopping, etc.), what zip code (or general location) is your destination in?

178
Responses

Latest Responses

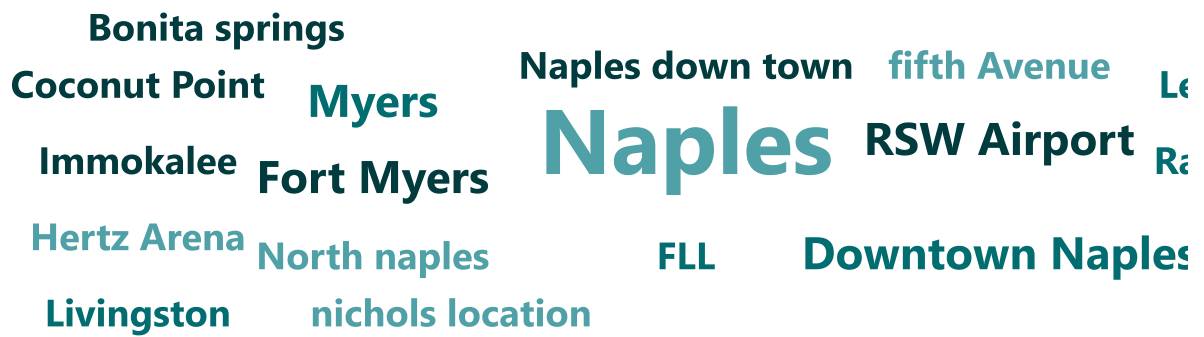
"34142"

"Coastland center"

"33908"

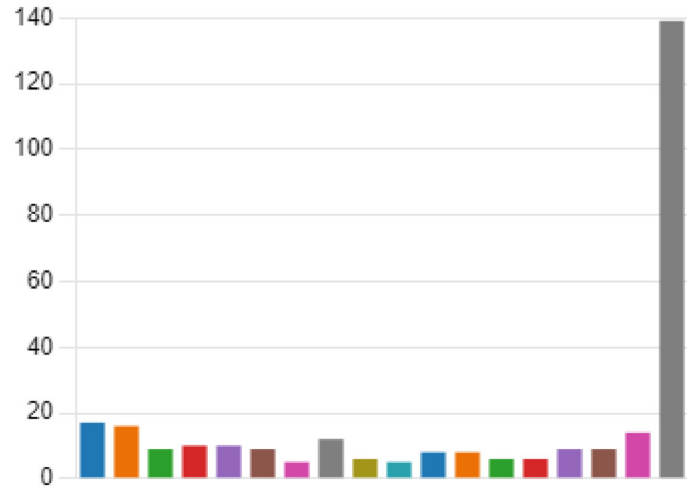
[Update](#)

4 respondents (2%) answered **Naples** for this question.



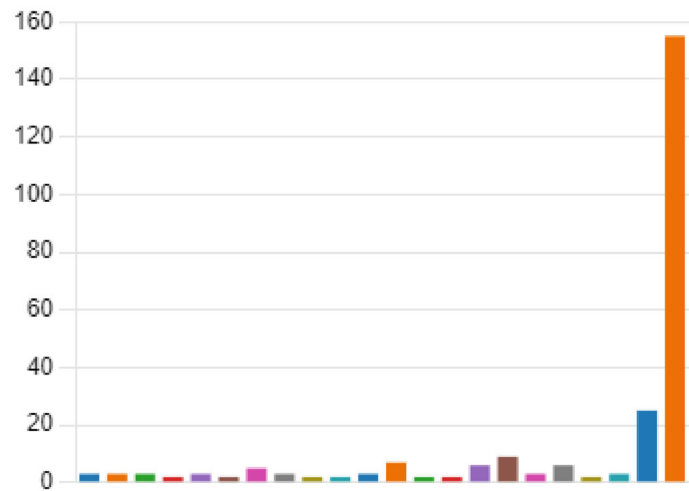
3. Which CAT buses do you typically ride? Select all that apply.

● Route 11	17
● Route 12	16
● Route 13	9
● Route 14	10
● Route 15	10
● Route 16	9
● Route 17	5
● Route 19	12
● Route 20	6
● Route 21	5
● Route 22	8
● Route 23	8
● Route 24	6
● Route 25	6
● Route 27	9
● Route 121 (Immokalee to Marco...)	9
● LinC (to Lee County)	14
● I don't typically ride the CAT bus	139



4. Which LeeTran buses do you typically ride? Select all that apply.

● Route 5	3
● Route 10	3
● Route 15	3
● Route 20	2
● Route 30	3
● Route 40	2
● Route 50	5
● Route 60	3
● Route 70	2
● Route 80	2
● Route 100	3
● Route 110	7
● Route 120	2
● Route 130	2
● Route 140	6
● Route 240	9
● Route 410/490 (Beach Park-and...	3
● Route 515 (Lehigh Circulator)	6
● Route 590	2
● Route 595	3
● Route 600 (LinC - Lee to Collier)	25
● I don't typically ride LeeTran	155



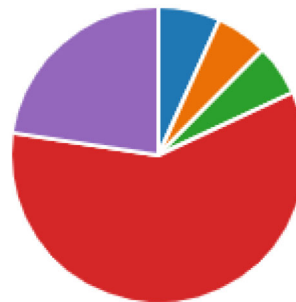
5. When you use the bus transit system, what is the purpose of your trip? Select all that apply.

● Work	70
● School	17
● Shopping	55
● Medical Appointments	36
● Other	52



6. If you live in Collier County, how often do you travel *by bus* to Lee County for work or other activities?

● Daily	12
● Weekly	10
● Monthly	10
● Rarely	105
● I do not live in Collier County	40



7. If you live in Lee County, how often do you travel *by bus* to Collier County for work or other activities?

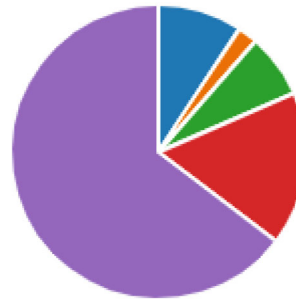
● Daily	9
● Weekly	6
● Monthly	4
● Rarely	43
● I do not live in Lee County	114



8. The first proposed route is a connection between Immokalee and Lehigh Acres.

How often would you use the proposed UF/IFAS and Lehigh Acres Route (see graphic)?

● Daily	17
● Weekly	4
● Monthly	13
● Rarely	31
● Never	119



9. The second proposed route is the I-75 Premium Express-Option 1.

How often would you use the proposed I-75 Premium Express - Option 1 (see graphic)?

● Daily	18
● Weekly	15
● Monthly	31
● Rarely	52
● Never	67



10. The third proposed route is the I-75 Premium Express-Option 2.

How often would you use the proposed I-75 Premium Express - Option 2 (see graphic)?

● Daily	17
● Weekly	13
● Monthly	53
● Rarely	51
● Never	48



11. The fourth proposed route is the Livingston Road/Imperial Parkway route.

How often would you use the proposed Livingston Road/Imperial Parkway route (see graphic)?

● Daily	12
● Weekly	19
● Monthly	23
● Rarely	47
● Never	79



12. If one of these proposed regional connections were implemented, which one would you prefer? Please rank from most preferred to least preferred.

Please click on the options below and drag them into your preferred ranking order.



13. If you would like to propose a different route to be evaluated, please provide a starting point, endpoint, and main roadway(s) of travel to serve your needs.

61

Responses

Latest Responses

[Update](#)

9 respondents (15%) answered **RSW** for this question.



14. How often do you travel between Collier County and Lee County and transfer between the CAT and LeeTran bus systems?

● Daily	16
● Weekly	9
● Monthly	15
● Rarely	29
● Never	114



15. Would the option of a regional bus pass (a daily or monthly bus pass that can be used for both CAT and LeeTran routes) increase your ridership?

- No, a regional bus pass would n... 69
- Yes, I would be encouraged to ri... 110

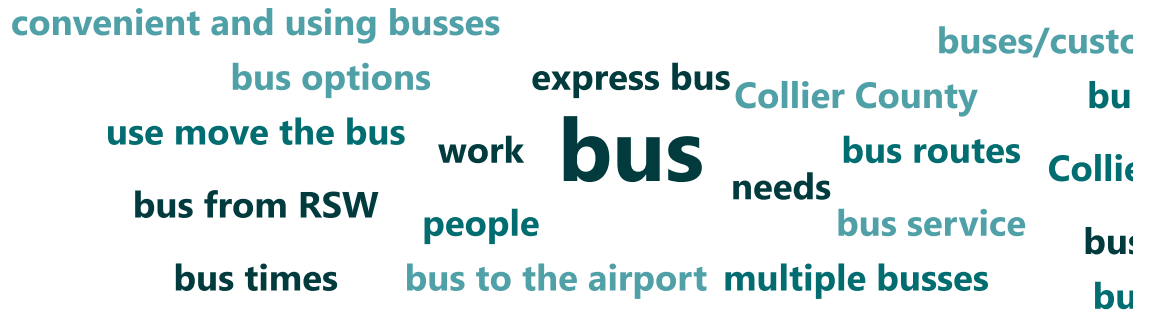


16. Please provide any additional comments or concerns.

69
Responses

Latest Responses

35 respondents (51%) answered **bus** for this question.



Encuesta regional para una nueva conexión de tránsito entre los condados de Collier y Lee

5 Responses	02:58 Average time to complete	Closed Status
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1. ¿Cuál es el código postal de su domicilio?

2
Responses

Latest Responses

"34142"

"34135"

2. Si fueras a coger el autobús para viajar (trabajo, colegio, compras, etc.), ¿en qué código postal (o localidad general) se encuentra tu destino?

1
Responses

Latest Responses

"Naples, Fort Myers "

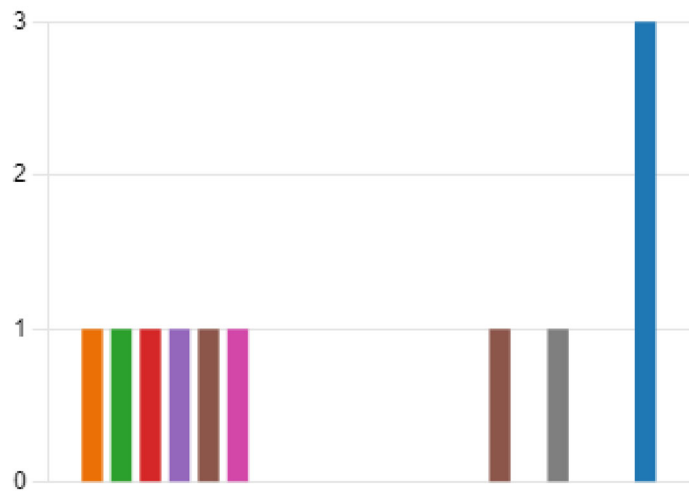
3. ¿En qué autobuses CAT suele viajar? Seleccione todo lo que corresponda.

- Ruta 11 1
- Ruta 12 0
- Ruta 13 0
- Ruta 14 0
- Ruta 15 0
- Ruta 16 0
- Ruta 17 0
- Ruta 19 1
- Ruta 20 1
- Ruta 21 0
- Ruta 22 0
- Ruta 23 0
- Ruta 24 0
- Ruta 25 0
- Ruta 27 0
- Ruta 121 (Immokalee a Marco Is... 0
- LinC (a Lee County) 0
- No suelo viajar en el autobús CAT 0



4. ¿En qué autobuses LeeTran suele viajar? Seleccione todo lo que corresponda.

● Ruta 5	0
● Ruta 10	1
● Ruta 15	1
● Ruta 20	1
● Ruta 30	1
● Ruta 40	1
● Ruta 50	1
● Ruta 60	0
● Ruta 70	0
● Ruta 80	0
● Ruta 100	0
● Ruta 110	0
● Ruta 120	0
● Ruta 130	0
● Ruta 140	0
● Ruta 240	1
● Ruta 410/490 (Lovers Key/Beach...	0
● Ruta 515 (Lehigh Circulator)	1
● Ruta 590	0
● Ruta 595	0
● Ruta 600 (LinC - Lee a Collier)	3
● No suelo viajar en el LeeTran.	0



5. Cuando utiliza el sistema de transporte en autobús, ¿cuál es el motivo de su viaje?
 Seleccione todo lo que corresponda.

● Trabajo	2
● Escuela	1
● Ir de compras	3
● Consultas médicas	1
● Other	0



6. Si vive en el condado de Collier, ¿con qué frecuencia viaja en autobús al condado de Lee para trabajar o realizar otras actividades?

● Diario	0
● Semanal	1
● Mensualmente	0
● Raramente	0
● No vivo en el Condado de Collier	2



7. Si vive en el condado de Lee, ¿con qué frecuencia viaja en autobús al condado de Collier para trabajar o realizar otras actividades?

● Diario	0
● Semanal	1
● Mensualmente	0
● Raramente	0
● No vivo en el Condado de Lee	1



8. La primera ruta propuesta es una conexión entre Immokalee y Lehigh Acres.

¿Con qué frecuencia utilizaría la ruta propuesta entre UF/IFAS y Lehigh Acres (ver gráfico)?

● Diario	1
● Semanal	1
● Mensualmente	0
● Raramente	1
● Nunca	0



9. La segunda ruta propuesta es la I-75 Premium Express-Opción 1.

¿Con qué frecuencia utilizaría la I-75 Premium Express - Opción 1 (ver gráfico)?

● Diario	0
● Semanal	1
● Mensualmente	1
● Raramente	0
● Nunca	0



10. La tercera ruta propuesta es la I-75 Premium Express-Opción 2.

¿Con qué frecuencia utilizaría la I-75 Premium Express - Opción 2 (ver gráfico)?

● Diario	0
● Semanal	1
● Mensualmente	1
● Raramente	0
● Nunca	0



11. La cuarta ruta propuesta es la ruta Livingston Road/Imperial Parkway.

¿Con qué frecuencia utilizaría la ruta propuesta Livingston Road/Imperial Parkway (ver gráfico)?

● Diario	0
● Semanal	1
● Mensualmente	0
● Raramente	1
● Nunca	0



12. Si se implantara una de estas conexiones regionales propuestas, ¿cuál preferiría? Por favor, ordénelas de mayor a menor preferencia.

Haga clic en las opciones siguientes y arrástrelas hasta el orden de clasificación que prefiera.



13. Si desea proponer una ruta diferente para ser evaluada, por favor proporcione un punto de partida, un punto final y la(s) carretera(s) principal(es) de viaje para satisfacer sus necesidades.

1
Responses

Latest Responses
"Immokalee a Fort Myers "

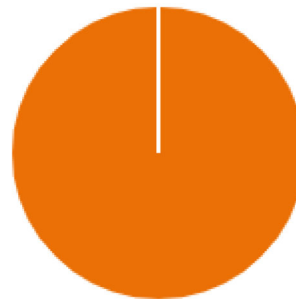
14. ¿Con qué frecuencia viaja entre los condados de Collier y Lee y hace transbordo entre los sistemas de autobuses CAT y LeeTran?

● Diario	0
● Semanal	1
● Mensualmente	1
● Raramente	0
● Nunca	0



15. ¿Aumentaría su número de usuarios la opción de un pase de autobús regional (un pase de autobús diario o mensual que puede utilizarse tanto para las rutas de CAT como para las de LeeTran)?

● El abono regional de transporte ...	0
● Me animaría a coger el autobús ...	2



16. Por favor, facilite cualquier comentario o preocupación adicional.

3
Responses

Latest Responses

"Los horarios de bus para Immokalee son muy extensos entre c..."

Interviews



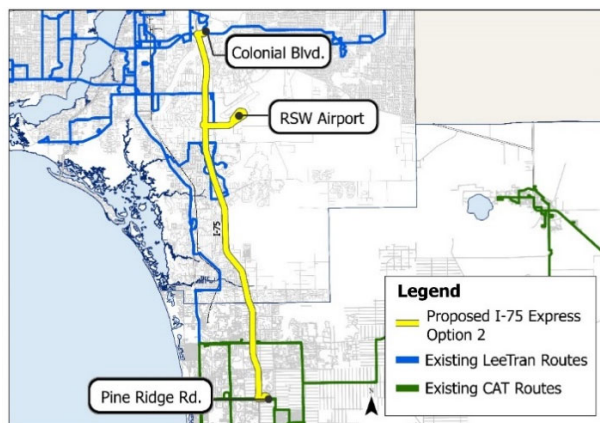
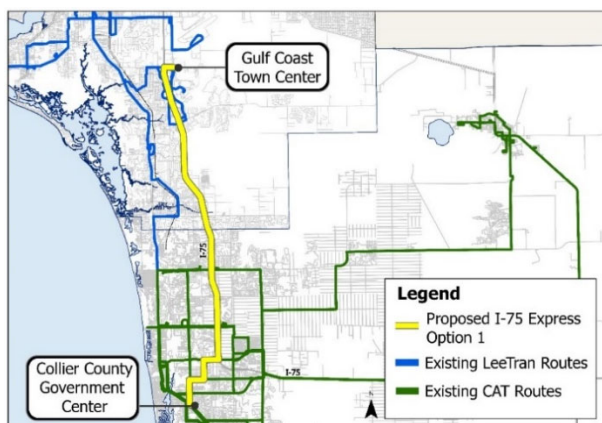
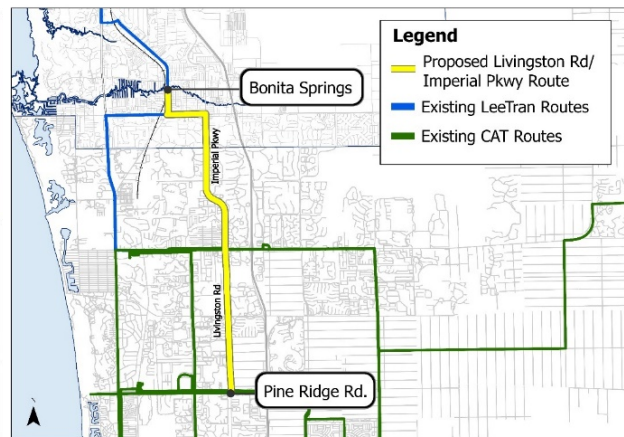
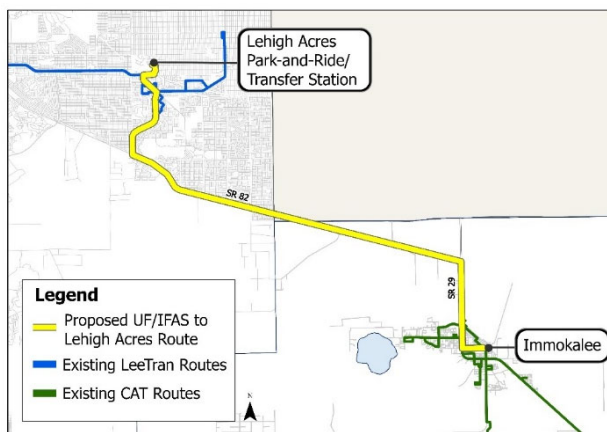
CAT Regional Service and Regional Fare Study

CAT Bus Operator Interview Questionnaire

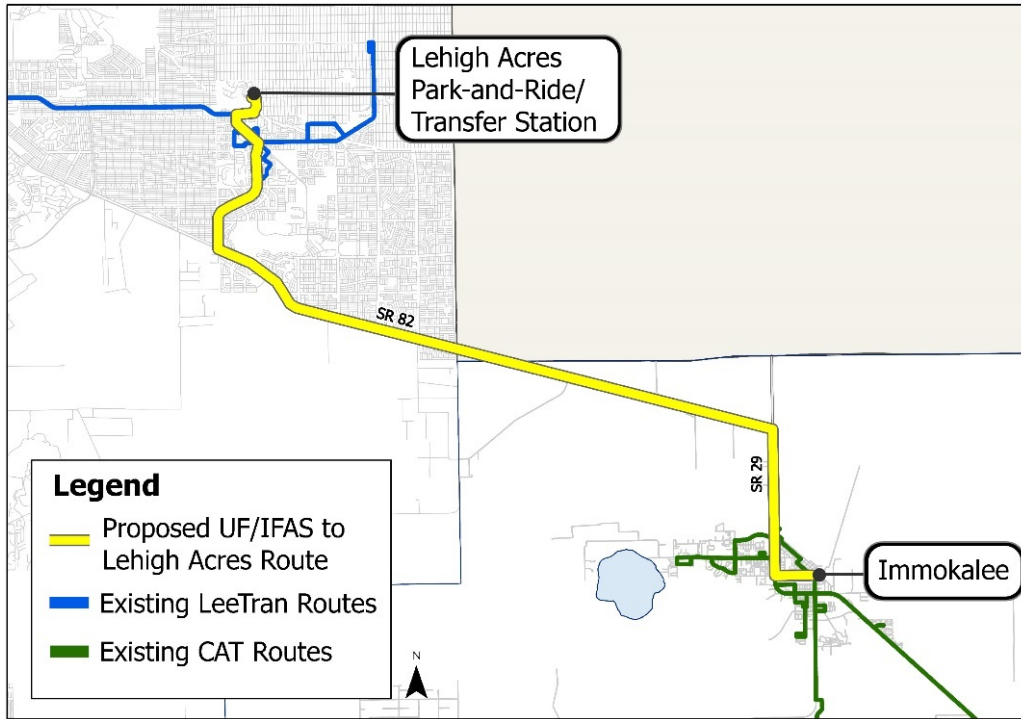
Interviewer:	Date:
	Time:

Collier Area Transit (CAT) is evaluating potential new transit routes to provide cross-county service from Collier County to Lee County. This interview will be used to obtain input and feedback from CAT bus operators on each of the proposed regional routes regarding ridership, traffic delays, and route logistics.

1. Which bus route(s) do you typically operate?
2. We have proposed four alternative routes for a new connection. We'd like to collect your feedback on any of the proposed routes or see if you have an alternative recommendation. If you have no comments on a route, you may skip that question. Questions are here to facilitate conversation on any of the proposed routes you may have input on.

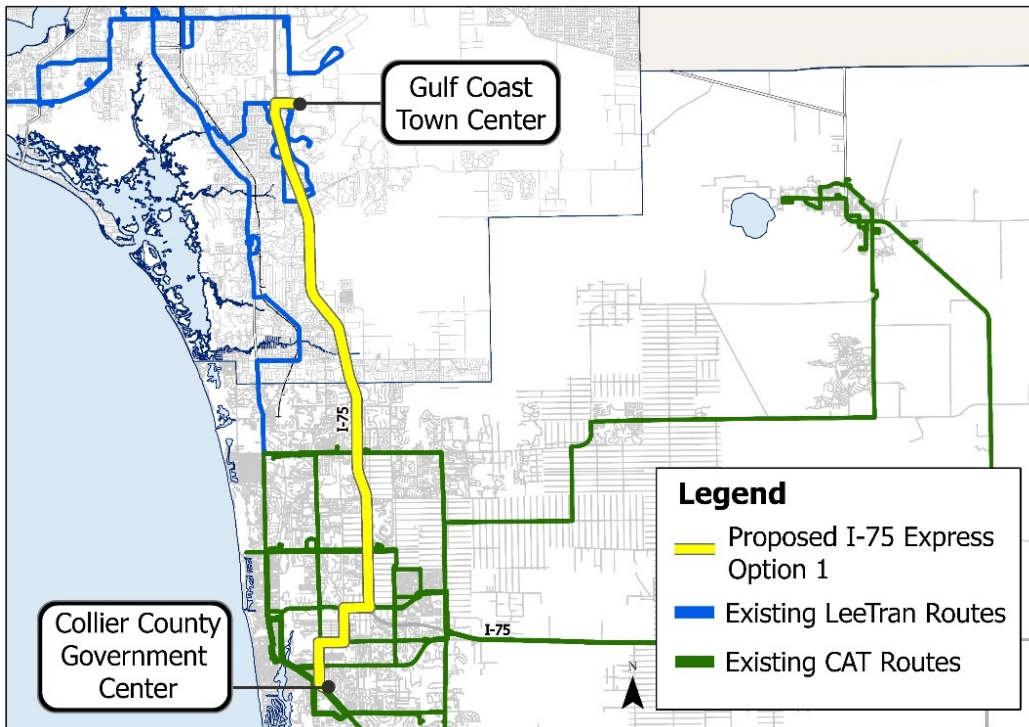


a. The first proposed route is the UF/IFAS and Lehigh Acres Route



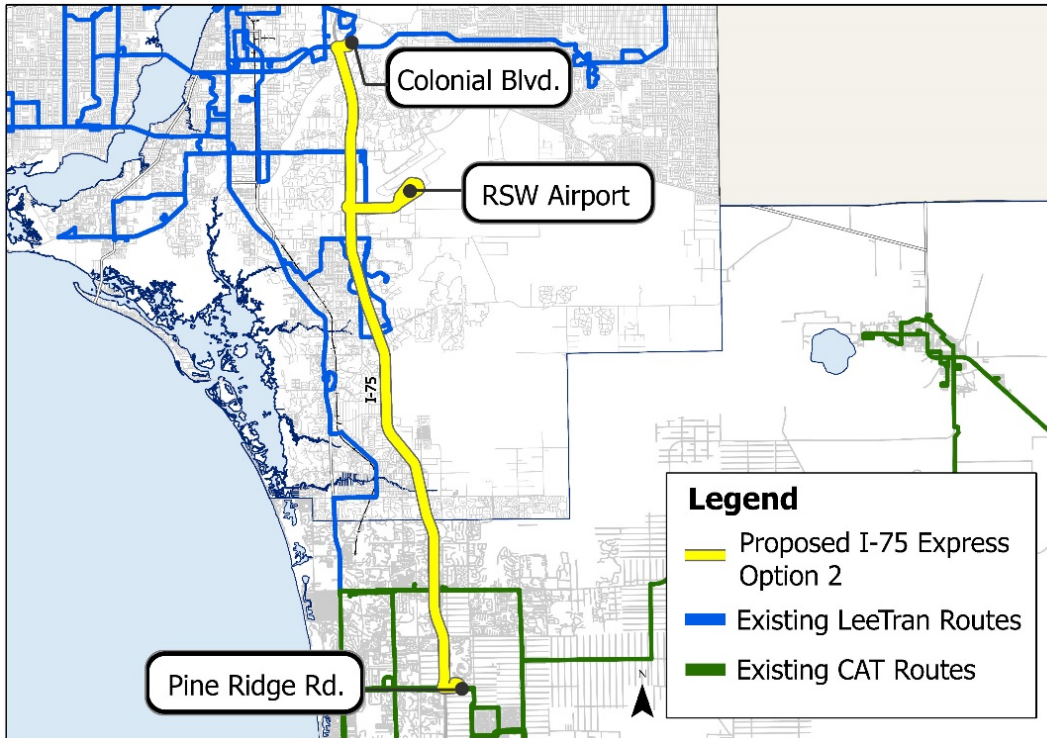
- i. Based on your experience and conversations with riders, do you think this route would best serve the demand of riders traveling between Collier and Lee Counties? Or would you suggest an alternate route (for example, taking North 1st St instead of West Main St in Immokalee) to travel between Immokalee and Lehigh Acres based on factors such as safety, traffic, etc.?
- ii. Do you have any other comments, concerns, or suggestions related to this proposed route?

b. The second proposed route is the I-75 Premium Express Route – Option 1.



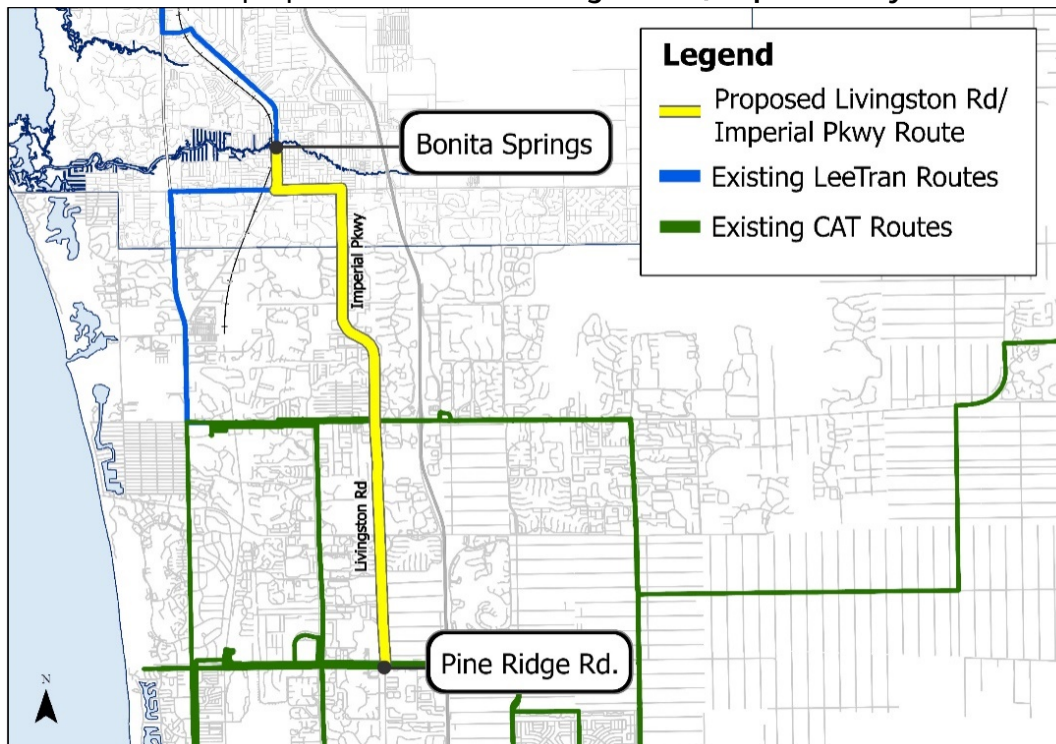
- i. Based on your experience and conversations with riders, do you think this route would best serve the demand of riders traveling between Collier and Lee Counties? Or would you recommend an alternative endpoint such as Pine Ridge Road or Immokalee Road?
- ii. Do you have any other comments, concerns, or suggestions related to this proposed route?

c. The third proposed route is the I-75 Premium Express Route – Option 2.



- i. Based on your experience and conversations with riders, do you think this route would best serve the demand of riders traveling between Collier and Lee Counties? Or would you recommend an alternative endpoint such as the Collier County Government Center/Transfer Station?
- ii. Do you have any other comments, concerns, or suggestions related to this proposed route?

d. The fourth proposed route is the **Livingston Rd/Imperial Pkwy Route**.



- i. Based on your experience and conversations with riders, do you think this route would best serve the demand of riders traveling between Collier and Lee Counties? Or would you recommend an alternative endpoint such as the Collier County Government Center/Transfer Station?
 - ii. Do you have any other comments, concerns, or suggestions related to this proposed route?
3. **For route 11/12 bus operator:** Based on your experience running route 11/12, what is your experience with drop off/pickup and ridership at the Creekside Transfer Station at different times of day? How much of this demand do you anticipate would take the new proposed routes (either I-75 Premium Express or the Livingston Rd/Imperial Pkwy Route) instead of the LinC route?
4. Are there any additional regional routes or connections that CAT should consider based on your experience with operating in Collier County?
5. Have you heard riders the express the need/desire for a regional bus pass for Collier and Lee Counties?

6. Is there any additional feedback you've heard from riders regarding needs for traveling between Collier and Lee Counties?
7. Do you have any other concerns or comments related to regional transit travel that you'd like us to consider?

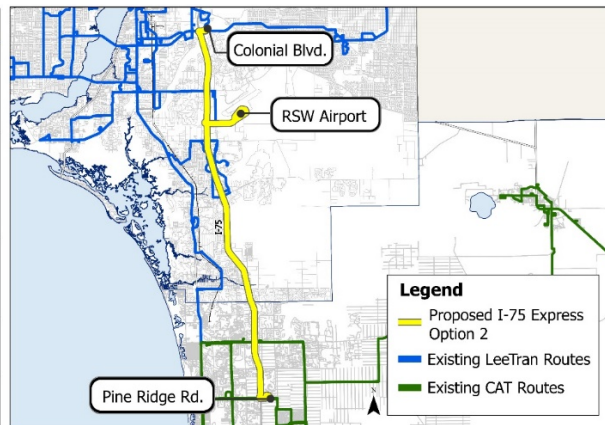
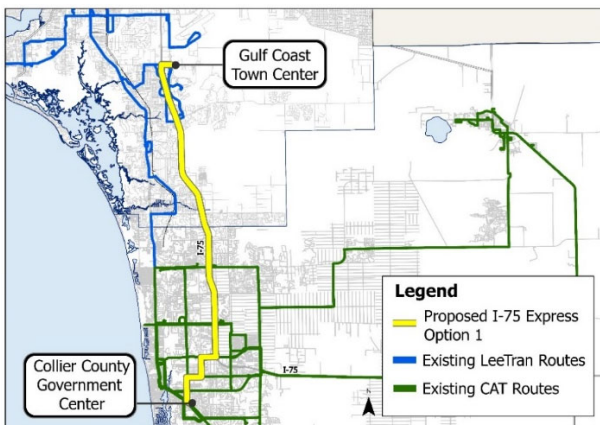
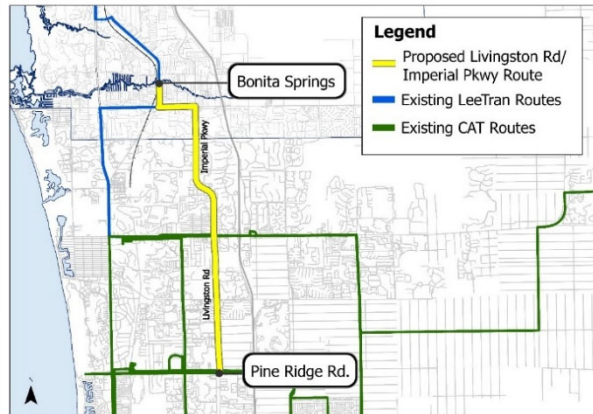
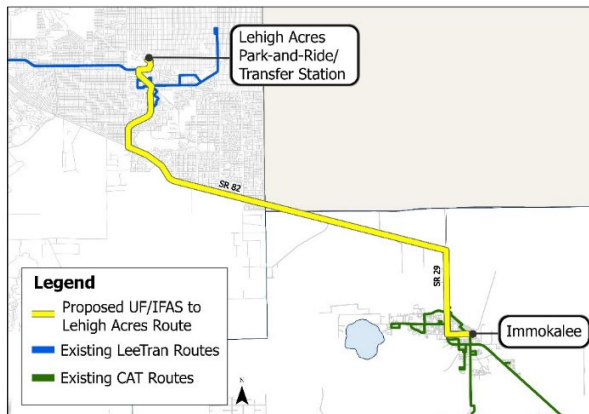
CAT Regional Service and Regional Fare Study

LeeTran Bus Operator Interview Questionnaire

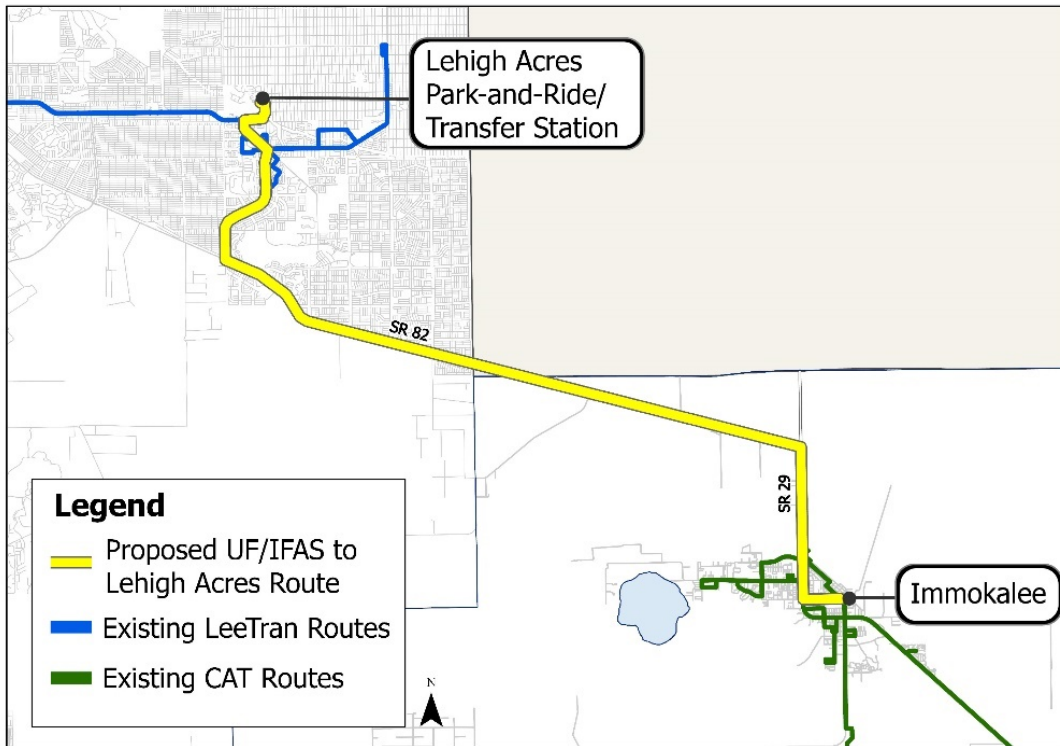
Interviewer:	Date:
	Time:

Collier Area Transit (CAT) is evaluating potential new transit routes to provide cross-county service from Collier County to Lee County. This interview will be used to obtain input and feedback from LeeTran bus operators on the proposed regional routes regarding ridership, traffic delays, and route logistics.

1. Which bus route(s) do you typically operate?
2. We have proposed four alternative routes for a new connection. We'd like to collect your feedback on any of the proposed routes or see if you have an alternative recommendation. If you have no comments on a route, you may skip that question. Questions are here to facilitate conversation on any of the proposed routes you may have input on.

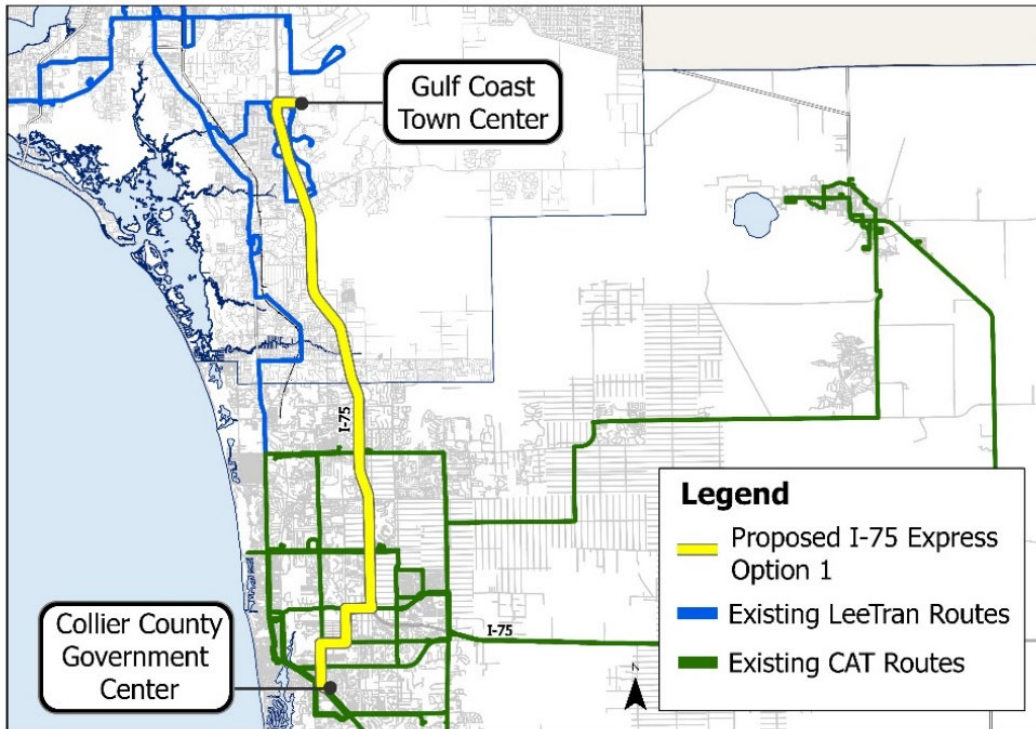


a. The first proposed route is the **UF/IFAS to Lehigh Acres Route**.



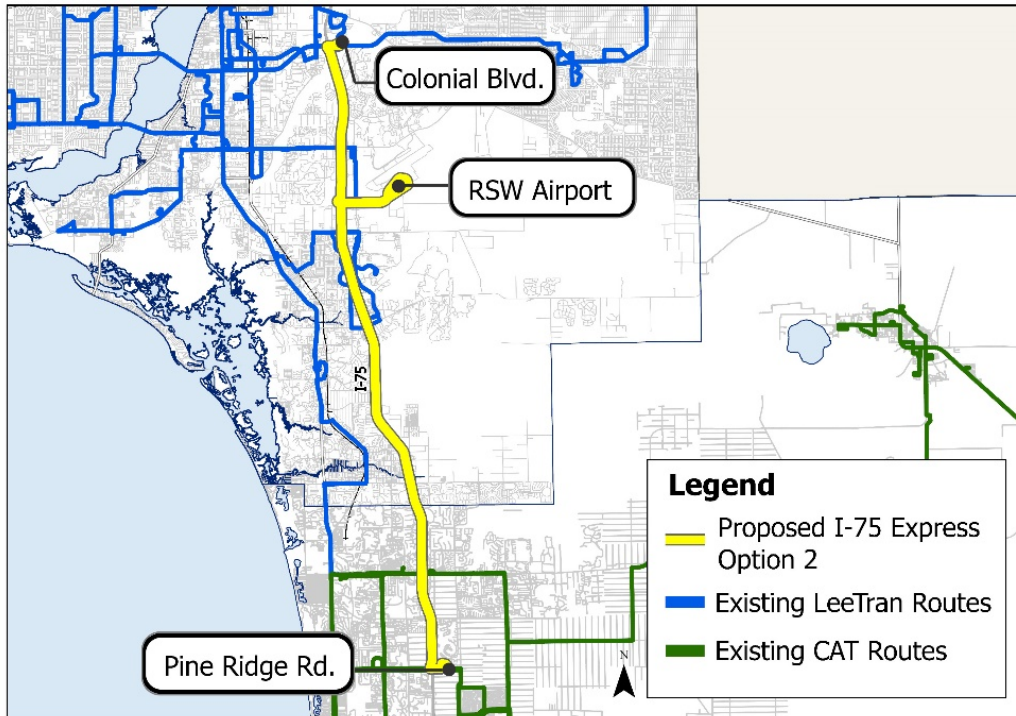
- i. Based on your experience and conversations with riders, do you think this route would best serve the demand of riders traveling between Lee and Collier Counties? Or would you suggest an alternate route (for example, taking Homestead Rd South instead Alabama Rd South) to travel between Lehigh Acres and Immokalee based on factors such as traffic?
- ii. If this route was implemented, a connection with LeeTran (Route 110) in Lehigh Acres could be made to continue travel to Fort Myers. Do you think this connection would cause overcrowding (potential need for an additional bus working route 110) or any other impacts to LeeTran bus operators or the service?
- iii. Do you have any other comments, concerns, or suggestions related to this proposed route?

b. The second proposed route is the I-75 Premium Express Route – Option 1.



- i. Based on your experience and conversations with riders, do you think this route would best serve the demand of riders traveling between Lee and Collier Counties? Or would you recommend an alternate endpoint to travel between Lehigh Acres and Immokalee based on demand?
- ii. Do you have any other comments, concerns, or suggestions related to this proposed route?

c. The third proposed route is the I-75 Premium Express Route – Option 2.



- i. Based on your experience and conversations with riders, do you think this route would best serve the demand of riders traveling between Lee and Collier Counties? Do you think the endpoints at RSW and Colonial Blvd would serve the highest demand, or would you recommend an alternative endpoint?

- ii. Do you have any other comments, concerns, or suggestions related to this proposed route?

5. Have you heard riders the express the need/desire for a regional bus pass for Lee and Collier Counties?

6. Is there any additional feedback you've heard from riders regarding needs for traveling between Lee and Collier Counties?

7. Do you have any other concerns or comments related to regional transit travel that you'd like us to consider?



CAT Regional Service and Regional Fare Study

CAT Bus Stop Interview Questionnaire

Interviewer: <u>Alex</u>	Date: <u>12/27</u>
Bus Stop Location: <u>Creekside</u>	Time: <u>1:40</u>

Collier Area Transit (CAT) and the Collier Metropolitan Planning Organization (MPO) are evaluating an additional transit route to provide cross-county service from Collier County to Lee County. This interview will be used to obtain input and feedback on needs for regional transit service.

Questions:

1. Which bus route are you taking today?

600, Rt 11

2. What was your starting point and what is your final destination (general endpoints)?

Lehigh Acres → Immokalee

3. How many total transfers do you have to make for this trip?

5!

4. How often do you travel from Collier County to Lee County via public transit?

Daily Weekly Monthly Rarely Never

4x

a. If you do travel to Lee County via public transit, how would you rate the overall experience on a scale from 1-5? Consider things like total travel time, number of required transfers, proximity to your origin and destination, bus frequency, and availability of service. Please explain.

Too cold 4/5

5. A - DAILY B - DAILY C - DAILY D - DAILY

6. If one of these proposed regional routes were implemented, which one would prefer?
Please rank 1 (most preferred) to 5 (least preferred).

1 UF/IFAS and Lehigh Acres Route

2 I-75 Premium Express – Option 1

4 I-75 Premium Express – Option 2

3 Livingston Rd/Imperial Pkwy Route

____ A different route - Please provide a starting point, main roadway of travel, and ending point. _____

N/A

a. If you identified a different route, how often would you ride this route?

Daily Weekly Monthly Rarely Never

7. Would the option of a regional bus pass (a daily or monthly bus pass that can be used for both CAT and LeeTran routes) affect your ridership? Would you be encouraged to ride the bus more often or would your ridership stay the same?

Yes

8. Please elaborate on your needs, or known needs of others (for instance, the needs of your family members or friends), for traveling between Collier County and Lee County. Or use space for additional comments provided.

N/A



CAT Regional Service and Regional Fare Study

CAT Bus Stop Interview Questionnaire

Interviewer: <u>Alex</u>	Date: <u>12/27</u>
Bus Stop Location: <u>Crookside</u>	Time: <u>1:35</u>

Collier Area Transit (CAT) and the Collier Metropolitan Planning Organization (MPO) are evaluating an additional transit route to provide cross-county service from Collier County to Lee County. This interview will be used to obtain input and feedback on needs for regional transit service.

Questions:

1. Which bus route are you taking today?

600

2. What was your starting point and what is your final destination (general endpoints)?

Old 41 to Immokalee Rd

3. How many total transfers do you have to make for this trip?

No

4. How often do you travel from Collier County to Lee County via public transit?

Daily Weekly Monthly Rarely Never

a. If you do travel to Lee County via public transit, how would you rate the overall experience on a scale from 1-5? Consider things like total travel time, number of required transfers, proximity to your origin and destination, bus frequency, and availability of service. Please explain.

It's always perfect - 5

S.A - Never B. NEVER C. NEVER D. NEVER

6. If one of these proposed regional routes were implemented, which one would prefer?
Please rank 1 (most preferred) to 5 (least preferred).

___ UF/IFAS and Lehigh Acres Route

___ I-75 Premium Express – Option 1

___ I-75 Premium Express – Option 2

1 Livingston Rd/Imperial Pkwy Route

___ A different route - Please provide a starting point, main roadway of travel, and ending point. _____

a. If you identified a different route, how often would you ride this route?

Daily Weekly Monthly Rarely Never

7. Would the option of a regional bus pass (a daily or monthly bus pass that can be used for both CAT and LeeTran routes) affect your ridership? Would you be encouraged to ride the bus more often or would your ridership stay the same?

SAME

8. Please elaborate on your needs, or known needs of others (for instance, the needs of your family members or friends), for traveling between Collier County and Lee County. Or use space for additional comments provided.

N/A

Online Survey Summary



CAT Regional Online Survey Responses

Question 1: What is your home zip code?

Participants were asked to indicate their home zip code to determine the starting point of their daily commute. The results to this question (refer to Figure 1) indicate that of total participants, a large portion reside in Collier County, most notably in zip codes 34112, 34142, and 34109. These include the planning areas of City of Naples, Immokalee, and Urban Estates.

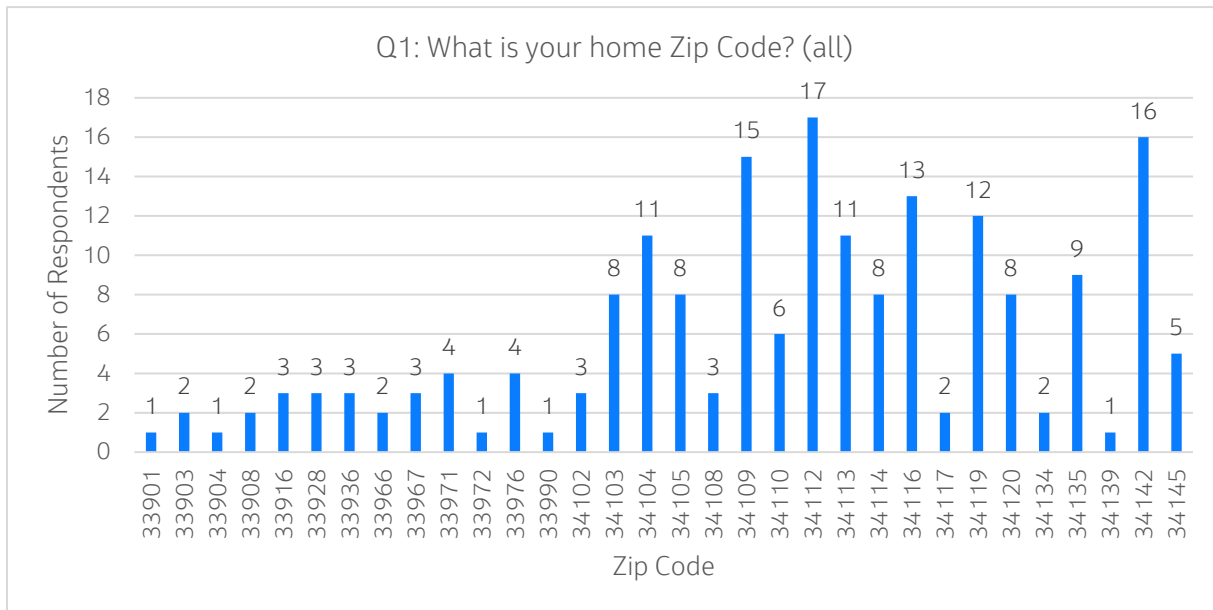


Figure 1. Question 1 responses - all

For participants that indicated they do typically ride the bus (refer to Figure 2), the most common home zip codes were 34142, 34116, and 34112. These include the planning areas of Immokalee, Golden Gate, and East Naples.

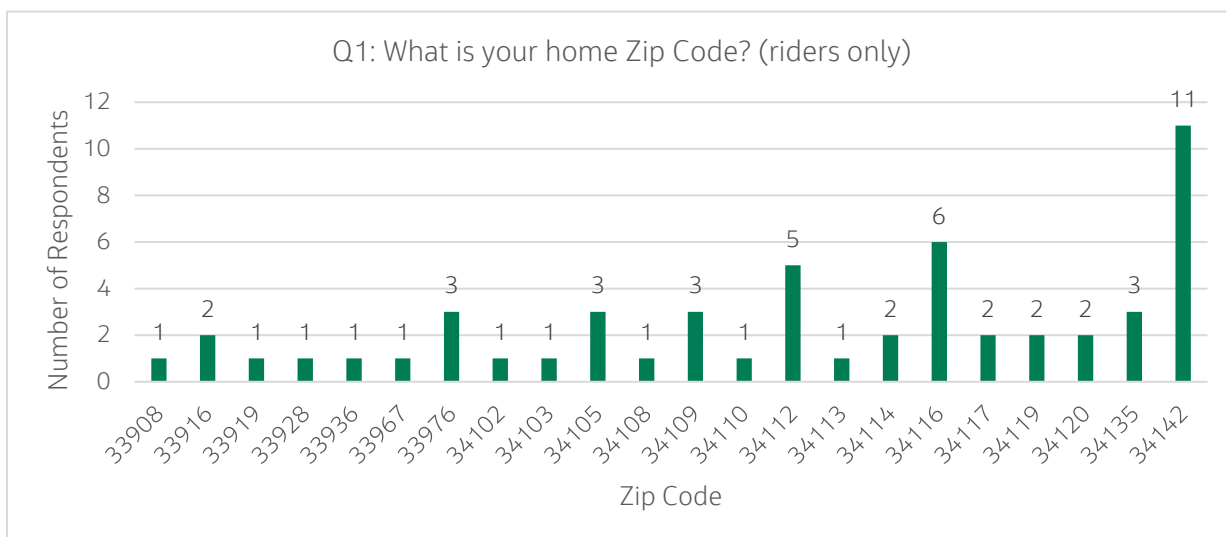


Figure 2. Question 1 responses - bus riders only

Question 2: If you were going to take the bus to travel (work, school, shopping, etc.), what zip code (or general location) is your destination in?

Participants were asked to provide the zip code or general location of their destination on their commute. The most common destinations indicated by all participants include 34112, 33913, and 34142 (refer to Figure 3). These include the planning areas of East Naples, Gateway/Airport, and Immokalee.

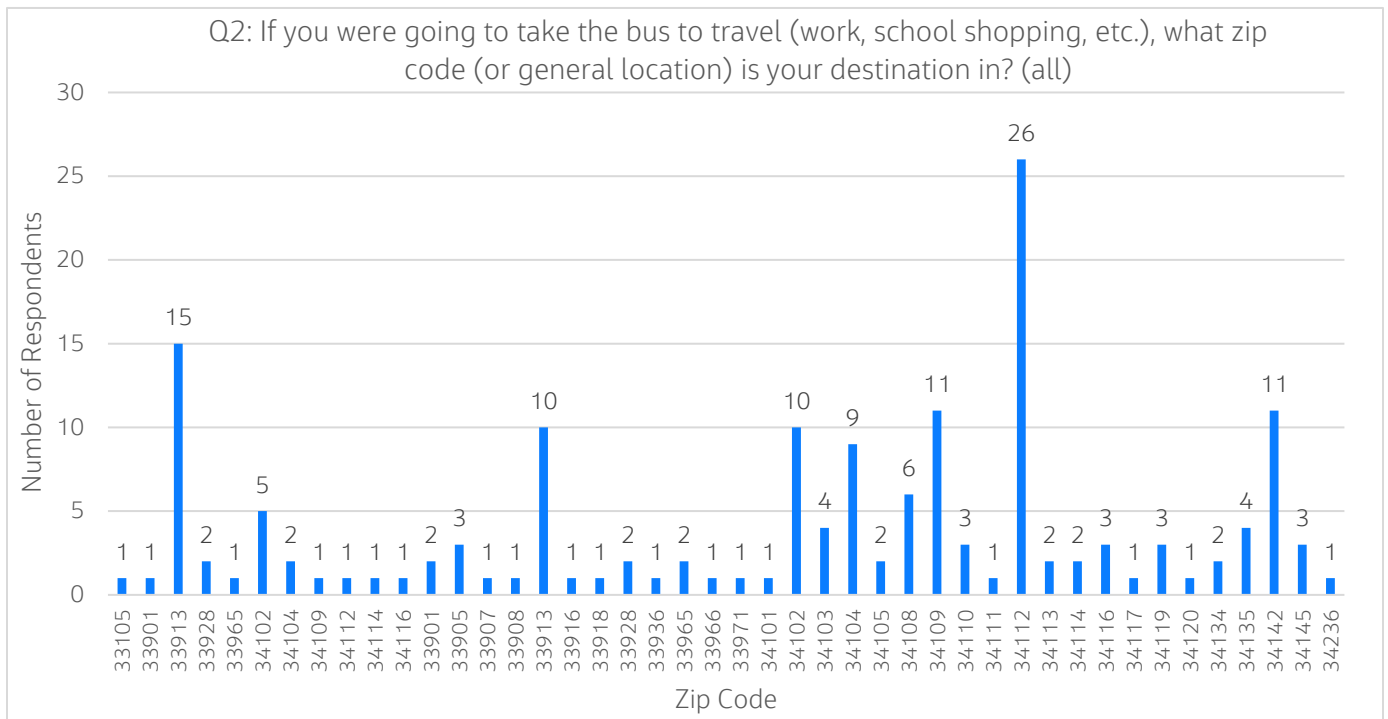


Figure 3. Question 2 responses - all

For bus riders only, the most frequent responses were 34112, 34142, and 34102 (refer to Figure 4). These include the planning areas of East Naples, Immokalee, and City of Naples.

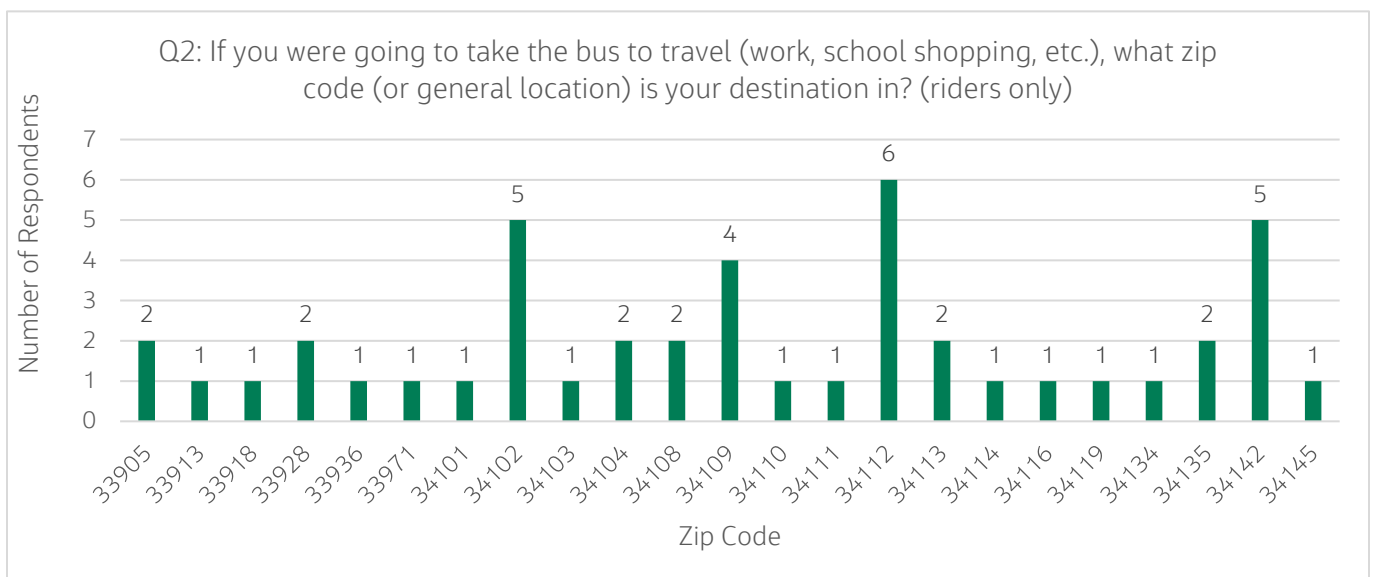


Figure 4. Question 2 responses - bus riders only

Question 3: Which CAT buses do you typically ride?

Participants were asked to indicate which CAT buses they typically ride in order to gauge the overall demand for local and regional travel. The results from this question (refer to Figure 5) indicate that a large majority of participants in the regional survey (approximately 70%) do not typically ride the bus. Refer to Figure 6 for responses from participants that indicate that they do typically ride the CAT bus.

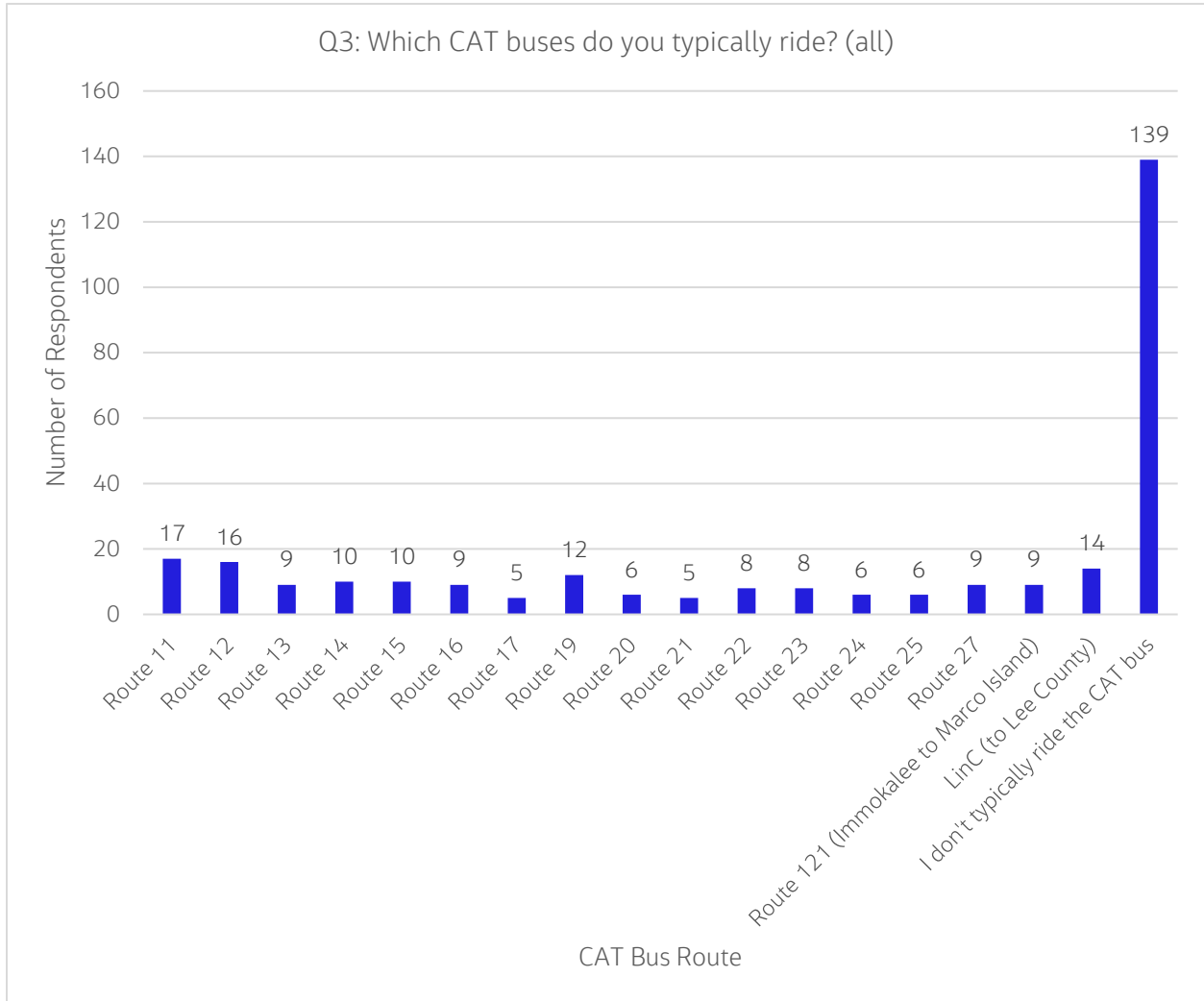


Figure 5. Question 3 responses - all

According to the survey data, Routes 11, 12, and LinC (to Lee County) are the most used buses among participants that typically ride the bus (refer to Figure 6). This data indicates a demand for regional travel, as both routes 11 and 12 provide connections to the Creekside Transfer Station, where the LinC bus provides a pickup point.

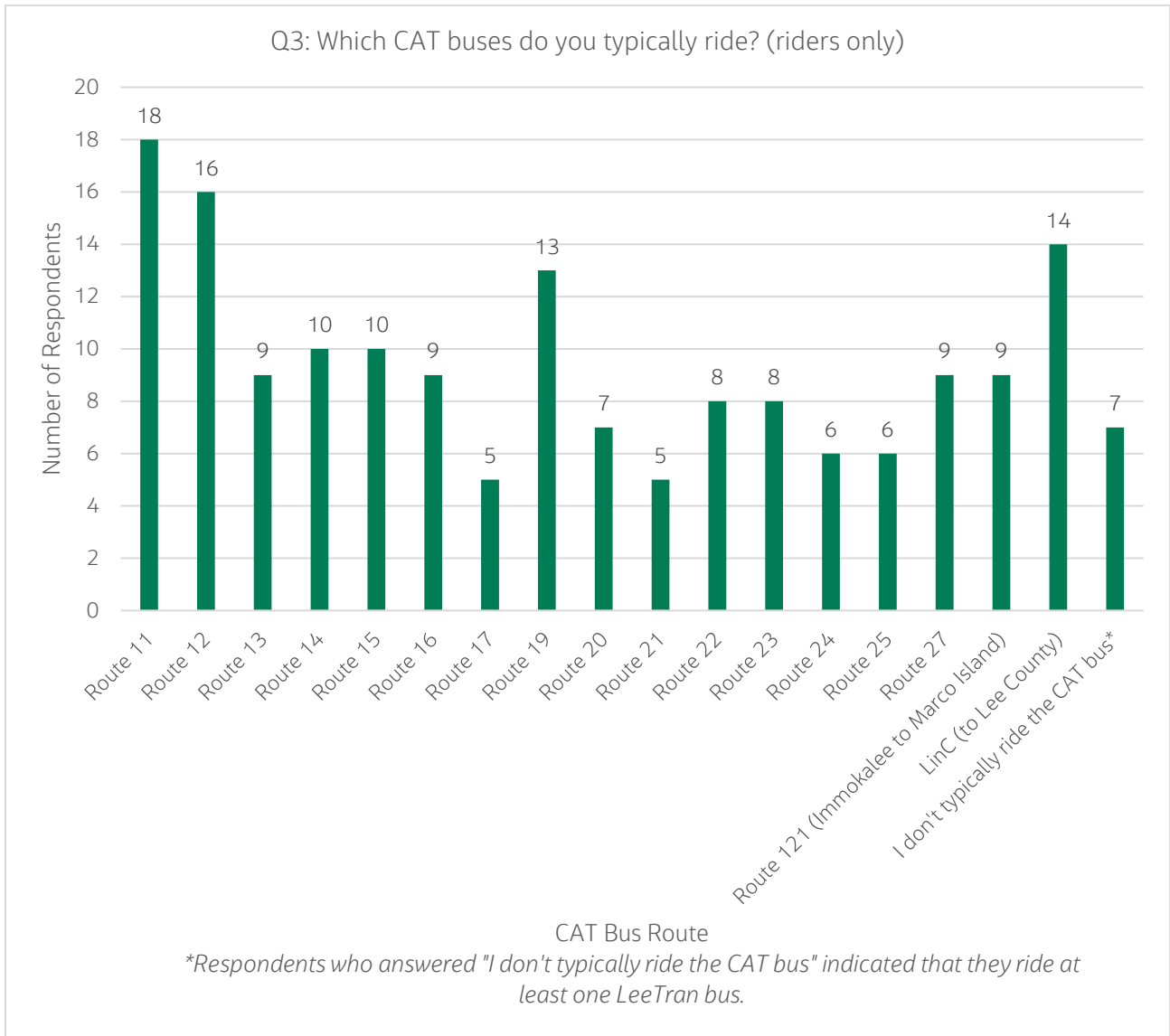


Figure 6. Question 3 responses - bus riders only

Question 4: Which LeeTran buses do you typically ride?

Participants were asked to indicate which LeeTran buses they typically ride in order to gauge an idea of the overall demand for regional transit travel. Based on the responses in Figure 7, approximately 78% of participants do not typically ride LeeTran.

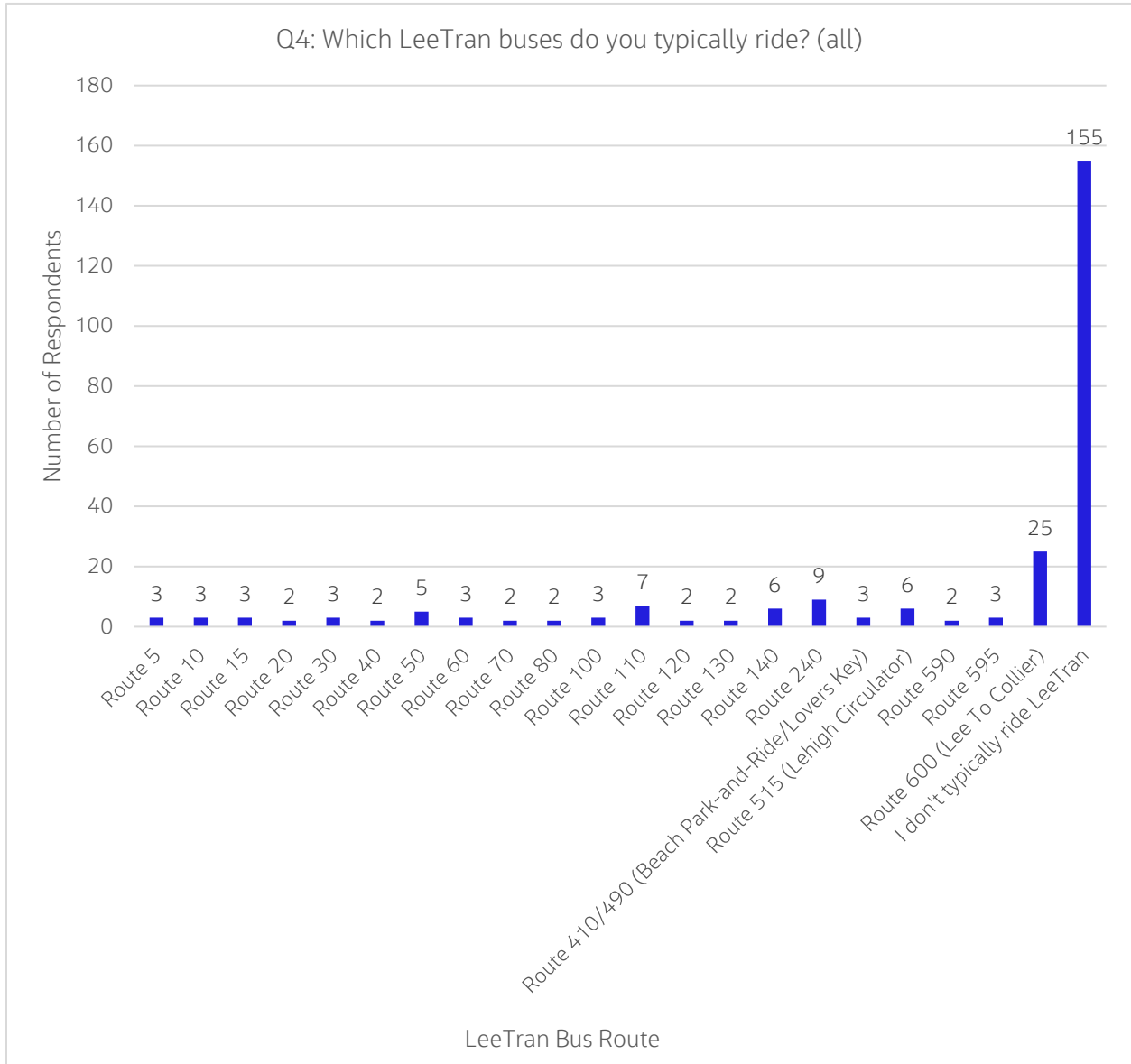


Figure 7. Question 4 responses - all

Of the participants that do typically ride the bus, the most used routes are Route 600 (LinC), Route 240 (provides connection to LinC), Route 110, and Route 515 (Lehigh Circulator) (refer to Figure 8). Similar to the CAT bus usage provided in the previous question, this data indicates a demand for regional travel.

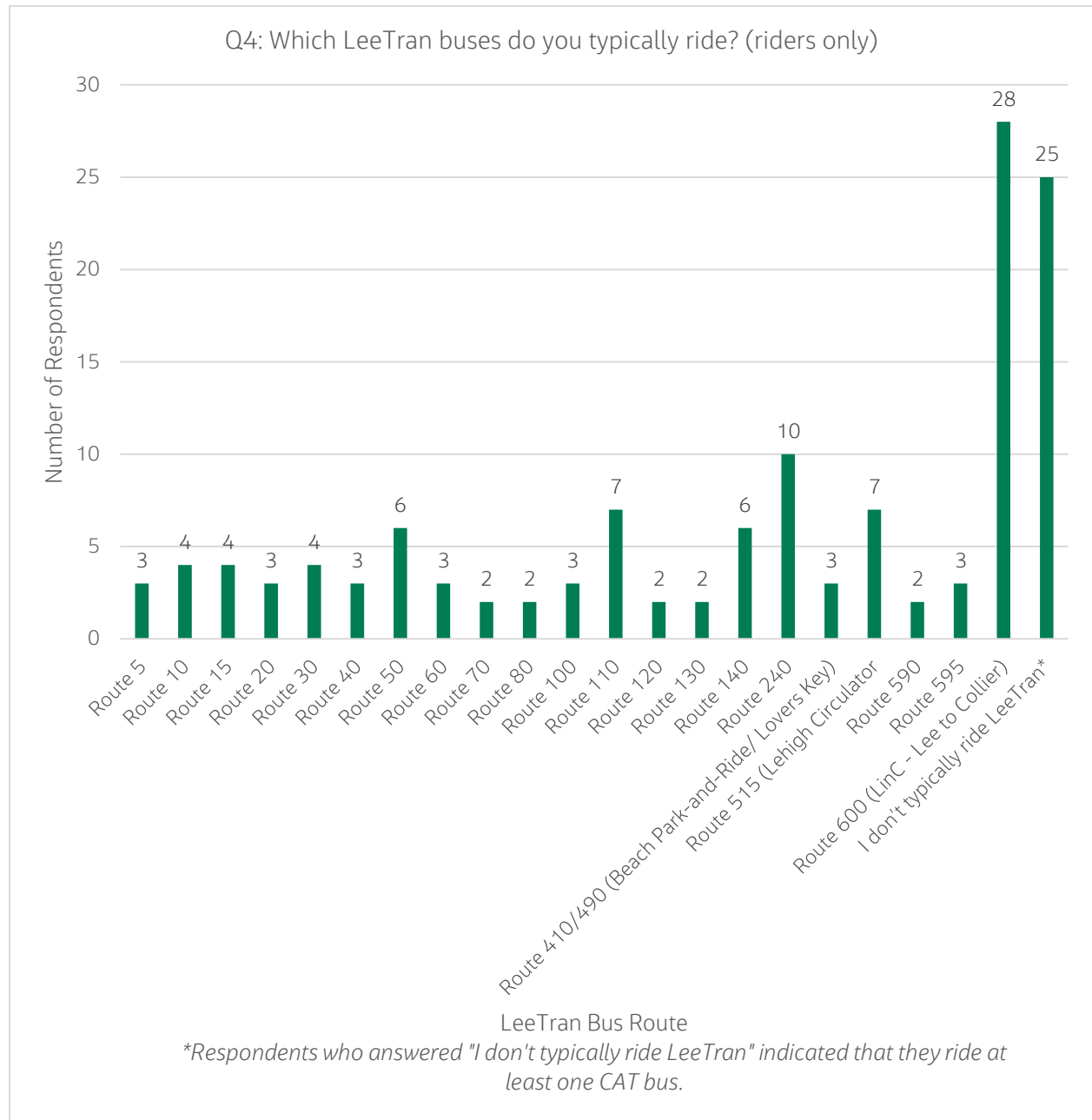


Figure 8. Question 4 responses - bus riders only

Question 5: When you use the bus transit system, what is the purpose of the trip?

Participants were asked to indicate the main purpose of their trips when using public transit. As indicated in Figures 9 and 10, work and shopping were the most common trip purposes among all participants and bus riders only.

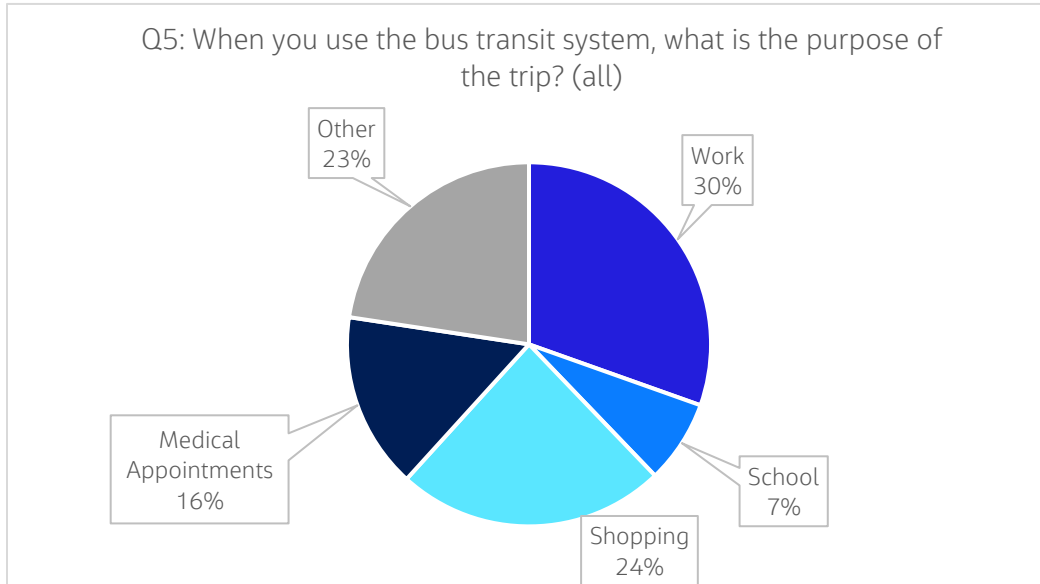


Figure 9. Question 5 responses - all

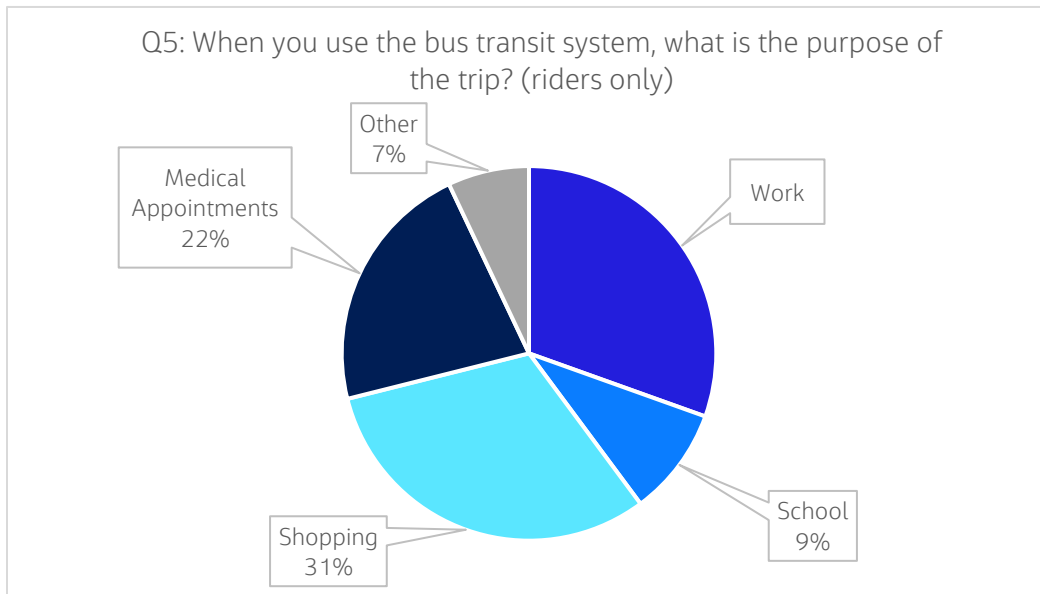


Figure 10. Question 5 responses - bus riders only

Question 6: If you live in Collier County, how often do you travel by bus to Lee County for work or other activities?

Participants living in Collier County were asked to indicate how often they travel by bus to Lee County for work or other activities. Among all participants, the most common response was "Rarely" (refer to Figure 11).

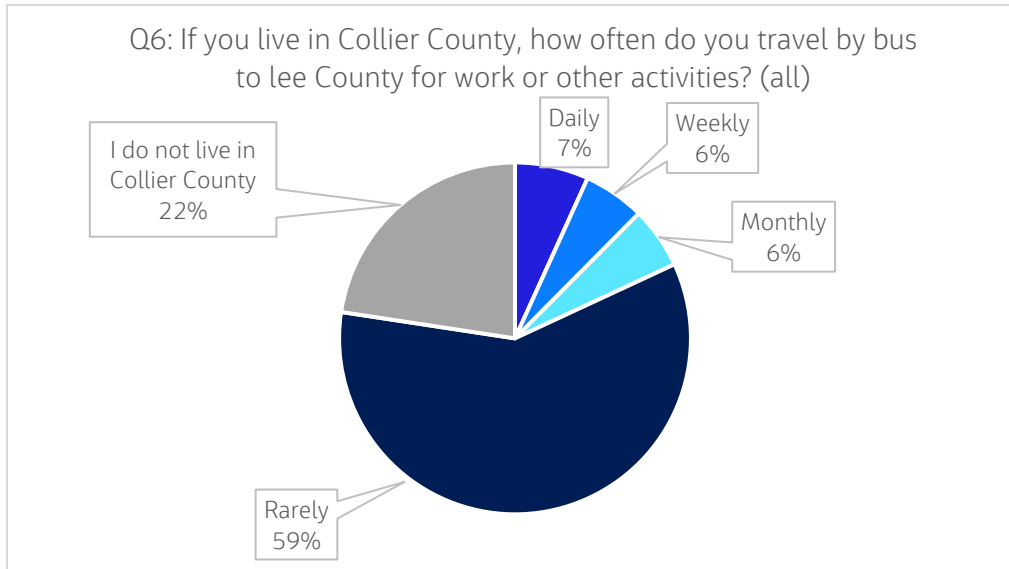


Figure 11. Question 6 responses - all

For participants that indicated that they also typically ride the bus, a significant portion also responded "Weekly" (refer to Figure 12). It is important to note that although the percentages responding monthly, weekly, and daily appear to be low, they are impacted by the large portion of respondents that said they do not live in Collier County.

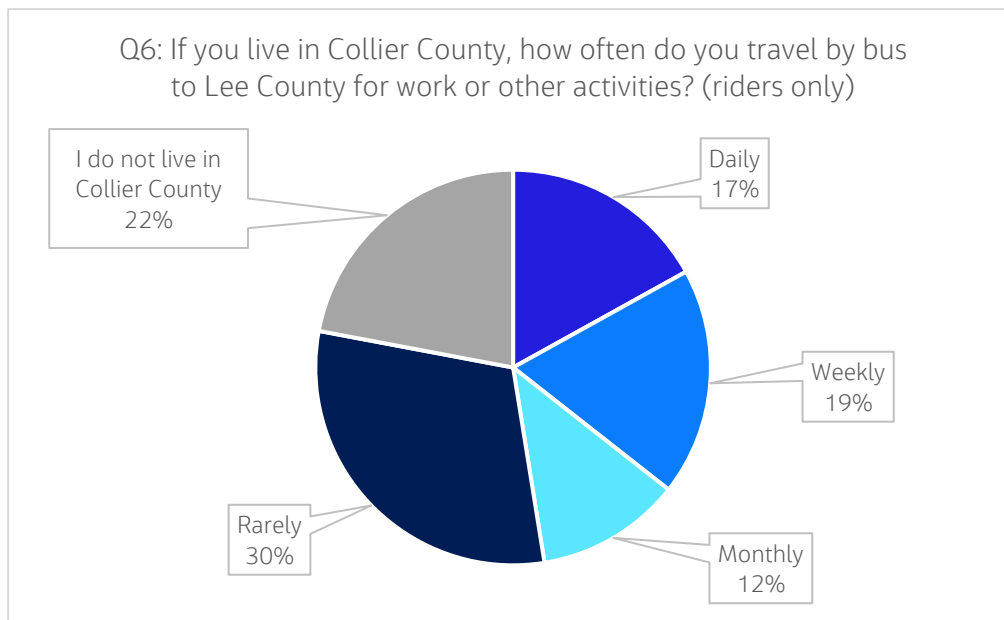


Figure 12. Question 6 responses - bus riders only

Question 7: If you live in Lee County, how often do you travel by bus to Collier County for work or other activities?

Participants living in Lee County were asked to indicate how often they travel to Collier County using public transit. Of total participants, the majority responded that they do not live in Collier County (refer to Figure 13).

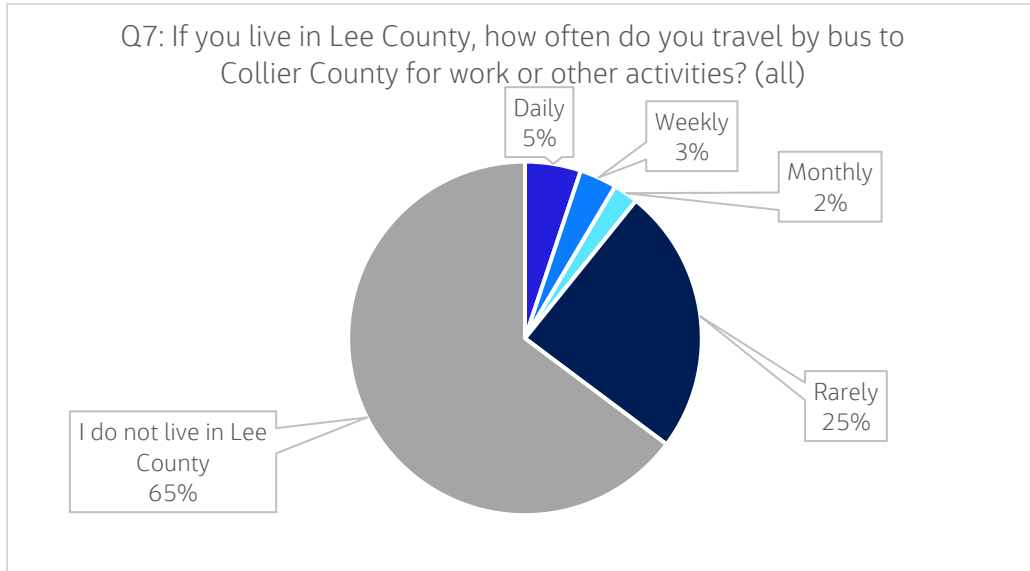


Figure 13. Question 7 responses - all

The most frequent answer from Lee County residents was “Rarely,” and of those participants who indicated they typically ride the bus, 12% answered weekly (refer to Figure 14). Similar to the previous question, it is important to note that although the percentages responding monthly, weekly, and daily appear to be low, they are affected by the large portion of respondents that said they do not live in Lee County.

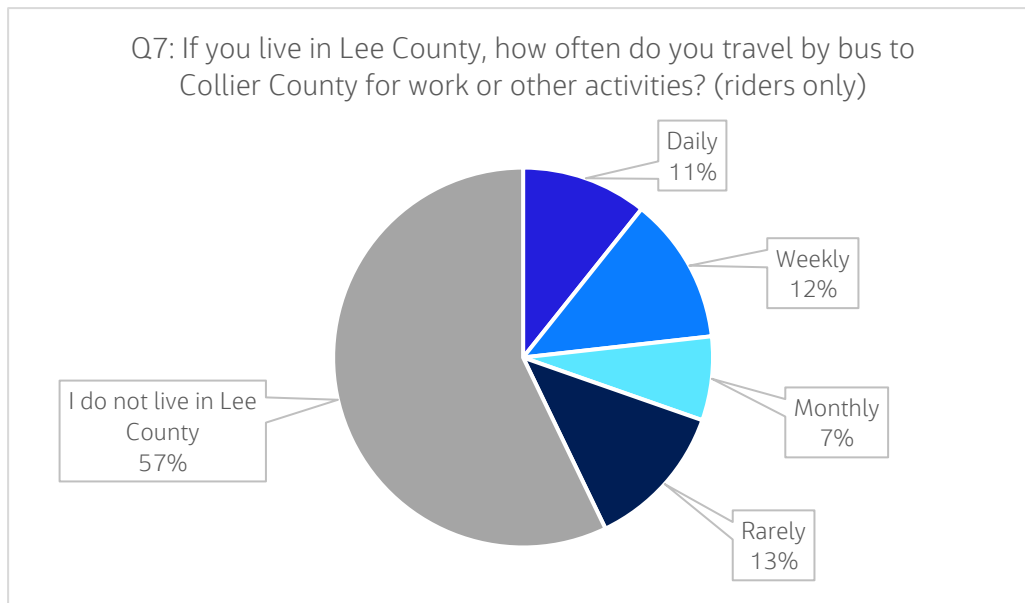


Figure 14. Question 7 responses - bus riders only

Question 8: The first proposed route is a connection between Immokalee and Lehigh Acres. How often would you use the proposed UF/IFAS and Lehigh Acres Route?

Participants were asked to indicate how often they would use the proposed UF/IFAS and Lehigh Acres Route, which would provide direct service between Immokalee and Lehigh Acres. As indicated in Figure 15, the majority of total participants indicated they would never use this proposed route.

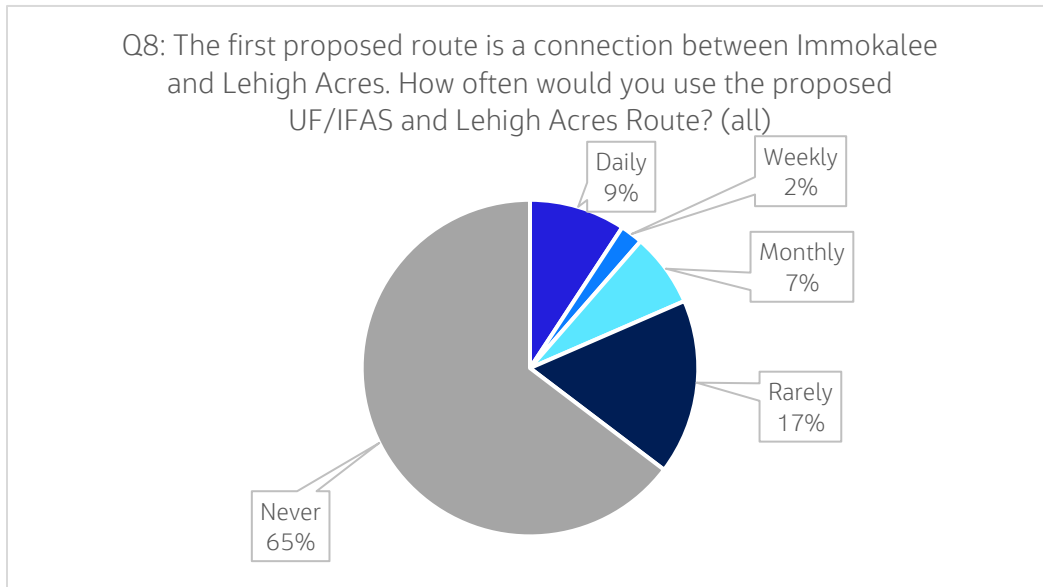


Figure 15. Question 8 responses - all

Figure 16 indicates the responses from bus riders only, where the most frequent responses was "Never." However, the majority (68%) indicated they would use the new route in some capacity, with the most common response of these being "Rarely."

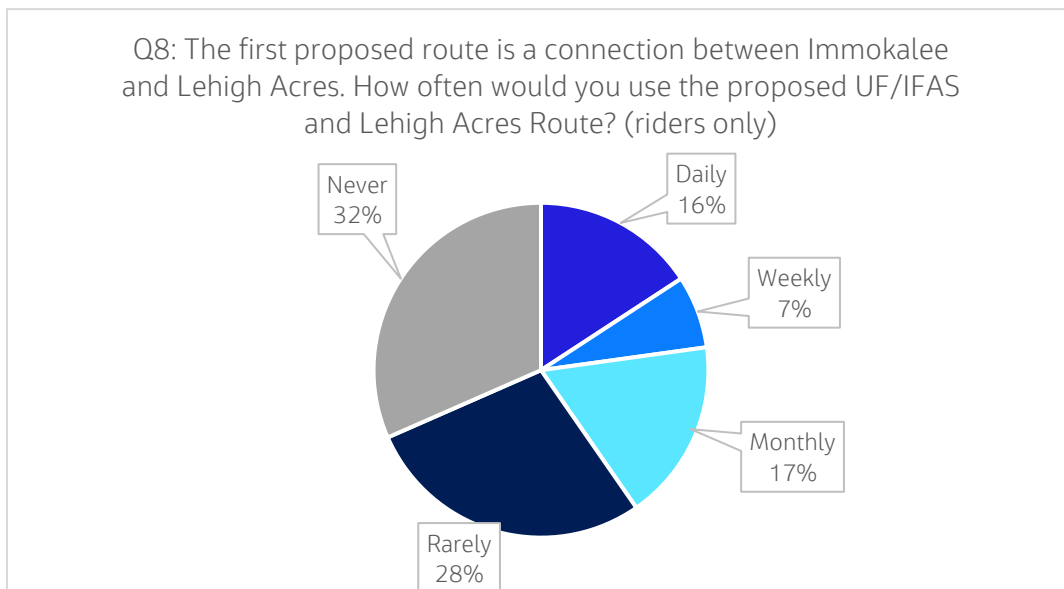


Figure 16. Question 8 responses - bus riders only

Question 9: The second proposed route is the I-75 Premium Express - Option 1. How often would you use the proposed I-75 Premium Express-Option 1?

Participants indicated how often they would use the proposed I-75 Premium Express – Option 1, which would provide service from the Collier County Government Center to Gulf Coast Town Center. Figure 17 shows responses to this question from all participants. The most frequent response was that they would never use this route.

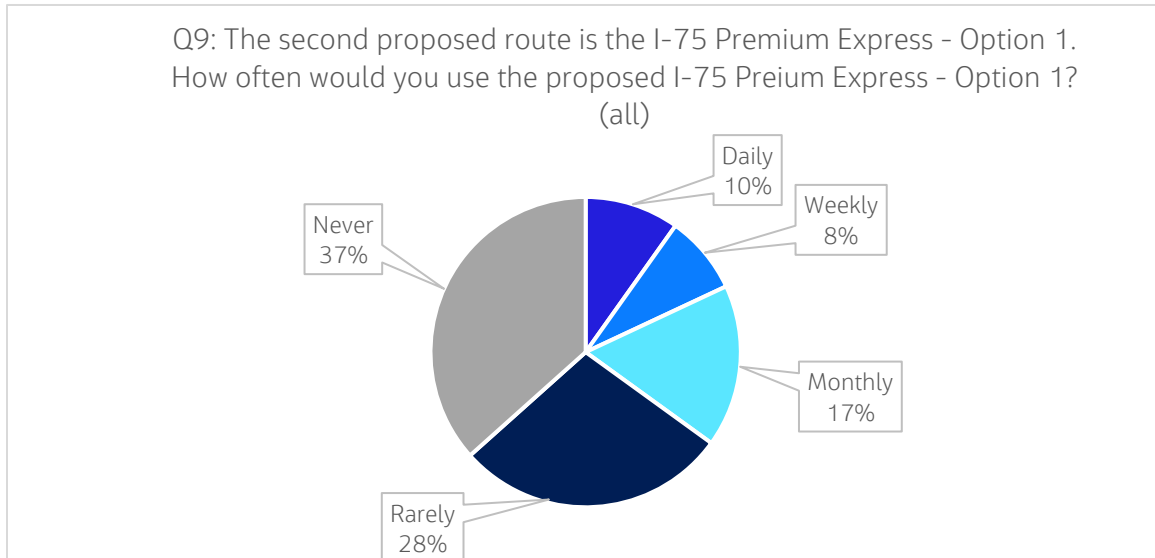


Figure 17. Question 9 responses - all

Figure 18 shows responses only from participants that previously indicated that they are bus riders, with the most frequent response suggesting they would use the proposed route monthly.

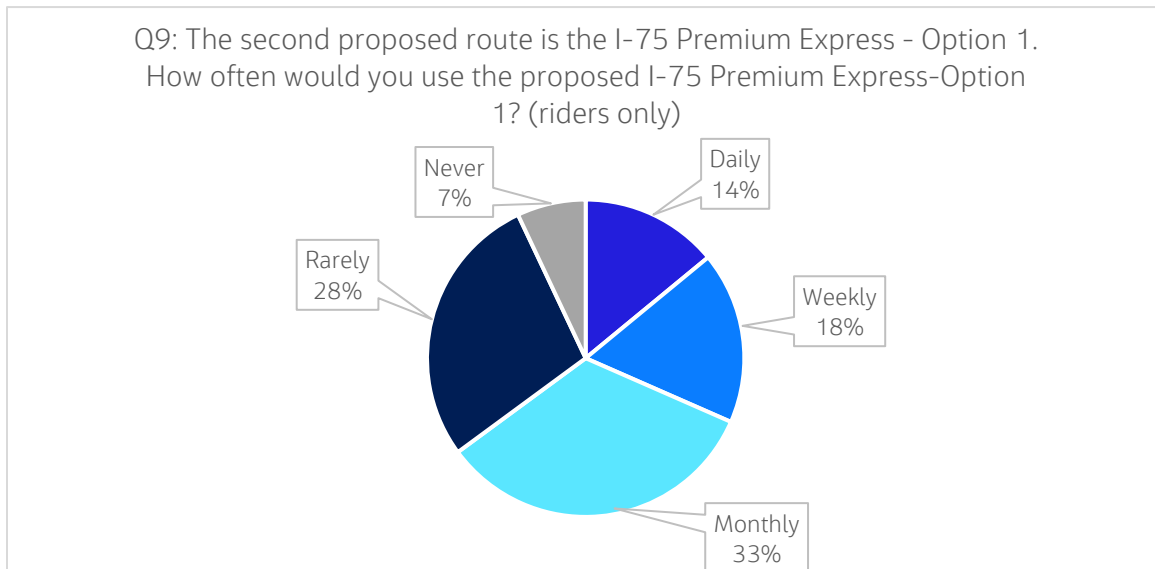


Figure 18. Question 9 responses - bus riders only

Question 10: The third proposed route is the I-75 Premium Express-Option 2. How often would you use the proposed I-75 Premium Express-Option 2?

In question 10, participants were asked to provide how often they would use the proposed I-75 Premium Express – Option 2. 29% of total participants indicated they would use this proposed route monthly (refer to Figure 19).

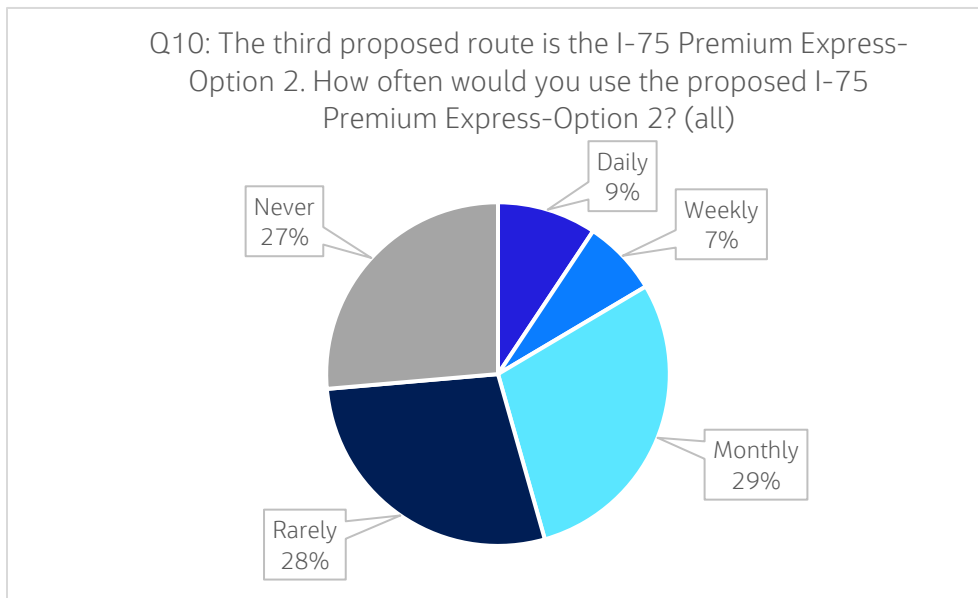


Figure 19. Question 10 responses - all

For bus riders only, approximately 41% of respondents stated they would use this route monthly (refer to Figure 20).

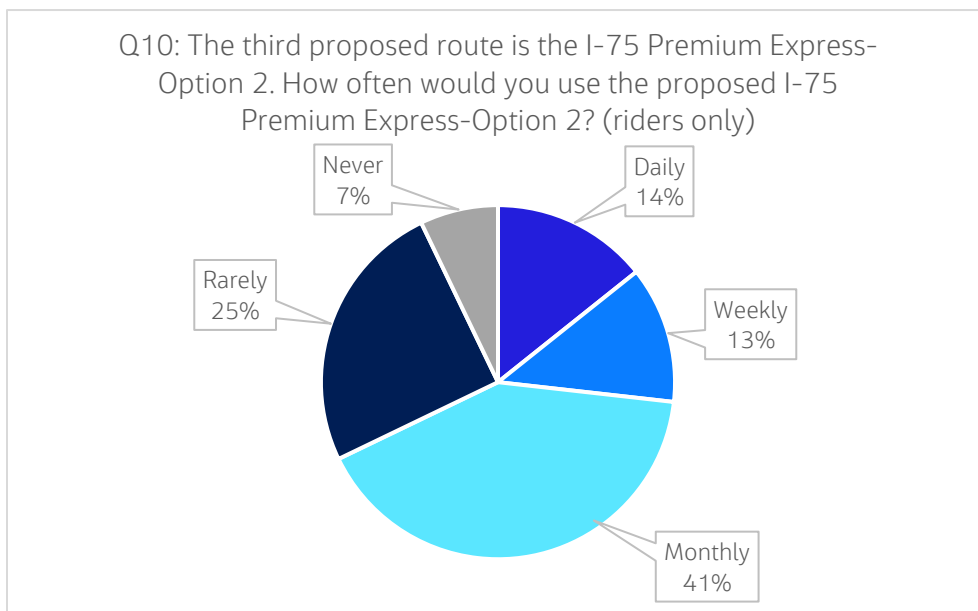


Figure 20. Question 10 responses - bus riders only

Question 11: The fourth proposed route is the Livingston Road/Imperial Parkway route. How often would you use the proposed Livingston Road/Imperial Parkway route?

Participants were asked to indicate how often they would use the proposed Livingston Road/Imperial Parkway route, which would provide service from the Urban Estates area in Collier County to Bonita Springs in Lee County. Of total participants, 44% indicated they would never use this route, followed by 26% indicating they would rarely use it (refer to Figure 21).

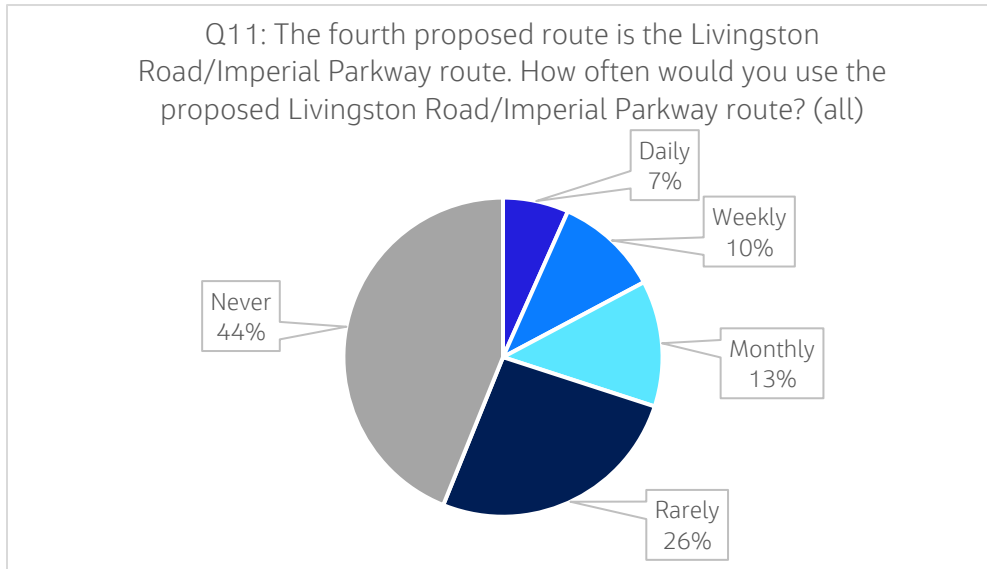


Figure 21. Question 11 responses - all

Of bus riders only, 25% indicated they would use this route rarely, and 23% said they would use it on a weekly basis (refer to Figure 22).

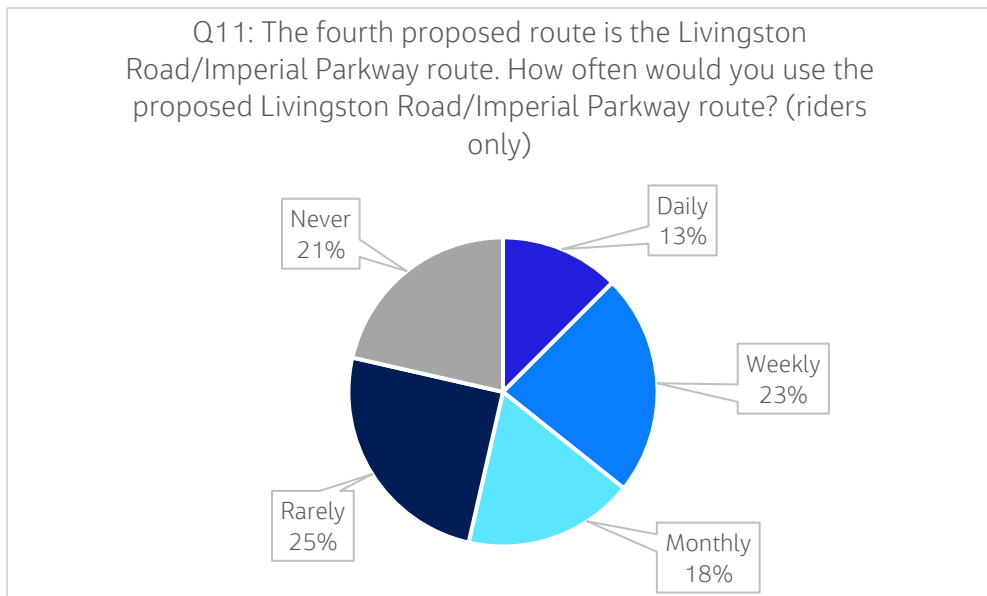


Figure 22. Question 11 responses - bus riders only

Question 12: If one of these proposed regional connections were implemented, which one would you prefer? Please rank from most preferred to least preferred.

Participants were asked to rank the proposed regional routes from questions 8-11 in order of most preferred to least preferred for implementation. A summary of first place rankings for all participants is shown in Figure 23. The top choice was I-75 Premium Express – Option 2, with 30% of the first-place rankings.

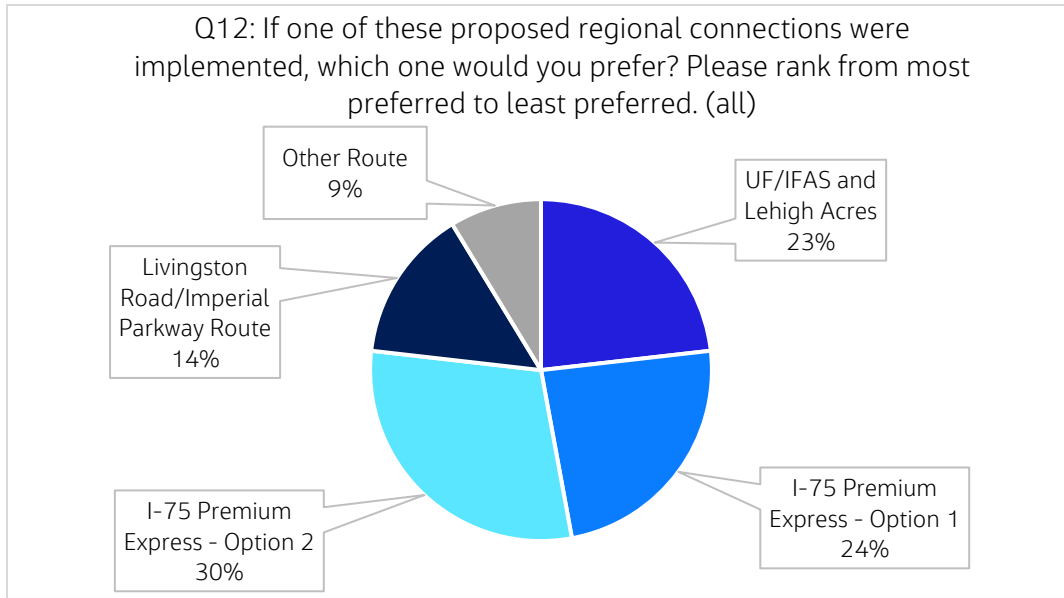


Figure 23. Question 12 responses - all

Among bus riders only, the top choice was the UF/IFAS and Lehigh Acres Route, with 31% of the first-place rankings (refer to Figure 24).

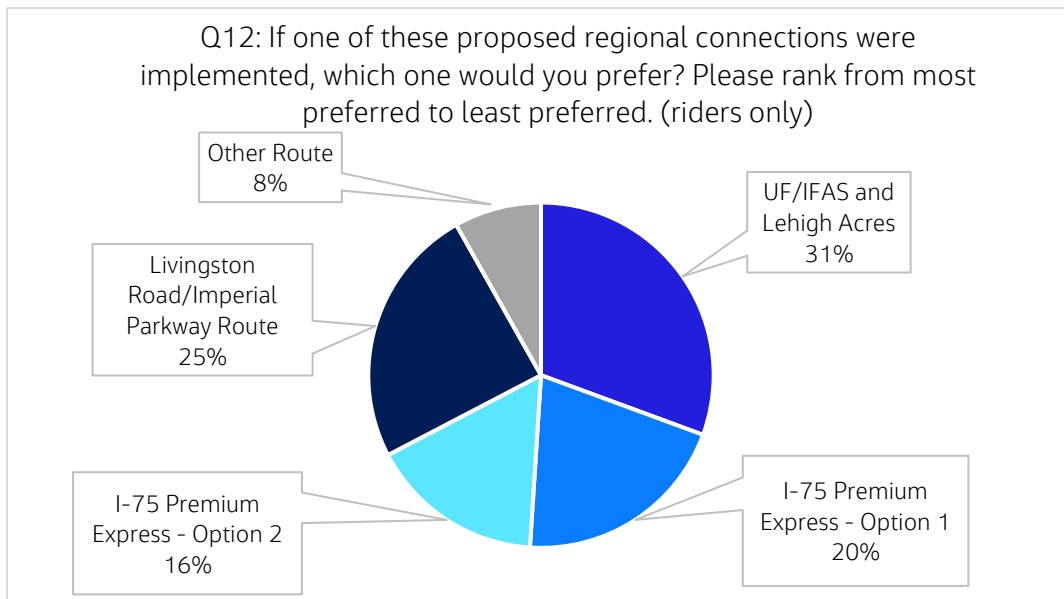


Figure 24. Question 12 responses - bus riders only

Question 13: If you would like to propose a different route to be evaluated, please provide a starting point, endpoint, and main roadway(s) of travel to serve your needs.

Participants were asked to propose any additional cross-county routes they would like to see implemented in order to satisfy their regional transit needs. They were asked to provide starting points, endpoints, and main roadways of travel.

Of these responses, several of the suggested routes would align with one or more of the proposed candidate corridors. For instance, one participant suggested to connect Immokalee to Colonial Blvd in Fort Myers. The proposed UF/IFAS and Lehigh Acres route would provide a connection from Immokalee to Lehigh Acres in Lee County, where riders may connect to another LeeTran bus that will go to Colonial Blvd. Additionally, another participant responded, "Gulf Coast Town Center and Waterside Shops." One of the alignments for the proposed I-75 Express routes provides an endpoint at Gulf Coast Town Center.

Responses to this question did not result in a significant need to evaluate an additional route, as many of the suggested routes either already aligned with a proposed corridor or was outside the extent to which the new regional route will reach.

Question 14: How often do you travel between Collier County and Lee County and transfer between the CAT and LeeTran bus systems?

Participants were asked to indicate how often they have to transfer between the CAT and LeeTran bus systems when traveling cross-county via public transit. Of the total participants, 62% indicated that they never have to transfer between CAT and LeeTran systems (refer to Figure 25). This percentage is due to the large number of participants who do not typically ride the bus.

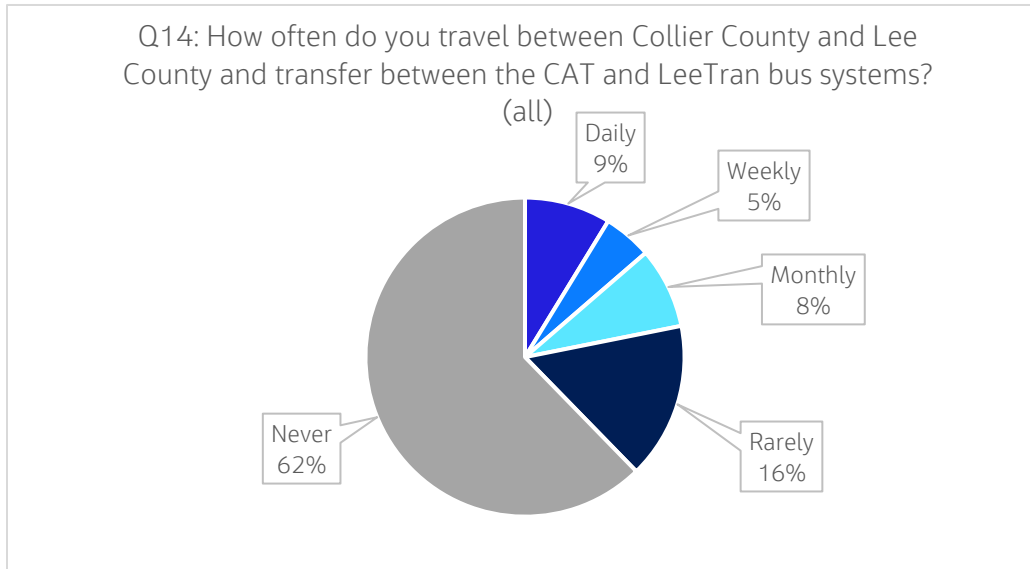


Figure 25. Question 14 responses - all

Of the participants that are also bus riders, 25% of responses indicate that they must transfer between systems on a monthly basis (refer to Figure 26).

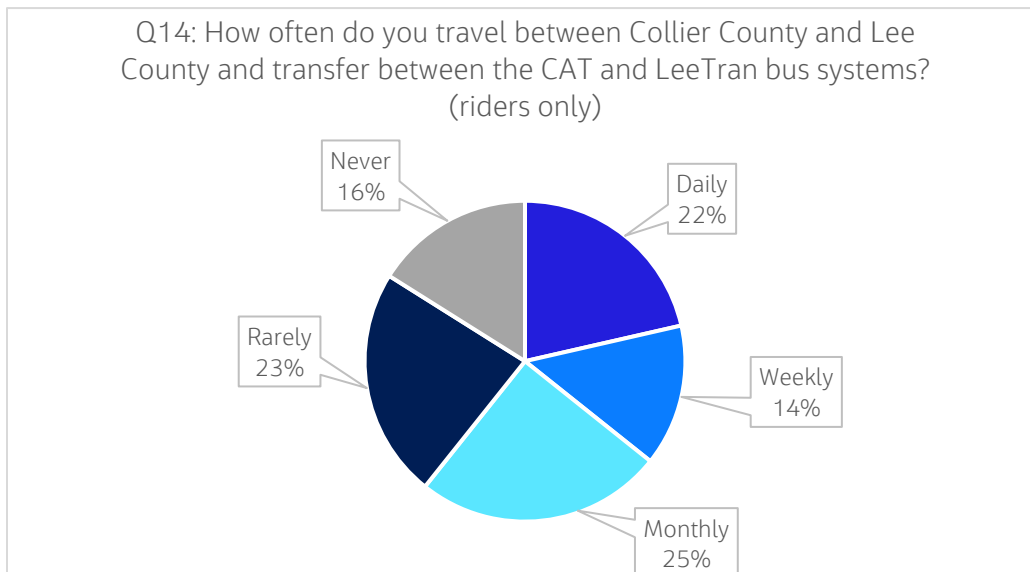


Figure 26. Question 14 responses - bus riders only

Question 15: Would the option of a regional bus pass (a daily or monthly bus pass that can be used for both CAT and LeeTran routes) increase your ridership?

As part of the study, CAT was considering the implementation of a regional pass that would be valid on both CAT and LeeTran buses, including regional routes operated by both entities. Participants were asked to answer if the implementation of one of these passes would affect their ridership. Of total participants, the majority (61%) indicated they would be encouraged to ride the bus more often if this pass were implemented (refer to Figure 27).

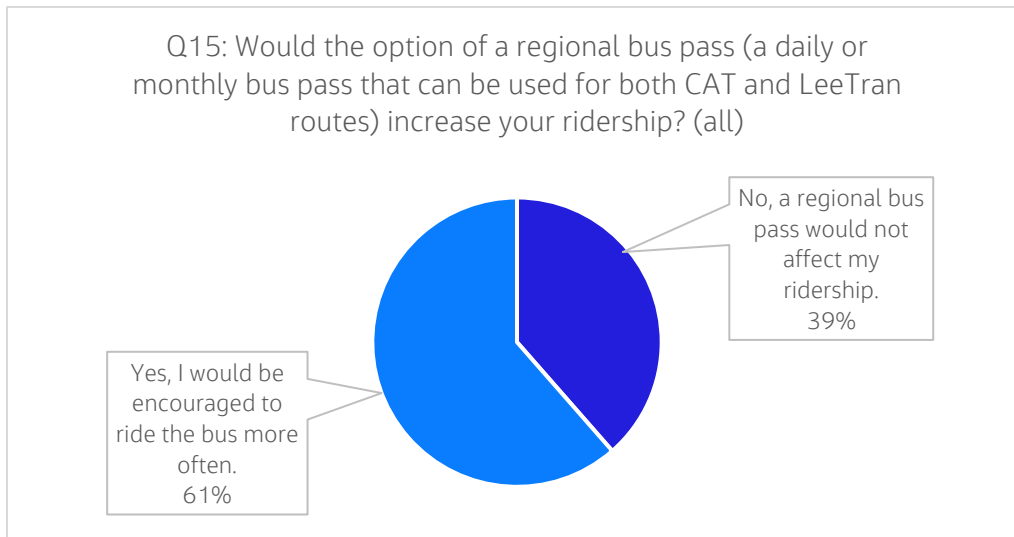


Figure 27. Question 15 responses - all

Of bus riders only, a large majority (86%) indicated they would be encouraged to ride the bus more often with a regional pass (refer to Figure 28).

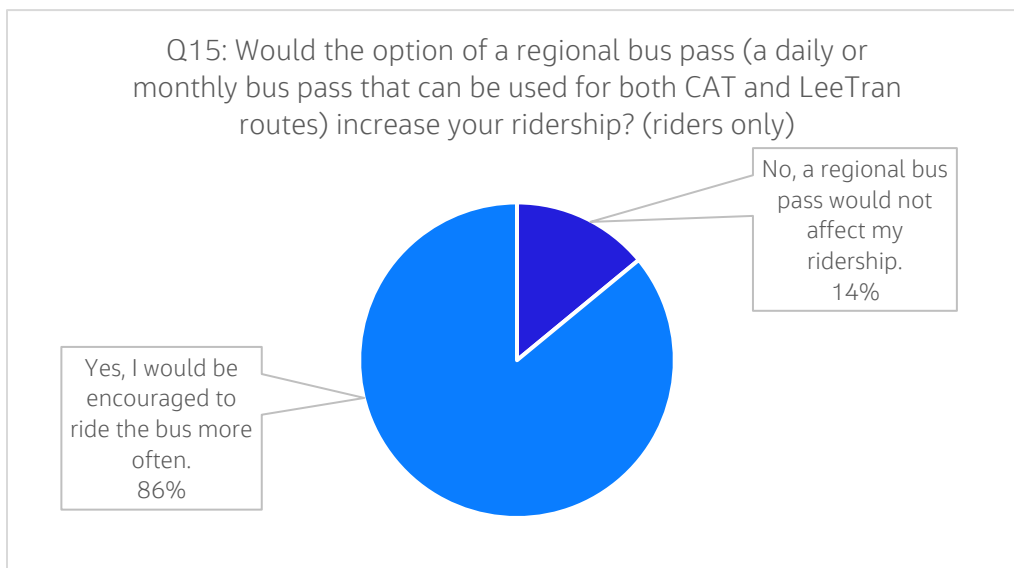


Figure 28. Question 15 responses - bus riders only

Question 16: Please provide any additional comments or concerns.

Some participants elected to provide additional comments. The majority of these comments were general suggestions related to bus frequency and hours for CAT to improve their service, however some respondents provided comments related to regional travel. Some of these comments include:

- "I do not typically ride the bus, but I do believe that Express routes from the Lehigh Park and Ride to Immokalee and to Naples would be great additions to the bus options available as many of the Lehigh Residents work in these Collier County communities."
- "Immokalee to Fort Myers needs additional routes."
- "I commute by personal car daily to and from Lee County/ Collier County for work. I work at the Collier County Government Center and live in Fort Myers. I would definitely use this system to commute to work if there is schedule that allows me to be at work at 7:30 am and comes from Gulf Coast Center or even Bonita Springs, I would consider it."
- "I would ADORE a bus route between Gulf Coast Town Center and the Collier Government Center as I live right by GCTC and work at the government center. It would be a DREAM!!!"
- "Many of my coworkers would benefit from this- especially the Lehigh to Immokalee route. So many of our employees live in Lee and work in Collier."
- "A bus service to FGCU from Collier County would be a great service to students and staff/faculty and would take many single occupancy vehicles off the road and/or remove barriers to students who cannot drive or do not have a car."
- "It's a good idea to provide mass transportation from Collier County to RSW airport."
- "I don't like to drive long distances, a bus from Cape Coral to Naples would help, I would like to see Naples more."
- "I would love bus service between Pine Ridge in Naples and RSW."
- "A bus option from downtown Naples to RSW would be great!"