



# Agenda CAC

## Citizens Advisory Committee

### IN-PERSON MEETING

Transportation Management Services Department  
MAIN CONFERENCE ROOM  
2885 South Horseshoe Dr.  
Naples, FL, 34104

**March 25, 2024, 2:00 P.M.**

1. **Call to Order**
2. **Roll Call**
3. **Approval of the Agenda**
4. **Approval of the January 22, 2024 Meeting Minutes**
5. **Open to Public for Comments Items Not on the Agenda**
6. **Agency Updates**
  - A. FDOT
  - B. MPO Executive Director
7. **Committee Action**
  - A. Endorse addition of Golden Gate Pkwy/Livingston Rd Intersection Design to Joint Lee/Collier Transportation Regional Incentive Program (TRIP) Project Priority List for 2024
  - B. Review Draft FY 25/26 Unified Planning Work Program
8. **Reports & Presentations (May Require Committee Action)**
  - A. Draft Report on the Collier Area Transit Regional Service and Regional Fare Study
9. **Member Comments**
10. **Distribution Items**
11. **Next Meeting Date**

April 22, 2024
12. **Adjournment**

#### ***PLEASE NOTE:***

The meetings of the advisory committees of the Collier Metropolitan Planning Organization (MPO) are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda should contact the MPO Director at least 14 days prior to the meeting date. Any person who decides to appeal a decision of the advisory committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Title VI Coordinator, Ms. Suzanne Miceli (239) 252-5814 or by email at: [Suzanne.Miceli@colliercountyfl.gov](mailto:Suzanne.Miceli@colliercountyfl.gov), or in writing to the Collier MPO, attention: Ms. Miceli, at 2885 South Horseshoe Dr., Naples, FL 34104.

**CITIZENS ADVISORY COMMITTEE of the  
COLLIER METROPOLITAN PLANNING ORGANIZATION  
MEETING MINUTES  
January 22, 2024, 2:00 p.m.**

**1. Call to Order**

**Ms. Middelstaedt** called the meeting to order at 2:03 p.m.

**2. Roll Call**

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

**CAC Members Present**

Elaine Middelstaedt, *Chair*

Neal Gelfand, *Vice-Chair*

Dennis DiDonna (*arrived during item 6.A.*)

Dennis Stalzer

Josh Rincon

Karen Homiak

Michelle Arnold (*arrived during item 3*)

**CAC Members Absent**

Fred Sasser

Josephine Medina

**MPO Staff**

Anne McLaughlin, Executive Director

Sean Kingston, Principal Planner

Dusty Hansen, Senior Planner

Suzanne Miceli, Administrative Support Specialist II

**Others Present**

Victoria Peters, FDOT Community Liaison (*left after item 7.C.*)

Erica McCaughey, FDOT

Carmen Monroy, Stantec Consulting

3. **Approval of the Agenda**

**Ms. McLaughlin** explained that staff was seeking approval of an amended agenda which included the addition of item 7.E. on the agenda for the endorsement of Amendment to FY24-28 TIP that read for Golf Course Dr Bike-Ped Project, but should say, South Golf Drive project.

*Mr. Rincon moved to approve the amended agenda. Mr. Gelfand seconded. Carried unanimously.*

4. **Approval of the November 27, 2023 Meeting Minutes**

*Ms. Homiak moved to approve the November 27, 2023 meeting minutes. Mr. Rincon seconded. Carried unanimously.*

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

**Ms. Monroy** mentioned that Stantec recently kicked off the major update of the Transit Development Plan (TDP) for Collier Area Transit. She continued by saying that there would be regular updates and she would be coordinating with Ms. Hansen.

6. **Agency Updates**

**A. FDOT**

**Ms. Peters** announced that she would be attending the Florida Metropolitan Planning Partnership (FMPP) meeting on January 24, 2024, followed by the Metropolitan Planning Organization Advisory Council (MPOAC) meeting on January 25, 2024, since both would be held in Orlando. She said FDOT would be working on a new Unified Planning Work Program (UPWP) in April and May of 2024, which might include an update to the UPWP check list. She anticipated that the new Transportation Improvement Program (TIP) download files would be available during the March/April time frame, and that much would be moving forward in the next few months, including Collier MPO's Long-Range Transportation Plan (LRTP).

**Ms. Middelstaedt** asked if there was an update for the timing of the completion of the sidewalk project in Everglades City.

**Ms. Peters** said the project was scheduled to be completed before the upcoming Everglades City Seafood festival starting on February 2, 2024.

**Ms. Middelstaedt** mentioned that the work so far looked very good.

**Ms. Peters** said FDOT had been working with the contractor, Everglades City/MPO Board, Council Member Pernas, and Dottie Smallwood from Everglades City Operations.

**Mr. DiDonna** asked about the Old 41 & Bonita Beach Road project.

**Ms. Peters** informed that it was in the Project Development and Environmental (PD&E) phase.

**B. MPO Executive Director**

**Ms. McLaughlin** said that the Collier MPO Executive Director role had not been filled, as the candidate elected by the MPO Board had declined the offer. She said the situation would be discussed at the upcoming MPO Board meeting in February.

She also mentioned that several important bills were going to state legislature, including [Senate Bill 1032](#), [House Bill 1301](#), and [House Bill 7049](#). The bills include updated requirements for the designation of MPOs, new evaluation criteria for MPO's (like keeping residents and citizens content regarding congestion), stricter regulations for transit, and prohibits FDOT and MPOs from considering nonpecuniary factors (like environmental issues) when developing transportation plans. She mentioned that FDOT matches the MPO for federal funding of projects, so such laws could challenge how the MPO would stay eligible for federal funding when nonpecuniary values in the prioritization of project funding needs to be considered (like environmental justice). There was also a request for Collier and Lee MPOs to do a feasibility study regarding the idea of merging. She believed that because of the proposed bills and the request for the merge feasibility study, it might be a challenging time to post the Executive Director position again, and that extending her contract another year might be considered.

**7. Committee Action**

**A. Elect Chair and Vice-Chair**

*Ms. Homiak moved to reelect Chair Middelstaedt and Vice-Chair Gelfand, and Mr. Rincon seconded. Carried unanimously.*

**B. Endorse Florida Department of Transportation (FDOT) Vision Zero Safety Performance Targets for Calendar Year 2024**

**Ms. McLaughlin** reviewed FDOT's statewide safety statistics and safety conditions for Collier County for the State of Florida (which can be viewed in the [January 22, 2024 CAC Agenda](#)). She mentioned that Collier County's fatalities and serious injuries were trending down and that she continues to recommend that the MPO align with FDOT's Vision Zero Safety Performance Targets, which would provide the opportunity to work with and support FDOT's safety efforts. She also mentioned that there were many safety initiatives in place within Collier MPO's various plans.

A group discussion followed regarding the statistical findings in relation to the new safety features in cars and the impossibility of hitting a zero target. **Ms. Monroy** commented that FDOT could not come up with a number other than zero that sounded acceptable.

**Mr. Gelfand** said that while he understood the sentiment, in the business world, targets are meant to provide guidance and be a true measurement of results. Measuring the targets in a different way, like say, a 10% drop each year, could be a measurable and more achievable target.

**Mr. Rincon** noted that because there are so many unknowns in the causes of fatal accidents, having 100% accuracy in the statistics might be impossible in any measurement.

A group discussion followed, and it was surmised that the term “target” refers to what is measurable and quantifiable, and that the use of a zero might be more accurately applied to a “vision” rather than a “target”.

*Ms. Homiak moved to endorse the FDOT Safety Targets for 2024 and Ms. Middelstaedt seconded. Carried unanimously.*

### **C. Endorse Amendment to the FY 24-28 Transportation Improvement Program (TIP) - Transit Projects**

**Mr. Kingston** explained that the item was for the Committee to endorse an Amendment to the FY 2024-2028 Collier MPO Transportation Improvement Program (TIP) and authorizing resolution. He went on to say that the Florida Department of Transportation (FDOT) requested Collier MPO to amend its FY 2024-2028 TIP to add five transit projects: three for service busses, one for operating funds for urban corridor improvements to support bus routes on state roadways, and one for a support vehicle. Staff recommended that the Committee endorse the Amendment and authorizing resolution and noted that there was a typographical error in the Exhibit 1 table which showed the responsible agency for project 439255-1 as “not available,” but that it should show the responsible agency as Collier County, and that the error would be corrected in a revised version that would be brought to the MPO Board in February.

*Mr. Rincon moved to endorse the Amendment to the FY 24-28 Transportation Improvement Program (TIP) - Transit Projects and Mr. Stalzer seconded. Carried 6:1 with Mr. DiDonna dissenting.*

### **D. Endorse the Collier to Polk Regional Trail PD&E as a Priority for SUN Trail Funding**

**Ms. McLaughlin** explained that the addition of the Collier to Polk Regional Trail to the SUN Trail priority trail network was endorsed by the committees and approved by the MPO Board and Florida Greenways and Trails Council. FDOT applied for SUN Trail funding to conduct a Project Development and Environmental (PD&E) study for the project to meet the December 20, 2023 deadline, and it must be formally approved as an MPO priority to receive the SUN Trail funding. Staff was recommending support for the Collier to Polk Regional Trail PD&E to be a high priority for SUN Trail funding. FDOT estimated the cost of the PD&E to be \$6.3 million. There were no competing projects at the time and the PD&E would start soon.

*Ms. Homiak moved to endorse the Collier to Polk Regional Trail PD&E as a priority for SUN Trail funding and Ms. Arnold seconded. Carried unanimously.*

**E. Endorse Amendment to the FY 2024-2028 Transportation Improvement Program and Authorizing Resolution for South Golf Dr. Bike-Ped Project**

**Mr. Kingston** explained that FDOT requested Collier MPO to amend its Transportation Improvement Program (TIP) FY 2024-2028 TIP for the South Golf Drive bike-ped project to add a new project number for the construction phase and make a correction to the Transportation System and Roadway ID and beginning/ending mileposts. The original TIP project sheet for FPN 440437-1 was revised and a new TIP project sheet for segment (-2) was added. The construction phase funding was moved from segment -1 to -2, authorized with a different Federal Aid Number. **Mr. Kingston** further noted that there was an error on the agenda in that Golf Course Drive was referenced instead of South Golf Drive.

*Mr. Rincon moved to endorse the Amendment to FY24-28 TIP for South Golf Dr Bike-Ped Project, and Mr. Stalzer seconded. Carried unanimously.*

**8. Reports and Presentation (May Require Committee Action)**

**A. FDOT Community Planning Presentation**

**Ms. McCaughey** explained that she was part of the Community Planning unit of FDOT's Planning Studio in Fort Myers, and that FDOT was visiting MPOs and counties in District One. The goals of the visits have been to engage with local staff, discuss growth management and community planning regarding land use and transportation issues, learn about the community's vision for growth, be a proactive partner in that growth, assist in enhancing the transportation system and quality of life, and generally keep the channel of communication open. Some discussion topics of such visits might include the impact of redevelopment and development on transportation, concurrency and impact fees, and identifying funds to move priorities forward.

A group discussion followed mentioning that different areas within the Collier region have different needs, and that with the vast growth occurring in the area, road improvements are greatly needed. It was recognized that road improvements take time to complete.

**9. Member Comments**

**Mr. Stalzer** asked when construction would start on S.R. 951 between Green Blvd and City Gate.

**Ms. McLaughlin** responded by saying that she was asked to provide a briefing for MPO Board Chair Greg Folley on S.R. 951. The I-75 S.R. 951 interchange improvement got a great deal of funding and was under construction. S.R. 951 between Manatee and Tower was being widened from four to six lanes with buffered bike lanes and shared use path in FDOT's Draft Tentative Work Program for FY 29, the C.R. 951 extension to northern Lee County was being considered to fulfill another north-south route, some major intersection improvements in the LRTP waiting for approval were at Immokalee Road and Golden Gate Parkway, and at US 41 in Collier. Lee MPO was proposing to amend its UPWP to fund the 951-extension study with Collier MPO, and the study limits were for Alico Road in Lee County to Immokalee Road in Collier County. The intention of the study was to see if there was a more direct path between Lee and Collier. The issue was that the proposed path crosses through conservation lands.

**Mr. Gelfand** asked about the relocation status of The Naples Airport.

A group discussion followed, and staff shared that earlier that day TAC Committee member and Naples Airport representative, Ute Vandersluis, had announced that a feasibility study was underway to investigate alternate locations for the airport.

**Mr. DiDonna** mentioned his concern about climate change and that during a recent trip to Japan, he noted Japan's clean and efficient transit and transportation system, saying the U.S. could learn from Japan's systems.

A group discussion followed regarding the recently proposed regional rail network study and the usefulness of a regional rail system.

**10. Distribution Items**

None.

**11. Next Meeting Date**

*February 26, 2024, 2:00 p.m. –Transportation Management Services Bldg. Main Conference Room, 2885 S. Horseshoe Dr., Naples, FL, 34104 – in person.*

**12. Adjournment**

**Ms. Middelstaedt** adjourned the meeting at 3:23 p.m.

**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7A**

**Endorse the addition of the Golden Gate Pkwy/Livingston Rd Intersection Design to the 2024 Transportation Regional Incentive Program (TRIP) Project Priority List**

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**OBJECTIVE:** To provide an improved intersection at Golden Gate Parkway and Livingston Road by designing an intersection that will optimize traffic flow, reduce delays, and improve the roadway network.

**CONSIDERATIONS:** The County is submitting an application to FDOT to meet the March 29, 2024 deadline FDOT established for new TRIP and County Incentive Grant Program (CIGP) priorities for FY 2030. The project is consistent with the MPO's 2045 Long Range Transportation Plan (LRTP) – Cost Feasible Plan. (**Attachment 1**)

The addition of the project is being considered by Lee County MPO's advisory committees along with changes they wish to propose, which will be shared with Collier MPO and brought to the Committee for endorsement at a later date.

The draft revised 2024 TRIP Priority List is shown in **Attachment 2**.

**STAFF RECOMMENDATION:** That the committee endorse the addition of the Golden Gate Pkwy/Livingston Rd intersection design as part of the 2024 TRIP Priority list.

Prepared By: Anne McLaughlin

**ATTACHMENTS:**

1. 2045 LRTP – CFP Table 6-3 (Map ID #78)
2. Draft 2024 Joint Lee/Collier TRIP Priority List



**Table 6-3. Collier MPO 2045 LRTP Cost Feasible Plan Projects – FDOT Other Roads Projects and Local Roadway Projects**

(in millions \$)

| Map ID  | Facility                        | Limits from            | Limits to               | Description   | Total Project Cost (PDC 2019 \$) | TIP Funding 2021-25 (YOE) | Plan Period 1 (TIP): 2021-2025 |        |        | Plan Period 2: 2026-2030 |         |         | Plan Period 3: 2031-2035 |         |         | Plan Period 4: 2036-2045 |     |     | Total Cost 2026-2045 (YOE \$ without SIS) | Total SIS Costs | County  | OA PRE-ENG | OA ROW and CST | Funding Source |        |
|---|---------------------------------|------------------------|-------------------------|---|----------------------------------|---------------------------|--------------------------------|--------|--------|--------------------------|---------|---------|--------------------------|---------|---------|--------------------------|-----|-----|---|-----------------|---------|------------|----------------|----------------|--------|
|   |                                 |                        |                         |   |                                  |                           | PRE-ENG                        | ROW    | CST    | PRE-ENG                  | ROW     | CST     | PRE-ENG                  | ROW     | CST     | PRE-ENG                  | ROW | CST |   |                 |         |            |                |                |        |
| <b>PLAN PERIOD 2 CONSTRUCTION FUNDED PROJECTS</b> |                                 |                        |                         |   |                                  |                           |                                |        |        |                          |         |         |                          |         |         |                          |     |     |   |                 |         |            |                |                |        |
| 12  | Everglades Blvd                 | Vanderbilt Bch Rd Ext. | Randall Blvd            | Widen from 2-Lanes to 4-Lanes   | \$32.80                          |                           |                                |        |        | \$5.59                   | \$2.38  | \$35.31 |                          |         |         |                          |     |     |   | \$43.27         | \$43.27 |            |                |                | County |
| 23  | I-75 (SR-93) Interchange (new)  | Golden Gate Pkwy       |                         | Interchange Improvement   | \$9.59                           |                           |                                |        |        | \$0.58                   |         | \$12.24 |                          |         |         |                          |     |     |   | \$12.81         |         | \$0.58     | \$12.24        |                | OA     |
| 25  | I-75 (SR-93)                    | Immokalee Rd           |                         | Interchange Improvement (DDI proposed)                                | \$9.59                           |                           |                                |        |        | \$0.58                   |         | \$12.24 |                          |         |         |                          |     |     |   | \$12.81         |         | \$0.58     | \$12.24        |                | OA     |
| 37  | Oil Well Road / CR 858 [60144]  | Everglades Blvd        | Oil Well Grade Rd       | Widen from 2-Lanes to 6-Lanes   | \$36.78                          | \$1.81                    | \$0.91                         | \$0.90 | \$6.73 |                          | \$42.11 |         |                          |         |         |                          |     |     |   | \$48.83         | \$48.83 |            |                |                | County |
| 57  | US 41 (SR 90) (Tamiami Trail E) | Goodlette-Frank Rd     |                         | Major Intersection Improvement  | \$13.00                          |                           |                                |        | \$0.63 | \$2.97                   | \$13.41 |         |                          |         |         |                          |     |     |   | \$17.01         |         | \$0.63     | \$16.38        |                | OA     |
| 58  | US 41 (SR 90) (Tamiami Trail E) | Greenway Rd            | 6 L Farm Rd             | Widen from 2-Lane to 4 Lanes  | \$31.88                          |                           |                                |        | \$3.91 | \$4.46                   | \$33.53 |         |                          |         |         |                          |     |     |   | \$41.90         |         | \$3.91     | \$37.98        |                | OA     |
| 66  | Immokalee Rd                    | Livingston Rd          |                         | Major Intersection Improvement  | \$24.50                          |                           |                                |        |        |                          | \$26.82 |         |                          |         |         |                          |     |     |   | \$26.82         | \$26.82 |            |                |                | County |
| 78  | Golden Gate Pkwy (Intersection) | Livingston Rd          |                         | Major Intersection Improvement  | \$24.50                          |                           |                                |        | \$5.63 |                          | \$26.82 |         |                          |         |         |                          |     |     |   | \$32.45         | \$32.45 |            |                |                | County |
| 111   | US 41                           | Immokalee Rd           |                         | Intersection Innovation /Improvements                                 | \$17.50                          |                           |                                |        | \$3.13 |                          | \$20.12 |         |                          |         |         |                          |     |     |   | \$23.24         |         | \$3.13     | \$20.12        |                | OA     |
| <b>PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS</b> |                                 |                        |                         |   |                                  |                           |                                |        |        |                          |         |         |                          |         |         |                          |     |     |   |                 |         |            |                |                |        |
| 39  | Old US 41                       | US 41                  | Lee/Collier County Line | Widen from 2-Lanes to 4-Lanes   | \$22.59                          |                           |                                |        | \$3.85 | \$1.70                   |         |         |                          |         | \$30.06 |                          |     |     |   | \$35.61         |         | \$3.85     | \$31.76        |                | OA     |
| 42  | Randall Blvd                    | 8th St NE              | Everglades Blvd         | Widen from 2-Lanes to 6-Lanes   | \$51.57                          |                           |                                |        | \$7.29 | \$5.35                   |         |         |                          |         | \$65.04 |                          |     |     |   | \$77.67         | \$77.67 |            |                |                | County |
| 59  | US 41                           | Collier Blvd           |                         | Major Intersection Improvement  | \$17.25                          |                           |                                |        | \$2.81 |                          |         |         |                          |         | \$23.66 |                          |     |     |   | \$26.47         |         | \$2.81     | \$23.66        |                | OA     |
| 60  | US 41 (SR 90) (Tamiami Trail E) | Immokalee Rd           | Old US 41               | Further Study Required (Complete Streets Study for TSM&O Improvements | \$17.25                          |                           |                                |        | \$0.46 |                          |         |         | \$2.00                   |         | \$23.66 |                          |     |     |   | \$26.12         |         | \$2.46     | \$23.66        |                | OA     |
| 90  | Pine Ridge Rd                   | Logan Blvd             | Collier Blvd            | Widen from 4-Lanes to 6-Lanes   | \$21.72                          |                           |                                |        | \$1.99 |                          |         |         | \$4.52                   | \$25.00 |         |                          |     |     |   | \$31.51         | \$31.51 |            |                |                | County |

PRE-ENG includes PD&E and Design
Present Day Cost
Right-of-Way
Construction
 YOE Year of Expenditure

**DRAFT Joint TRIP Priorities for Lee and Collier for 2024 (v1)**

| Sponsor          | Route                             | From                        | To                          | Proposed Improvement | Requested Phase | Total Cost   | Requested TRIP Funds |
|------------------|-----------------------------------|-----------------------------|-----------------------------|----------------------|-----------------|--------------|----------------------|
| <b>2021/2022</b> |                                   |                             |                             |                      |                 |              |                      |
| Lee County       | Corkscrew Road                    | E.of Ben Hill Griffin       | Bella Terra                 | 2L to 4L             | CST             | \$24,525,000 | \$6,975,000          |
| <b>2022/2023</b> |                                   |                             |                             |                      |                 |              |                      |
| Lee County       | Ortiz                             | Colonial Blvd               | SR 82                       | 2L to 4L             | CST             | \$16,520,000 | \$4,000,000          |
| Lee County       | Corkscrew Road                    | Bella Terra                 | Alico Road                  | 2L to 4L             | CST             | \$16,068,000 | \$4,000,000          |
| Lee County       | Three Oaks Ext.                   | Fiddlesticks Canal Crossing | Pony Drive                  | New 4L               | CST             | \$60,774,000 | \$8,000,000          |
| <b>2023/2024</b> |                                   |                             |                             |                      |                 |              |                      |
| Collier County   | Collier Blvd                      | Golden Gate Main Canal      | Golden Gate Pkwy            | 4L to 6L             | Des/Build       | \$38,664,000 | \$5,000,000          |
| Lee County       | Three Oaks Ext.                   | Pony Drive                  | Daniels Parkway             | New 4L               | CST             | \$31,720,000 | \$7,500,000          |
| Collier County   | Vanderbilt Beach Rd               | US 41                       | E. of Goodlette             | 4L to 6L             | CST             | \$8,428,875  | \$4,214,438          |
| Collier County   | Veterans Memorial Boulevard       | High School Entrance        | US 41                       | New 4L/6L            | CST             | \$14,800,000 | \$6,000,000          |
| Lee County       | Burnt Store Rd                    | Van Buren Pkwy.             | 1,000' N.of Charlotte Co/L. | 2L to 4L             | ROW             | \$32,000,000 | \$4,000,000          |
| <b>2024/2025</b> |                                   |                             |                             |                      |                 |              |                      |
| Collier County   | Vanderbilt Beach Rd               | 16th Street                 | Everglades Blvd             | New 2L               | CST             | \$19,050,000 | \$4,125,000          |
| Lee County       | Ortiz Avenue                      | SR 82                       | Luckett Road                | 2L to 4L             | CST             | \$28,475,000 | \$5,000,000          |
| Collier County   | Santa Barbara/Logan Blvd.         | Painted Leaf Lane           | Pine Ridge Road             | Operational Imp.     | CST             | \$8,000,000  | \$4,000,000          |
| Lee County       | Alico Extension - Phase I         | Airport Haul Rd             | E. of Alico Road            | New 4L               | CST             | \$10,759,000 | \$3,000,000          |
| Collier County   | Goodlette Road                    | Vanderbilt Beach Road       | Immokalee Road              | 2L to 4L             | CST             | \$5,500,000  | \$2,750,000          |
| <b>2025/2026</b> |                                   |                             |                             |                      |                 |              |                      |
| Lee County       | Ortiz Avenue                      | Luckett Road                | SR 80                       | 2L to 4L             | CST             | \$28,418,000 | \$5,000,000          |
| <b>2026/2027</b> |                                   |                             |                             |                      |                 |              |                      |
| Lee County       | Alico Extension - Phase II & III  | E. of Alico Road            | SR 82                       | New 4L               | CST             | \$95,781,000 | \$8,000,000          |
| <b>2027/2028</b> |                                   |                             |                             |                      |                 |              |                      |
| Collier County   | Oil Well Road                     | Everglades                  | Oil Well Grade Rd.          | 2L to 6L             | CST             | \$54,000,000 | \$6,000,000          |
| Collier County   | Immokalee Road - Shoulder Project | Logan Blvd                  | Livingston Rd               | Shoulders            | CST             | \$15,000,000 | \$4,000,000          |
| Collier County   | Immokalee Road                    | At Livingston Road          |                             | Major Intersect.     | PE              | \$4,500,000  | \$1,000,000          |
| Collier County   | Randall Blvd                      | Everglades                  | 8th                         | 2L to 6L             | PE              | \$5,760,000  | \$2,880,000          |
| <b>2028/2029</b> |                                   |                             |                             |                      |                 |              |                      |
| Collier County   | Immokalee Road                    | At Livingston Road          |                             | Major Intersect.     | CST             | \$38,000,000 | \$10,000,000         |
| <b>2029/2030</b> |                                   |                             |                             |                      |                 |              |                      |
| Collier County   | Golden Gate Pkwy                  | At/Livingston Rd            |                             | Major Intersect.     | PE              | \$6,000,000  | \$3,000,000          |

**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7B**

**Review Draft FY 2024/25 – 2025/26 Unified Planning Work Program**

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**OBJECTIVE:** For the Committee to review the Draft FY 2024/25 – 2025/26 Unified Planning Work Program (UPWP).

**CONSIDERATIONS:** The MPO is required to develop and submit to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) a two-year UPWP, which serves as the resource and budgeting document for the MPO for the coming fiscal years beginning July 1<sup>st</sup>, 2024, and ending June 30, 2026. FDOT requires submittal of a draft UPWP by March 15<sup>th</sup> for the purposes of agency review and comment, and a final version by May 15<sup>th</sup>. In order to meet the FDOT deadlines and the MPO meeting schedule, it is necessary for the committee to review the draft UPWP now and the final UPWP in April.

The major focus areas for this upcoming UPWP are as follows:

- FHWA/FTA Quadrennial Certification Review of Collier MPO
- Completion of the Bicycle & Pedestrian Master Plan Update
- Completion of the Transit Development Plan, Major Update
- Completion of the 2050 Long-Range Transportation Plan
- Completion of a Safe Streets for All Comprehensive Safety Action Plan
- Beginning the next Update to the Congestion Management Process

The draft UPWP is shown in **Attachment 1**.

**STAFF RECOMMENDATION:** That the Committee review the Draft FY 2024/25 – 2025/26 UPWP and have the opportunity to comment or ask questions.

Prepared By: Dusty Hansen, Senior Planner

**ATTACHMENTS:**

1. Draft 2024/25 – 2025/26 UPWP



**COLLIER  
METROPOLITAN PLANNING ORGANIZATION  
BONITA SPRINGS (NAPLES), FL UZA**

7B Attachment 1  
TAC/CAC 3/25/24

**UNIFIED PLANNING WORK PROGRAM  
FISCAL YEARS (FY) 2024/25-2025/26  
July 1, 2024-June 30, 2026**

This document was approved and adopted by the  
Collier Metropolitan Planning Organization on  
May 10, 2024

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DRAFT

# **COST ANALYSIS CERTIFICATION**

[insert signed certificate for final UPWP]

DRAFT

# INTRODUCTION

## DEFINITION OF THE UPWP

The Unified Planning Work Program (UPWP) for the Collier Metropolitan Planning Organization documents transportation planning and transportation planning related activities for the two-year period starting July 1, 2024 (FY 2024/25-2025/26). The UPWP is the basis for allocating federal, state, and local funds for transportation planning purposes in the Collier Metropolitan Planning area. At a minimum, a UPWP includes a description of the work and resulting products, indicates who will perform the work, provides timeframes and deadlines for completing the work, includes the cost of the work and the source(s) of funds.

This Work Program is consistent with all federal and state requirements. All products and planning concepts and factors follow Federal and State guidelines. The Collier MPO complies with Title VI of the Civil Rights Act of 1964. Title VI prohibits discrimination on the basis of race, color, national origin, age, disability, religion or sex.

The objective of the Collier MPO is to provide for a Continuing, Comprehensive, and Cooperative approach to the planning process. The MPO performs a variety of tasks utilizing funds under Titles 23 and 49, and Title 49 Chapter 53, U.S.C. Those tasks include annual development of the Transportation Improvement Program (TIP); continually improving the Congestion Management Process; regular updates to the Transit Development Plan (TDP) and Transportation Disadvantaged Service Plan (TDSP); support of Bicycle and Pedestrian Planning activities; preparation of updates to the Long Range Transportation Plan (LRTP); periodically updating the Public Involvement Plan (PIP), expanding public outreach activities and implementing strategies to address environmental justice issues; and supporting FDOT District One and Collier County planning activities with emphasis on improving traffic modeling and Geographic Information Systems (GIS) capabilities. All eligible expenses will be reimbursed on an actual cost basis and therefore an indirect rate will not be utilized.

## OVERVIEW AND STATUS OF CURRENT CORE PLANNING ACTIVITIES

### **Long Range Transportation Plan**

The LRTP is a critical tool in the MPO process. It is composed of a Needs Assessment, a Cost Feasible Plan, and several multi-modal transportation components. It is the primary document in which multi-modal components (such as pathways, transit, and other projects), land use data, and projected revenues are integrated in the long range planning process. The 2045 LRTP started in 2019 and was completed in December 2020. The development of the 2045 LRTP included coordination with member agencies and the FDOT.

The 2050 LRTP will be the focus for this UPWP. The MPO's consultant has begun development of the 2050 LRTP. Current activities include developing a Public Involvement Plan and public involvement materials, coordinating initiatives, goals, objectives, decision making framework, travel modeling and analysis, and coordinating with member agencies and FDOT. The document is required to be adopted by December 2025.



## INTRODUCTION (cont.)

### **Congestion Management Process (CMP)**

An operational Congestion Management System (CMS) plan was originally adopted in 1997 and was updated in 2006. The CMS was developed to reduce congestion by not adding travel lanes to existing highways, but by initiatives such as improving traffic signal timing, improving intersections (adding/lengthening turn lanes, etc.), and modifying medians. In 2008, the MPO updated the CMS and renamed it the Congestion Management Process (CMP). The CMP was updated in 2017. The 2017 update brought the document current with the 2040 LRTP and new federal legislation requiring performance-based, data driven planning. The 2017 update also adopted transportation performance measures and required project sponsors to establish baseline measures and report the results to the Congestion Management Committee and the MPO Board.

Updates to the CMP are completed every five years. The last update to the CMP occurred in April 2022. Beginning a new update to the CMP for anticipated completion in 2027 will be a focus for this UPWP. The update will bring the document current with the 2050 LRTP, which is currently underway.

## **LOCAL AND REGIONAL PLANNING PRIORITIES**

### **FY 2024/25 and FY 2025/26 UPWP Transportation Planning Priorities**

Completing many technical plans and studies that support the development of the LRTP will be a focus of this UPWP.

#### **Transit Planning**

A major Transit Development Plan (TDP) update was completed in September 2020 and a new update is now underway. The TDP update is scheduled to be completed by September 2025 and will coordinate with the 2050 LRTP. The Collier County Public Transit and Neighborhood Enhancement (PTNE) Department, in coordination with the Collier MPO, completes Annual Progress Reports to the TDP in-house.

A Zero Emission Fleet Transition Plan is being completed to evaluate the potential impacts, benefits, and feasibility of a deployment plan to incorporate battery electric vehicles into Collier Area Transit's services and facilities.

The last Transportation Disadvantaged Service Plan (TDSP) major update was completed in 2023. The Collier MPO serves as the designated official planning agency and performs Transportation Disadvantaged Planning activities. A major TDSP update is required to be completed 120 days after reappointment of the Community Transportation Coordinator, which will occur in 2028. The next major update to the TDSP update must be completed and submitted to the Florida Commission for the Transportation Disadvantaged by October 2028. Interim updates to the TDSP are completed annually and completed by MPO staff in-house.

#### **Bicycle and Pedestrian Master Plan (BPMP) Update**

The purpose of the BPMP is to develop a comprehensive bicycle and pedestrian network throughout Collier County and to unify planning efforts and influence facility improvement priorities. The last BPMP update was completed in 2019 and a new update is underway, and anticipated to be completed by May 2025 and will coordinate with the 2050 LRTP.

#### **Safe Streets for All Comprehensive Safety Action Plan**

The Safe Streets for All Comprehensive Safety Action Plan is a plan that supports FDOT's Vision Zero goals, provides a framework to reduce fatalities and serious injuries on roadways, and improves the safety, health, and well-being of residents and visitors. Development of the Action Plan is currently underway and is expected to be completed by November 2025.

#### **Equity Analysis**

MPO staff prepared an updated Equity Analysis in 2023 to assess changes throughout the community since the previous 2017 analysis was last updated in 2019 for inclusion in the BPMP and the 2045 LRTP. The 2023 update identified Disadvantaged Census Tracts in Collier County using the Council on Environmental Quality – Climate and Economic Justice Screening Tool released on 11/22/22. The analysis is consistent with the transportation disadvantaged definition and evaluation criteria established for use in submitting applications for USDOT 2022 Justice40 discretionary grant programs.

### **Regional Transportation Planning Activities**

The Lee County and Collier MPOs meet annually to discuss regional issues and projects which may have a joint impact on the area. The Collier MPO participates in the Lee MPO's Technical Advisory Committee (TAC) and the Lee MPO participates in the Collier TAC. The MPOs will continue to work together to endorse and adopt regional priorities for enhancements, TRIP, highway, and transit projects.

Collier MPO participates in meetings of the Coordinated Urban Transportation Systems (CUTS), the Metropolitan Planning Organization Advisory Council (MPOAC), and in district and state-wide meetings with FDOT.

Collier, Lee, Charlotte and Sarasota/Manatee MPOs have coordinated to submit an application for a Southwest Florida Rail Study under the MPO Advisory Council's Pilot Passenger Rail Priorities Program (PRPP). The goal of the PRPP is to expand rail options across the State of Florida while creating a comprehensive, integrated, and coordinated multimodal network.

### **AIR QUALITY PLANNING ACTIVITIES**

The Collier MPO is in an air quality attainment area and does not anticipate completing any non-attainment planning activities at this time; however, the MPO planning area's air quality continues to be monitored and staff participates in training as needed.

### **SOFT MATCH**

Section 120 of Title 23, U.S.C, permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the federal share to be increased up to 100% to the extent credits are available. The "soft match" amount being utilized to match the FHWA funding in this UPWP is 18.07% of FHWA program funds for a total of \$197,697 in FY 2024/25 and \$149,635 in FY 2025/26, for a grand total of \$347,332. The "soft match" amount being utilized to match carryover 5305(d) funding in this UPWP is 20% of FTA funds for a total of \$23,317 in FY 2024/25.

### **FDOT District One Planning Activities**

Florida Department of Transportation- District One District Wide Planning activities for FY24/25- FY25/26 include the following:

- GIS Application Development and System Maintenance
- Systems Planning and Reviews
- Interchange Reviews
- Travel Demand Model Development
- ETDM/Community Impact Assessment
- Statistics
- Federal Functional Classification
- Traffic Counts Program
- Modal Development Technical Support
- Transportation Alternatives Program Development

- Commuter Services
- State Highway System Corridor Studies
- Growth Management Technical Support
- Complete Streets Technical Support
- Freight Mobility Support
- Promoting and coordinating Safety for all modes of transportation, including bicycle and pedestrian

As part of the 3 “C” (Continuing, Cooperative, and Comprehensive) planning process, District staff coordinate planning activities with the MPO. MPO Board and Advisory Committee members are notified of project meetings within the MPO area. FDOT staff present status reports to the MPO Board and Advisory Committees to solicit feedback on planning activities and to ensure that District planning studies and MPO planning activities are coordinated.

### **CPG PARTICIPATION STATEMENT**

“The FDOT and the Collier Metropolitan Planning Organization participate in the Consolidated Planning Grant (CPG). The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida’s FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA’s Florida Division. These funds are annually apportioned to FDOT as the direct recipient and allocated to the MPO by FDOT utilizing formulas approved by the MPO, FDOT, FHWA, and FTA in accordance with 23 CFR 420.109 and 49 U.S.C. Chapter 53. The FDOT is fulfilling the CPG’s required 18.07% non-federal share (match) using Transportation Development Credits as permitted by 23 CFR 120(j) and FTA C 8100.1D.”

### **PUBLIC INVOLVEMENT PROCESS**

The development of the UPWP has been subject to public review and comment and is consistent with the Collier MPO’s adopted Public Participation Plan (PPP). The draft is sent to the TAC and CAC for review, announced on the Collier MPO website and sent to interested parties via email to the MPO’s listserv on the date the TAC/CAC agenda packets are posted and distributed.

MPO staff responds in writing to input received from the public and significant comments received from the public, advisory committee members and Board members are memorialized and addressed in this document. All comments received, including from FHWA, FTA, and FDOT have been addressed and incorporated into Appendix D of the final document.

A draft of this UPWP was reviewed by the Citizens and Technical Advisory Committees on March 25, 2024 and reviewed by the MPO Board on April 12, 2024. The final document was endorsed by the Citizens and Technical Advisory Committee on April 22, 2024 and approved by the MPO Board on May 10, 2024.

## FEDERAL PLANNING FACTORS

In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST act identified planning factors for the MPO planning process. 23 CFR 450.306 sets forth the scope of the metropolitan transportation planning process, and includes the following planning factors, which have been incorporated into the MPO Planning Process and this UPWP:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and,
10. Enhance travel and tourism.

In addition to the planning factors noted above, MAP-21 required that State DOTs and MPOs conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals which include:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

The FAST Act supplemented the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own. The Collier MPO has chosen to support the statewide targets. The transition to performance-based planning is ongoing and has been addressed within the tasks identified in this UPWP, specifically within the LRTP and TIP. The Collier MPO intends to coordinate with FDOT and member agencies to fully comply with the performance-based planning requirements.

In November 2021 the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation carries forward the policies, programs, and initiatives established by preceding legislation (FAST Act and MAP-21) to maintain and improve the nation's surface transportation system. The IIJA

carries forward and expands on these policies and introduces new policies and programs that address new and emerging issues that face the nation’s transportation system. These issues include mitigating impacts to existing infrastructure due to climate change, developing and maintaining system resiliency, ensuring equity, researching and deploying new technologies, and improving safety for all users.

**TABLE 1 – FEDERAL PLANNING FACTOR MATRIX**

| <b>Federal Planning Factors</b>  |                       |                        |  |                            |  |  |                              |                                  |
|--|-----------------------|------------------------|--|----------------------------|--|--|------------------------------|----------------------------------|
|  | <b>Administration</b> | <b>Data Collection</b> | <b>TIP Maintenance &amp; Development</b> | <b>Long Range Planning</b> | <b>Special Projects &amp; Systems Planning</b> | <b>Transit &amp; Transportation Disadvantaged Planning</b> | <b>Regional Coordination</b> | <b>Locally Funded Activities</b> |
| 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency   |                       |                        | ◆  | ◆                          | ◆  | ◆  | ◆                            |                                  |
| 2. Increase the safety of the transportation system for motorized and non-motorized users  | ◆                     | ◆                      | ◆  | ◆                          | ◆  | ◆  | ◆                            |                                  |
| 3. Increase the security of the transportation system for motorized and non-motorized users  |                       | ◆                      | ◆  | ◆                          | ◆  |  | ◆                            |                                  |
| 4. Increase accessibility and mobility of people and freight   |                       | ◆                      | ◆  | ◆                          | ◆  | ◆  | ◆                            |                                  |
| 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns | ◆                     | ◆                      | ◆  | ◆                          | ◆  | ◆  | ◆                            | ◆                                |
| 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight   |                       | ◆                      | ◆  | ◆                          | ◆  | ◆  | ◆                            |                                  |
| 7. Promote efficient system management and operation   |                       | ◆                      | ◆  | ◆                          | ◆  | ◆  | ◆                            |                                  |
| 8. Emphasize the preservation of the existing transportation system  |                       | ◆                      | ◆  | ◆                          | ◆  |  | ◆                            |                                  |
| 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation   |                       | ◆                      | ◆  | ◆                          | ◆  |  | ◆                            |                                  |
| 10. Enhance travel and tourism   | ◆                     |                        | ◆  | ◆                          | ◆  | ◆  | ◆                            | ◆                                |

## FEDERAL AND STATE PLANNING EMPHASIS AREAS

### STATE PLANNING EMPHASIS AREAS – 2024

The Florida Department of Transportation Office of Policy Planning develops Planning Emphasis Areas. Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources.

The Collier MPO has considered the four topics shown below and included them in studies identified in this UPWP.

#### **Safety**

The Florida Transportation Plan and the State’s Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

#### **Equity**

Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad*, created the “Justice40 Initiative” that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*, outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The Florida Transportation Plan seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. The MPOs are key to identifying and implementing improvements based on data-driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community. The UPWP should address approaches to furthering transportation equity.

#### **Resilience**

With the passage of the FAST Act, resilience was introduced as a federal planning factor: “Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation.” Resilience is defined as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts.

MPOs can address resilience within their planning processes by leveraging tools such as the FHWA Resilience and Transportation Planning guide and the FDOT Quick Guide: Incorporating Resilience in the MPO LRTP. It should be noted that while these documents focus primarily on the development of MPO LRTPs and TIPs, addressing resilience should be a consideration within every planning

document prepared by an MPO. MPOs should place a particular emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, MPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure. Proactive resiliency planning will help the MPO develop planning documents that are ultimately more realistic and cost-effective.

### **Emerging Mobility**

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of all seven goals of the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging mobility.

The UPWP should recognize the important influence of emerging mobility on the multi-modal transportation system and include related planning studies, collaboration efforts, research, or other activities.

### **FEDERAL PLANNING EMPHASIS AREAS – 2024**

In 2021, FHWA and FTA jointly issued PEAs for UPWPs. The following items should be considered when developing tasks associated with the UPWP:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice<sup>40</sup> in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/ US Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning



**TABLE 2 – PLANNING EMPHASIS AREAS**

|  | Administration | Data Collection | TIP Maintenance & Development | Long Range Planning | Special Projects & Systems Planning | Transit & Transportation Disadvantaged Planning | Regional Coordination | Locally Funded Activities |
|--|----------------|-----------------|-------------------------------|---------------------|-------------------------------------|---|-----------------------|---------------------------|
| <b>FDOT Planning Emphasis Areas</b>  |                |                 |                               |                     |                                     |   |                       |                           |
| 1. Safety  | ✓              | ✓               | ✓                             | ✓                   | ✓                                   | ✓   | ✓                     |                           |
| 2. Equity  | ✓              | ✓               |                               | ✓                   | ✓                                   | ✓   | ✓                     |                           |
| 3. Resilience  |                | ✓               | ✓                             | ✓                   | ✓                                   |   | ✓                     |                           |
| 4. Emerging Mobility   |                | ✓               | ✓                             | ✓                   | ✓                                   | ✓   | ✓                     |                           |
| <b>Federal Planning Emphasis Areas</b>   |                |                 |                               |                     |                                     |   |                       |                           |
| 5. Tackling the climate crisis - Transition to a clean energy, resilient future      |                | ✓               | ✓                             | ✓                   | ✓                                   | ✓   | ✓                     |                           |
| 6. Equity and Justice40 in Transportation Planning                                   | ✓              | ✓               | ✓                             | ✓                   | ✓                                   | ✓   | ✓                     |                           |
| 7. Complete Streets  | ✓              | ✓               | ✓                             | ✓                   | ✓                                   | ✓   | ✓                     |                           |
| 8. Public Involvement  | ✓              |                 | ✓                             | ✓                   | ✓                                   | ✓   | ✓                     |                           |
| 9. Strategic Highway Network (STRAHNET)/ US Department of Defense (DOD) Coordination |                | ✓               | ✓                             | ✓                   |                                     |   | ✓                     |                           |
| 10. Federal Land Management Agency (FLMA) (Coordination)                             |                |                 | ✓                             | ✓                   | ✓                                   |   |                       |                           |
| 11. Planning and Environment Linkages (PEL)  |                |                 | ✓                             | ✓                   | ✓                                   | ✓   | ✓                     |                           |
| 12. Data in Transportation Planning  |                | ✓               | ✓                             | ✓                   | ✓                                   | ✓   | ✓                     |                           |

**MPO RESOLUTION**

The Resolution dated May 10, 2024, signed by the Collier MPO Chair, is available in Appendix E.

# **ORGANIZATION AND MANAGEMENT OF THE METROPOLITAN PLANNING ORGANIZATION**

## **IDENTIFICATION OF MPO PARTICIPANTS**

The Collier MPO is the primary agency responsible for transportation planning in Collier County. The MPO Board consists of nine voting members representing the county government and three local municipalities, and one non-voting representative from the FDOT. The MPO is a legislative body with the power to develop and adopt plans, and to set priorities for the programming of improvements to the transportation system. The MPO membership includes the following:

### **COLLIER COUNTY**

Commissioner Rick LoCastro, District 1  
Commissioner Chris Hall, District 2  
Commissioner Burt Saunders, District 3  
Commissioner Dan Kowal, District 4  
Commissioner William L. McDaniel, Jr., District 5

### **CITY OF NAPLES**

Council Member [replacement pending]  
Council Member [replacement pending]

### **CITY OF MARCO ISLAND**

Council Member Greg Folley

### **CITY OF EVERGLADES CITY**

Council Member Tony Pernas

### **FLORIDA DEPARTMENT OF TRANSPORTATION**

L.K. Nandam, District Secretary, District One

The MPO Board is served by five advisory committees. The advisory committees are summarized as follows:

#### **Technical Advisory Committee (TAC)**

The MPO's TAC is composed of technically qualified representatives of agencies responsible for directing, developing, and improving the transportation system within the Collier County Metropolitan Planning Area. Committee duties include the coordination of transportation planning and programming activities arising from the review of all transportation technical studies and reports submitted to them.

### **Citizens Advisory Committee (CAC)**

The MPO's CAC is composed of thirteen (13) individuals representing a cross-section of the geographic community and special interests, such as minorities and persons with disabilities. They are recruited to represent the City of Naples, the City of Marco Island, the City of Everglades City and the County Commission Districts of the unincorporated areas of the county. The CAC provides the MPO Board and staff with the citizen's perspective on the multimodal transportation planning process. The CAC is the focal point of the MPO's public involvement process.

### **Bicycle & Pedestrian Advisory Committee (BPAC)**

The MPO's BPAC is composed of twelve (12) at-large voting members representing a wide cross-section of Collier County residents and neighborhoods, bicycle and pedestrian safety professionals, Safe Routes to Schools organizations, transit riders, local bicycle and pedestrian advocacy groups, organizations that encourage active transportation from a community health perspective, and advocates for persons with disabilities and other transportation disadvantaged populations.

The committee is responsible for providing citizen input into the deliberations of bicycle and pedestrian related issues within the community and to advise the MPO on developing a Bicycle and Pedestrian Plan. The BPAC is also involved in recommending priorities for bicycle and pedestrian projects and program implementation.

### **Congestion Management Committee (CMC)**

The CMC serves the MPO in an advisory capacity on technical matters relating to the update of the MPO's Congestion Management System and the coordination of the CMS with the regional ITS architecture. The committee is responsible for creating and amending the Congestion Management Process (CMP) and for prioritizing candidate CMS projects to be funded from the MPO's CMS boxed funds.

### **Local Coordinating Board for the Transportation Disadvantaged (LCB)**

The LCB for the Transportation Disadvantaged (TD) has been appointed by the MPO to carry out the duties described in Rule 41-2, Florida Administrative Code, as an integral part of the TD planning and delivery service program.

The LCB is composed of representatives from various State and local agencies, as well as citizen representatives. A member of the MPO Board is appointed to serve as the LCB's Chairman.

## **OPERATIONAL PROCEDURES AND BYLAWS**

The MPO operates under an adopted set of Bylaws (last updated November 13, 2020). The MPO Executive Director reports directly to the MPO Board. The additional MPO staff members are Collier County employees pursuant to a staff services agreement. Administrative services are provided by Collier County under the rules and procedures of Collier County and the State of Florida. Annual audits of the MPO Program are performed as part of the single audit process under the direction of the Clerk of Courts Finance Department.

The MPO has a Continuity of Operations Plan (COOP) which was most recently updated on 8/28/23. The COOP provides guidelines for the Board and staff of the Collier MPO to prepare for, respond during, and recover from a disruption in internal operations caused by natural or man-made events, including pandemics. The MPO's COOP is consistent with the Department of Homeland Security Headquarters Continuity of Operations Guidance Document dated April 2004, and in accordance with the Board of County Commissioner's Emergency Action Plan and County Practices and Procedures (CMA) #5900 Cessation of Government Activities. The MPO's COOP is reviewed each calendar year before June 1<sup>st</sup> and a staff training exercise is conducted on a biannual basis by June 1<sup>st</sup> of alternating years.

Official records of MPO business are maintained in the MPO Offices located in the Collier County Transportation Management Services Division, 2885 South Horseshoe Drive, Naples, Florida 34104. All MPO records are available for public inspection during normal business hours.

The Collier MPO's operational procedures fully comply with the public records laws and the Sunshine Laws of the State of Florida.

## **EXECUTED AGREEMENTS**

The MPO has various agreements in place with State and local governments and agencies that promote the "3-C" planning process. The following is a list of agreements currently in place:

- Amended and Restated Interlocal Agreement for the Creation of the Collier County MPO – FDOT, City of Naples, City of Marco Island, City of Everglades City, Collier County (2/26/15).
- Metropolitan Planning Organization Agreement – FDOT/MPO (7/1/24) – Agreement for planning funding.
- Staff Services Agreement – MPO/Collier County (5/24/22).
- Lease Agreement – MPO/Collier County (5/24/22).
- Interlocal Agreement – Lee and Collier MPO regional coordination (amended 3/20/09).
- Intergovernmental Coordination and Review (ICAR) and Public Transportation Coordination Joint Participation Agreement – FDOT/MPO/Collier County Airport Authority, Naples Airport Authority/ Southwest Florida Regional Planning Council (11/25/14) *Requested updates to boilerplate. Will update when boilerplate agreement has been updated to new federal law.*
- Public Transit Grant Agreement (G1V40) – FDOT/MPO.
- Public Transit Grant Agreement (G2594) – FDOT/MPO.
- Transportation Disadvantaged Planning Grant Agreement – Fla. CTD/MPO.
- Grant Agreement Under the FY 2022 Safe Streets and Roads for All Grant Program (693JJ32440059) – USDOT/MPO (10/26/23).

These agreements are currently under review and will be updated as appropriate. Current executed agreements can be accessed by visiting the Collier MPO website at <https://www.colliermpo.org/mpo-agreements-resolutions/>.

## **CERTIFICATIONS AND ASSURANCES**

All required certifications and assurances are included in this document in Appendix C.

DRAFT

## UPWP TASK OVERVIEW

The FY 2024/25-2025/26 UPWP covers the fiscal years starting July 1, 2024, and ending June 30, 2026. The specific planning activities to be undertaken over the next two years by MPO staff are organized into eight tasks, each of which includes individual activities. A brief overview of each of these tasks is provided below:

### 1. **Administration**

Administrative tasks provide for the primary management of MPO activities, including but not limited to, staff time to organize and conduct MPO Board and advisory committee meetings, public involvement efforts, and to participate in intergovernmental activities. In addition, this section includes all necessary expenditures to maintain operations, capital expenditures, Federal and State compliance documentation and all fiscally related tasks such as audits, progress reporting, maintenance of financial records, and the preparation of annual administrative reports, such as the UPWP, are also included. This task will include any necessary updates to agreements or documents related to the 2020 Census.

### 2. **Data Collection / Development**

Task activities in this section includes those needed to monitor and analyze travel behavior and factors affecting travel, such as socio-economic, land use, environmental, air quality, safety, security and freight and transportation system data. Evaluation of the data collected in this section is used for both long and short range planning for the transportation system.

### 3. **Transportation Improvement Program (TIP) Maintenance and Development**

This task annually provides for the development of the TIP, a five-year program of transportation improvements. The TIP will be developed in cooperation with FDOT and the local governments. Transportation projects will be drawn from the currently adopted MPO Long Range Transportation Plan to ensure the program's consistency relative to priorities and financial constraints. The prioritization methodology for each State and Federal funding project category will be detailed in the introduction of each pertinent section of the TIP. Regionally significant projects, regardless of funding source, are also included in the Transportation Improvement Program. The TIP also includes a list of multi-modal unfunded State, county and municipal projects that have been prioritized by the MPO Board.

Task activities in this section include establishing project priorities, annually updating the TIP and reviewing transportation plans and reports for use in many other UPWP sections and tasks, including short range planning, the Long Range Transportation Plan (LRTP), Transit Planning, and project planning.

### 4. **Long Range Planning**

Updates and amendments to the LRTP include multi-modal aspects of transportation planning such as highway planning, transit planning, reviewing enhancement priorities, bicycle/pedestrian programming, and congestion monitoring of the Systems Planning area. This section is intended to

work with the other sections of the UPWP in the development, review, amending and updating of the Long Range Transportation Plan.

**5. Special Projects and Systems Planning**

This task includes various recurring and non-recurring planning projects, including bicycle and pedestrian planning support, congestion management planning, and safety planning support. Complete Streets planning, and Bicycle and Pedestrian planning and support are conducted in order to provide a balanced transportation system to ensure that non-motorized travel options are safe, convenient and offer recreational opportunities.

**6. Transit & Transportation Disadvantaged Planning**

The UPWP addresses the continuing efforts of the Transit Program and Transportation Disadvantaged (TD) Program. Transit support is provided in order to develop the LRTP, TIP and other plans, programs and technical studies relating to public transportation. In addition, planning services are provided to ensure a coordinated Transportation Disadvantaged (TD) Program in Collier County.

**7. Regional Coordination**

This task provides for the creation of a region-wide multimodal transportation planning process in accordance with Federal and State guidelines to ensure the coordination of transportation planning and policy activities in FDOT District One. This includes travel expenditures, room rental, and any other necessary costs for regional planning.

**8. Locally Funded Activities**

This task allows staff to complete requests to prepare resolutions and policy position statements which are not eligible for grant reimbursement. In addition, travel expenses that are not eligible for grant reimbursement will be funded from this task.

# TASK 1 ADMINISTRATION

## PURPOSE:

To conduct activities (including staff travel and capital expenses) including the development and maintenance of administrative reports and grants contract administration. This task also includes all public involvement activities and administrative support for MPO planning and programs in general, including assistance to Federal, State, and local agency staff, as needed. It provides for the administration of the area-wide multimodal transportation planning process in accordance with Federal and State requirements, and for the technical management over each project included in the UPWP.

## PREVIOUS WORK:

- Ongoing administrative activities.
- Staff support for MPO Board and Committee meetings.
- Develop and Update the UPWP.
- Public Involvement activities in compliance with the Public Participation Plan.
- Procurement Activities.
- Quarterly invoicing request.
- Monthly invoicing activities.
- Maintained MPO website.
- Strategic Plan and Annual Report.
- Annual FDOT Certification.
- FDOT OIG 2023 audit of Collier MPO.

## REQUIRED ACTIVITIES:

- Administer MPO Governing Board meetings and all Advisory Committee meetings including meeting advertisements and the preparation of minutes and agenda packages.
- Attend training at conferences, workshops, etc. (MPO staff and Governing Board members). Attend business meetings as required, including but not limited to FDOT meetings, Title VI, ADA and Environmental Justice training opportunities.
- Perform grant and financial tasks including preparing grant agreements, grant compliance tasks, grant reimbursements, timekeeping, inventory, contract management, invoice payment.
- Purchase of office supplies, computers, printers, software, and audio-visual equipment.
- Rental lease payments for office space and MPO vehicle.
- Monthly payments for phone system, cell phones, website hosting, postage (monthly and annual permit) and administrative functions to run the MPO.
- Payment for MPO insurance.
- Participate in joint FDOT/MPO annual certification reviews and in Federal TMA reviews.
- Procure services, supplies, and equipment (including office supplies, printers, computers, iPads, software purchase and licensing, and audio-visual equipment. This includes preparation of Request for Proposals, Request for Professional Services, purchase orders, contracts, etc. Lease of necessary office equipment (printers, copiers, etc.).
- Review and maintain existing agreements, by-laws, and COOP. Modify as necessary to stay in compliance with federal/state rules and laws.



- Prepare and adopt the two-year UPWP; process modifications and amendments; submit progress reports and invoices.
- Monitor and update the annual Strategic Plan and Annual Report.
- Maintain the Public Participation Plan (PPP) and update as necessary. Conduct all activities to maintain compliance with plan including to maintain and update website, legal ads, press releases, etc.
- Prepare and distribute Collier MPO’s eNewsletters.
- Monitor progress towards goals, including Disadvantaged Business Enterprise (DBE) goals and ensure compliance with DBE policy.
- Consultant services to provide general staff support as needed to accomplish required activities identified in task.
- Staff participation in talent development and employee training opportunities.
- Renewal/negotiation/update to MPO Staff Services Agreement and Lease Agreement.
- Annual update to Collier MPO’s COOP.

| End Product/Deliverable(s)  | Target Date               |
|---|---------------------------|
| Administer MPO Governing Board and Advisory Committee meetings  | Ongoing                   |
| Progress Reports and Invoices to FDOT   | Quarterly                 |
| Amendments and Modifications to FY 25/26 UPWP   | As Needed                 |
| Strategic Plan and Annual Report  | October -<br>Annually     |
| MPO Staff Services Agreement and Lease Agreement  | May 2025                  |
| Joint FDOT/MPO annual certification reviews   | Spring 2025/Spring 2026   |
| 2024 Federal Certification review   | July 2024                 |
| Draft FY 27/28 UPWP   | March 2026                |
| Final FY 27/28 UPWP   | May 2026                  |
| Public Participation Plan (PPP) - Update as necessary   | Ongoing                   |
| Agenda packages and public notices for MPO Board and advisory committees  | Monthly                   |
| Monitor progress towards goals, including Disadvantaged Business Enterprise (DBE) goals and ensure compliance with DBE policy | Annually                  |
| Updated Bylaws, COOP, and MPO Agreements  | As needed (COOP annually) |

**RESPONSIBLE AGENCY: Collier MPO, Consultant Services**

# Task 1 - Financial Tables

| Task 1 - Administration                |  |                  |            |            |               |                  |
|--|--|------------------|------------|------------|---------------|------------------|
| Estimated Budget Detail for FY 2024/25 |  |                  |            |            |               |                  |
| Budget Category                        | Budget Category Description  | FHWA (PL)        | FHWA (SU)  | FTA 5305   | Trans. Disad. | Total            |
| <b>A. Personnel Services</b>           |  |                  |            |            |               |                  |
|  | MPO staff salaries, fringe benefits, and other deductions  | \$310,860        | \$0        | \$0        | \$0           | \$310,860        |
|  | <b>Subtotal:</b>   | <b>\$310,860</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$310,860</b> |
| <b>B. Consultant Services</b>          |  |                  |            |            |               |                  |
|  | Website maintenance, hosting fees, etc.  | \$9,000          | \$0        | \$0        | \$0           | \$9,000          |
|  | General Support/Special Study  | \$11,000         | \$0        | \$0        | \$0           | \$11,000         |
|  | <b>Subtotal:</b>   | <b>\$20,000</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$20,000</b>  |
| <b>C. Travel</b>                       |  |                  |            |            |               |                  |
|  | Travel and Professional Development  | \$5,000          | \$0        | \$0        | \$0           | \$5,000          |
|  | <b>Subtotal:</b>   | <b>\$5,000</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$5,000</b>   |
| <b>D. Other Direct Expenses</b>        |  |                  |            |            |               |                  |
|  | Building or room Rental/lease  | \$17,000         | \$0        | \$0        | \$0           | \$17,000         |
|  | Insurance  | \$6,000          | \$0        | \$0        | \$0           | \$6,000          |
|  | Cellular Telephone Access and expenses   | \$3,000          | \$0        | \$0        | \$0           | \$3,000          |
|  | General Copying/Printing Expenses, equipment lease and purchase, printing charges, computer purchase, software purchase, repairs and maintenance | \$14,000         | \$0        | \$0        | \$0           | \$14,000         |
|  | General Office Supplies  | \$3,000          | \$0        | \$0        | \$0           | \$3,000          |
|  | Motor Pool Rental and Car Maintenance /expenses  | \$7,000          | \$0        | \$0        | \$0           | \$7,000          |
|  | Postage, business reply permit, freight expenses, etc.   | \$2,400          | \$0        | \$0        | \$0           | \$2,400          |
|  | Telephone Access, expenses and system maintenance  | \$800            | \$0        | \$0        | \$0           | \$800            |
|  | <b>Subtotal:</b>   | <b>\$53,200</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$53,200</b>  |
|  | <b>Total:</b>  | <b>\$389,060</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$389,060</b> |
|  | Total De-Obligated Funds   | \$0              | \$0        | N/A        | N/A           | \$0              |
|  | Sub-Total (less the de-obligated funds)  | \$389,060        | \$0        | N/A        | N/A           | \$389,060        |

| Task 1 - Administration                |   |                  |            |            |               |                  |
|--|---|------------------|------------|------------|---------------|------------------|
| Estimated Budget Detail for FY 2025/26 |   |                  |            |            |               |                  |
| Budget Category                        | Budget Category Description   | FHWA (PL)        | FHWA (SU)  | FTA 5305   | Trans. Disad. | Total            |
| <b>A. Personnel Services</b>           |   |                  |            |            |               |                  |
|  | MPO staff salaries, fringe benefits, and other deductions                                     | \$330,000        | \$0        | \$0        | \$0           | \$330,000        |
|  | <b>Subtotal:</b>  | <b>\$330,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$330,000</b> |
| <b>B. Consultant Services</b>          |   |                  |            |            |               |                  |
|  | Website maintenance, hosting fees, etc.   | \$9,000          | \$0        | \$0        | \$0           | \$9,000          |
|  | General Support/Special Study   | \$20,000         | \$0        | \$0        | \$0           | \$20,000         |
|  | <b>Subtotal:</b>  | <b>\$29,000</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$29,000</b>  |
| <b>C. Travel</b>                       |   |                  |            |            |               |                  |
|  | Travel and Professional Development   | \$7,000          | \$0        | \$0        | \$0           | \$7,000          |
|  | <b>Subtotal:</b>  | <b>\$7,000</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$7,000</b>   |
| <b>D. Other Direct Expenses</b>        |   |                  |            |            |               |                  |
|  | Building or room Rental/lease   | \$19,000         | \$0        | \$0        | \$0           | \$19,000         |
|  | Insurance   | \$6,000          | \$0        | \$0        | \$0           | \$6,000          |
|  | Cellular Telephone Access and expenses  | \$3,000          | \$0        | \$0        | \$0           | \$3,000          |
|  | General Copying/Printing Expenses, equipment lease, printing charges, repairs and maintenance | \$16,000         | \$0        | \$0        | \$0           | \$16,000         |
|  | General Office Supplies   | \$3,000          | \$0        | \$0        | \$0           | \$3,000          |
|  | Motor Pool Rental and Car Maintenance /expenses   | \$8,000          | \$0        | \$0        | \$0           | \$8,000          |
|  | Postage, business reply permit, freight expenses, etc.  | \$2,400          | \$0        | \$0        | \$0           | \$2,400          |
|  | Telephone Access, expenses and system maintenance   | \$1,000          | \$0        | \$0        | \$0           | \$1,000          |
|  | <b>Subtotal:</b>  | <b>\$58,400</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$58,400</b>  |
|  | <b>Total:</b>   | <b>\$424,400</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$424,400</b> |
|  | Total De-Obligated Funds  | \$0              | \$0        | N/A        | N/A           | \$0              |
|  | Sub-Total (less the de-obligated funds)   | \$424,400        | \$0        | N/A        | N/A           | \$424,400        |

## **TASK 2 DATA COLLECTION / DEVELOPMENT**

### **PURPOSE:**

Develop and monitor the multimodal transportation system to preserve capacity, maximize personal mobility and freight movement, ensure user safety and system security, and maintain the transportation system's integrity. Acquire data to evaluate the system's operating efficiency and conditions to assess current needs, validate the MPO's and FDOT D-1 regional transportation planning model, project future travel demand, and identify future improvements. Coordination with local agencies, jurisdictions and municipalities when reviewing and updating the forecasts and plans is essential. Update GIS database to address current conditions that include, but are not limited to, functional classification; roadway network for District One Regional Transportation Demand Model; bicycle & pedestrian facilities inventory; and prepare various overlays for analytical purposes. Coordinate with Collier County staff on use of the County's Interactive Growth Model (CIGM) in analyzing amendments and updates to the Long Range Transportation Plan.

### **PREVIOUS WORK:**

- Developed GIS maps for bike/pedestrian planning activities.
- Updated TAZs and socioeconomic data for 2050 LRTP.
- Updated socio-economic data and TAZ structures for the 2050 LRTP Update.
- Adoption of FY 2024 performance measures.
- Analyzed bike/ped facilities and crash data.
- Coordinate with federal, state, and local partners to prepare, analyze, and integrate 2020 U.S. Census data into MPO planning activities and efforts.
- Review functional classifications, boundary information, and TAZ data based on 2020 census.
- Completed equity analysis in preparation for 2050 LRTP.

### **REQUIRED ACTIVITIES:**

- Coordinate with FDOT, local governments, and neighboring MPOs to collect and provide transportation data and information to support MPO, federal, and state planning activities, model development, and performance measures.
- Acquire and analyze data to support performance-based planning efforts such as the Long Range Transportation Plan, MPO Model Development, Transportation Improvement Program, Public Transit Safety Plan, Planning and Corridor Studies, Freight Studies, Complete Streets, Resiliency Studies, Congestion Management Process, etc.
- Participate in the Florida Transportation Forecasting Forum (FTFF) meetings, formerly the FDOT Statewide Model Task Force, and FDOT District 1 Regional Planning Model (RPM) training and activities to support the FDOT D-1 model development, calibration, validation, and maintenance.
- Collaborate with Collier County to update the County Interactive Growth Model.

- Coordinate with the MPO Congestion Management Committee to evaluate data and data platforms used to analyze system conditions and needs.
- Track and report on Transportation Performance Measures and Targets on annual basis for incorporation in the LRTP, TIP and Annual Report.
- Review and provide travel demand model information such as Annual Average Daily Traffic (AADT) and volume-to-capacity ratios for planning documents, other agency and citizen's requests.
- Prepare and maintain GIS files, and prepare and maintain maps.
- Coordinate with County staff on the County's Crash Data Management System (CDMS)
- Use FDOT's Signal 4 Analytics and other readily available crash data management platform to analyze and report on crash data, inclusive of vehicular and bicyclist/pedestrian crashes
- Analyze existing and proposed bike/ped facilities in context with current design standards, opportunities for intermodal connectivity, disadvantaged census tracts and crash data.
- Continue coordination with jurisdictions, agencies, and municipalities within Collier County and adjacent to Collier County on community master plans, transportation system plans, multi-modal mobility plans, local road safety plans, etc., and the data used to update and maintain such information.

| End Task/Deliverable(s)   | Target Date |
|---|-------------|
| Updated GIS Files and maps  | As needed   |
| Coordinate with the County staff on updates to the County Interactive Growth Model (CIGM) so that both entities (County and MPO) are using the most current and accurate TAZ structure and socioeconomic data available | As needed   |
| Crash Data Analysis   | As needed   |

**RESPONSIBLE AGENCY: Collier MPO, Consultant Services (as needed)**

## Task 2 - Financial Tables

| Task 2 - DATA COLLECTION/DEVELOPMENT<br>Estimated Budget Detail for FY 2024/25 |   |                 |            |            |               |                 |
|--|---|-----------------|------------|------------|---------------|-----------------|
| Budget Category  | Budget Category Description                               | FHWA (PL)       | FHWA (SU)  | FTA 5305   | Trans. Disad. | Total           |
| <b>A. Personnel Services</b>   |   |                 |            |            |               |                 |
|  | MPO staff salaries, fringe benefits, and other deductions | \$20,000        | \$0        | \$0        | \$0           | \$20,000        |
|  | <b>Subtotal:</b>  | <b>\$20,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$20,000</b> |
| <b>B. Consultant Services</b>  |   |                 |            |            |               |                 |
|  | Contract/Consultant Services/ General Support/GIS & Data  | \$15,000        | \$0        | \$0        | \$0           | \$15,000        |
|  | <b>Subtotal</b>   | <b>\$15,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$15,000</b> |
|  | <b>Total:</b>   | <b>\$35,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$35,000</b> |
|  | Total De-Obligated Funds                                  | \$0             | \$0        | N/A        | N/A           | \$0             |
|  | Sub-Total (less the de-obligated funds)                   | \$35,000        | \$0        | N/A        | N/A           | \$35,000        |

| Task 2 - DATA COLLECTION/DEVELOPMENT   |   |                 |            |            |               |                 |
|--|---|-----------------|------------|------------|---------------|-----------------|
| Estimated Budget Detail for FY 2025/26 |   |                 |            |            |               |                 |
| Budget Category                        | Budget Category Description                               | FHWA (PL)       | FHWA (SU)  | FTA 5305   | Trans. Disad. | Total           |
| <b>A. Personnel Services</b>           |   |                 |            |            |               |                 |
|  | MPO staff salaries, fringe benefits, and other deductions | \$25,000        | \$0        | \$0        | \$0           | \$25,000        |
|  | <b>Subtotal:</b>  | <b>\$25,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$25,000</b> |
| <b>B. Consultant Services</b>          |   |                 |            |            |               |                 |
|  | Contract/Consultant Services/General Support/GIS & Data   | \$15,000        | \$0        | \$0        | \$0           | \$15,000        |
|  | <b>Subtotal</b>   | <b>\$15,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$15,000</b> |
|  | <b>Total:</b>   | <b>\$40,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$40,000</b> |
|  | Total De-Obligated Funds                                  | \$0             | \$0        | N/A        | N/A           | \$0             |
|  | Sub-Total (less the de-obligated funds)                   | \$40,000        | \$0        | N/A        | N/A           | \$40,000        |

# TASK 3 TIP MONITORING AND DEVELOPMENT

## PURPOSE:

Develop Multimodal Transportation Improvement Programs (TIP) for FY 25/26-29/30 and for FY 26/27 – 30/31 that identify all Federal, State, and locally funded transportation improvements consistent with the requirements of Federal and State laws. Coordinate with FDOT and member agencies to address integration of MAP-21 and FAST Performance Management Measures in the TIP as well as new requirements from the Bipartisan Infrastructure Law (BIL). This section also includes transportation system planning tasks related to contingency of operations and short-range transportation planning and programming.

## PREVIOUS WORK:

- Coordinated with agencies and jurisdictions on transportation plans and programs.
- Annual preparation of TIP and TIP amendments.
- Annual list of project priorities for inclusion in the TIP.
- Adoption of FY 23/24-27/28 TIP and of FY 24/25 – 28/29 TIP.

## REQUIRED ACTIVITIES

- Develop annual project priorities identifying unfunded highway, transit, bicycle and pedestrian, planning, safety and congestion management projects that are prioritized by the MPO. This activity includes review of applications and associated activities.
- Review FDOT Draft Tentative Work Program and Tentative Work Program for consistency with the LRTP and adopted priorities of the MPO Board.
- Prepare and adopt the TIP. This includes coordinating all efforts with FDOT, local agencies, jurisdictions and the STIP.
- Prepare and process amendments and modifications. This includes reviewing amendments for consistency with the TIP and LRTP.
- Coordinate with FDOT and member agencies to address integration of FAST Act Performance Management Measures in performance-based planning.
- Consultant services to provide general staff support as needed to accomplish required activities identified in task.

| End Task  | Target Date     |
|---|-----------------|
| Annual Project Priority Lists                           | June – Annually |
| FY 25/26 - 29/30 TIP                                    | June - 2025     |
| FY 26/27 – 30/31 TIP                                    | June - 2026     |
| TIP Amendments and Modifications                        | As needed       |
| Adopted Safety Targets and Related Performance Measures | Annually        |

**RESPONSIBLE AGENCY: Collier MPO, Consultant Services (as needed)**



## Task 3 - Financial Tables

| Task 3 - TIP                           |   |                 |            |            |               |                 |
|--|---|-----------------|------------|------------|---------------|-----------------|
| Estimated Budget Detail for FY 2024/25 |   |                 |            |            |               |                 |
| Budget Category                        | Budget Category Description                               | FHWA (PL)       | FHWA (SU)  | FTA 5305   | Trans. Disad. | Total           |
| A. Personnel Services                  |   |                 |            |            |               |                 |
|  | MPO staff salaries, fringe benefits, and other deductions | \$30,000        | \$0        | \$0        | \$0           | \$30,000        |
|  | <b>Subtotal:</b>  | <b>\$30,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$30,000</b> |
| B. Consultant Services                 |   |                 |            |            |               |                 |
|  | General Support   | \$15,000        | \$0        | \$0        | \$0           | \$15,000        |
|  | <b>Subtotal:</b>  | <b>\$15,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$15,000</b> |
|  | <b>Total:</b>   | <b>\$45,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$45,000</b> |
|  | Total De-Obligated Funds                                  | \$0             | \$0        | N/A        | N/A           | \$0             |
|  | Sub-Total (less the de-obligated funds)                   | \$45,000        | \$0        | N/A        | N/A           | \$45,000        |

| Task 3 - TIP                           |   |                 |            |            |               |                 |
|--|---|-----------------|------------|------------|---------------|-----------------|
| Estimated Budget Detail for FY 2025/26 |   |                 |            |            |               |                 |
| Budget Category                        | Budget Category Description                               | FHWA (PL)       | FHWA (SU)  | FTA 5305   | Trans. Disad. | Total           |
| A. Personnel Services                  |   |                 |            |            |               |                 |
|  | MPO staff salaries, fringe benefits, and other deductions | \$40,000        | \$0        | \$0        | \$0           | \$40,000        |
|  | <b>Subtotal:</b>  | <b>\$40,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$40,000</b> |
| B. Consultant Services                 |   |                 |            |            |               |                 |
|  | General Support   | \$15,000        | \$0        | \$0        | \$0           | \$15,000        |
|  | <b>Subtotal:</b>  | <b>\$15,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$15,000</b> |
|  | <b>Total:</b>   | <b>\$55,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$55,000</b> |
|  | Total De-Obligated Funds                                  | \$0             | \$0        | N/A        | N/A           | \$0             |
|  | Sub-Total (less the de-obligated funds)                   | \$55,000        | \$0        | N/A        | N/A           | \$55,000        |

## TASK 4 LONG RANGE PLANNING

### PURPOSE:

To update to the 2050 Long Range Transportation Plan and to continue to evaluate plans and programs for consistency with the 2045 Long Range Transportation Plan (LRTP) during development of the plan. FAST Act Performance measures will be integrated into the 2050 LRTP as required. This task will work in coordination with other tasks throughout the UPWP, including Administration, Data Collection/Development, TIP, and Transit and Transportation Disadvantaged.

### PREVIOUS WORK:

- Amendment to the 2045 LRTP for MFF projects.
- Competitive procurement and selection of consultant to develop the 2050 LRTP.
- Kicked-off 2050 LRTP development.
- Consultant began development of the Public Involvement Plan for the 2050 LRTP.
- Coordinated with FDOT and consultant for Existing and Committed 2050 Model Development.

### REQUIRED TASKS:

- Review projects and studies as needed for consistency with MPO plans.
- Continue to incorporate the Efficient Transportation Decision Making (ETDM) Process into the Long Range Multimodal transportation planning process. Continue to work with FDOT to review projects for the ETDM process as they relate to LRTP projects and priorities and to provide project specific comments as part of the ETDM process. Review purpose and needs statements for projects and provide comments.
- Incorporate FDOT D1 RPM analysis in the 2050 LRTP.
- Incorporate FDOT D1 Freight Mobility & Trade Plan (2023) and Truck Parking White Paper recommendations in the 2050 LRTP.
- Participate in on-going studies related to resiliency. Monitor regional and local studies currently underway.
- Prepare any required amendments or updates to the 2045 LRTP as required.
- Project Management and Consultant Services to develop the 2050 LRTP.
- In coordination with Lee MPO, ensure that a regional roadway component is included in the 2050 LRTP, or that a regional roadway plan is completed shortly thereafter.
- Utilize consultant assistance for modeling support, data development and evaluation, and other support necessary to complete any required tasks for the 2050 LRTP.
- Coordinate with County and Municipalities to review and comment on Local policy issues, such as Land Development Code and Growth Management Plan regulations as it relates to the Long Range Transportation Plan.

| End Task/Deliverable(s)       | Target Date   |
|-------------------------------|---------------|
| 2045 LRTP Amendments          | As needed     |
| Draft 2050 LRTP               | Fall 2025     |
| 2050 LRTP completion/adoption | December 2025 |

**RESPONSIBLE AGENCY: Collier MPO, Consultant Services**

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## Task 4 - Financial Tables

| Task 4 – Long Range Planning           |   |                  |                  |            |               |                  |
|--|---|------------------|------------------|------------|---------------|------------------|
| Estimated Budget Detail for FY 2024/25 |   |                  |                  |            |               |                  |
| Budget Category                        | Budget Category Description                               | FHWA (PL)        | FHWA (SU)        | FTA 5305   | Trans. Disad. | Total            |
| <b>A. Personnel Services</b>           |   |                  |                  |            |               |                  |
|  | MPO staff salaries, fringe benefits, and other deductions | \$50,000         | \$0              | \$0        | \$0           | \$50,000         |
|  | <b>Subtotal:</b>  | <b>\$50,000</b>  | <b>\$0</b>       | <b>\$0</b> | <b>\$0</b>    | <b>\$50,000</b>  |
| <b>B. Consultant Services</b>          |   |                  |                  |            |               |                  |
|  | L RTP   | \$200,000        | \$379,416        | \$0        | \$0           | \$579,416        |
|  | <b>Subtotal:</b>  | <b>\$200,000</b> | <b>\$379,416</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$579,416</b> |
|  | <b>Total:</b>   | <b>\$250,000</b> | <b>\$379,416</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$629,416</b> |
|  | Total De-Obligated Funds                                  | \$0              | \$0              | N/A        | N/A           | \$0              |
|  | Sub-Total (less the de-obligated funds)                   | \$250,000        | \$379,416        | N/A        | N/A           | \$629,416        |

| Task 4 – Long Range Planning           |   |                 |                  |            |               |                  |
|--|---|-----------------|------------------|------------|---------------|------------------|
| Estimated Budget Detail for FY 2025/26 |   |                 |                  |            |               |                  |
| Budget Category                        | Budget Category Description                               | FHWA (PL)       | FHWA (SU)        | FTA 5305   | Trans. Disad. | Total            |
| <b>A. Personnel Services</b>           |   |                 |                  |            |               |                  |
|  | MPO staff salaries, fringe benefits, and other deductions | \$45,000        | \$0              | \$0        | \$0           | \$45,000         |
|  | <b>Subtotal:</b>  | <b>\$45,000</b> | <b>\$0</b>       | <b>\$0</b> | <b>\$0</b>    | <b>\$45,000</b>  |
| <b>B. Consultant Services</b>          |   |                 |                  |            |               |                  |
|  | L RTP   | \$0             | \$250,000        | \$0        | \$0           | \$250,000        |
|  | <b>Subtotal:</b>  | <b>\$0</b>      | <b>\$250,000</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$250,000</b> |
|  | <b>Total:</b>   | <b>\$45,000</b> | <b>\$250,000</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$295,000</b> |
|  | Total De-Obligated Funds                                  | \$0             | \$0              | N/A        | N/A           | \$0              |
|  | Sub-Total (less the de-obligated funds)                   | \$45,000        | \$250,000        | N/A        | N/A           | \$295,000        |

# TASK 5 SPECIAL PROJECTS AND SYSTEMS PLANNING

## PURPOSE:

To complete various recurring and non-recurring planning projects. These projects will assist in providing a balanced, multimodal transportation system.

## PREVIOUS WORK:

- Annual Work Program priorities for construction of new sidewalks, shared use paths, and bike lanes.
- Served as liaison to FDOT to communicate the need for bicycle and pedestrian facilities on State roads.
- Completed Congestion Management Process (CMP) Update in April 2022.
- Completed CMP Origin and Destination Report and Corridor Fact Sheets in December 2022.
- Began the update to the Bicycle and Pedestrian Master Plan.
- Worked to get the Collier to Polk Regional Trail (including the Marco Island Loop Trail) on the Florida Greenways and Trails Council's SUN Trail network; submitted the project as a SUN Trail Priority for funding for PD&E phase.
- Secured funding for cost overruns on bike/ped projects.
- Issued a congestion management call for projects for funding in FY 2030; Prioritized projects.
- Issued a bike/ped call for projects for funding in FY 2031.
- Began work on the SS4A Comprehensive Safety Action Plan.

## REQUIRED TASKS:

- Attend and participate in workshops and seminars sponsored by FHWA, FDOT and other professional organizations as appropriate.
- Coordinate with FDOT and member agencies to address continued integration of Performance Management measures into Bicycle and Pedestrian Planning and Congestion Management Planning.
- Consultant services to provide general staff support as needed to accomplish required activities identified in task.

## Complete Streets/Safety Planning

- Participate in special events that promote bicycle/pedestrian activities and safety education.
- Participate in meetings/workshops related to bicycle/pedestrian and Complete Streets initiatives, including those hosted by FDOT, FHWA, CTST, Naples Pathway Coalition, Blue Zones, Healthy Community Coalition of Collier County, and other agencies.
- Project Management and Consultant Services to complete the Bicycle Pedestrian Master Plan for incorporation in the LRTP update.
- Prepare updates to SUNTrail maps as opportunities arise.
- Project Management and Consultant Services to Complete a Safe Streets for All Comprehensive Safety Action Plan.

- Coordinate with FDOT and local governments to ensure that roadway expansion and retrofit projects work towards meeting the bicycle/pedestrian and Complete Streets planning and safety goals identified in the Bicycle and Pedestrian Master Plan, the Safe Streets and Roads for All Safety Action Plan and the LRTP.
- Depending on new federal and state guidance, prepare documents to address one or more of the following programs:
  - Vision Zero Action Plan
  - Safe Streets for All (SS4A)
  - Complete Streets
  - Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

**Congestion Management Planning**

- Begin the Congestion Management Process Update in coordination with Lee MPO.
- Attend Lee TMOC and Collier/Lee/Charlotte TIM Team meetings to the extent feasible.
- Attend and participate in technical meetings and workshops related to the CMC, CMP and congestion relief strategies.
- Facilitate “best practices” approach for incorporating CMP measures into existing plans and programs, including preliminary engineering, traffic simulation modeling, and project prioritization.

| End Task/Deliverable  | Target Date   |
|---|---------------|
| Bike/Ped Master Plan Update   | July 2025     |
| Safe Streets for All (SS4A) Comprehensive Safety Action Plan              | November 2025 |
| Proposed revisions to SUNTrails Map                                       | As needed     |
| Safe Routes to School Program applications and prepare letters of support | As needed     |
| Collier Bicycle/Pedestrian Facility Map Update                            | As needed     |
| Congestion Management Process Update                                      | April 2027    |

**RESPONSIBLE AGENCY: Collier MPO, Consultant Services. Lee MPO is included for CMP Update.**

**COMPLETE STREETS ALLOCATION:**

Collier MPO is required to allocate 2.5% of its PL funding toward Complete Streets. Many MPO tasks and projects encompass Complete Streets. A table showing the required allocation amount and examples of MPO tasks and projects that satisfy the Complete Streets requirement is set forth below:

| <b>FY 24/25 PL allocation<br/>(with carryover PL)</b> | <b>Complete Streets<br/>Allocation (2.5%)</b> | <b>Complete Streets Tasks and Projects</b>       |
|---|---|--|
| \$1,094,060   | \$27,351.50                                   | Bike/Ped Master Plan Update (Task 5)<br>\$70,000 |
| <b>FY 25/26 PL allocation</b>                         |   |  |
| \$828,086   | \$20,702.15                                   | Multi-Modal Study (Task 6)<br>\$90,686           |

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## Task 5 – Financial Tables

| Task 5 - Special Projects & Systems Planning<br>Estimated Budget Detail for FY 2024/25 |                  |            |            |               |                  |                                   |                  |
|--|------------------|------------|------------|---------------|------------------|-----------------------------------|------------------|
| Budget Category & Description  | FHWA (PL)        | FHWA (SU)  | FTA 5305   | Trans. Disad. | USDOT (SS4A)     | Local Funds (including Carryover) | Total            |
| A. Personnel Services  |                  |            |            |               |                  |                                   |                  |
| MPO staff salaries, fringe benefits, and other deductions                              | \$75,000         | \$0        | \$0        | \$0           | \$0              | \$0                               | \$75,000         |
| <b>Subtotal:</b>   | <b>\$75,000</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$0</b>       | <b>\$0</b>                        | <b>\$75,000</b>  |
| B. Consultant Services   |                  |            |            |               |                  |                                   |                  |
| Bike/Ped Master Plan   | \$70,000         | \$0        | \$0        | \$0           | \$0              | \$0                               | \$70,000         |
| SS4A Safety Action Plan  | \$0              | \$0        | \$0        | \$0           | \$200,000        | \$50,000                          | \$250,000        |
| <b>Subtotal:</b>   | <b>\$70,000</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$200,000</b> | <b>\$50,000</b>                   | <b>\$320,000</b> |
| <b>Total:</b>  | <b>\$145,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$200,000</b> | <b>\$50,000</b>                   | <b>\$395,000</b> |
| Total De-Obligated Funds   | \$0              | \$0        | N/A        | N/A           | N/A              | N/A                               | \$0              |
| Sub-Total (less the de-obligated funds)  | \$145,000        | \$0        | N/A        | N/A           | N/A              | N/A                               | \$395,000        |

| Task 5 – Special Projects & Systems Planning<br>Estimated Budget Detail for FY 2025/26 |   |                 |                  |            |               |                  |
|--|---|-----------------|------------------|------------|---------------|------------------|
| Budget Category  | Budget Category Description                               | FHWA (PL)       | FHWA (SU)        | FTA 5305   | Trans. Disad. | Total            |
| A. Personnel Services  |   |                 |                  |            |               |                  |
|  | MPO staff salaries, fringe benefits, and other deductions | \$80,000        | \$0              | \$0        | \$0           | \$80,000         |
|  | <b>Subtotal:</b>  | <b>\$80,000</b> | <b>\$0</b>       | <b>\$0</b> | <b>\$0</b>    | <b>\$80,000</b>  |
| B. Consultant Services   |   |                 |                  |            |               |                  |
|  | Bike/Ped Master Plan                                      | \$5,000         | \$0              | \$0        | \$0           | \$5,000          |
|  | Congestion Management Process Update                      | \$5,000         | \$100,000        | \$0        | \$0           | \$105,000        |
|  | <b>Subtotal:</b>  | <b>\$10,000</b> | <b>\$100,000</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$110,000</b> |
|  | <b>Total:</b>   | <b>\$90,000</b> | <b>\$100,000</b> | <b>\$0</b> | <b>\$0</b>    | <b>\$190,000</b> |
|  | Total De-Obligated Funds                                  | \$0             | \$0              | N/A        | N/A           | \$0              |
|  | Sub-Total (less the de-obligated funds)                   | \$90,000        | \$100,000        | N/A        | N/A           | \$190,000        |



## **TASK 6 TRANSIT AND TRANSPORTATION DISADVANTAGED PLANNING**

### **PURPOSE:**

To provide the necessary resources to support a multimodal transportation system in the Collier MPO area. This task includes beginning the Transit Development Plan (TDP), the 2050 Long Range Transportation Plan, a multimodal TIP and other plans, programs and technical studies relating to public transportation. This task includes coordination with the transit agency for the reporting of transit asset management target measures and target setting for the required Public Transit Safety Agency Plan. In addition, this task includes overseeing and providing planning services for a coordinated Transportation Disadvantaged (TD) Program in Collier County, in accordance with Chapter 427 of the Florida Statutes (FS) and Florida Administrative Code (F.A.C.) Rule 41-2.

### **PREVIOUS WORK**

- TDSP Minor Update.
- TDSP Major Update.
- Collier Area Transit Regional Service and Regional Fare Study (coordinated with Lee County), which was identified as a part of the last TDP major update.
- Coordinated with PTNE to review and adopt the Transit Asset Management Performance Measures for the Collier Metropolitan Area.
- Ongoing transit and transportation disadvantaged coordination between the Collier MPO and PTNE.
- Established scope of work for a Zero Emission Fleet Transition Plan feasibility study.
- Staff support to the Local Coordinating Board as required by the TD Planning Grant.
- Community Transportation Coordinator (CTC) Evaluation.
- Annual TD Planning Grant Requirements.

### **REQUIRED TASKS:**

- Conduct and maintain the operations of the MPO including providing administrative support activities such as financial management, contract management, public outreach, personnel matters, procurement of equipment and supplies and general management of Transit Planning at the system level within the MPO.
- Participate in special transit and multi-modal studies, as needed.
- MPO staff, Board, and PTNE staff will participate in meetings, trainings, workshops, or seminars related to fixed route which may include fixed routes, ADA or paratransit service.
- Prepare necessary progress reports and requests for reimbursement for Public Transit Grant Agreements.
- Participate in quarterly coordination meetings with FDOT to discuss transit issues.
- Attend Collier Area Transit's Public Transit Advisory Committee meetings, as needed.
- Project Management and Consultant Services to complete the Transit Development Plan Major Update. Provide comments on the annual reports of the Transit Development Plan prepared by PTNE.

- Coordinate with PTNE on compliance with all Federal requirements to address transit performance measures including, Transit Asset Management and Public Transit Agency Safety Plan.
- Project Management and Consultant Services to complete a Zero-Emission Fleet Transition Plan for Collier Area Transit.
- Coordinate with PTNE to identify Transit Priorities, review priorities for consistency with the TDP and LRTP.
- Staff support to the LCB, including preparation of agendas, preparation of meeting materials including legal advertisements of meetings.
- Complete TD activities as required by TD Planning Grant, including annual updates to TDSP and major TDSP update, CTC Evaluation, annual review of bylaws, completion of LCB training, public workshop, etc.
- Prepare and submit grant application for TD Planning Grant. Execute grant agreement and prepare necessary progress reports and requests for reimbursement by the CTD.

| End Task/Deliverable(s)  | Target Date          |
|--|----------------------|
| Participation in meetings, trainings, workshops, or seminars (TD and Transit)  | As needed            |
| Transit Development Plan (TDP) Major Update  | September 2025       |
| TDP Annual Report (Prepared by PTNE)– Provide Comments   | Annually             |
| Coordinate with PTNE on compliance with all Federal requirements to address transit performance measures including, Transit Asset Management and Public Transit Agency Safety Plan | As directed by FDOT  |
| Adopted Transit Priorities   | June - Annually      |
| Zero Emission Transition Plan  | June 2025            |
| TD Grant Application and Agreement   | June - Annually      |
| LCB Meetings   | Quarterly            |
| Minor TDSP Updates   | May 2025<br>May 2026 |
| CTC Evaluation   | May - Annually       |
| Multi-modal Study  | 2027                 |

**RESPONSIBLE AGENCY: Collier MPO, Collier County PTNE, Consultant Services**

## Task 6 - Financial Tables

| Task 6 - Transit & TD Planning                                  |                  |                  |                  |                  |                 |                  |                                      |
|---|------------------|------------------|------------------|------------------|-----------------|------------------|--------------------------------------|
| Budget Detail for FY 2024/25                                    |                  |                  |                  |                  |                 |                  |                                      |
| Budget Category & Description                                   | FHWA PL          | FTA 5305 (G1V40) | FTA 5305 (G2594) | FTA 5307 (FY 22) | Trans. Disad.   | Total            | FTA 5305 Soft Match for G1V40, G2594 |
| <b>A. Personnel Services</b>                                    |                  |                  |                  |                  |                 |                  |                                      |
| MPO staff salaries, fringe benefits, and other deductions       | \$15,000         | \$21,000         | \$24,000         | \$0              | \$24,754        | \$84,754         | <b>\$9,000</b>                       |
| <b>Subtotal:</b>  | <b>\$15,000</b>  | <b>\$21,000</b>  | <b>\$24,000</b>  | <b>\$0</b>       | <b>\$24,754</b> | <b>\$84,754</b>  | <b>\$9,000</b>                       |
| <b>B. Consultant Services</b>                                   |                  |                  |                  |                  |                 |                  |                                      |
| TDP Major Update  | \$165,000        | \$0              | \$0              | \$0              | \$0             | \$165,000        | <b>\$0</b>                           |
| Zero Emission Transition Plan                                   | \$6,000          | \$60,000         | \$0              | \$60,000         | \$0             | \$126,000        | <b>\$12,000</b>                      |
| <b>Subtotal:</b>  | <b>\$171,000</b> | <b>\$60,000</b>  | <b>\$0</b>       | <b>\$60,000</b>  | <b>\$0</b>      | <b>\$291,000</b> | <b>\$12,000</b>                      |
| <b>C. Travel</b>  |                  |                  |                  |                  |                 |                  |                                      |
| MPO Staff and PTNE staff attendance at training and conferences | \$0              | \$345            | \$9,600          | \$0              | \$2,500         | \$12,445         | <b>\$1,989</b>                       |
| <b>Subtotal:</b>  | <b>\$0</b>       | <b>\$345</b>     | <b>\$9,600</b>   | <b>\$0</b>       | <b>\$2,500</b>  | <b>\$12,445</b>  | <b>\$1,989</b>                       |
| <b>D. Other Direct Expenses</b>                                 |                  |                  |                  |                  |                 |                  |                                      |
| Website   | \$0              | \$0              | \$240            | \$0              | \$0             | \$240            | <b>\$48</b>                          |
| Legal Ads   | \$0              | \$0              | \$0              | \$0              | \$2,500         | \$2,500          | <b>\$0</b>                           |
| Fed Ex/ Postage   | \$0              | \$120            | \$80             | \$0              | \$0             | \$200            | <b>\$40</b>                          |
| Office Supplies   | \$0              | \$400            | \$800            | \$0              | \$0             | \$1,200          | <b>\$240</b>                         |
| <b>Subtotal:</b>  | <b>\$0</b>       | <b>\$520</b>     | <b>\$1,120</b>   | <b>\$0</b>       | <b>\$2,500</b>  | <b>\$4,140</b>   | <b>\$328</b>                         |
| <b>Total:</b>   | <b>\$186,000</b> | <b>\$81,865</b>  | <b>\$34,720</b>  | <b>\$60,000</b>  | <b>\$29,754</b> | <b>\$392,339</b> | <b>\$23,317</b>                      |
| Total De-Obligated Funds:                                       | \$0              | N/A              | N/A              | N/A              | N/A             | N/A              | N/A                                  |
| Sub-Total (less the de-obligated funds):                        | \$186,000        | N/A              | N/A              | N/A              | N/A             | N/A              | N/A                                  |

| <b>Task 6 - Transit &amp; TD Planning<br/>Budget Detail for FY 2025/26</b> |                  |                          |                  |
|--|------------------|--------------------------|------------------|
| <b>Budget Category &amp; Description</b>                                   | <b>FHWA PL</b>   | <b>Trans.<br/>Disad.</b> | <b>Total</b>     |
| <b>A. Personnel Services</b>   |                  |                          |                  |
| MPO staff salaries, fringe benefits, and other deductions                  | \$25,000         | \$24,754                 | \$49,754         |
| <b>Subtotal:</b>   | <b>\$25,000</b>  | <b>\$24,754</b>          | <b>\$49,754</b>  |
| <b>B. Consultant Services</b>  |                  |                          |                  |
| TDP Major Update   | \$5,000          | \$0                      | \$5,000          |
| Zero Emission Transition Plan  | \$1,000          | \$0                      | \$1,000          |
| Multi-Modal Study  | \$90,686         | \$0                      | \$90,686         |
| <b>Subtotal:</b>   | <b>\$96,686</b>  | <b>\$0</b>               | <b>\$96,686</b>  |
| <b>C. Travel</b>   |                  |                          |                  |
| MPO Staff and PTNE staff attendance at training and conferences            | \$5,000          | \$2,500                  | \$7,500          |
| <b>Subtotal:</b>   | <b>\$5,000</b>   | <b>\$2,500</b>           | <b>\$7,500</b>   |
| <b>D. Other Direct Expenses</b>  |                  |                          |                  |
| Website  | \$0              | \$0                      | \$0              |
| Legal Ads  | \$0              | \$2,500                  | \$2,500          |
| Fed Ex/ Postage  | \$0              | \$0                      | \$0              |
| Office Supplies  | \$0              | \$0                      | \$0              |
| <b>Subtotal:</b>   | <b>\$0</b>       | <b>\$2,500</b>           | <b>\$2,500</b>   |
| <b>Total:</b>  | <b>\$126,686</b> | <b>\$29,754</b>          | <b>\$156,440</b> |
| Total De-Obligated Funds:  | \$0              | N/A                      | \$0              |
| Sub-Total (less the de-obligated funds):                                   | \$126,686        | N/A                      | \$156,440        |

## TASK 7 REGIONAL COORDINATION

### PURPOSE:

Provide for the continuation of a region-wide multimodal transportation planning process in accordance with Federal and State guidelines. To provide training to MPO staff, Board members and advisory committee members to support transportation planning and policy activities in the region.

### PREVIOUS WORK:

- Represented the MPO at local, regional, State and Federal meetings, including quarterly Metropolitan Planning Organization Advisory Council (MPOAC) meetings and Coordinated Urban Transportation Studies (CUTS) meetings. Hosted CUTS meeting in October 2023.
- Submitted freight projects to MPOAC for prioritization.
- Submitted eligible projects to the National Highway Freight Program for funding.
- Attendance at Lee MPO TAC and TMOC meetings.
- Conducted Joint Lee/Collier BPAC, CAC, TAC and MPO meetings as needed.
- Updated Joint TRIP priorities and regional priorities with Lee County and submitted to FDOT.
- Frequent coordination with Lee MPO on various planning issues.
- Coordinated MPO Board member attendance at annual MPOAC Weekend Institute.

### REQUIRED ACTIVITIES:

- Conduct Joint Lee/Collier BPAC, CAC, TAC and MPO meetings as needed.
- Staff and MPO Board attend MPOAC meetings and workshops, including freight meetings, noteworthy practices meetings, and MPOAC weekend institute for Governing Board members.
- Staff participate in Florida Metropolitan Planning Partnership meetings (FMPP) hosted by FDOT, as needed.
- Staff participate in CUTS meetings and host as required.
- Participate in Lee MPO TAC, BPAC, and TMOC meetings.
- Monitor and participate in statewide plans and programs, including but not limited to FTP, SIS, and Vision Zero.
- Attendance at state and local conferences/meetings on Collier MPO related issues provided by FDOT, FHWA, NHI, USDOT, NTI, etc.
- Monitor and update joint priorities (TRIP, SIS, enhancement, SUNTrail) as necessary. Rank and prioritize for funding.
- Analysis of State and Federal laws and regulations for MPOs, committees and local government officials to aid them in the application of regional transportation policy strategies.
- Coordinate with municipalities to review local plans for consistency with MPO plans.
- Participate in freight planning, including updates to the FDOT District 1 Freight Mobility and Trade Plan, participation in various freight committees and coordination with freight stakeholders, participate in regional freight workshops and seminars.

- Prepare and submit freight priorities as requested by the MPOAC and FDOT or as opportunities arise.
- Participate in regional transportation studies and planning, as needed.

| End Task/Deliverable(s)           | Target Date                     |
|-----------------------------------|---------------------------------|
| MPOAC Meeting Participation       | Quarterly                       |
| Participation in FMPP meetings    | As needed                       |
| CUTS Meeting Participation        | Quarterly                       |
| Joint Priorities (TRIP, SIS, etc) | Annually – As requested by FDOT |
| Joint Lee/Collier MPO Meetings    | Annually – As needed            |
| Freight Priorities to MPOAC       | As requested                    |

**RESPONSIBLE AGENCY: Collier MPO**

## Task 7 - Financial Tables

| Task 7- Regional Coordination<br>Estimated Budget Detail for FY 2024/25   |                 |              |             |                  |                 |
|---|-----------------|--------------|-------------|------------------|-----------------|
| Budget Category &<br>Description  | FHWA<br>(PL)    | FHWA<br>(SU) | FTA<br>5305 | Trans.<br>Disad. | Total           |
| <b>A. Personnel Services</b>  |                 |              |             |                  |                 |
| MPO staff salaries,<br>fringe benefits, and<br>other deductions           | \$35,000        | \$0          | \$0         | \$0              | \$35,000        |
| <b>Subtotal:</b>  | <b>\$35,000</b> | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b>       | <b>\$35,000</b> |
| <b>B. Travel</b>  |                 |              |             |                  |                 |
| Travel to MPOAC and<br>any other out of county<br>activities as necessary | \$9,000         | \$0          | \$0         | \$0              | \$9,000         |
| <b>Subtotal:</b>  | <b>\$9,000</b>  | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b>       | <b>\$9,000</b>  |
| <b>Total:</b>   | <b>\$44,000</b> | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b>       | <b>\$44,000</b> |
| Total De-Obligated<br>Funds:  | \$0             | \$0          | N/A         | N/A              | \$0             |
| Sub-Total (less the de-<br>obligated funds):                              | \$44,000        | \$0          | N/A         | N/A              | \$44,000        |

| Task 7- Regional Coordination<br>Estimated Budget Detail for FY 2025/26   |                 |              |             |                  |                 |
|---|-----------------|--------------|-------------|------------------|-----------------|
| Budget Category &<br>Description  | FHWA<br>(PL)    | FHWA<br>(SU) | FTA<br>5305 | Trans.<br>Disad. | Total           |
| <b>A. Personnel Services</b>  |                 |              |             |                  |                 |
| MPO staff salaries,<br>fringe benefits, and<br>other deductions           | \$38,000        | \$0          | \$0         | \$0              | \$38,000        |
| <b>Subtotal:</b>  | <b>\$38,000</b> | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b>       | <b>\$38,000</b> |
| <b>B. Travel</b>  |                 |              |             |                  |                 |
| Travel to MPOAC and<br>any other out of county<br>activities as necessary | \$9,000         | \$0          | \$0         | \$0              | \$9,000         |
| <b>Subtotal:</b>  | <b>\$9,000</b>  | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b>       | <b>\$9,000</b>  |
| <b>Total:</b>   | <b>\$47,000</b> | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b>       | <b>\$47,000</b> |
| Total De-Obligated<br>Funds:  | \$0             | \$0          | N/A         | N/A              | \$0             |
| Sub-Total (less the de-<br>obligated funds):                              | \$47,000        | \$0          | N/A         | N/A              | \$47,000        |

## TASK 8 LOCALLY FUNDED ACTIVITIES

### PURPOSE:

To cover any MPO expenses deemed not eligible or reimbursable by FHWA PL, TD or FTA Section 5305(d) funding.

### PREVIOUS WORK:

- Reimbursement of travel and training expenses not eligible for reimbursement from the FHWA PL, TD or FTA Section 5305(d) Grants.
- Payment for staff time to attend safety training and HR training required by Collier County.

### REQUIRED TASKS:

| End Task/ Deliverable(s)  | Target Date |
|---|-------------|
| Prepare resolutions and policy positions  | As needed   |
| Participate in Collier County required Safety and HR training courses   | As needed   |
| Payment of any shortfall of consultant or personnel costs or any invoices not eligible for grant reimbursement. | As needed   |

**RESPONSIBLE AGENCY: Collier MPO**



## Task 8 - Financial Tables

| Task 8 - Locally Funded Activities<br>Estimated Budget Detail for FY 2024/25   |              |              |             |                  |                |                |
|--|--------------|--------------|-------------|------------------|----------------|----------------|
| Budget Category & Description  | FHWA<br>(PL) | FHWA<br>(SU) | FTA<br>5305 | Trans.<br>Disad. | Local          | Total          |
| <b>A. Miscellaneous Expenses</b>   |              |              |             |                  |                |                |
| Resolutions and policy positions, travel, membership dues, and any other expenses not eligible for grant reimbursement | \$0          | \$0          | \$0         | \$0              | \$8,000        | \$8,000        |
| <b>Total:</b>  | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b>       | <b>\$8,000</b> | <b>\$8,000</b> |
| Total De-Obligated Funds:  | \$0          | \$0          | N/A         | N/A              | N/A            | N/A            |
| Sub-Total (less the de-obligated funds):   | \$0          | \$0          | N/A         | N/A              | N/A            | N/A            |

| Task 8 - Locally Funded Activities<br>Estimated Budget Detail for FY 2025/26   |              |              |             |                  |                |                |
|--|--------------|--------------|-------------|------------------|----------------|----------------|
| Budget Category & Description  | FHWA<br>(PL) | FHWA<br>(SU) | FTA<br>5305 | Trans.<br>Disad. | Local          | Total          |
| <b>A. Miscellaneous Expenses</b>   |              |              |             |                  |                |                |
| Resolutions and policy positions, travel, membership dues, and any other expenses not eligible for grant reimbursement | \$0          | \$0          | \$0         | \$0              | \$8,000        | \$8,000        |
| <b>Total:</b>  | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b>       | <b>\$8,000</b> | <b>\$8,000</b> |
| Total De-Obligated Funds:  | \$0          | \$0          | N/A         | N/A              | N/A            | N/A            |
| Sub-Total (less the de-obligated funds)  | \$0          | \$0          | N/A         | N/A              | N/A            | N/A            |

## SUMMARY TABLES

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**TABLE 3 – FY 2024/25 AGENCY PARTICIPATION**

| Task # | Task Description                               | FHWA         | FHWA       | USDOT      | Local     | FTA        | FTA        | FTA          | FDOT Soft  | Local    | TD Trust  | Total        | Amount to    |
|--------|--|--------------|------------|------------|-----------|------------|------------|--------------|------------|----------|-----------|--------------|--------------|
|        |  | CPG          | CPG        | SS4A       | Match for | Section    | Section    | Section 5307 | Match*     |          |           |              | Consultant   |
|        |  | PL           | SU         |            | SS4A      | 5305       | 5305       | (FY 22)      |            |          |           |              |              |
|        |  |              |            |            |           | G1V40      | G2594      |              |            |          |           |              |              |
|        |  |              |            |            |           | Soft Match | Soft Match |              |            |          |           |              |              |
| 1      | Administration                                 | \$ 389,060   | \$ -       | \$ -       | \$ -      | \$ -       | \$ -       | \$ -         | \$ 70,303  | \$ -     | \$ -      | \$ 459,363   | \$ 20,000    |
| 2      | Data Collection/ Development                   | \$ 35,000    | \$ -       | \$ -       | \$ -      | \$ -       | \$ -       | \$ -         | \$ 6,325   | \$ -     | \$ -      | \$ 41,325    | \$ 15,000    |
| 3      | Transportation Improvement Program (TIP)       | \$ 45,000    | \$ -       | \$ -       | \$ -      | \$ -       | \$ -       | \$ -         | \$ 8,132   | \$ -     | \$ -      | \$ 53,132    | \$ 15,000    |
| 4      | Long Range Planning                            | \$ 250,000   | \$ 379,416 | \$ -       | \$ -      | \$ -       | \$ -       | \$ -         | \$ 45,175  | \$ -     | \$ -      | \$ 674,591   | \$ 579,416   |
| 5      | Special Projects and Systems Planning          | \$ 145,000   | \$ -       | \$ 200,000 | \$ 50,000 | \$ -       | \$ -       | \$ -         | \$ 26,202  | \$ -     | \$ -      | \$ 421,202   | \$ 320,000   |
| 6      | Transit and Transportation Disadvantaged       | \$ 186,000   | \$ -       | \$ -       | \$ -      | \$ 81,865  | \$ 34,720  | \$ 60,000    | \$ 56,927  | \$ -     | \$ 29,754 | \$ 449,266   | \$ 291,000   |
| 7      | Regional Coordination                          | \$ 44,000    | \$ -       | \$ -       | \$ -      | \$ -       | \$ -       | \$ -         | \$ 7,951   | \$ -     | \$ -      | \$ 51,951    | \$ -         |
| 8      | Locally Funded Activities                      | \$ -         | \$ -       | \$ -       | \$ -      | \$ -       | \$ -       | \$ -         | \$ -       | \$ 8,000 | \$ -      | \$ 8,000     | \$ -         |
|        | Total fiscal year 2024/25 funds for all tasks  | \$ 1,094,060 | \$ 379,416 | \$ 200,000 | \$ 50,000 | \$ 81,865  | \$ 34,720  | \$ 60,000    | \$ 221,014 | \$ 8,000 | \$ 29,754 | \$ 2,158,829 |              |
|        | Total De-obligation from prior fiscal years    | \$ -         | \$ -       | \$ -       | \$ -      | \$ -       | \$ -       | \$ -         | \$ -       | \$ -     | \$ -      | \$ -         | \$ -         |
|        | Total cost, including carryover, for all tasks | \$ 1,094,060 | \$ 379,416 | \$ 200,000 | \$ 50,000 | \$ 81,865  | \$ 34,720  | \$ 60,000    | \$ 221,014 | \$ 8,000 | \$ 29,754 | \$ 2,158,829 | \$ 1,240,416 |

|  | FHWA PL      | FHWA SU    | FTA 5307   | USDOT      | FDOT       | TD Trust  | Collier Co. | Naples   | Everglades | Marco Is. | Total        |
|--|--------------|------------|------------|------------|------------|-----------|-------------|----------|------------|-----------|--------------|
| State Support/Match for MPO (1)                | \$ -         | \$ -       | \$ -       | \$ -       | \$ 221,014 | \$ -      | \$ -        | \$ -     | \$ -       | \$ -      | \$ 221,014   |
| FY 2024/25 Funding                             | \$ 1,094,060 | \$ 379,416 | \$ 60,000  | \$ 200,000 | \$ -       | \$ 29,754 | \$ -        | \$ -     | \$ -       | \$ -      | \$ 1,763,230 |
| FY 2024/25 Local Funding                       | \$ -         | \$ -       | \$ -       | \$ -       | \$ -       | \$ -      | \$ 5,000    | \$ 2,000 | \$ -       | \$ 1,000  | \$ 8,000     |
| FY 2024/25 Collier County Match for SS4A       | \$ -         | \$ -       | \$ -       | \$ 40,000  | \$ -       | \$ -      | \$ -        | \$ -     | \$ -       | \$ -      | \$ 40,000    |
| MPO Local Funding Carryover - SS4A Match       | \$ -         | \$ -       | \$ -       | \$ 10,000  | \$ -       | \$ -      | \$ -        | \$ -     | \$ -       | \$ -      | \$ 10,000    |
| 5305 Carryover                                 | \$ -         | \$ -       | \$ 116,585 | \$ -       | \$ -       | \$ -      | \$ -        | \$ -     | \$ -       | \$ -      | \$ 116,585   |
| De-Obligation from Prior Fiscal Years          | \$ -         | \$ -       | \$ -       | \$ -       | \$ -       | \$ -      | \$ -        | \$ -     | \$ -       | \$ -      | \$ -         |
| Total cost, including carryover, for all tasks | \$ 1,094,060 | \$ 379,416 | \$ 176,585 | \$ 250,000 | \$ 221,014 | \$ 29,754 | \$ 5,000    | \$ 2,000 | \$ -       | \$ 1,000  | \$ 2,158,829 |

(1) For FY 2024/2025, FDOT will "soft match" the MPP/PL Funds using toll revenue expenditures as a credit toward the non-Federal matching share.  
 The amount identified on this line represent the amount of "soft match" required (both State and local) for the amount of Federal PL section 112 funds requested in this UPWP.

\*Soft match includes \$197,697 at 18.07% and \$23,317 at 20% to match PTGAs.

**TABLE 4 – FY 2024/25 FUNDING SOURCE**

| <b>Task #</b> | <b>Task Description</b>                                  | <b>FHWA PL Federal</b> | <b>FHWA SU Federal</b> | <b>USDOT Federal (SS4A)</b> | <b>FTA 5305 Carryforward</b> | <b>FTA Section 5307 (FY 22)</b> | <b>FDOT Soft Match*</b> | <b>Total Federal Funding</b> | <b>State TD Trust</b> | <b>Local Funding</b> | <b>Total</b>        |
|---------------|--|------------------------|------------------------|-----------------------------|------------------------------|---------------------------------|-------------------------|------------------------------|-----------------------|----------------------|---------------------|
| 1             | Administration   | \$ 389,060             | \$ -                   | \$ -                        | \$ -                         | \$ -                            | \$ 70,303               | \$ 389,060                   | \$ -                  | \$ -                 | \$ 459,363          |
| 2             | Data Collection/Development                              | \$ 35,000              | \$ -                   | \$ -                        | \$ -                         | \$ -                            | \$ 6,325                | \$ 35,000                    | \$ -                  | \$ -                 | \$ 41,325           |
| 3             | Transportation Improvement Program (TIP)                 | \$ 45,000              | \$ -                   | \$ -                        | \$ -                         | \$ -                            | \$ 8,132                | \$ 45,000                    | \$ -                  | \$ -                 | \$ 53,132           |
| 4             | Long Range Planning                                      | \$ 250,000             | \$ 379,416             | \$ -                        | \$ -                         | \$ -                            | \$ 45,175               | \$ 629,416                   | \$ -                  | \$ -                 | \$ 674,591          |
| 5             | Special Projects and Systems Planning                    | \$ 145,000             | \$ -                   | \$ 200,000                  | \$ -                         | \$ -                            | \$ 26,202               | \$ 345,000                   | \$ -                  | \$ 50,000            | \$ 421,202          |
| 6             | Transit and Transportation Disadvantaged                 | \$ 186,000             | \$ -                   | \$ -                        | \$ 116,585                   | \$ 60,000                       | \$ 56,927               | \$ 362,585                   | \$ 29,754             |                      | \$ 449,266          |
| 7             | Regional Coordination                                    | \$ 44,000              | \$ -                   | \$ -                        | \$ -                         | \$ -                            | \$ 7,951                | \$ 44,000                    | \$ -                  | \$ -                 | \$ 51,951           |
| 8             | Locally Funded Activities for all tasks                  | \$ -                   | \$ -                   | \$ -                        | \$ -                         | \$ -                            | \$ -                    | \$ -                         | \$ -                  | \$ 8,000             | \$ 8,000            |
|               | <b>Total:</b>  | <b>\$ 1,094,060</b>    | <b>\$ 379,416</b>      | <b>\$ 200,000</b>           | <b>\$ 116,585</b>            | <b>\$ 60,000</b>                | <b>\$ 221,014</b>       | <b>\$ 1,850,061</b>          | <b>\$ 29,754</b>      | <b>\$ 58,000</b>     | <b>\$ 2,158,829</b> |
|               | State Support/Match for MPO (1)                          | \$ -                   | \$ -                   | \$ -                        | \$ -                         | \$ -                            | \$ 221,014              | \$ -                         | \$ -                  | \$ -                 | \$ 221,014          |
|               | FY 2024/25 Funding                                       | \$ 1,094,060           | \$ 379,416             | \$ 200,000                  | \$ -                         | \$ -                            | \$ -                    | \$ -                         | \$ 29,754             | \$ -                 | \$ 1,703,230        |
|               | FY 2024/25 Local Funding                                 | \$ -                   | \$ -                   | \$ 40,000                   | \$ -                         | \$ -                            | \$ -                    | \$ -                         | \$ -                  | \$ 8,000             | \$ 48,000           |
|               | Carry over for SS4A Match-MPO Local Funds from prior FYs | \$ -                   | \$ -                   | \$ 10,000                   | \$ -                         | \$ -                            | \$ -                    | \$ -                         | \$ -                  | \$ -                 | \$ 10,000           |
|               | Roll Forward from Prior Fiscal Year                      | \$ -                   | \$ -                   | \$ -                        | \$ 116,585                   | \$ 60,000                       | \$ -                    | \$ -                         | \$ -                  | \$ -                 | \$ 176,585          |
|               | <b>Total cost, including carry over, for all tasks</b>   | <b>\$ 1,094,060</b>    | <b>\$ 379,416</b>      | <b>\$ 250,000</b>           | <b>\$ 116,585</b>            | <b>\$ 60,000</b>                | <b>\$ 221,014</b>       | <b>\$ 1,850,061</b>          | <b>\$ 29,754</b>      | <b>\$ 8,000</b>      | <b>\$ 2,158,829</b> |

\*Soft match includes \$197,697 at 18.07% and \$23,317 at 20% to match PTGAs.

TABLE 5 – FY 2025/26 AGENCY PARTICIPATION

| Task # | Task Description                               | FHWA       | FHWA       | FDOT Soft Match | Local    | TD Trust  | Total        | Amount to Consultant |
|--------|--|------------|------------|-----------------|----------|-----------|--------------|----------------------|
|        |  | CPG        | CPG        |                 |          |           |              |                      |
|        |  | PL         | SU         |                 |          |           |              |                      |
| 1      | Administration                                 | \$ 424,400 | \$ -       | \$ 76,689       | \$ -     | \$ -      | \$ 501,089   | \$ 29,000            |
| 2      | Data Collection/ Development                   | \$ 40,000  | \$ -       | \$ 7,228        | \$ -     | \$ -      | \$ 47,228    | \$ 15,000            |
| 3      | Transportation Improvement Program (TIP)       | \$ 55,000  | \$ -       | \$ 9,939        | \$ -     | \$ -      | \$ 64,939    | \$ 15,000            |
| 4      | Long Range Planning                            | \$ 45,000  | \$ 250,000 | \$ 8,132        | \$ -     | \$ -      | \$ 303,132   | \$ 250,000           |
| 5      | Special Projects and Systems Planning          | \$ 90,000  | \$ 100,000 | \$ 16,263       | \$ -     | \$ -      | \$ 206,263   | \$ 110,000           |
| 6      | Transit and Transportation Disadvantaged       | \$ 126,686 | \$ -       | \$ 22,892       | \$ -     | \$ 29,754 | \$ 179,332   | \$ 96,686            |
| 7      | Regional Coordination                          | \$ 47,000  | \$ -       | \$ 8,493        | \$ -     | \$ -      | \$ 55,493    | \$ -                 |
| 8      | Locally Funded Activities                      | \$ -       | \$ -       | \$ -            | \$ 8,000 | \$ -      | \$ 8,000     | \$ -                 |
|        | Total fiscal year 2025/26 funds for all tasks  | \$ 828,086 | \$ 350,000 | \$ 149,635      | \$ 8,000 | \$ 29,754 | \$ 1,365,475 | \$ -                 |
|        | Total De-obligation from prior fiscal years    | \$ -       | \$ -       | \$ -            | \$ -     | \$ -      | \$ -         | \$ -                 |
|        | Total cost, including carryover, for all tasks | \$828,086  | \$350,000  | \$149,635       | \$ 8,000 | \$ 29,754 | \$ 1,365,475 | \$ 515,686           |

|   | FHWA PL    | FHWA SU    | FDOT       | TD Trust  | Collier County | Naples   | Everglades City | Marco Island | Total        |
|---|------------|------------|------------|-----------|----------------|----------|-----------------|--------------|--------------|
| State Support/Match for MPO (1)                 | \$ -       | \$ -       | \$ 149,635 | \$ -      | \$ -           | \$ -     | \$ -            | \$ -         | \$ 149,635   |
| FY 2025/26 Funding                              | \$ 828,086 | \$ 350,000 | \$ -       | \$ 29,754 | \$ -           | \$ -     | \$ -            | \$ -         | \$ 1,207,840 |
| FY 2025/26 Local Funding                        | \$ -       | \$ -       | \$ -       | \$ -      | \$ 5,000       | \$ 2,000 | \$ -            | \$ 1,000     | \$ 8,000     |
| De-Obligation from Prior Fiscal Years           | \$ -       | \$ -       | \$ -       | \$ -      | \$ -           | \$ -     | \$ -            | \$ -         | \$ -         |
| Total cost, including carry over, for all tasks | \$828,086  | \$350,000  | \$149,635  | \$ 29,754 | \$ 5,000       | \$ 2,000 | \$ -            | \$ 1,000     | \$1,365,475  |

(1) For FY 2025/2026, FDOT will "soft match" the MPP/PL Funds using toll revenue expenditures as a credit toward the non-Federal matching share. The amount identified on this line represent the amount of "soft match" required (both State and local) for the amount of Federal PL section 112 funds requested in this UPWP.

TABLE 6 – FY 2025/26 FUNDING SOURCE

| Task # | Task Description                                      | FHWA PL<br>Federal | FHWA SU<br>Federal | FDOT<br>Soft Match | Total Federal<br>Funding | State TD<br>Trust | Local<br>Funding | Total               |
|--------|---|--------------------|--------------------|--------------------|--------------------------|-------------------|------------------|---------------------|
| 1      | Administration  | \$ 424,400         | \$ -               | \$ 76,689          | \$ 424,400               | \$ -              | \$ -             | \$ 501,089          |
| 2      | Data Collection/Development                           | \$ 40,000          | \$ -               | \$ 7,228           | \$ 40,000                | \$ -              | \$ -             | \$ 47,228           |
| 3      | Transportation Improvement Program (TIP)              | \$ 55,000          | \$ -               | \$ 9,939           | \$ 55,000                | \$ -              | \$ -             | \$ 64,939           |
| 4      | Long Range Planning                                   | \$ 45,000          | \$ 250,000         | \$ 8,132           | \$ 295,000               | \$ -              | \$ -             | \$ 303,132          |
| 5      | Special Projects and Systems Planning                 | \$ 90,000          | \$ 100,000         | \$ 16,263          | \$ 190,000               | \$ -              | \$ -             | \$ 206,263          |
| 6      | Transit and Transportation Disadvantaged              | \$ 126,686         | \$ -               | \$ 22,892          | \$ 126,686               | \$ 29,754         | \$ -             | \$ 179,332          |
| 7      | Regional Coordination                                 | \$ 47,000          | \$ -               | \$ 8,493           | \$ 47,000                | \$ -              | \$ -             | \$ 55,493           |
| 8      | Locally Funded Activities                             | \$ -               | \$ -               | \$ -               | \$ -                     | \$ -              | \$ 8,000         | \$ 8,000            |
|        | <b>Total fiscal year 2025/26 funds for all tasks</b>  | <b>\$ 828,086</b>  | <b>\$ 350,000</b>  | <b>\$ 149,635</b>  | <b>\$ 1,178,086</b>      | <b>\$ 29,754</b>  | <b>\$ 8,000</b>  | <b>\$ 1,365,475</b> |
|        | State Support/Match for MPO (1)                       | \$ -               | \$ -               | \$ 149,635         | \$ -                     | \$ -              |                  | \$ 149,635          |
|        | FY 2025/26 Funding                                    | \$ 828,086         | \$ 350,000         | \$ -               | \$ -                     | \$ 29,754         |                  | \$ 1,207,840        |
|        | FY 2025/26 Local Funding                              | \$ -               | \$ -               | \$ -               | \$ -                     |                   | \$ 8,000         | \$ 8,000            |
|        | <b>Total cost, including carryover, for all tasks</b> | <b>\$ 828,086</b>  | <b>\$ 350,000</b>  | <b>\$ 149,635</b>  | <b>\$ 1,178,086</b>      | <b>\$ 29,754</b>  | <b>\$ 8,000</b>  | <b>\$ 1,365,475</b> |

## APPENDICES

## **APPENDIX A – COMMONLY USED ACRONYMS**

| <b>Acronym</b> | <b>Full Name</b>  |
|----------------|---|
| <b>AADT</b>    | <b>Annual Average Daily Traffic</b>                                       |
| <b>ADA</b>     | <b>Americans with Disability Act</b>                                      |
| <b>AMPO</b>    | <b>Association of Metropolitan Planning Organizations</b>                 |
| <b>ARRA</b>    | <b>American Recovery and Reinvestment Act</b>                             |
| <b>AASHTO</b>  | <b>American Association of State Highway and Transportation Officials</b> |
| <b>AUIR</b>    | <b>Annual Update and Inventory Report</b>                                 |
| <b>BCC</b>     | <b>Board of County Commissioners</b>                                      |
| <b>BIL</b>     | <b>Bipartisan Infrastructure Law</b>                                      |
| <b>BPAC</b>    | <b>Bicycle &amp; Pedestrian Advisory Committee</b>                        |
| <b>BPMP</b>    | <b>Bicycle &amp; Pedestrian Master Plan</b>                               |
| <b>CAC</b>     | <b>Citizens Advisory Committee</b>  |
| <b>CAT</b>     | <b>Collier Area Transit</b>   |
| <b>CEMP</b>    | <b>County Emergency Management Plan</b>                                   |
| <b>CFR</b>     | <b>Code of Federal Regulations</b>  |
| <b>CIA</b>     | <b>Community Impact Assessment</b>  |
| <b>CIE</b>     | <b>Capital Improvement Element</b>  |
| <b>CIGM</b>    | <b>Collier Inter-Active Growth Model</b>                                  |
| <b>CIP</b>     | <b>Capital Improvement Program</b>  |
| <b>CMC</b>     | <b>Congestion Management Committee</b>                                    |
| <b>CMP</b>     | <b>Congestion Management Process</b>                                      |
| <b>CMS</b>     | <b>Congestion Management System</b>                                       |
| <b>COA</b>     | <b>Comprehensive Operational Analysis</b>                                 |
| <b>COOP</b>    | <b>Continuity of Operations Plan</b>                                      |
| <b>CORSIM</b>  | <b>Corridor Simulation</b>  |
| <b>CR</b>      | <b>County Road</b>  |
| <b>CRA</b>     | <b>Community Redevelopment Agency</b>                                     |
| <b>CTC</b>     | <b>Community Transportation Coordinator</b>                               |
| <b>CTD</b>     | <b>(Florida) Commission for the Transportation Disadvantaged</b>          |
| <b>CTST</b>    | <b>Community Traffic Safety Team</b>                                      |
| <b>CUTR</b>    | <b>Center for Urban Transportation Research</b>                           |
| <b>CUTS</b>    | <b>Coordinated Urban Transportation Studies</b>                           |
| <b>DBE</b>     | <b>Disadvantaged Business Enterprise</b>                                  |
| <b>DOPA</b>    | <b>Designated Official Planning Agency</b>                                |
| <b>DRI</b>     | <b>Development of Regional Impact</b>                                     |
| <b>EAR</b>     | <b>Evaluation and Appraisal Report</b>                                    |
| <b>EMS</b>     | <b>Emergency Medical Services</b>   |
| <b>ETAT</b>    | <b>Environmental Technical Advisory Team</b>                              |
| <b>ETDM</b>    | <b>Efficient Transportation Decision Making</b>                           |
| <b>F.A.C.</b>  | <b>Florida Administrative Code</b>  |
| <b>FAP</b>     | <b>Federal Aid Program</b>  |
| <b>FAST</b>    | <b>Fixing America’s Surface Transportation</b>                            |
| <b>FDOT</b>    | <b>Florida Department of Transportation</b>                               |
| <b>FHREDI</b>  | <b>Florida’s Heartland Rural Economic Development Initiative</b>          |



## COMMONLY USED ACRONYMS

| <b>Acronym</b>  | <b>Full Name</b>   |
|-----------------|--|
| <b>FHWA</b>     | <b>Federal Highway Administration</b>  |
| <b>FM</b>       | <b>Financial Management</b>  |
| <b>FS</b>       | <b>Florida Statutes</b>  |
| <b>FSUTMS</b>   | <b>Florida Standard Urban Transportation Model Structure</b>   |
| <b>FTA</b>      | <b>Florida Transit Administration</b>  |
| <b>FTP</b>      | <b>Florida Transportation Plan</b>   |
| <b>FY</b>       | <b>Fiscal Year</b>   |
| <b>GIS</b>      | <b>Geographical Information System</b>   |
| <b>ICAR</b>     | <b>Intergovernmental Coordination and Review</b>   |
| <b>ICE</b>      | <b>Intergovernmental Coordination Element</b>  |
| <b>IJA</b>      | <b>Infrastructure Investment and Jobs Act</b>  |
| <b>IJR</b>      | <b>Interchange Justification Report</b>  |
| <b>IT</b>       | <b>Information Technology</b>  |
| <b>ITS</b>      | <b>Intelligent Transportation Systems</b>  |
| <b>JARC</b>     | <b>Job Access Reverse Commute</b>  |
| <b>JPA</b>      | <b>Joint Participation Agreement</b>   |
| <b>LAP</b>      | <b>Local Agency Program</b>  |
| <b>LCB</b>      | <b>Local Coordinating Board for the Transportation Disadvantaged</b>   |
| <b>LEP</b>      | <b>Limited English Proficiency</b>   |
| <b>LinC</b>     | <b>Lee in Collier Transit Service</b>  |
| <b>LOS</b>      | <b>Level of Service</b>  |
| <b>LRTP</b>     | <b>Long Range Transportation Plan</b>  |
| <b>MAP-21</b>   | <b>Moving Ahead for Progress in the 21st Century</b>   |
| <b>MFF</b>      | <b>Moving Florida Forward Infrastructure Initiative</b>  |
| <b>MMP</b>      | <b>Master Mobility Plan</b>  |
| <b>MMTPP</b>    | <b>Metropolitan Multimodal Transportation Planning Process</b>   |
| <b>MPO</b>      | <b>Metropolitan Planning Organization (includes references to the organization, MPO Board, Staff and Committees)</b> |
| <b>MPOAC</b>    | <b>Metropolitan Planning Organization Advisory Council</b>   |
| <b>MPP</b>      | <b>Metropolitan Planning Program</b>   |
| <b>NTD</b>      | <b>National Transit Database</b>   |
| <b>OIG</b>      | <b>Office of Inspector General</b>   |
| <b>PD&amp;E</b> | <b>Project Development &amp; Environment</b>   |
| <b>PEA</b>      | <b>Planning Emphasis Area</b>  |
| <b>PIP</b>      | <b>Public Involvement Plan</b>   |
| <b>PL</b>       | <b>Highway Planning Funds</b>  |
| <b>PTNE</b>     | <b>Public Transit and Neighborhood Enhancement</b>   |
| <b>PTOP</b>     | <b>Public Transportation Operation Plan</b>  |
| <b>QRC</b>      | <b>Quick Response Code</b>   |
| <b>RFP</b>      | <b>Request for Proposal</b>  |
| <b>ROW</b>      | <b>Right-of-Way</b>  |

## COMMONLY USED ACRONYMS

| <b>Acronym</b> | <b>Full Name</b>                                   |
|----------------|--|
| <b>SCE</b>     | <b>Sociocultural Effects</b>                       |
| <b>SE</b>      | <b>Socioeconomic</b>                               |
| <b>SHS</b>     | <b>State Highway System</b>                        |
| <b>SIS</b>     | <b>Strategic Intermodal System</b>                 |
| <b>SR</b>      | <b>State Road</b>                                  |
| <b>SSPP</b>    | <b>System Safety Program Plan</b>                  |
| <b>SS4A</b>    | <b>Safe Streets for All</b>                        |
| <b>SWFRPC</b>  | <b>Southwest Florida Regional Planning Council</b> |
| <b>TAC</b>     | <b>Technical Advisory Committee</b>                |
| <b>TAZ</b>     | <b>Traffic Analysis Zone</b>                       |
| <b>TD</b>      | <b>Transportation Disadvantaged</b>                |
| <b>TDM</b>     | <b>Transportation Demand Management</b>            |
| <b>TDP</b>     | <b>Transit Development Plan</b>                    |
| <b>TDSP</b>    | <b>Transportation Disadvantaged Service Plan</b>   |
| <b>TIP</b>     | <b>Transportation Improvement Program</b>          |
| <b>TMA</b>     | <b>Transportation Management Area</b>              |
| <b>TSM</b>     | <b>Transportation Systems Management</b>           |
| <b>TRIP</b>    | <b>Transportation Regional Incentive Program</b>   |
| <b>ULAM</b>    | <b>Urban Land Allocation Model</b>                 |
| <b>UPWP</b>    | <b>Unified Planning Work Program</b>               |
| <b>USC</b>     | <b>United States Code</b>                          |
| <b>USDOT</b>   | <b>United States Department of Transportation</b>  |
| <b>UZA</b>     | <b>Urbanized Area</b>                              |
| <b>VE</b>      | <b>Value Engineering</b>                           |
| <b>ZDATA</b>   | <b>Zonal Data (land use and socio-economic)</b>    |

## **APPENDIX B – PLANNING STUDIES IN THE MPO AREA**

This list is compiled and/or updated by the Collier MPO staff for the purposes of regional planning. It is included here for reference.

### **Veteran's Memorial Blvd. Ext. Phase II**

This study is for the conceptual design and permitting of Veteran's Memorial Blvd. from west of the new Aubrey Rogers High School entrance to US 41, including bicycle/pedestrian facilities. The extension of Veteran's Memorial Blvd. has been an established need in previous LRTPs.

### **Golden Gate Master Plan**

This study is to evaluate the conversion of the septic systems to central sewer and the private wells to municipal water as a priority for protecting and restoring local water resources within Golden Gate City. The project will develop a master plan that will detail water quality and flood protection issues and evaluate the feasibility of providing stormwater improvements, septic system conversions to central sewer, private well conversions to municipal water, and roadway improvements.

### **Wilson Blvd. Extension Corridor Study**

This study is to evaluate alternative alignments and identify a preferred corridor alignment to connect Golden Gate Blvd. East and Collier Blvd. The continued evaluation and refinement of the alternative alignments will be based on many factors including environmental impacts, community impacts, land use and funding.

### **I-75 Interchange at Immokalee Road**

An Immokalee Road Corridor Congestion Study was completed by Collier County in 2021. One of the recommendations from the Study was to pursue interchange improvements for a Diverging Diamond Interchange in coordination with FDOT. The Interchange is identified in the Cost Feasible Plan of the 2045 LRTP. Collier County is working with FDOT to complete a PD&E study for the Interchange.

### **Moving Florida Forward Infrastructure Initiative (MFF)**

MFF prioritizes funding for the state's transportation infrastructure to directly and immediately address congestion relief and perpetual safety on roadways, support resiliency in existing and future projects. The following improvements are being expedited under MFF: (i) Widen I-75 from six to eight lanes from Golden Gate to Corkscrew. This is a District-wide project involving Collier and Lee Counties; (ii) I-75 and Pine Ridge Rd Interchange Improvement - Reconstruct interchange to a diverging diamond and widen Pine Ridge Road at that location; (iii) Widen S.R. 29 from two to four lanes from New Market Road to S.R. 82; and (iv) Construct a new four-lane road as an extension of S.R. 29 for a loop around downtown Immokalee from C.R. 846 to New Market Road. FDOT is currently conducting pre-engineering planning for the projects.

### **Collier to Polk Regional Trail Master Plan**

The Collier to Polk Regional Trail would provide a connected multi-use trail that traverses Collier, Hendry, Glades, Highlands, Hardee, and Polk counties. If completed, the project is expected to be approximately 200 miles. FDOT is currently working on a Master Plan to define high-level concepts and routing opportunities and to receive community input. The master Plan may be followed by PD&E studies that will collectively identify the location and conceptual design of feasible alternatives for the long-distance trail.

**Districtwide Bus Rapid Transit (BRT) Feasibility Study**

FDOT is conducting a feasibility study as a potential strategy to respond to rapid population growth and rising traffic congestion on key commuter corridors in the District. The Study will evaluate and identify corridor(s) within the District that are best positioned for BRT and identify potential next steps for agency partners to pursue to strengthen BRT readiness.

## **APPENDIX C – STATEMENTS AND ASSURANCES**

FLORIDA DEPARTMENT OF TRANSPORTATION  
UNIFIED PLANNING WORK PROGRAM (UPWP)  
STATEMENTS AND ASSURANCES

525-010-08  
POLICY PLANNING  
05/18

DEBARMENT and SUSPENSION CERTIFICATION

As required by the USDOT regulation on Governmentwide Debarment and Suspension at 49 CFR 29.510

- (1) The Collier MPO hereby certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
  - (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
  - (d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.
- (2) The Collier MPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.

\_\_\_\_\_  
Name: William McDaniel, Jr.  
Title: MPO Chair

5/10/2024

\_\_\_\_\_  
Date

Approved as to form and legality:

COLLIER COUNTY ATTORNEY

By: \_\_\_\_\_  
Scott R. Teach, Deputy County Attorney

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)  
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**LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS**

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the Collier MPO that:

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Collier MPO, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The Collier MPO shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

\_\_\_\_\_  
Name: William McDaniel, Jr.  
Title: MPO Chair

5/10/2024

\_\_\_\_\_  
Date

Approved as to form and legality:  
COLLIER COUNTY ATTORNEY

By: \_\_\_\_\_  
Scott R. Teach, Deputy County Attorney

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)  
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**DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION**

It is the policy of the Collier MPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Collier MPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Collier MPO, in a non-discriminatory environment.

The Collier MPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code

\_\_\_\_\_  
Name: William McDaniel, Jr.  
Title: MPO Chair

5/10/2024  
Date

Approved as to form and legality:

COLLIER COUNTY ATTORNEY

By: \_\_\_\_\_  
Scott R. Teach, Deputy County Attorney



### TITLE VI/ NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of US DOT Order 1050.2A, the Collier MPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Collier MPO further assures FDOT that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendices A and E* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

\_\_\_\_\_  
Name: William McDaniel, Jr.  
Title: MPO Chair

5/10/2024

\_\_\_\_\_  
Date

Approved as to form and legality:  
COLLIER COUNTY ATTORNEY

By: \_\_\_\_\_  
Scott R. Teach, Deputy County Attorney

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)  
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**APPENDICES A and E**

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
  - a. Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
  - b. Cancellation, termination or suspension of the contract, in whole or in part.

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)**  
**STATEMENTS AND ASSURANCES**

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05/18

- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq)

## **APPENDIX D – RESPONSE TO COMMENTS**

Description of Comment Types:

Editorial – These comments may be addressed, but such corrections would not affect approval of the document. Examples include grammatical, spelling, and other related errors.

Enhancement – These comments may be addressed, but the document already meets the minimum requirements for approval. Comments would significantly improve the document’s quality and the public’s understanding. Examples include improving graphics, restructuring document format, using plain language, reformatting for clarity, removing redundancies, and suggesting alternative approaches to meet minimum requirements.

Critical – These comments **must** be addressed to meet minimum federal and state requirements for approval. The reviewer must identify the applicable federal or state policies, regulations, guidance, procedures, or statutes with which the document does not conform.

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# APPENDIX E – MPO RESOLUTION

**RESOLUTION 2024-XX**

**RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION AUTHORIZING THE MPO CHAIR TO EXECUTE THE METROPOLITAN PLANNING ORGANIZATION AGREEMENT AND THE 2024/25-2025/26 UNIFIED PLANNING WORK PROGRAM APPROVED ON MAY 10, 2024.**

**WHEREAS**, the Collier Metropolitan Planning Organization (MPO) has the authority to execute the Metropolitan Planning Organization Agreement (the "Agreement") (per 23 U.S.C § 134, 23 CFR § 450 and F.S. § 339.175) and the FY 2024/25-2025/26 Unified Planning Work Program (the "UPWP") (per 23 CFR § 450.308(b) and F.S. § 339.175(9)); and

**WHEREAS**, on May 10, 2024, the MPO Board reviewed and approved the FY 2024/25-2025/26 UPWP and the Agreement.

**NOW, THEREFORE, BE IT RESOLVED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION THAT:**

1. The Collier MPO has the authority to execute the attached: (a) Metropolitan Planning Organization Agreement, and (b) the FY 2024/25-2025/26 Unified Planning Work Program.
2. The Collier MPO authorizes its Chair to execute the UPWP and the Agreement.
3. The Collier MPO authorizes its Chair to sign any other related documents that may be required to process the UPWP and the Agreement.

This Resolution was PASSED and DULY ADOPTED by the Collier Metropolitan Planning Organization Board on May 10, 2024.

Attest:

**COLLIER COUNTY METROPOLITAN  
PLANNING ORGANIZATION**

By: \_\_\_\_\_

Anne McLaughlin  
Collier MPO Executive Director

By: \_\_\_\_\_

Commissioner William McDaniel, Jr.  
MPO Chairman

Approved as to form and legality:

\_\_\_\_\_  
Scott R. Teach, Deputy County Attorney

**EXECUTIVE SUMMARY**  
**REPORTS & PRESENTATIONS**  
**ITEM 8A**

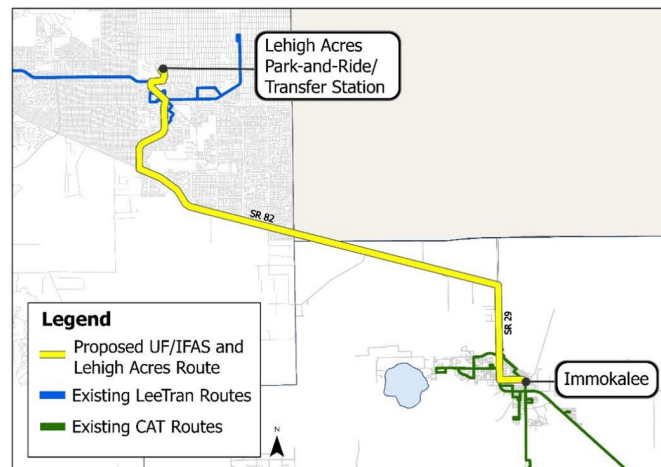
**Draft Report by Jacobs Engineering Group on the Collier Area Transit Regional Service and Regional Fare Study**

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**OBJECTIVE:** For the Committee to receive and be briefed on the draft report by Jacobs Engineering Group on the Collier Area Transit Regional Service and Regional Fare Study.

**CONSIDERATION:** In coordination with Collier County Public Transit & Neighborhood Enhancement Division, Collier MPO contracted with Jacobs to conduct a Transit Regional Service and Regional Fare Study, which was identified within the County's Transit Development Plan, which is incorporated into the MPO's 2045 Long Range Transportation Plan.

The Study evaluated existing travel patterns and identified areas that would benefit most from an additional regional transit service. Based on the results of the 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. The proposed route is illustrated below:



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.

Staff from Jacobs will provide a presentation on the draft report and answer any questions the Committee may have.

Next steps include reviews by the MPO Board and approval by the BCC.

**STAFF RECOMMENDATION:** That the Committee review the draft Collier Area Transit Regional Service and Regional Fare Study report and have the opportunity to ask questions about it.



Prepared by: Dusty Hansen, MPO Senior Planner

**ATTACHMENTS:**

1. Jacobs' draft report on the Collier Area Transit Regional Service and Regional Fare Study (3/2024)
2. Jacobs' presentation on the draft report

# 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.

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***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.***

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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"> <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> |

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"> <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> |

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.

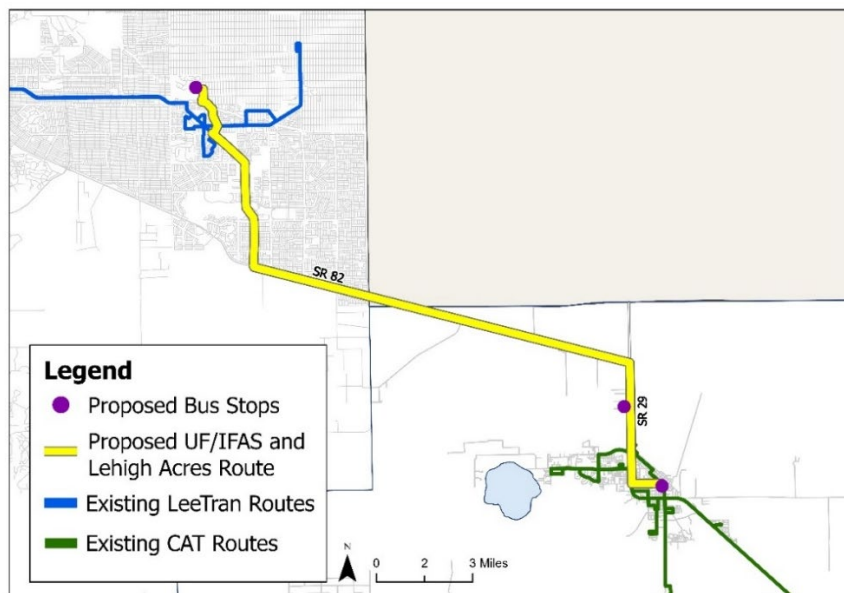


Figure ES-1. Proposed UF/IFAS and Lehigh Acres Route with Bus Stops

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 <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 |
|                             |                                     |  |                                     |                          |                                     |                             |             |
| 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.



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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

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|         |   |
|---------|---|
| 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.

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***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.***

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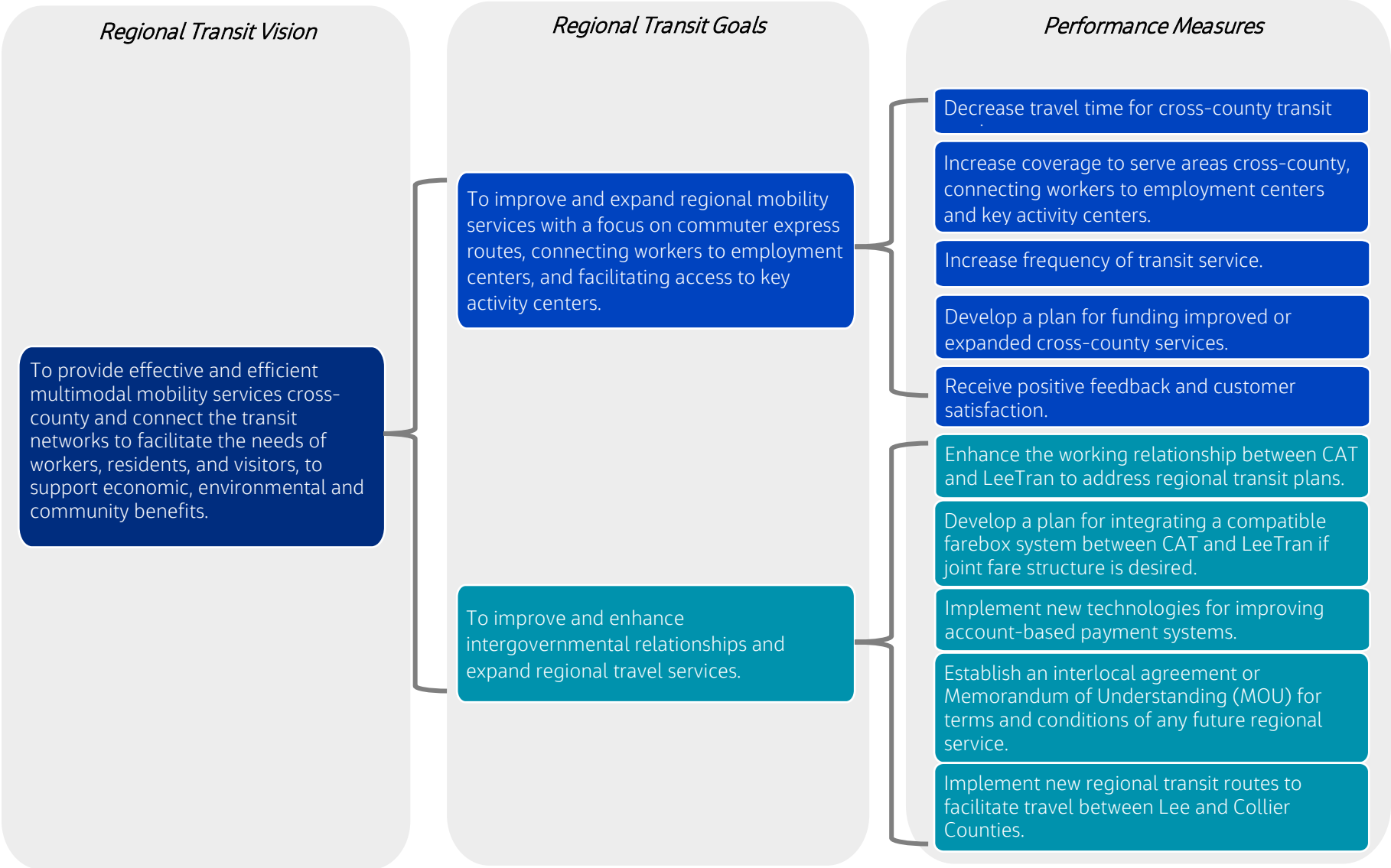


Figure 2-1. Regional Transit Vision Framework



### 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.

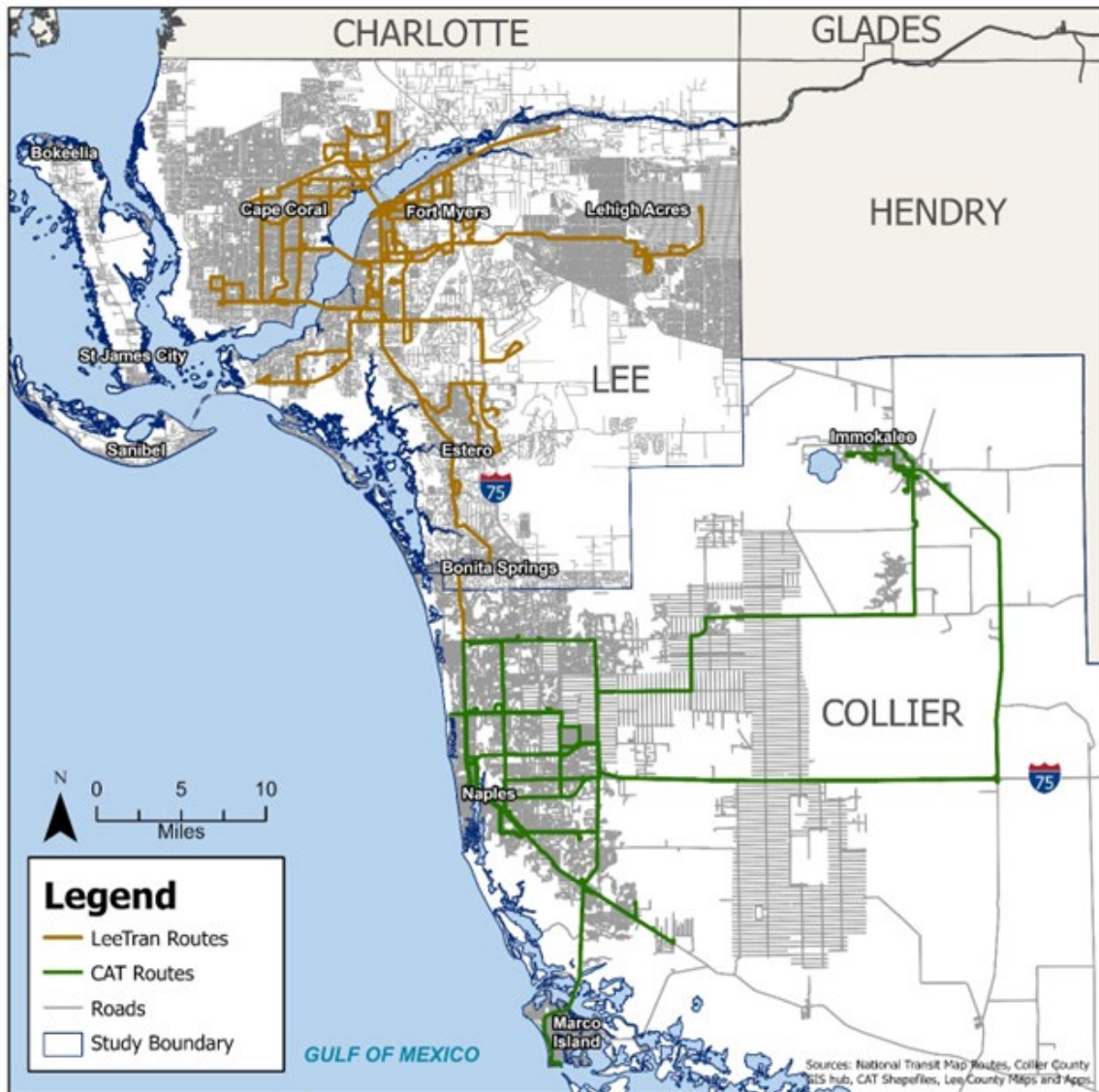
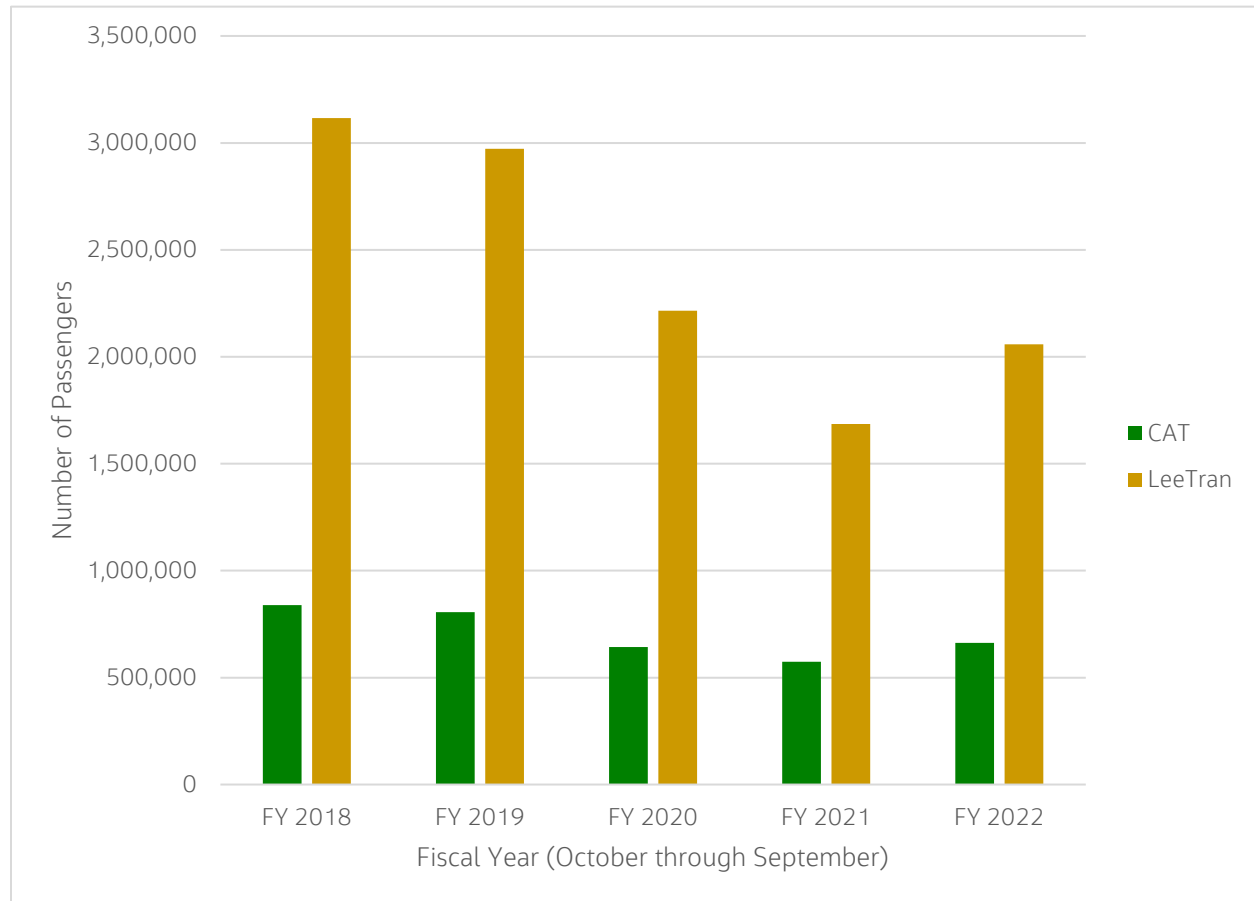


Figure 4-1. Existing CAT and LeeTran Routes

### 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.

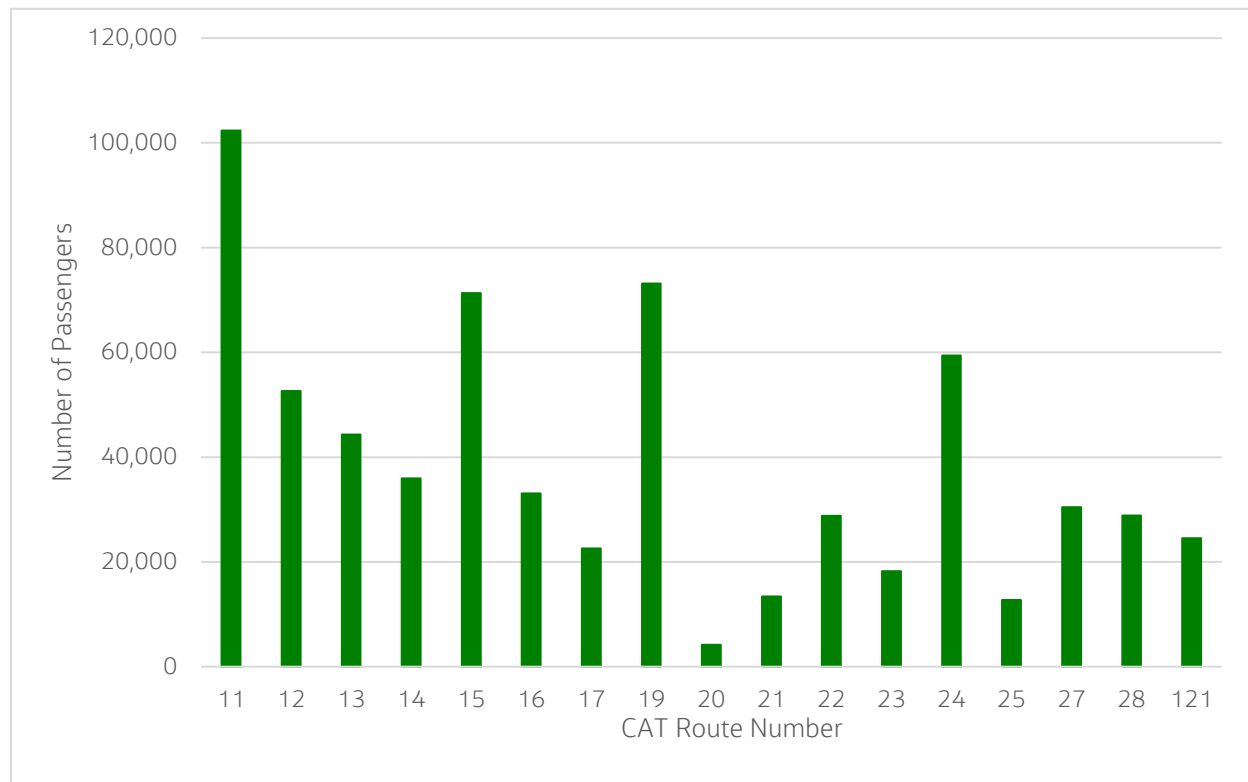
To aid in establishing the base condition, available transportation providers serving Collier and Lee counties and their service areas were evaluated. These formal and informal transportation services are summarized in Appendix A, Transportation Services Inventory.

## 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

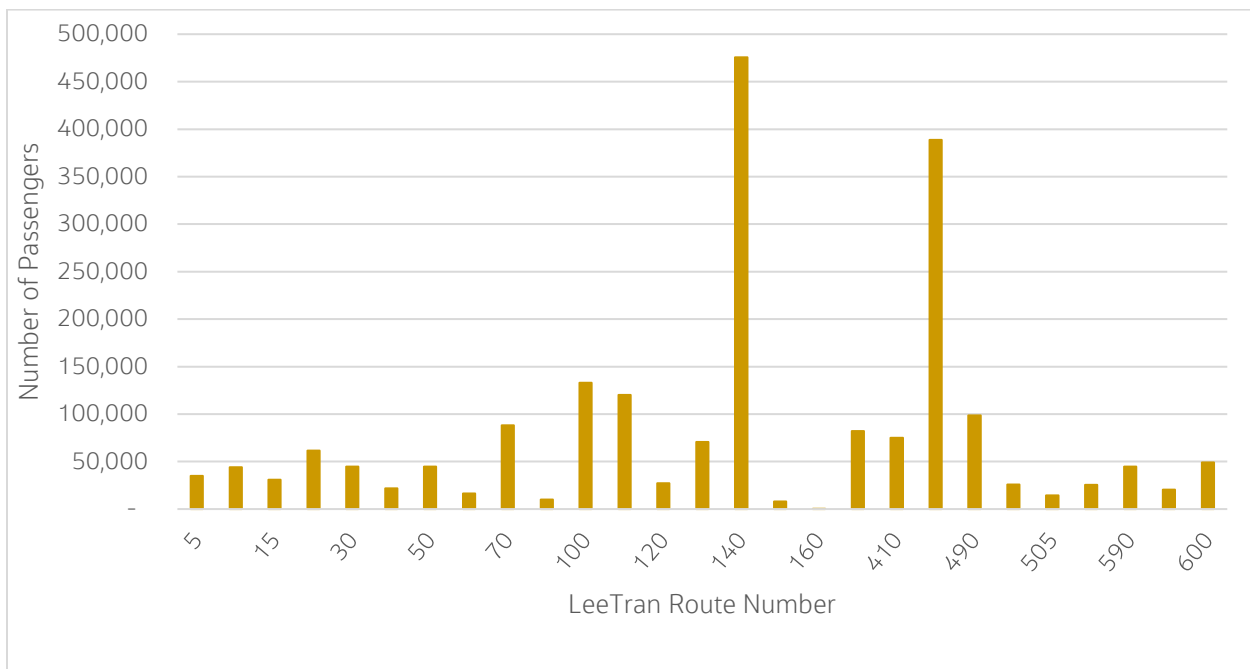
would serve the most significant passenger needs and where adjustments to the existing network would be the most beneficial.

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**

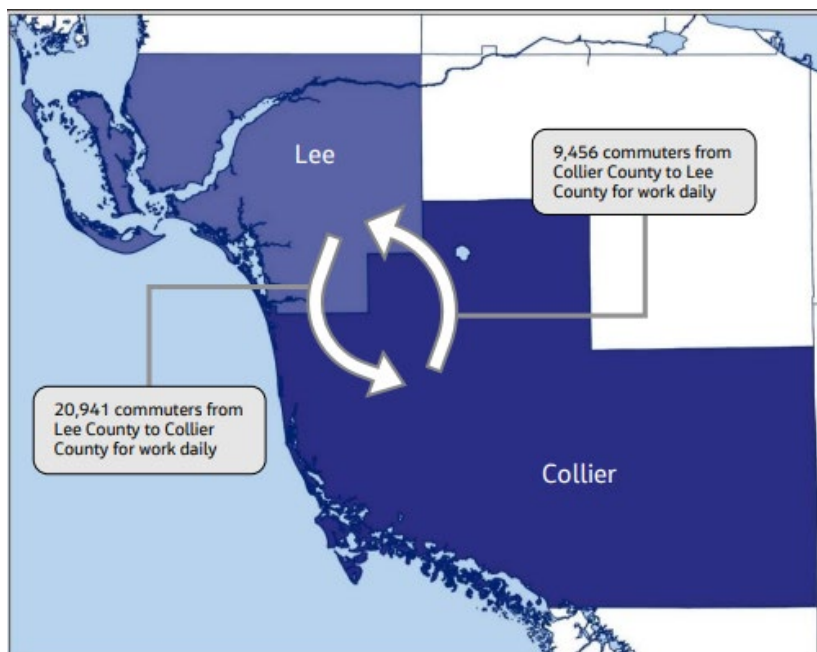
Additionally, Figure 4-4 identifies total LeeTran ridership by route for FY 2022. The most-used LeeTran route, Route 140, provides service from Merchants Crossing in Fort Myers to the Coconut Point Mall in Estero. This bus stop provides a transfer onto Route 600 (LinC), which connects to Collier County. 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"> <li>▪ One-way Fare: \$2.00</li> <li>▪ Marco Express: \$3.00</li> <li>▪ Day Pass: \$3.00</li> <li>▪ 15-day Pass: \$20.00</li> <li>▪ 30-day Pass: \$40.00</li> <li>▪ Marco Express 30-day Pass: \$70.00</li> </ul> | <ul style="list-style-type: none"> <li>▪ One-way: \$1.00</li> <li>▪ Marco Express: \$1.50</li> <li>▪ Day Pass: \$1.50</li> <li>▪ 15-day Pass: \$10.00</li> <li>▪ 30-day Pass: \$20.00</li> <li>▪ Marco Express 30-day Pass: \$35.00</li> <li>▪ Student Summer Pass (valid June 1 through August 31 for students): \$30.00</li> <li>▪ 30-day Corporate Pass (300+ Employees): \$29.75</li> </ul> |

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

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"> <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> |



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"> <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 and 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>- Establish a shared bank account</li> <li>- Delay in money distribution/revenue collection</li> </ul> </li> <li>▪ Each participating agency will have a loss in profit due to sharing revenues earned by regional pass with adjacent county.</li> </ul> |

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.

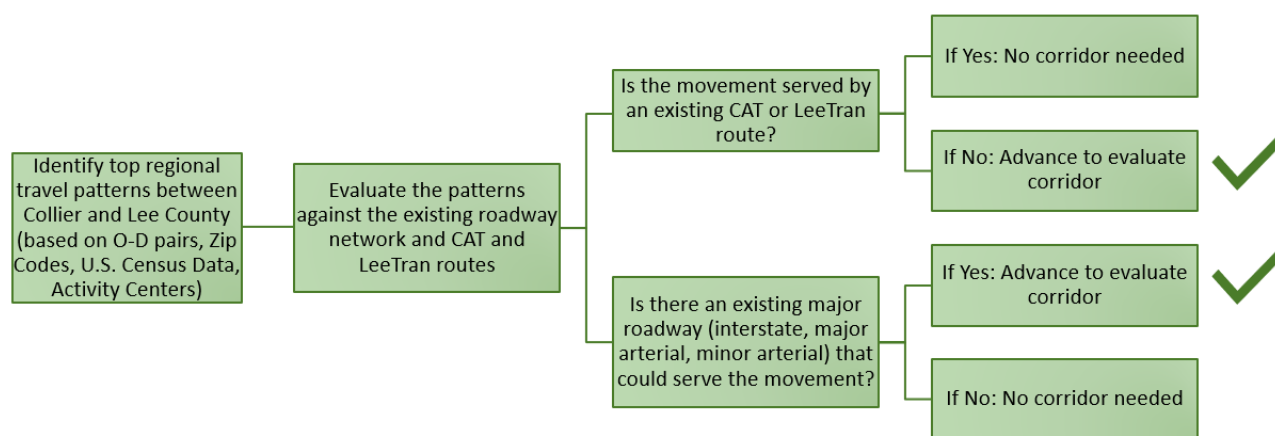


Figure 7-1. Candidate Corridor Development Methodology

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.

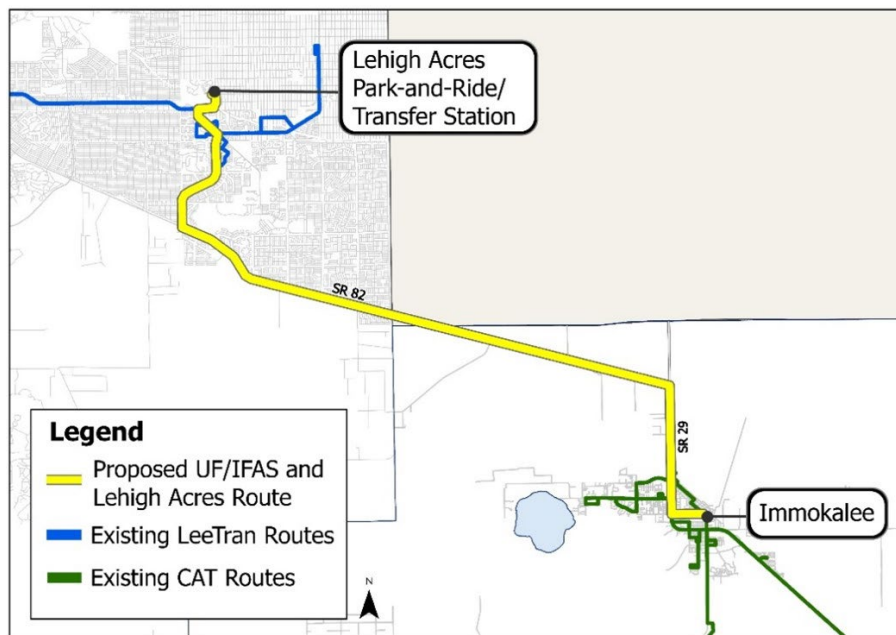


Figure 7-2. Proposed UF/IFAS and Lehigh Acres Route

## 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).

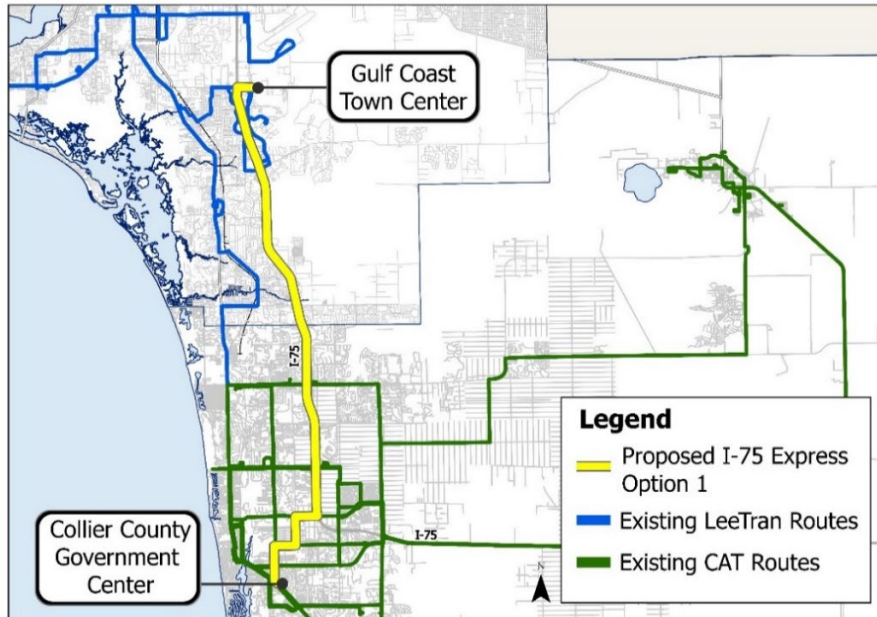


Figure 7-3. Proposed I-75 Premium Express – Option 1

**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).



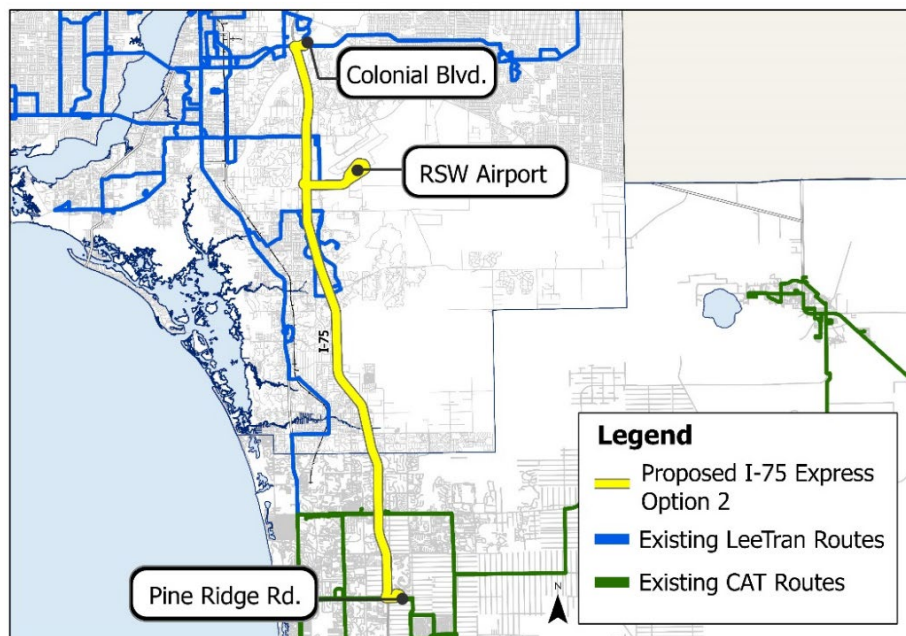


Figure 7-4. Proposed I-75 Premium Express – Option 2

**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.

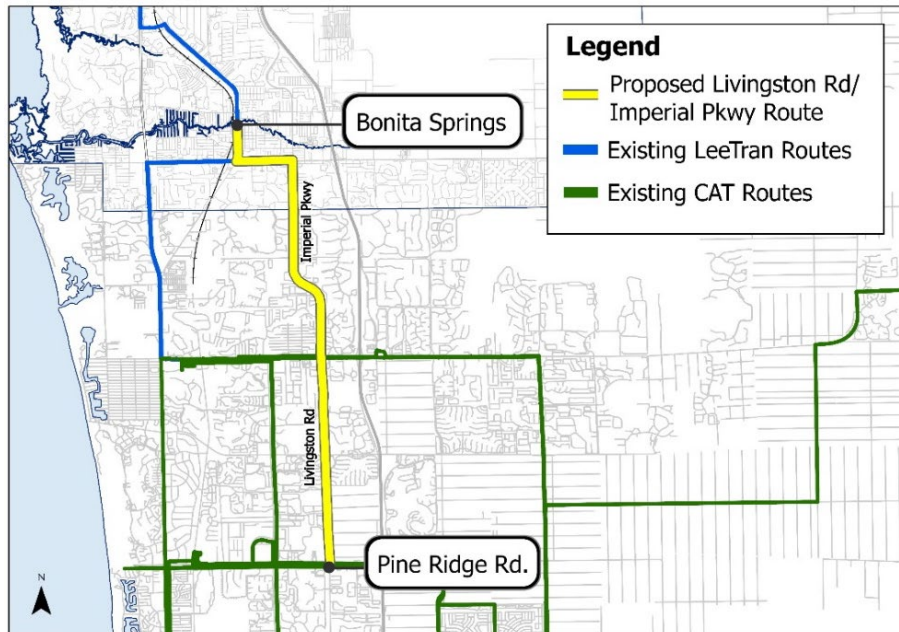


Figure 7-5. Urban Estates and Bonita Springs

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.

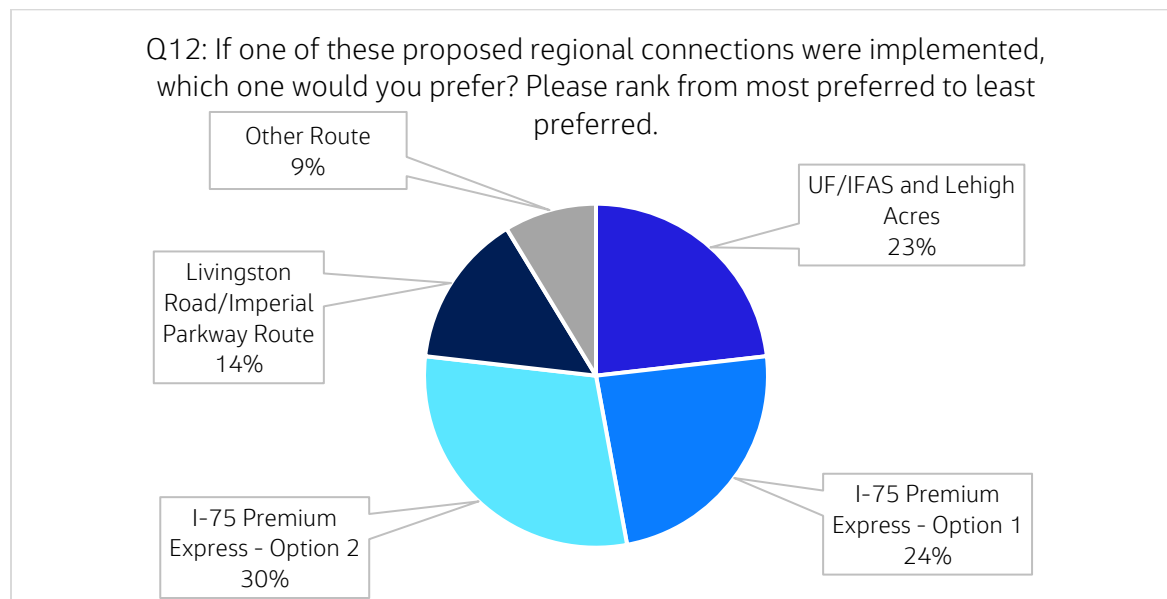
### **8.1.3 Online Survey Results**

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:

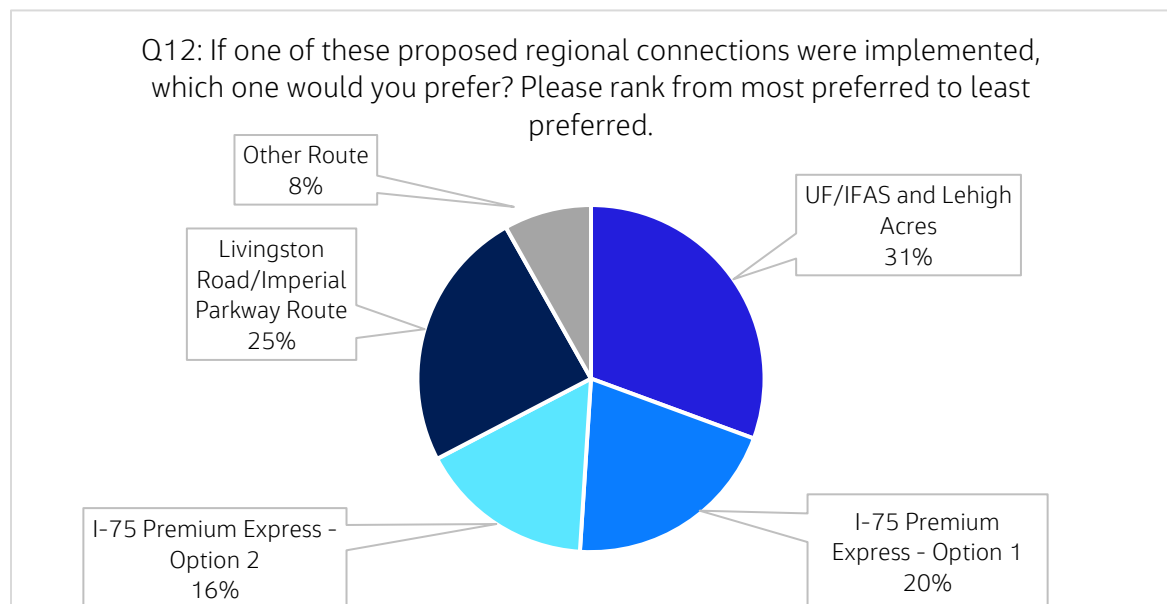
- Results from all participants (199 total)
- Participants who currently ride CAT or LeeTran buses (59 of the 199 responses).

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

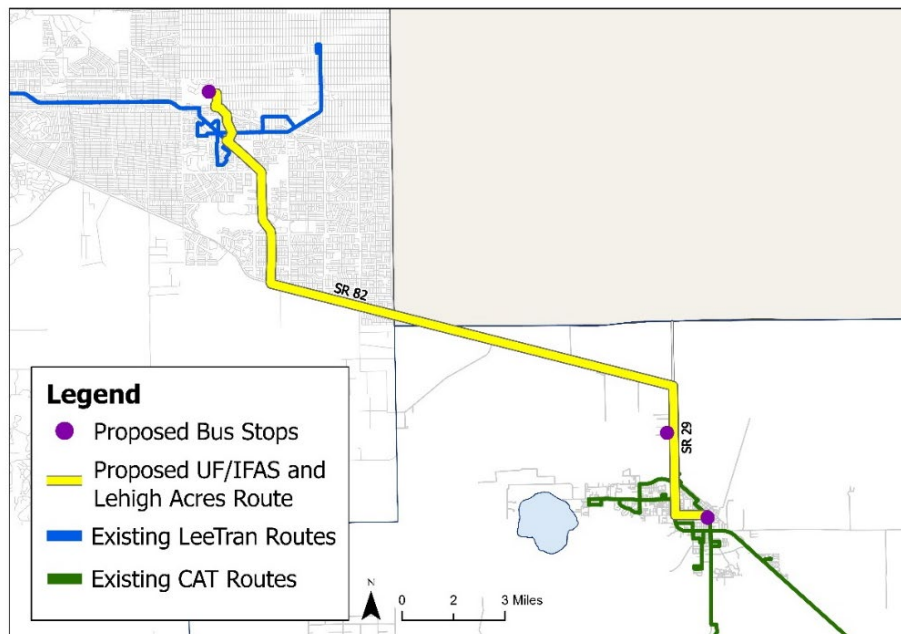
It is recommended that the UF/IFAS and Lehigh Acres Route, as identified in Figure 10-1, provides pickup and drop-off service at the following locations:

#### 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 <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 |
|                             |                                     |  |                                     |                          |                                     |                             |             |
| 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 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 <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

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**

| <b>Annual Cost Type</b>                                 | <b>Annual Operating Cost</b> |
|---|------------------------------|
| Annual operating cost for revenue service               | \$450,000.00                 |
| Annual deadhead operating cost                          | \$155,000.00                 |
| <b>Total annual operating cost for platform service</b> | <b>\$605,000.00</b>          |

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><br/>Purchasing buses to operate the new regional route.</p> <p><i>Eligible Recipients:</i><br/>Local government entities that operate fixed-route bus service.</p>  | <a href="https://www.transit.dot.gov/bus-program">https://www.transit.dot.gov/bus-program</a> |
| 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><br/>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><br/>Direct or designated recipients of FTA grants; local government authorities.</p> | <a href="https://www.transit.dot.gov/lowno">https://www.transit.dot.gov/lowno</a>             |



| 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><br/>                     Planning; Public transportation capital projects; operating costs of equipment and facilities for use in public transportation.<br/>                     Note: The population of Immokalee is less than 50,000.</p> <p><i>Eligible Recipients:</i><br/>                     States; subrecipients include state or local government authorities and public transit agencies.</p> | <p><a href="https://www.transit.dot.gov/rural-formula-grants-5311">https://www.transit.dot.gov/rural-formula-grants-5311</a></p> <p><a href="https://www.transit.dot.gov/funding/grants/fact-sheet-formula-grants-rural-areas">https://www.transit.dot.gov/funding/grants/fact-sheet-formula-grants-rural-areas</a></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"> <li>▪ Serve national, state, or regional functions as an integrated system.</li> <li>▪ Be identified in the local government’s comprehensive plan as a capital improvement (in compliance with Part II, Chapter 163, F.S.).</li> <li>▪ Be identified in the MPO’s LRTP, STIP, and TIP.</li> <li>▪ Align with the Strategic Intermodal System (SIS) (Section 339.64, F.S.).</li> <li>▪ Comply with local policies regarding corridor management.</li> <li>▪ Have local, regional, or private matching funds.</li> </ul> <p>Requires participants to form an interlocal agreement and develop a transportation plan that prioritizes regionally significant facilities.</p> | <p><i>Eligible Projects:</i><br/>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><br/>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><a href="https://www.fdot.gov/programmanagement/LP/TRIP/Default.shtm">https://www.fdot.gov/programmanagement/LP/TRIP/Default.shtm</a></p> <p><a href="https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/lp/trip/tripfactsheet2019.pdf?sfvrsn=de1eb8_8">https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/lp/trip/tripfactsheet2019.pdf?sfvrsn=de1eb8_8</a></p> <p><a href="https://m.flsenate.gov/Statutes/339.2819">https://m.flsenate.gov/Statutes/339.2819</a></p> |

Collier Area Transit Regional Service and Regional Fare Study

| 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><br/>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><br/>Public transit agencies.</p>  | <p><a href="https://www.fdot.gov/commptroller/pfo/sib.shtm">https://www.fdot.gov/commptroller/pfo/sib.shtm</a></p> <p><a href="https://www.fdot.gov/commptroller/pfo/sib-faqs.shtm">https://www.fdot.gov/commptroller/pfo/sib-faqs.shtm</a></p> <p><a href="https://www.law.cornell.edu/uscode/text/49/5302">https://www.law.cornell.edu/uscode/text/49/5302</a></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><br/>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><br/>Public transit agencies.</p> | <p><a href="http://www.leg.state.fl.us/Welcome/index.cfm">http://www.leg.state.fl.us/Welcome/index.cfm</a> (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"> <li>• Increase transportation disadvantaged person’s access to daily activities that could include employment, education, medical and shopping, etc.</li> <li>• Enhance regional connectivity and cross-county mobility.</li> <li>• Reduce the difficulty in connecting transportation disadvantaged persons to a transportation hub and from the hub to their final destination.</li> </ul> | <p><i>Eligible Projects:</i><br/>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><br/>A Community Transportation Coordinator who has executed a Memorandum of Agreement and Transportation Disadvantaged Service Plan.</p> | <p><a href="https://www.fdot.gov/ctd/grants">https://www.fdot.gov/ctd/grants</a></p> <p><a href="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">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</a></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  |
|--|-------------------------|----------------------------|--|-----------------|-------------------|---|--|---|
| <b>A1 Royal Transportation INC</b>                 | Collier, Lee            | Any                        | Yes - ADA, wheeled mobility  | Mon-Sun         | 24/7              | varies  | Car, Van   | <a href="https://www.a1royallimousine.com/">https://www.a1royallimousine.com/</a>   |
| <b>Amtrak</b>                                      | 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   | <a href="https://www.amtrak.com/regions/south.html">https://www.amtrak.com/regions/south.html</a>   |
| <b>Apple Airport Transportation</b>                | Collier, Lee            | Any                        | Yes - ADA, wheeled mobility  | Mon-Sun         | 24/7              | varies  | Sedan, Van   | <a href="https://appletransportation.com/about-us/">https://appletransportation.com/about-us/</a>   |
| <b>Blue Bird Taxi and Yellow Cab Company</b>       | Collier, Lee            | Any                        | Yes - ADA, wheeled mobility  | Mon-Sun         | 24/7              | varies  | Taxi, Van  | <a href="https://www.bluebirdyellowtaxi.com/taxi-rates">https://www.bluebirdyellowtaxi.com/taxi-rates</a>   |
| <b>Blue Marlin Transportation Taxi Car Service</b> | 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   | <a href="https://findarideflorida.org">https://findarideflorida.org</a>   |
| <b>Blue Ray Transport LLC</b>                      | Collier, Lee            | Any                        | Yes - ADA, wheeled mobility  | Mon-Fri         | 9:00AM-5:00PM     | \$50.00-\$75.00 for local round trip  | Taxi, Van  | <a href="https://findarideflorida.org">https://findarideflorida.org</a>   |
| <b>Bonita Bee</b>                                  | Collier, Lee            | Any                        | Yes - ADA, wheeled mobility  | Mon-Sun         | 9:00AM-5:00PM     | varies  | Car, SUV, Van  | <a href="https://bonitabee.com/">https://bonitabee.com/</a>   |
| <b>CATConnect (CAT Paratransit Service)</b>        | Collier                 | Any (requires application) | Yes - ADA, wheeled mobility  | Mon-Sun         | 24/7 by request   | \$3.00 one way fare for ADA<br>Varies (\$1.00, \$3.00, or \$4.00) per one-way trip for Transportation Disadvantaged (TD)                          | Paratransit Van  | <a href="https://www.ridecat.com/wp-content/uploads/2022/10/Paratransit-Riders-Guide-bookEnglish-Updated-2022-Final.pdf">https://www.ridecat.com/wp-content/uploads/2022/10/Paratransit-Riders-Guide-bookEnglish-Updated-2022-Final.pdf</a> |
| <b>Fallon Transport LLC</b>                        | 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 | <a href="https://fallontransport.com/">https://fallontransport.com/</a>   |
| <b>First Florida Limo</b>                          | Collier, Lee            | Any                        | No   | Mon-Sun         | 24/7              | varies  | Luxury Car, SUV, Vans, Bus, Limousine                            | <a href="https://firstfloralimo.com/fleet/">https://firstfloralimo.com/fleet/</a>   |
| <b>Fort Myers Beach Trolley and Tram</b>           | 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  | <a href="https://www.fortmyersbeach.org/trolleyinfo/">https://www.fortmyersbeach.org/trolleyinfo/</a>   |
| <b>Greyhound</b>                                   | Collier, Lee            | Any                        | Yes - ADA, wheeled mobility, service animals, oxygen/respiratory/medication assistance | Mon-Sun         | 24/7              | varies  | Bus  | <a href="http://www.greyhound.com/">http://www.greyhound.com/</a>   |

| 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                | <a href="https://www.yelp.com/biz/joseph-transportation-sarasota">https://www.yelp.com/biz/joseph-transportation-sarasota</a>   |
| Lyft                                   | Collier, Lee            | Any                        | No   | Mon-Sun         | 24/7             | varies   | Car                                  | <a href="https://www.lyft.com/rider/fare-estimate">https://www.lyft.com/rider/fare-estimate</a>   |
| My Concierge Solution                  | Collier, Lee            | Any                        | Yes - ADA, wheeled mobility  | Mon-Sun         | 24/7             | \$25/hour  | Car, Limousine/Luxury Car            | <a href="https://justlikefamilyhomecare.wordpress.com/category/concierge-transport-services/">https://justlikefamilyhomecare.wordpress.com/category/concierge-transport-services/</a> |
| 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                      | <a href="https://www.leegov.com/leetransit/passport-(ada-service)">https://www.leegov.com/leetransit/passport-(ada-service)</a>   |
| Red Coach                              | Collier, Lee            | Any                        | Yes - ADA, wheeled mobility, service animals, oxygen/respiratory/medication assistance | Mon-Sun         | 24/7             | varies   | Bus                                  | <a href="https://www.redcoachus.com/">https://www.redcoachus.com/</a>   |
| Royal Floridian Transportation Company | Lee                     | Any                        | Yes - ADA, wheeled mobility  | Mon-Sun         | 24/7             | varies   | Limousine, Luxury Car, Mini-Bus      | <a href="https://www.royal-floridian.com/">https://www.royal-floridian.com/</a>   |
| 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 | <a href="https://sanibeldoubled.com/">https://sanibeldoubled.com/</a>   |
| Tri-County Transportation              | Collier, Lee            | Medical                    | Yes -ADA, wheeled mobility   | Mon-Sun         | 6:00AM - 6:00PM  | ambulatory van: \$2.25/mile<br>wheelchair van: flat rate \$125.00 plus \$3.15/mile   | Van                                  | <a href="http://www.tcmtransportation.com/contact/">http://www.tcmtransportation.com/contact/</a>   |
| Uber                                   | Collier, Lee            | Any                        | No   | Mon-Sun         | 24/7             | varies   | Car                                  | <a href="http://www.uber.com/">http://www.uber.com/</a>   |
| 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                                  | <a href="https://www.wheelchairvanrentals.com">https://www.wheelchairvanrentals.com</a>   |

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

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.

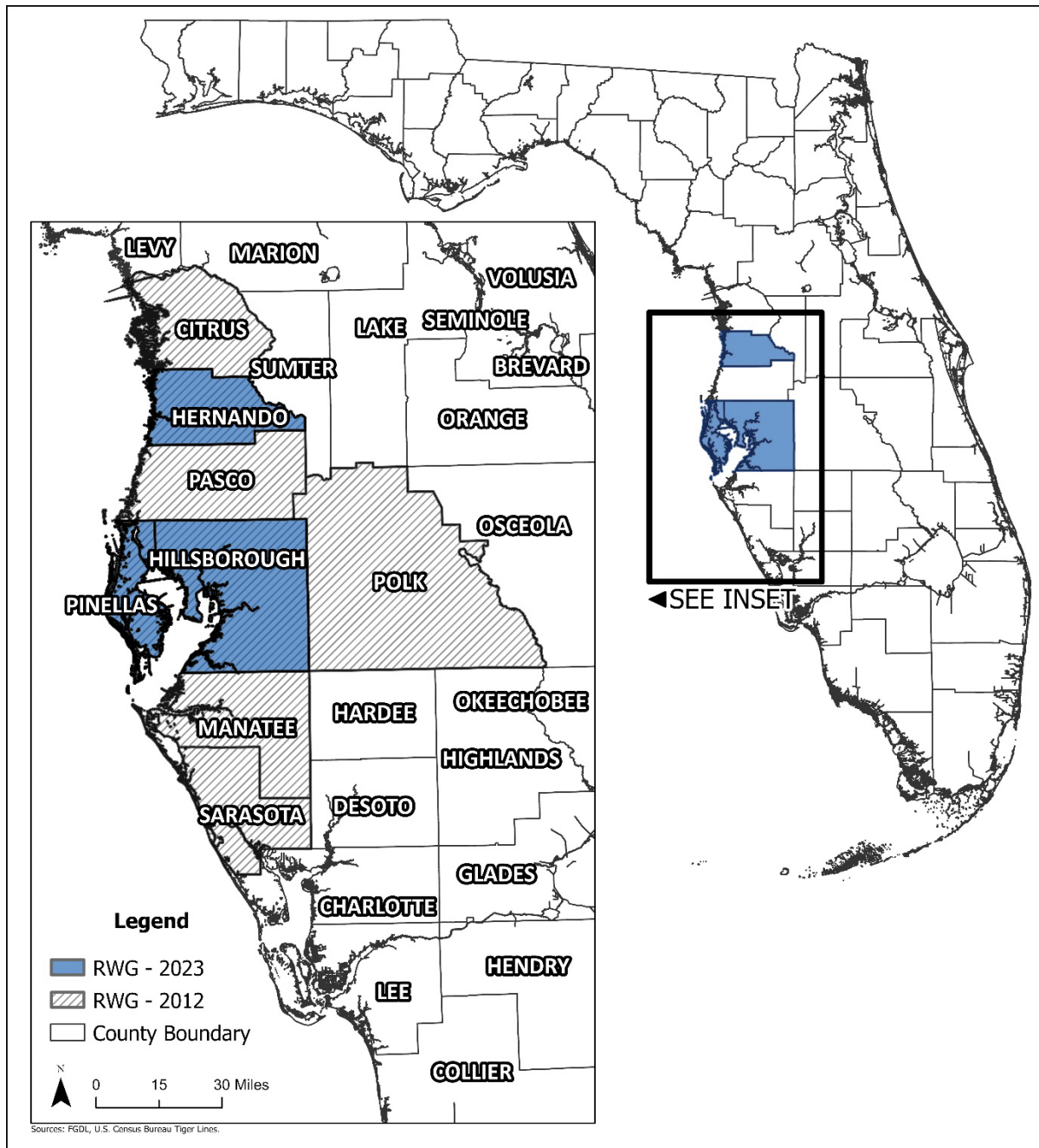
## **5.1 Joint Fare Structure – Regional Revenue Collection and Inter-Jurisdictional Mobility Project**

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"> <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 travelling between jurisdictions.</li> <li>▪ 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).</li> <li>▪ <i>If both agencies operate the same route, inconvenience to riders to determine the amount of funds to load on each bus pass.</i></li> <li>▪ <i>If both agencies operate the same route, and fares vary, overcrowding may occur on the less-expensive bus.</i></li> </ul> |

### 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"> <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 travelling 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> |

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   |
|---|--|---|---|--|---|
| <b>Joint Fare Structure</b>                       |  |   |   |  |   |
| <b>Pinellas Suncoast Transit Authority (PSTA)</b> | <i>Regional Connections in Pinellas County will abide by PSTA bus fares.</i><br><br>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<br>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). |
| <b>Hillsborough Area Regional Transit (HART)</b>  | <i>Regional connections in Hillsborough County will abide by HART bus fares.</i><br><br>One-way local and limited express cash fare: \$2.00<br><br>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<br>Hernando County     | Administrative fees related to fare/ revenue distribution are split proportionately by percentage of boardings for each member of the RWG.                          |
| <b>Hernando County Transit (TheBus)</b>           | <i>Regional connections in Hernando County will abide by TheBus fares.</i><br><br>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<br>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   |
|--|---|-----------------------|---|---|---|
| <b>Separate Fare Structure</b>               |   |                       |   |   |   |
| <b>Pasco County Transit (GoPasco)</b>        | <i>Regional connections in Pasco County will abide by GoPasco fares.</i><br>One-way regular cash fare: \$1.50   | GFI Odyssey Fareboxes | Cash and passes only, purchased at select locations | Pinellas County<br>Hernando County<br>Hillsborough County | Dropped out of Joint Fare Structure.  |
| <b>Sarasota County Area Transit (Breeze)</b> | <i>Regional connections in Sarasota County will abide by Sarasota County fares.</i><br><br>One-way regular cash fare: \$1.50  | GFI Odyssey Fareboxes | Cash (requires exact change) or prepaid pass        | Pinellas County<br>Hillsborough County<br>Hernando County | Dropped out of Joint Fare Structure.<br><br>No administrative fees charged to riders. |
|  | <i>Passengers on regional connections boarding in Manatee County shall abide by MCAT bus fares.</i><br><br>One-way regular cash fare: \$1.50<br>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   |
|---|---|--|--|---------------------------------|---|
| <b>Manatee County Area Transit (MCAT)</b> | <i>Passengers on regional connections boarding in Sarasota County shall abide by Breeze bus fares.</i><br><br>Free<br><br>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<br><br>Prior to Fare-Free:<br>Cross Bay One-Way Fare (Intercounty): \$5.00<br>Express fare within Manatee County: \$3.00<br>Express fare within Pinellas County: \$3.00<br>1-Day unlimited use pass: \$10.00 | GFI Odyssey Fareboxes (Prior to fare-free program) | Fare-free  | Pinellas County                 | Skyway Connection Route   |
| <b>Broward County Transit (BCT)</b>       | 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 |
| <b>Miami-Dade Transit (Metrobus)</b>      | 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<br>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   |
|-------------------------------------|--|----------------------------|--|-------------------|---|
| <b>Monroe County Transit (MCT)</b>  | Intercounty Express Bus regular one-way fare: \$2.65<br><br><i>All riders taking the Dade-Monroe Express (Route 301) must abide by Metrobus fares.</i><br><br><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. |
| <b>Lee County Transit (LeeTran)</b> | 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.

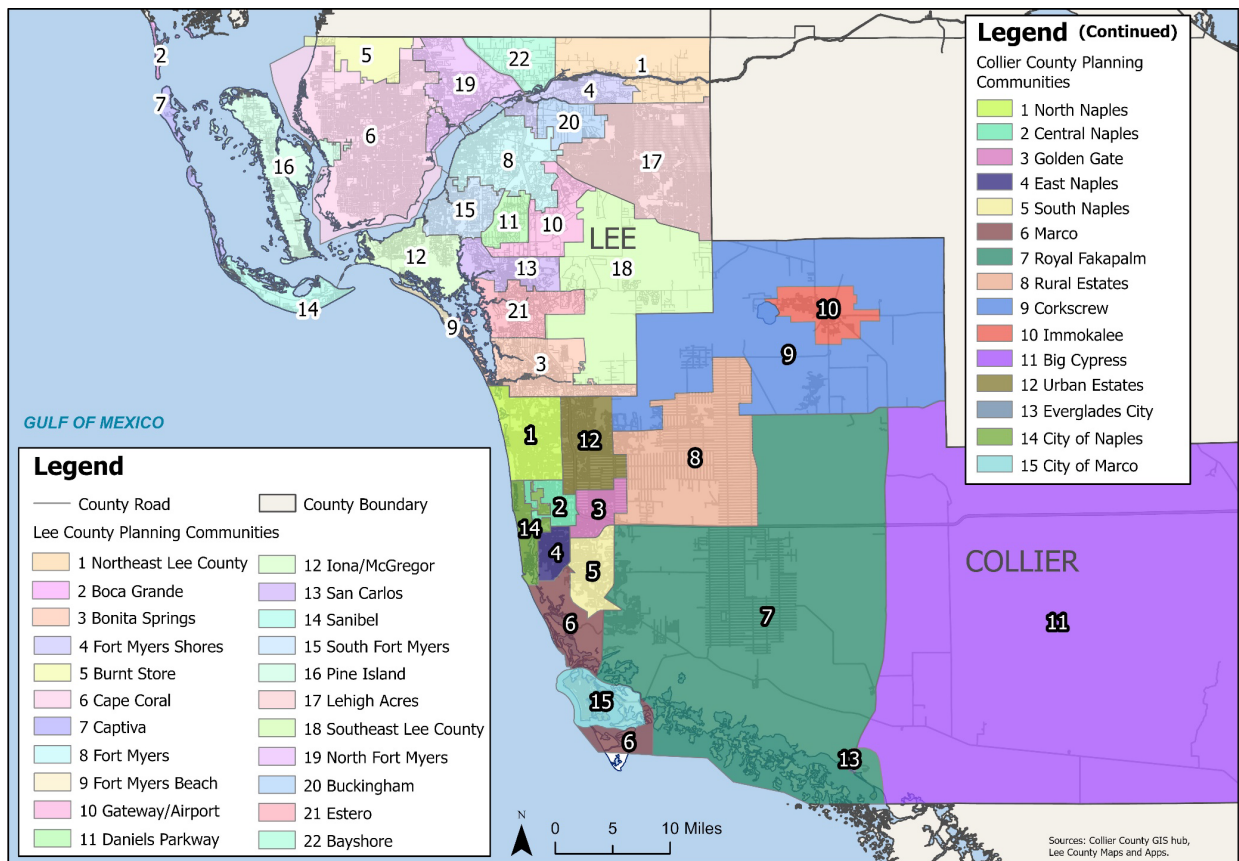


Figure 1. Collier and Lee County Planning Communities

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.

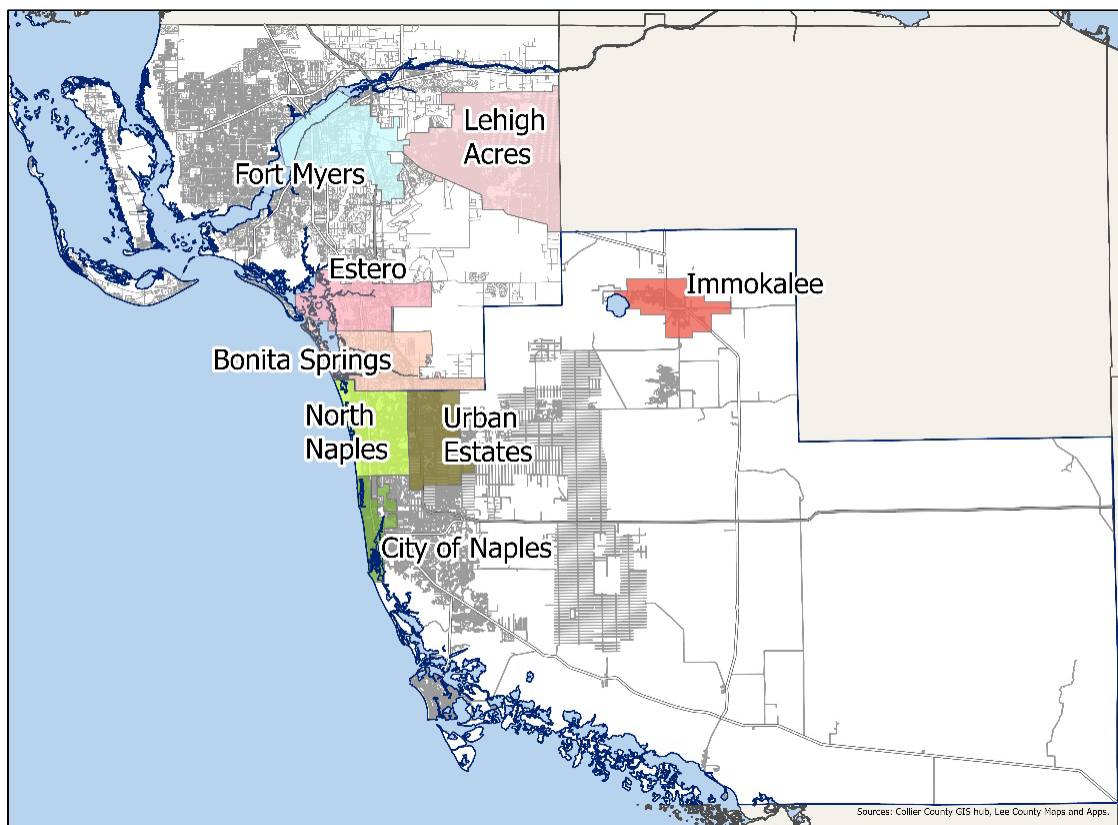


Figure 2. Top-four Trip Generating Subareas in Collier and Lee Counties

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

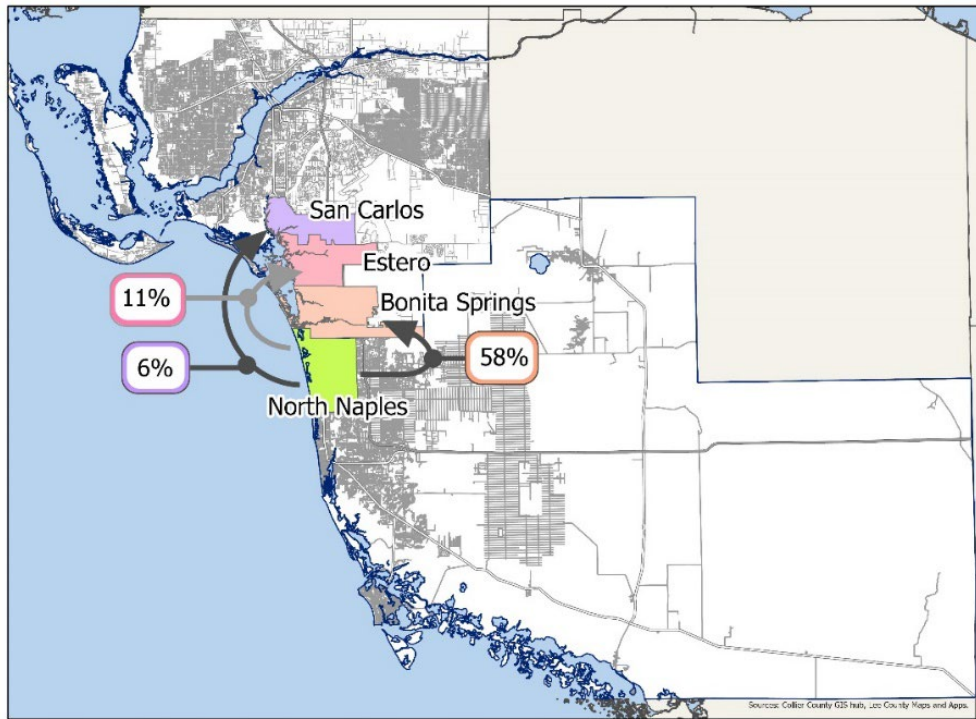
The top-four trips from Collier County were evaluated based on Lee County subareas and the number of trips ending in these destinations daily. Each of these four origins were evaluated separately for their top-three destinations in Lee County.

#### 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%  |

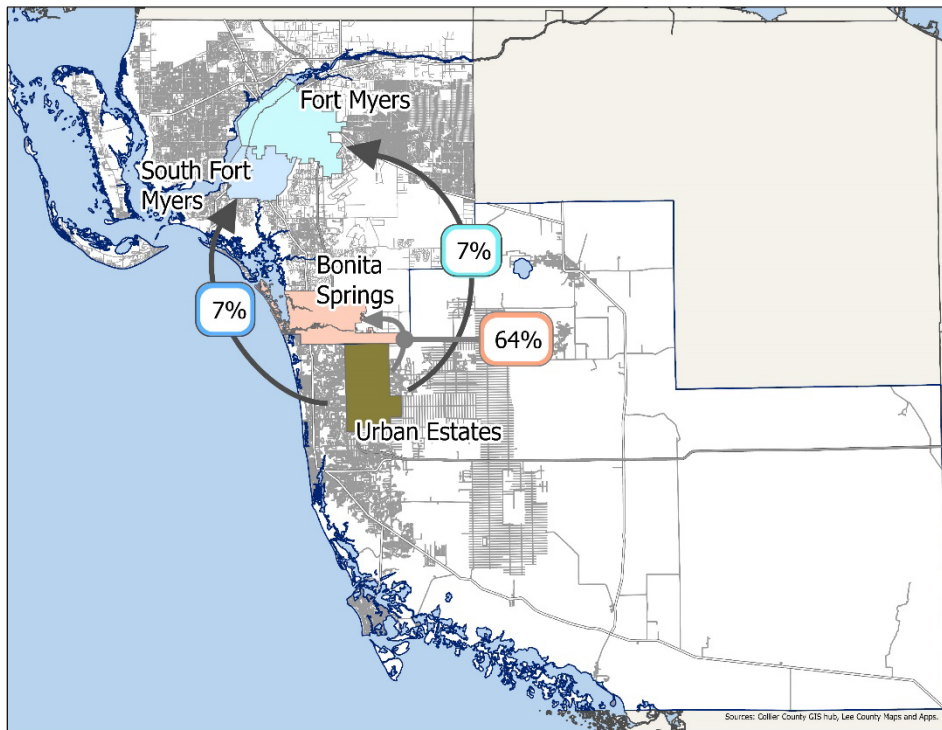


Figure 4. Top Lee County Destinations from Urban Estates

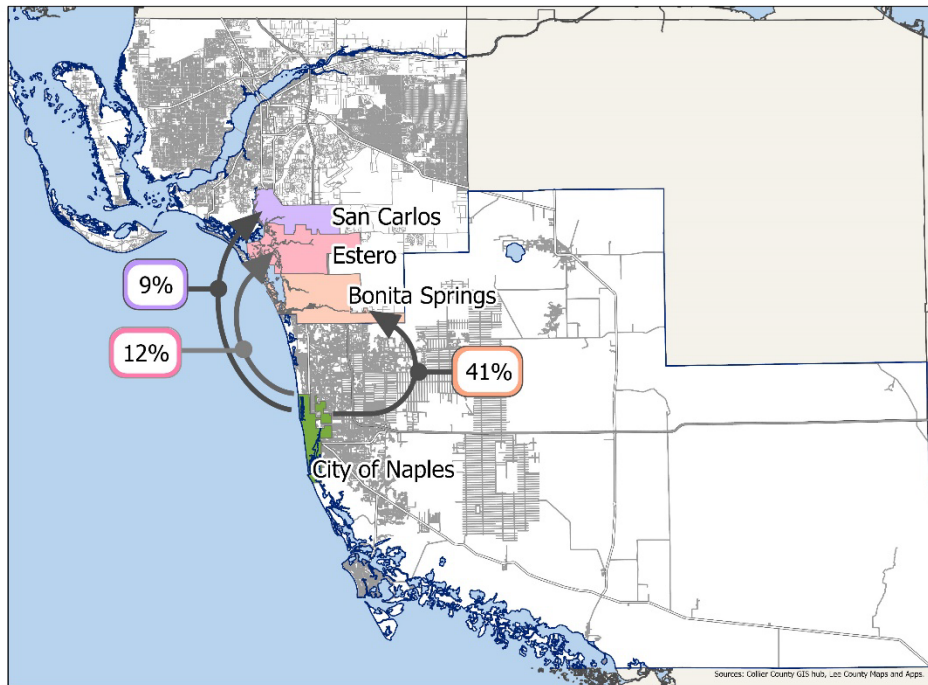
The Urban Estates and Bonita Springs subareas are not serviced by an existing regional transit route. Although the LinC Route serves Bonita Springs, it does not pass through Urban Estates. This O-D pair was evaluated further with the development of a candidate corridor.

### 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.

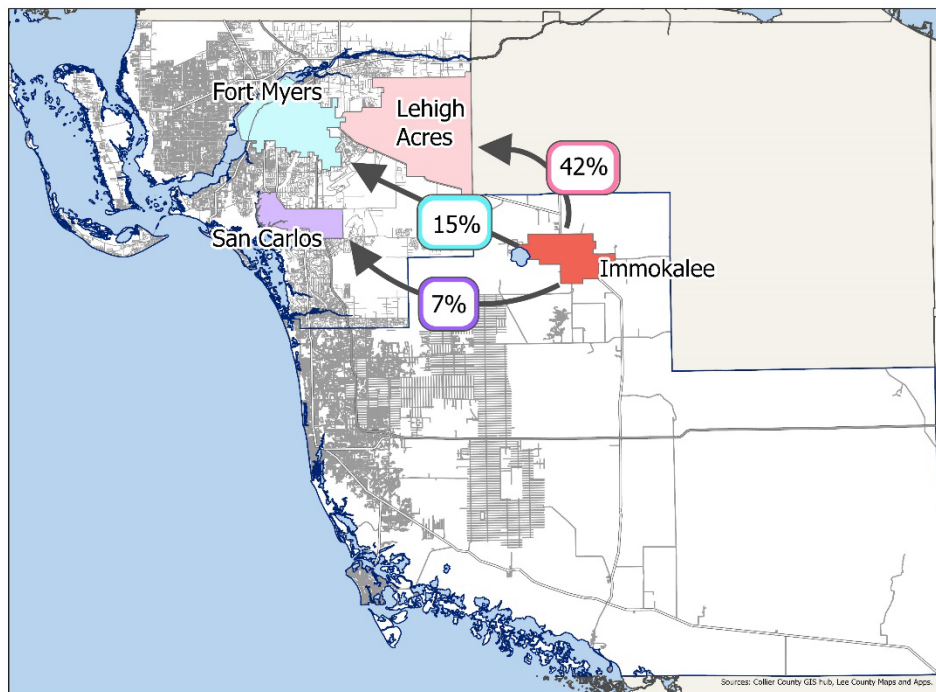
### 3.1.1.4 Immokalee

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

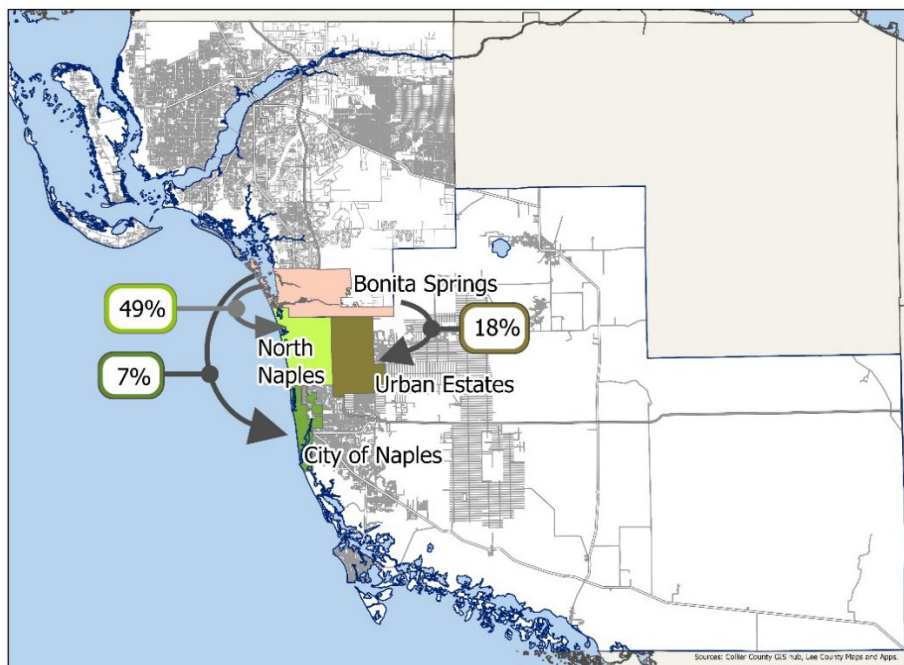
Each of these four origins were evaluated separately for their top-three destinations in Collier County.

#### 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**

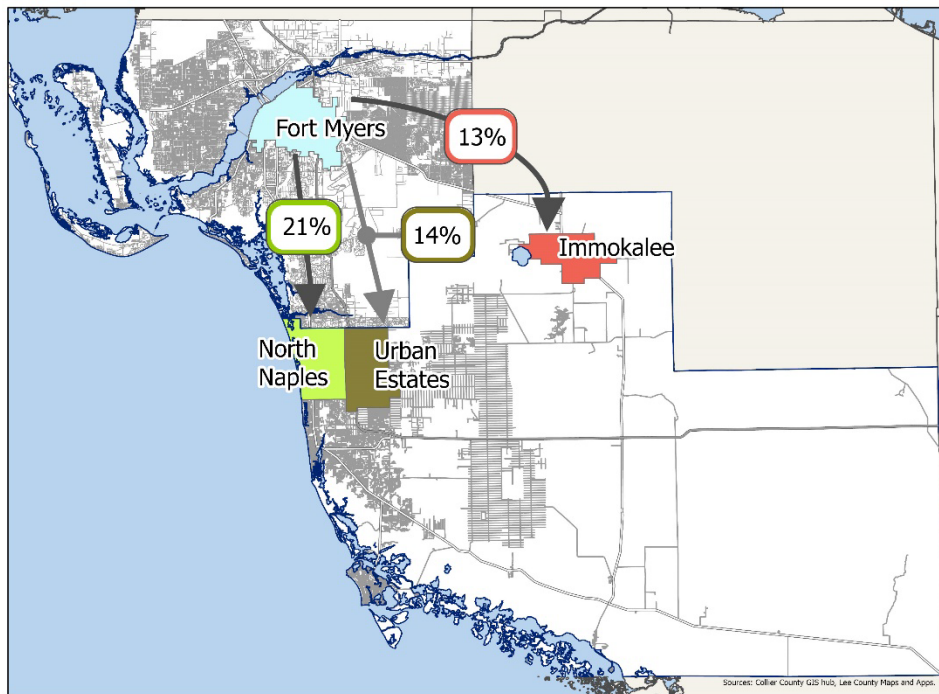
As discussed in Section 3.1.1, the Bonita Springs to North Naples O-D pair is not identified as a priority pair since it is already served by the existing LinC Route operated by LeeTran. This route provides several pickup and drop-off points in North Naples and Bonita Springs.

### 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**

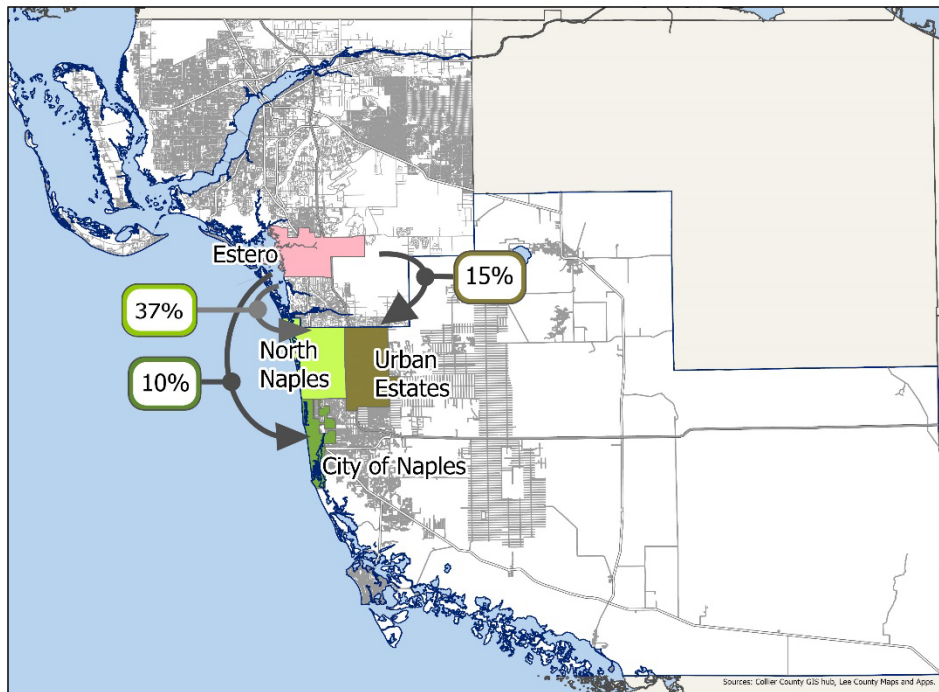
The Fort Myers to North Naples O-D pair was not identified as a priority pair since the LinC Route already provides service between Estero and North Naples. Commuters beginning in Fort Myers may take Route 240 to the Coconut Point Mall, which then transfers to LinC as it travels further south to the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

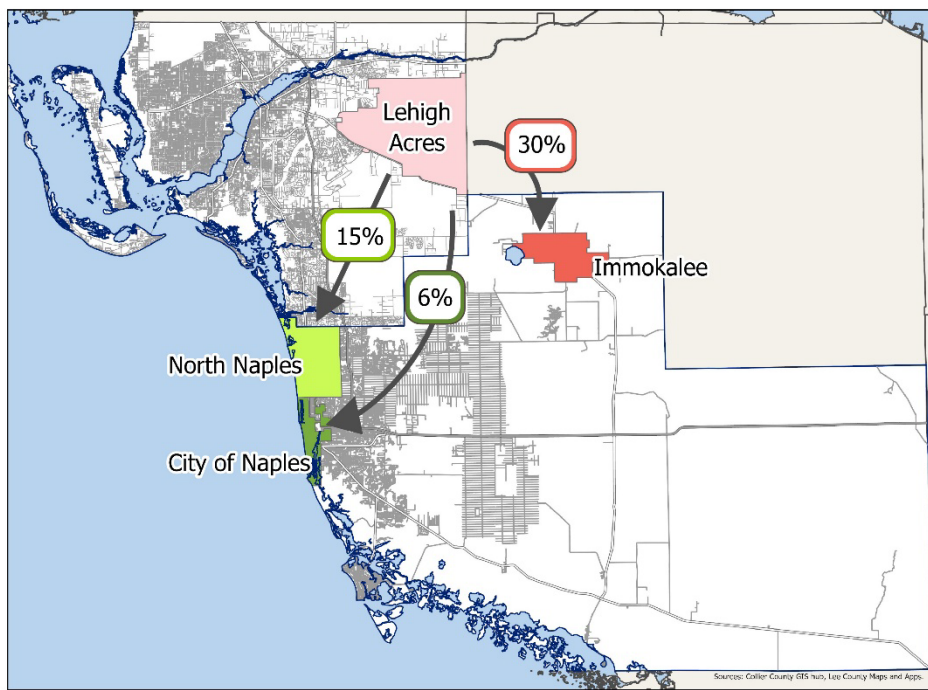
The Estero to North Naples O-D pair was not determined as a priority pair since it is already served by the LinC Route. Riders beginning in Estero may board at the Coconut Point bus stop and take the LinC Route into North Naples.

### 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.

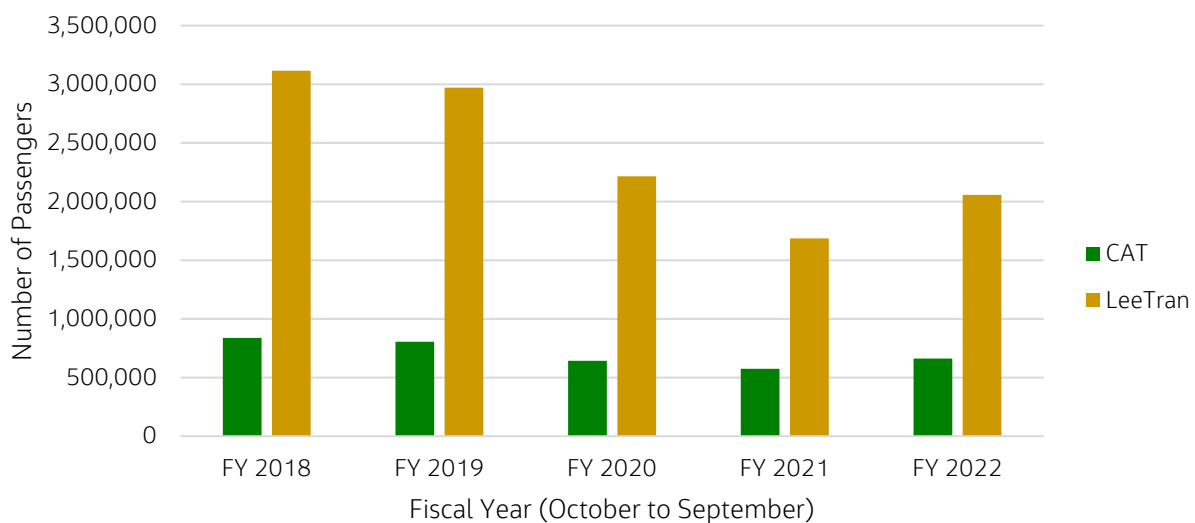
For instance, the North Naples subarea produces the largest number of intercounty trips to Lee County daily, with its top destination being Bonita Springs. However, the O-D data do not specify how many of these trips occurred through public transit versus other means of travel. Since the data are limited 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.

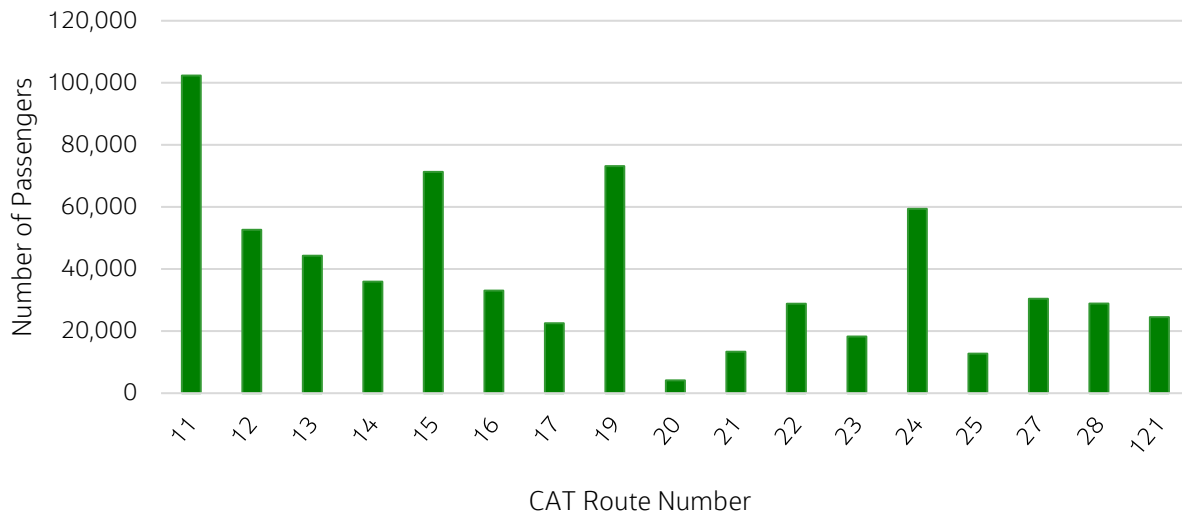
### 3.2 CAT and LeeTran Ridership

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.



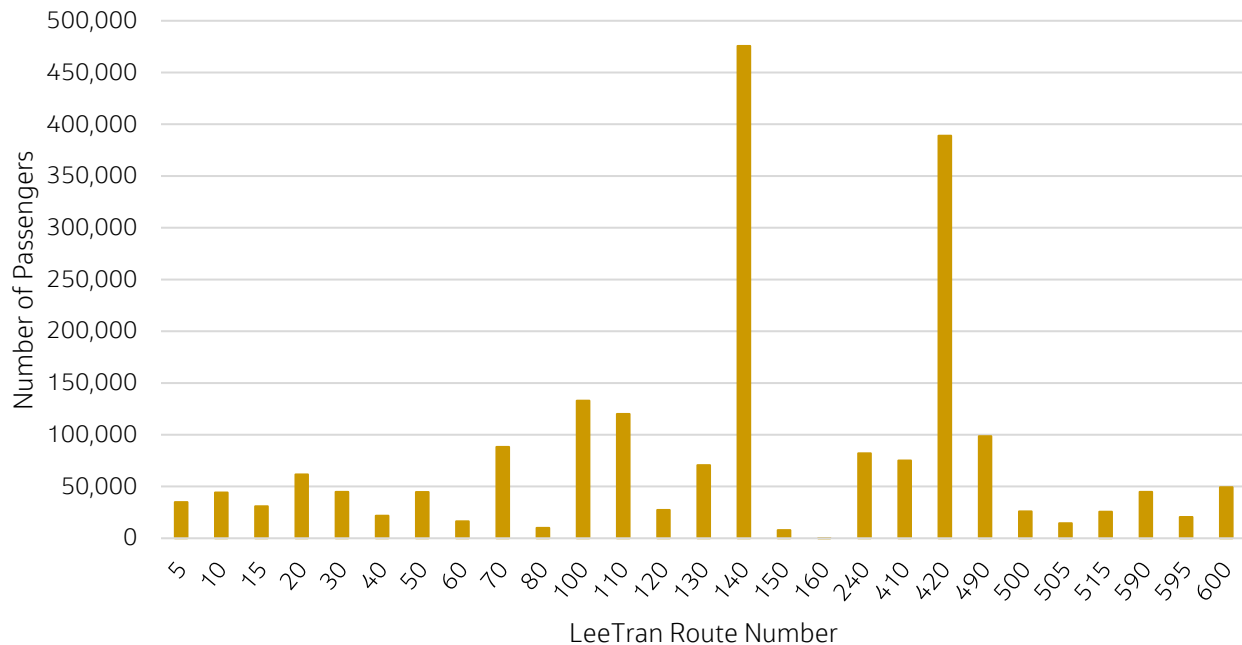
**Figure 11. CAT and LeeTran Yearly Passenger Counts**

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<br>(Jurisdiction) | Total Boardings |         |         | Percentage of Total Boardings |         |         |
|--------------------------------|-----------------|---------|---------|-------------------------------|---------|---------|
|                                | FY 2019         | FY 2020 | FY 2021 | FY 2019                       | FY 2020 | FY 2021 |
| 600 LinC<br>(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.

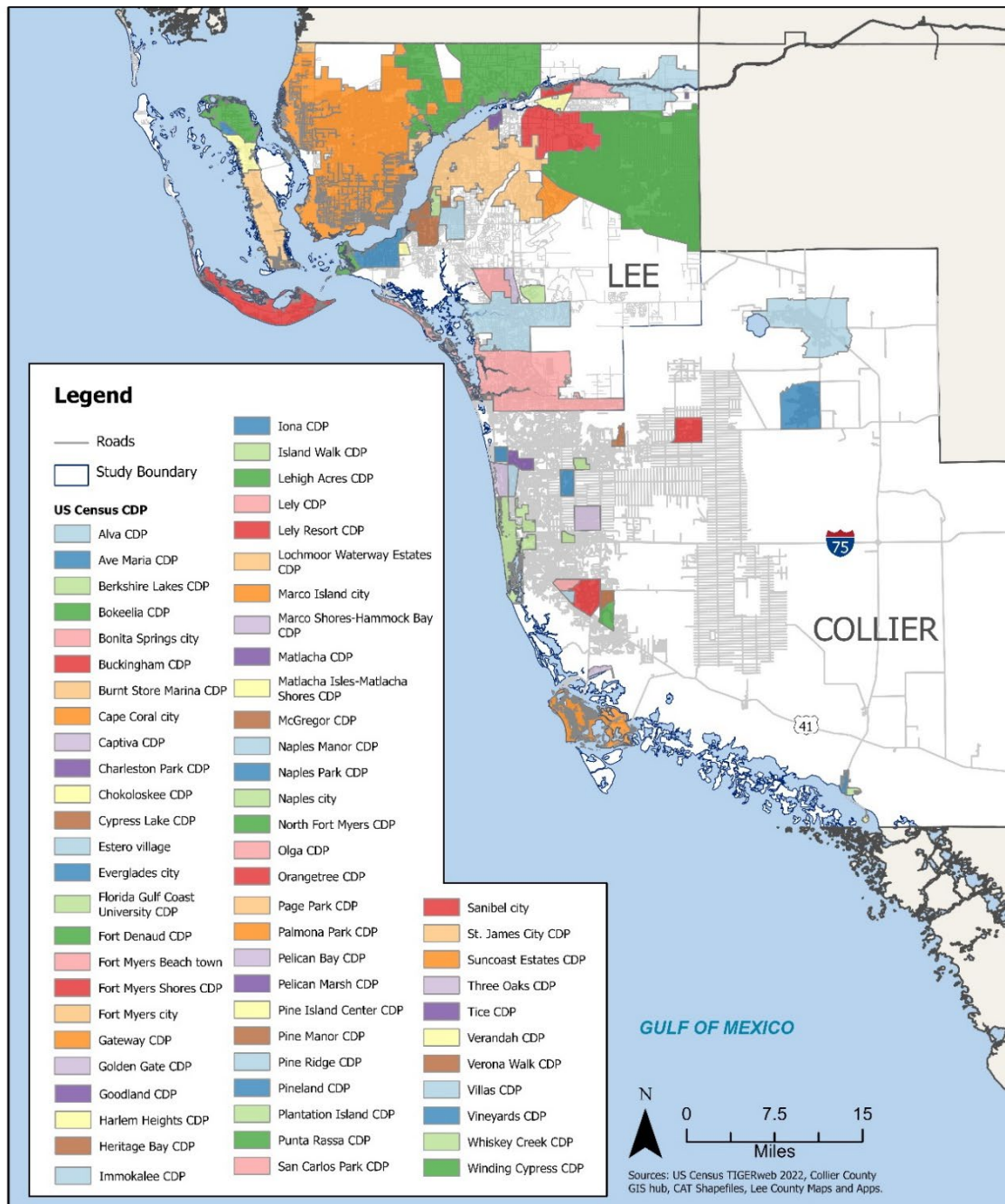


Figure 14. CDPs in Collier and Lee County

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

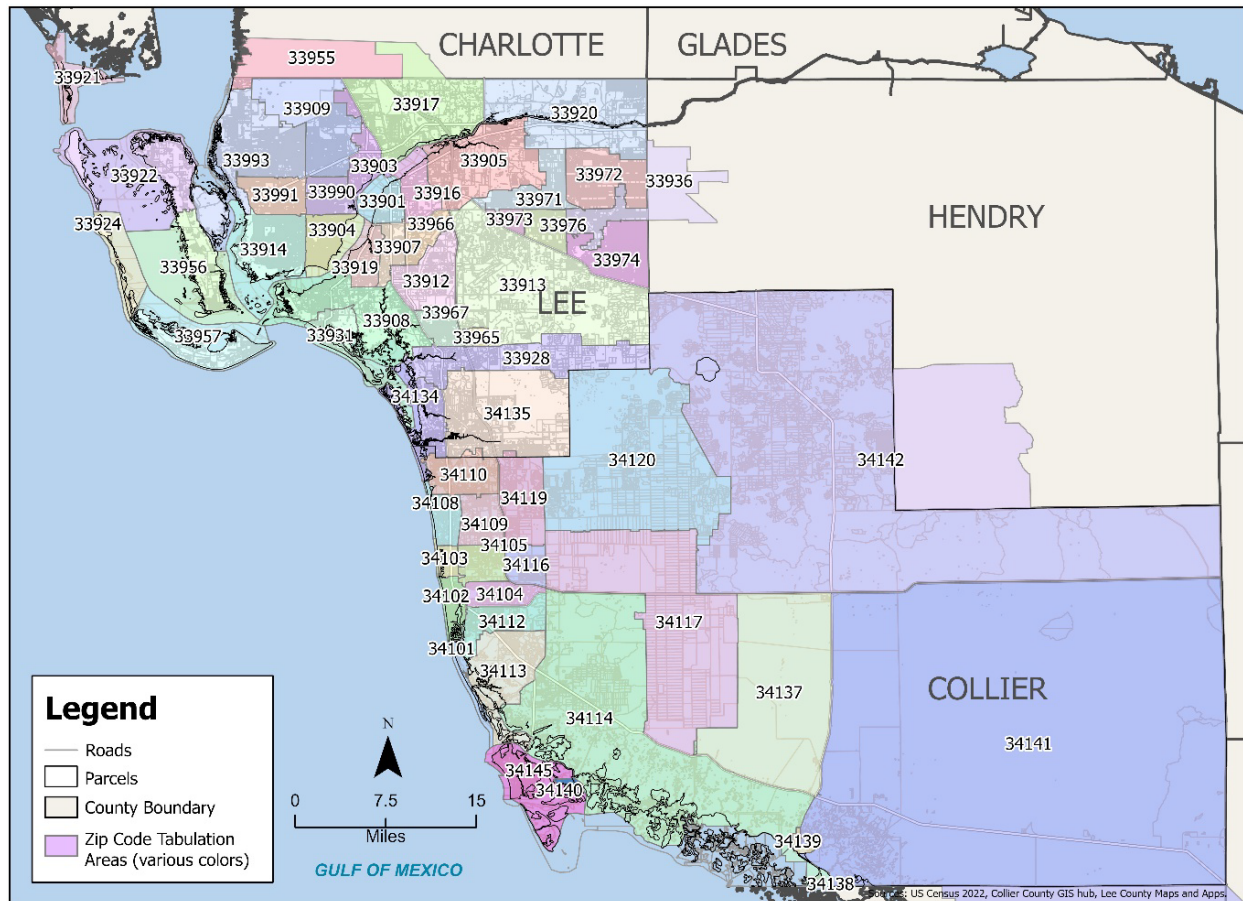
The major roadway network that connects workforce commutes and activity centers between Collier and Lee counties include Interstate 75 (I-75) and State Road (SR) 45 (also known as US 41 or Tamiami Trail North), SR 82, and SR 29. According to the O-D Report, I-75 serves as the main corridor for this intercounty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

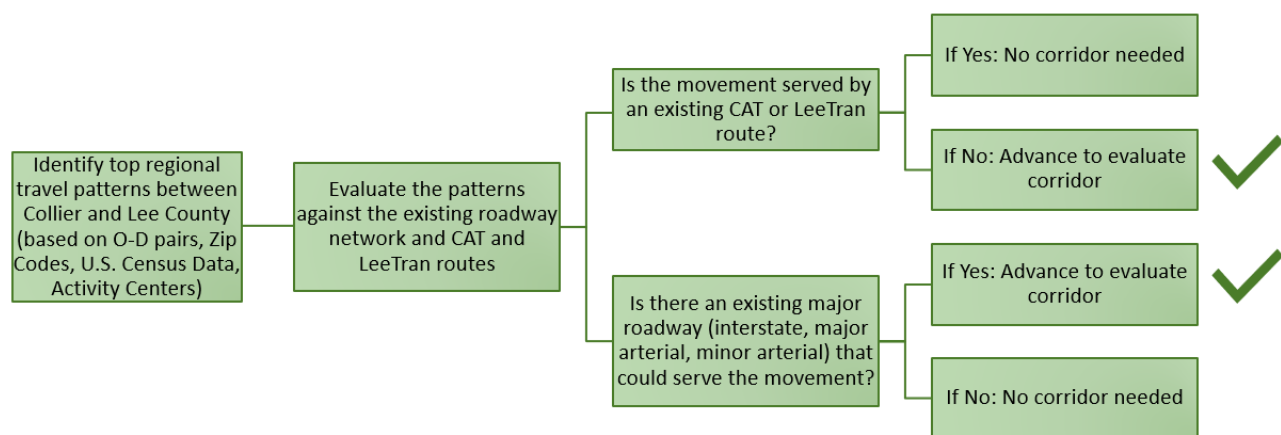


Figure 16. Candidate Corridor Development Methodology

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? <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?   |
|--|--|----------------------|---|---|--|
| UF/IFAS to Lehigh Acres<br><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<br><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<br><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<br><i>Urban Estates to Gateway/Airport and Fort Myers</i> | No   | LeeTran TDP          | No  | <i>Collier:</i> None<br><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? <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?  |
|--|--|---|--|--|---|
| I-75 Premium Express Option 3: Collier County Government Campus to RSW and Colonia Boulevard<br><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<br><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<br><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<br><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? <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?  |
|---|--|--------------------|--|--|---|
| City of Naples to Bonita Springs        | Yes – CAT network and LinC                               | O-D Report Data    | No   | <i>Collier:</i> None<br><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<br><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. |

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

<sup>b</sup> 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.

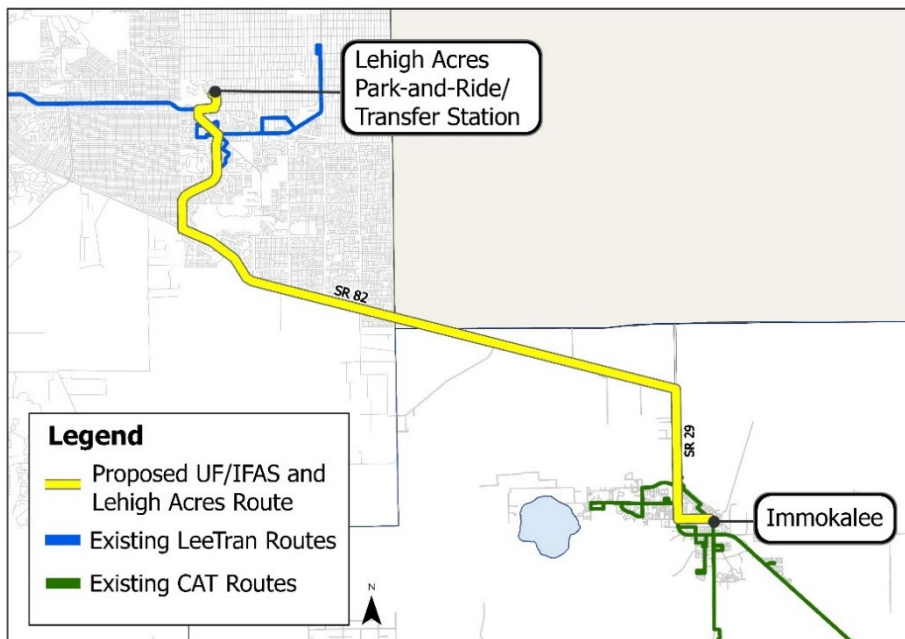


Figure 17. Proposed UF/IFAS and Lehigh Acres Route

## 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).

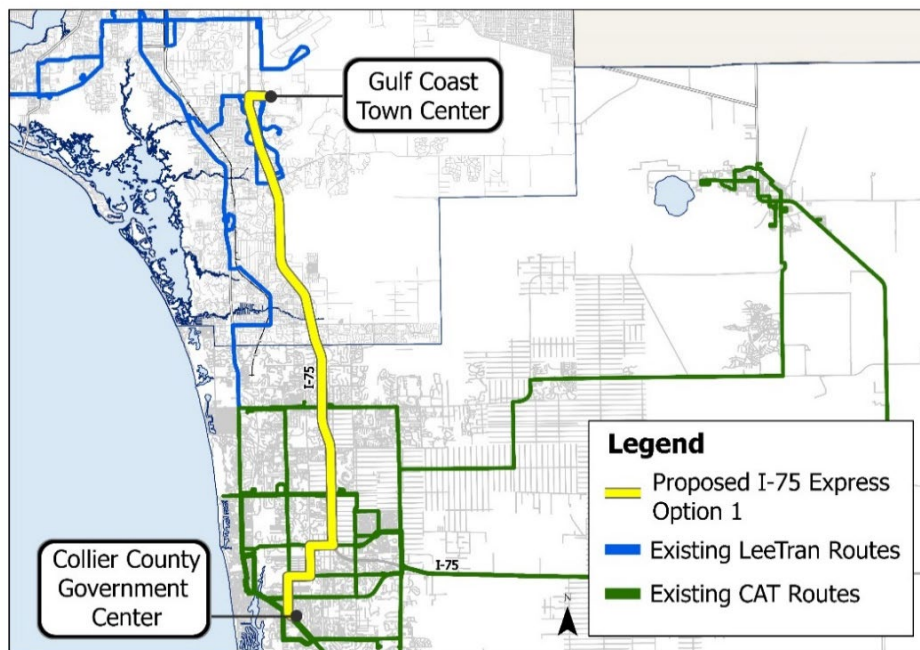


Figure 18. Proposed I-75 Premium Express – Option 1

**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).

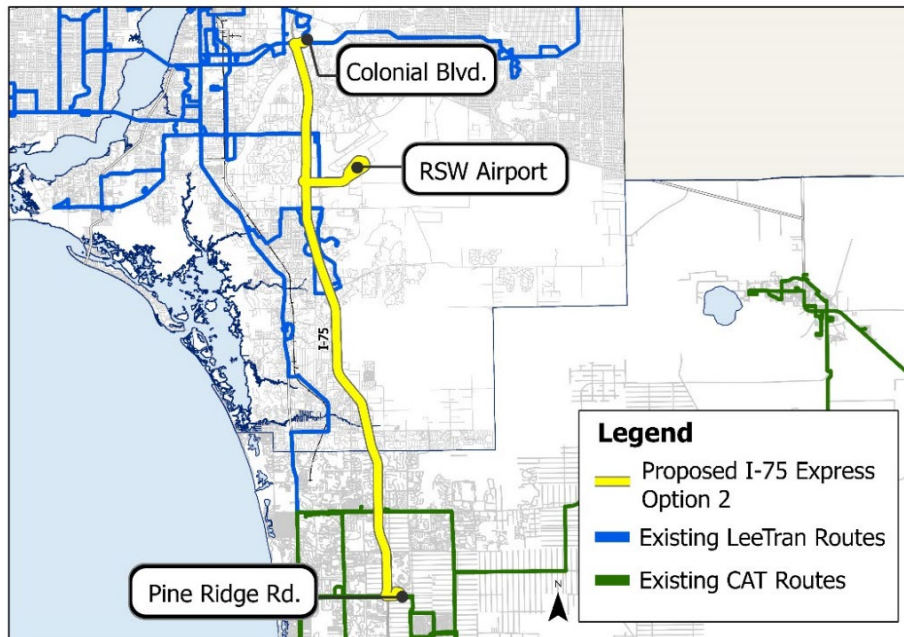


Figure 19. Proposed I-75 Premium Express – Option 2

**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.

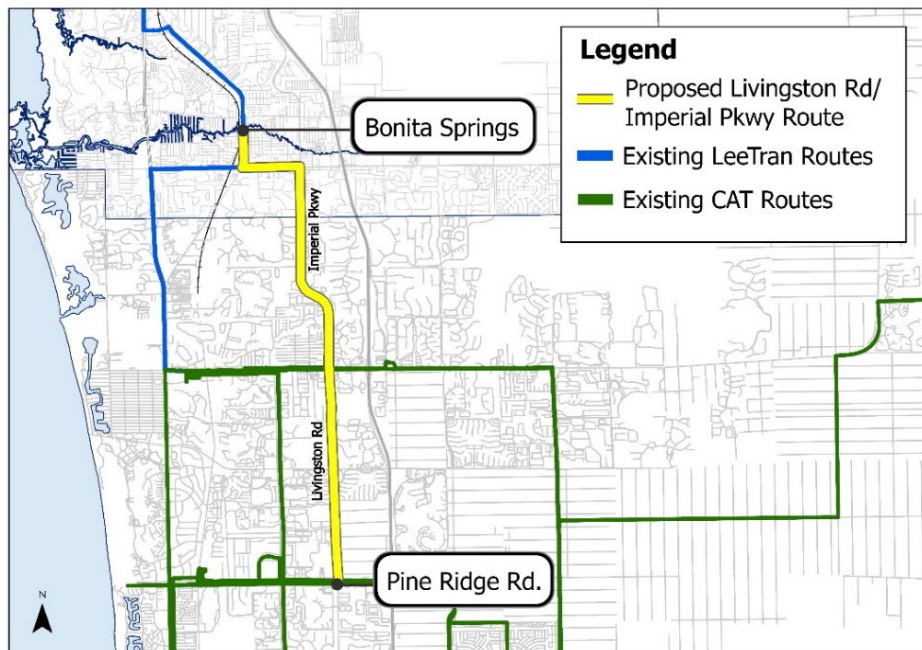


Figure 20. Urban Estates to Bonita Springs

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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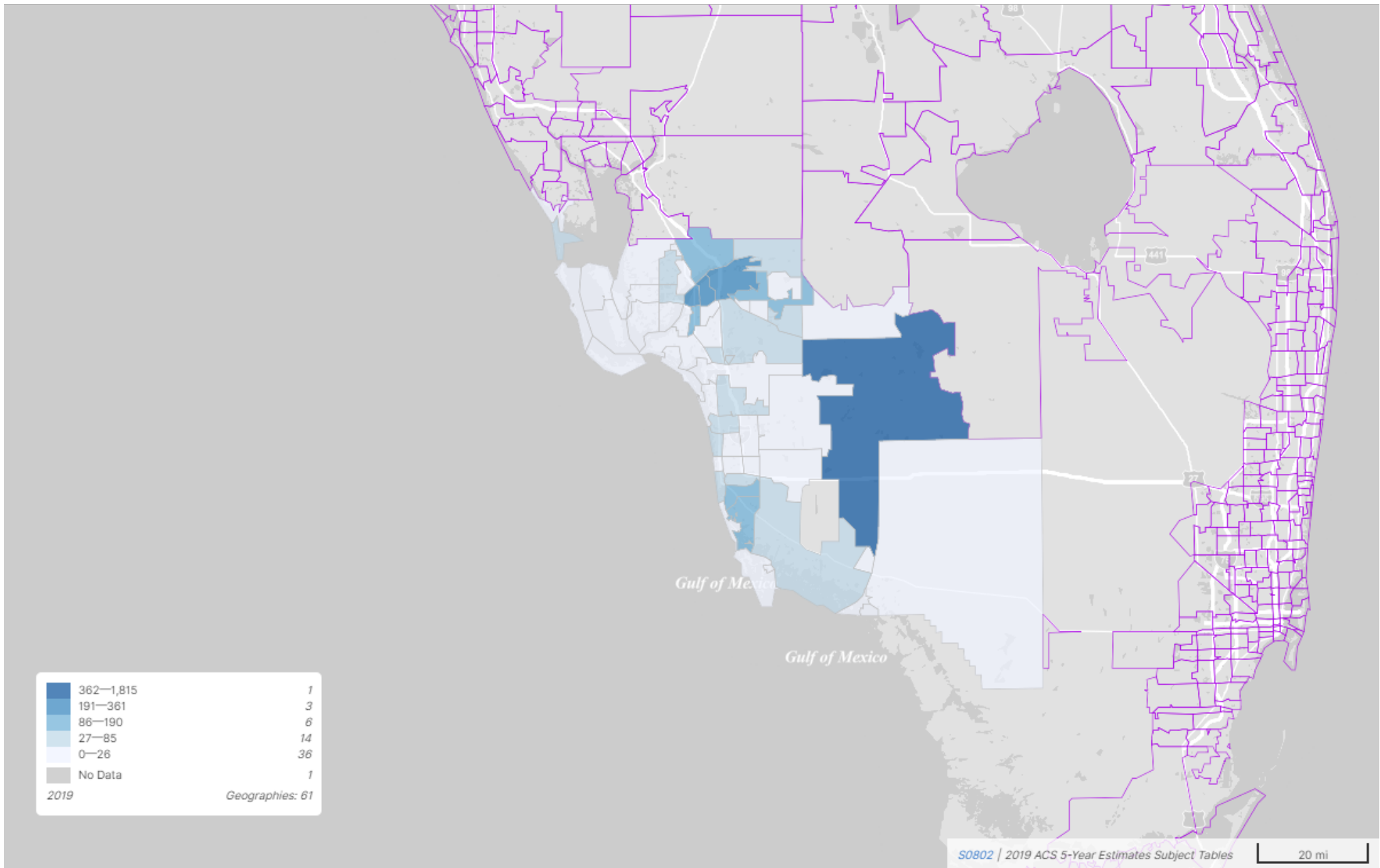


# **Attachment 1**

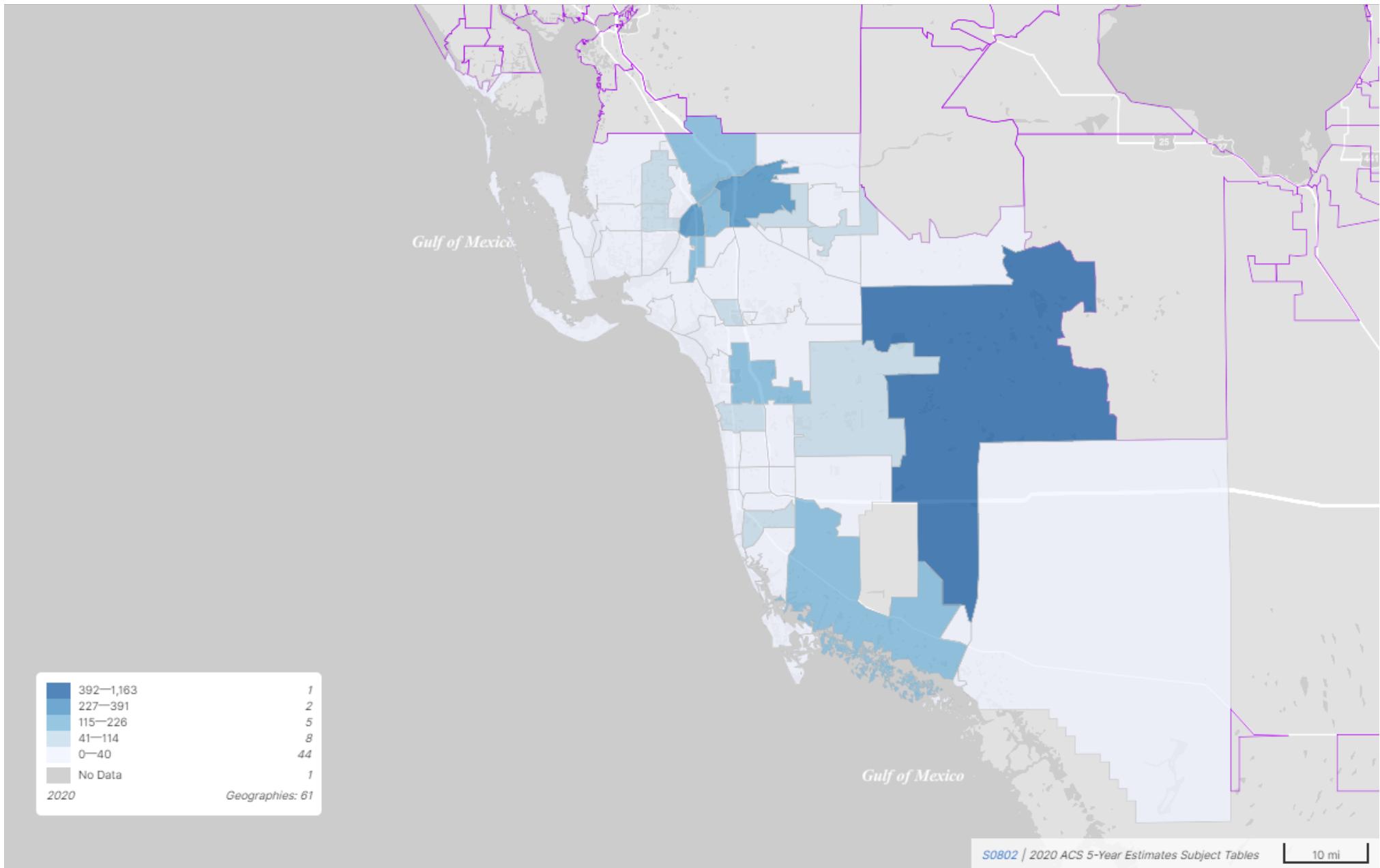
## **US Census Maps**



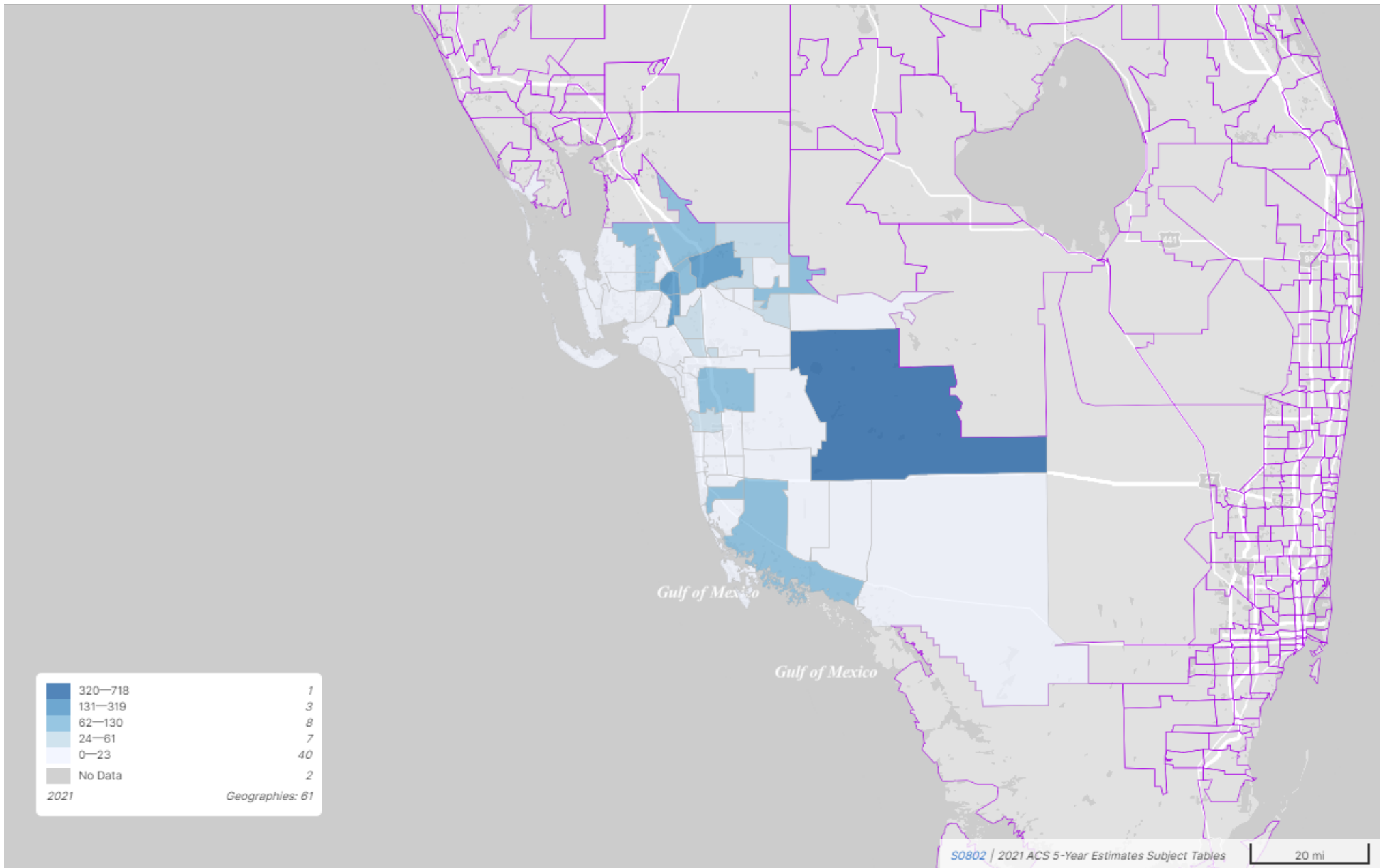
# Workers 16 years and over - Public transportation (excluding taxicab)



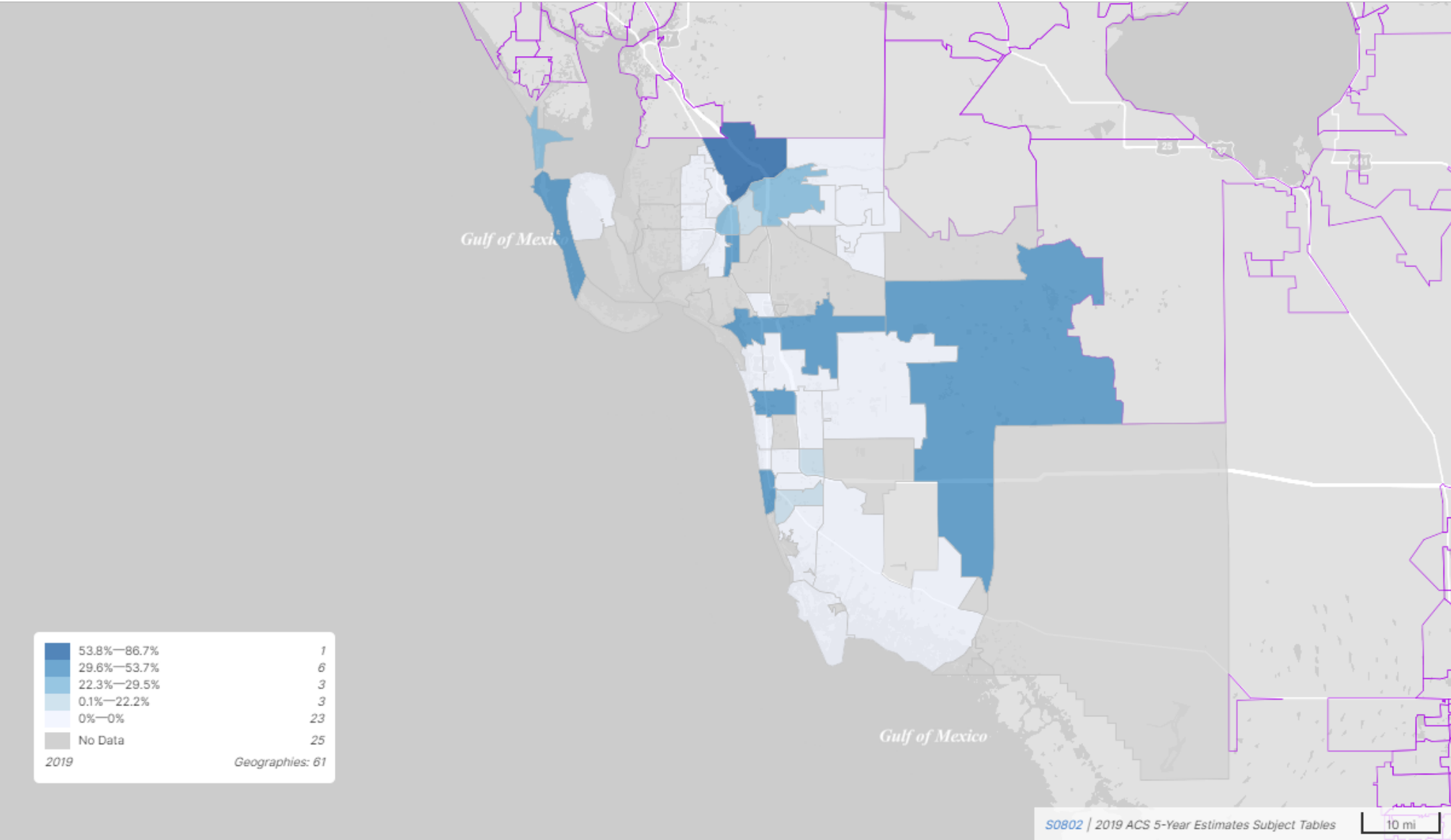
# Workers 16 years and over - Public transportation (excluding taxicab)



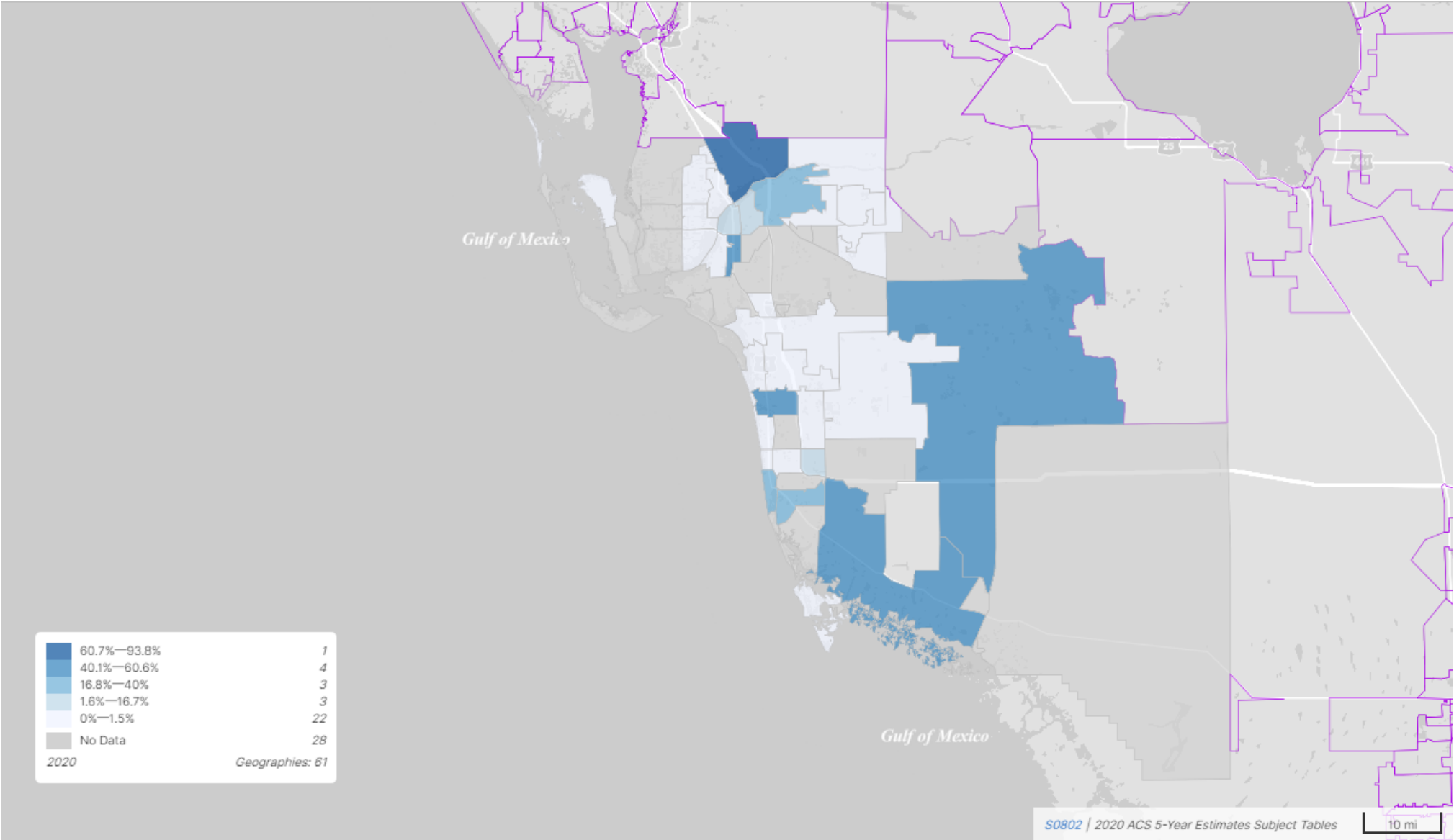
# Workers 16 years and over - Public transportation (excluding taxicab)



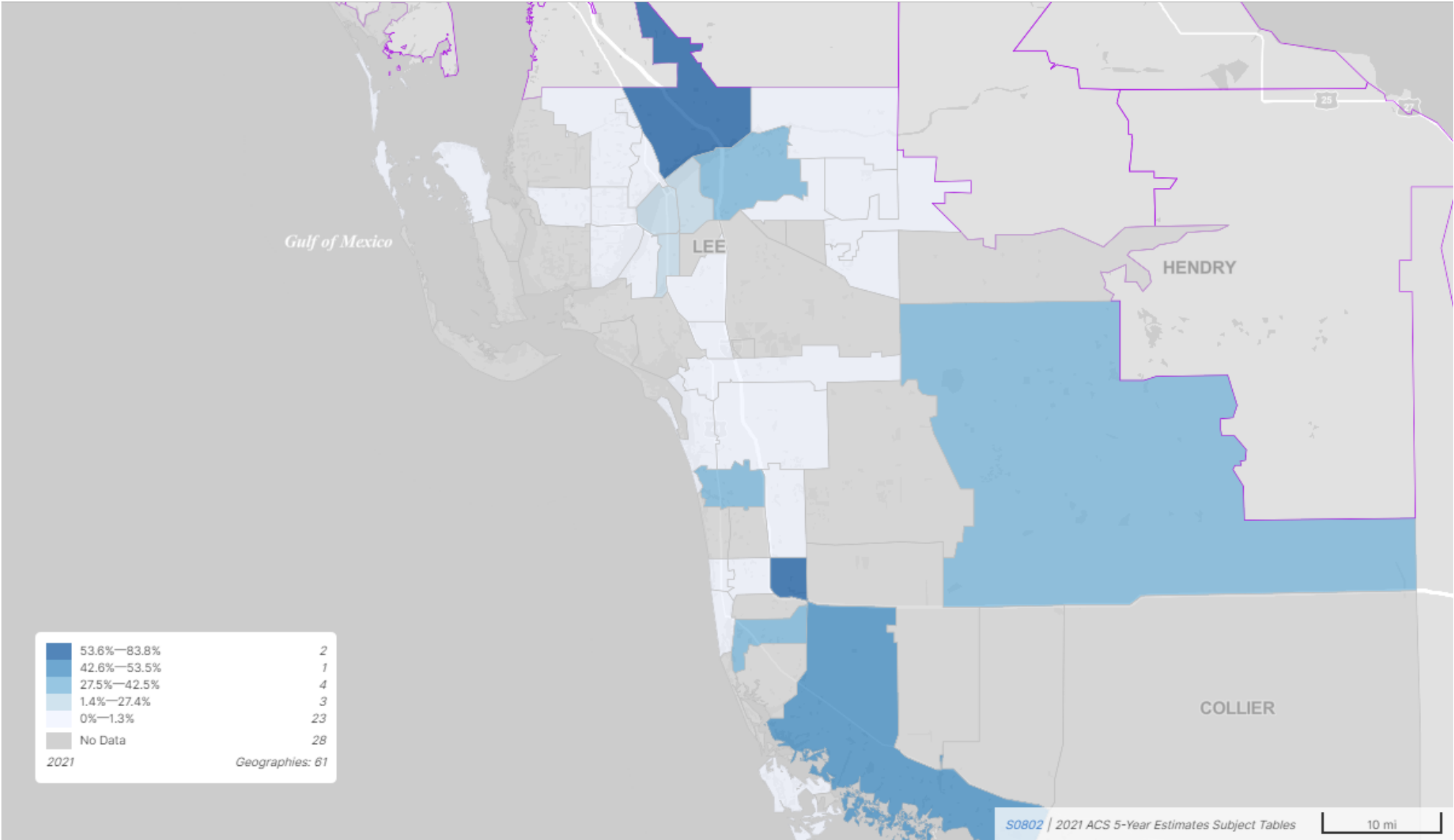
Below 100 percent of the poverty level - Public transportation (excluding taxicab) | Workers 16 years and over for whom poverty status is determined | POVERTY STATUS IN THE PAST 12 MONTHS



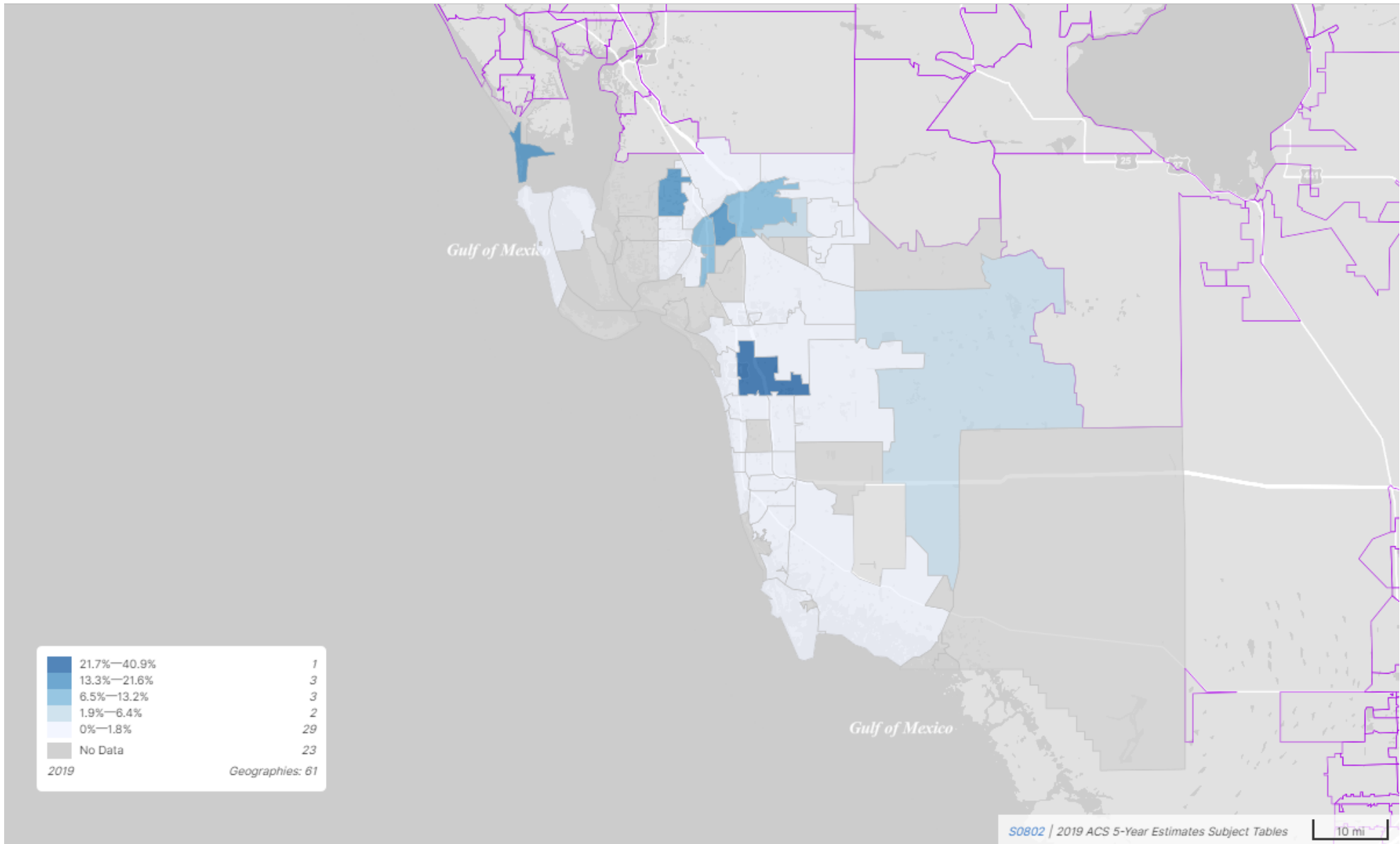
# Below 100 percent of the poverty level - Public transportation (excluding taxicab) | Workers 16 years and over for whom poverty status is determined | POVERTY STATUS IN THE PAST 12 MONTHS



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

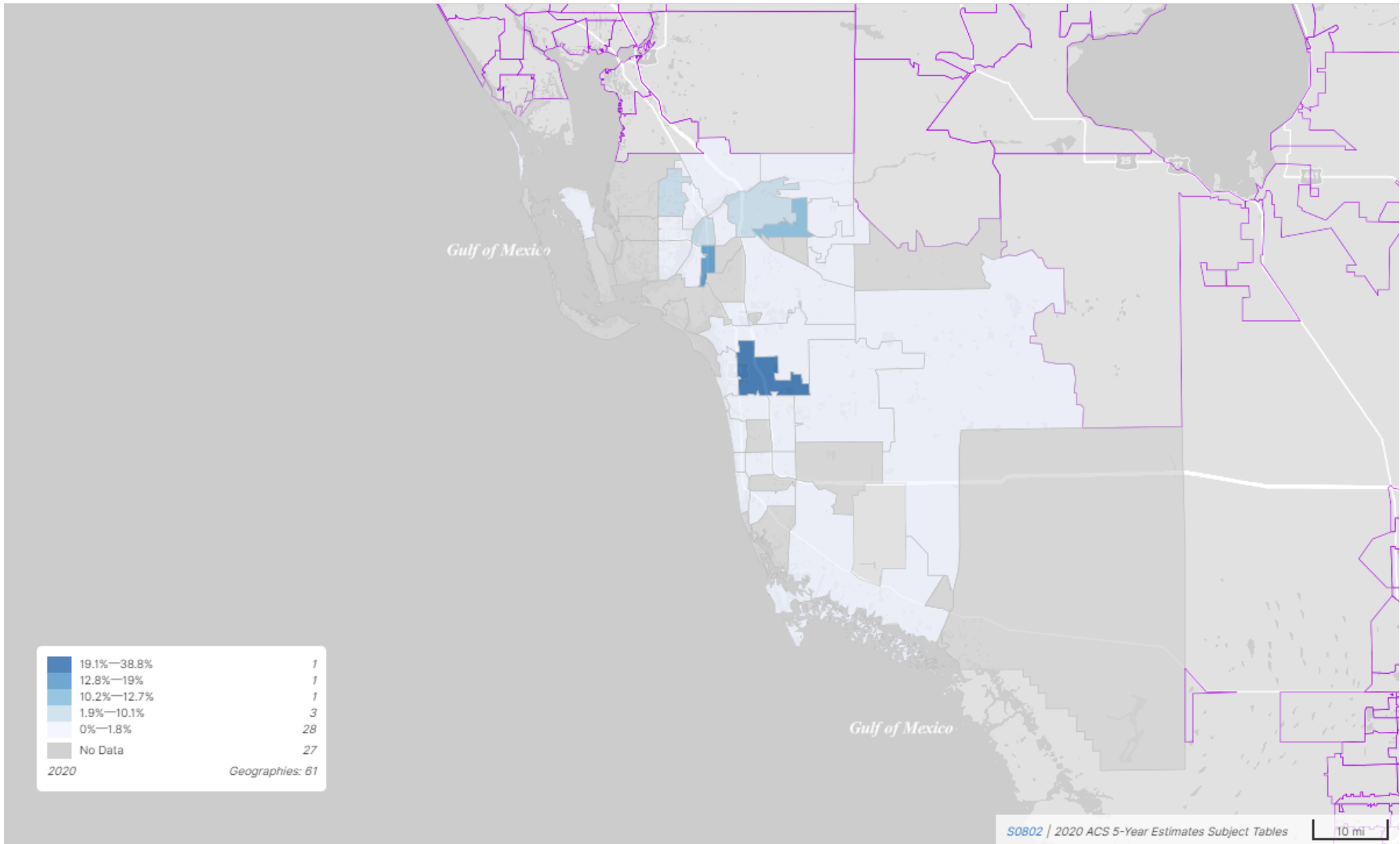


Worked outside county of residence - Public transportation (excluding taxicab) | Worked in state of residence | PLACE OF WORK | Workers 16 years and over

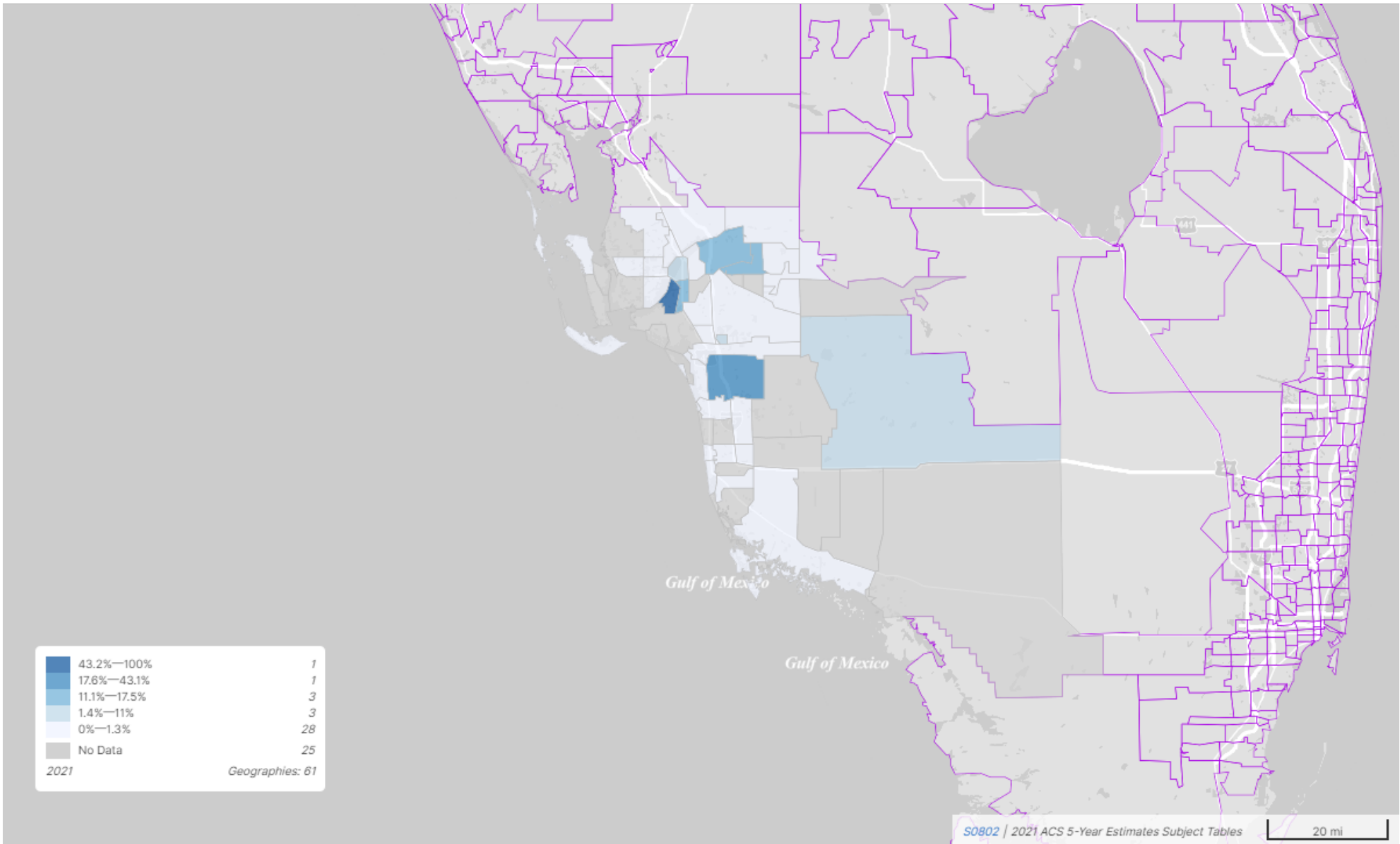




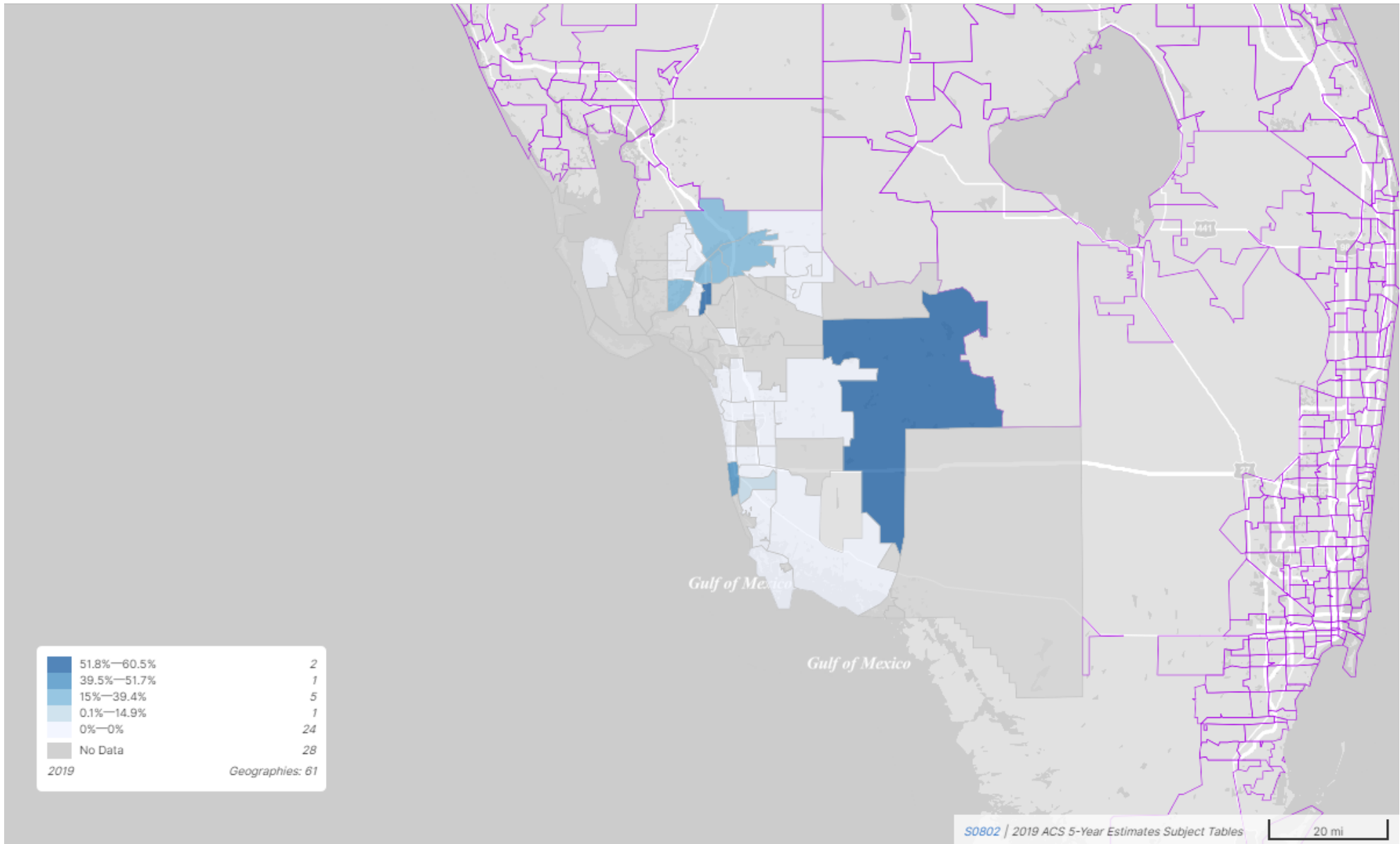
Worked outside county of residence - Public transportation (excluding taxicab) | Worked in state of residence | PLACE OF WORK | Workers 16 years and over



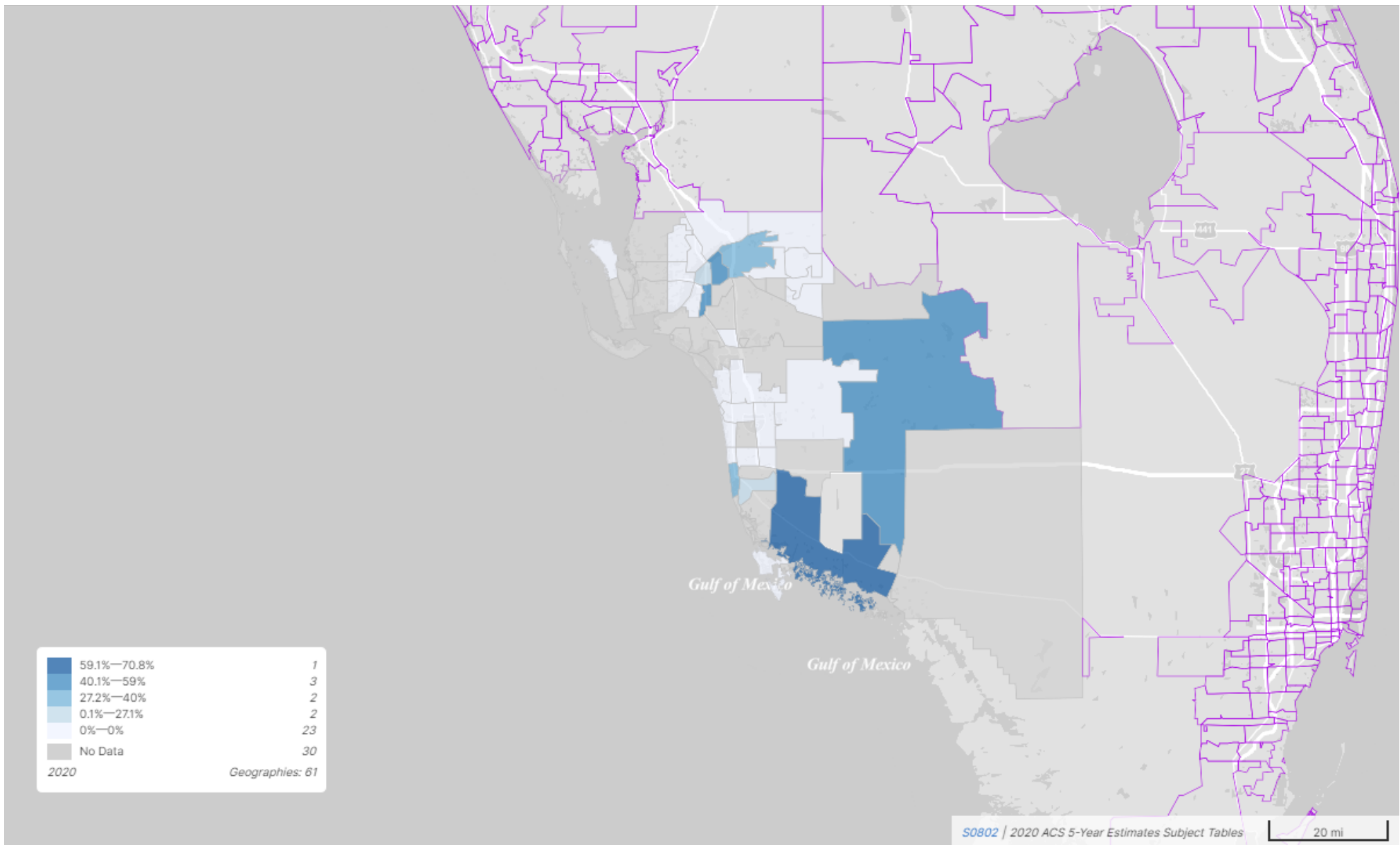
Worked outside county of residence - Public transportation (excluding taxicab) | Worked in state of residence | PLACE OF WORK | Workers 16 years and over



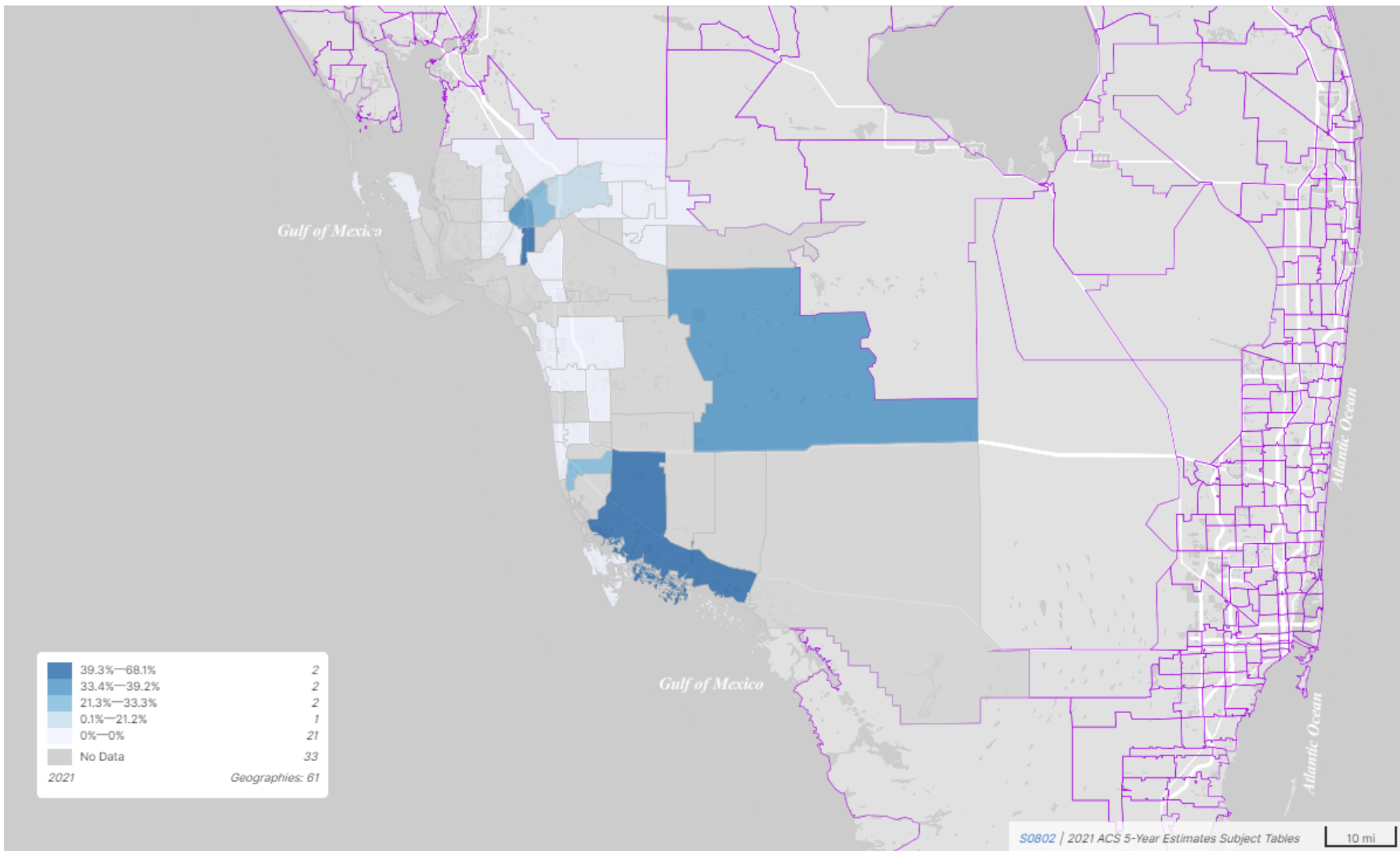
No vehicle available - Public transportation (excluding taxicab) | VEHICLES AVAILABLE  
| Workers 16 years and over in households



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/](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](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 |
|--|----|---|----|

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 |
|---|----|---|----|

**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 |
|---|----|---|----|

# 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 |
|--|----|---|----|

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 |
|---|----|---|----|

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 |
|--|----|---|----|

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

**Comments:**

|                     |            |
|---------------------|------------|
| <b>Total Score:</b> | <b>220</b> |
| <b>of 270 pts</b>   |            |
| <b>81.48%</b>       |            |

*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 |
|--|---|---|---|

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)*

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

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 |
|----|---|---|---|

**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 |
|----|---|---|---|

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 |
|---|---|---|---|

# 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 |
|---|----|---|----|

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 |
|--|---|---|----|

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 |
|---|----|---|----|

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 |
|--|----|---|----|

\*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 |
|---|---|---|---|

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 |
|---|---|---|----|

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 |
|----|---|---|---|

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 |
|---|---|---|----|

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 |
|---|---|---|---|

**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 |
|---|---|---|----|

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 |
|--|---|---|----|

**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 |
|---|----|---|----|

# 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 |
|---|---|---|---|

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 |
|--|---|---|----|

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 |
|---|----|---|----|

\*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 |
|---|---|---|----|

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 |
|----|---|---|---|

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 |
|--|----|---|----|

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 |
|---|---|---|---|

**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 |
|----|---|---|---|

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 |
|--|---|---|----|



# 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 |
|---|----|---|----|

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 |
|--|---|---|----|

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 |
|--|----|---|----|

\*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 |
|--|----|---|----|

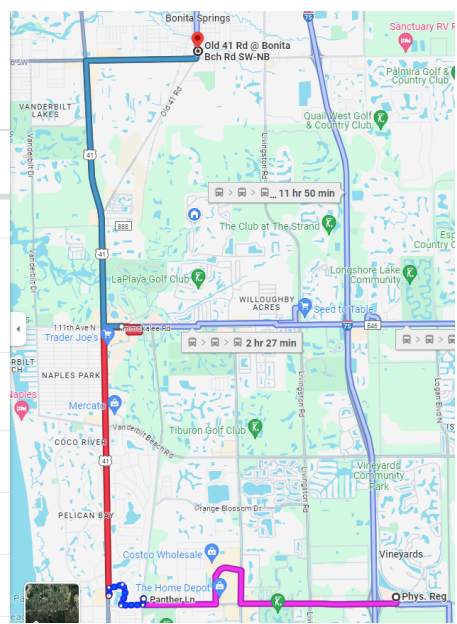
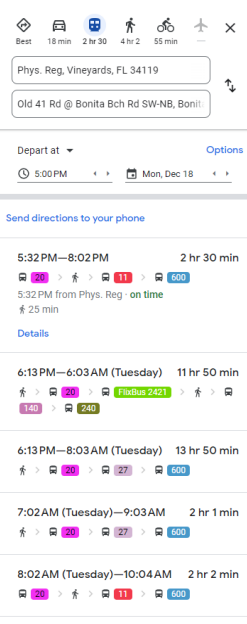
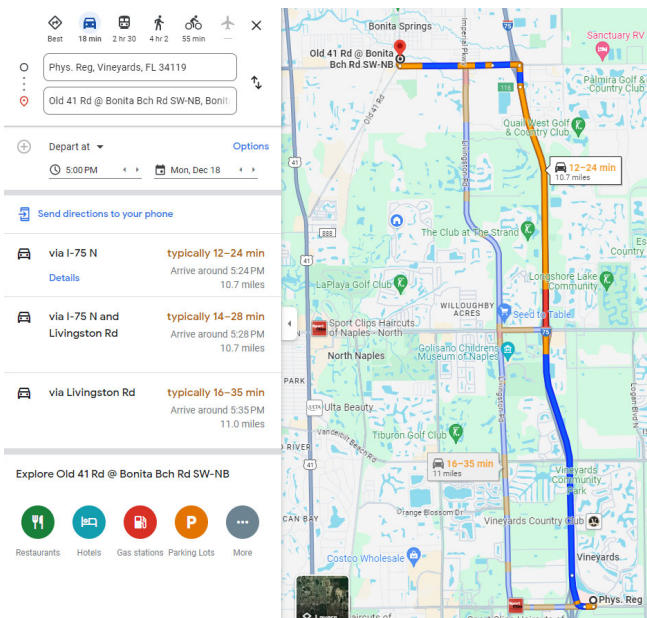
11. Approximately how much longer does using the existing transit system take compared to driving a direct route on this corridor?

*(>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:**



|                     |
|---------------------|
| <b>Total Score:</b> |
| 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](mailto:sonal.dodia@jacobs.com)

**If you have any questions, please contact:**

**Alex Showalter**  
Senior Planner  
PTNE

[Alexander.Showalter@colliercountyfl.gov](mailto:Alexander.Showalter@colliercountyfl.gov)

**Anne McLaughlin**  
Executive Director  
Collier MPO

[Anne.McLaughlin@colliercountyfl.gov](mailto: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](mailto: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](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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Take the survey here: [https://forms.office.com/pages/responsepage.aspx?id=mHckNyz0\\_UKKN9SccSjTaykeqTM6MBJh-229GZ5VjJUQTg1UkdBSVkyN0QxWkMxOFFVSVE2Uk1BTS4u](https://forms.office.com/pages/responsepage.aspx?id=mHckNyz0_UKKN9SccSjTaykeqTM6MBJh-229GZ5VjJUQTg1UkdBSVkyN0QxWkMxOFFVSVE2Uk1BTS4u)

#CollierCounty



## CAT Needs Your Input!



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.



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# Condado de Collier

2.5K followers • 39 following

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## Intro

El condado de Collier es famoso por sus playas, magnificas puestas de sol, parques, galerías de a

- Page · Government organization
- +1 239-252-8999
- socialnetworking@colliergov.net
- colliercountyfl.gov
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## Posts

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**Condado de Collier** 1h ·

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.

**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>

Survey will be available until December 20, 2023. Pou tradikyon leeyól, tanpri kontakte: [sonal.dedia@jacobs.com](mailto: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...](https://forms.office.com/pages/response...)

#CollierCounty



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



240



## Post details

ID: 280002301717842

## Post overview

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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).**



## Post performance

There may be delays in stats reporting. To see the most up-to-date stats please go to your live post.

# 10

## Accounts Center accounts reached <sup>i</sup>

0% from boosted posts

10 organic

0 paid

# 2

## Post engagements <sup>i</sup>

**1 reaction**

1 on post

0 on shares

**0 Share**

0 on post

0 on shares

**0 Comment**

0 on post

0 on shares

**1 click**

0 photo clicks

1 link clicks

0 clicks to play

0 other clicks

Boost post

### Story overview

This view of your story may not represent exactly how it appears on Facebook.



**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 light 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 body of the graphic features a large, semi-circular blue shape at the top containing the text 'TAKE THE SURVEY' in large, bold, white capital letters. Below this, in smaller white text, is the message: '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)'. At the bottom of the graphic is a photograph of two buses, one blue and white, and one green and white, parked side-by-side. A large white arrow points upwards from the center of the bus photo towards the survey text. At the bottom left of the graphic is the text '@commuteconnector'.

## Post details

ID: 18053103511519621

### Post overview

This view of your post may not represent exactly how it appears on your Instagram feed.



### Performance for your post

Reported stats may be delayed from what appears on posts.

# 18

## Accounts Center accounts reached <sup>i</sup>

### Post interactions <sup>i</sup>

8 likes

0 Comment

0 Save

### Account activity <sup>i</sup>

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



Like



Comment



Repost

Be the first to comment on this

Organic impressions: 3 Impressions

Hide results ^

## Post performance

Targeted to: All followers

3

Impressions

1

Engagements

66.67%

Engagement rate

1

Click

33.33%

Click-through rate

1

Reaction

0

Comments

0

Reposts





(<https://www.colliermpo.org>)

**COLLIER METROPOLITAN PLANNING ORGANIZATION**  
COLLIER COUNTY, FLORIDA



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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!

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 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!

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

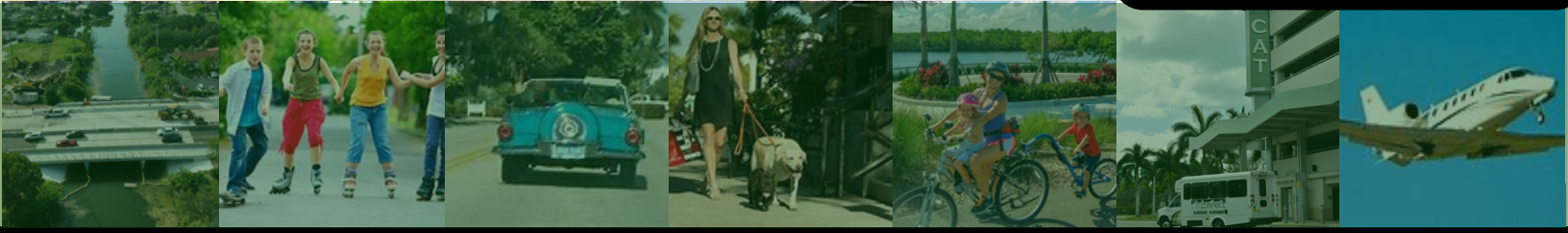
Pou tradiksyon kreyòl tanpri kontakte: [sonal.dodia@jacobs.com](mailto:sonal.dodia@jacobs.com) (<mailto:sonal.dodia@jacobs.com>).

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(<https://www.colliermopo.org/news/public-comment-period-for-amendments-to-the-2045-long-range-transportation-plan-the-fy-24-28-transportation-improvement-program-and-the-fy-22-23-23-24-unified-planning-work-program/>)

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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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Pou tradiksyon kreyòl tanpri kontakte: [sonal.dodia@jacobs.com](mailto:sonal.dodia@jacobs.com)

**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](mailto: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](#)



**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.

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!

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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](mailto:sonal.dodia@jacobs.com)

### If you have any questions, please contact:

Alex Showalter

Senior Planner

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- Archived Meeting Information

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PTNE

[Alexander.Showalter@colliercountyfl.gov](mailto:Alexander.Showalter@colliercountyfl.gov)

Anne McLaughlin

Executive Director

Collier MPO

[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)

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ABOUT AUTHOR



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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 News

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## 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. Thank you for your participation!

### Take Survey

If you have any questions, please contact:

Anne McLaughlin  
Executive Director  
Collier MPO  
[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)

Alex Showalter  
Senior Planner  
PTNE  
[Alexander.Showalter@colliercountyfl.gov](mailto: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)

Hearing Impaired Assistance  
[1.800.955.1339](tel:1.800.955.1339)

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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?

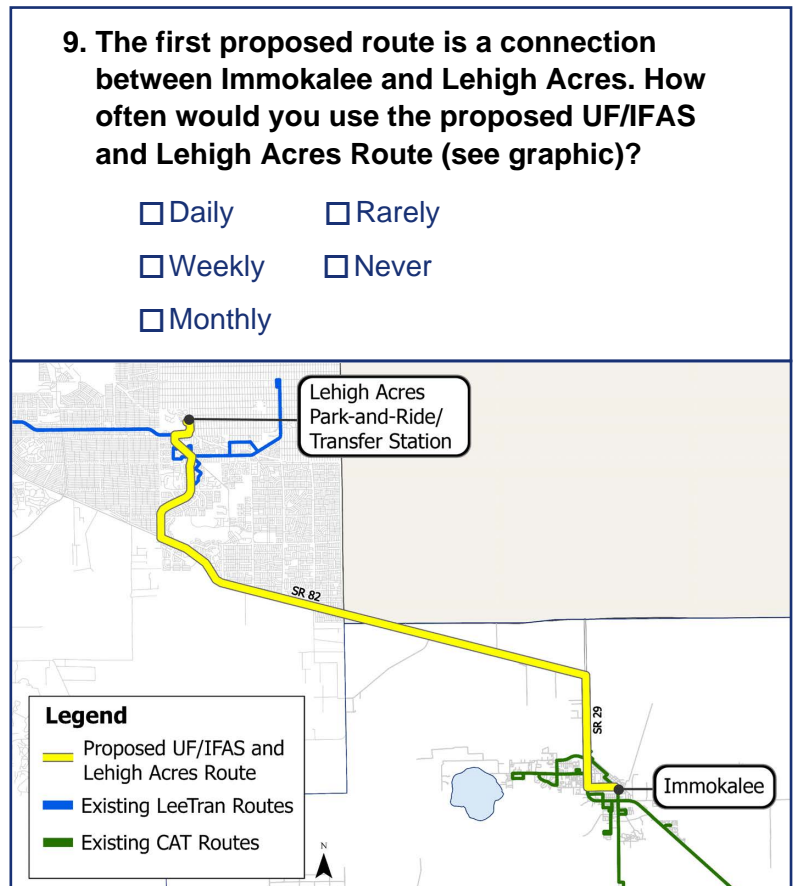
- Daily     Rarely
- Weekly     I do not live in Lee County
- Monthly

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

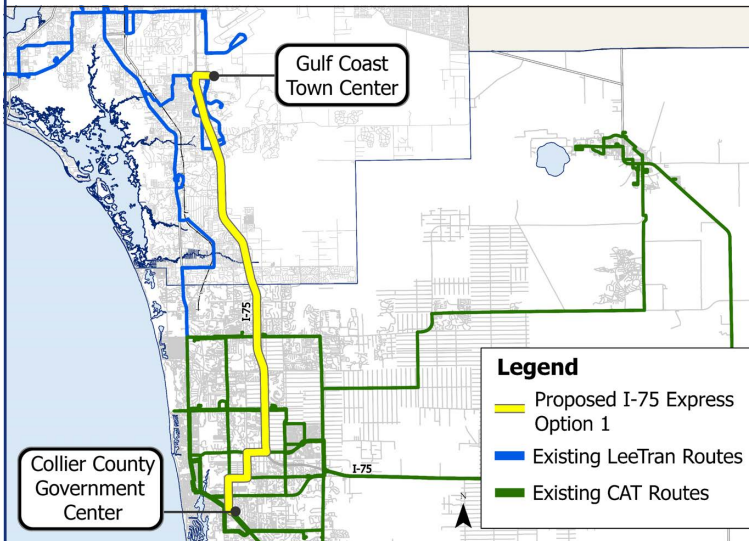
9. The first proposed route is a connection between Immokalee and Lehigh Acres. How often would you use the proposed UF/IFAS and Lehigh Acres Route (see graphic)?

- Daily     Rarely
- Weekly     Never
- Monthly



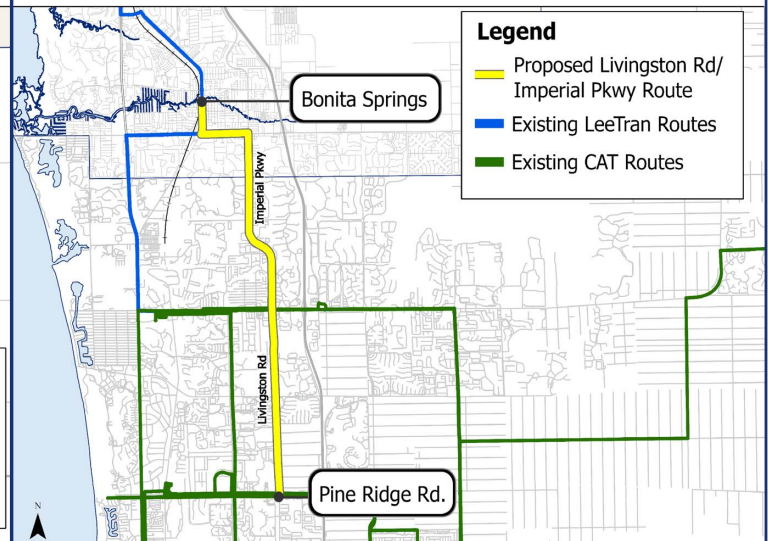
10. The second proposed route is the I-75 Premium Express - Option 1. How often would you use the proposed I-75 Premium Express - Option 1 (see graphic)?

- Daily     Monthly     Never  
 Weekly     Rarely



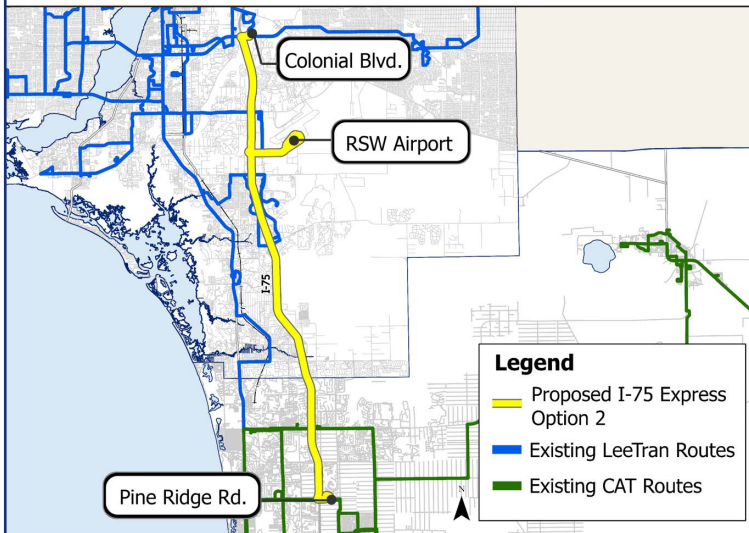
12. The fourth proposed route is the Livingston Road/Imperial Parkway route. How often would you use the proposed Livingston Road/Imperial Parkway route (see graphic)?

- 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.

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

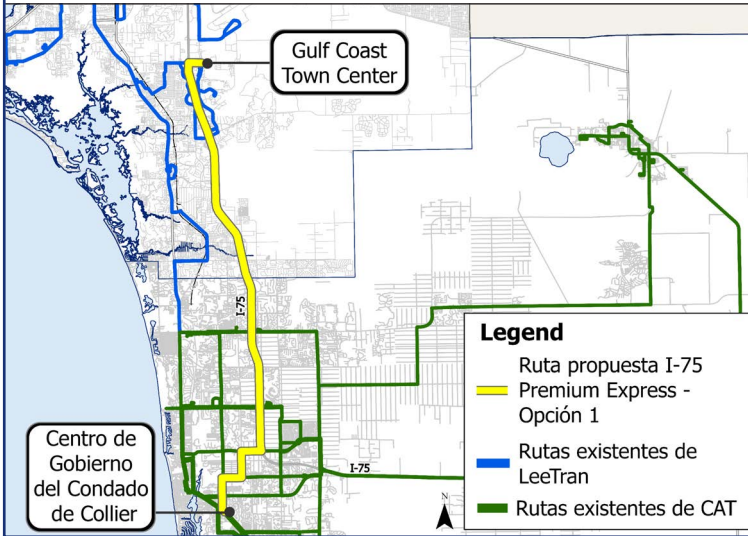
9. La primera ruta propuesta es una conexión entre Immokalee y Lehigh Acres. ¿Con qué frecuencia utilizaría la ruta propuesta entre UF/IFAS y Lehigh Acres (ver gráfico)?

- Diario     Mensualmente     Nunca  
 Semanal     Raramente



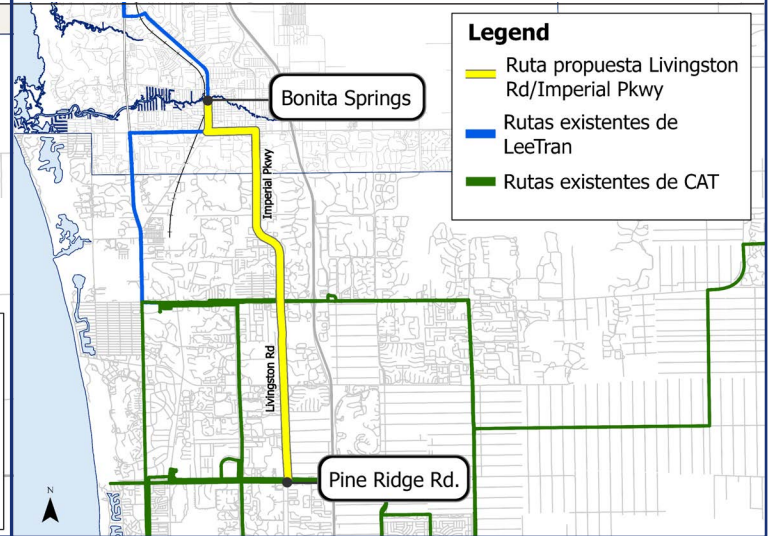
10. La segunda ruta propuesta es la I-75 Premium Express-Opción 1. ¿Con qué frecuencia utilizaría la I-75 Premium Express - Opción 1 (ver gráfico)?

- Diario       Mensualmente     Nunca  
 Semanal       Raramente



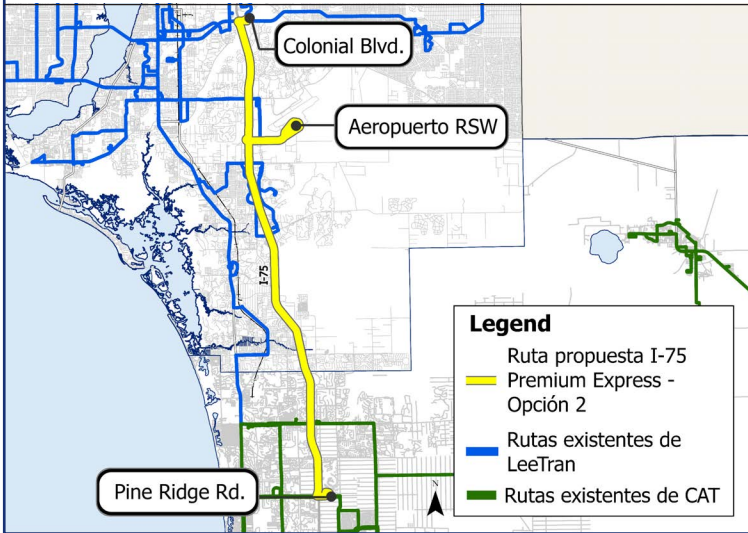
12. La cuarta ruta propuesta es la ruta Livingston Road/Imperial Parkway. ¿Con qué frecuencia utilizaría la ruta propuesta Livingston Road/Imperial Parkway (ver gráfico)?

- 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.

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Proporcione los formularios de encuesta completos (escaneados o fotográficos) a Sonal Dodia en [sonal.dodia@jacobs.com](mailto: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

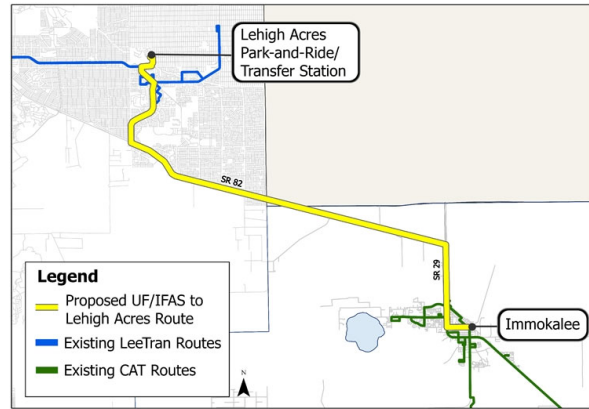
If you live in Lee County, how often do you travel *by bus* to Collier County for work or other activities?

- 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)?

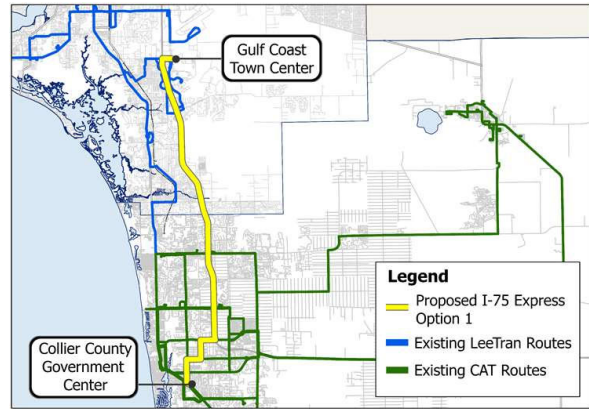


- Daily
- Weekly
- Monthly
- Rarely
- Never

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)?

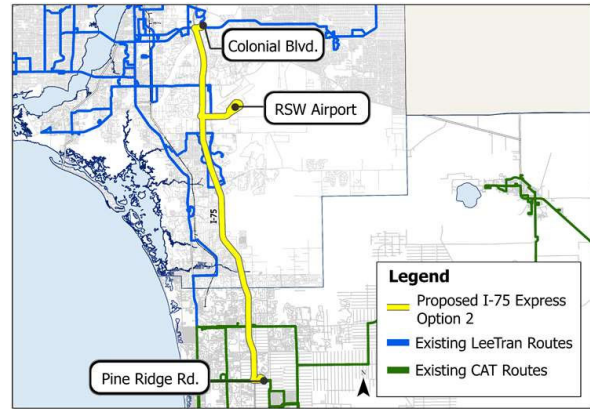


- Daily
- Weekly
- Monthly
- Rarely
- Never

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)?

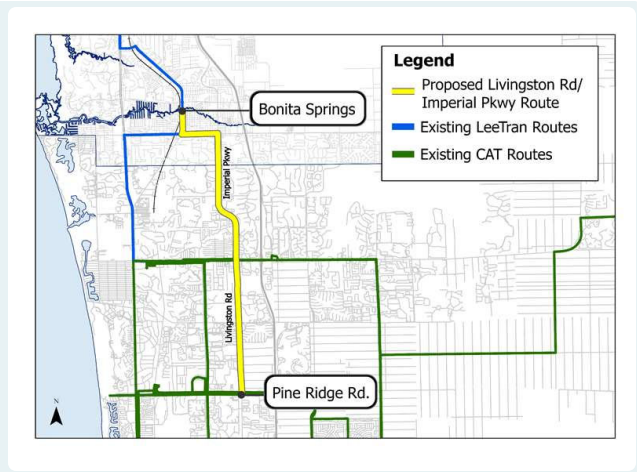


- Daily
- Weekly
- Monthly
- Rarely
- Never

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.

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# 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

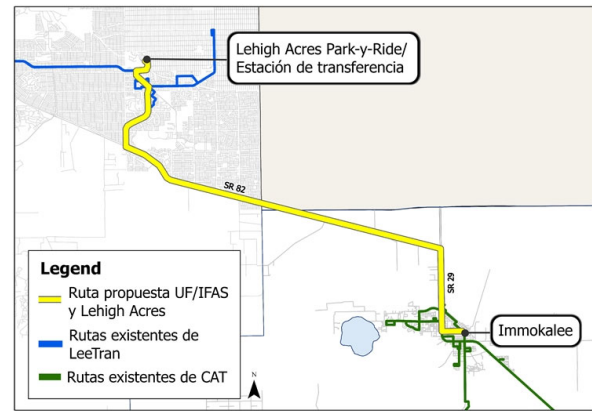
Si vive en el condado de Lee, ¿con qué frecuencia viaja en autobús al condado de Collier para trabajar o realizar otras actividades?

- 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)?



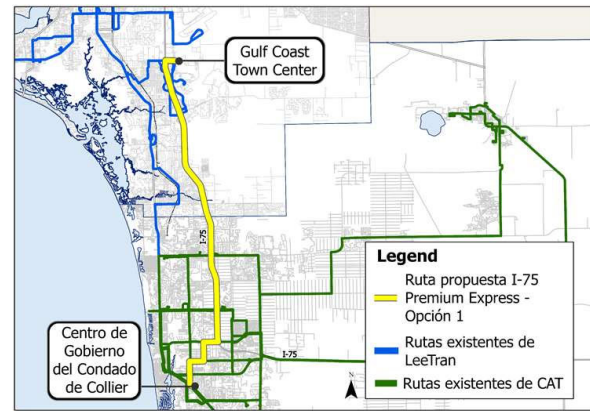
- Diario
- Semanal
- Mensualmente
- Raramente
- Nunca



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)?

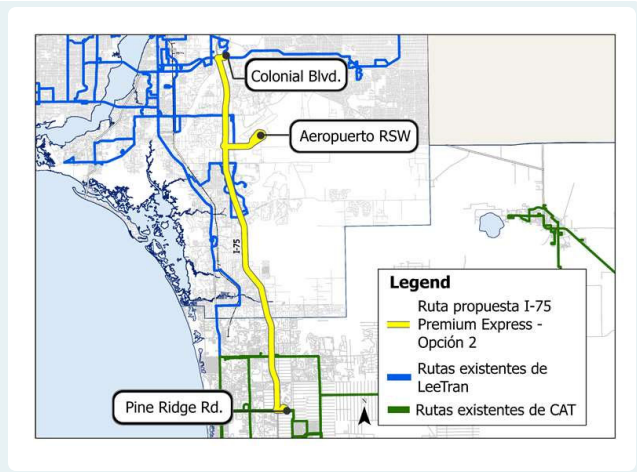


- Diario
- Semanal
- Mensualmente
- Raramente
- Nunca

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)?

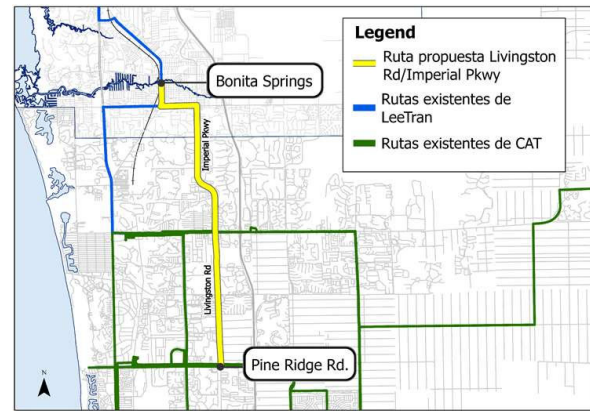


- Diario
- Semanal
- Mensualmente
- Raramente
- Nunca

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

|                         |  |                         |
|-------------------------|--|-------------------------|
| <b>194</b><br>Responses | <b>07:52</b><br>Average time to complete | <b>Closed</b><br>Status |
|-------------------------|--|-------------------------|

1. What is your home zip code?

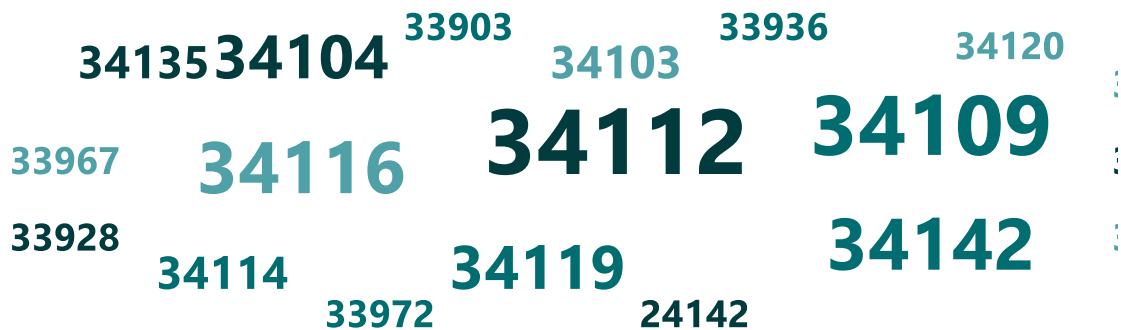
**186**  
Responses

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

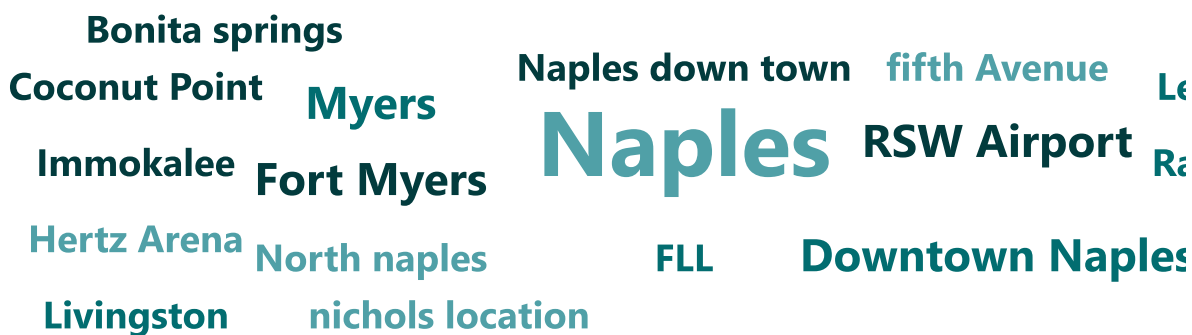
"34142"

"Coastland center"

"33908"

[Update](#)

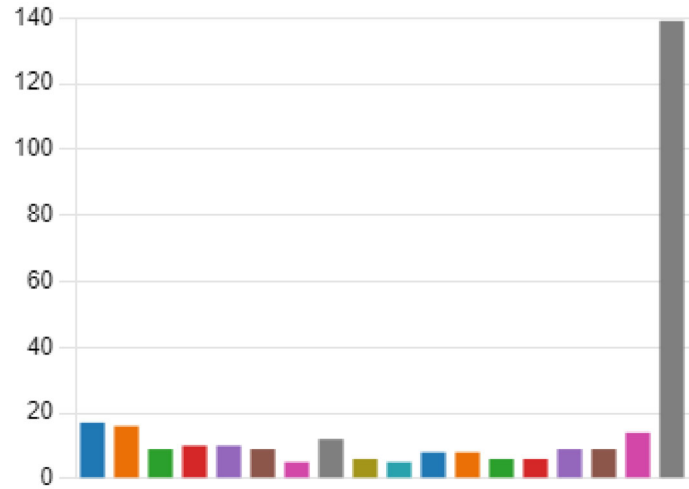
4 respondents (2%) answered **Naples** for this question.





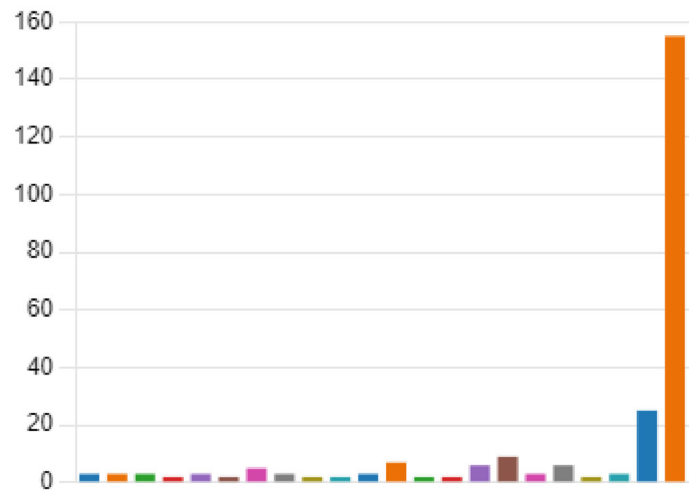
3. Which CAT buses do you typically ride? Select all that apply.

|  |     |
|--|-----|
| <span style="color: blue;">●</span> Route 11                           | 17  |
| <span style="color: orange;">●</span> Route 12                         | 16  |
| <span style="color: green;">●</span> Route 13                          | 9   |
| <span style="color: red;">●</span> Route 14                            | 10  |
| <span style="color: purple;">●</span> Route 15                         | 10  |
| <span style="color: brown;">●</span> Route 16                          | 9   |
| <span style="color: magenta;">●</span> Route 17                        | 5   |
| <span style="color: gray;">●</span> Route 19                           | 12  |
| <span style="color: olive;">●</span> Route 20                          | 6   |
| <span style="color: cyan;">●</span> Route 21                           | 5   |
| <span style="color: blue;">●</span> Route 22                           | 8   |
| <span style="color: orange;">●</span> Route 23                         | 8   |
| <span style="color: green;">●</span> Route 24                          | 6   |
| <span style="color: red;">●</span> Route 25                            | 6   |
| <span style="color: purple;">●</span> Route 27                         | 9   |
| <span style="color: brown;">●</span> Route 121 (Immokalee to Marco...  | 9   |
| <span style="color: magenta;">●</span> LinC (to Lee County)            | 14  |
| <span style="color: gray;">●</span> I don't typically ride the CAT bus | 139 |



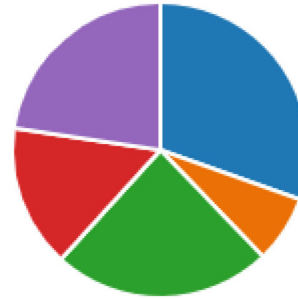
4. Which LeeTran buses do you typically ride? Select all that apply.

|   |     |
|---|-----|
| <span style="color: blue;">●</span> Route 5                             | 3   |
| <span style="color: orange;">●</span> Route 10                          | 3   |
| <span style="color: green;">●</span> Route 15                           | 3   |
| <span style="color: red;">●</span> Route 20                             | 2   |
| <span style="color: purple;">●</span> Route 30                          | 3   |
| <span style="color: brown;">●</span> Route 40                           | 2   |
| <span style="color: magenta;">●</span> Route 50                         | 5   |
| <span style="color: gray;">●</span> Route 60                            | 3   |
| <span style="color: olive;">●</span> Route 70                           | 2   |
| <span style="color: teal;">●</span> Route 80                            | 2   |
| <span style="color: blue;">●</span> Route 100                           | 3   |
| <span style="color: orange;">●</span> Route 110                         | 7   |
| <span style="color: green;">●</span> Route 120                          | 2   |
| <span style="color: red;">●</span> Route 130                            | 2   |
| <span style="color: purple;">●</span> Route 140                         | 6   |
| <span style="color: brown;">●</span> Route 240                          | 9   |
| <span style="color: magenta;">●</span> Route 410/490 (Beach Park-and... | 3   |
| <span style="color: gray;">●</span> Route 515 (Lehigh Circulator)       | 6   |
| <span style="color: olive;">●</span> Route 590                          | 2   |
| <span style="color: teal;">●</span> Route 595                           | 3   |
| <span style="color: blue;">●</span> Route 600 (LinC - Lee to Collier)   | 25  |
| <span style="color: orange;">●</span> I don't typically ride LeeTran    | 155 |



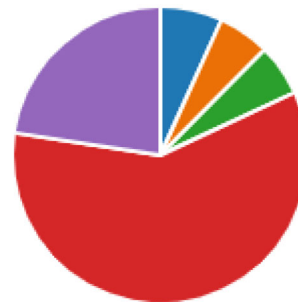
5. When you use the bus transit system, what is the purpose of your trip? Select all that apply.

|   |    |
|---|----|
| <span style="color: blue;">●</span> Work                | 70 |
| <span style="color: orange;">●</span> School            | 17 |
| <span style="color: green;">●</span> Shopping           | 55 |
| <span style="color: red;">●</span> Medical Appointments | 36 |
| <span style="color: purple;">●</span> Other             | 52 |



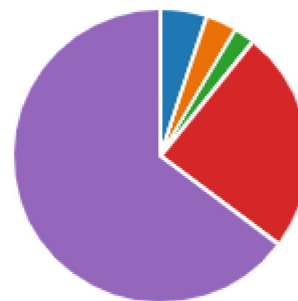
6. If you live in Collier County, how often do you travel *by bus* to Lee County for work or other activities?

|   |     |
|---|-----|
| <span style="color: blue;">●</span> Daily                             | 12  |
| <span style="color: orange;">●</span> Weekly                          | 10  |
| <span style="color: green;">●</span> Monthly                          | 10  |
| <span style="color: red;">●</span> Rarely                             | 105 |
| <span style="color: purple;">●</span> 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?

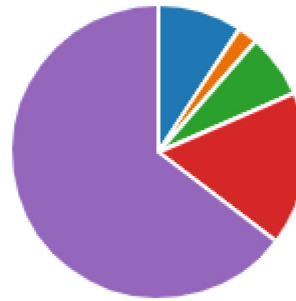
|   |     |
|---|-----|
| <span style="color: blue;">●</span> Daily                         | 9   |
| <span style="color: orange;">●</span> Weekly                      | 6   |
| <span style="color: green;">●</span> Monthly                      | 4   |
| <span style="color: red;">●</span> Rarely                         | 43  |
| <span style="color: purple;">●</span> 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?

|  |     |
|--|-----|
| <span style="color: blue;">●</span> Daily    | 16  |
| <span style="color: orange;">●</span> Weekly | 9   |
| <span style="color: green;">●</span> Monthly | 15  |
| <span style="color: red;">●</span> Rarely    | 29  |
| <span style="color: purple;">●</span> 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



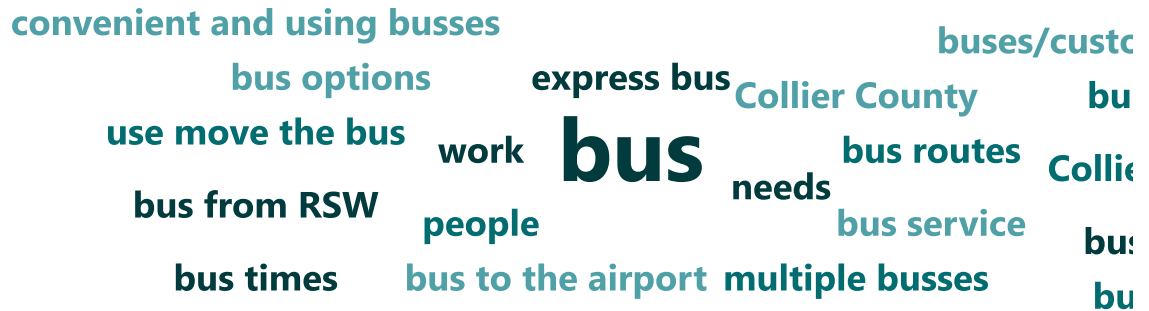
16. Please provide any additional comments or concerns.

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

|                       |  |                         |
|-----------------------|--|-------------------------|
| <b>5</b><br>Responses | <b>02:58</b><br>Average time to complete | <b>Closed</b><br>Status |
|-----------------------|--|-------------------------|

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 "



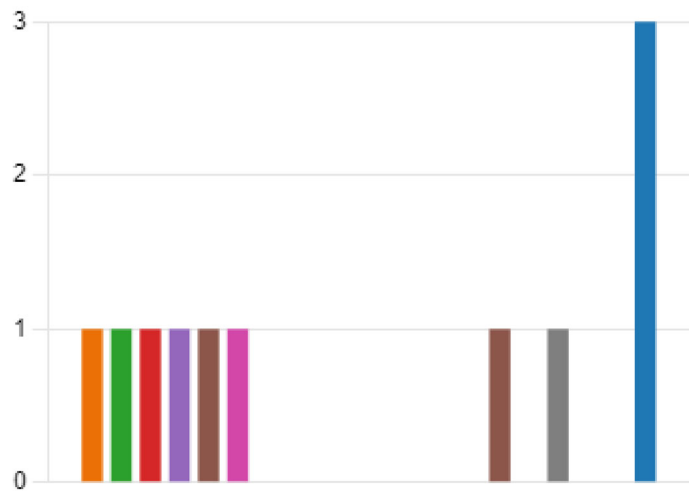
3. ¿En qué autobuses CAT suele viajar? Seleccione todo lo que corresponda.

- 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.

|                          |                                   |   |
|--------------------------|-----------------------------------|---|
| <input type="checkbox"/> | Ruta 5                            | 0 |
| <input type="checkbox"/> | Ruta 10                           | 1 |
| <input type="checkbox"/> | Ruta 15                           | 1 |
| <input type="checkbox"/> | Ruta 20                           | 1 |
| <input type="checkbox"/> | Ruta 30                           | 1 |
| <input type="checkbox"/> | Ruta 40                           | 1 |
| <input type="checkbox"/> | Ruta 50                           | 1 |
| <input type="checkbox"/> | Ruta 60                           | 0 |
| <input type="checkbox"/> | Ruta 70                           | 0 |
| <input type="checkbox"/> | Ruta 80                           | 0 |
| <input type="checkbox"/> | Ruta 100                          | 0 |
| <input type="checkbox"/> | Ruta 110                          | 0 |
| <input type="checkbox"/> | Ruta 120                          | 0 |
| <input type="checkbox"/> | Ruta 130                          | 0 |
| <input type="checkbox"/> | Ruta 140                          | 0 |
| <input type="checkbox"/> | Ruta 240                          | 1 |
| <input type="checkbox"/> | Ruta 410/490 (Lovers Key/Beach... | 0 |
| <input type="checkbox"/> | Ruta 515 (Lehigh Circulator)      | 1 |
| <input type="checkbox"/> | Ruta 590                          | 0 |
| <input type="checkbox"/> | Ruta 595                          | 0 |
| <input type="checkbox"/> | Ruta 600 (LinC - Lee a Collier)   | 3 |
| <input type="checkbox"/> | No suelo viajar en el LeeTran.    | 0 |



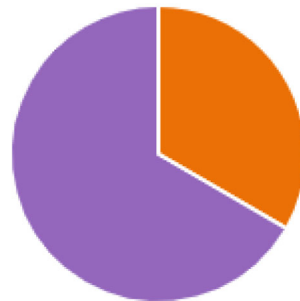
5. Cuando utiliza el sistema de transporte en autobús, ¿cuál es el motivo de su viaje?  
Seleccione todo lo que corresponda.

|                     |   |
|---------------------|---|
| ● 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)?

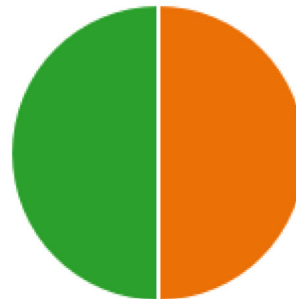
|                |   |
|----------------|---|
| ● Diario       | 1 |
| ● Semanal      | 1 |
| ● Mensualmente | 0 |
| ● Raramente    | 1 |
| ● Nunca        | 0 |



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)?

|   |   |
|---|---|
| <span style="color: blue;">●</span> Diario        | 0 |
| <span style="color: orange;">●</span> Semanal     | 1 |
| <span style="color: green;">●</span> Mensualmente | 0 |
| <span style="color: red;">●</span> Raramente      | 1 |
| <span style="color: purple;">●</span> 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 "

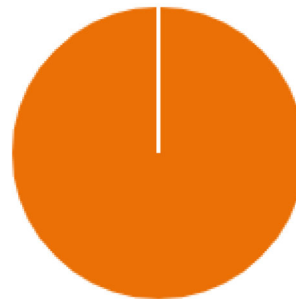
14. ¿Con qué frecuencia viaja entre los condados de Collier y Lee y hace transbordo entre los sistemas de autobuses CAT y LeeTran?

|   |   |
|---|---|
| <span style="color: blue;">●</span> Diario        | 0 |
| <span style="color: orange;">●</span> Semanal     | 1 |
| <span style="color: green;">●</span> Mensualmente | 1 |
| <span style="color: red;">●</span> Raramente      | 0 |
| <span style="color: purple;">●</span> 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)?

|  |   |
|--|---|
| <span style="color: blue;">●</span> El abono regional de transporte ...  | 0 |
| <span style="color: orange;">●</span> 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



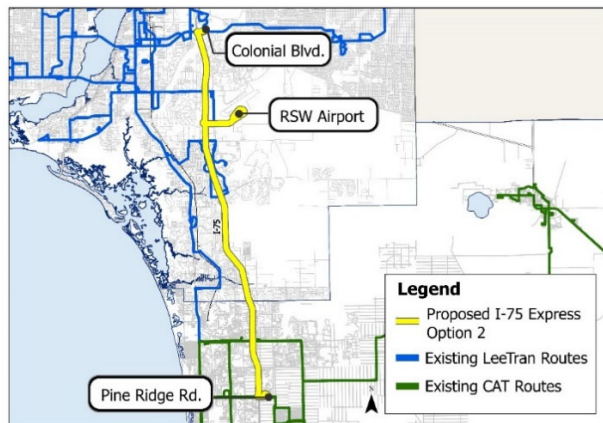
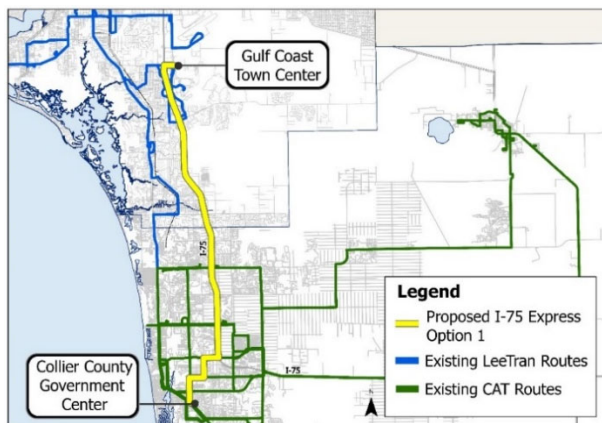
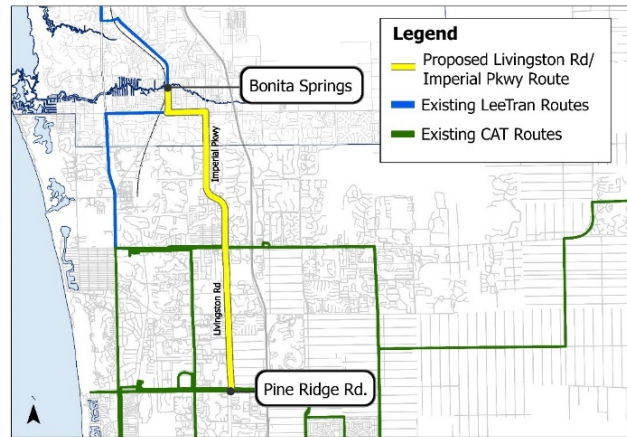
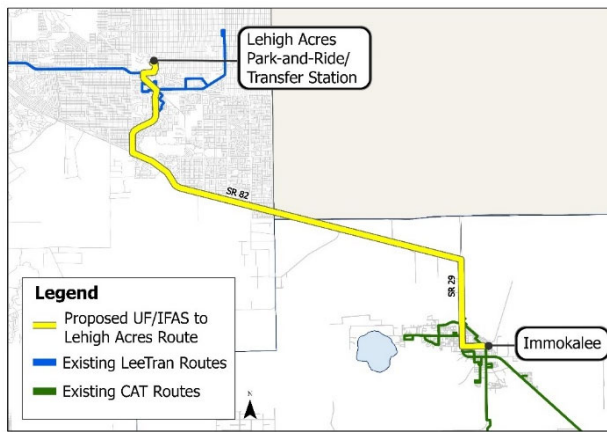
# CAT Regional Service and Regional Fare Study

## CAT Bus Operator Interview Questionnaire

|              |       |
|--------------|-------|
| Interviewer: | Date: |
|              | Time: |

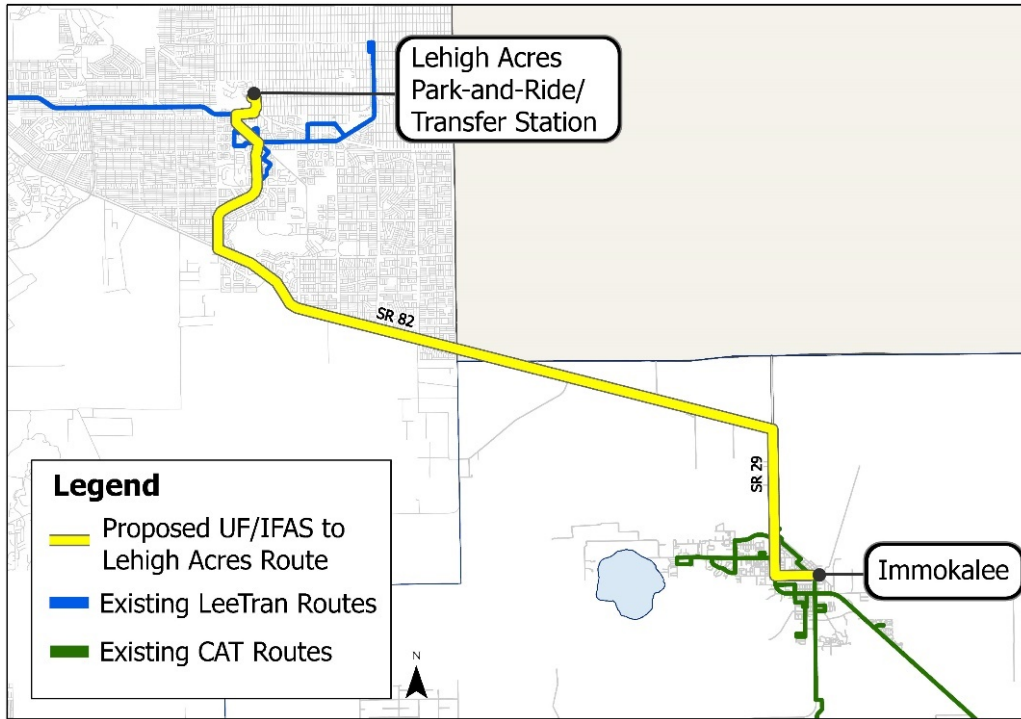
Collier Area Transit (CAT) is evaluating potential new transit routes to provide cross-county service from Collier County to Lee County. This interview will be used to obtain input and feedback from CAT bus operators on each of the proposed regional routes regarding ridership, traffic delays, and route 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.



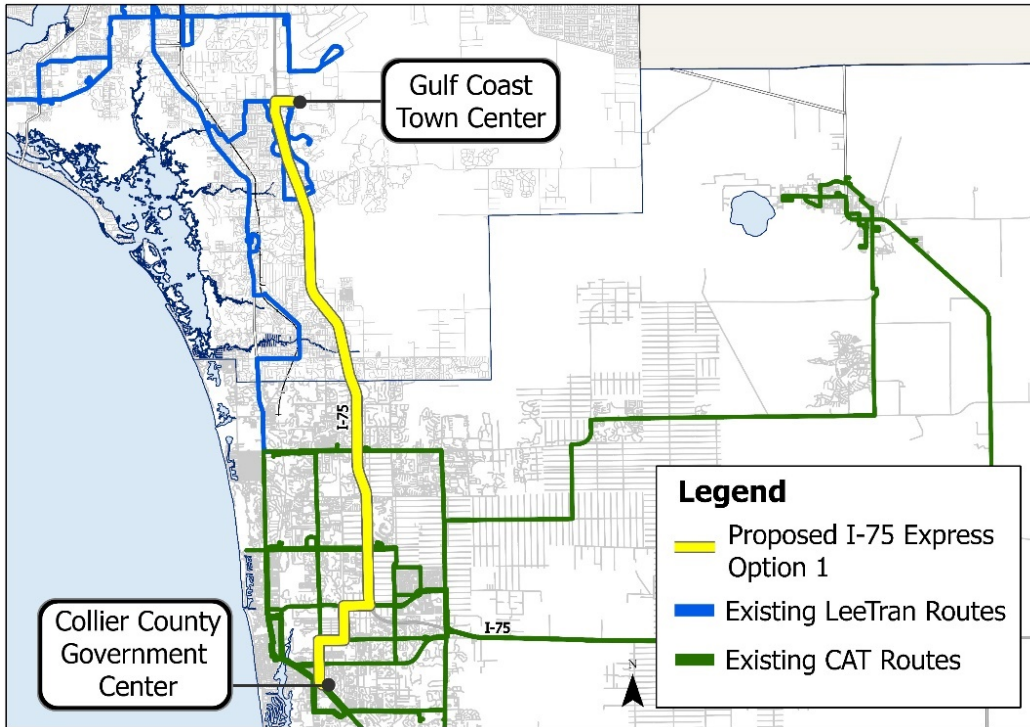


a. The first proposed route is the UF/IFAS and Lehigh Acres Route



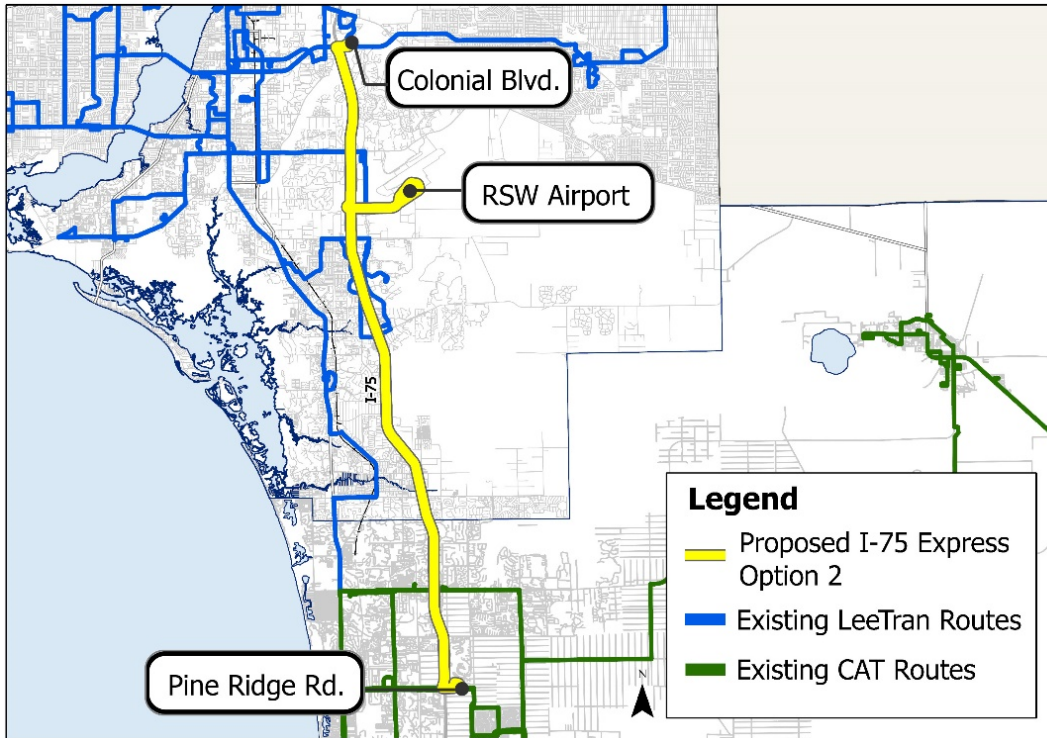
- i. Based on your experience and conversations with riders, do you think this route would best serve the demand of riders traveling between Collier and Lee Counties? Or would you suggest an alternate route (for example, taking North 1<sup>st</sup> St instead of West Main St in Immokalee) to travel between 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.



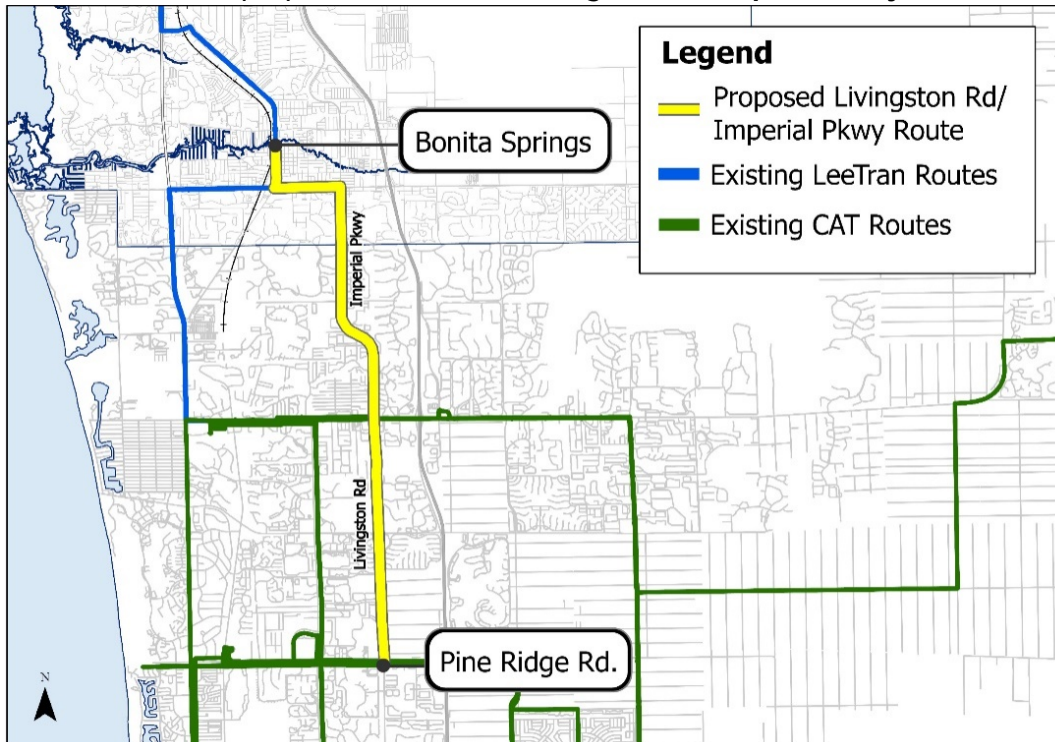
- i. Based on your experience and conversations with riders, do you think this route would best serve the demand of riders traveling between Collier and Lee Counties? Or would you recommend an alternative endpoint such as Pine Ridge Road or Immokalee Road?
- ii. Do you have any other comments, concerns, 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?

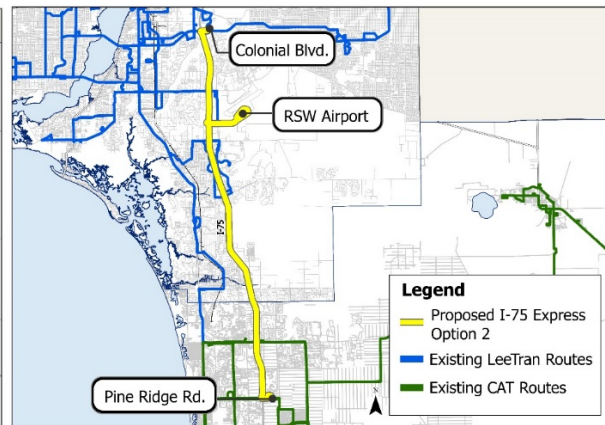
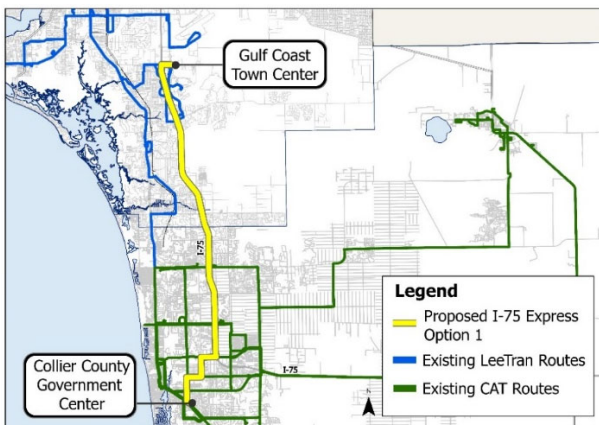
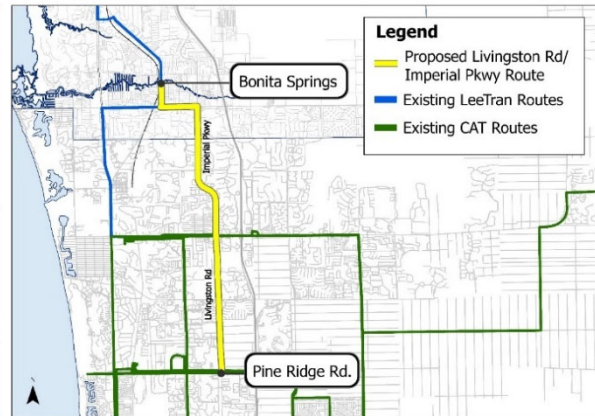
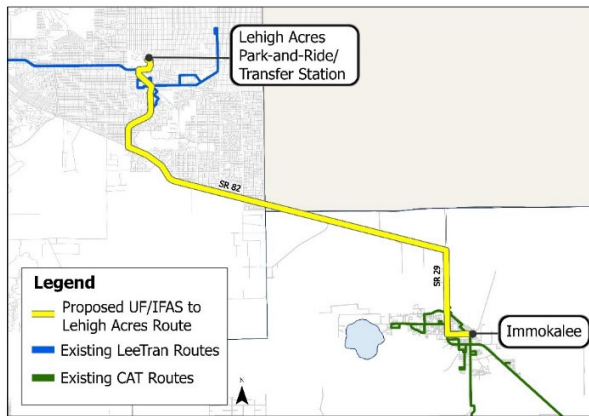
# CAT Regional Service and Regional Fare Study

## LeeTran Bus Operator Interview Questionnaire

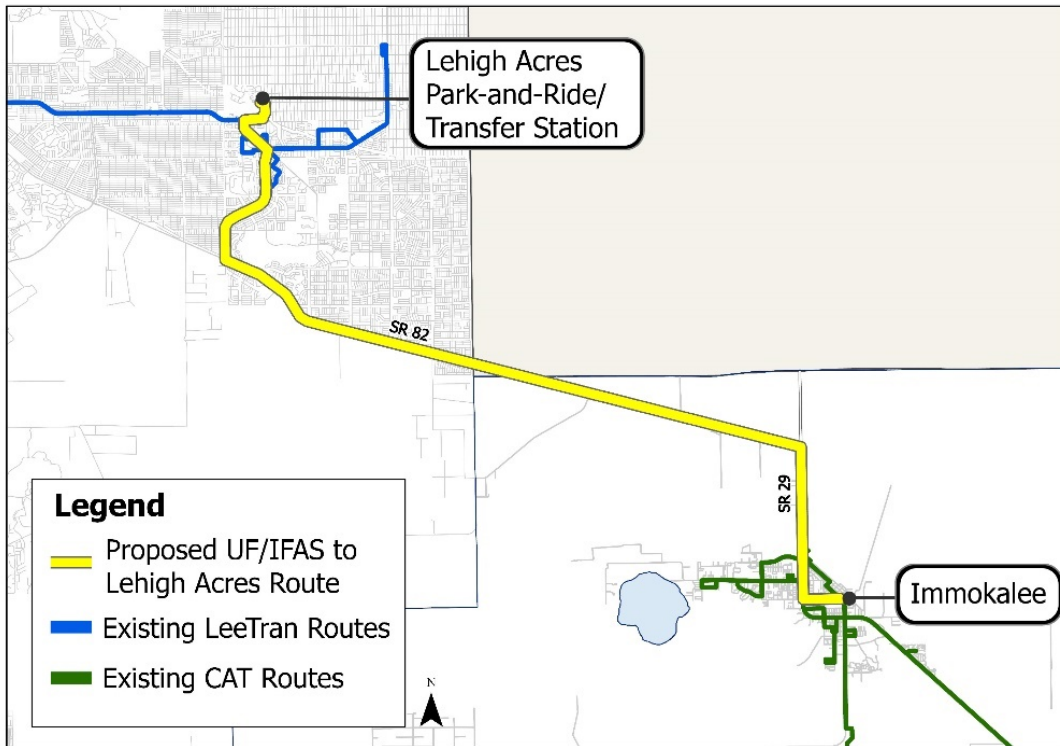
|              |       |
|--------------|-------|
| Interviewer: | Date: |
|              | Time: |

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.

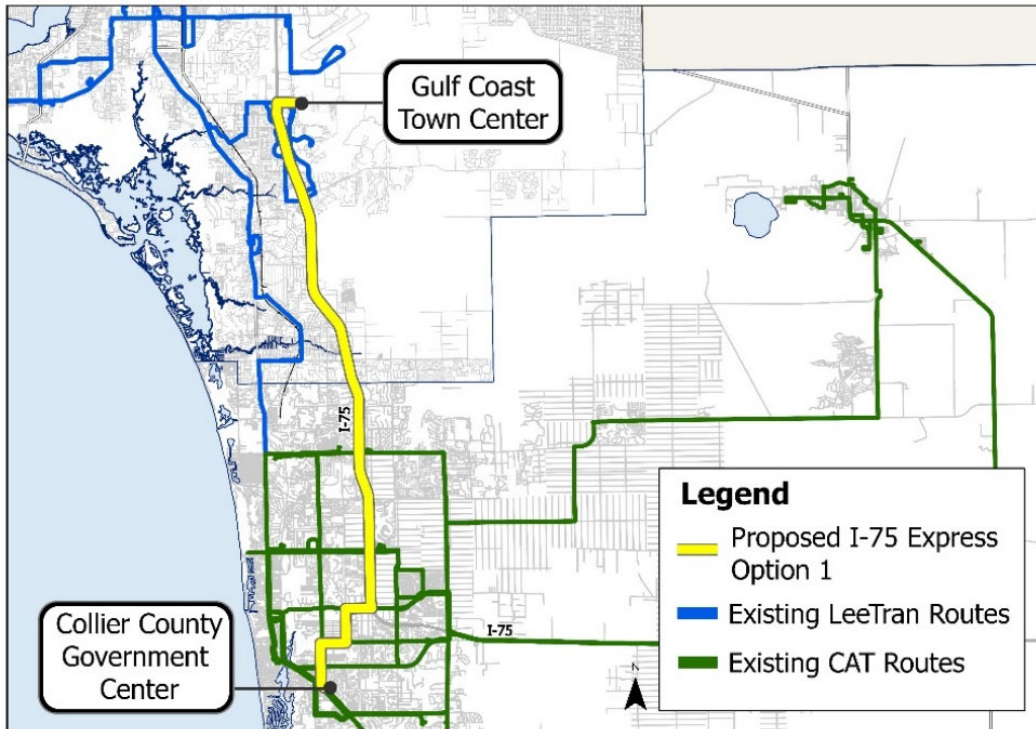


a. The first proposed route is the **UF/IFAS to Lehigh Acres Route**.



- 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?

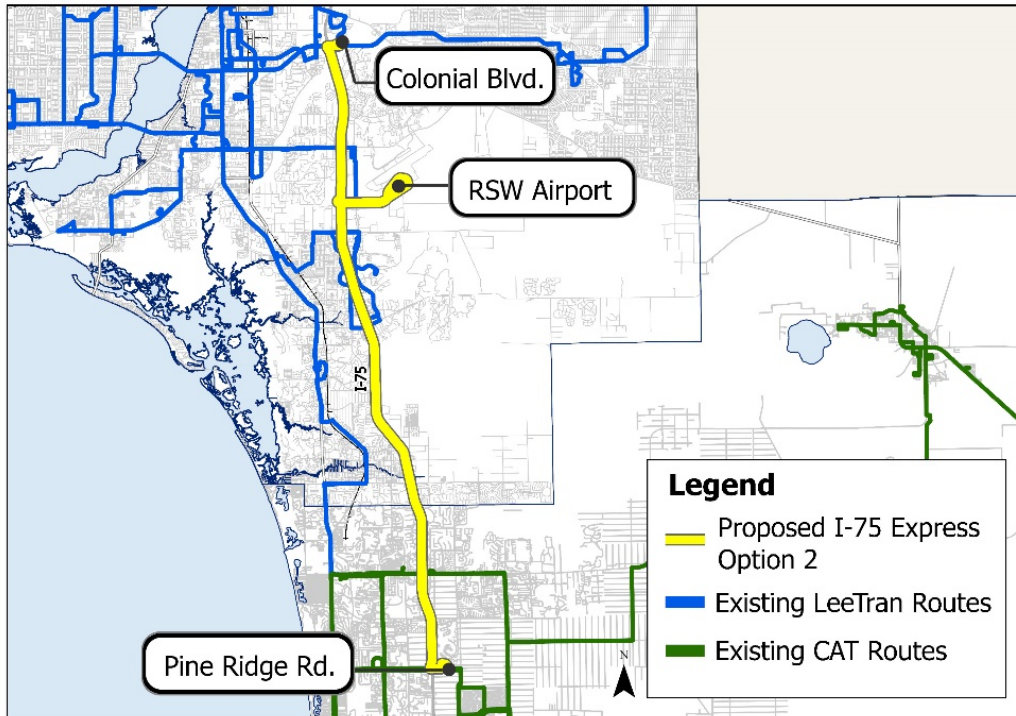
b. The second proposed route is the I-75 Premium Express Route – Option 1.



- 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?

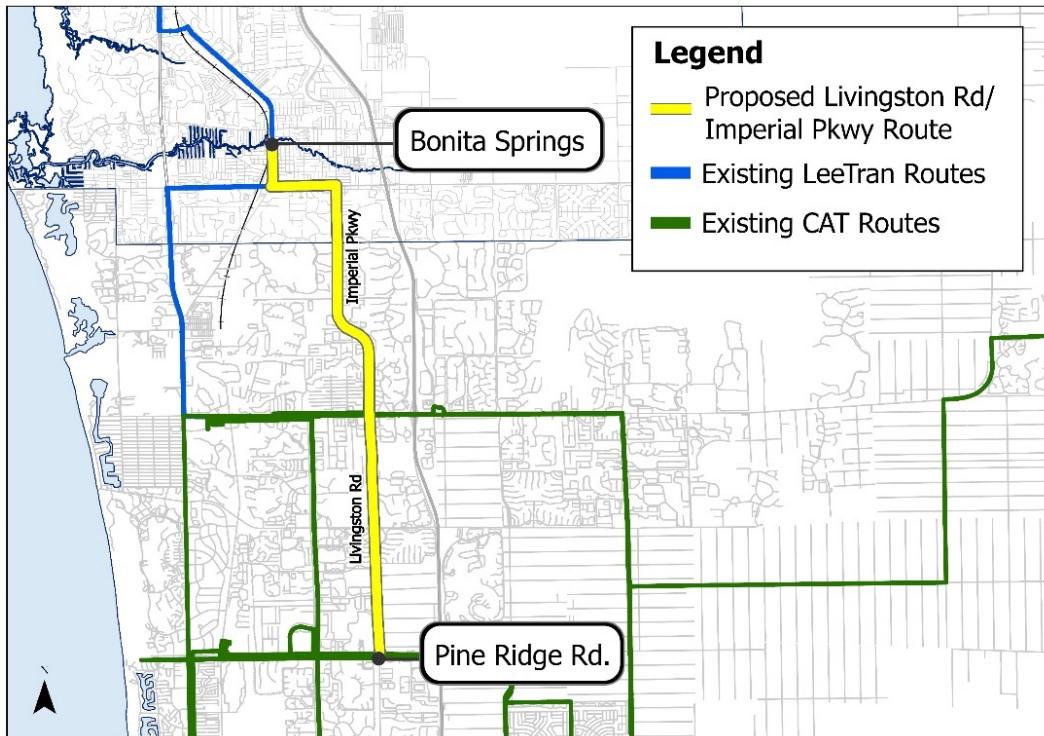


c. The third proposed route is the I-75 Premium Express Route – Option 2.



- 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?

d. The fourth proposed route is the **Livingston Road/Imperial Parkway 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? Do you think the endpoint in Bonita Springs would serve the highest demand or would you recommend an alternative endpoint (such as taking Imperial Pkwy to Coconut Rd and ending at the Coconut Point Mall Transfer Station)?
  - ii. Do you have any other comments, concerns, or suggestions related to this proposed route?
3. **For LinC bus operator:** Based on your experience running the LinC route, what is the demand that you see regarding ridership at different times of day? How much of this demand do you anticipate would take the new proposed routes 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 Lee County?

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 \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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# Online Survey Summary

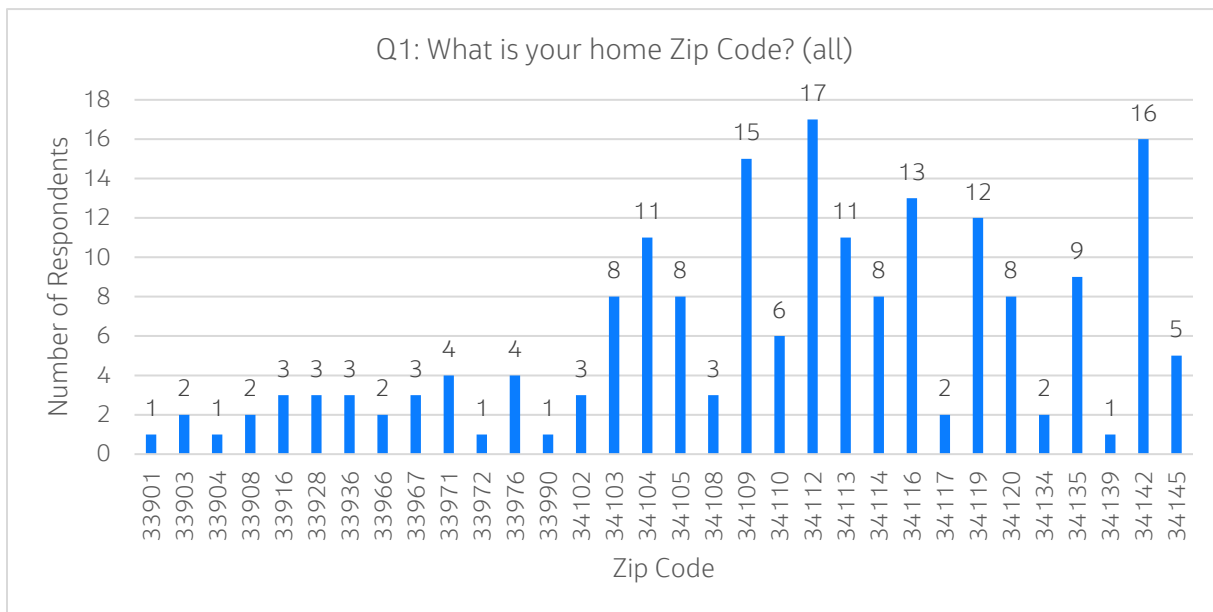




## CAT Regional Online Survey Responses

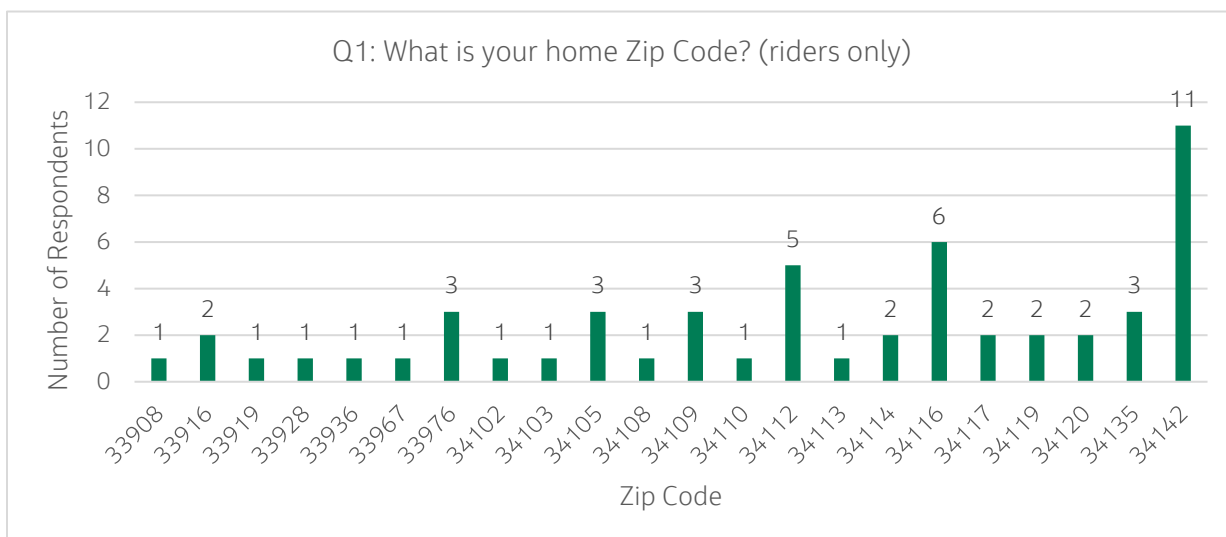
### Question 1: What is your home zip code?

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**

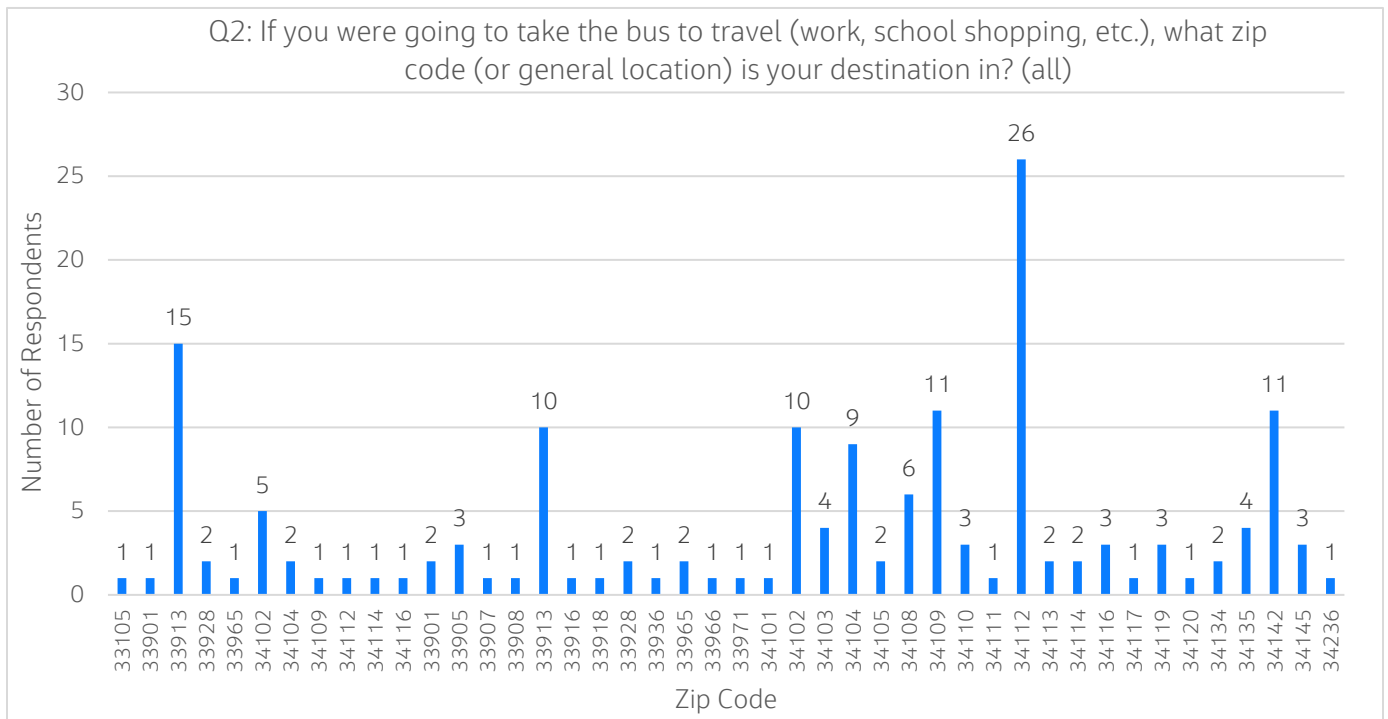
For participants that indicated they do typically ride the bus (refer to Figure 2), the most common home zip codes were 34142, 34116, and 34112. These include the planning areas of Immokalee, Golden Gate, and East Naples.



**Figure 2. Question 1 responses - bus riders only**

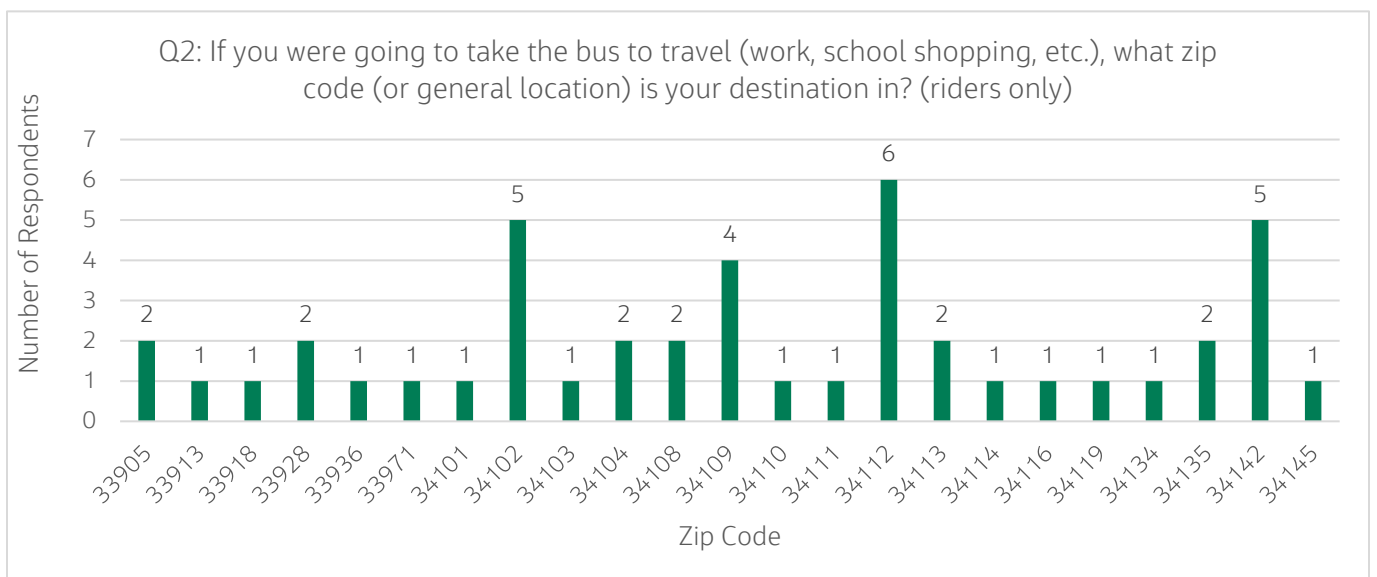
**Question 2: If you were going to take the bus to travel (work, school, shopping, etc.), what zip code (or general location) is your destination in?**

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**

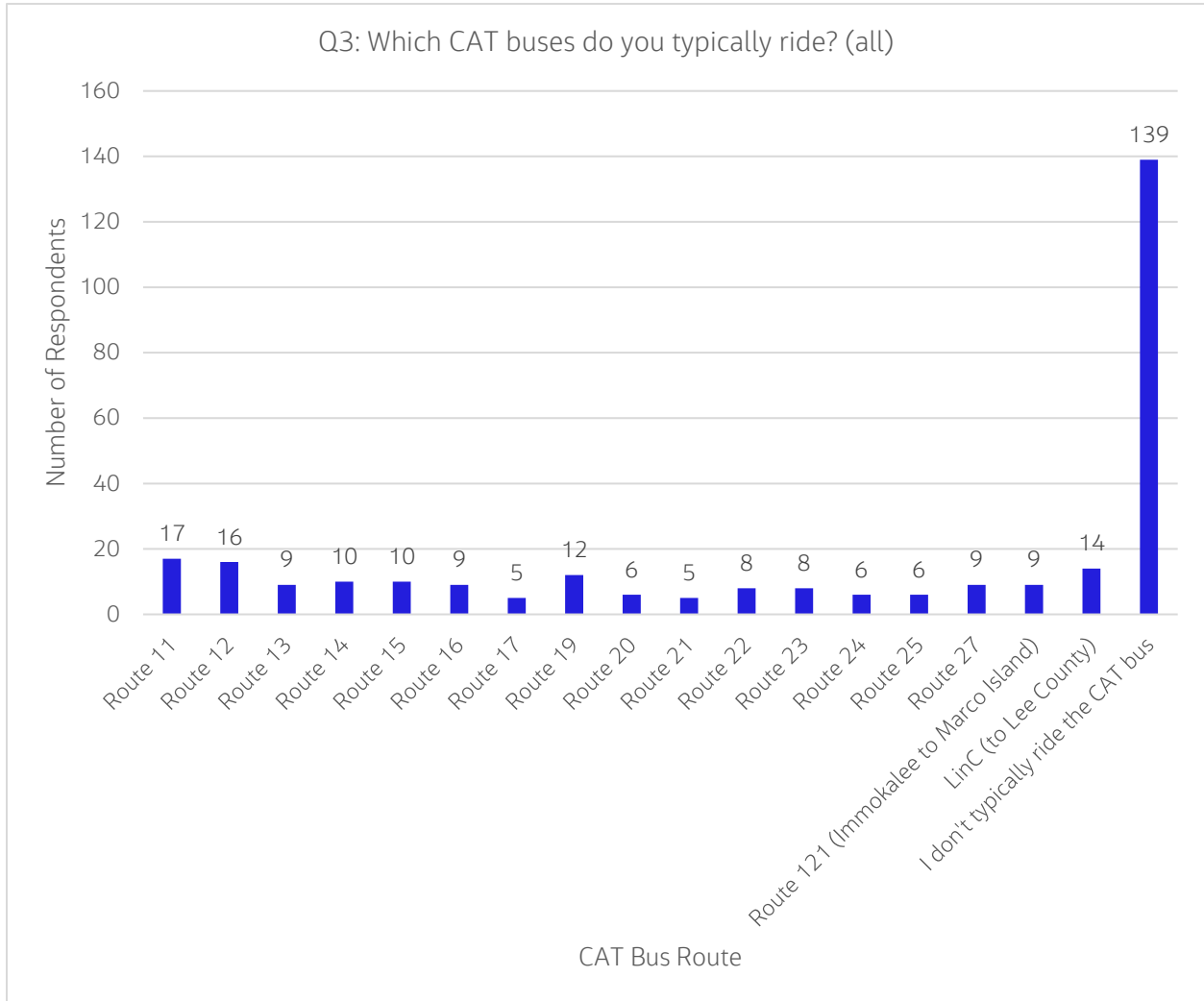
For bus riders only, the most frequent responses were 34112, 34142, and 34102 (refer to Figure 4). These include the planning areas of East Naples, Immokalee, and City of Naples.



**Figure 4. Question 2 responses - bus riders only**

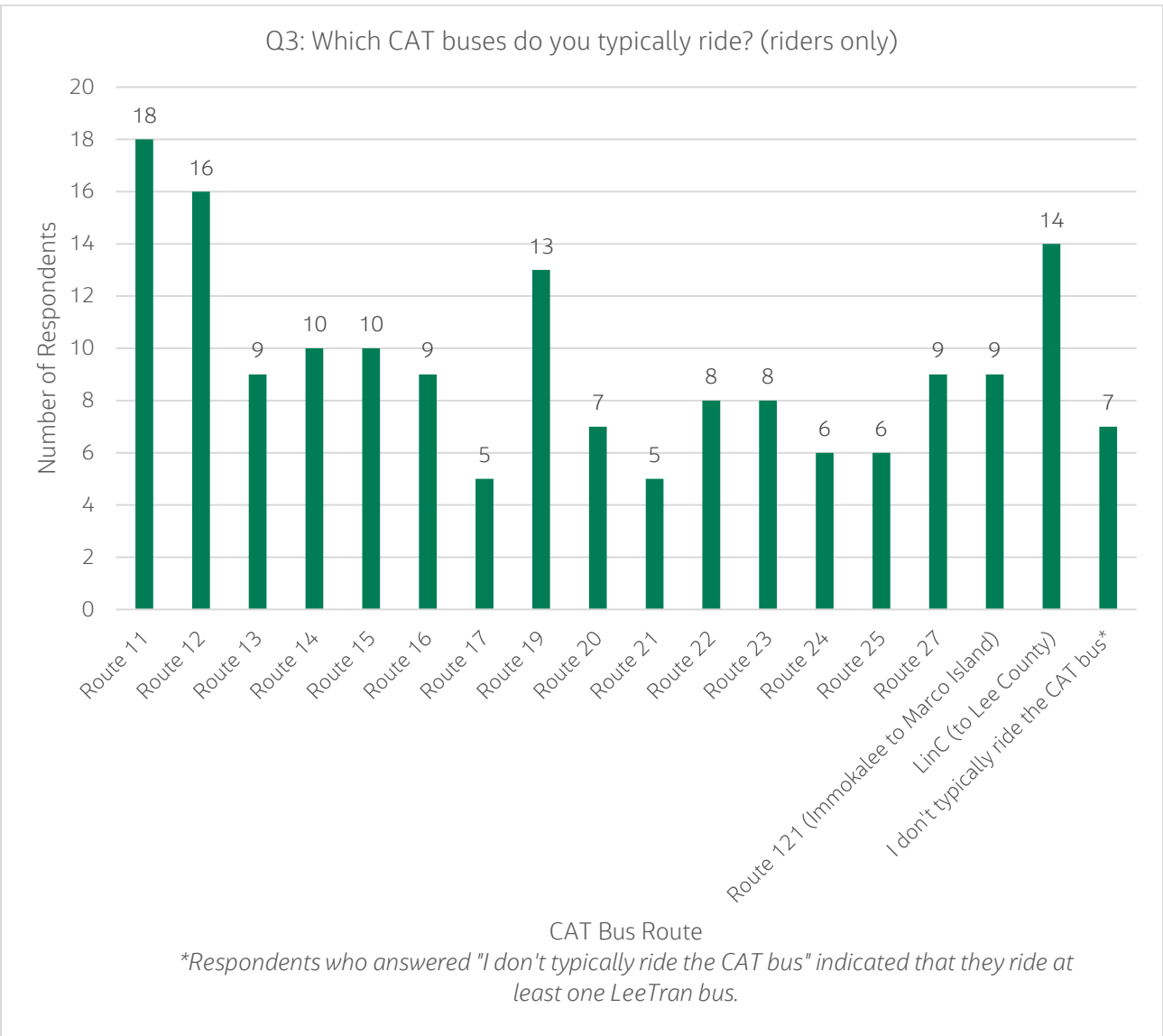
**Question 3: Which CAT buses do you typically ride?**

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**

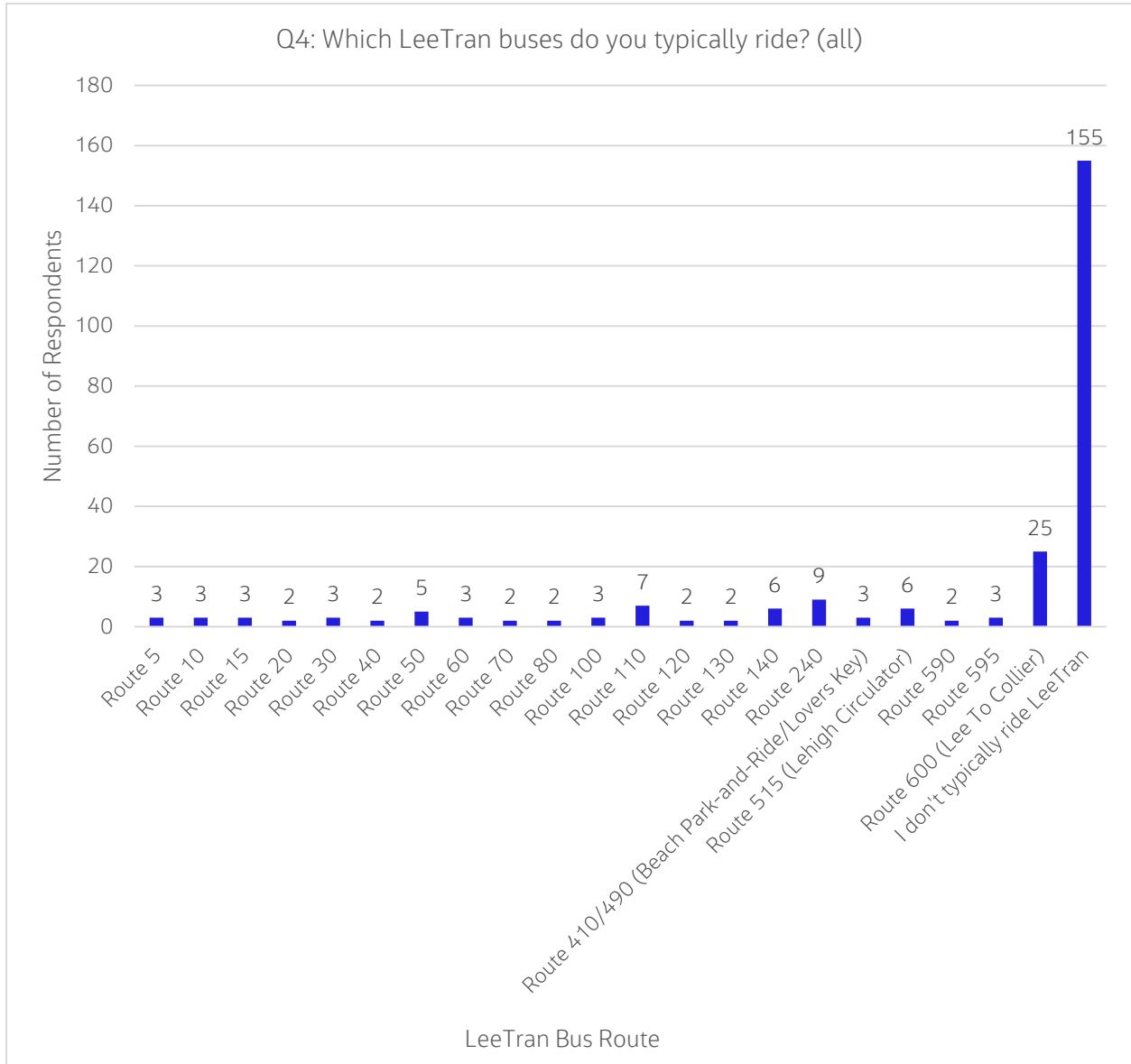
According to the survey data, Routes 11, 12, and LinC (to Lee County) are the most used buses among participants that typically ride the bus (refer to Figure 6). This data indicates a demand for regional travel, as both routes 11 and 12 provide connections to the Creekside Transfer Station, where the 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.

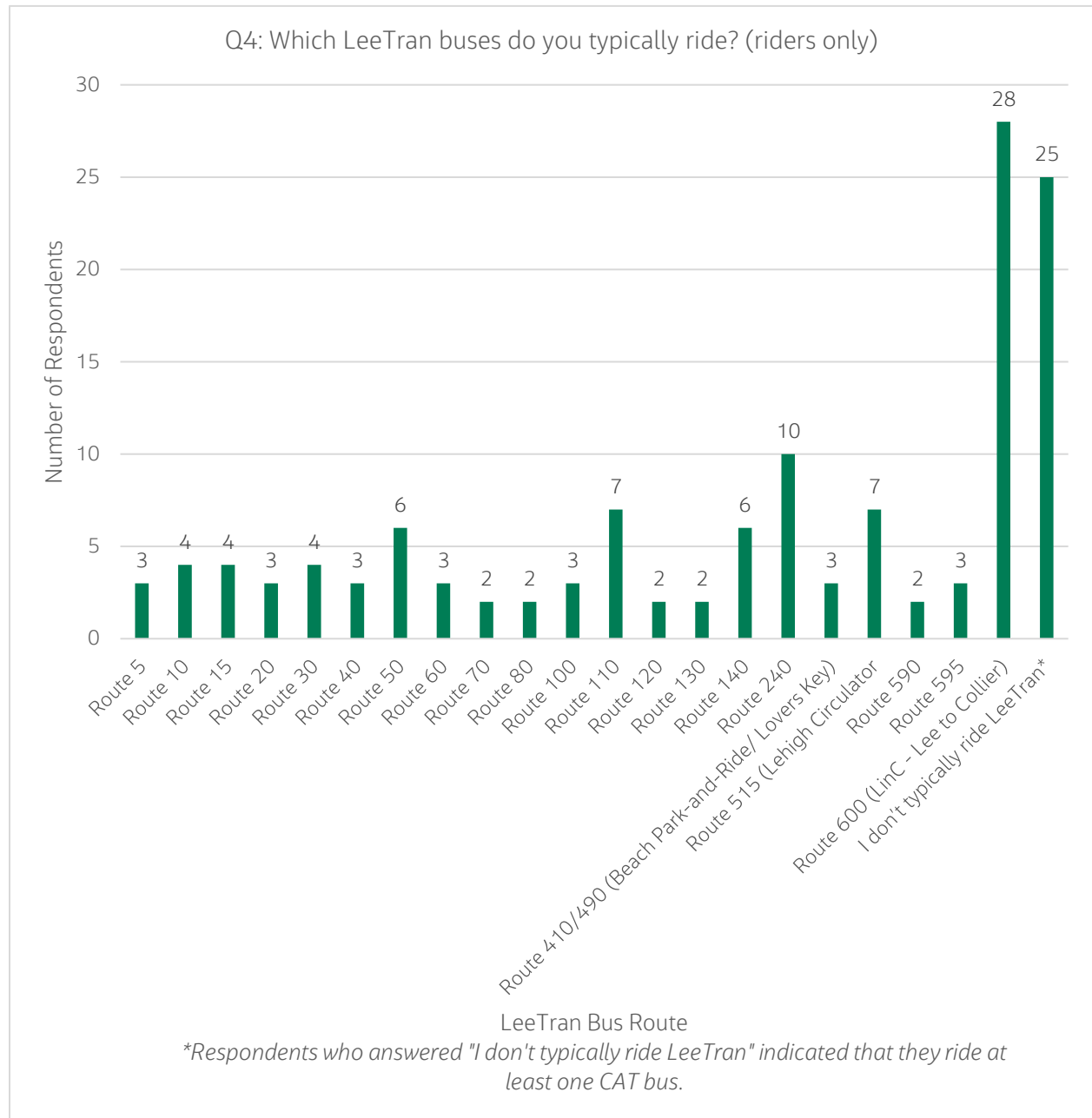
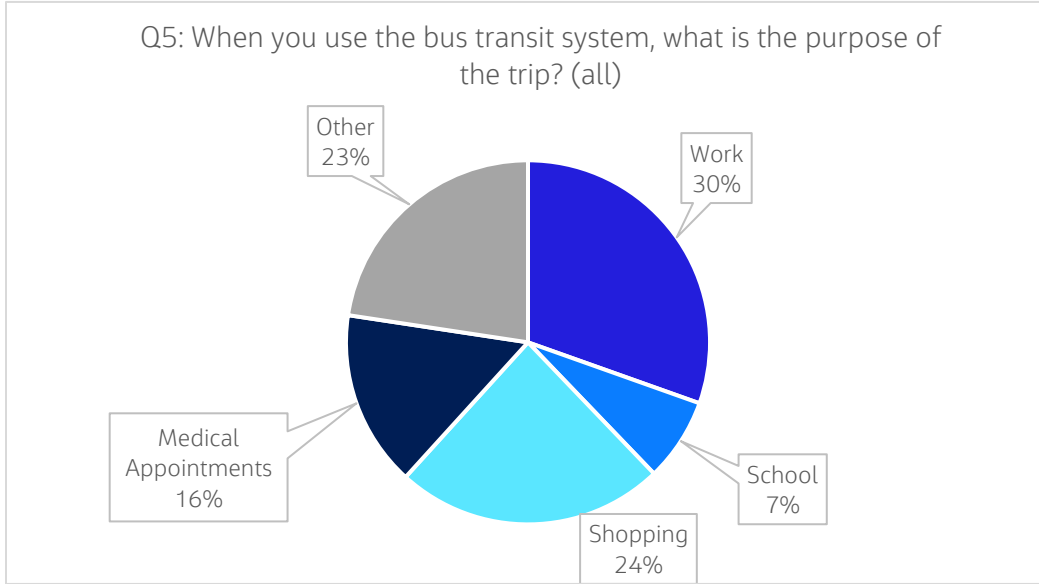


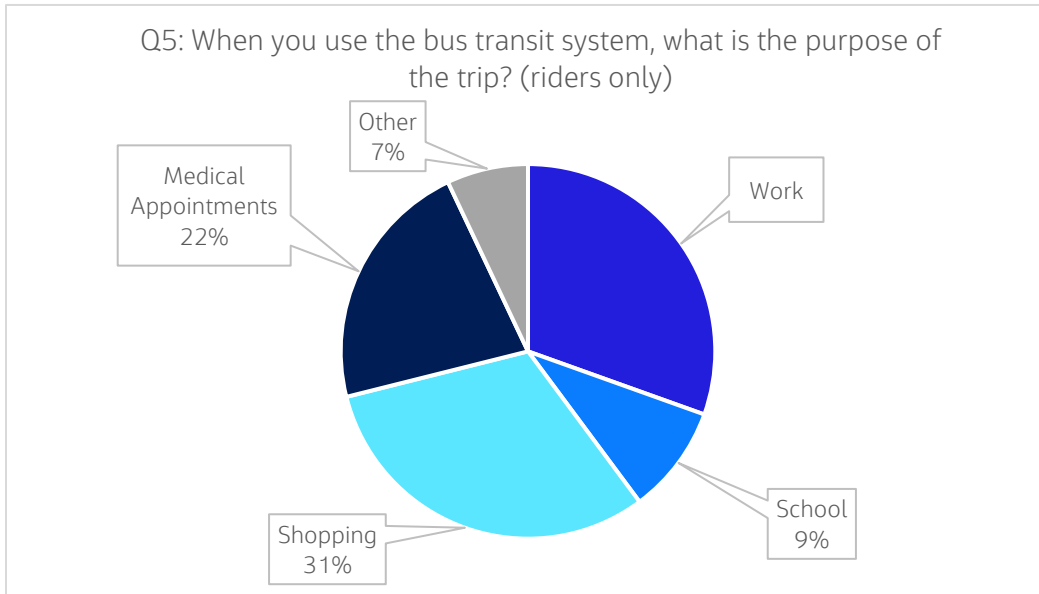
Figure 8. Question 4 responses - bus riders only

**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.



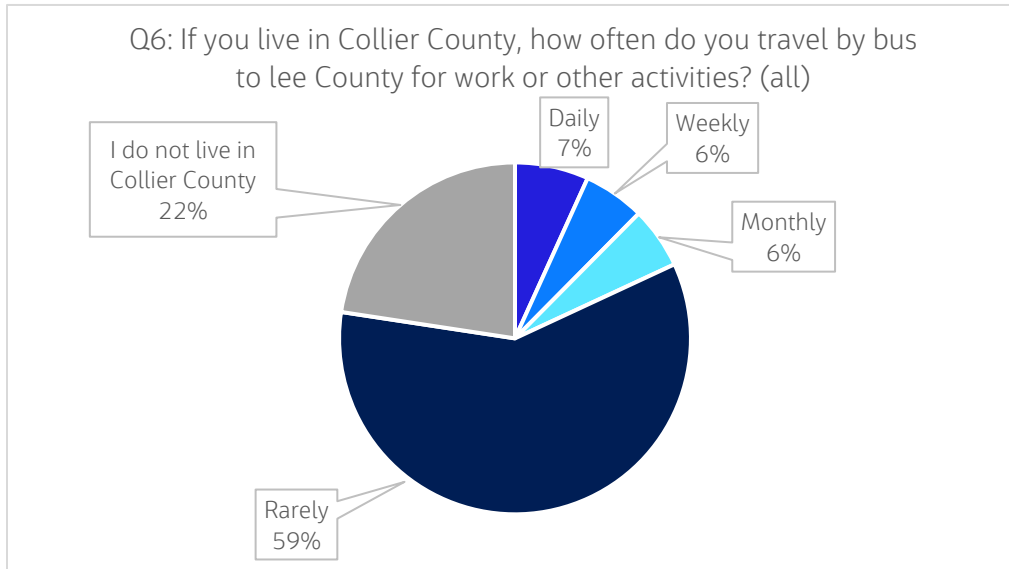
**Figure 9. Question 5 responses - all**



**Figure 10. Question 5 responses - bus riders only**

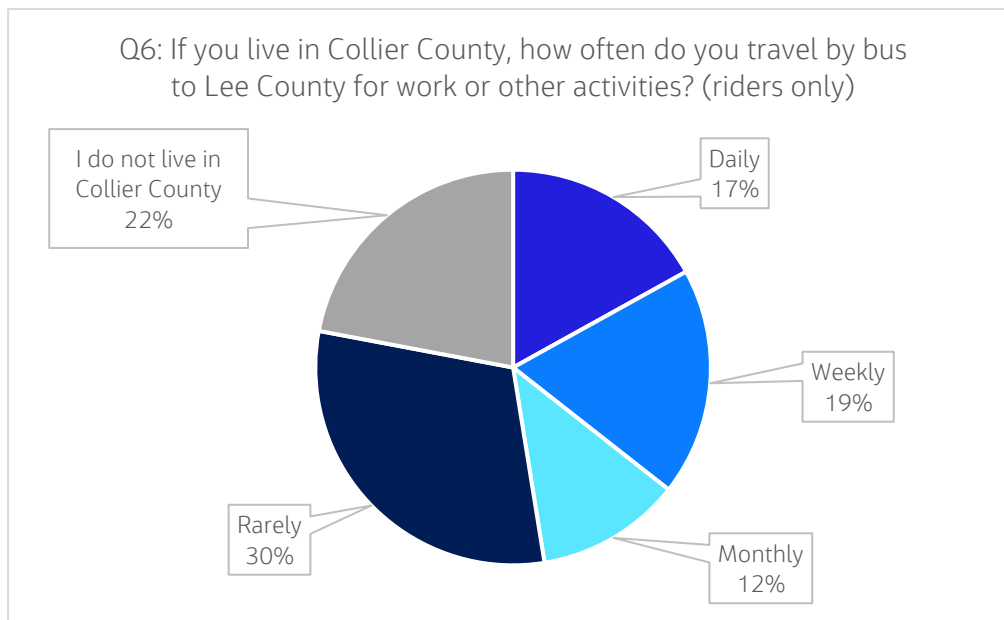
**Question 6: If you live in Collier County, how often do you travel by bus to Lee County for work or other activities?**

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.

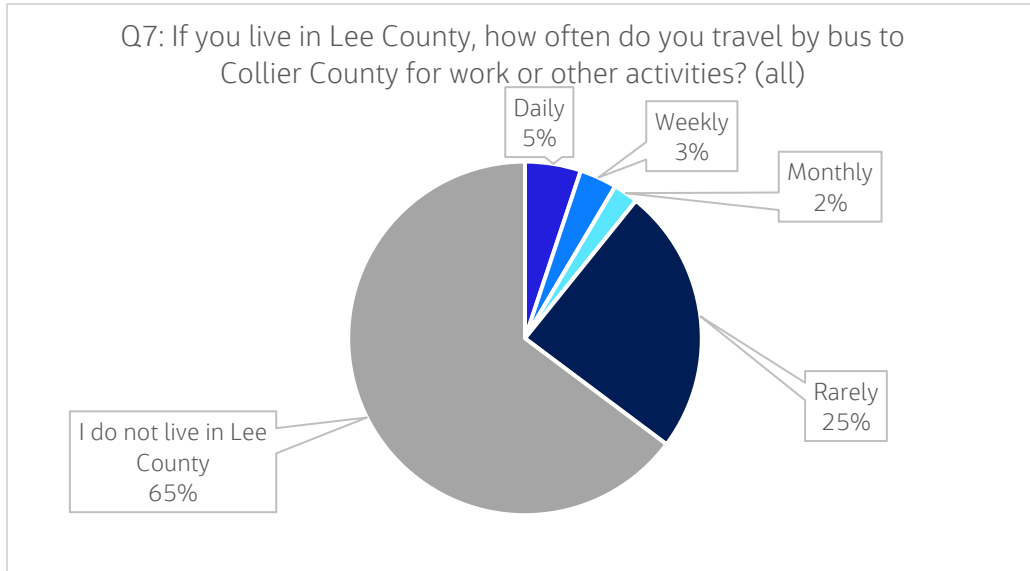


**Figure 12. Question 6 responses - bus riders only**



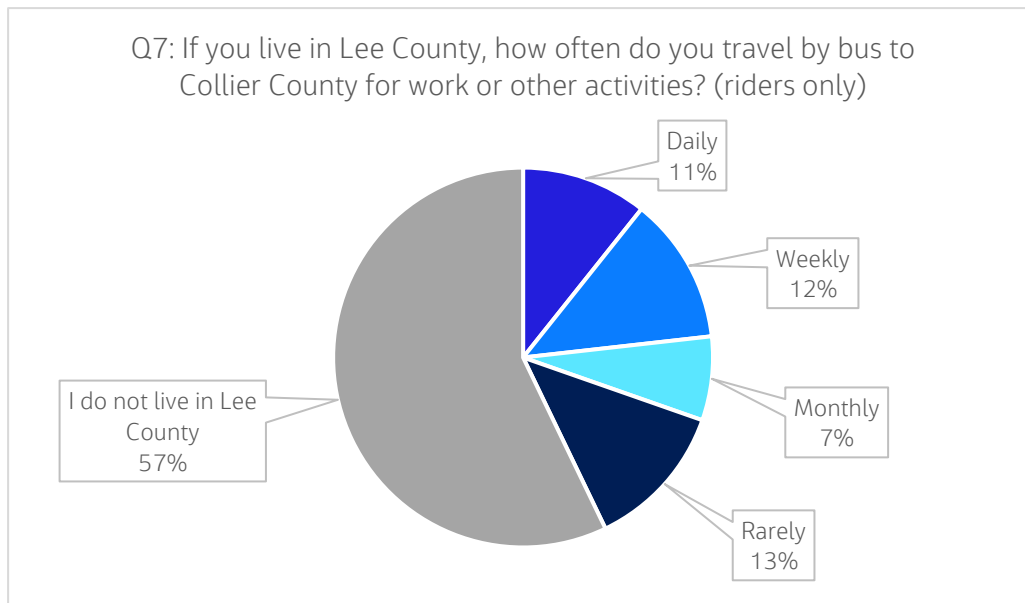
**Question 7: If you live in Lee County, how often do you travel by bus to Collier County for work or other activities?**

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**

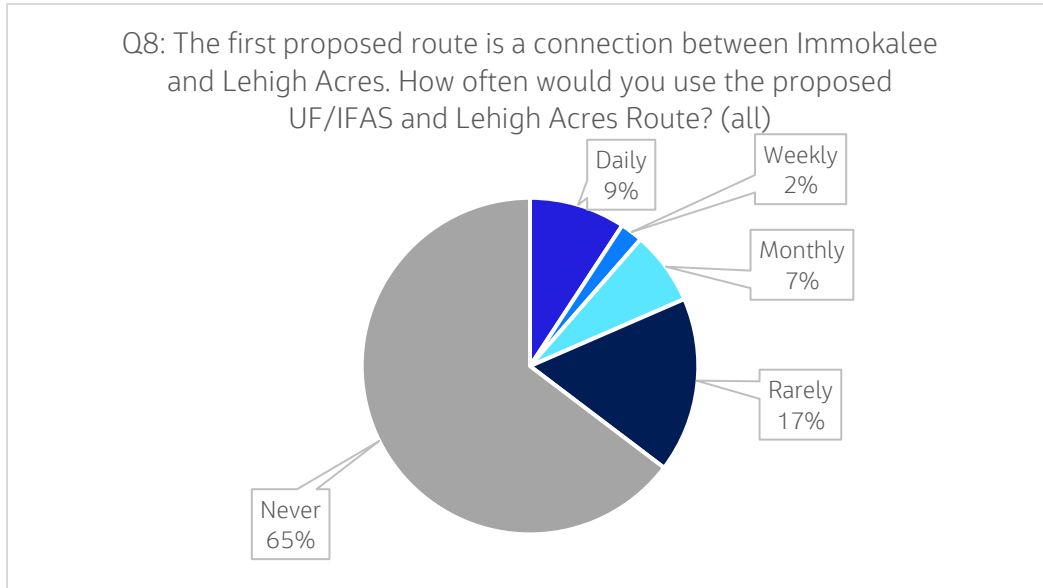
The most frequent answer from Lee County residents was “Rarely,” and of those participants who indicated they typically ride the bus, 12% answered weekly (refer to Figure 14). Similar to the previous question, it is important to note that although the percentages responding monthly, weekly, and daily 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**

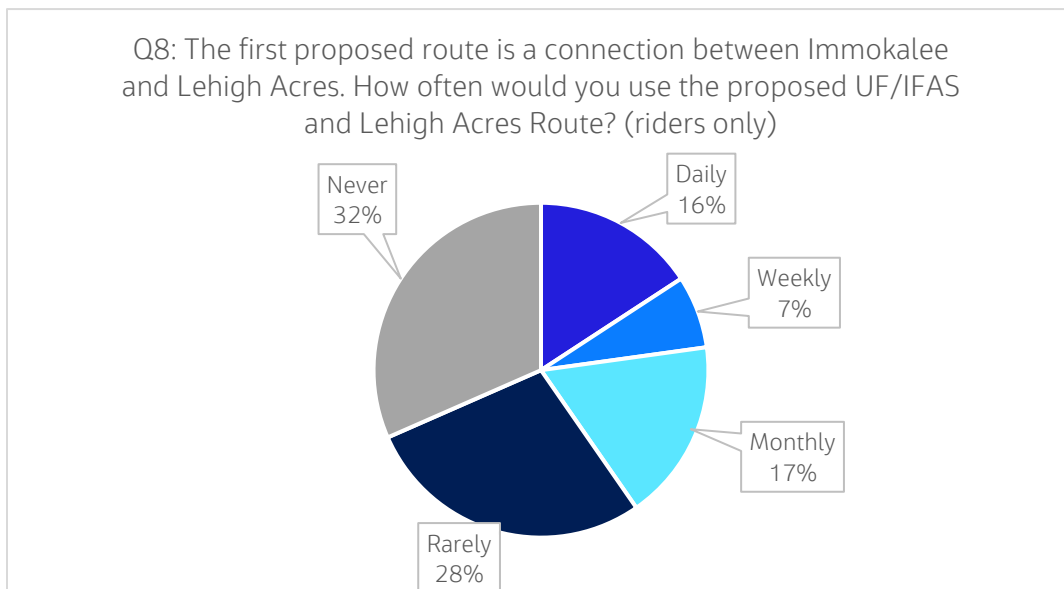
**Question 8: The first proposed route is a connection between Immokalee and Lehigh Acres. How often would you use the proposed UF/IFAS and Lehigh Acres Route?**

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**

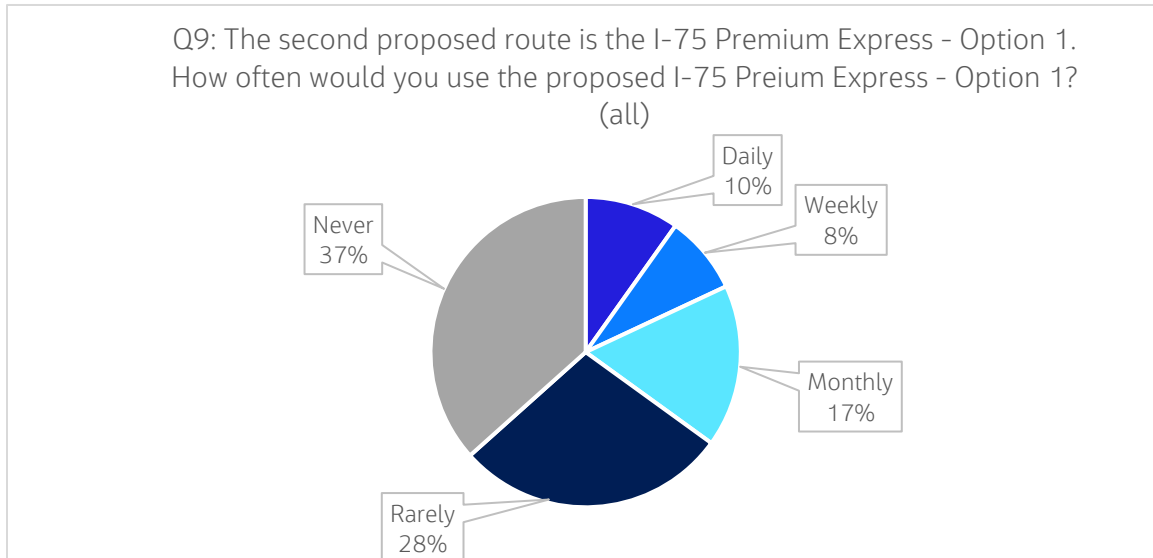
Figure 16 indicates the responses from bus riders only, where the most frequent responses was "Never." However, the majority (68%) indicated they would use the new route in some capacity, with the most common response of these being "Rarely."



**Figure 16. Question 8 responses - bus riders only**

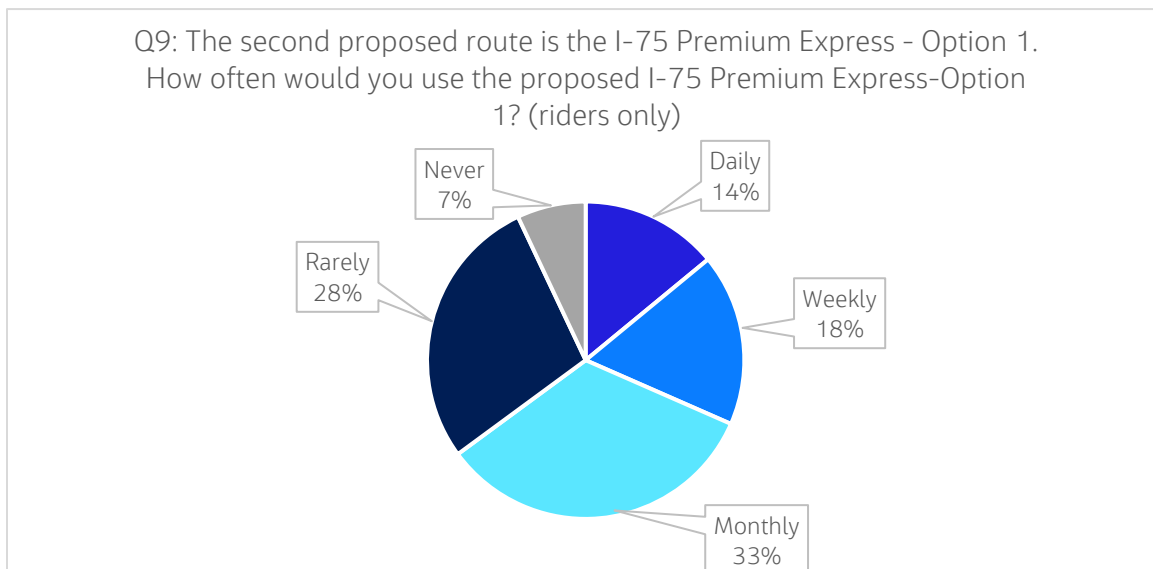
**Question 9: The second proposed route is the I-75 Premium Express - Option 1. How often would you use the proposed I-75 Premium Express-Option 1?**

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**

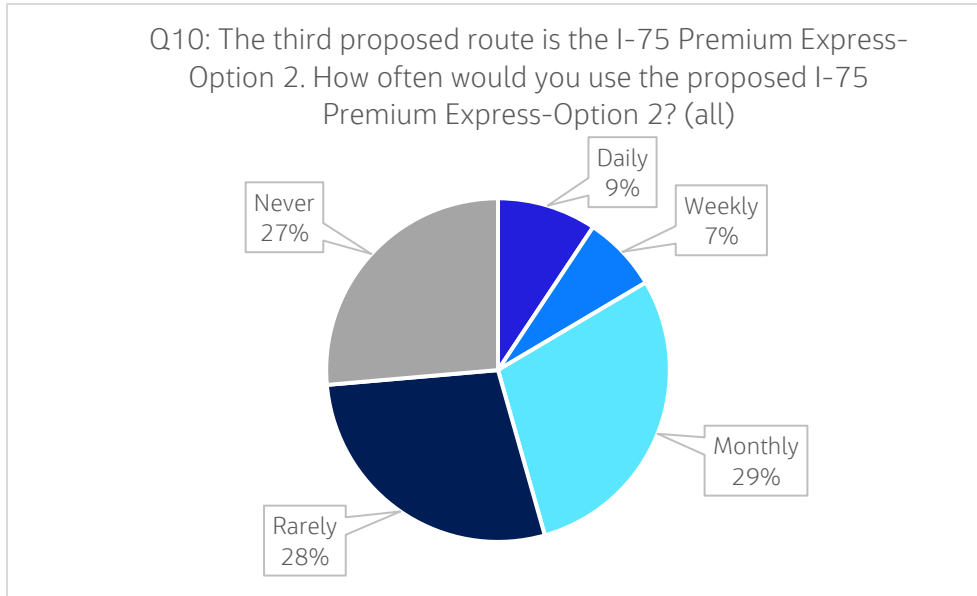
Figure 18 shows responses only from participants that previously indicated that they are bus riders, with the most frequent response suggesting they would use the proposed route monthly.



**Figure 18. Question 9 responses - bus riders only**

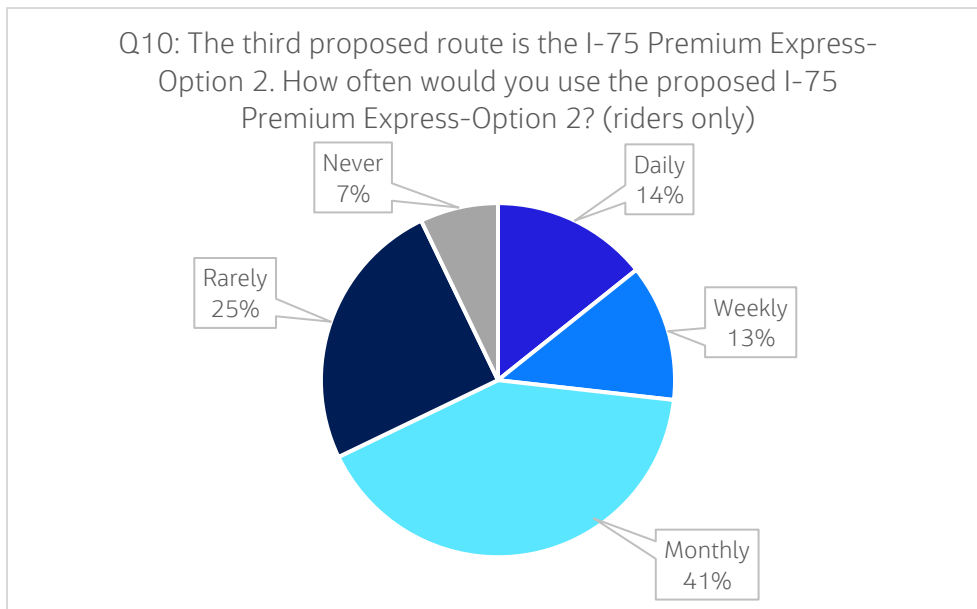
**Question 10: The third proposed route is the I-75 Premium Express-Option 2. How often would you use the proposed I-75 Premium Express-Option 2?**

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**

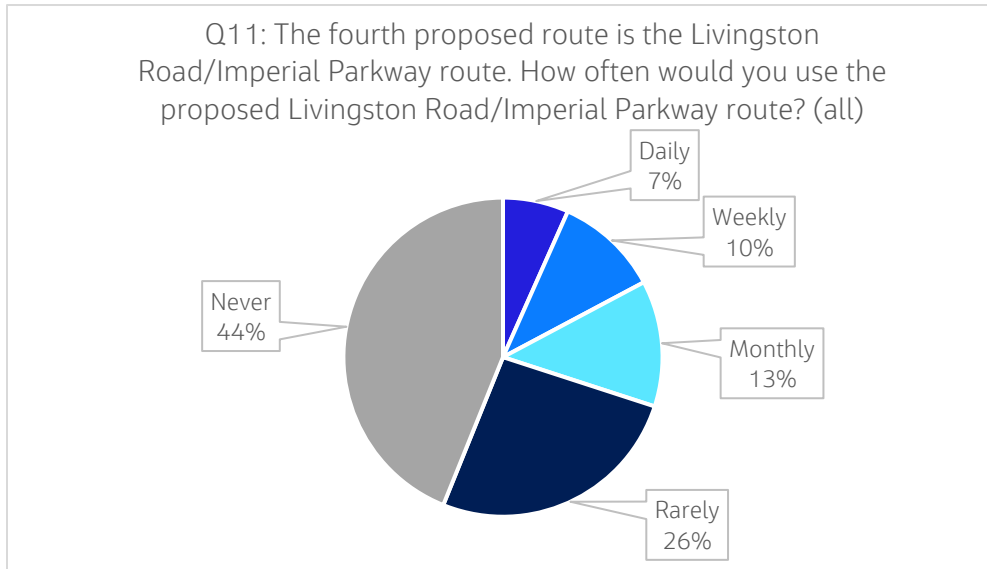
For bus riders only, approximately 41% of respondents stated they would use this route monthly (refer to Figure 20).



**Figure 20. Question 10 responses - bus riders only**

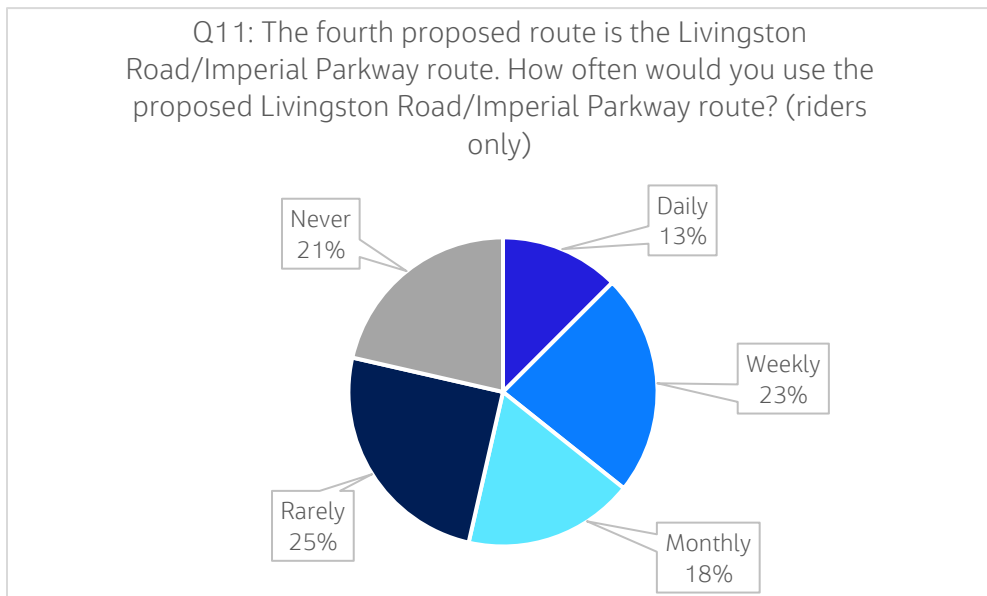
**Question 11: The fourth proposed route is the Livingston Road/Imperial Parkway route. How often would you use the proposed Livingston Road/Imperial Parkway route?**

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**

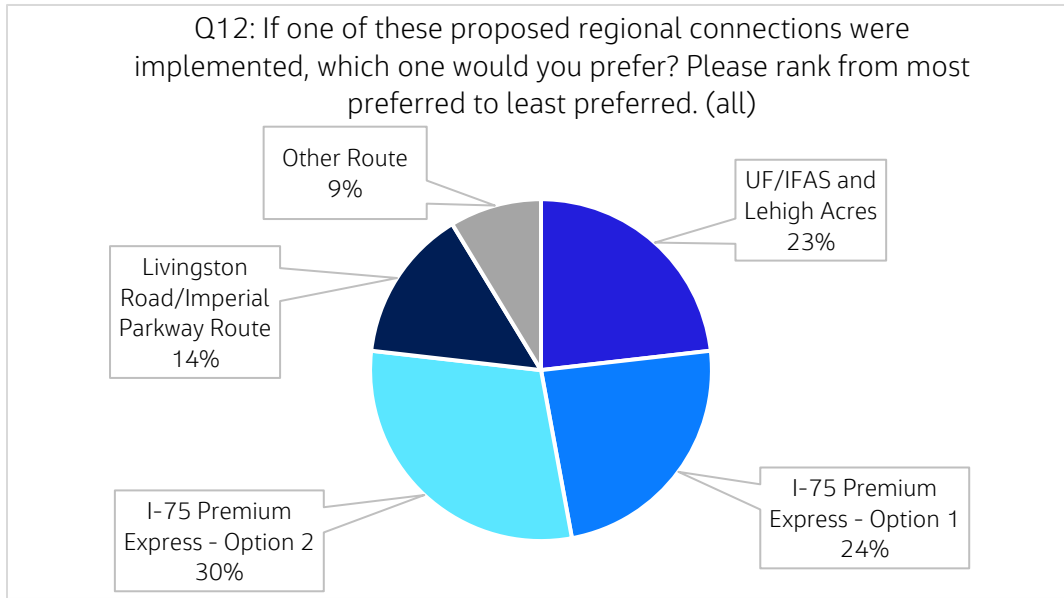
Of bus riders only, 25% indicated they would use this route rarely, and 23% said they would use it on a weekly basis (refer to Figure 22).



**Figure 22. Question 11 responses - bus riders only**

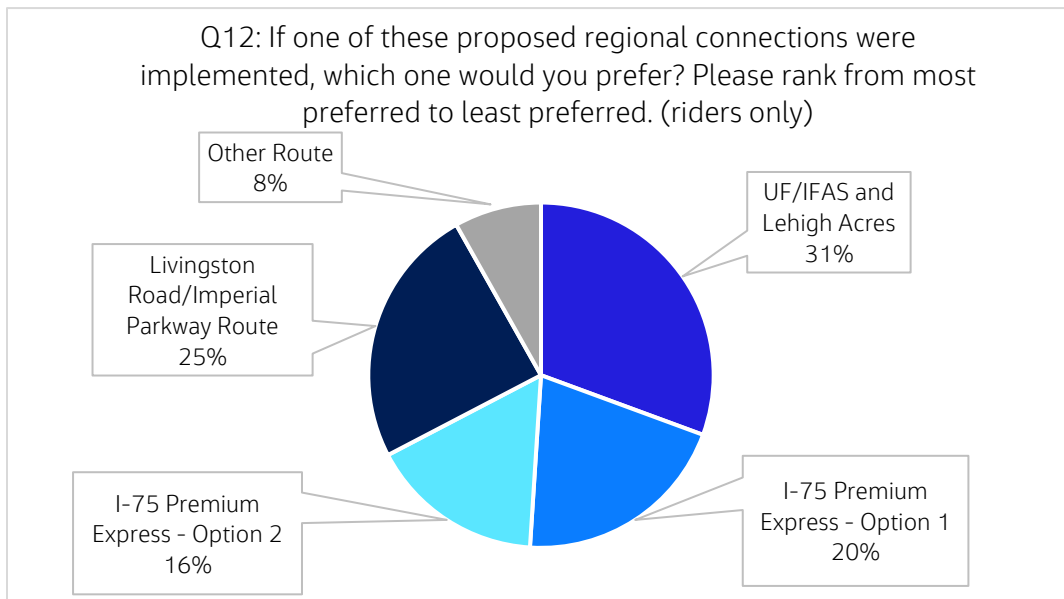
**Question 12: If one of these proposed regional connections were implemented, which one would you prefer? Please rank from most preferred to least preferred.**

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**

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**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.**

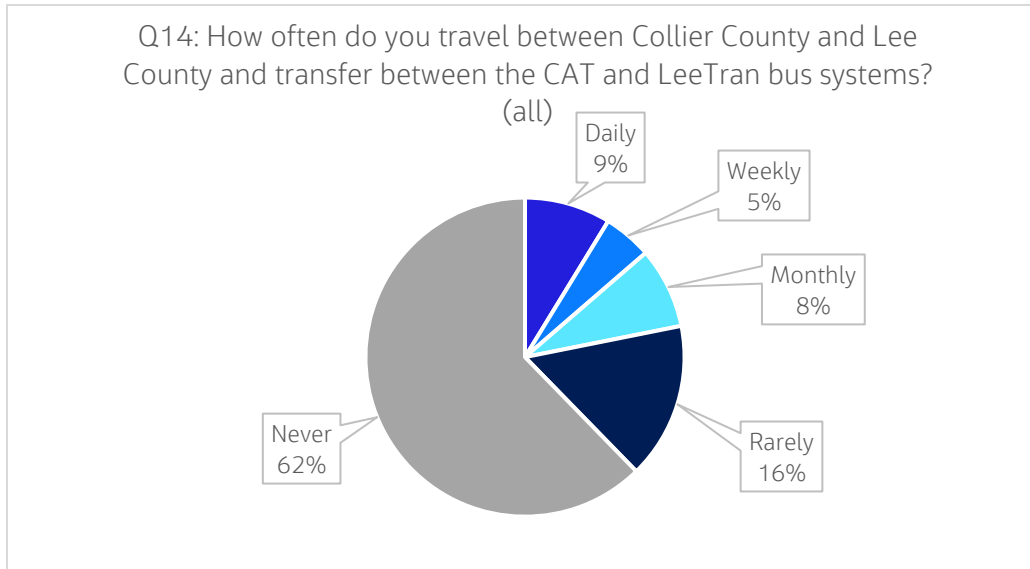
Participants were asked to propose any additional cross-county routes they would like to see implemented in order to satisfy their regional transit needs. They were asked to provide starting points, endpoints, and main roadways of travel.

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.

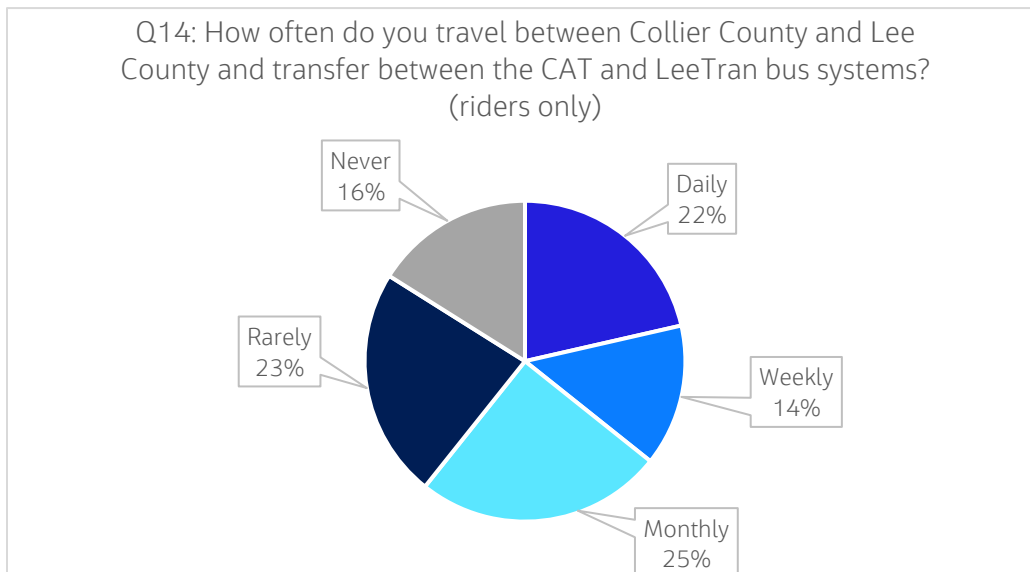
**Question 14: How often do you travel between Collier County and Lee County and transfer between the CAT and LeeTran bus systems?**

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).

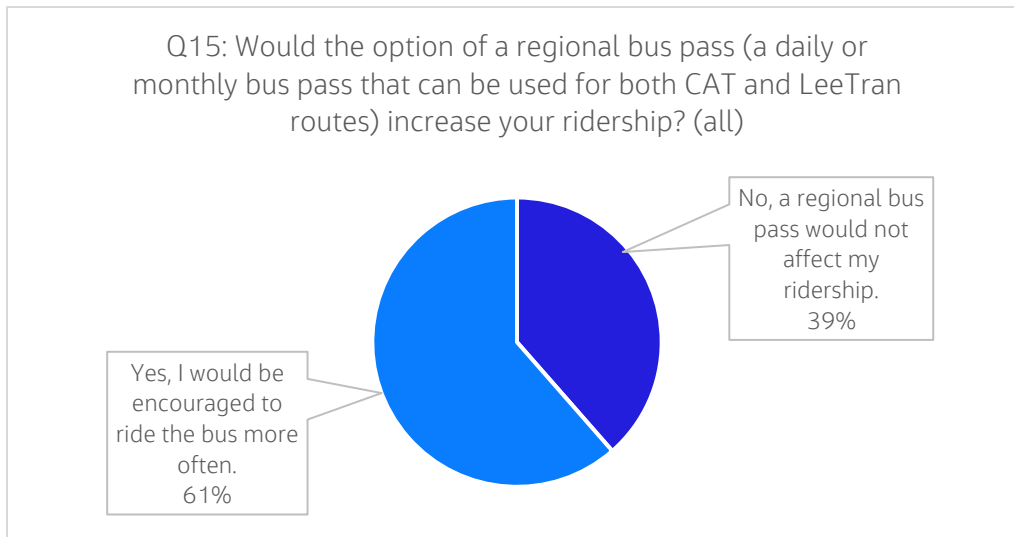


**Figure 26. Question 14 responses - bus riders only**



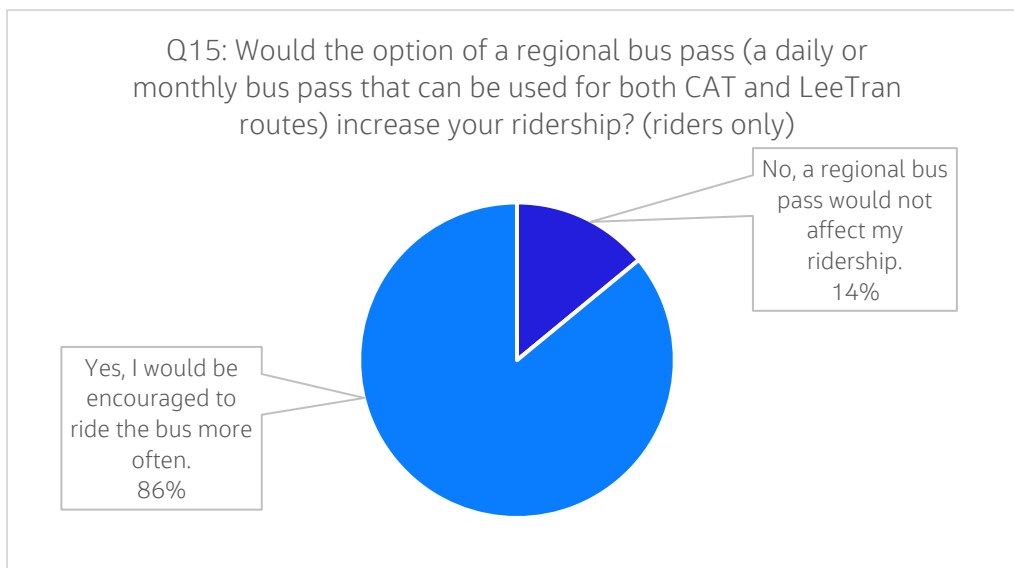
**Question 15: Would the option of a regional bus pass (a daily or monthly bus pass that can be used for both CAT and LeeTran routes) increase your ridership?**

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**

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**Question 16: Please provide any additional comments or concerns.**

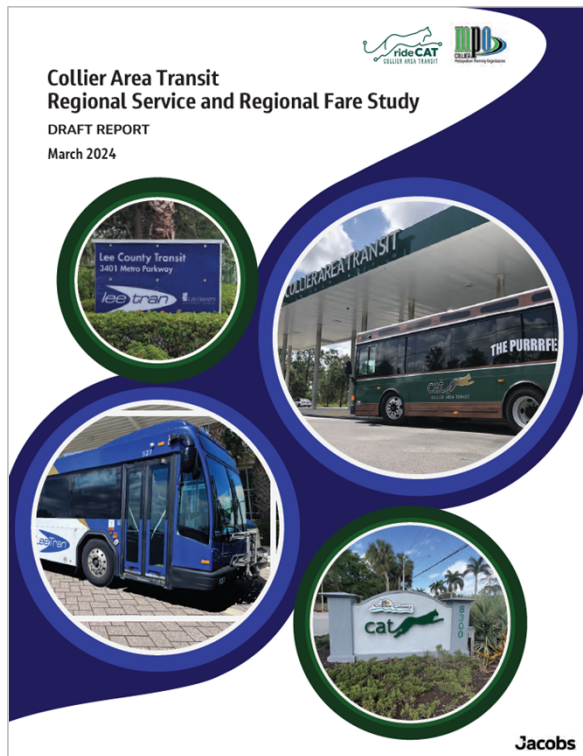
Some participants elected to provide additional comments. The majority of these comments were general suggestions related to bus frequency and hours for CAT to improve their service, however some respondents provided comments related to regional travel. Some of these comments include:

- "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!"



# 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.

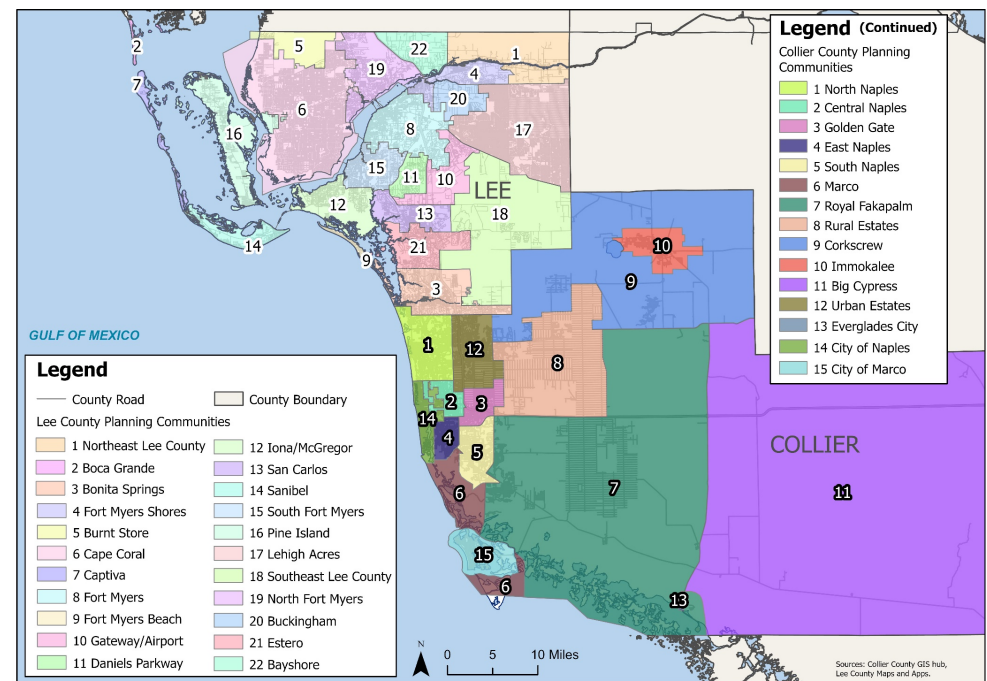
# Study Methodology



# Existing Travel Patterns

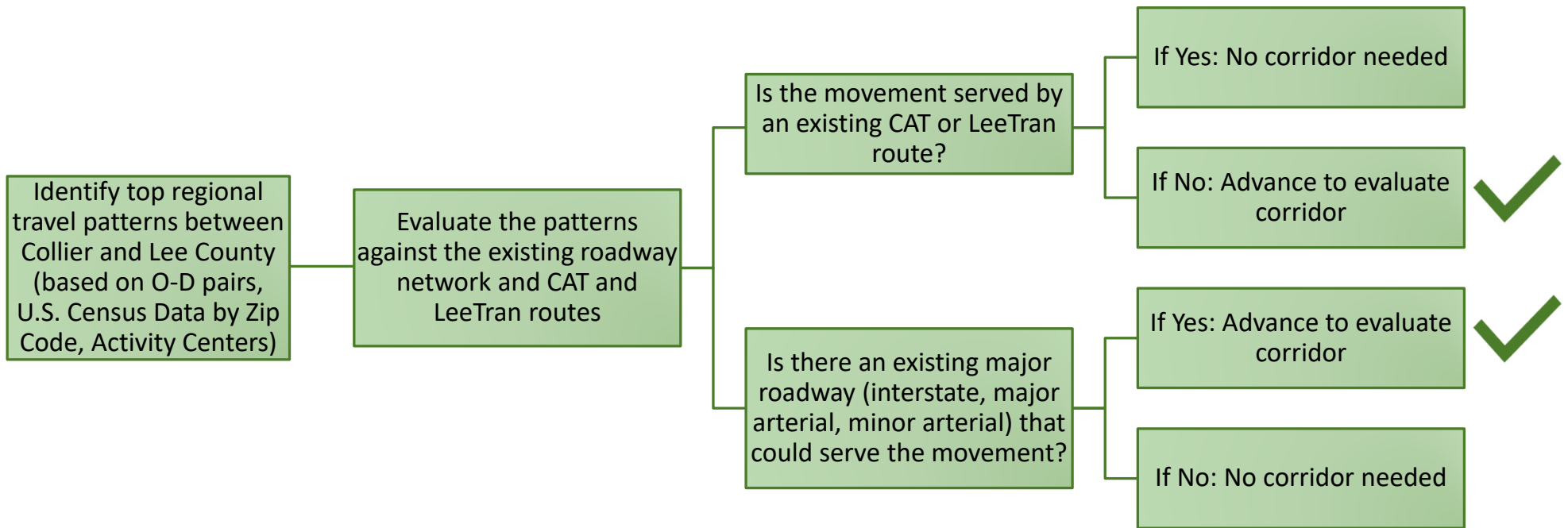
Travel patterns and cross-county transit needs were evaluated using 5 different data sets:

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



Sources: Collier County GIS Hub, Lee County Maps and Apps.

# Candidate Corridor Evaluation Methodology





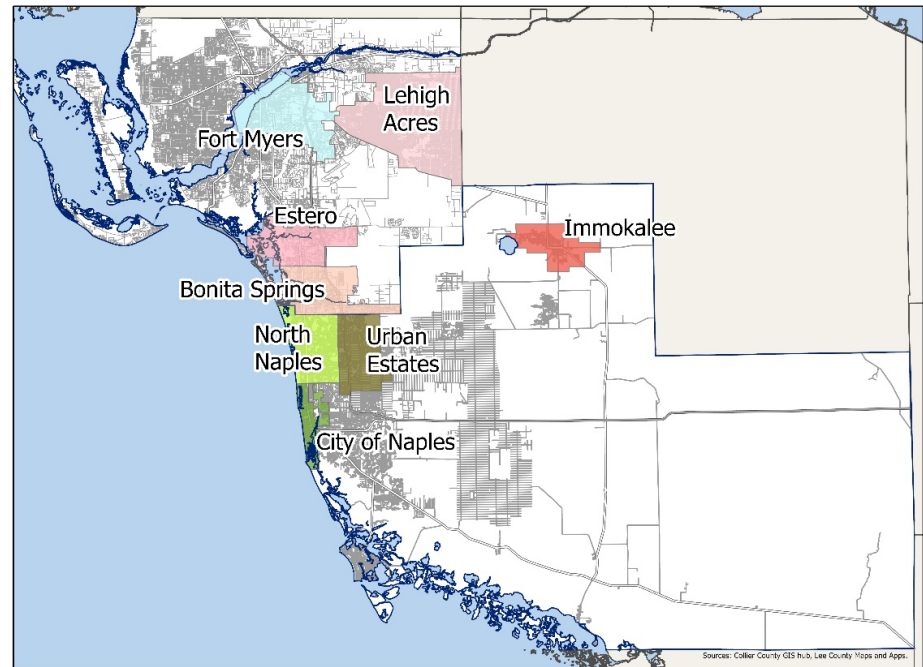
# Origin-Destination Data

## 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**

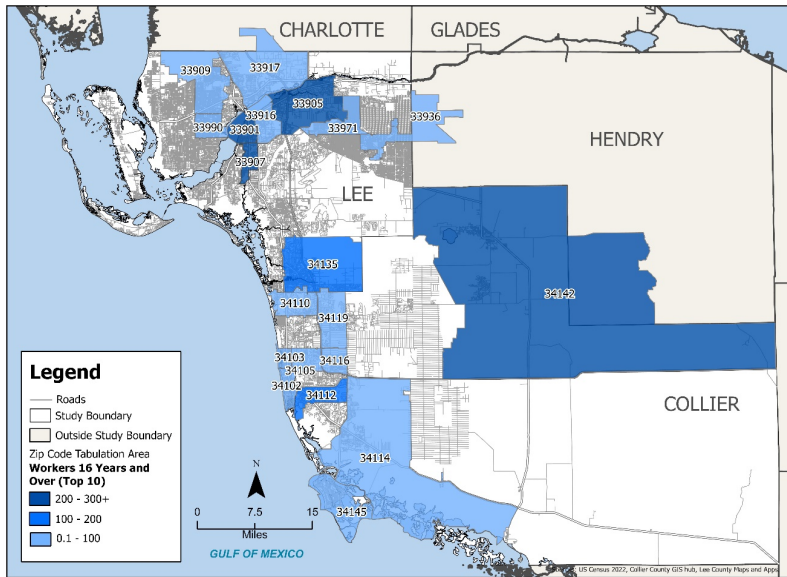
## Top-four trips from Lee County to Collier County:

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

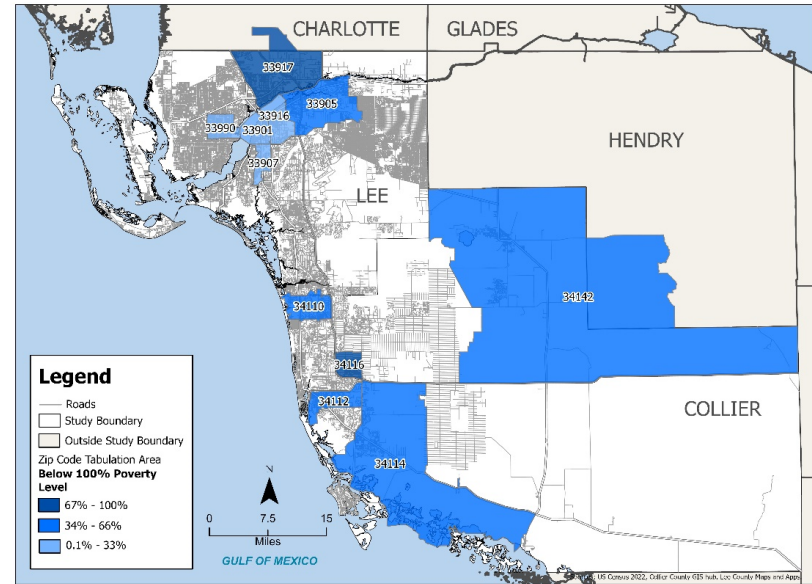


# U.S. Census Data

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



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



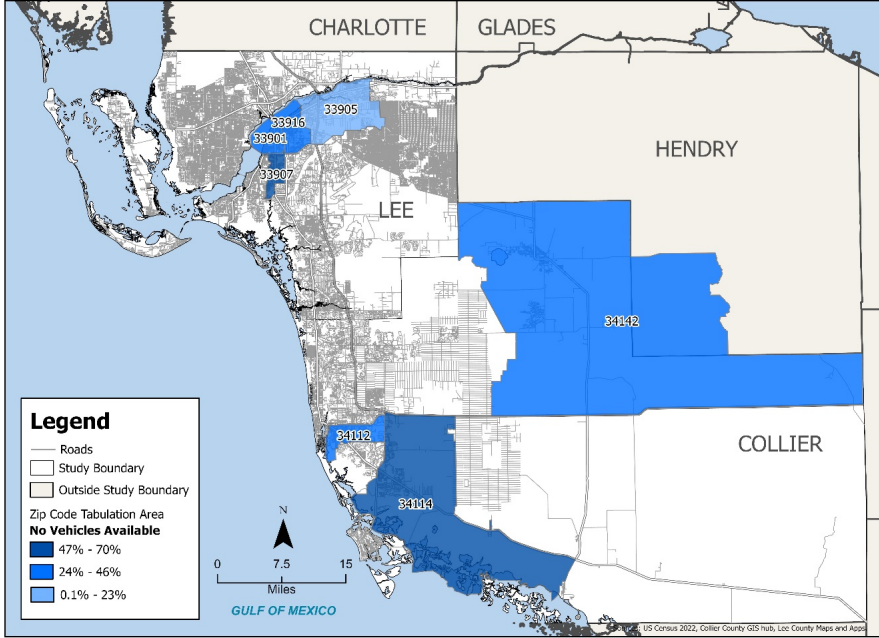
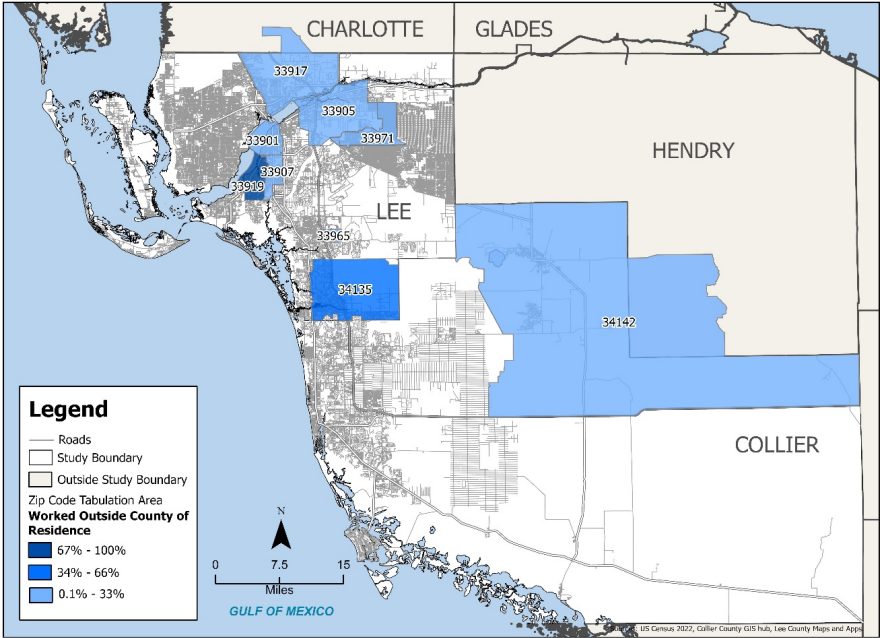
| Rank | County  | Zip Code | Estimate | County | Zip Code | Estimate |
|------|---------|----------|----------|--------|----------|----------|
| 1    | Collier | 34142    | 718      | Lee    | 33901    | 319      |
| 2    | Collier | 34112    | 120      | Lee    | 33905    | 302      |
| 3    | Collier | 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       |

| 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**

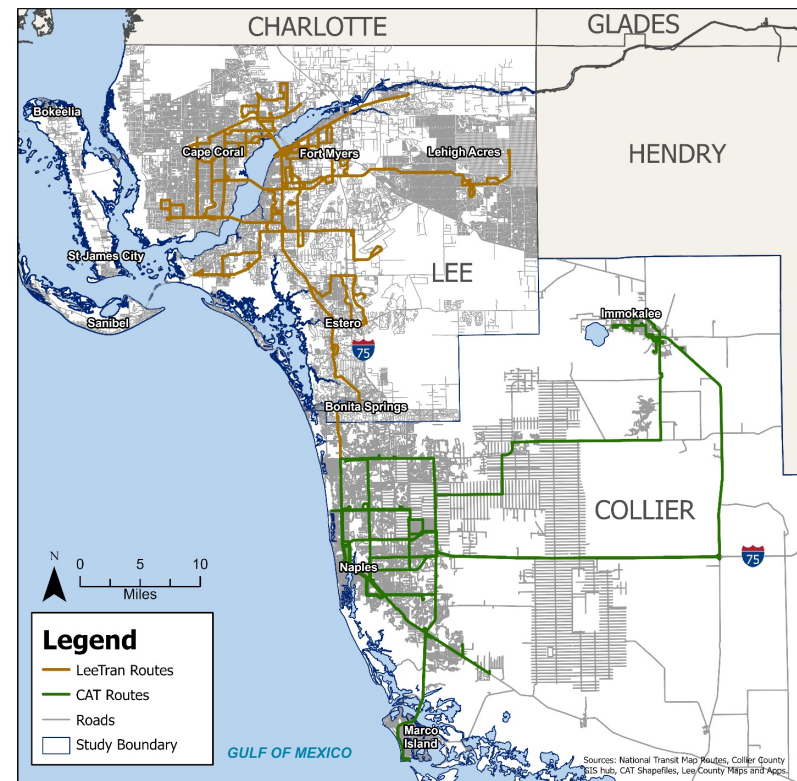


| Rank | County  | Zip Code | Estimate (%) | County | Zip Code | Estimate (%) |
|------|---------|----------|--------------|--------|----------|--------------|
| 1    | Collier | 34142    | 8.5          | Lee    | 33919    | 100          |
| 2    |         |          |              | Lee    | 34135    | 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<br/>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<br/>Option 1: Collier County<br/>Government Campus to Gulf<br/>Coast Town Center<br/>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<br/>Option 2: Pine Ridge Road to<br/>RSW and Colonial Boulevard<br/>Urban Estates to<br/>Gateway/Airport and Fort<br/>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<br/>Option 3: Collier County<br/>Government Campus to<br/>RSW and Colonial Boulevard<br/>East Naples to<br/>Gateway/Airport and Fort<br/>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<br/>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

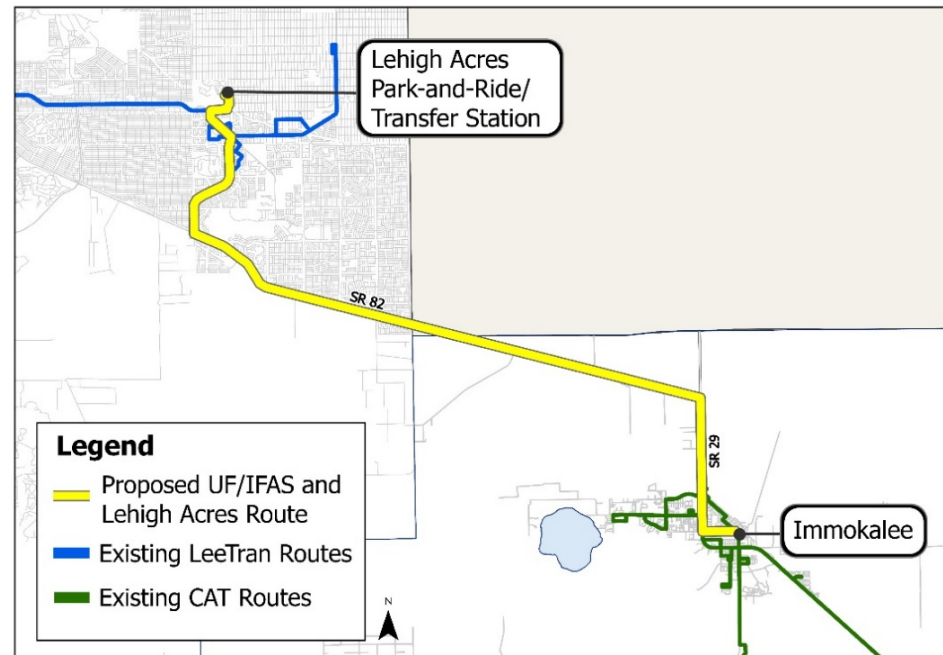
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Based on the evaluation matrix, we developed the following candidate corridors:

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

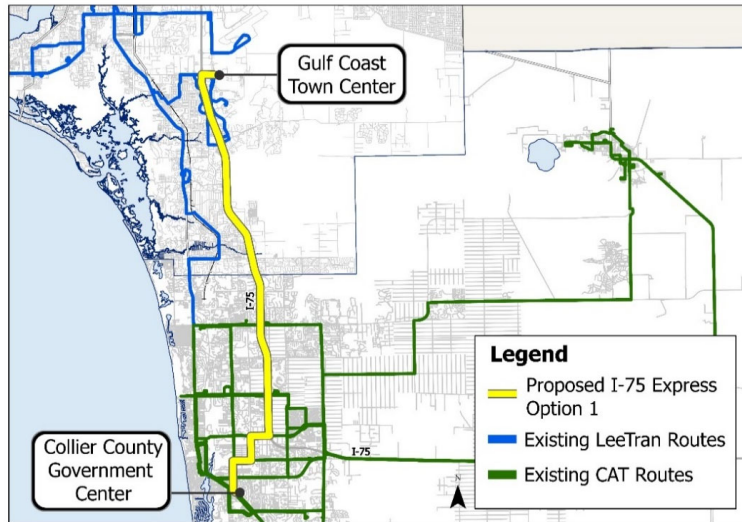
- Provides service between the Immokalee Health Department Transfer Station and Lehigh Acres Park-and-Ride Transfer Station.



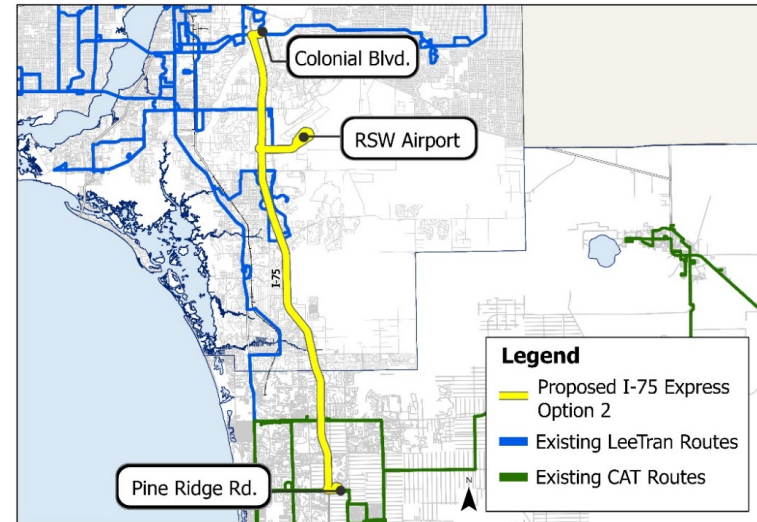


# I-75 Premium Express

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



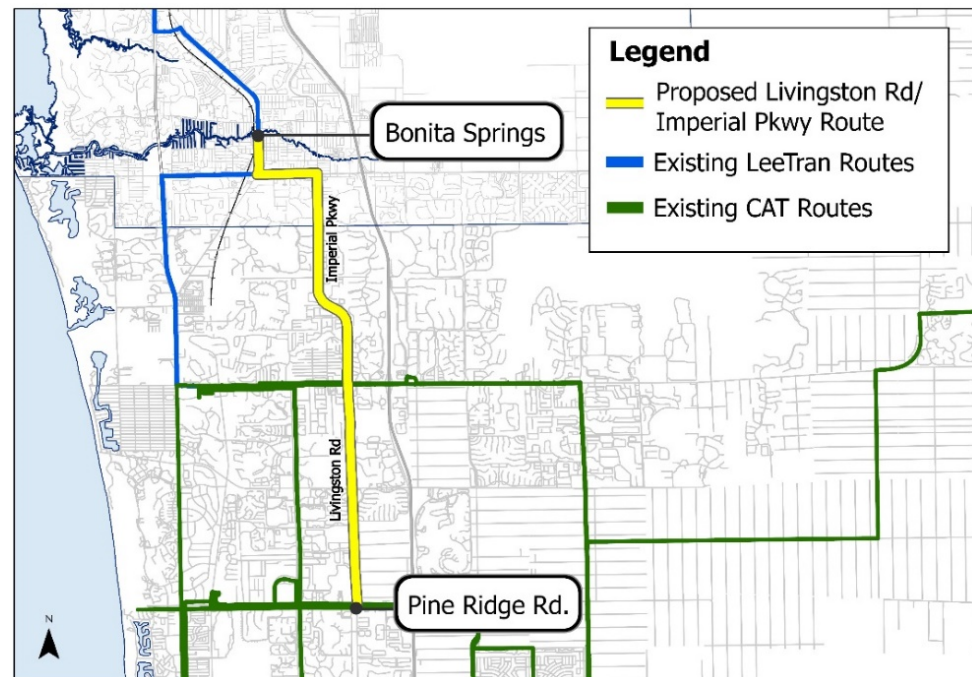
**Option 2:** Pine Ridge Road to RSW and the Forum/Colonial Blvd



**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):  
 34142, 33936, 33971, 33972,  
 33973, 33976, 33974

Immokalee and Lehigh Acres  
 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?*                                |    |   |    |
| <i>(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)</i>  |    |   |    |
| 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?*                   |    |   |    |
| <i>(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)</i>  |    |   |    |
| 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?*         |    |   |    |
| <i>(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)</i>  |    |   |    |
| 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 |
| 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?* |    |   |    |
| <i>(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)</i>  |    |   |    |
| 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?   |    |   |    |
| <i>(both endpoints= 10 pts; one endpoint= 5 pts)</i>  |    |   |    |
| Immokalee and Lehigh Acres are both CDPs.   | 10 | 1 | 10 |

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?               |   |   |    |
| <i>(Collier subarea ranked first= 10 pts; ranked second= 8 pts; ranked third= 6 pts; ranked fourth= 4 pts; ranked fifth= 2 pts)</i> |   |   |    |
| 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?                       |   |   |    |
| <i>(Lee subarea ranked first= 10 pts; ranked second= 8 pts; ranked third= 6 pts; ranked fourth= 4 pts; ranked fifth= 2 pts)</i>     |   |   |    |
| 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? |    |   |    |
| <i>(Within 1 mi= 10 pts; Within 2 mi= 8 pts; Within 5 mi= 4 pts; &gt; 5mi= 0 pts)</i>            |    |   |    |
| This route was identified as a future need in the CAT and LeeTran TDPs.                          | 10 | 3 | 30 |

# Corridor Evaluation Form



Score Weight Total

|  |    |   |    |
|--|----|---|----|
| 9. Do the proposed planning communities in the O-D pair have an existing or planned transfer station?  |    |   |    |
| <i>(both endpoints= 10 pts; one endpoint= 5 pts; a planned transfer station in 2040 LRTP= 2 pts)</i>   |    |   |    |
| 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 |
| 10. Do either of the corridor endpoints fall within an area of high employment density according to the CAT or LeeTran TDPs?   |    |   |    |
| <i>(both endpoints= 10 pts; one endpoint= 5 pts)</i>   |    |   |    |
| Both Immokalee and Lehigh Acres are 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?   |    |   |    |
| <i>(&gt;1 hour= 10 pts; between 30 minutes and 1 hour= 8 pts; between 10 and 30 minutes= 4 pts; &lt;10 minutes= 0 pts)</i>   |    |   |    |
| 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

Public outreach was collected through:

- Paper and online survey
- Bus stop interviews
- Bus operator interviews

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.

**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/TqUjRRmgt>

Survey will be available until December 20, 2023. Pou tradiksyon kreylòl tanpri kontakte: [sonal.dodia@jacobs.com](mailto:sonal.dodia@jacobs.com) **Jacobs**

**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/TqUjRRmgt>

Pou tradiksyon kreylòl tanpri kontakte: [sonal.dodia@jacobs.com](mailto:sonal.dodia@jacobs.com)

If you have any questions, please contact:

Alex Showalter Senior Planner PTNE [Alexander.Showalter@colliercountyfl.gov](mailto:Alexander.Showalter@colliercountyfl.gov)

Anne McLaughlin Executive Director Collier MPD [Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)

**Jacobs**

**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?

[https://forms.office.com/Pages/DesignPage/1?app=579e9931-d48d-4e89-819f-90f044921\\_10000651157a.pdf](https://forms.office.com/Pages/DesignPage/1?app=579e9931-d48d-4e89-819f-90f044921_10000651157a.pdf)

# Public Input Survey

The Regional Survey was distributed to:

- Current Riders
  - Onboard CAT and LeeTran buses 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.

**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?**

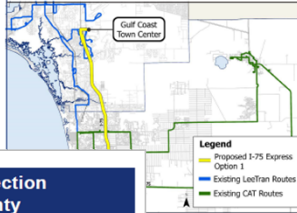
Daily    Monthly    Never

Weekly    Rarely

**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

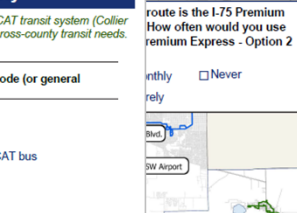
Weekly    Rarely



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

Daily    Monthly    Never

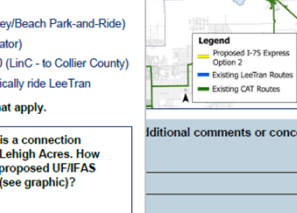
Weekly    Rarely



**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

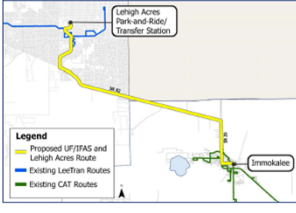


**9. The first proposed route is a connection between Immokalee and Lehigh Acres. How often would you use the proposed UF/IFAS and Lehigh Acres Route (see graphic)?**

Daily    Rarely

Weekly    Never

Monthly



**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

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

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







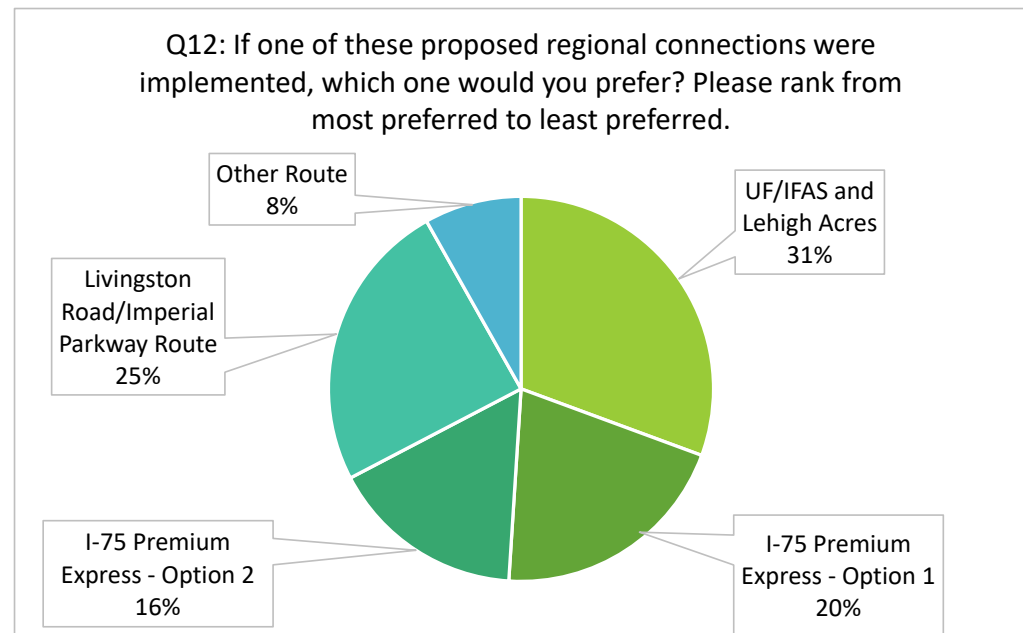
# Public Survey - Candidate Corridor Ranking

**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.



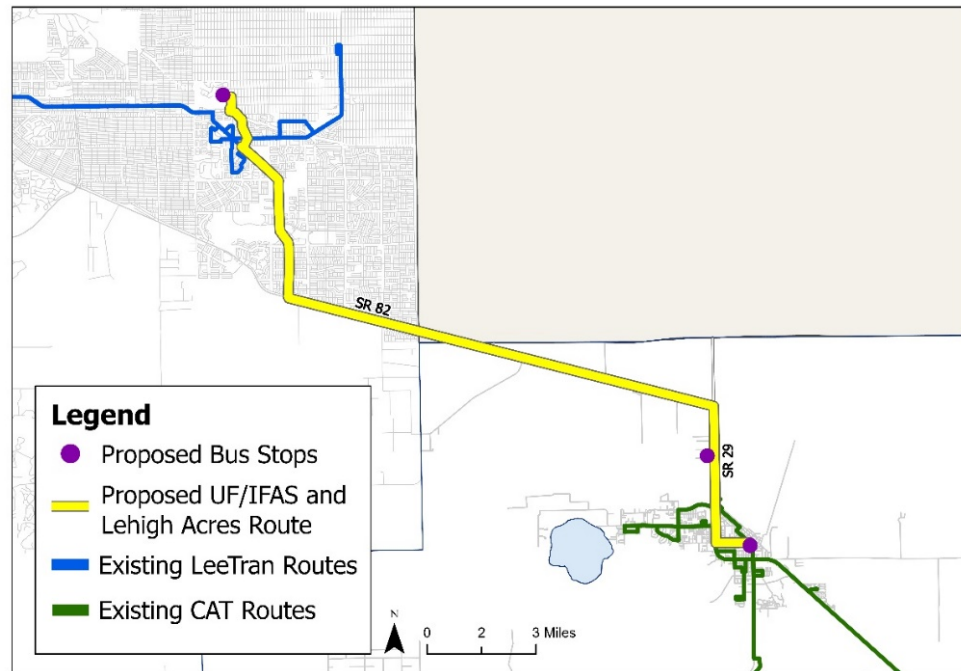
# Recommended Regional Route



# 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.

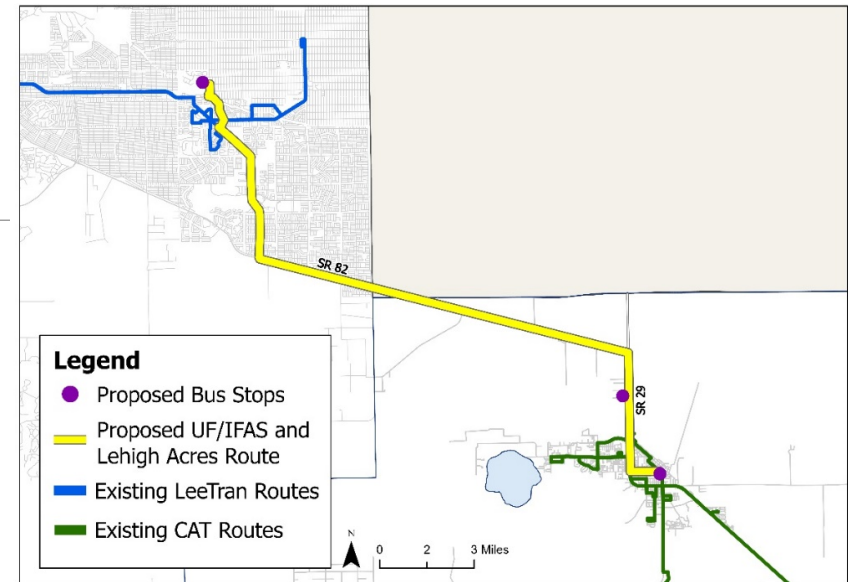
**UF/IFAS Satellite Campus Bus Stop:** This stop is proposed along the existing southbound right-turn lane to the campus.

- Proposed for inbound service only.

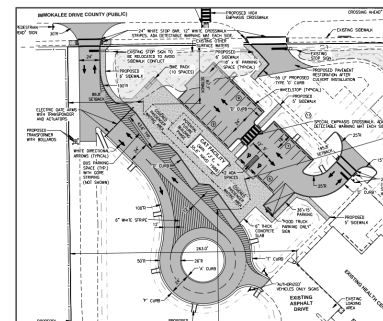
## Lee County Bus Stop:

**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

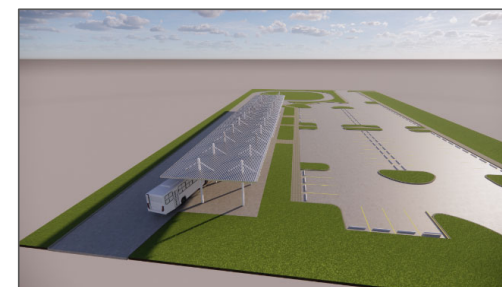
- Turnaround point for the route's inbound and outbound service.



## 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

# Annual Operating Costs

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Annual Operating Cost is approximately \$605,000 per year. This was determined using CAT's current average operating cost of \$112/hour for a route.

| Travel Type          | Miles | Travel Type          | Hours | Annual Cost Type                       | Annual Operating Cost |
|----------------------|-------|----------------------|-------|--|-----------------------|
| Daily Revenue Miles  | 333.3 | Daily Revenue Hours  | 11.0  | Total operating cost per revenue hour  | \$450,000.00          |
| Deadhead Miles       | 87.2  | Deadhead Hours       | 3.8   | Total deadhead cost (hours)            | \$155,000.00          |
| Daily Platform Miles | 420.5 | Daily Platform Hours | 14.8  | Total operating cost per platform hour | \$605,000.00          |

# 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 |
| <b>Break</b>                |                                     |  |                                     |                          |                                     |                             |             |
| 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

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## 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.***



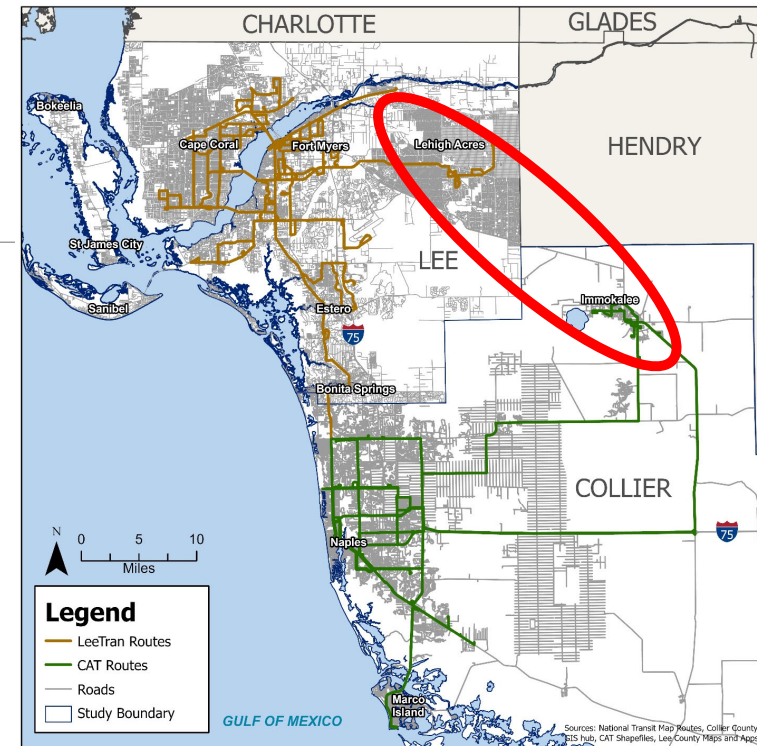
Since the proposed additional regional route would be operated by a CAT bus and there is only one existing regional route, which is operated by a LinC bus, ***it is recommended to maintain the existing separate fare structure***, where each agency charges their own fares and retains revenues collected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