

**CONGESTION MANAGEMENT COMMITTEE of the  
COLLIER METROPOLITAN PLANNING ORGANIZATION  
MEETING MINUTES  
March 20, 2024, 2:00 p.m.**

1. Call to Order

**Ms. Lantz** called the meeting to order at approximately 2:04 p.m.

2. Roll Call

**Ms. Miceli** called the roll and confirmed a quorum was present in the room.

**CMC Members Present In-Person**

Lorraine Lantz, Chair  
Leandro A. Goicoechea, Vice-Chair  
Don Scott  
Karen Homiak  
Omar De Leon

**CMC Members Absent**

Alison Bickett  
Dave Rivera  
Dayna Fendrick  
John Lambcke  
Justin Martin

**MPO Staff**

Anne McLaughlin, Executive Director  
Sean Kingston, Principal Planner  
Suzanne Miceli, Administrative Support Specialist II

**Others Present**

Alex Showalter, Collier Area Transit

**3. Approval of the Agenda**

*Ms. Homiak moved to approve the agenda. Mr. Goicoechea seconded. Carried unanimously.*

**4. Approval of the January 17, 2024 Meeting Minutes**

*Ms. Homiak moved to approve the January 17, 2024 minutes. Mr. Scott seconded. Carried unanimously.*

**5. Public Comments for Items not on the Agenda**

None.

**6. Agency Updates**

**A. FDOT**

FDOT was not present.

**B. MPO**

None.

**C. Other**

**(i) City of Naples**

None.

**(ii) Collier County Public Transportation & Neighborhood Enhancement (PTNE)**

None.

**(iii) Collier County Transportation Planning**

None.

**(iv) Collier County Traffic Management Center (TMC) Operations**

None.

**(v) Lee County MPO**

None.

## **7. Committee Action**

### **A. Endorse CMC Bylaws Amendment**

**Ms. McLaughlin** said that Trinity Scott, Transportation Management Services Department Head, had requested changes to the CMC Bylaws to reflect the Department's new organizational structure. There would now be two Collier County Transportation representatives, representing Traffic Management Center and Traffic Operations Safety, and the Emergency Management Services representative would be removed.

**Ms. Lantz** mentioned that the Transportation Planning Division representative had also been removed therefore she would no longer be on the Committee, and per the CMC Bylaws, the Vice-Chair would take over the role of CMC Chair. She also mentioned that the membership was changing from eleven members to ten members.

*Ms. Lantz moved to endorse the CMC Bylaws Amendment. Mr. Goicoechea seconded. Carried unanimously.*

## **8. Reports and Presentations (May Require Committee Action)**

### **A. Regional Transit Service and Fare Study**

**Ms. McLaughlin** said Collier Area Transit (CAT) Regional Service and Regional Fare Study was developed by Jacobs Engineering with participation by the Collier MPO, CAT, and Lee County Transit (LeeTran). The Study evaluated existing travel patterns and identified areas that would benefit most from an additional regional transit service. The study referred to the Collier MPO Origin-Destination Report, vetted by CMC, for much of its information. Based on the results of regional travel patterns, market analysis, and public outreach, the Study recommends the UF/IFAS and Lehigh Acres route for a new connection between CAT and LeeTran.

- **Mr. Showalter** provided a presentation which is attached to these minutes.

A group discussion followed, regarding logistics considerations, funding source possibilities, and the project schedule of presentation to Collier MPO Committees and Board.

*This item was presented for review and comment.*

### **B. Transit Development Plan**

**Ms. McLaughlin** mentioned the opportune timing of the Transit Development Plan (TDP), as it would be incorporated into Collier MPO's Long-Range Transportation Plan (LRTP), which was currently in progress.

**Mr. De Leon** said the TDP Public Information Plan (PIP) was underway, which was developed by Stantec to meet all MPO and CAT Public Participation Plan requirements. The plan would be submitted for approval by FDOT. The TDP was anticipated to be completed in June of 2025 and is jointly managed by the MPO and the County Public Transportation and Neighborhood Enhancement Division.

**Ms. McLaughlin** said updates would be posted on the [colliermpo.org](http://colliermpo.org) website.

*This item was presented for review and comment.*

**9. Member Comments**

**Mr. Scott** mentioned that in the spirit of regional coordination, the upcoming Lee MPO Board agenda included a feasibility study for S.R. 951 in collaboration with FDOT, and that Lee MPO would include a regional component in their LRTP, as well as a regional Congestion Management Plan, still in the initial phases.

**10. Distribution Items (No presentation)**

None.

**11. Next Meeting Date**

*May 15, 2024, 2:00 p.m. –Transportation Management Services Bldg. South Conference Room, 2885 S. Horseshoe Dr., Naples, FL, 34104 – in person.*

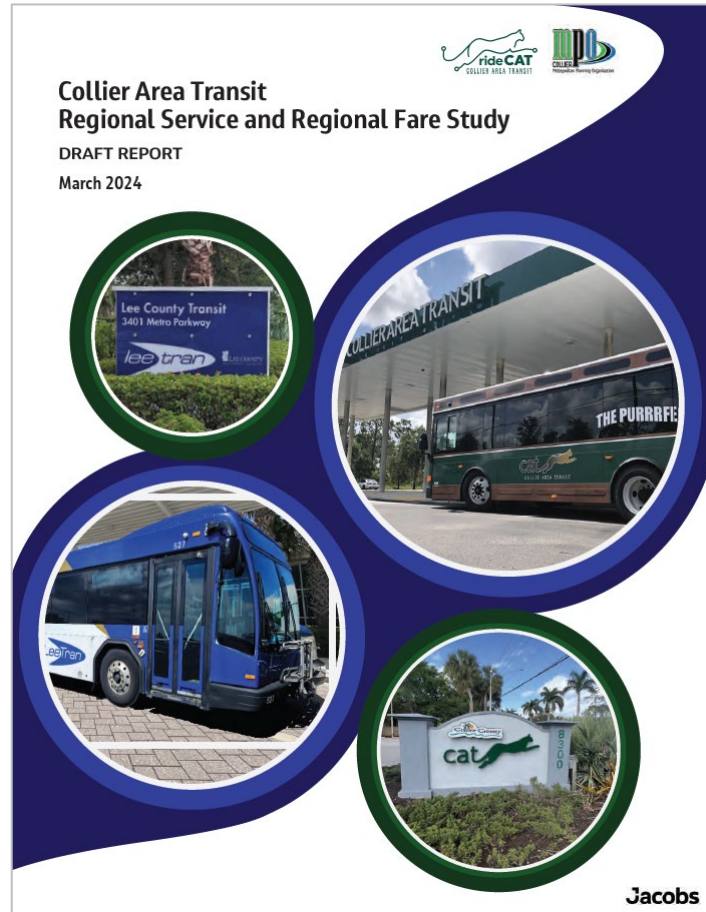
**12. Adjournment**

There being no further comments or business to discuss, **Ms. Lantz** adjourned the meeting at **2:31 p.m.**





# CAT Regional Service and Regional Fare Study



# Agenda

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1. Project Purpose
2. Study Methodology
3. Candidate Corridors and Ranking
4. Public Involvement
5. Recommended Regional Route
6. Route Development
7. Fare Policy Analysis
8. Conclusion

# Project Purpose

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To evaluate prospective additional regional bus routes to provide service between Collier County and Lee County. **CAT bus drops off in Lee County to connect to LeeTran.**



To evaluate and provide a recommendation for a regional fare structure that would be implemented with any future regional service.

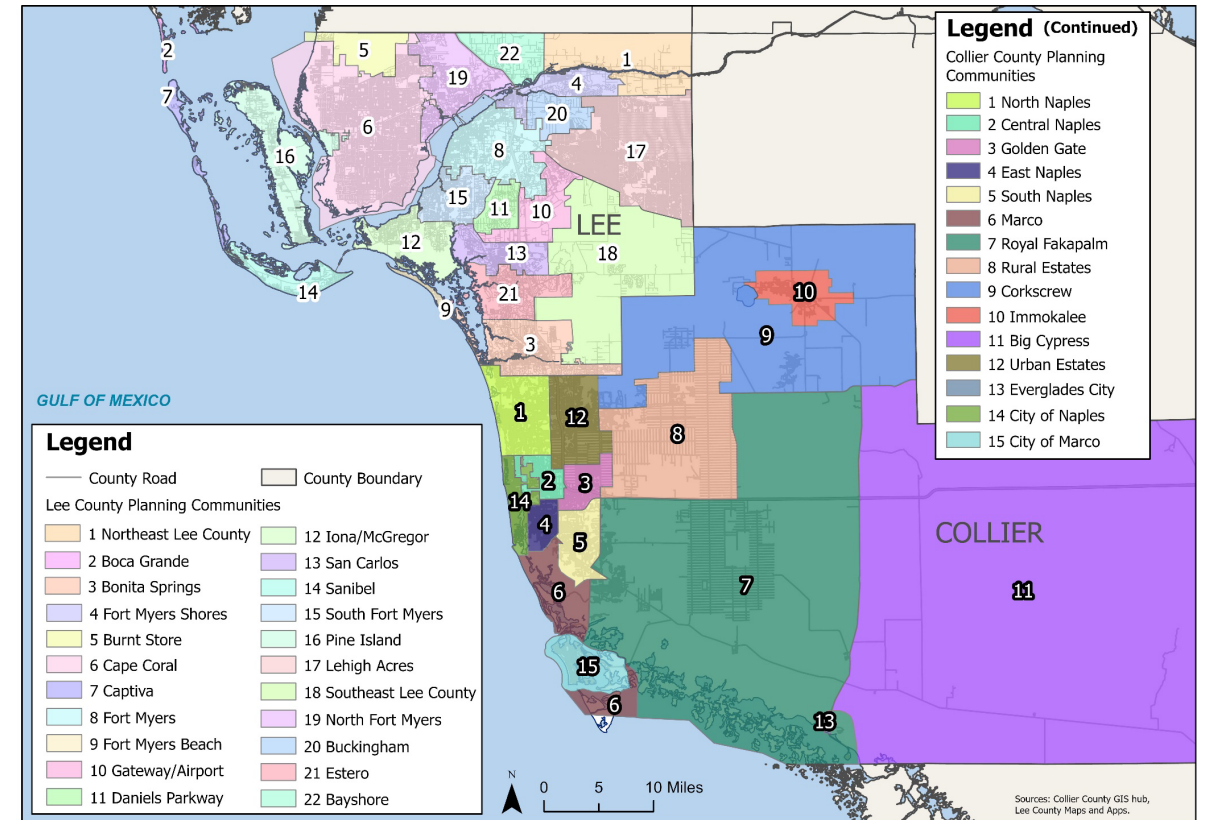
# Study Methodology



# Existing Travel Patterns

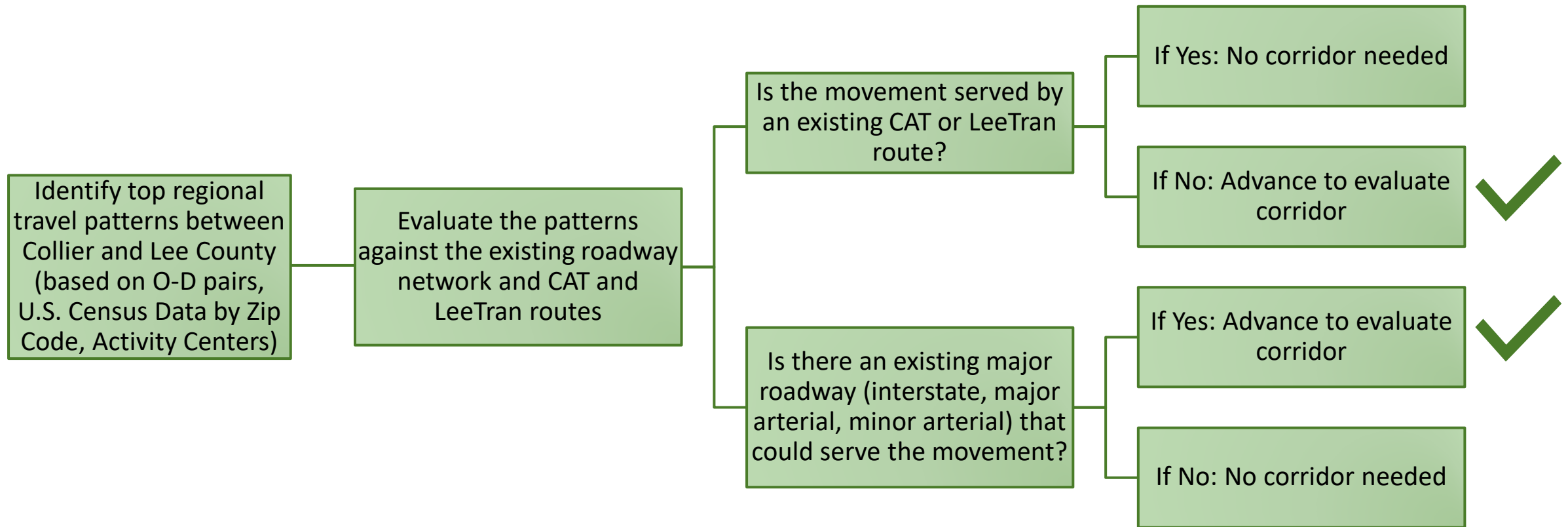
Travel patterns and cross-county transit needs were evaluated using 5 different data sets:

1. Collier MPO's 'Origin-Destination Report' Data
2. CAT and LeeTran Ridership
3. U.S. Census Data and Demographics
4. Key Activity Centers and Workforce Commutes
5. Existing Transit Development Plans for CAT and LeeTran



# Candidate Corridor Evaluation Methodology

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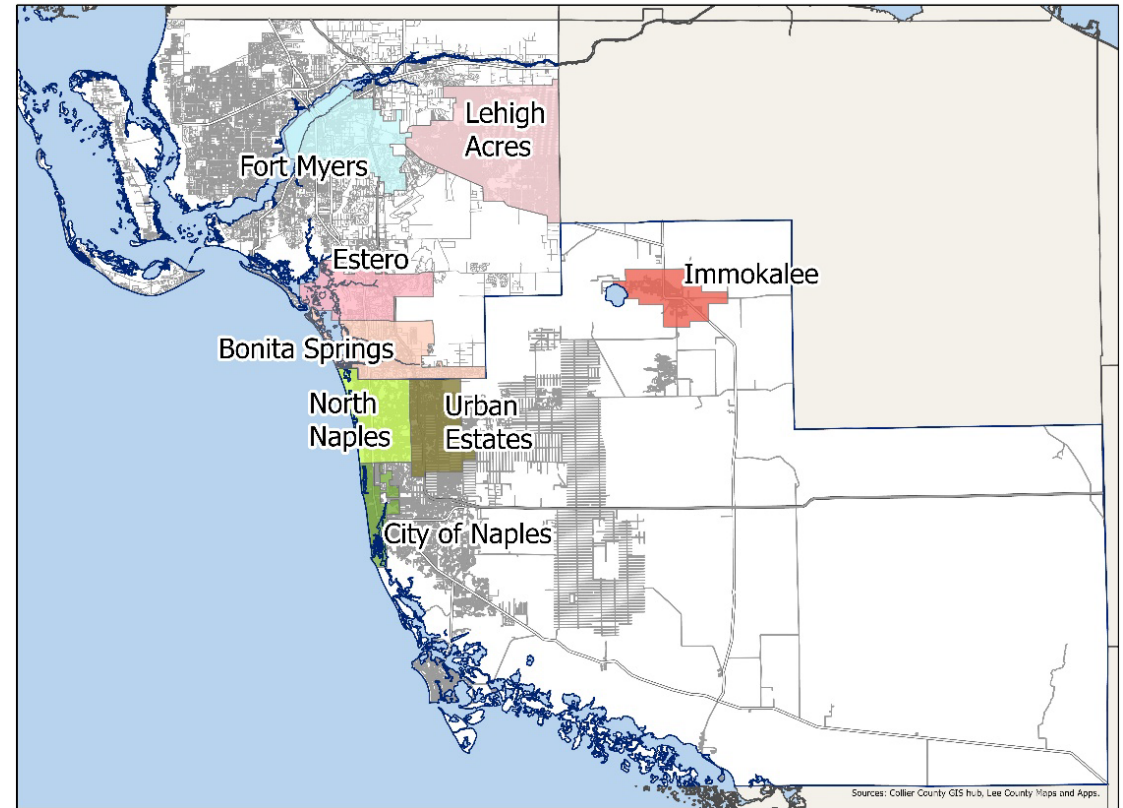
# Origin-Destination Data

## Top-four trips from Collier County to Lee County:

1. North Naples to Bonita Springs
2. Urban Estates to Bonita Springs
3. City of Naples to Bonita Springs
4. **Immokalee to Lehigh Acres**

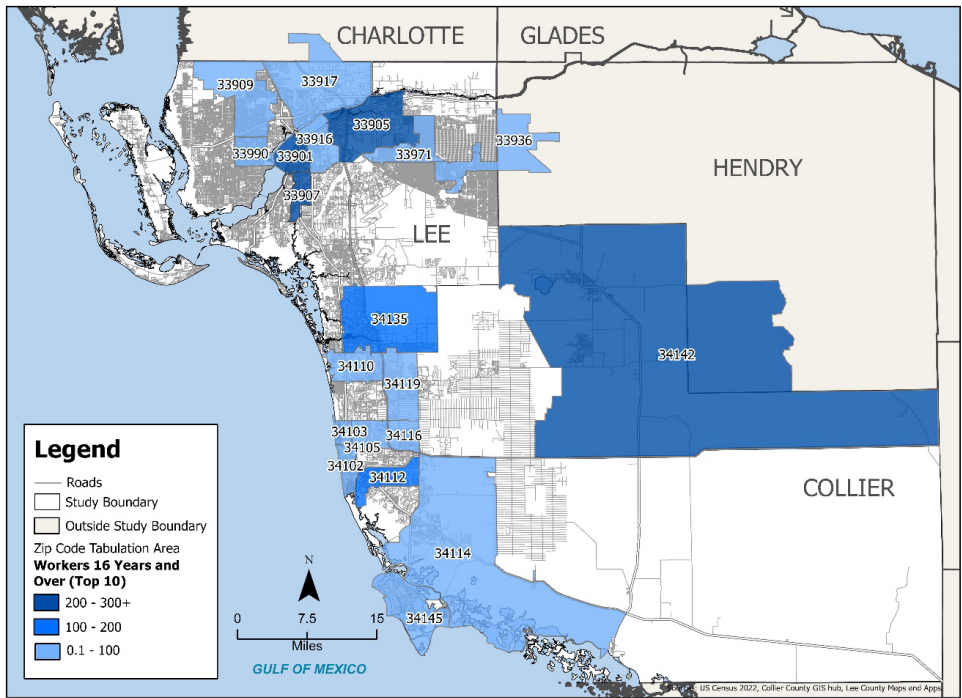
## Top-four trips from Lee County to Collier County:

1. Bonita Springs to North Naples
2. Fort Myers to North Naples
3. Estero to North Naples
4. **Lehigh Acres to Immokalee**



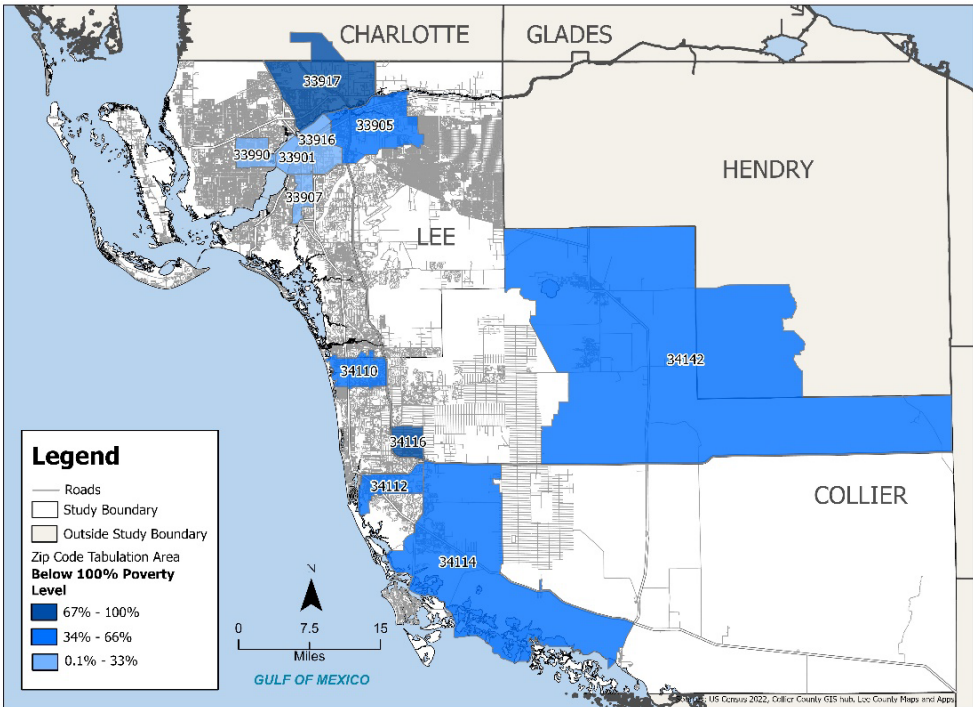
# U.S. Census Data

Use Public Transportation as Means of Transportation to Work -  
Workers 16 Years and Over (Top 10)



| 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       |

Use Public Transportation as Means of Transportation to Work (workers  
16 years and over) - For whom poverty status is determined **below 100%  
of Poverty Level**



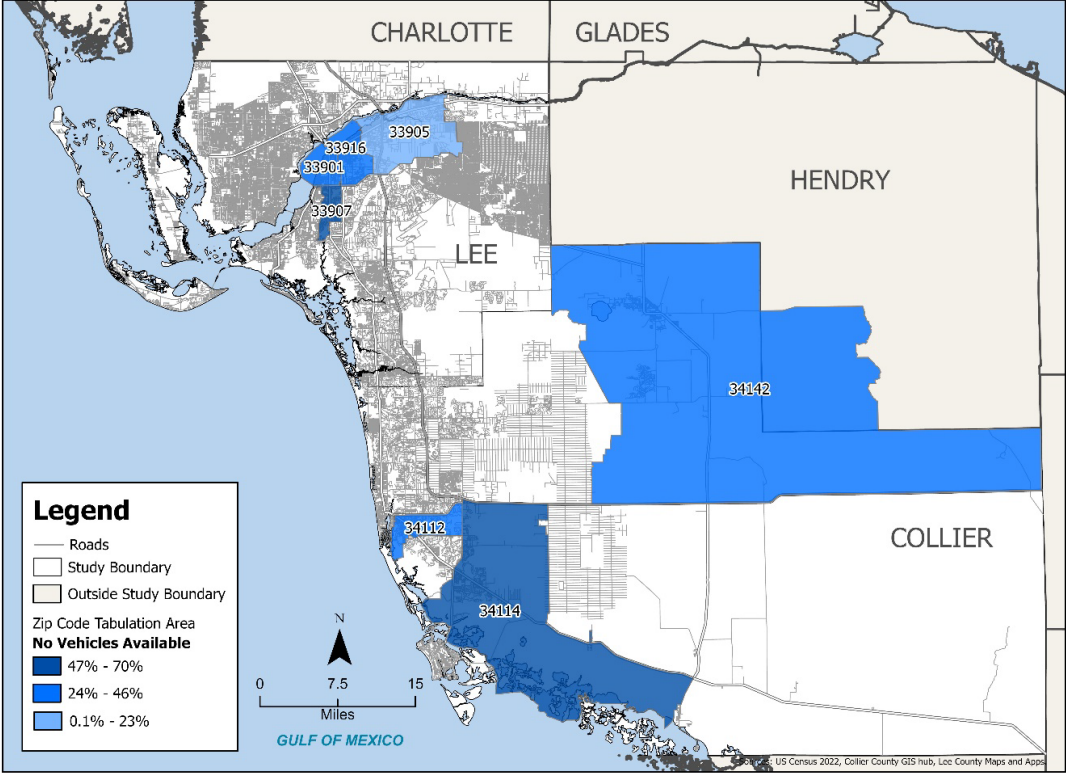
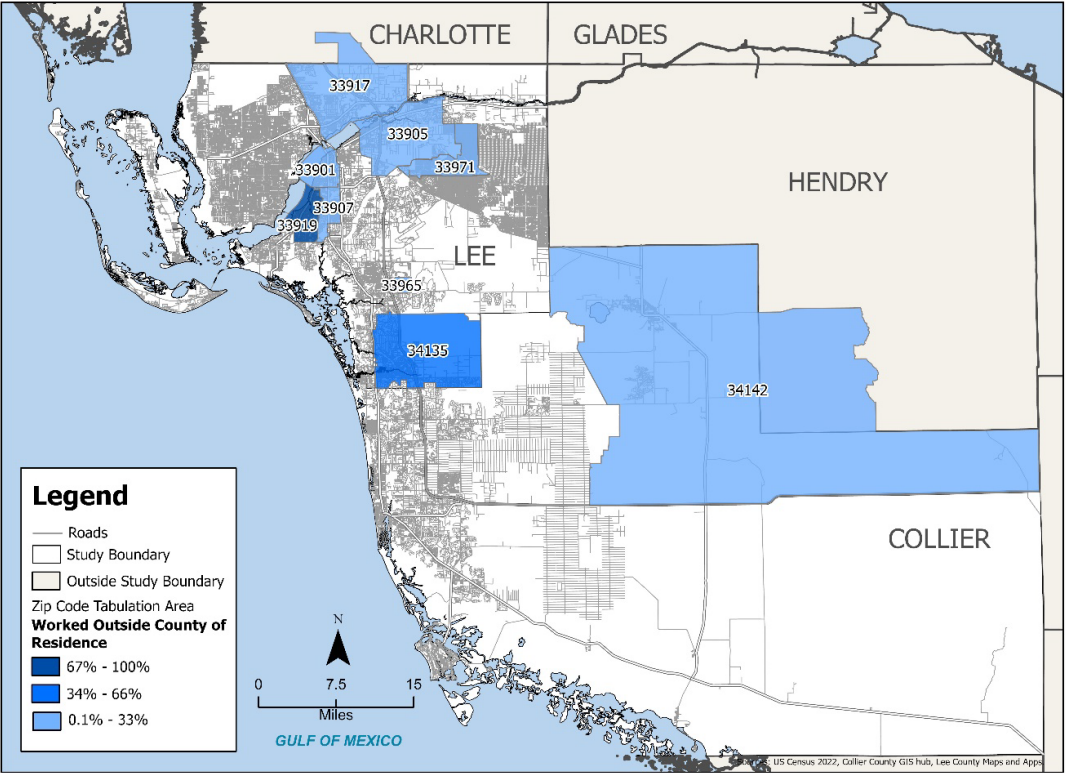
| Rank | County  | Zip Code | Estimate (%) | County | Zip Code | Estimate (%) |
|------|---------|----------|--------------|--------|----------|--------------|
| 1    | Collier | 34116    | 71.4         | Lee    | 33917    | 83.8         |
| 2    | Collier | 34114    | 53.5         | Lee    | 33905    | 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    |         |          |              | Lee    | 33990    | 1.3          |



# U.S. Census Data

Use Public Transportation as Means of Transportation to Work (workers 16 years and over) - **Worked outside County of Residence**

Use Public Transportation as Means of Transportation to Work (workers 16 years and over) - **No Vehicles Available**

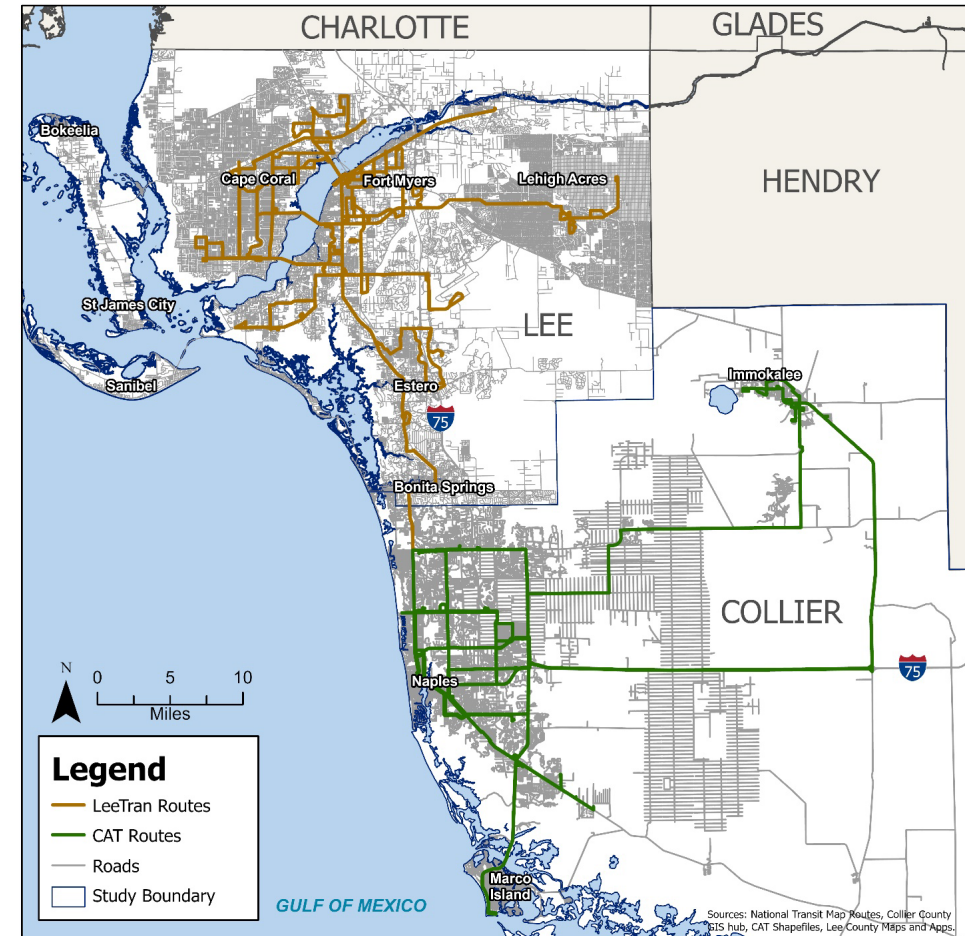


| Rank | County  | Zip Code | Estimate (%) | County | Zip Code | Estimate (%) |
|------|---------|----------|--------------|--------|----------|--------------|
| 1    | Collier | 34142    | 8.5          | Lee    | 33919    | 100          |
| 2    |         |          |              | Lee    | 34135 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

| 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    |         |          |              | Lee    | 33905    | 21.2         |

# Existing CAT and LeeTran Routes

There is no direct transit route connecting Immokalee and Lehigh Acres.



| 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? <sup>a</sup>          | Is there a transit need or priority to serve the O-D pair? <sup>b</sup>                                                                                                                                                                                                                                                                                                                                                                      | Should this be advanced as a candidate corridor?                                                         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|-------------------------------------------|------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| <b>UF/IFAS to Lehigh Acres</b><br><b>Immokalee to Lehigh Acres</b>                                                                                                     | 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. |
| <b>I-75 Premium Express</b><br><b>Option 1: Collier County Government Campus to Gulf Coast Town Center</b><br><b>East Naples to San Carlos</b>                         | No                                                       | CAT TDP                                   | No                                                                                             | Collier: Workers 16 years old and older who use public transportation as their main mode of transportation and have no vehicles available in household<br>Lee: None                                                                                                                                                                                                                                                                          | Yes, identified as a need in the CAT TDP, and transit needs identified in U.S. Census data.              |
| <b>I-75 Premium Express</b><br><b>Option 2: Pine Ridge Road to RSW and Colonial Boulevard</b><br><b>Urban Estates to Gateway/Airport and Fort Myers</b>                | No                                                       | LeeTran TDP                               | No                                                                                             | Collier: None<br>Lee: (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.          |
| <b>I-75 Premium Express</b><br><b>Option 3: Collier County Government Campus to RSW and Colonial Boulevard</b><br><b>East Naples to Gateway/Airport and Fort Myers</b> | No                                                       | Combination form of CAT and LeeTran TDPs. | No                                                                                             | Collier: 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<br>Lee: (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. |
| <b>North Naples to Bonita Springs</b>                                                                                                                                  | Yes – LinC Route                                         | O-D Report Data                           | Yes, North Naples is the top Collier County destination for trips beginning in Bonita Springs. | Collier: None<br>Lee: (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.                                            |

|                                         |                            |                  |                                                                                              |                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                       |
|-----------------------------------------|----------------------------|------------------|----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Urban Estates to Bonita Springs</b>  | No                         | O-D Report Data  | No                                                                                           | Collier: Small area identified as workers 16 years old and older who use public transportation and live below 100% of the poverty level<br>Lee: (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.       |
| <b>City of Naples to Bonita Springs</b> | Yes – CAT network and LinC | O-D Report Data  | No                                                                                           | Collier: None<br>Lee: (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.                                                                                         |
| <b>Immokalee to Lehigh Acres</b>        | 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.                              |
| <b>Golden Gate to Bonita Springs</b>    | No                         | U.S. Census Data | No                                                                                           | Collier: Transit need for area below 100% of poverty level; however, O-D Report data are showing top trips are not going to Lee County<br>Lee: (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. |

<sup>a</sup> Based on the O-D Report data.

<sup>b</sup> Based on U.S. Census data.

# Candidate Corridors

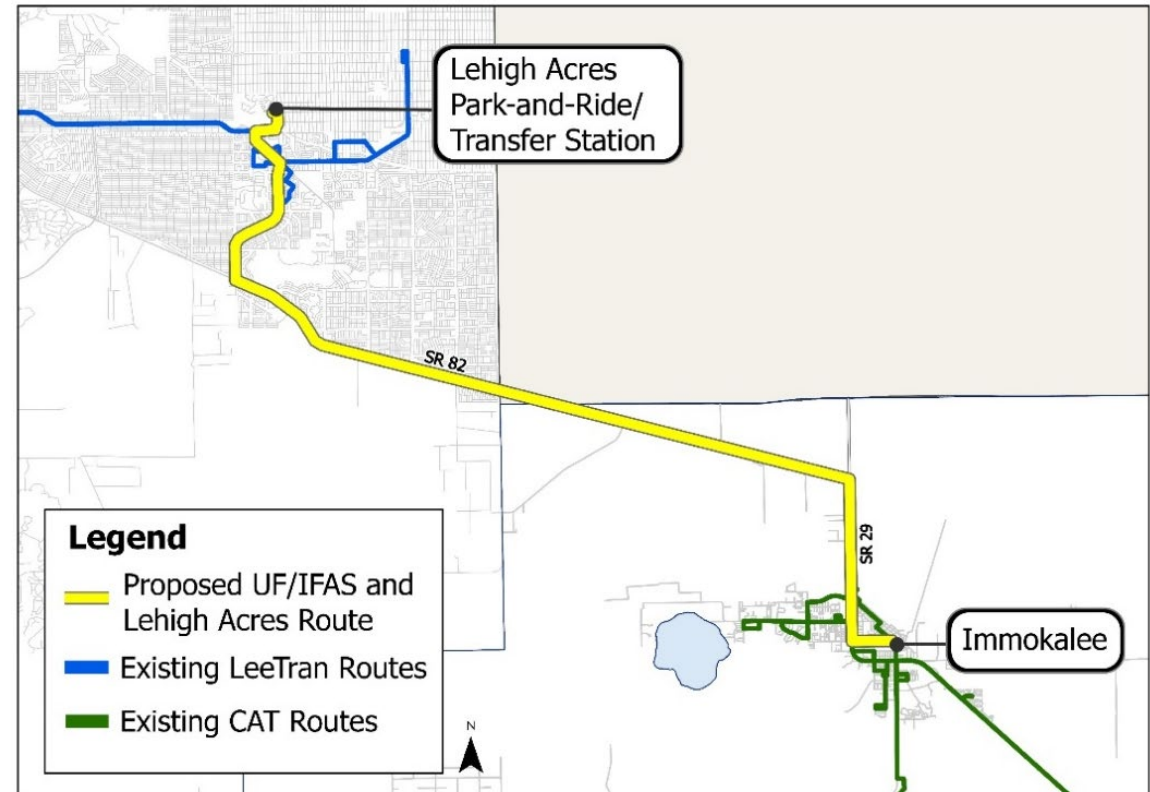
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Based on the evaluation matrix, we developed the following candidate corridors:

1. UF/IFAS and Lehigh Acres Route
2. I-75 Premium Express
3. Urban Estates and Bonita Springs Route

# UF/IFAS and Lehigh Acres Route

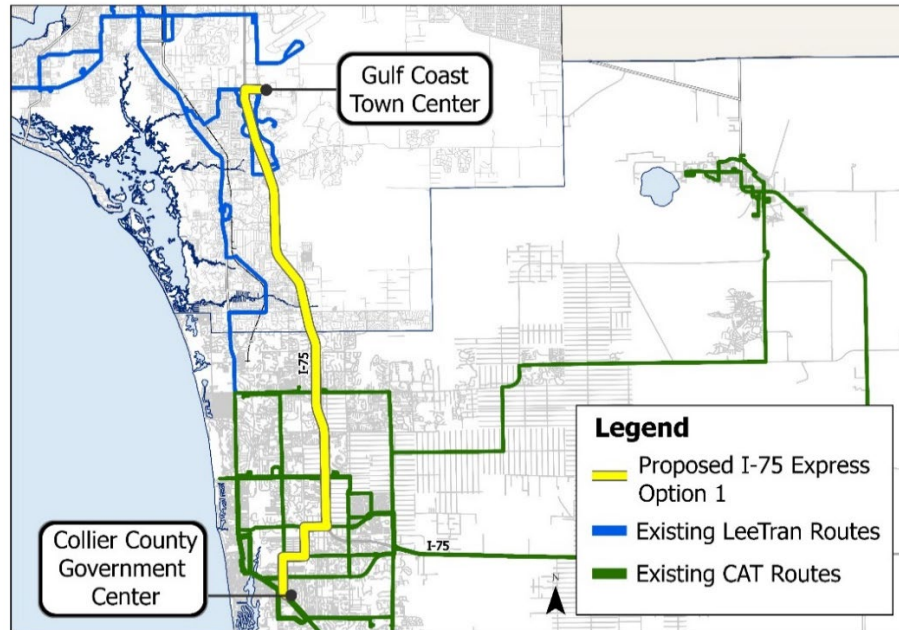
- Provides service between the Immokalee Health Department Transfer Station and Lehigh Acres Park-and-Ride/Transfer Station.



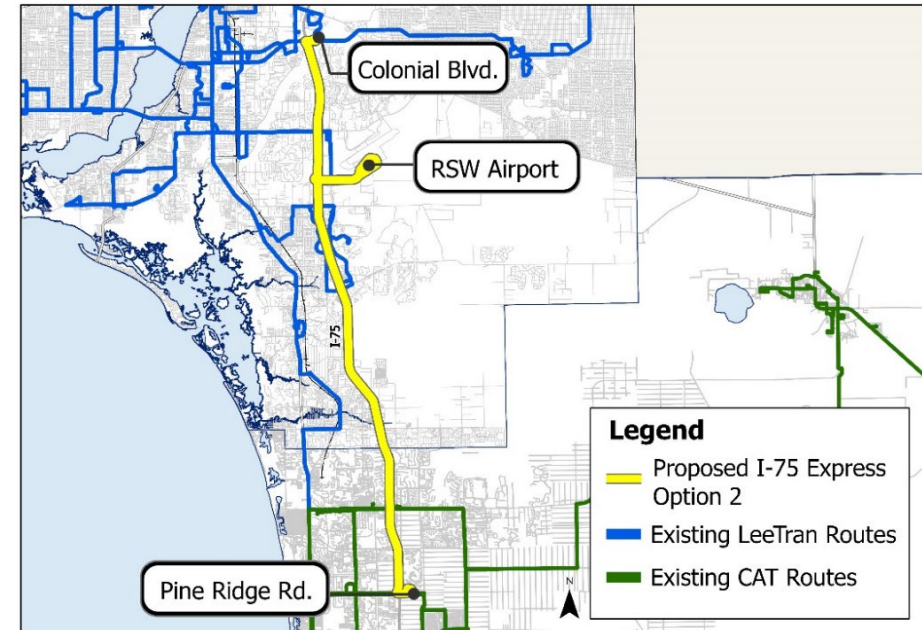


# I-75 Premium Express

**Option 1:** Collier County Government Center to Gulf Coast Town Center



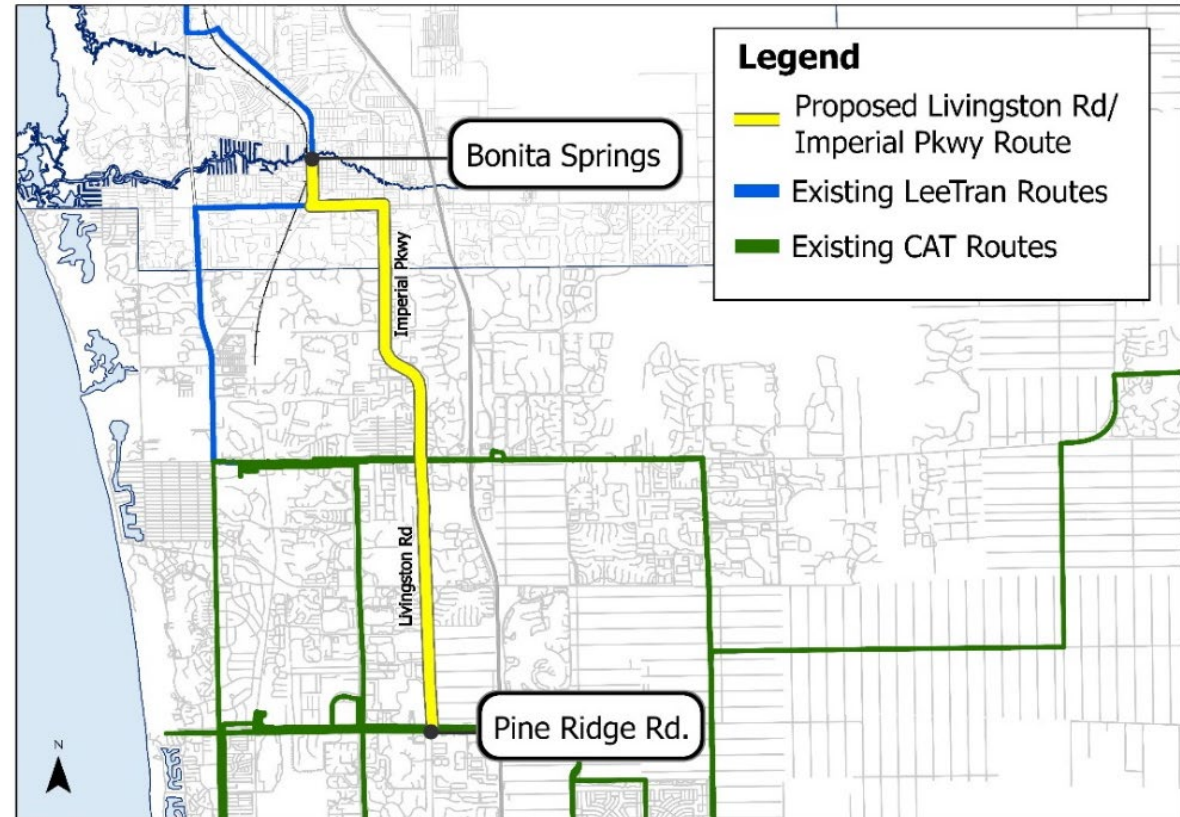
**Option 2:** Pine Ridge Road to RSW and the Forum/Colonial Blvd



**Option 3:** Collier County Government Center to RSW and the Forum/Colonial Blvd – developed as hybrid version of Options 1 and 2 following discussions with CAT and LeeTran.

# Urban Estates and Bonita Springs Route

- Provides transit service between the Urban Estates and Bonita Springs subareas.





# Candidate Corridor Rankings

# Corridor Evaluation Form



Origin-Destination (O-D) Pair

Planning Communities:

Collier ZCTA(s):

Lee ZCTA(s):

33936, 33971, 33972,

33973, 33976, 33974

Immokalee and Lehigh Acres

34142

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:

- 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

- 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

- 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

- 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

- 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

Based off O-D Report Data:

- 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

- 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:

- 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

# Corridor Evaluation Form



Score Weight Total

- 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

- 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

- 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.

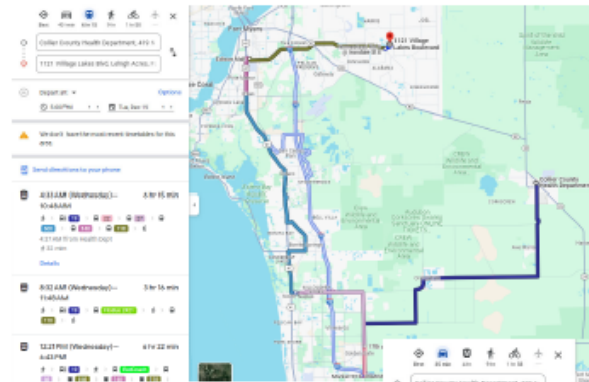
10

2

20

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

Comments:



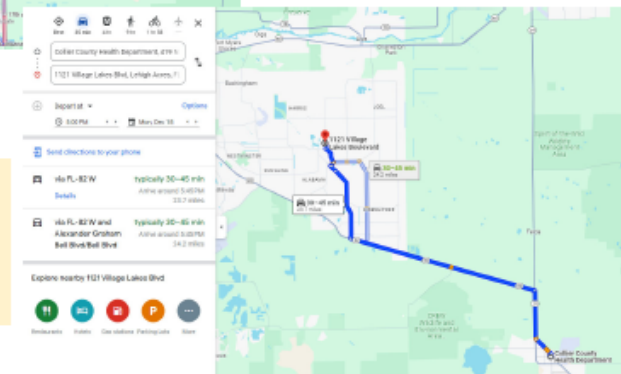
Total Score:

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 Ranking

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

# Public Involvement


Public outreach was collected through:

- Public involvement materials were available in:

- English
- Spanish
- Creole - contact



## 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/f/Ck6b9HudGh>



Para rellenar la encuesta en español, visite el sitio web:  
<https://forms.office.com/f/1qJmRmgt>

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

If you have any questions, please contact:

|                                                                                                       |                                                                                                               |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| <p><b>Alex Showalter</b><br/>Senior Planner<br/>PTNE<br/>Alexander.Showalter@colliercountytfl.gov</p> | <p><b>Anne McLaughlin</b><br/>Executive Director<br/>Collier APD<br/>Anne.McLaughlin@colliercountytfl.gov</p> |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|



## 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 LeeTrain (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?

# Public Input Survey

The Regional Survey was distributed to:

- Current Riders
  - Onboard CAT and LeeTran busses and at stops (flier and paper survey)
- CAT Stakeholders (email)
- CAT webpages and social media
- Lee MPO boards and committees
- FDOT Transit Office (app and social media)

In the survey, participants were asked to rank how often they would use each of the proposed regional transit routes.

## 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.*

- What is your home zip code? \_\_\_\_\_
- If you were going to take the bus to travel (work, school, shopping, etc.), what zip code (or general location) is your destination in? \_\_\_\_\_
- 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)
- 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
- When you use the bus transit system, what is the purpose of your trip? Select all that apply.
 

☐ Work

☐ School

☐ Shopping

☐ Medical Appointment

☐ Other: \_\_\_\_\_
- 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
- 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
- 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
- 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
- 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
- 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. \_\_\_\_\_
- 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

Additional comments or concerns. If more space is needed, please use an additional

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Email survey forms (scan or photo) to Sonal Dodia at [sonal.dodia@jacobs.com](mailto:sonal.dodia@jacobs.com)





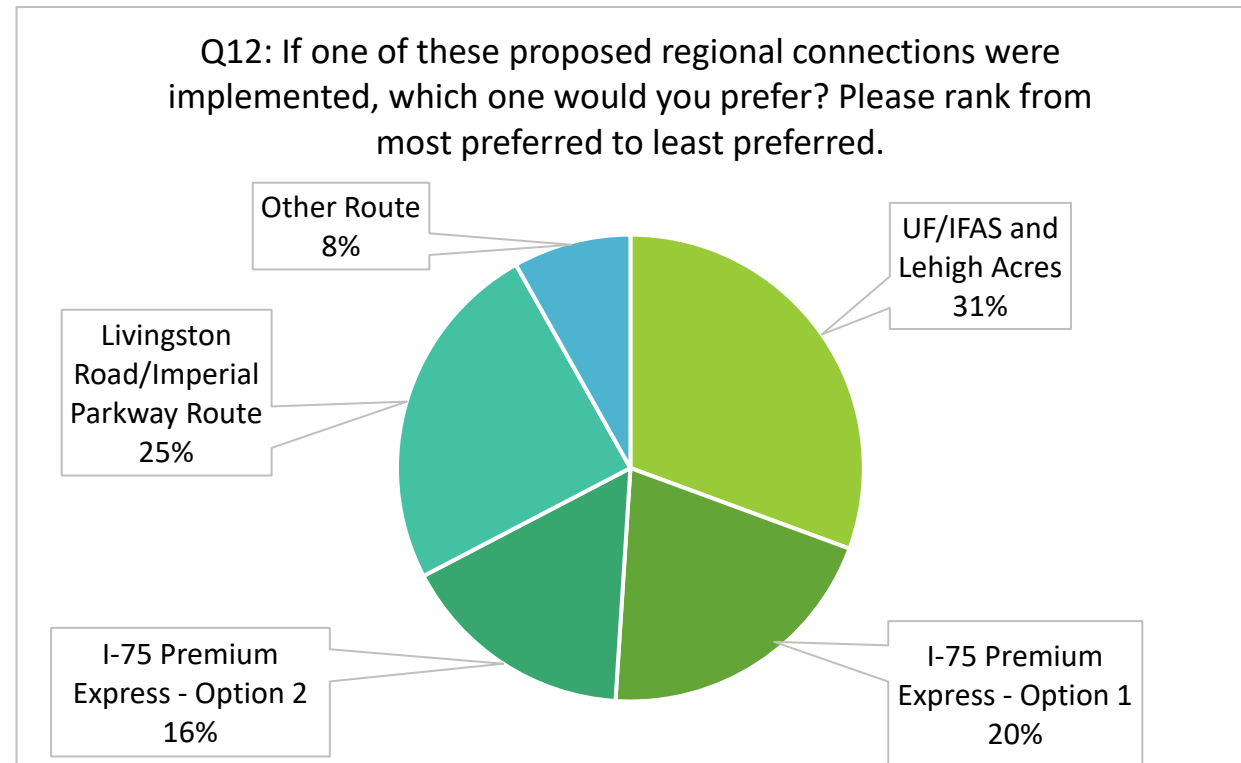
# Public Survey - Candidate Corridor Ranking

**All Participants:** The **I-75 Premium Express – Option 2** received the most first place rankings.

- 140 out of 199 (70%) of these participants do not ride the bus.

**Bus Riders only:** The **UF/IFAS and Lehigh Acres** route received the most first place rankings.

- 59 participants indicated that they ride the bus.



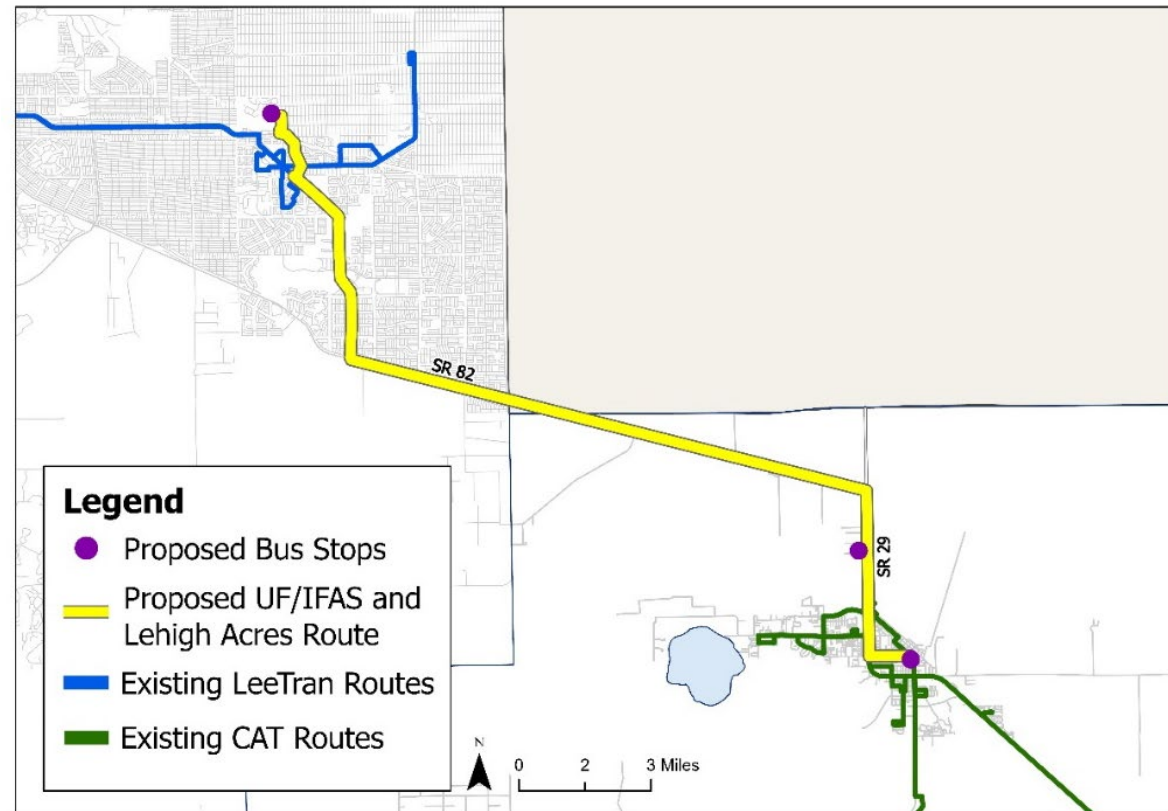
# Recommended Regional Route



# Recommended Regional Route

## *UF/IFAS and Lehigh Acres Route*

Based O-D data, U.S. Census Data, identified transit needs, and public comments this recommended route was determined.



# Route Development

# Route Development

## Collier County Bus Stops:

**Immokalee Health Department Transfer Facility:** This facility is under construction and expected to be completed by late 2024.

- Starting point for the proposed route.
- Turnaround point for the route's inbound and outbound service.

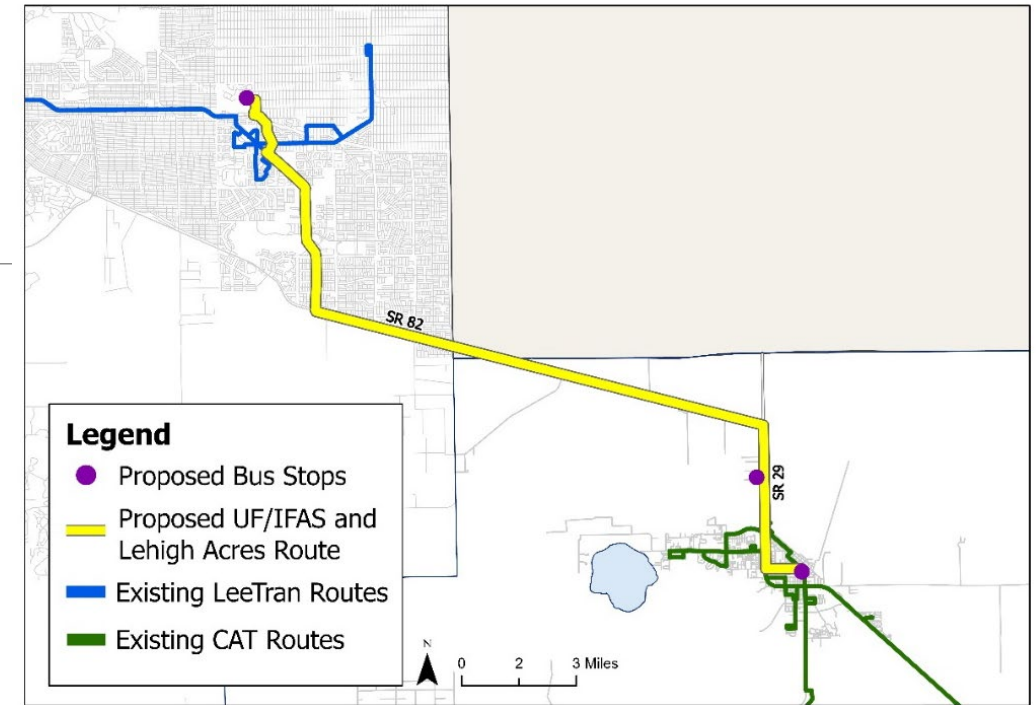
**UF/IFAS Satellite Campus Bus Stop:** This stop is proposed along the existing southbound right-turn lane to the campus.

- Proposed for inbound service only.

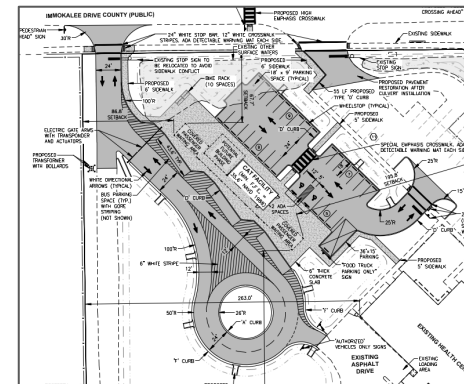
## Lee County Bus Stop:

**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

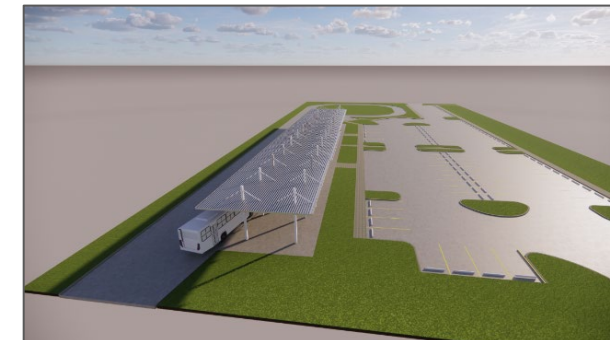
- Turnaround point for the route's inbound and outbound service.



## SDPA Application



## LeeTran – Current Projects



# Cost Estimate

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## Capital Costs:

- Cost of bus and equipment
- Bus stop improvements
  - Immokalee and Lehigh Acres are in progress for upgraded transfer stations

## Annual Operating Cost:

- Approx. \$605,000 per year
- Using CAT's current average operating cost of \$112/hour for a route.

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

<sup>a</sup> Includes design and permitting

# Proposed Route Schedule

| Outbound                                                                                                                                                                                                                                      |                                     |                                              | Inbound                             |                          |                                     |                             |             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|----------------------------------------------|-------------------------------------|--------------------------|-------------------------------------|-----------------------------|-------------|
| Immokalee Health Department                                                                                                                                                                                                                   | Anticipated Drive Time <sup>a</sup> | Lehigh Acres Park-and-Ride Transfer Facility | Anticipated Drive Time <sup>a</sup> | UF/IFAS Satellite Campus | Anticipated Drive Time <sup>a</sup> | 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 |
| Break                                                                                                                                                                                                                                         |                                     |                                              |                                     |                          |                                     |                             |             |
| 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.                   |             |
| <sup>a</sup> 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. |                                     |                                              |                                     |                          |                                     |                             |             |

# Public Input Recommendations

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Perform additional public survey to collect input on specific details for the new route including:

- Preferred times of service
- Service frequency
- Bus stops

Have a bilingual staff member available to perform the surveys at Immokalee and Lehigh Acres bus stops.

# Fare Policy Analysis

## Advantages and Disadvantages of Separate and Joint Fare Structures

| Fare Policy Type               | Advantages                                                                                                                                                                                                                                                                                                                                                                            | Disadvantages                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Separate Fare Structure</b> | <ul style="list-style-type: none"> <li>▪ No additional fees caused by analyzing/distributing revenue shares.</li> <li>▪ No need to develop an interlocal agreement for fare/revenue shares.</li> <li>▪ No “lost fares” or disagreements over fares due to changes in costs and payment programs.</li> <li>▪ Immediate revenue collection (no delay in money distribution).</li> </ul> | <ul style="list-style-type: none"> <li>▪ Requires riders to purchase multiple bus passes when traveling between jurisdictions.</li> <li>▪ 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).</li> <li>▪ If both agencies operate the same route, inconvenience to riders to determine the amount of funds to load on each bus pass.</li> <li>▪ If both agencies operate the same route and fares vary, overcrowding may occur on the less-expensive bus.</li> </ul>                                                                                                                                                                                                                                                                                                            |
| <b>Joint Fare Structure</b>    | <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ May encourage ridership.</li> <li>▪ May provide cost savings for riders frequently traveling between jurisdictions.</li> </ul>                | <ul style="list-style-type: none"> <li>▪ Potential for “lost fares” if one jurisdiction decides to adopt a fare-free policy (for example, the case with the Manatee-Sarasota agreement).</li> <li>▪ Additional administrative fees (split proportionately based on responsibilities) due to analyzing/distributing revenue shares between transit agencies.</li> <li>▪ Requires additional staff hours and responsibilities including:               <ul style="list-style-type: none"> <li>- Development and approval of an interlocal agreement</li> <li>- Assign personnel for host agency, project manager, and administrative staff</li> <li>- Meetings and coordination</li> <li>- Consistency with hardware and software systems and updates</li> <li>- Establishment of a shared bank account</li> </ul> </li> <li>▪ Delay in money distribution/revenue collection.</li> </ul> |



# Fare Policy Recommendation

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## ***Maintain a Separate Fare Structure.***



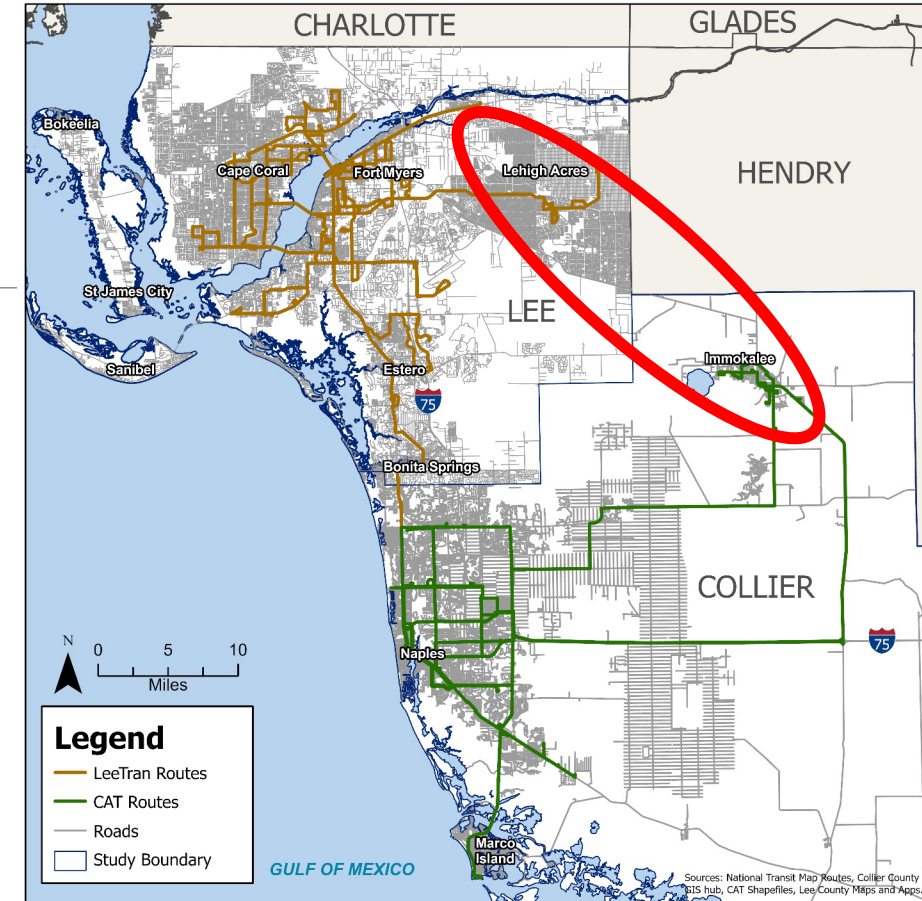
Since the proposed additional regional route would be operated by a CAT bus and there is only one existing regional route, which is operated by a LinC bus, ***it is recommended to maintain the existing separate fare structure***, where each agency charges their own fares and retains revenues collected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

# Conclusion

## Recommendation:

- Implement the UF/IFAS and Lehigh Acres Route.
- Maintain a Separate Fare Structure.

- ✓ Both Immokalee and Lehigh Acres demonstrate a **significant transit need**.
- ✓ Immokalee and Lehigh Acres are within the **top-four intercounty O-D pairs** for travel between Collier County and Lee County.
- ✓ There is **no existing transit route** that connects Immokalee and Lehigh Acres.
- ✓ The route has been previously **identified in the CAT and LeeTran TDPs** as a future need.
- ✓ The route was ranked **most preferred** by survey participants that typically ride the bus.
- ✓ The route provides a needed transit connection for workforce commutes that is anticipated to **support economic growth**.



Thank you!