

**Lee County Transit
Transportation for Lee County Plan**

FINAL REPORT

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TRANSPORTATION FOR LEE COUNTY PLAN

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INTRODUCTION/BACKGROUND

BACKGROUND

President Bush signed Executive Order 13330 on February 24, 2004, creating the Interagency Transportation Coordinating Council on Access and Mobility. This council was designed to undertake collective and individual departmental actions to reduce duplication among federally funded human service transportation services, increase the efficient service delivery of such services, and expand transportation access for older individuals, persons with disabilities, persons with low-income, children, and other disadvantaged populations within their own communities.

This initiative was strengthened by the 109th Congress with the passage of the Safe Accountable Flexible Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) in 2005. The SAFETEA-LU legislation requires that beginning in FY 2007 grants under certain programs would be dependent on the completion of a locally developed and coordinated transportation plan. The plan must be developed through a process that includes representatives of the public, private, nonprofit transportation and human services providers, and participation by the public. This Locally Coordinated Human Services Transportation Plan (LCHSTP) is an effort to promote a publicly driven approach to planning, coordinating, and funding of transportation services. The LCHSTP should contain enough information on local demographics and markets to be used as a tool for implementing the most needed services to have the greatest impact on improving transportation for the covered populations. The LCHSTP is a federal requirement for three funding programs:

- **The Special Needs of Elderly and Individuals with Disabilities (E&D) 5310** program provides funding, allocated by a formula, to states for capital projects to assist in meeting the transportation needs of older adults and persons with disabilities.
- **The Job Access and Reverse Commute (JARC) 5316** program provides formula funding to states and designated recipients to support the development and maintenance of job access projects designed to transport welfare recipients

and eligible low-income individuals to and from jobs and activities related to their employment. The JARC program also supports reverse commute projects designed to transport residents of urbanized and non-urbanized areas to suburban employment opportunities.

- **The New Freedom (NF) 5317** program is a new program established by SAFETEA-LU. The purpose of the New Freedom program is to provide new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.). These new services are intended to assist individuals with disabilities with transportation including transportation to and from jobs and employment support services.

INTRODUCTION

Chapter 427 of the *Florida Statutes* establishes the Special Transportation and Communication Services as provided by the Commission for the Transportation Disadvantaged through the Department of Transportation. According to Chapter 427 of the *Florida Statutes* and Rule 41-2 of the *Florida Administrative Code*, the Commission for the Transportation Disadvantaged is responsible for accomplishing the coordination of transportation services provided to transportation disadvantaged individuals in the State of Florida. Transportation disadvantaged individuals are those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities.

The metropolitan planning organization (MPO) or the designated official planning agency (DOPA) recommends to the Florida Commission for the Transportation Disadvantaged a single community transportation coordinator (CTC) for the designated service area and estimates the available funds for transportation disadvantaged services. Good Wheels, Inc. serves as the CTC for Lee County. The CTC may provide all or a portion of needed transportation services for the transportation disadvantaged; however, the CTC is

responsible for the provision of those coordinated services. The performance of the CTC shall be evaluated, at a minimum, annually by the local coordinating board (LCB). Chapter 427, *Florida Statutes*, sets forth with specificity the duties and responsibilities of a CTC. The CTC is responsible for the delivery of transportation services for the transportation disadvantaged including the elderly, low-income, and disabled populations. The CTC's duties include developing a Memorandum of Agreement with the Commission for the Transportation Disadvantaged, identifying barriers to transportation, setting goals and objectives to improve transportation, executing contracts for service, collecting annual operating data, reviewing transportation operator contracts annually, maximizing the utilization of school bus and public transportation services, coordinating the Transportation Disadvantaged Service Plan (TDSP), reviewing applicants for local government, Federal, and state transportation disadvantaged funds, and establishing priorities with regard to the recipients of nonsponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys.

The LCB provides information, advice, and direction to the CTC on the coordination of services to be provided to the transportation disadvantaged. The LCB reviews and approves the CTC's TDSP for consistency with approved guidelines, goals, and objectives of the LCB, evaluates services provided in meeting the approved plan, and reviews the coordination strategies of service provision to the transportation disadvantaged.

The TDSP is a five-year plan developed by the CTC, the LCB, and the MPO staff. The TDSP is an annually updated tactical plan containing a Development Plan identifying the needs and resources available to the systems and the long term goals and objectives for improving the coordinated system; a one-year Service Plan identifying operational and administrative structure; quality assurance; and cost/revenue allocation and rate structure justification. The TDSP is developed in accordance with state legislative requirements and criteria established by the Florida Commission for the Transportation Disadvantaged. LeeTran intends to incorporate its locally coordinated human services transportation plan (LCHSTP) into the next annual update of the Lee County TDSP to ensure consistency with the goals and objectives identified in the plan.

In accordance with the Americans with Disabilities Act (ADA), transit agencies are required to provide paratransit services to individuals who, due to a functional disability, are unable to access or use the fixed-route bus service. Eligibility for complementary paratransit services is based upon the nature of the individual's disability and upon the origin and destination of the requested trip. The origin and destination of the trip itself must be within a ¾-mile distance from a fixed-route.

Designated Recipient

LeeTran was designated in 2008 by the Governor of the State of Florida to serve as the recipient of funding under the JARC and NF grant program that is attributable to the Cape Coral/Ft. Myers Transportation Management Area (TMA). The urbanized area is inside Lee County and includes approximately 378,220 permanent residents. The Lee County Metropolitan Planning Organization (MPO) will participate in the application and selection process for subgrantees. But LeeTran, as the designated recipient, provides all of the JARC and NF program staff administrative activities for the TMA.

LeeTran in partnership with the Lee County Metropolitan Planning Organization (MPO) has developed this LCHSTP to meet the criteria outlined in the SAFETEA-LU legislation regarding JARC, NF, and E&D funding programs. LeeTran decided to improve upon coordinated transportation services for the County by prioritizing, selecting, and funding human services transportation projects.

The LCHSTP will assist the County in creating a broader perspective for coordinating public transportation services in the area. This planning effort is specifically meant to ensure public transportation services and improvements benefit elderly, disabled, low-income, and unemployed populations. In addition to meeting the needs of the target populations, the legislation requires an extensive public involvement initiative.

This plan focuses on unmet transportation needs for all target populations and potential solutions specifically for JARC and NF funding, as FDOT will receive and administer the E&D program. The State of Florida DOT has an existing competitive selection process to administer 5310 funding to transportation providers serving the elderly and disabled that is in compliance with the federal guidelines effective May 1, 2007. The unmet

needs and potential solutions to address the needs of the elderly and disabled populations identified in the plan will be used to support project selection under the 5310 program.

State of Florida

The State of Florida has been characterized as having a high elderly population in comparison to other states, which directly affects the provision of transportation services. Elderly populations tend to have a higher demand for transportation alternatives to sustain a healthy quality of life. As their ability to drive decreases or income restrictions prevent access to private automobiles, public services help provide for the needs of these individuals. Based on the 2006 Bureau of Economic and Business Research (BEBR) projections, Florida's population is comprised of 17.2 percent or 3.16 million persons that are age sixty-five and older.

In addition to the many older residents, 22 percent of Florida's population qualifies as having a disability according to the 2000 U.S Census. Because of their mental, physical or emotional constraints, many of these individuals require mobility assistance to access day-to-day activities.

Another target group addressed in the LCHSTP is persons who cannot access transportation based upon affordability. According to BEBR, Florida had a relatively low unemployment rate of 3.3 percent in 2006 while the national average was 4.6 percent. Despite low unemployment rates, many residents still have difficulty obtaining their own transportation due to unemployment or low incomes. In fact, 12.6 percent of Florida's population live below the federal poverty level based on 2006 U.S. Census Bureau estimates.

The federal poverty level is measured by size of family and number of related children under the age of 18. The 2007 poverty levels are displayed in Table 1-1 below. For mapping purposes, this plan considers low-income as all single-person households (under 65 years) with an annual household income below \$10,000 and so forth as described in Table 1-1. It should be noted, however, that many public transportation

programs define low income as some percentage of the Federal Poverty Level, i.e., 200 percent, 150 percent.

**Table 1-1
2007 Federal Poverty Levels (in dollars)**

Size of family unit	Related children under the age of 18								
	None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individuals)									
Under 65 years	10,787								
65 years and over	9,944								
Two persons									
Households under 65 years	13,884	14,291							
Households 65 years and over	12,533	14,237							
Three persons	16,218	16,689	16,705						
Four persons	21,386	21,736	21,027	21,100					
Five persons	25,791	26,166	25,364	24,744	24,366				
Six persons	29,664	29,782	29,168	28,579	27,705	27,187			
Seven persons	34,132	34,345	33,610	33,098	32,144	31,031	29,810		
Eight persons	38,174	38,511	37,818	37,210	36,348	35,255	34,116	33,827	
Nine persons or more	45,921	46,143	45,529	45,014	44,168	43,004	41,952	41,691	40,085

Source: U.S. Census Bureau

JARC-funded projects are intended to service welfare recipients or other eligible low-income persons. SAFETEA-LU defines eligible low-income persons as individuals whose family incomes are at or below 150 percent of the federal poverty line, as shown in Table 1-2 below. The New Freedom Program is intended to service individuals with disabilities and does not restrict the income level of individuals served.

**Table 1-2
Federal Poverty Levels at 150% (in dollars)**

Household Size	2007 Monthly Income Limit (150% of Federal Poverty Line)
1	1,348
2	1,736
3	2,027
4	2,673
5	3,224
6	3,708
7	4,267
8	4,772
For each additional person	+ 968

This statewide data highlights the fact that transportation issues are not just a local problem and also reinforces the need for more coordination to develop long-term, sustainable solutions that are available to the majority of those in need. While the local conditions vary based on the availability of adequate paying jobs, affordable housing, and existing services, the LCHSTP will provide alternatives that meet the needs of the targeted populations across the board.

Lee County

Lee County is located in southwestern Florida and is bordered on the north by Charlotte County, on the south by Collier County, on the east by Hendry County, and on the west by the Gulf of Mexico. Lee County's population is concentrated primarily in Cape Coral in the northwestern portion of the county, Fort Myers in the central portion of the county, and North Fort Myers in the northern portion of the county. The County has approximately 805 square miles of land area. The County has a population density of 727 persons per square mile. The County encompasses six political jurisdictions: unincorporated Lee County, the City of Bonita Springs, the City of Cape Coral, the City of Fort Myers, the Town of Fort Myers Beach, and the City of Sanibel.

The estimated 2006 population for Lee County totaled 585,608, making it the eighth largest county in the state. Of this population, approximately 24 percent are age 65 and older, 16 percent have some type of disability, 3 percent are unemployed and 9 percent are living in poverty as defined by the U.S. Census Bureau. In addition to these statistics, the County's population is diverse with a minority population of approximately 24 percent, and persons of Hispanic origin totaling 15 percent of the total population. The Hispanic population percentage is an important factor as language barriers can limit access to transportation and other social services.

Lee County has experienced moderate and consistent population growth, with an employment market comprised of primarily trade (retail and wholesale). The second largest employment base in Lee is the service industry. Due to moderate-to-low pay in these two fields, public transit is vital to assist workers in these sectors. Additionally, tourism is an important aspect of the economy in Lee County. The influx of tourists during the peak winter season can heavily impact transit ridership, especially seasonal

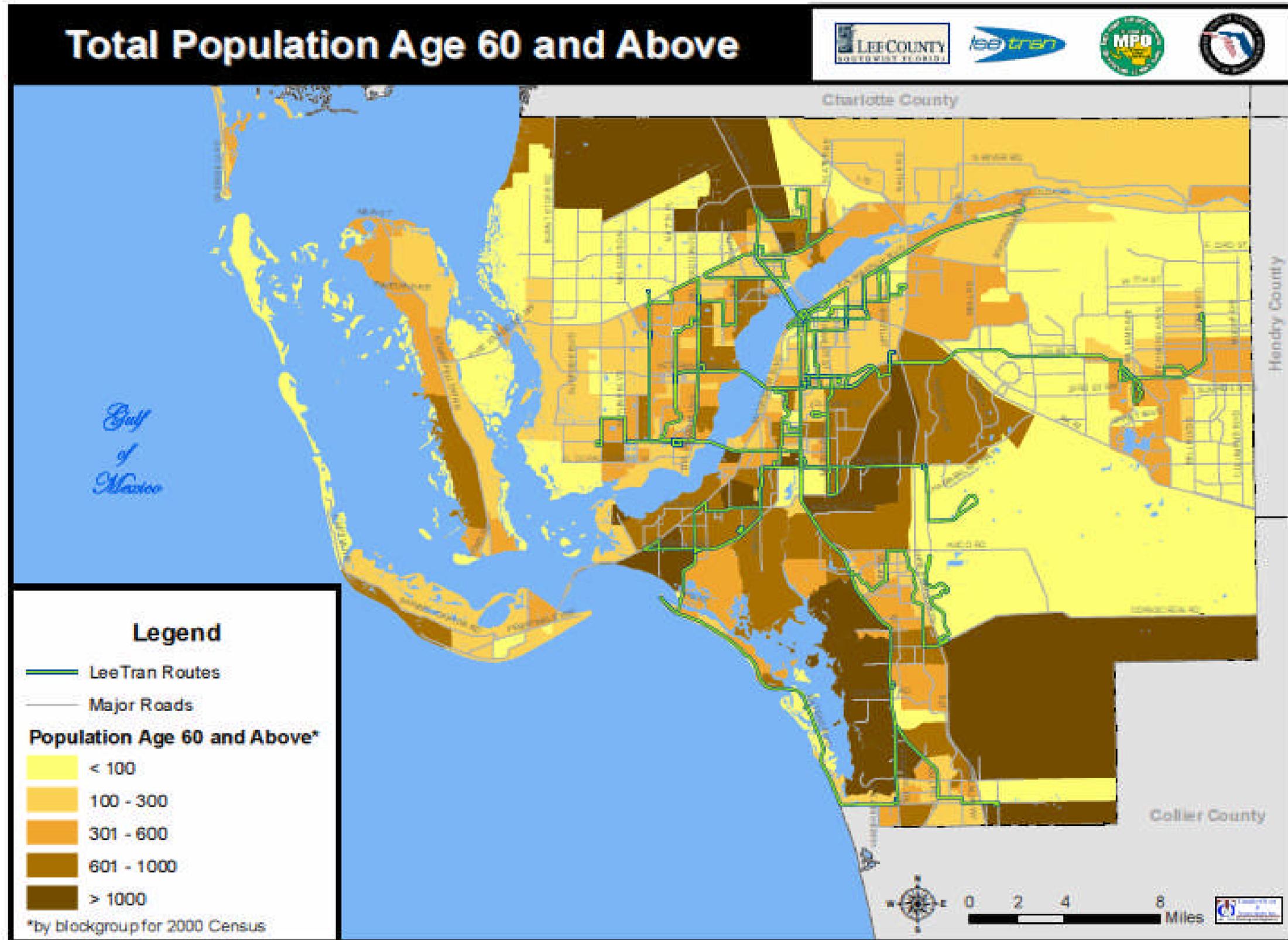
residents 65 years of age or older who rely on public transportation as their only mode of transportation.

A Transportation Disadvantage (TD) service peer review was completed in the Lee County Transit Development Plan (TDP) 2006-2015 Update. Six peers were selected based on data collected from the Florida Commission for the Transportation Disadvantage (FCTD) 2005 Annual Performance Report. The report contains performance measures for paratransit services for counties in Florida. Based on the Lee County value for each performance measure, a range was set by which all Florida counties were awarded points. Counties were awarded one point for each performance measure that fell within 25 percent of the Lee County value. Points were then summed by county. Counties with the highest point totals were then selected for the peer review. These included Lake County, Leon County, Manatee County, Osceola County, and Pasco County. The results of the peer review indicate that Lee County has the largest TD population among the peer group, although it also had the smallest number of total passenger TD trips. The NF program will provide opportunities to expand the transportation mobility options for Lee County's TD population people living outside of the ADA required 3/4-mile paratransit service area.

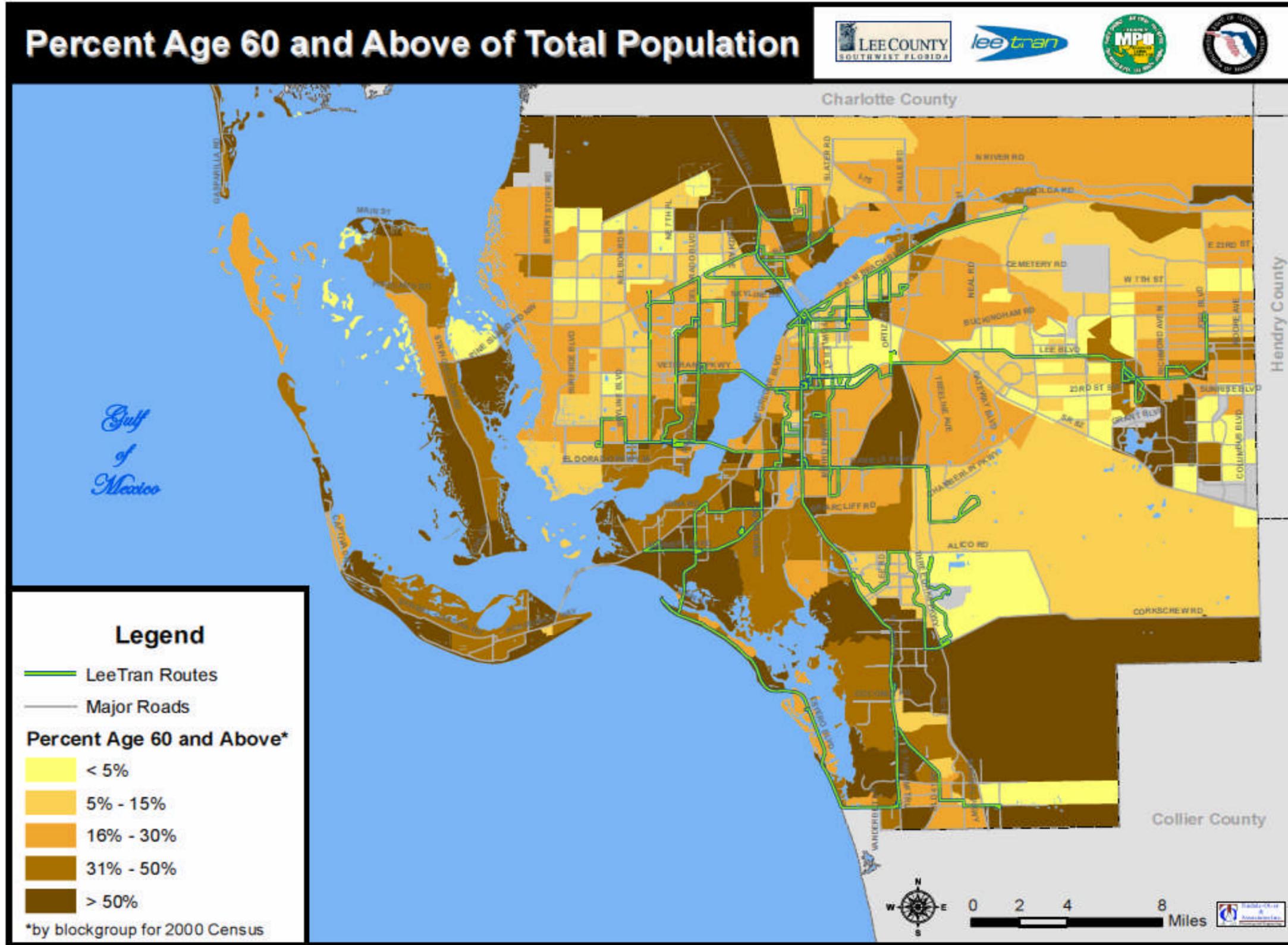
The TDP also identifies high employment within the urban core and commute patterns primarily within the County to access employment. Lee County's continued growth has led to more demand for public transportation services and affordable housing. Like many counties in the State of Florida housing prices in Lee County are outpacing income levels. This trend leads to workers living further away from employment centers and having longer commute times. It also increases congestion.

The following maps illustrate the overall populations of low-income, unemployed, elderly and disabled individuals for Lee County discussed in the text above:

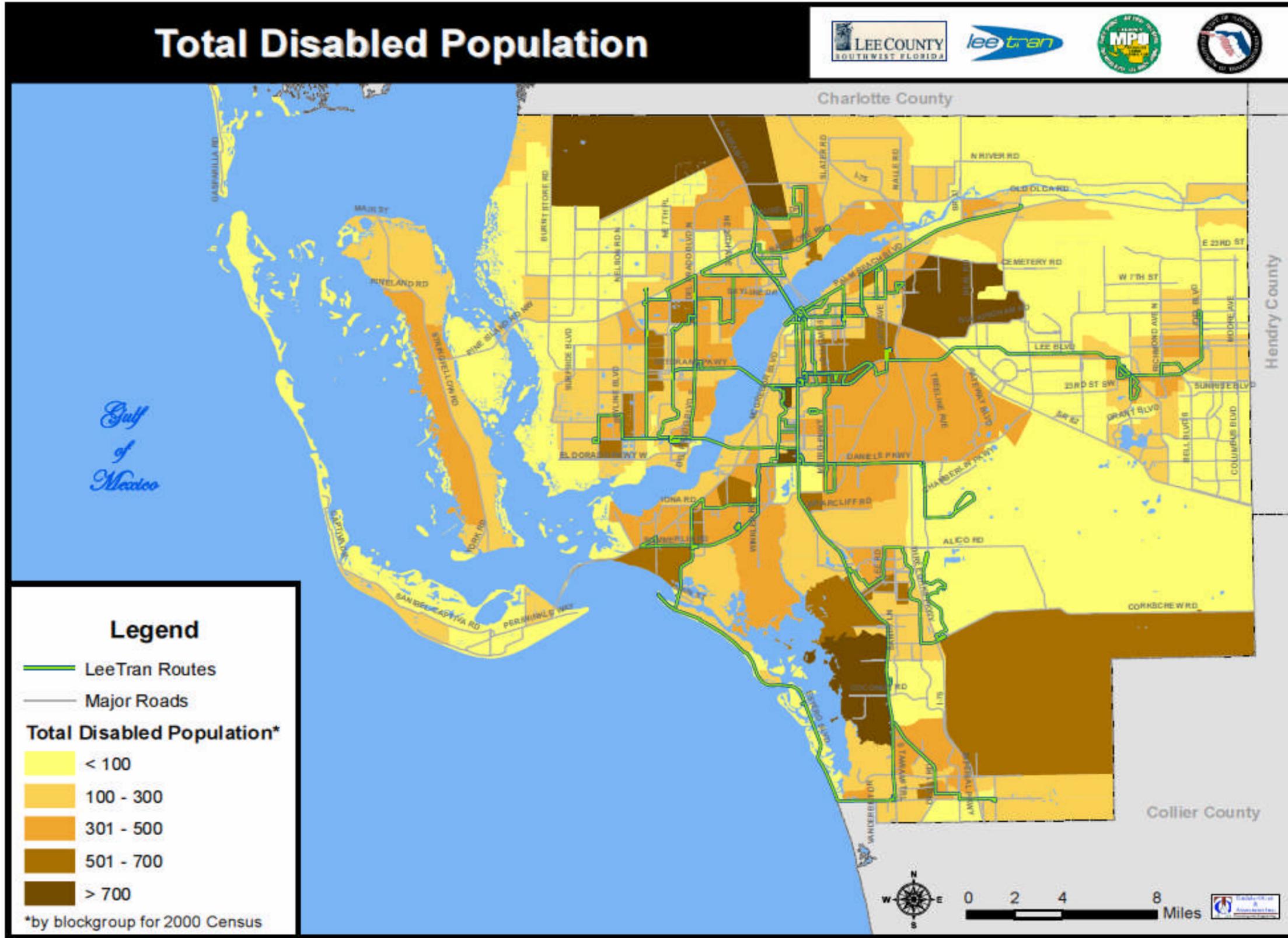
Map 1-1



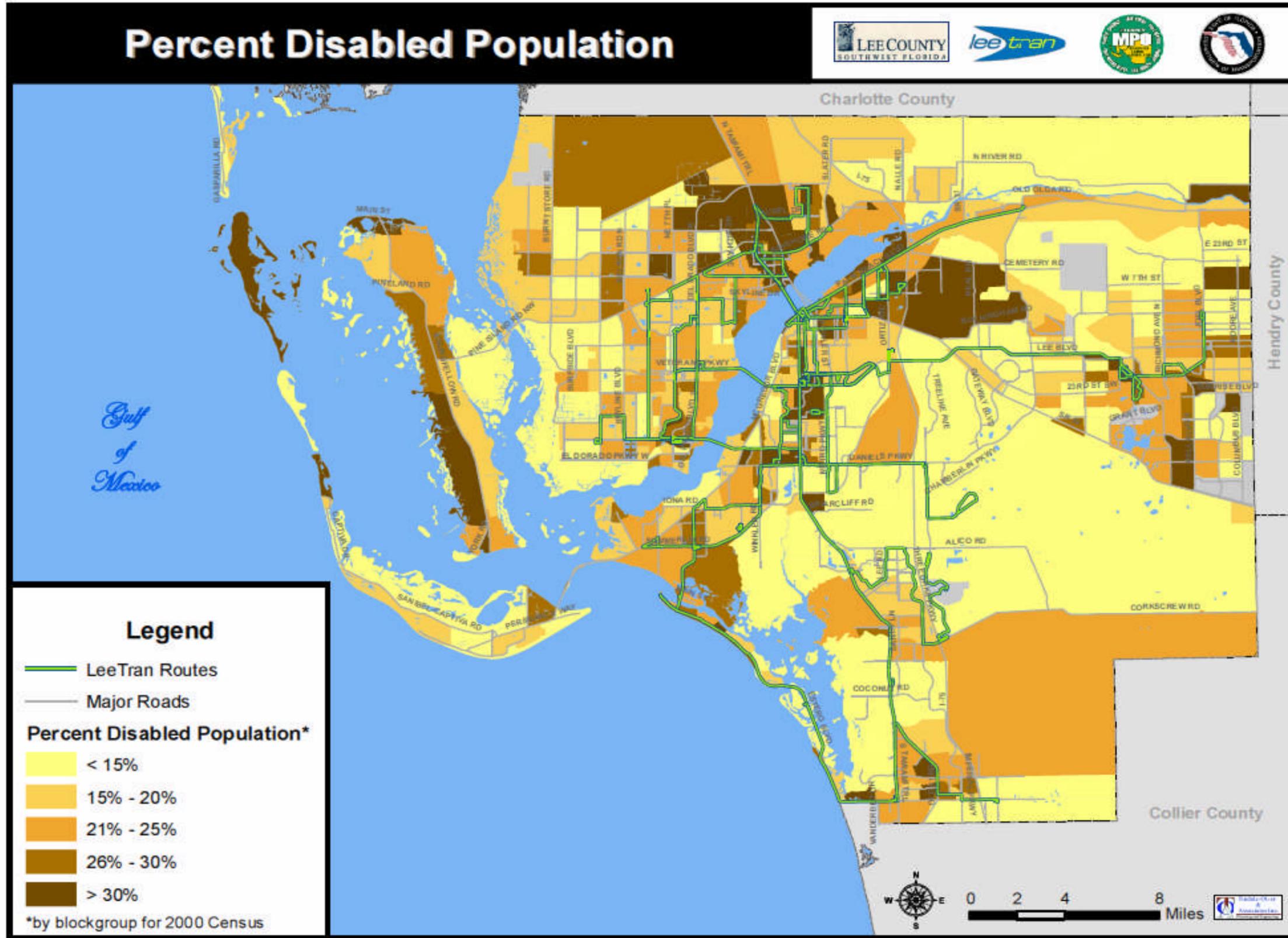
Map 1-2



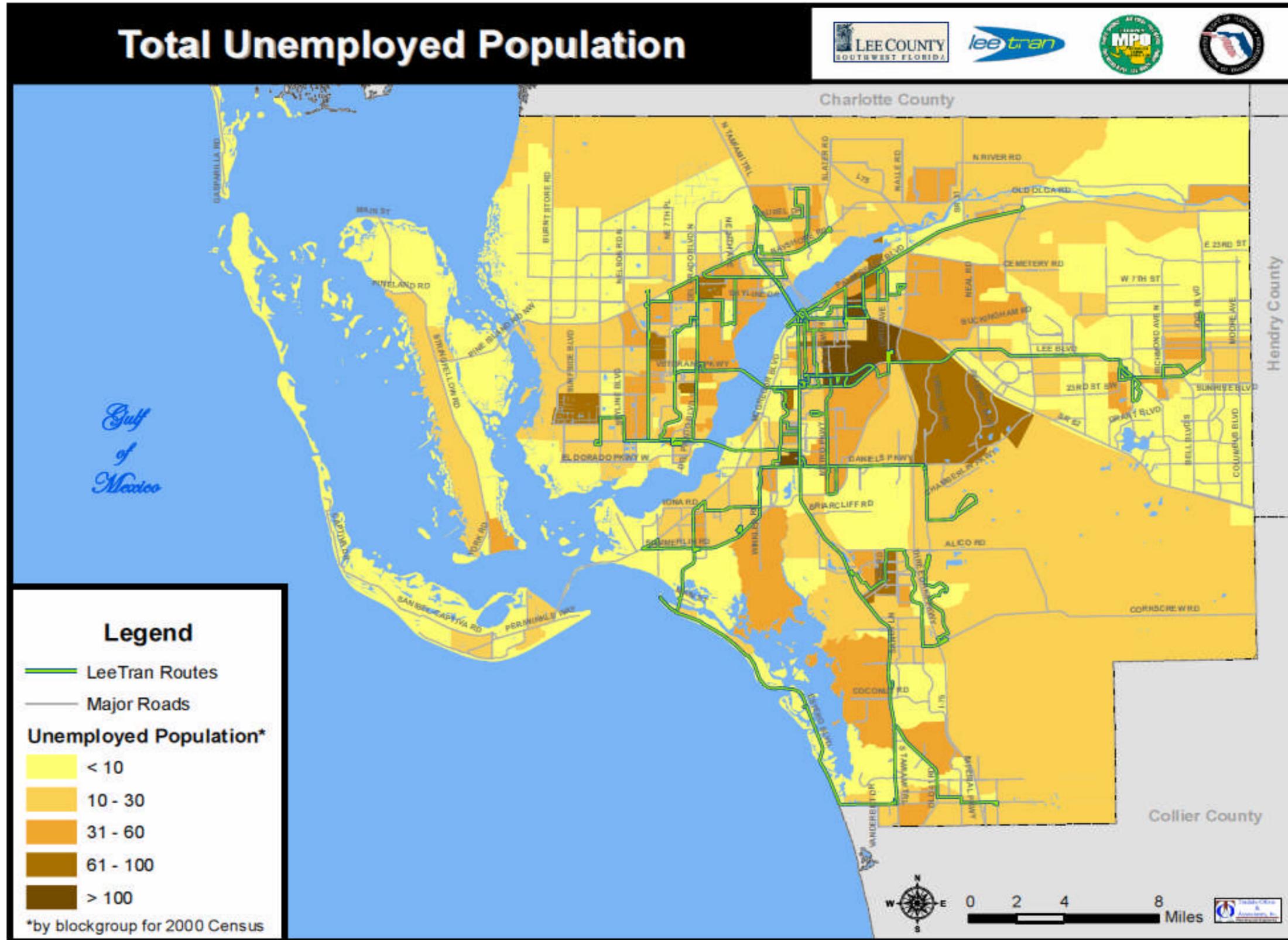
Map 1-3



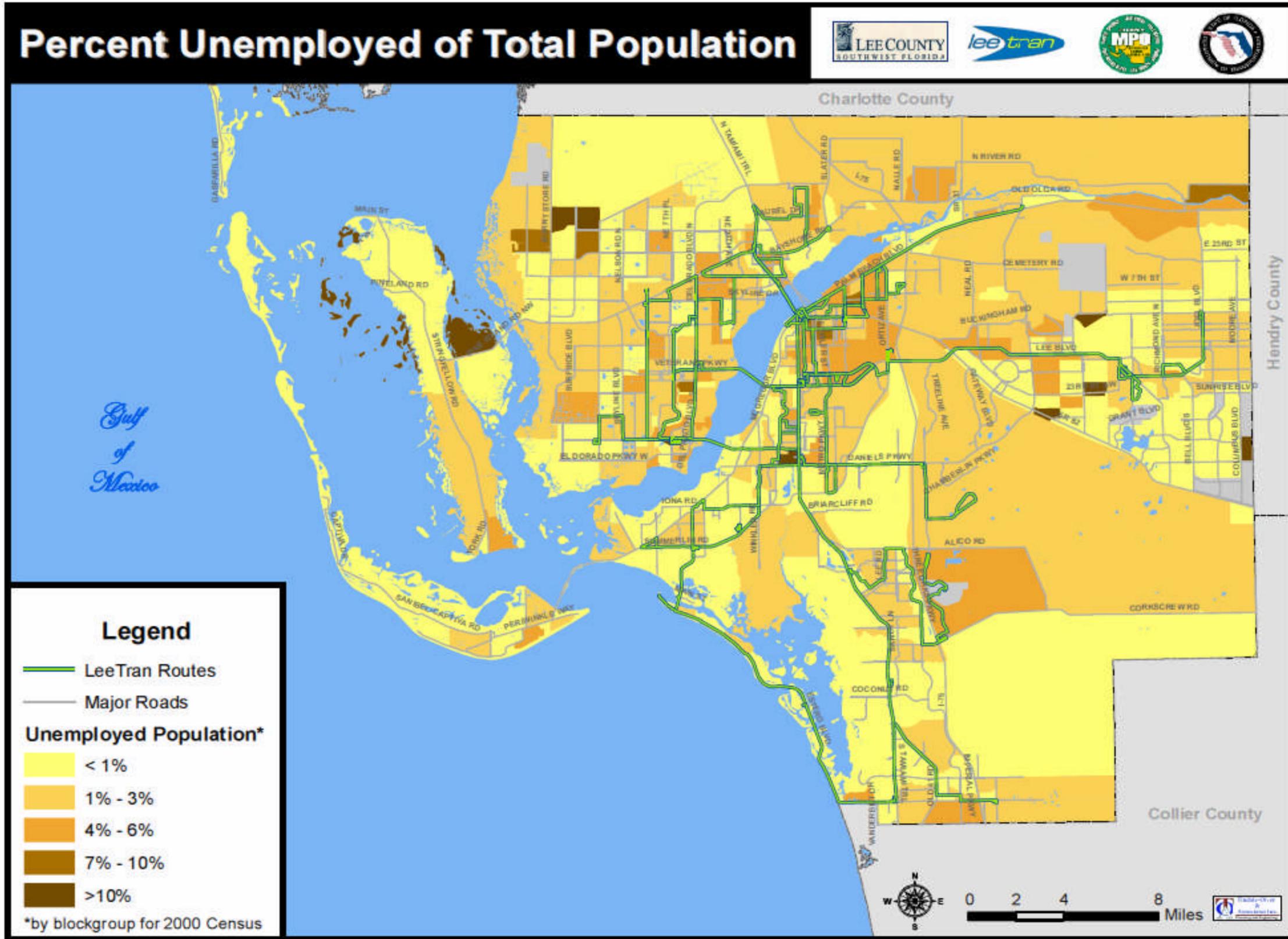
Map 1-4



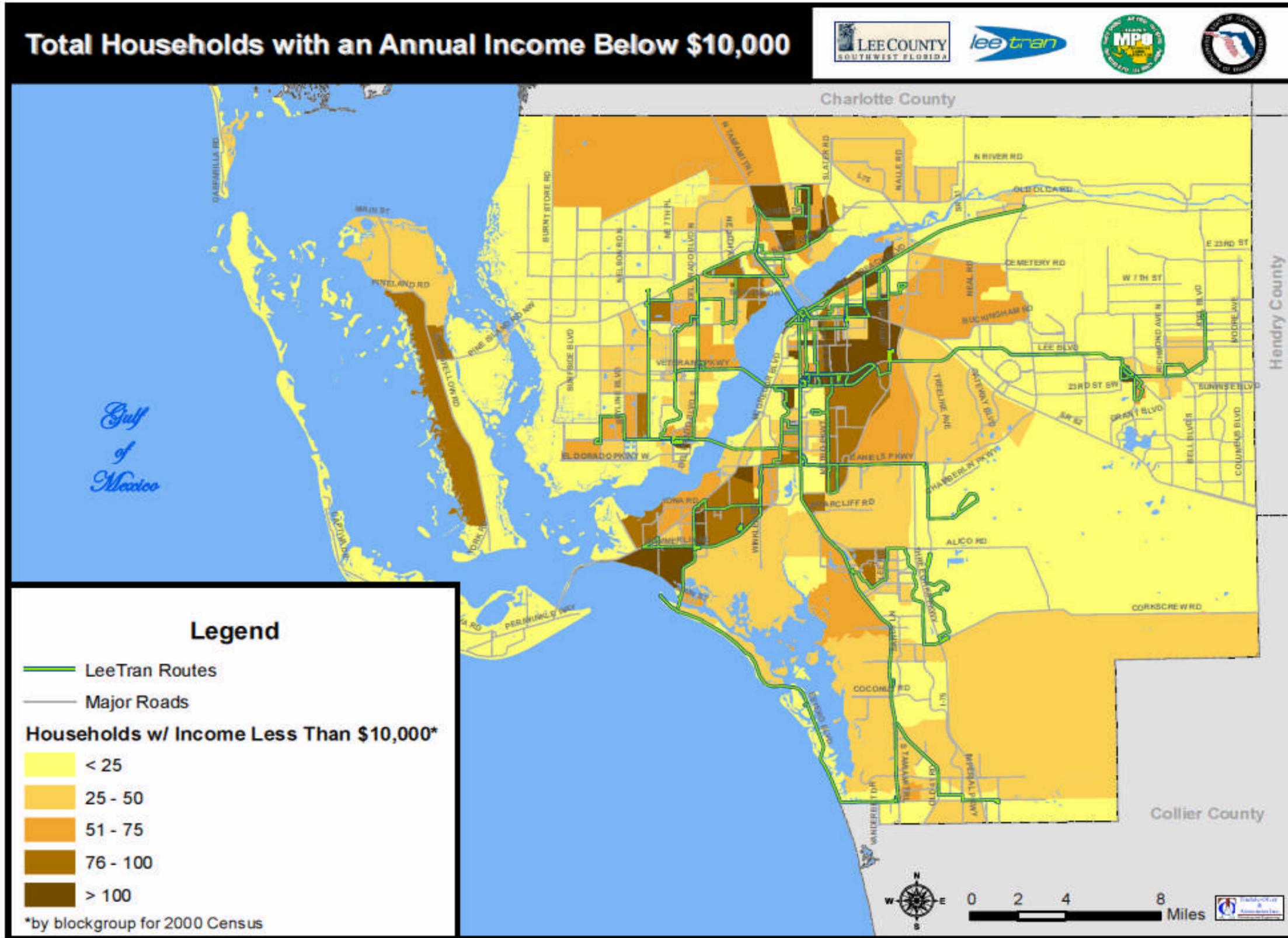
Map 1-5



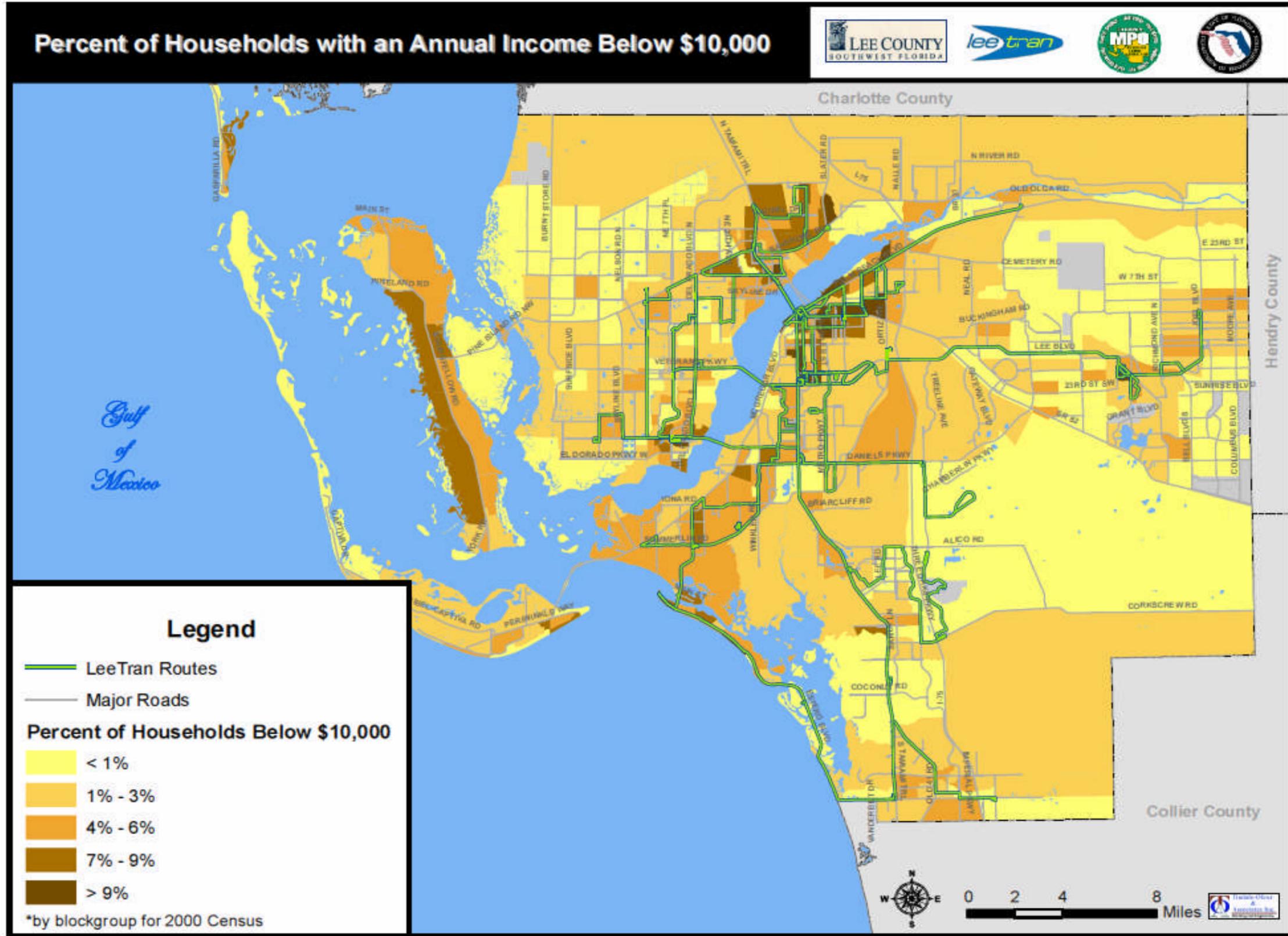
Map 1-6



Map 1-7



Map 1-8



Data Sources

Information regarding transportation needs and potential solutions was available in varying degrees in Lee County based on previous planning and public involvement efforts. Therefore, the data presented in this plan considers many sources including two rounds of public workshops held in Lee County, local area demographics (2000 Census), existing transportation services, coordination with stakeholders (including human service providers, private transportation providers, public transportation providers, members of the public representing targeted populations, Lee County MPO boards and committees), and the following documents:

- Federal Transit Administration (FTA) May 1, 2007 Circulars
 - C 9045.1
 - C 9050.1
 - C 9070.1F

- Lee County
 - 2006-2015 LeeTran Transit Development Plan
 - Lee County 2006 Transportation Disadvantaged Service Plan (TDSP)

The LCHSTP, hereinafter referred to as the Transportation for Lee County Plan (TLC Plan), the name chosen through the public involvement process, comprehensively assesses the transportation services currently available and the deficiencies that need to be addressed to improve service delivery. Because the need for additional services is so great, maintaining the public input aspects of the process to identify which eligible project types should be prioritized for funding will provide the maximum benefit to the community. This plan identifies unmet transportation needs of elderly, disabled, low-income, and unemployed populations while looking at the potential solutions developed through public input in terms of their ability to address the needs of target populations within the scope and funding limits of the JARC and NF Programs.

PLAN METHODOLOGY

PLAN METHODOLOGY

LeeTran, in partnership with FDOT District 1, established a three-tier approach to development of the TLC Plan, which included review of existing data, public involvement efforts, and plan development.

Examples of data that were reviewed during plan development are described throughout this document. In addition to reviewing existing plans, the United We Ride “Framework for Action” toolkit was utilized to guide some public involvement activities. An inventory of existing transportation services provided by public and private entities in the Lee County area was also developed to assist with identifying gaps and overlaps in service.

A public participation strategy was developed to maximize participation and encourage diverse representation of stakeholders throughout the Lee County area. Key elements of the preliminary approach to the public involvement effort are described in Section 4.

LeeTran, through the public involvement process, defined criteria by which projects should receive funding. The criteria both include quantitative and qualitative categories to aid in competitively selecting the best projects to achieve the overall TLC Plan goals:

Plan Goals

- Improve the access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals throughout the Lee County area.
- Provide additional tools to overcome existing barriers facing Americans with disabilities who seek integration into the workforce and full participation in society.
- Remove duplication of transportation services in order to maximize transportation funding within Lee County.

- Increase coordination and communication between transportation and social service providers, through public forums. This should enhance the delivery of public services to clients.
- Provide increased transportation options to less urban area populations to improve access to services and employment.
- Increase support for public transportation programs and funding.
- Increase safety while utilizing public transportation within the Lee County area through pedestrian amenities.
- Enhance quality of life for elderly and disabled populations by providing greater access to the community from public transportation services.
- Increase housing and employment options by ensuring transportation connectivity throughout the Lee County area.

The TLC Plan objectives for plan development are listed below:

Plan Objectives

- Utilize Framework for Action Assessment Tool to produce a working plan.
- Encourage adequate opportunities for public participation.
- Continue and increase program funding until adequate levels of service exists.
- Create partnerships and encourage opportunities for coordination.

Service Area Goals

Prior to any LCHSTP requirement, LeeTran conducted various transportation planning activities for the Cape Coral/Ft. Myers urbanized area. These activities led to the development of various documents that established goals with regard to the delivery of

existing and future transportation services. The goals listed below from previous efforts help to support the goals of this plan and the JARC and NF grant programs.

Lee County (TDSP and LeeTran TDP)

- Increase the market share for transit.
- Provide an efficient, high quality service.
- Prioritize bus stop infrastructure and pursue funding for improvement of new and existing stops.
- Provide at most one-hour headways on all routes and seek to improve route headways as funding allows.
- Build meaningful community partnerships.
- Integrate innovative planning and technology.
- Ensure the long-term viability and stability of the service.
- Coordinate with public and private agencies and other providers of transportation services to develop and implement a coordinated transportation system that meets the needs of transportation disadvantaged persons, both sponsored and non-sponsored, within funding limitations that enhances compliance with Florida Statute 427.
- Coordinate with other counties to promote ride-sharing practices and formulate cost efficient and effective transportation arrangements.
- Work towards establishing accessible transfer facilities to enhance coordination, reduce duplication of service, and enable the safe, convenient, and cost efficient and effective transfer of passengers between transportation systems.

- Deploy a sufficient quantity of vehicles each day to meet the demand for scheduled trips, mindful of the peak periods.
- Carry out a public information program to assist current and prospective riders in the proper use of the transportation system.
- Provide opportunities designed to educate the community regarding the need for sponsored transportation, the services available, and the need for the expansion of services, by speaking to clubs and other networks.
- Investigate and implement new training programs, and topics, as appropriate, such as passenger travel training.

Plan Development

Plan development includes the following major components:

- Identification of deficiencies and unmet needs – Deficiencies and unmet public transportation needs were summarized along with the existing services that attempt to address these needs.
- Inventory of existing providers' capabilities and identification of redundancies and gaps in service – The inventory and assessment of existing providers was presented as the baseline for understanding current conditions.
- Development of a framework for project identification and prioritization based in part on feedback from the Phase I public meeting – Information was developed to provide guidance to stakeholders as to what is valued in a potential project (innovation, ability to address unmet need, availability of matching funds, etc.).
- Identification of examples of innovative projects – Examples of innovative projects was provided to further illustrate what projects might receive positive ratings in a competitive project prioritization process.

- Development of a project prioritization process, including evaluation criteria – A step-by-step project prioritization process was prepared based on input from stakeholders and LeeTran. Evaluation criteria and scoring guidance was provided to facilitate comparative evaluations of projects.
- Development of a process for annual plan updates – Procedures were documented to provide guidance for future annual updates to the plan.
- Development and refinement of the plan – Review of the plan was facilitated by local boards and committees, human service agencies, and stakeholders as the final process in plan development.

Project Process

As part of developing the TLC Plan, LeeTran also developed an application process for JARC and NF funding. The project funding application is identified in Appendix F. Interested parties will be given approximately 21 days to submit applications for funding. After submission, the selection committee will review and rank submitted applications. Next, the selection committee will meet and discuss the submitted applications and select those projects for funding that best meet the unmet demand, serve the target populations, are within the funding limits, and can be implemented within a reasonable timeframe. A notice will be sent to all project applicants notifying them of whether or not their projects will be funded and the dollar amount they will be given.

TRANSPORTATION SERVICES

EXISTING TRANSPORTATION SERVICES

Public Transit

Lee County is served by Lee County Transit (LeeTran) providing fixed-route service, commuter services, and Passport paratransit service. LeeTran has an extensive network of transit services that includes 16 fixed-route bus lines, 1 express bus route, 1 trolley route, 2 park-and-ride trolleys, and 1 downtown area shuttle. The following maps show that the existing fixed-route system serves many of the major medical facilities, public housing, senior centers, and employers in the County.

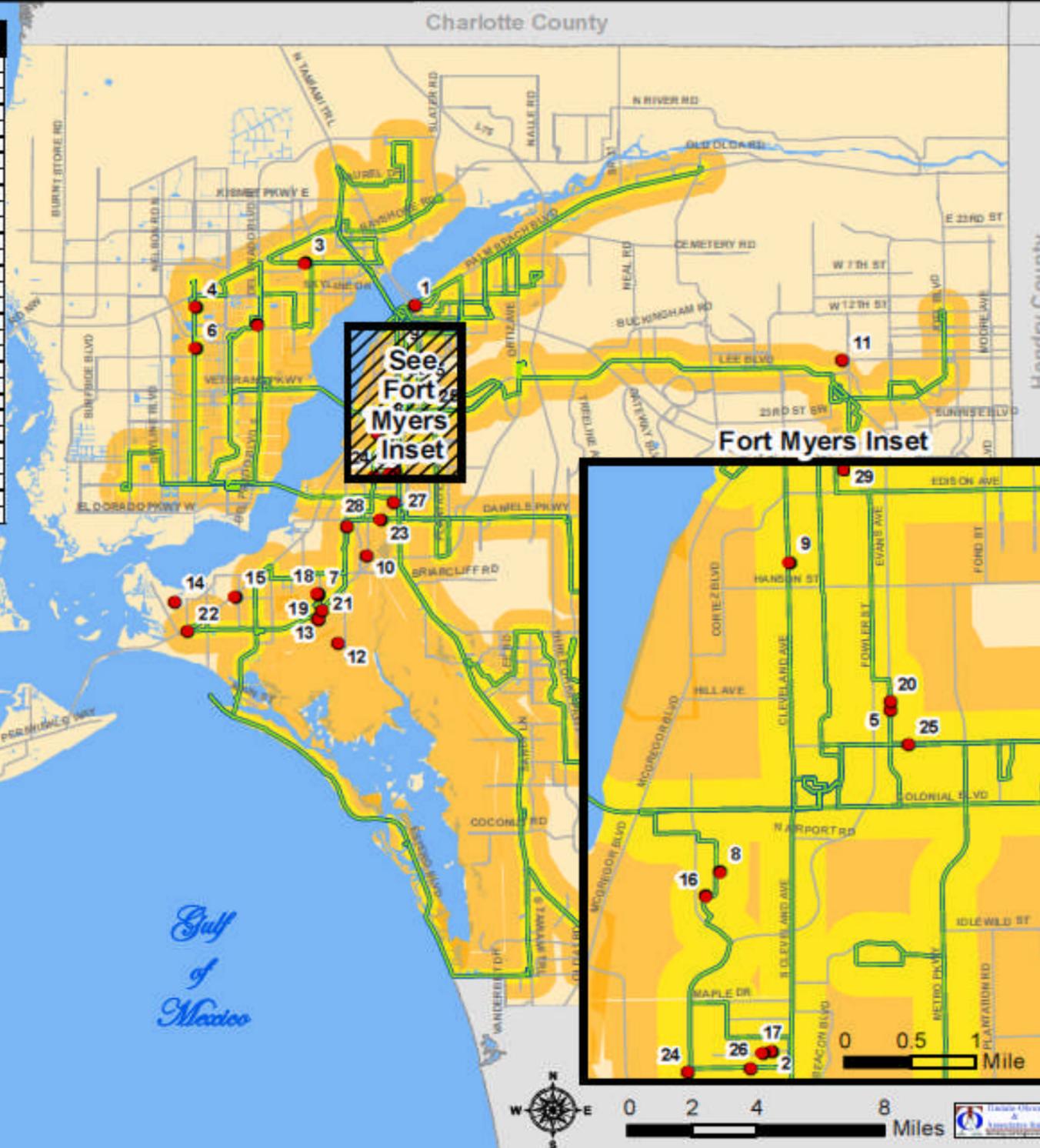
In the spring of 2005, LeeTran established the LeeTran Passport service to provide the ADA service for LeeTran. The Passport division provides the necessary paratransit administrative functions in-house as well as operates vehicles providing ADA trips. Prior to establishing Passport, LeeTran contracted out its ADA service to private vendors. On a typical day, Passport deploys between 37-40 paratransit vehicles, providing approximately 515 door-to-door trips daily. Average annual ridership statistics for Passport are approximately 132,000 door-to-door trips, 97,000 vehicle hours of service, and 1,433,000 vehicle miles a year. While Good Wheels, Inc. serves as the CTC and coordinates the provision of transportation disadvantaged trips for the entire Lee County service area, LeeTran's Passport provides ADA paratransit door-to-door service for trips located within a ¾-mile distance from the fixed-route bus service. Passport trips are provided to eligible individuals who, due to a functional disability, are unable to access or use LeeTran's fixed-route bus service. Trips are provided to and from locations during the fixed-route system's regular service hours.

As shown in the inventory in Appendix G, and described in greater detail later in this section, other public transportation services are available in Lee County, many of which only serve those people or trip purposes that are eligible based on some sort of criteria. For example, the Transportation Disadvantaged Program provides transportation to people whose incomes are below 200 percent of the federal poverty level, who have no vehicle, and who need the transportation for life-sustaining purposes.

Nursing Homes and Assisted Living Facilities



Map Number	Company	Address	City	Zip
1	Calusa Harbour Health Center	2525 East First St	Fort Myers	33901
2	Citrus Gardens of Fort Myers	7173 Cypress Dr SW	Fort Myers	33907
3	Consulate Healthcare	991 Pondera Rd	Fort Myers	33903
4	Coral Trace Healthcare	216 Santa Barbara Blvd	Cape Coral	33991
5	Evans Healthcare	3735 Evans Ave	Fort Myers	33901
6	Gulf Coast Village Care Center	1333 Santa Barbara Blvd	Cape Coral	33991
7	Health Park Care Center	16131 Rose Rush Ct	Fort Myers	33908
8	Heartland Healthcare Center	1600 Matthew Dr	Fort Myers	33907
9	Heritage Park Rehab and Health	2826 Cleveland Ave	Fort Myers	33901
10	Aleira Sterling House	14521 Lakewood Blvd	Fort Myers	33912
11	Heron Pond	1232 Village Lakes Blvd	Lehigh Acres	33936
12	K&S Homecare Agency	8980 Woodgate Manor Ct	Fort Myers	33908
13	Barrington Terrace	9731 Commerce Center Ct	Fort Myers	33908
14	Arbor at Shell Point	8100 Arbor Ct	Fort Myers	33908
15	Arden Courts	15950 McGregor Blvd	Fort Myers	33908
16	Barkley Place	36 Barkley Cir	Fort Myers	33907
17	Cypress Square	7205 Cypress Dr SW	Fort Myers	33907
18	Encore Senior Village	9461 Healthpark Cir	Fort Myers	33908
19	Heron House	9731 Commerce Center Ct	Fort Myers	33908
20	Hidden Oaks	3625 Meadowbrook Dr	Fort Myers	33901
21	Inn of Cypress Cove	10300 Cypress Cove Dr	Fort Myers	33908
22	Kings Crown at Shell Point	15000 Shell Point Blvd	Fort Myers	33908
23	The Lakes	7460 Lake Breeze Dr	Fort Myers	33919
24	Millbrook Homes of Southwest Florida	5812 Beachwood Trl	Fort Myers	33907
25	Palms	2674 Winkler Ave	Fort Myers	33901
26	The Park Club	1896 Park Meadow Dr	Fort Myers	33907
27	Springwood Court	12780 Kenwood Ln	Fort Myers	33903
28	Villa Palms	6722 Winkler Rd	Fort Myers	33901
29	Westwood Manor	2339 Hooper St	Fort Myers	33901

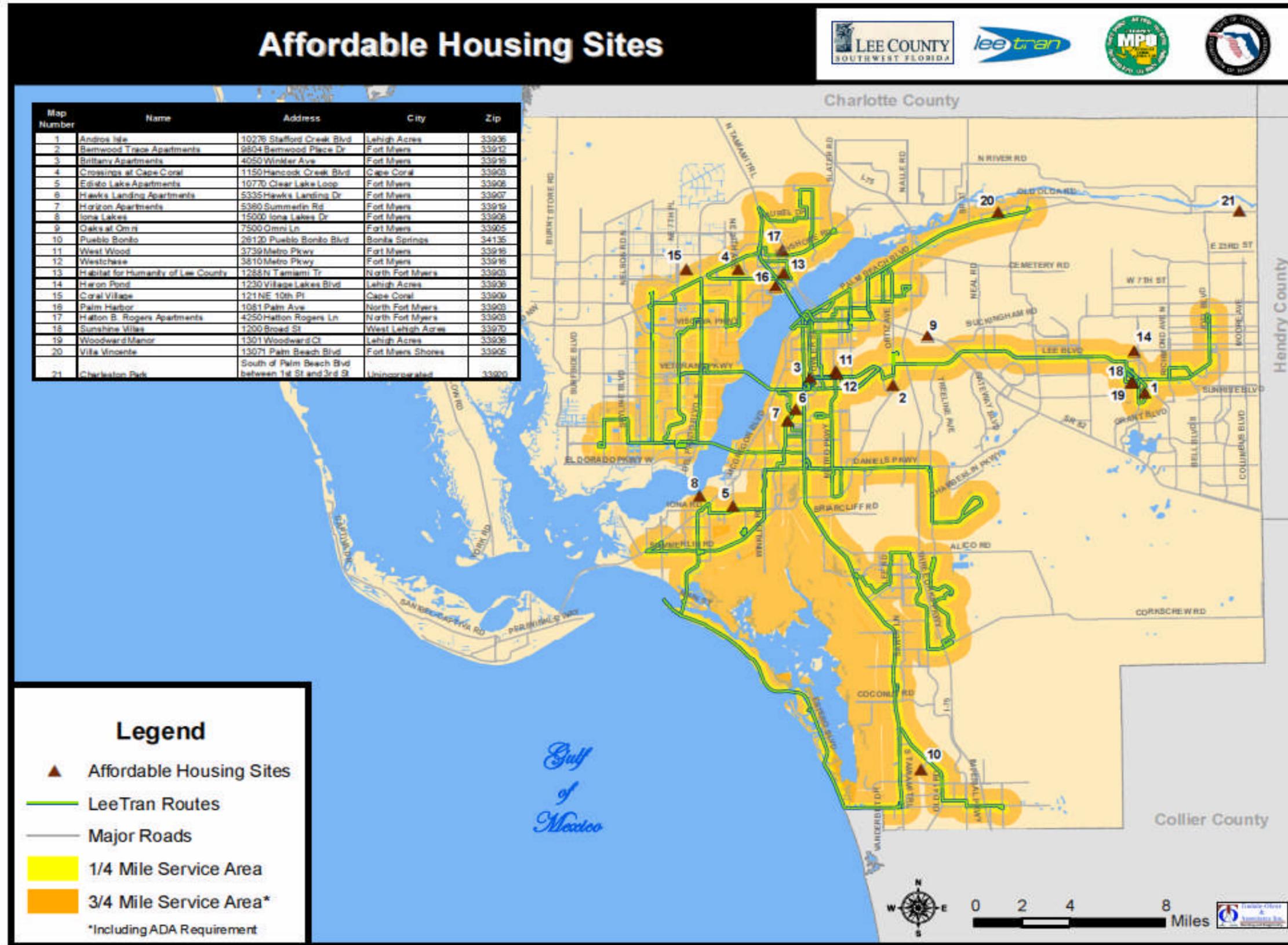


Legend

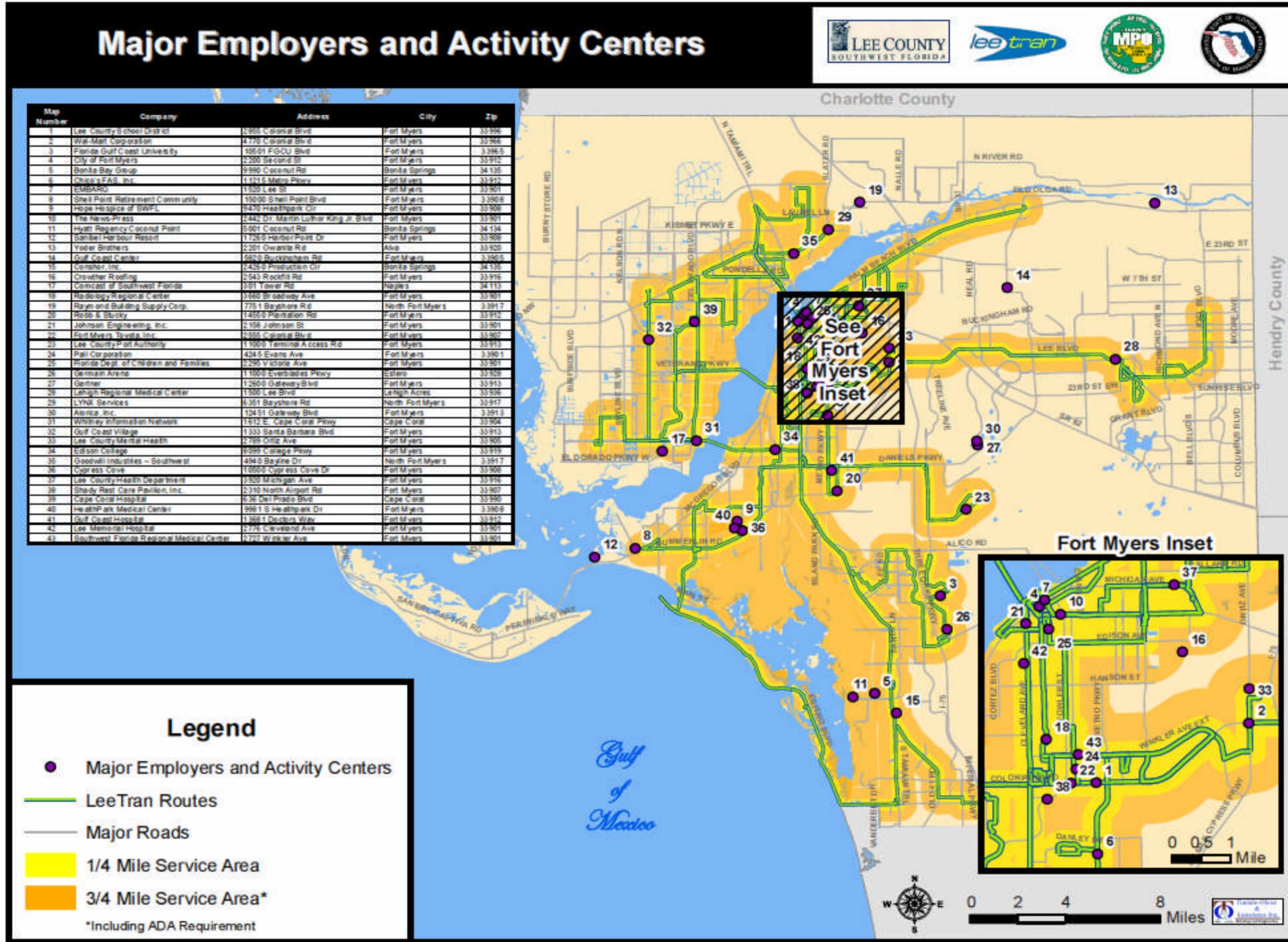
- Nursing Homes and Assisted Living Facilities
- LeeTran Routes
- Major Roads
- 1/4 Mile Service Area
- 3/4 Mile Service Area*

*Including ADA Requirement

Map 3-2



Map 3-3



Non-Profit Transportation Providers

In addition to the public transit services available within Lee County, transportation services are also provided by 5 non-profit agencies. These agencies are members of Florida's coordinated transportation network as governed by Florida Statute 427. Characteristics and limitations of non-profit transportation providers' services are described below.

- 3 providers strictly provide transportation services to people living within facilities operated by the providers.
- 2 require 24 hour notice.
- 1 requires an application and has eligibility requirements.
- 1 provides wheelchair and stretcher service to qualifying passengers.
- 1 charges a round trip fee of \$10.00. Fee assistance is available for qualifying persons through the Transportation Disadvantaged Program.
- 1 operates only within the Cape Coral city limits.
- 1 only operates Monday through Friday from 7:30 a.m. to 4:00 p.m.
- 1 requires riding participants to fill out an emergency information and liability form.

Private Transportation Providers

There are a great number of private transportation providers throughout Lee County. All of those providers are not listed in this report, but are available to supply transportation services. For-profit transportation services are typically not affordable services for daily transportation needs by the target populations due to fixed- or low-incomes and vehicle accessibility issues for the disabled.

- 1 provides wheelchair transport, but the vehicle is currently at maximum capacity with the participating users.
- 1 accepts Medwaiver.
- 1 provides door-to-door service for individuals traveling from group homes to adult day programs at Special Population, Sunrise Community centers, Lee Association for Retarded Citizens (LARC), and New Beginnings.
- Several providers only provide transportation to the airport.

- Private cabs are available 24 hours per day and provide out-of-county service, but charge hourly rates.
- Service costs range from \$10 to \$14.55 or more per one-way trip.
- 2 provide out-of-county stretcher service.
- 1 provides out-of-county wheelchair service.
- 5 providers strictly provide transportation services to people living within facilities operated by the providers.

A detailed list of transit routes serving Lee County, non-profit, and private transportation providers is in Appendix G. Several non-profit and private providers contained in the inventory have a coordinated contract as required by the Florida Commission for the Transportation Disadvantaged (CTD).

Conclusion

While the Lee County area has a transportation network comprised of public, non-profit, and private transportation providers, these services fail to provide 7-day a week, 24-hour a day access to the target populations. Many of the transportation services outside of public transit require either an application or some type of qualifying measure to utilize the service. The realm of available services, for the most part, serves medical trip purposes. This creates quite a disparity for the target populations with regard to accessing employment, education, and other quality of life services.

Typically, some degree of existing transportation service is available in urban areas and near most major medical and senior center facilities. Several major employers and affordable housing sites are without transportation service as shown in Map 3-2 and Map 3-3. Those areas without an adequate degree of service are discussed below.

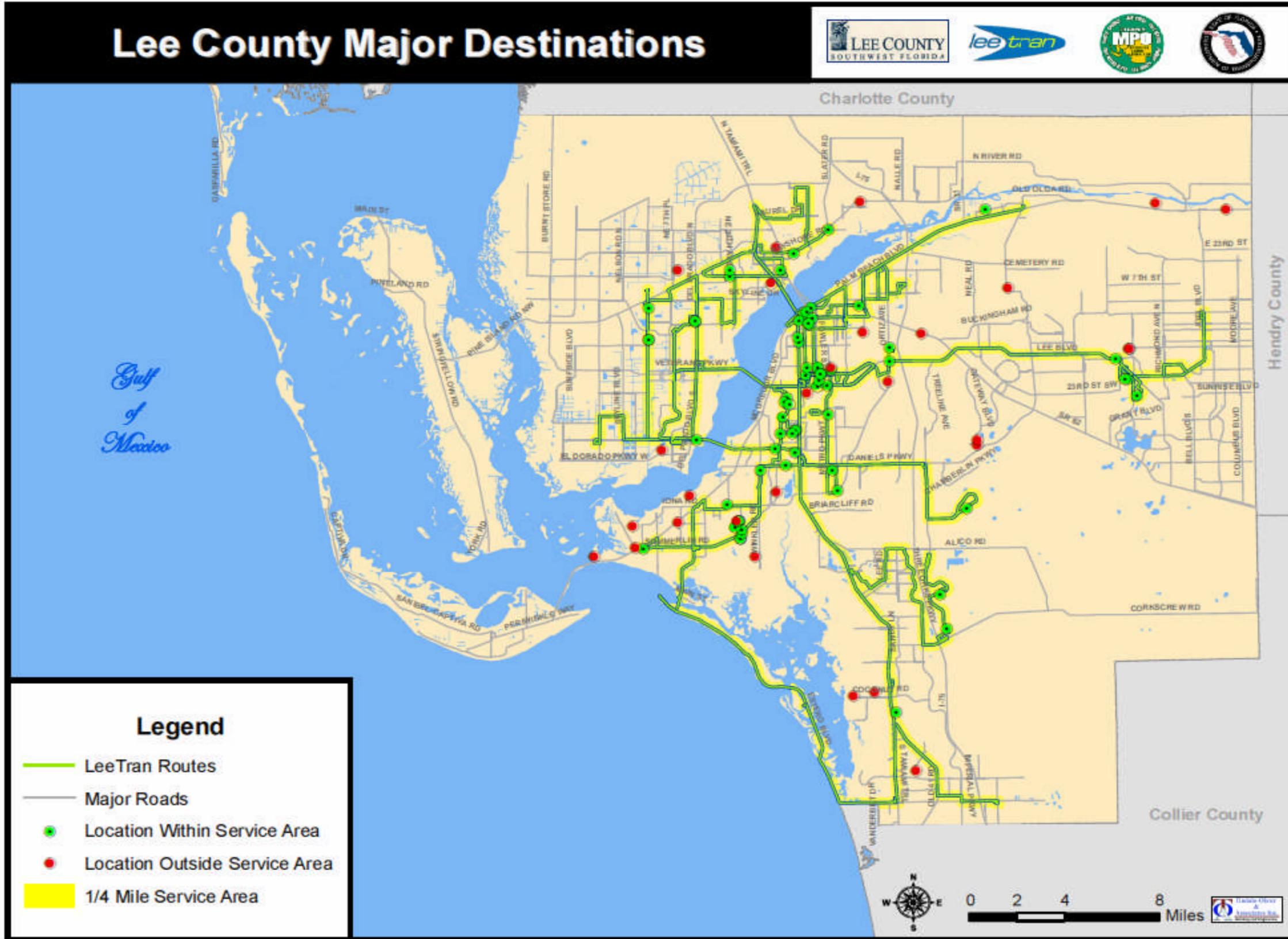
UNMET TRANSPORTATION NEEDS AND BARRIERS TO COORDINATION

From an analysis of transit needs, based upon existing services and concentration of targeted populations, the following areas within Lee County have been identified as priority areas for increased mobility options. The areas for JARC and NF eligible activities were chosen based upon a high percentage of target populations combined

with a lack of existing transportation service. These areas include Charleston Park, East Fort Myers, North Cape Coral, Pine Island, South Lehigh Acres, and Captiva. The target areas listed above will be described in greater detail later in this chapter.

Problems and unmet needs identified through the plan development process are as follows:

- Transportation disadvantaged services are provided to persons who cannot transport themselves or purchase transportation due to low income, disability, or age by transportation agencies participating in Florida's coordinated transportation system. Eligible trips may include medical, employment, educational, life sustaining, social, and recreation. A transportation disadvantaged peer review, documented in the Lee County 2006-2015 Transit Development Plan, found that out of five peer systems selected for analysis Lee County had the largest TD population and the smallest number of total TD passenger trips. Lee County also had the highest operating costs among the selected peer group. The low number of TD passenger trips can be contributed to an increase in operating expenses, an increase in the TD population, LeeTran taking back operation of the required complementary ADA service trips in 2005 from the CTC provider, and a lack of knowledge about Lee County's coordinated system.
- Transportation funding is one of the barriers to providing transportation access, making this one of the greatest unmet needs of the Lee County area.
- The Veterans Administration's participation in Lee County's coordinated system was not evident during the public participation process.
- Most social service agencies that contract with the CTC only operate their vehicles for the delivery of TD service to people living within their facilities.
- The TLC Plan GIS analysis identified several major employer, affordable housing, and senior center facilities without transit service or with limited transit available. See map on the following page.



After evaluation of the map completed for major destinations in Lee County the following unmet needs were identified:

- Arbor at Shell Point senior facility is without transit service. Alterra Sterling House, Heron Pond, K&S Homecare Agency, and Arden Courts senior facilities are only served by ADA or TD services.
- Iona Lakes, Oaks at Omni, and Charleston Park affordable housing sites are without transit service. Coral Village is limited to ADA or TD services.
- Major employers without transit include Sanibel Harbour Resort (613 employees), Yoder Brothers (573 employees), Gulf Coast Center (545 employees), Raymond Building Supply Corp (400 employees), Gartner (350 employees), and Alorica, Inc (311 employees). Major employers served only by ADA or TD services include Bonita Bay Group (969 employees), Hyatt Regency Coconut Point (625 employees), Crowther Roofing (500 employees), and Comcast of Southwest Florida (478 employees).

Projects providing access to the facilities listed above should be considered for JARC or NF funding.

JARC/NF PROGRAM TARGET AREAS

From an analysis of transit needs, based upon existing services and concentration of targeted populations, the following areas within Lee County have been identified as priority areas for increased mobility options. The areas for JARC and NF eligible activities were chosen based upon a high percentage of target populations combined with a lack of existing transportation service. A map displaying the census tracts with the highest populations and the public transit routes, if any, serving these areas is included in Appendix B.

The non-profit and private transportation services provide limited access to the target populations based upon cost to the passenger, service locations, hours and days of operation, and eligibility requirements. Employment type trips are particularly limited for

lower-income populations, especially those holding shift hour work. From the list in Appendix G of both non-profit and for profit existing services, it is evident that later evening and work type trips are harder to accommodate and have a higher cost for service. Employment opportunities for out-of-county travel are even more limited because of the lack of out-of-county providers that are affordable. Vanpool and cross-county services could help to provide better transportation access to JARC populations within Collier and Charlotte counties.

East Lee County

While the existing services meet the needs of many residents, there are still underserved populations and many services needed. The east portion of the County, including Charleston Park, East Fort Myers, and South Lehigh Acres, has limited public transit service and should be reviewed for additional transportation options. This area of the County currently has two affordable housing sites and four major employers without existing transit service. The four major employers without service include Gartner (350 employees), Alorica (311 employees), Yoder Brothers (573 employees), and Gulf Coast Center (545 employees). Gulf Coast Center provides medical and vocational services to persons with disabilities. Based upon the employment opportunities available and the medical services provided by this facility, transportation services could qualify for both JARC and NF funding.

In addition, segments of this area, primarily within the boundaries of the SR 82, Sunshine Boulevard, 12th Street, and the Hendry County line consist of high concentrations of elderly (100 %), disabled (64-73%), low-income (855 households), and unemployed (12-20%) populations. Charleston Park, also located within the east region of Lee County, consists of high concentrations of low-income populations. A feeder service connecting the affordable housing locations to major employers, cross county services, and other local services would be an ideal connector and provide increased transportation coordination.

North Cape Coral

North Cape Coral contains a high percentage of disabled (79%) and unemployed (12%) populations. The northeast portion of Cape Coral has limited public transit service and

should be reviewed for additional transportation options. This area of Lee County currently has one affordable housing site without existing transit service. Transportation disadvantaged populations within Cape Coral are currently served by the Cape Coral Mini-Bus Service. The Cape Coral Mini-Bus Service requires advance reservations and costs \$10.00 round trip. Trips are geared for medical appointments and weekly shopping trips within the City of Cape Coral. Additional public transit services focusing on access to employment should be considered for funding under the JARC program.

Pine Island

Pine Island contains high percentages of elderly (29%) and unemployed (32%) populations. This area is currently served by LeeTran with route 160 operating only on Thursdays from 8:00am to 5:50pm. A feeder service between Pine Island and Cape Coral would provide connectivity and increased access to employers and local services.

Captiva

The segment of Captiva between Captiva Drive and South Seas Plantation Road contains a high percentage of elderly (100 %) and disabled (100%) residents. There is currently no transit service within Captiva or Sanibel Island. The NF funding may be an opportunity to extend the existing fixed-route service to Captiva or implement a volunteer transportation program.

Other Transit Needs

Additional weekend service, especially, Sunday service should be considered for parts of Lee County. The following LeeTran local routes currently serve the area:

- Beach Trolley – Service 7-days a week along Bonita Springs Beach and Fort Myers Beach to: Summerlin Square, Bonita Springs City Hall, and Lovers Key.
- 150 – Service Monday through Saturday from Downtown Bonita Springs to the Coconut Point Mall.

- 30 – Monday through Saturday service connecting Cape Coral to Fort Myers via Cape Coral Parkway.
- 40 – Monday through Saturday service to Santa Barbara Boulevard/Cape Coral Hospital/Cape Coral City Hall/Coralwood Mall.
- 70 – Service Monday through Saturday from Downtown Cape Coral to Downtown Fort Myers through North Fort Myers.
- 120 – Service 7-days a week from Edison Mall to Coralwood Mall and the Cape Transfer Center.
- 10 – Monday through Saturday service to the SW FL Regional Hospital/Career & Service Center/Rosa Parks Center.
- 15 – Service 7-days a week to Broadway/Dr. M. L. King Jr. Boulevard/Michigan Avenue.
- 20 – Monday through Saturday service along Dr. M. L. King Jr. Boulevard and Marsh Avenue to: Rosa Parks Center, Harborside Event Center, Dunbar Shopping Center, Michigan Links, and the Eastgate Shopping Center.
- 140 – Service 7-days a week from Merchants Crossing to Coconut Point Mall via Cleveland Avenue (41).
- River District DASH – Downtown Area Shuttle from Liberty Lot to Public Works Building.
- 50 – Service 7-days a week from the Southwest Florida Int'l Airport to Summerlin Square.
- 60 – Monday through Saturday service to Florida Gulf Coast University, San Carlos Marketplace, Drews Community Center, South County Library, Miromar Outlets, and the Gulf Coast Town Center.

- 80 – Service Monday through Friday along Metro Parkway to: Edison Mall, Swamp Cabbage Court, LeeTran, South Fort Myers High School, Page Park, Gulf Coast Hospital, and Bell Tower.
- 100 – Service 7-days a week along Palm Beach Boulevard to: Riverdale, Palm Beach Marsh, Michigan Marsh, and the Rosa Parks Center.
- 130 – Service Monday through Saturday to Edison Mall, Summerlin Square, Edison College, Southwest Florida College, Barkley Circle, McGregor Point, and Pine Manor.
- Summerlin Square Park & Ride – Southwest Fort Myers to Fort Myers Beach.
- 110 – Service Monday through Saturday from Fort Myers to Lehigh Acres via Lee Boulevard (884).
- 90 – Service 7-days a week to the North Shore Shopping Center/VIP Center/Merchants Crossing via Bayshore Road (78)/N. Cleveland Avenue (41).
- 160 - Thursday Service from Cape Coral (Coralwood Mall) to Pine Island (Bokeelia/St. James City/St. James City).

Other transit related needs that would improve services to disabled, elderly, and/or low-income persons and have been identified by LeeTran in its 2006-2015 Transit Development Plan Update include:

- Improve frequency of service on existing routes. Routes 30, 50, 70, 120, and 130 should be adjusted to operate at 30-minute headways. Routes 10, 15, 60, 80, 90, 110, 120, and 150 should be adjusted to operate at 40-minute headways. Route 20 should be adjusted to operate with a 20-minute headway. During peak season (December to April), Route 400 should be adjusted to operate with a 10-minute headway.

- Extend service hours in Pine Island. Service on Route 160 should be expanded to operate Monday through Friday with a 120-minute headway.
- Implement new fixed bus routes. Seven new fixed bus routes were identified. The new bus routes include the Downtown Fort Myers Circulator, the Cape Coral Circulator, the Winkler Avenue Connector, the Lehigh Circulator, the Sanibel Circulator, and the Sanibel Connector.
- Implement inter-county bus service. There is a demand for providing inter-county bus service between Lee County and Charlotte and Collier counties. Two new express bus routes will provide express service during morning and evening peak periods and opportunities for local bus service connections between Collier and Lee counties.
- Implement a local bus route connection between Collier County Transit and LeeTran.
- Build park-and-ride lots. Lee County should construct park-and-ride lots to serve as complementary facilities for transit use, primarily for the new inter-county routes (Charlotte Connector and I-75/Collier Express).
- Expand transit stop infrastructure. Expansion of transit stop infrastructure can improve the comfort of bus patrons, improve the visibility of the service, and possibly draw more users to the service.
- Continue expansion of transit marketing program. The development of a business mailing list, summer bus promotion programs, and presentation and other informational meetings in the community are key activities that should be maintained and expanded.

General Area Knowledge

Transportation services that would provide access to beachside employers should be considered for JARC funding. The projects for beachside employers should be flexible

enough to provide service for multiple shifts and days of the week as the employers along the beach primarily offer entry-level hospitality industry employment opportunities.

Target Areas for Increases to Existing Service

The following areas have high target populations (shown in Appendix B) and also have existing public transportation. These areas should be considered for premium services once underserved areas with concentrations of the target populations are provided mobility options through JARC/NF funding:

- Bonita Springs and Fort Myers Beach – The population in Census tract 120710603003 in Bonita Springs is approximately 96 percent elderly and the Census tract 120710005024 in Fort Myers Beach is approximately 79 percent low-income. Individuals within these tracts are served by the Beach Trolley, but may benefit from premium services.
- Lehigh Acres – JARC and NF funding should be utilized to support additional transportation options in Lehigh Acres. The population in Census tract 120710403043 is approximately 62 percent low-income. Individuals within this tract are served by LeeTran route 110 with service Monday through Saturday. Mobility options for this area should utilize JARC funding to provide access to higher paying employment sites. Sunday service and later evening service should also be considered.
- Fort Myers – The population Census tracts 120710005043, 120710006001, 120710008001, and 120710005024 in Fort Myers are approximately 15-22 percent low-income. These tracts have a high amount of existing transit service provided by a combination of local routes. Individuals within these tracts may benefit from premium service. Mobility options for this area should utilize JARC funding to provide access to higher paying employment sites. Sunday service and later evening service should also be considered.

PUBLIC INVOLVEMENT

INTRODUCTION

To obtain public input and meet SAFETEA-LU criteria for public participation in development of the TLC Plan, two public workshops were held to establish the gaps and overlaps in public transportation services and identify solutions to meet unmet transportation needs.

The public participation process included two phases. The first public workshop was conducted early in the plan development process to establish the stakeholders who could participate in the remaining phases of plan development and to discuss issues, identify unmet needs, and begin defining opportunities to address unmet needs. The second public workshop was facilitated later in the plan development process to review the initial plan findings. The purpose of the second workshop was to confirm critical issues, define preliminary priorities, and react to the draft project prioritization process.

Throughout the public involvement process, individuals who were unable to participate in the public meetings were given the opportunity to provide a written response to the issues and questions discussed at each of the public meetings. In addition to direct invitations to known stakeholders, meeting notices were placed in newspapers, transit terminals, libraries, and on websites in an effort to increase participation. Flyers were also sent to stakeholders and community groups announcing the workshops. The following groups were solicited for participation during both series of public workshops through personal invitations and/or advertisements:

- Area transportation planning agencies (MPO, FDOT District Office, Southwest Florida Regional Planning Council)
- Public and Private Transit providers
- TD Program representatives (LCB members)
- Local Medicaid office representatives
- For-profit providers contracted to provide TD, ADA, Medicaid, and MedWaiver transportation
- Non-profit providers

- Social service agencies providing/purchasing transportation and/or serving target populations
- Other government agencies administering health, employment, or other programs for target populations
- Advocate agencies working on behalf of targeted populations
- Current and potential transit users
- Members of the public representing target populations (disabled, low-income, senior)
- Representatives of the business community
- Elected officials

The format for both workshops included: a presentation, break-out groups to discuss specific public transportation issues and potential resolutions, identification of priorities within the realm of the existing funding, transportation programs or projects that should be considered if unlimited funding was available, and open group discussion so that all stakeholders and general public participants could share their views and experiences.

PUBLIC INVOLVEMENT

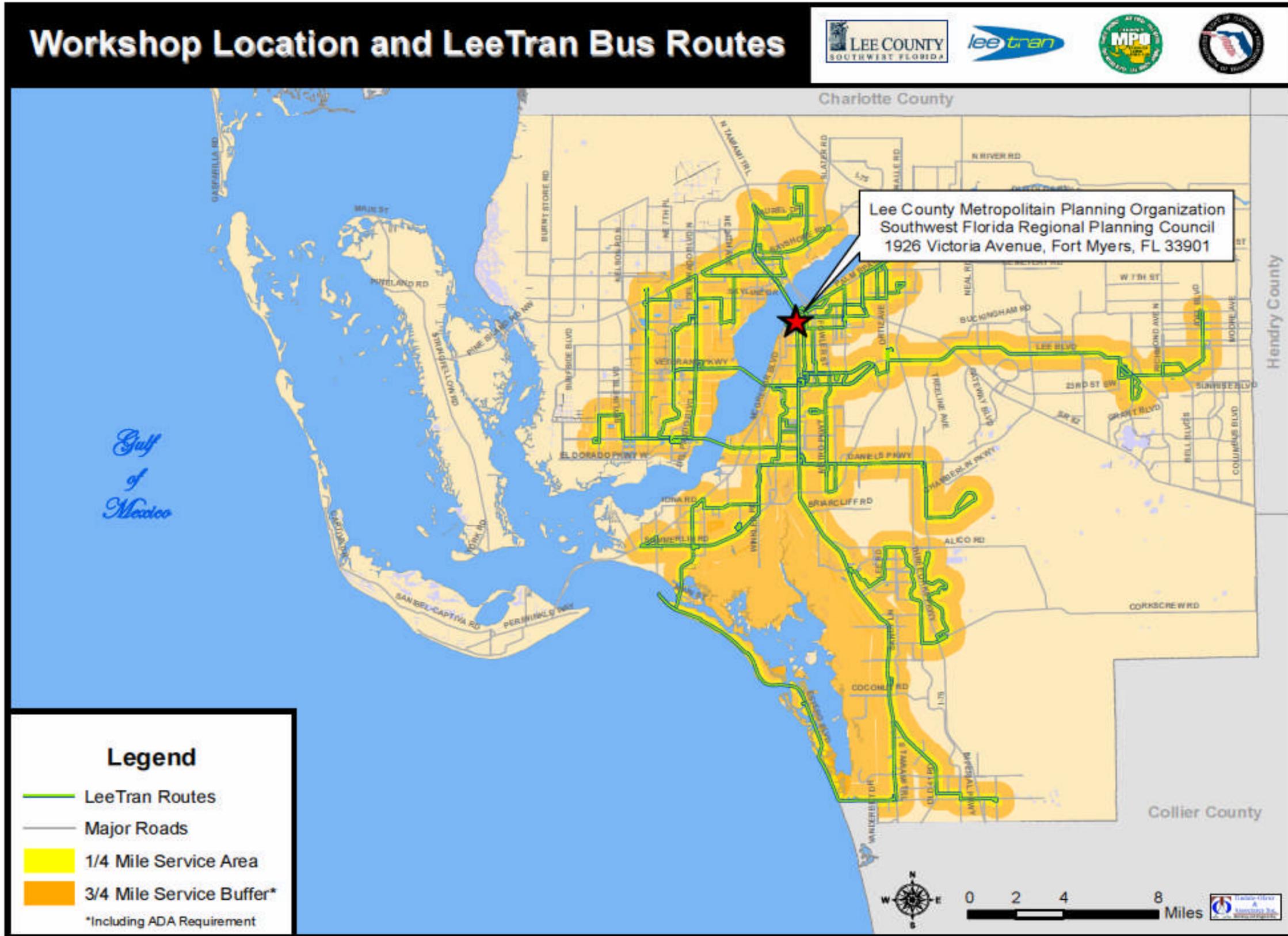
First Public Workshop

The development of the TLC Plan was initiated with the first interactive public workshop conducted at the Southwest Florida Regional Planning Council. The public workshop location and existing public transportation routes are shown in Map 4-1.

Approximately 47 persons consisting of private citizens, agency staff members, and representatives of local elected officials participated in the public workshop.

Participants of each session were divided into break-out groups generally consisting of 12 to 15 persons each so that interactive discussions regarding the current state of local and regional public transportation services could be facilitated. Each break-out group was asked to suggest one or more meaningful and creative name(s) for the LCHSTP. Next, the groups were asked to identify problems (i.e., gaps, overlaps, deficiencies) in public transportation services. They were further asked to identify these issues as they affect various segments of the population including the elderly, the low-income, the

disabled, and the transportation disadvantaged. Conversely, the participants were asked to provide solutions for the issues they identified. All public transportation “problems” and “solutions” from each break-out session were compiled on presentation sheets and displayed on the meeting room tables. The participants were then each given six sticker dots and asked to individually prioritize the problems and solutions for their respective groups by marking the top three problems and the top three solutions.



In total, approximately 55 problems and 38 solutions were identified. All problems and solutions were reviewed and 10 categories were developed in order to group similar responses together and gauge the priority of the responses. The categories are as follows:

- **Education and Information:** This category is for problems and solutions related to public transportation training needs, public outreach, and dissemination of public transportation service information.
- **Accessibility and Safety:** This category is for problems and solutions related to all aspects of accessibility to public transportation services including infrastructure for the general public and the disabled. This category also includes all problems and solutions related to safety and security on the public transportation system and transit-related facilities.
- **Coordination:** This category addresses all problems and solutions identified in the area of coordinating services, agencies, funding sources, and programs.
- **Funding:** This category is for all problems and solutions related to funding.
- **Applications and Eligibility:** This category is for all problems and solutions related to the various applications and eligibility determination processes required in order to be considered for the different transportation programs.
- **Service-Related (General):** This category is for all problems and solutions identified that address general service needs.
- **Service-Related (Specific):** This category is for all problems and solutions identified that address specific public transportation services (e.g., types of trips, hours of service, service area).
- **Customer Service:** This category is for all problems and solutions related to the provision of public transportation by the various agencies.

- **Development-Related:** This category is for all problems and solutions related to the development of public transportation infrastructure, the proximity of affordable housing to public transportation services, and the ability to serve various populations due to sprawl of development.
- **Other:** This category is all problems and solutions that did not fit in any of the ten categories above.



Each break-out group participated in interactive discussions to identify transportation problems and solutions.

All public workshop responses were placed in the appropriate categories and identical responses were combined. All priority dots on responses were tallied to determine the priorities within each category.

The top five “problems” that emerged from the compilation of the workshop results were (1) There is a need for transportation service to jobs; (2) Charleston Park needs to have public transit service; (3) There needs to be a requirement to coordinate in order to receive funding; (4) There are no accessible sidewalks; and (5) There is not enough transportation available.

The top five “solutions” that emerged from the compilation of the workshop results are (1) Conduct bus route assessment to determine the need for service to Charleston Park or a feeder service to Palm Beach Boulevard or a public carpooling (share rides) system; (2) Utilize school buses for public transportation when they are not being used by schools; (3) Expand the public transit system; (4) Build park-n-ride lots; and, (5) Create partnerships with employers including subsidized vanpools, transit training programs, and priority parking for carpools.



The workshop participants were asked to prioritize the problems and solutions identified in their break-out groups.



The efforts of the public workshop participants resulted in lists of identified transit problems and solutions, and suggested names for the locally coordinated human service plan.

All workshop problems and solutions along with the overall dot polling tally are included as Appendix E.

Second Public Workshop

Approximately 45 persons consisting of private citizens, agency staff members, private and public transportation providers, human service agencies, and representatives of local elected officials participated in the second public workshop. The workshop began with a consultant presentation, which provided an overview of the first round public workshop results, proposed plan names, service area employment and affordable housing map data, major service gaps and the highest ranked solutions to eradicate those gaps, the project funding criteria and application process, and the next steps.

After the consultant presentation, participants of each session were asked to individually rank their top priorities, by dividing up \$100 amongst the high, medium, and low projects identified in the first public workshop's dot polling exercise. Workshop participants were also allowed to recommend additional projects for funding, in case they did not agree with the previously identified priority projects. Once the attendees completed their individual dollar allocations, they were asked to develop a group allocation form. Each group consisted of approximately ten to twelve individuals. This exercise was intended to build consensus for the top projects, and also provide the participants with a chance to experience the difficulty of selecting projects benefiting the masses with limited funding. After allocating the \$100, a volunteer from each group verbally shared their allocation results and the reasons behind their project choices. A sample of the \$100 allocation sheet is displayed in Appendix D. Listings of the individual and group allocation results are included as Appendix E.

Prior to beginning the \$100 allocation exercise, project descriptions as described in Section 5 were given for the following priority projects to ensure that each participant understood exactly what was included in their funding choices:

- First Public Workshop Dot-Polling High Priority Projects
 - Conduct Bus Route Needs Assessment to Determine Need for Feeder Service to Charleston Park

- Utilize School Buses for Public Transportation
- Expand the Existing Public Transit Services (Expand Paratransit and Fixed-Route Later Evening Service)
- First Public Workshop Dot-Polling Medium Priority Projects
 - Build Park-n-Ride Lots
 - Create Partnerships with Employers (Subsidized Vanpools, Transit Training Programs, and Priority Parking for Carpools)
 - Implement a Computerized Coordination System
- First Public Workshop Dot-Polling Low Priority Projects
 - Add Covered Bus Shelters
 - Implement Small Rail System Connecting Rural Areas with Downtown Areas
 - Add Kiosks to Bus Stops (Display Next Bus Information)
- Second Public Workshop Additional Project Recommendations (These are explained below because they are not included in detail in the next section.)
 - Bike Paths – This recommendation is to build bike paths where there is no bus service and advocate the use of bike racks to keep bikes safe while riding the bus.
 - Children under 12 Ride Free – This recommendation was suggested to lower the cost of transit for families. A workshop participant commented that children under 12 generally ride the bus with their parents.
 - Information on Carpools, Bus Routes, and Bus Schedules – One participant recommended a project to disseminate information on transit schedules and brochures promoting carpools and transit.
 - Install Seatbelts – This recommendation involves the installation of seatbelts on the public transit system to increase safety.

- Paratransit Commercials –This recommendation includes the production of commercials marketing paratransit service.
- Sidewalks/Bus Pads – This recommendation involves the construction of ADA compliant sidewalks and bus pads at existing bus stops.
- Supportive Housing Transportation – Agency transportation for disabled residents to mental health and medical appointments. This was recommended without any additional explanation of how this service should occur.

The individual project funding priorities were similar to the projects identified for funding from the group consensus. While expanding the existing paratransit system received the greatest amount of funding from the individual allocation exercises, expanding the existing public transit system received the greatest amount of funding among the group allocations. The groups selected expanding the existing paratransit system as their third highest priority. Adding covered bus shelters, utilizing school buses for public transportation, and expanding the existing public transit service to include a Collier/Lee connection received relatively large amounts of funding on an individual level, but were not as heavily funded by the groups.

During the discussion and group allocation phase of the workshop, funding for adding covered bus shelters was reduced because many of the participants believed a funding source already exists.

Overall, after participating in the group discussions, the majority of attendees believed that the main emphasis for funding should concentrate on expanding the existing public transit system including paratransit and fixed-route services. The attendees believed that these two projects provide the greatest services to low-income, elderly, and disabled populations.

Throughout the public involvement process, many needs and priorities were discussed but the most common discussion from workshop participants revolved around coordination. In addition, intra-county service possibilities also produced a great deal of

discussion. It is important to note that while intra-county service was heavily desired, inter-county service between Lee, Collier, and Charlotte Counties was also of significance to the group. Inter-county services were desired for both fixed-route and demand response services.

CONCLUSION

The first public workshop was successful in pointing out the gaps and overlaps in service. In addition, the dot polling exercise began to establish the public's priority projects. The workshop held during the early plan development process allowed for a more comprehensive review of potential projects.

The second public workshop established the three highest priority projects recommended to resolve the gaps in service. These include: expand the existing paratransit service county-wide, add covered bus shelters, and expand the existing public transit services. The medium priority projects include: utilize school buses for public transportation, implement a computerized coordination system, and expand the existing public transit service to include a Collier/Lee connection. The lower priority projects include: increased evening fixed-route service, add kiosks to bus stops, and create partnerships with employers. In addition to including information on gaps in transportation services and unmet transportation needs that have been identified through public input and technical analysis, the TLC Plan also includes a listing of high, medium, and low priority projects that have been identified to help reduce the gaps and address the unmet needs. Table 4-1 provides the overall public project prioritization utilizing a weighted average of participants and total funds allocated:

Table 4-1: Public Project Prioritization

Public Prioritization	Project
1	Expand the Existing Public Transit Services- Fixed Route
2	Expand the Existing Public Transit Services- Expand Paratransit (County-wide)
3	Create Partnerships with Employers
4	Implement a Computerized Coordination System
5	Add Covered Bus Shelters
6	Expand the Existing Public Transit Services-Later Evening Service
7	Add Kiosks to Bus Stops
8	Conduct Bus Route Needs Assessment to Determine Need for Feeder Service to Charleston Park
9	Build Park-n-Ride Lots
10	Expand the Existing Public Transit Services to East Fort Myers, Bonita, and Lehigh
11	Expand the Existing Public Transit Services to Veterans
12	Expand the Existing Public Transit Services-Charleston Park
13	Utilize School Buses for Public Transportation
14	Expand the Existing Public Transit Services- Collier/Lee Connection
15	Create Partnerships with Employers-Priority Parking for Carpools
16	Create Partnerships with Employers-Subsidized Vanpools
17	Create Partnerships with Employers- Transit Training Program
18	Implement Small Rail System Connecting Rural Areas with Downtown Areas
19	Get rid of the 3/4 mile regulation to access LeeTran
20	Seatbelts on buses

To obtain JARC and/or NF Program funding, a project must be identified in the TLC Plan. In the project evaluation process, additional consideration will be given to those projects that have been given high, medium, or low rankings in the TLC Plan. In addition, these projects will need sponsors to complete the JARC and NF project application process. LeeTran will be responsible for ensuring that any projects selected for funding can be implemented and maintained, that matching requirements are met, and that the projects comply with existing regulations. LeeTran is also responsible for ensuring that the projects selected for funding increase local coordination and do not provide a duplication of any existing service. Eligible projects also include those identified in earlier sections of this plan to meet the unmet demand and those described in the JARC and NF circulars as shown in Appendix C.

TECHNICAL PROJECT PRIORITIZATION

INTRODUCTION

While the public assessment of Lee County's transportation needs was completed through the public involvement process, a technical analysis of needs was also conducted as detailed below. The publicly proposed projects were evaluated to determine a technical project prioritization. While keeping this in mind, the technical analysis also looks at potential solutions for addressing unmet needs in terms of ability to serve large parts of the targeted populations, feasibility of implementing within funding limits, and consistency with related plans and funding programs.

TECHNICAL EVALUATION

A series of maps in Section 3 displaying the following were utilized during the technical prioritization of projects:

- major employers and activity centers;
- nursing homes and assisted living facilities;
- large affordable housing facilities;
- low-income populations consisting of households earning under \$10,000 annually;
- elderly populations age 60 and older;
- disabled populations; and
- unemployed populations.

These maps highlight targeted populations covered under the JARC, NF, and Elderly & Disabled grant funding programs in relation to the existing fixed-route service area as designated by a ¼ mile buffer. In addition, major attractors including unemployment, medical, housing, and social facilities are identified to display current gaps between these and the existing fixed-route system. While paratransit services extend transit accessibility beyond the existing fixed-route lines, these services are limited by program qualification criteria. These maps provide a visual display to support the technical prioritization by emphasizing the services outside of the present public transit service area. Also shown is the proximity between target populations and services.

A project matrix in Appendix A was developed that included all of the projects recommended for the Lee County area during the public workshops. These projects were then reviewed for their ability to meet the TLC Plan goals, serve the target populations, reduce the identified gaps in transportation services, and be implemented within the funding parameters. If a project type met the needs under the category it was given a check mark. For projects geared toward specific populations, but able to serve all target populations, the specific target populations are indicated with red check marks. For example, increased evening fixed-route service would be available for all residents to utilize; however, this project provides more access to low-income and unemployed individuals versus elderly and disabled population. If the elderly and disabled populations are unable to access the existing service, that service would not be beneficial to these populations. However, if these service increases were coupled with additional wheelchair seating, additional security, and/or infrastructure improvements, the increased service would provide more access to elderly and disabled populations. The project matrix accounts for service to specific populations with the red check mark, but does not reduce a project's overall rating because of the population served. The check marks are totaled for each project and in most cases the priority ranking was set by the totals coupled with other analysis of projects discussed below. The major factor reducing a projects priority rating was the ability to implement the project utilizing the existing funding. Because transportation needs are so great in the Cape Coral/Ft. Myers urbanized area, as expressed through the public workshops, it is undesirable to fund projects that will not be completed due to funding limitations.

TECHNICALLY PRIORITIZED PROJECTS

Following a review of the Lee County area, an evaluation of previous plan documents, and consideration of stakeholder input, the technical project prioritization is outlined below. This prioritization was completed through visual map analysis and an evaluation of the Lee County area's highest percentage of target populations as recorded by the 2000 Census and the project matrix discussed above.

High Priority Projects

Subsidized Vanpools – Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences

to suburban work places. Subsidized vanpools would benefit areas with limited or no existing transit that do not have the population necessary to support a fixed bus route. Within Lee County, areas identified for subsidized vanpools include but are not limited to Pine Island, Cape Coral, Lehigh Acres, and Charleston Park.

Cross-County Service – This service would provide inter-county connectivity between Lee County and Charlotte and Collier Counties. In addition, cross-county service may provide opportunities for local bus service connections between Collier and Lee counties.

Transit Infrastructure – Transit infrastructure is an important part of any successful transit system. Amenities encourage the use of public transit for choice riders and provide a better service experience for dependent transit users. Proper infrastructure can also reduce transit expenses by allowing customers to transition from the more costly paratransit services, reduce liability issues, and increase efficiency and effectiveness of transit service delivery. In addition, agencies exist that could utilize funding to easily implement transit infrastructure improvements.

Medium Priority Projects

Education Programs – Due to the need for additional education in Lee County, a medium priority is to provide increased information on transportation options and services throughout Lee County area. Education is essential to ensure that the existing services are fully utilized prior to adding additional services. As part of the coordinated planning effort, education will also reduce service duplication by informing the general public and agencies of current mobility options. Education programs should also be easier to implement. Since education is such a broad category, the following subcategories are listed below in priority order:

- Agency Training and Education Program – Efforts should be focused on providing programs that educate agencies on the process of coordination. An education and training program may help identify funding opportunities for agency transportation. Currently, LeeTran Passport provides 55,420 trips annually to agency sponsored programs, which is more than 40 percent of

Passport's total trips. If agencies participate in Florida's coordinated system and provide transportation services to their clients, existing transit services would have more resources available to address unmet needs and gaps.

- Bi-annual Joint Transportation Forums – These forums should be held at transit accessible facilities and encompass both public and private transit providers in Lee County.
- Senior Center Programs – Transit knowledgeable staff should conduct informal discussion group programs periodically at the major senior centers identified for each county. The discussion group should cover paratransit and fixed-route services, and recommend available travel training programs to interested seniors.
- Travel Training Programs – Additional steps should be taken to provide travel training on-site at various locations (primarily schools designed to assist the disabled, as well as GED programs and technical schools).
- Employer Training – Additional efforts should be focused on providing employers with information regarding matching shift work with existing transit schedules, carpool matching services, and vanpools.
- Centralized Information – Centralized storage and dissemination of information should be supported.

Circulator or Flexible Routes – Because many areas of Lee County are rural or suburban in nature, they do not have the density to necessarily support adding traditional fixed-route service. However, mobility for residents in these communities must still be a priority. Therefore, circulator service which can utilize smaller vehicles to circulate throughout the community and connect with mainline fixed-route services is recommended. In addition, routes experiencing moderate to low ridership and with time in their existing schedules should be deviated to serve residents within pocket communities. While these services do not provide the flexibility of other options, they may be easier to implement due to the availability of existing providers that can carry out

this type of service. Along with the ability to quickly implement circulator or deviated-route service, information is readily available on service standards and performance measures. In addition, administrative costs to provide these services should be minimal, as current agency staff may be able to absorb supervisory, accounting, procurement, safety, and human resource functions of implementing circulator or flexible route services.

- This service could prove useful in areas such as Lehigh Acres, Charleston Park, and Pine Island.

Expand Demand Response (Paratransit) Service – Paratransit service is an area of public transit that has constant demand. Due to Florida’s growing elderly population, the demand for paratransit services will likely increase. In the Lee County area, paratransit service is provided by LeeTran to meet ADA requirements and by Good Wheels, Inc. the CTC, as part of its transportation disadvantaged program. Due to the expense associated with providing paratransit trips, many transit agencies are trying to divert paratransit clients to the fixed-route system. This transition from paratransit to fixed-route, while sought by many customers due to the increased freedom of travel, is sometimes difficult to offer because of poor transit infrastructure. In order for many existing paratransit customers to utilize the fixed-route system, amenities such as sidewalks, shelters, pedestrian signals, and lighting improvements are necessary. Education programs such as travel training are also useful in the transition. If passengers can be transitioned, that will free up funding to provide expanded paratransit services to those individuals that have no other options. Expanded paratransit services could include:

- Increased services to recreational, social, and employment oriented trips. (Currently funds are utilized primarily for medical and life sustaining trip purposes.)
- Provide demand response services cross-county. There is currently no ADA requirement for comparable paratransit service paralleling express route service therefore, the majority of paratransit services are operated intra-county. This provides very limited regional access to employment, housing, and human services.

- Expanding paratransit services will require removing trips provided by LeeTran Passport and transitioning the trips to the Transportation Disadvantaged program. This will allow LeeTran to have more resources available to address transportation needs.
- Currently, LeeTran Passport provides 131,678 trips annually based on its 2007-2008 ridership profile. Good Wheels, Inc. provides 141,242 trips annually based on its 2007 annual operating report. In order to expand paratransit service, better coordination is needed to allot for more funding and provide more trips (i.e., new locations and beyond the ¾-mile service area).

It should also be noted that as fixed-route service hours or days of service are expanded, paratransit service will be increased also, as required by ADA. Also, infrastructure improvements beyond those required by ADA and travel training are also eligible project types under the JARC and NF programs.

Low Priority Projects

Build Park-and-Ride Lots - Many areas of Lee County are rural or suburban in nature and do not have the density to necessarily support adding traditional fixed-route service. Constructing park-and-ride lots to serve as complementary facilities for transit use provides additional opportunities for rural areas to reach suburban employment opportunities. Park-and-ride lots should also be constructed to serve the new inter-county routes between Lee County and Charlotte and Collier counties.

Increase Fixed-Route Frequency – Increasing frequencies on existing bus routes has the potential of improving the efficiency of the service and providing greater access to employment, housing and human services. The increase in frequencies will not provide access to the major attractors identified earlier in this report, outside of the current service area.

Increase Evening and Weekend Fixed-Route Service – Due to the lower cost of extending service hours and/or the span of service versus creating new routes or programs, this project type may be more feasible to implement with the current JARC

and NF funding. Adding time to existing routes and additional days of service requires less overhead costs, meaning more transit service for residents out of the available funding. The increase in existing service does not provide regional connectivity, but serves as a catalyst for local mobility options. The increased service will not provide access to the major attractors identified earlier in this report, outside of the current service area, but can increase accessibility to services, housing, and employment along the existing transit lines. While this priority is operating in nature, capital funds may also be needed to provide additional vehicles for the extended service hours or days.

Span of service increases and service hour extensions utilizing these funds should occur on routes serving areas with the highest percentage of target populations, large employers offering shift work, and major medical facilities.

Increasing the span of fixed-route service would also require an increase in the ADA paratransit service to provide comparable levels to those individuals who can no longer access the fixed-route because of disability. Increasing existing service days and hours does not improve conditions for those persons, employers, or facilities outside of the current public transit lines, and this limited area improvement accounts for the lower priority rating.

Other Project Recommendations - Additional project recommendations that were mentioned during the public workshops included the implementation of a computerized coordination system, covered bus shelters, adding kiosks to bus stops, conducting a bus route needs assessment to determine the need for feeder service to Charleston Park, expanding the existing public transit system to East Lee County, and priority parking for carpools. These particular suggestions are not prioritized in the technical project prioritization, due to their coverage under existing priorities, or their relatively low popularity during the two public involvement initiatives. In addition, the available grant program funding to the Cape Coral/Ft. Myers urbanized area, coupled with the required match, will not be able to provide support to all of the publicly recommended projects. Projects that are not prioritized are still eligible to receive funding and may become priorities for the Lee County area in future years.

Several major employers, medical facilities, senior centers, and affordable housing locations are not currently served by public transit services. The many elderly, disabled, unemployed, and low-income populations in the Lee County area could benefit from additional transportation options. Due to limited funding, a focus has been placed on those projects that can provide the most economical service to the majority of the targeted populations in a timely manner. A project matrix is included in Appendix A to display the potential impact of recommended projects to meet the identified needs of the Lee County area, identify the targeted populations served, and to determine whether the project can be implemented within the existing funding levels for JARC and NF programs.

Some of the technical project priorities differ from the publicly defined priorities based upon the project matrix findings and the following:

- **Education Programs** were elevated to a high priority in the technical evaluation due their relatively low cost and ability to reach all of the target populations. Also, based on a perception of a lack of public and agency knowledge on existing programs and coordination this project was elevated. Education on existing transportation services may satisfy existing unmet needs, help reduce service duplications, and improve coordination. Agency related coordination and education forums should be the first step in the educational arena. This will allow agencies to educate the public on transportation services in a coordinated and comprehensive manner.
- **Circulator and Flexible Routes** were moved from low priorities to medium priorities during the technical prioritization. Circulator and flexible routes were not moved to high priorities because they are relatively expensive to provide because of their combined operating and capital costs component. However, these projects meet many of the TLC Plan goals and objectives and are effective means of providing public transit to rural and suburban areas that do not have the density to necessarily support adding traditional fixed-route service. These services should be evaluated for their impact on the target populations.

- **Increased Evening and Weekend Fixed-Route Service** both of these recommendations were moved from a high to a low priority during the technical assessment because they do not extend service to currently unserved areas. Also, these increases may not impact high percentages of the target population (the average yearly cost for a 60-minute fixed-route service is \$250,000, which is a large portion of the allocated JARC/NF funds making the implementation of this project less attractive). In addition many of these increases have long-term capital and operating costs that may not be financially feasible to the local area if JARC and NF funding is reduced or eliminated.
- **Increased Fixed-Route Frequency** was moved from a high to a low priority during the technical assessment because it does not extend service to currently unserved areas. Also, increasing the frequency may not impact high percentages of the target population (the average yearly cost for a 60-minute fixed-route service is \$250,000, which is a large portion of the allocated JARC/NF funds making the implementation of this project less attractive). In addition, these increases have long-term operating costs that may not be financially feasible to the local area if JARC and NF funding is reduced or eliminated.

In addition to the projects that came out of the public workshops, other eligible projects for funding under the specific programs are identified by the FTA final guidance effective (May 1, 2007) and are listed in Appendix C.

PRIORITIZATION AND APPLICATION PROCESSES

Public Prioritization Process

The TLC Plan guidelines dictate that the public as stakeholders take the lead in identifying projects/programs to be selected for funding under the NF, JARC, and E&D programs. As such, the following steps were taken to attain the public's prioritization of projects:

1. An initial public workshop was held in Lee County where the public was presented information from the FTA guidance regarding criteria for communities to receive JARC, NF, and E&D funding, eligible projects, funding levels, goals and objectives, and next steps. The workshop participants were asked to identify gaps and overlaps in the current transportation network, complete dot polling exercises to prioritize the top problems and solutions that they had identified earlier in the workshop, develop a plan name, and sign commitment letters as displayed in Appendix D.
2. A second public workshop was held in Lee County, which consisted of a presentation of all identified needs and potential solutions from the first public workshop, improvements identified in the TDSP and TDP, project application process and funding selection criteria, and current service area transportation provisions. Potential projects to address needs include, but are not limited to: extended fixed-route service hours, expanded paratransit service, utilizing school buses for public transportation, extended fixed-route service to Collier County, and creating partnerships with employers to provide subsidized vanpools and priority parking for carpools.

After the presentation, the workshop participants were asked to individually determine which projects they wanted to fund by allocating some portion of a \$100 to their top priorities. Participants could also allocate their funds to projects that were not discussed during the presentation by identifying the

project in the “Other Recommendations” section of the Project Allocation Worksheet shown in Appendix D.

3. During the second workshop, the participants were organized into small groups where they were required to build consensus regarding the projects that should receive funding. Each group received a \$100 to share amongst the group’s top priorities.

After the group determined their project funding scenario, a volunteer from each group was asked to share the group’s consensus building process and project priorities. This exercise allowed LeeTran to gauge the public’s most important priorities, while providing participants the experience of having to sacrifice some projects due to funding availability.

4. Also during the second workshop, participants were given a ballot and asked to vote on a plan name. (The votes were tallied and the plan name of Transportation for Lee County (TLC Plan) was selected.)

The consensus building exercises allowed participants a chance to understand how projects that meet a greater need usually take preference over those services that would benefit smaller groups, areas, and less significant needs. Some projects that were recommended for funding during the individual exercises were believed to have a less significant impact on the targeted populations after collective discussion and therefore were not as widely supported for funding through the consensus building process.

Technical Prioritization Process

A review of the Lee County area, an evaluation of previous plan documents, and consideration of stakeholder input were utilized to develop a technical project prioritization. This prioritization was completed through visual map analysis and Census tract evaluation of the Lee County area’s highest percentage of target populations as recorded by the 2000 Census and the project matrix in Appendix A. In addition, the TLC Plan technical prioritization of projects directly relates to the selection criteria scoring process in order to provide projects technically rated as priority needs with a greater

chance of receiving JARC/NF grant funding. The technical prioritization of projects resulted in the TLC Plan final priority project list.

Application Rating Criteria for Selection of Project(s) for Funding

The application rating criteria were developed by LeeTran prior to the second public workshop to allow the public a chance to comment on whether the criteria are fair and comprehensive. LeeTran also solicited comments on whether or not the criteria that the project selection would be based upon were too extensive or difficult for the general public to understand. There were no comments received on the project selection criteria and therefore LeeTran will utilize the following criteria for project selection and funding. A detailed explanation of the criteria can be found in the project funding application in Appendix F.

- Project Description, Goals, & Objectives
- Program Budget Summary
- Administrative and Fiscal Capacity
- Overall Proposal

In addition to the criteria for project selection, a scoring table was developed to provide more detailed information on the review process that would occur for all projects or programs submitted for funding. A complete application for JARC and NF funding including the scoring table can be found in Appendix F. The final application will also include the timeline established for the project selection process.

Submitted projects will be rated by a selection committee based upon point accumulation from the table categories. The selection committee will be comprised of five individuals including representatives from the following: Lee County MPO, Southwest Florida Regional Planning Council, Florida Gulf Coast University, Lee County Human Services, and a user of public transportation service.

CONCLUSIONS

LeeTran, in coordination with FDOT conducted a very successful public involvement process that included representation from diverse groups. The feedback that was provided by these individuals with regard to transportation deficiencies impacting the targeted groups was very comprehensive. There were no indications of direct duplications in transportation services.

The purpose of Florida Statute 427 is to accomplish the arrangements for the provision of transportation service to the transportation disadvantaged. The Community Transportation Coordinator (CTC) is responsible for certain requirements regarding the arrangement of cost-effective, efficient, and unduplicated transportation disadvantaged service within its respective service area. Agencies that receive transportation disadvantaged funds, but operate outside of the coordinated system are creating breaks in coordination and crippling the success of the coordinated system. Agencies that are not willing to enhance the coordinated system should not accept transportation disadvantaged funding. Social service agencies and transit users could benefit from an education program explaining how non-compliance with the transportation disadvantaged program creates an overlap in transit services.

A clear and uniform message with regard to the need for additional services was expressed. As indicated in Chapter 3, the additional service needs include local level and regionally coordinated transportation services. Education was another topic discussed in great detail. The lack of information shared between agencies and the general public regarding existing services heightened the communities' awareness as to why coordinated planning needs to occur on increasing levels.

Based upon Lee County's demographic makeup and primary employment markets, expanding existing transportation services through JARC and NF funding will provide greater access to employment and other services for the elderly, low-income, disabled, and unemployed populations. Targeted populations and human services facilities outside the ¼ mile buffer of existing public transit systems and ¾ mile buffer of ADA paratransit services can be impacted by innovative projects and programs selected for funding.

Through this plan, various transportation options are discussed and evaluated for their applicability within the Cape Coral/Ft. Myers urbanized area. In addition to project identification, several areas within Lee County containing the greatest percentage of the target populations have been identified as focus areas for new and/or improved transportation services. In addition to project solutions discussed in earlier chapters, other eligible projects such as websites, volunteer-based transportation, and car loan programs should be evaluated for their applicability in mitigating transportation problems in the Lee County area. Each of the projects presented earlier in this plan and contained in Appendix C and Appendix E are eligible for funding. The estimated federal funding for the Cape Coral/Ft. Myers urbanized area JARC and NF programs is presented below:

JARC

- Fiscal Year 2006 (appropriated) - \$147,513
- Fiscal Year 2007 (appropriated) - \$155,494
- Fiscal Year 2008 (appropriated) - \$168,452

NF

- Fiscal Year 2006 (appropriated) - \$102,886
- Fiscal Year 2007 (appropriated) - \$117,307
- Fiscal Year 2008 (appropriated) - \$126,721

These amounts will require matching funds as explained in the sample grant application in Appendix F, but provide a starting point to implement the type of projects that can be added to the existing Lee County transportation system. The JARC/NF funds are for specific use in the Cape Coral/Ft. Myers urbanized area. Funds for rural parts of the Lee County area are provided to FDOT. FDOT selects the recipients of rural funding and 5310 funding through a separate application process. The selection committee will forward any rural project applications received during the urbanized JARC/NF selection process to the FDOT. LeeTran will advise the applicant that the project could not be funded under the current competitive selection process, but could be eligible under the FDOT processes for 5310, and rural area 5316 and 5317 funds. FDOT will competitively select applications for funding in accordance with the needs identified in a locally coordinated plan and the FDOT staff review for 5310 funding.

From the technical evaluation and public involvement efforts conducted to produce this plan, it is recommended that the priority projects resulting from the final public and technical ratings be given equal importance in their consideration for project funding. Review of previous planning efforts, an evaluation of Census data for target populations, and an assessment of access to employers, senior facilities, affordable housing, and medical facilities provide a snapshot of the Lee County area that is useful from a technical perspective. However, public experience and perception can be just as critical to identifying the needs of target populations. As a result, both priority ratings are important to JARC and NF funding decisions.

The major focus for funding within the near term should be placed upon the project's anticipated impact on providing transportation access to the target populations. Serving the areas identified in the technical evaluation will accomplish this objective. Focusing on projects that provide regional access to the target populations will also enhance the target populations' ability to navigate throughout Lee County for employment, medical, and recreational purposes. Funding projects that provide regional connectivity should also work to achieve the legislative and TLC Plan goal of increased coordination. Projects funded through JARC and NF should be new, innovative, and not eligible under any other programs. These funds should not be used to supplant existing funding.

NEXT STEPS

This plan will be updated as needed to ensure that the funding available under these two programs is used in a manner that meets the changing needs of the Lee County area and the target populations. In addition, public involvement efforts should also be conducted during plan updates to evaluate whether funded services are meeting the needs of the target populations and whether the public has identified additional gaps and overlaps in services.

During the three-year funding cycle for JARC and NF funding, LeeTran must review projects for their sustainability beyond the extent of SAFETEA-LU. To provide mobility options to the target populations that are ineffective or financially unfeasible beyond this current legislation would be detrimental to the target populations and to the Lee County area as a whole.

LeeTran has developed publicly-accepted project selection criteria, a plan that was produced through numerous public involvement opportunities, and a process for project selection that will provide the target populations with the best services available within the JARC and NF funding limits and scope. In addition to the public input utilized to develop this plan, endorsement from the following boards and committees in Lee County will be sought:

- Local Coordinating Board
- MPO Board
- MPO Advisory Committees

The final step for carrying out the JARC and NF grant program criteria includes a competitive selection of project(s) or program(s) for funding. After funding is provided, recipients will be required to report on the success of their project(s) or program(s) in meeting the needs of the target populations and the goals and objectives of this plan. Quarterly project updates as requested in the competitive grant application are required from each JARC/NF funded recipient. It is also recommended that periodic community updates be provided through written correspondence and public meetings to update the stakeholders on the success of funded projects as they are implemented. These updates will help maintain and potentially increase stakeholder engagement for future plan updates and provide a continuing forum for transportation and human services coordination.

APPENDIX A
PROJECT MATRIX

GOALS	Increase Fixed-Route Frequencies	Increase Fixed-Route Weekend Service	Subsidized Vanpools	Education Programs	Expand Paratransit Service	Later Evening Fixed-Route Service	Transit Infrastructure	Circulator/Flexible Routes	Park & Ride Lots	Cross County Connection
Improve access to employment related activities for welfare recipients and eligible low-income individuals throughout the Lee County area.	√	√	√			√	√	√		√
Provide additional tools to overcome existing barriers facing Americans with disabilities who seek integration into the workforce and full participation in society.			√	√	√		√	√		
Remove duplications of transportation services in order to maximize transportation funding within the Lee County area.				√						
Increase coordination and communication between transportation and social service providers, through public forums. This should enhance the delivery of public services to its clients.				√						
Provide increased transportation options to less urban area populations to improve access to services and employment			√		√		√	√		√
Increase support for public transportation programs and funding				√						
Increase safety while utilizing public transportation within the Lee County area through pedestrian amenities							√			
Enhance quality of life for elderly and disabled populations by providing greater access to the community from public transportation services	√	√		√	√	√	√	√		√
Increase housing and employment options by ensuring transportation connectivity throughout the Lee County area.			√				√	√		√
SERVE TARGET POPULATION*										
Elderly	√	√	√	√	√	√	√	√	√	√
Disabled	√	√	√	√	√	√	√	√	√	√
Unemployed	√	√	√	√	√	√	√	√	√	√
Low-income	√	√	√	√	√	√	√	√	√	√
HELP REDUCE IDENTIFIED GAPS										
Development-Related			√				√	√	√	
Customer Service										
Applications and Eligibility										
Increase Funding										
Coordination			√		√			√		√
Accessibility and Safety			√	√	√		√			√
Education and Information				√						
Service Related	√	√	√		√	√	√	√	√	√
Ability to implement within JARC/NF funding limits	√	√	√	√	√	√	√	√	√	√
TOTALS	8	8	13	12	11	8	12	12	10	12

* All recommended projects or services could be implemented in a manner to reach the targeted populations, however, the red check marks display the target groups that would have the most significant impact by project implementation.

APPENDIX B

**AREAS WITH THE HIGHEST PERCENT OF JARC/NF PROGRAM TARGET
POPULATIONS**

Highest Percent Elderly					
CNTY	LAND_MILE	POPULATION	AGE_60	PER_ELD	ELD_DEN
Lee	0.74920	19	19	100%	25.36038441
Lee	6.11030	29	29	100%	4.74608448
Lee	0.56660	46	46	100%	81.18602188
Lee	0.03750	209	201	96%	5360
Lee	0.08360	335	321	96%	3839.712919

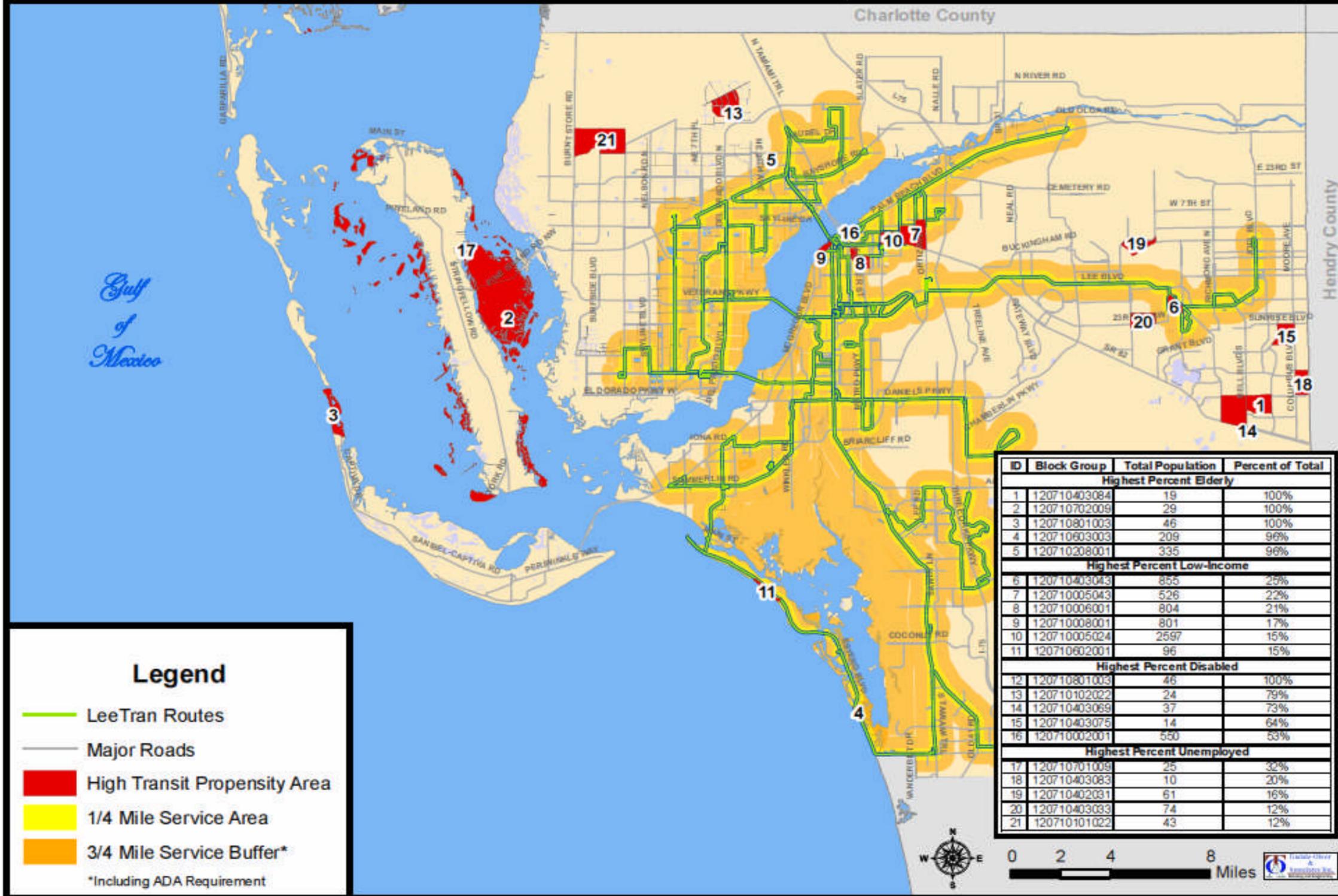
Highest Percent Low Income					
CNTY	LAND_MILE	POPULATION	INC_10	PER_LOWINC	LOWINC_DEN
Lee	0.30970	855	218	25%	703.91
Lee	0.89750	526	116	22%	129.25
Lee	0.38430	804	169	21%	439.76
Lee	0.17540	801	140	17%	798.18
Lee	0.42580	2597	395	15%	927.67
Lee	0.13400	96	14	15%	104.48

Highest Percent Disabled					
CNTY	LAND_MILE	POPULATION	DISABLED	PER_DIS	DIS_DEN
Lee	0.56660	46	46	100%	81.19
Lee	0.79400	24	19	79%	23.93
Lee	1.24550	37	27	73%	21.68
Lee	0.64530	14	9	64%	13.95
Lee	0.05180	550	289	53%	5579.15

Highest Percent Unemployed					
CNTY	LAND_MILE	POPULATION	TOT_UNEMP	PER_UNEMP	UNEMP_DEN
Lee	4.42050	25	8	32%	1.81
Lee	0.52470	10	2	20%	3.81
Lee	0.46470	61	10	16%	21.52
Lee	0.61700	74	9	12%	14.59
Lee	2.02840	43	5	12%	2.46

Map B-1

Areas of High Transit Utilization Propensity



APPENDIX C

FTA GUIDANCE – ELIGIBLE PROJECTS

New Freedom Program Projects

ELIGIBLE ACTIVITIES. New Freedom Program funds are available for capital and operating expenses that support new public transportation services beyond those required by the Americans with Disabilities Act of 1990 (ADA) and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. For the purpose of the New Freedom Program, “new” service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the STIP. In other words, if not for the New Freedom Program, these projects would not have consideration for funding and proposed service enhancements would not be available for individuals with disabilities.

Maintenance of Effort: Recipients or subrecipients may not terminate ADA paratransit enhancements or other services funded as of August 10, 2005, in an effort to reintroduce the services as “new” and then receive New Freedom funds for those services.

Eligible projects funded with New Freedom funds may continue to be eligible for New Freedom funding indefinitely as long as the project(s) continue to be part of the coordinated plan.

Both new public transportation services and new public transportation alternatives are required to go beyond the requirements of the ADA and must (1) be targeted toward individuals with disabilities; and (2) meet the intent of the program by removing barriers to transportation and assisting persons with disabilities with transportation, including transportation to and from jobs and employment services.

The list of eligible activities is intended to be illustrative, not exhaustive. Recipients are encouraged to develop innovative solutions to meet the needs of individuals with disabilities in their communities.

- a. New Public Transportation Services Beyond the ADA. The following activities are examples of eligible projects meeting the definition of new public transportation.
 - (1) Enhancing paratransit beyond minimum requirements of the ADA. ADA complementary paratransit services can be eligible under New Freedom in several ways as long as the services provided meet the definition of “new:”
 - (a) Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA;

- (b) Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services;
 - (c) The incremental cost of providing same day service;
 - (d) The incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system;
 - (e) Enhancement of the level of service by providing escorts or assisting riders through the door of their destination;
 - (f) Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA and labor costs of aides to help drivers assist passengers with over-sized wheelchairs. This would permit the acquisition of lifts with a larger capacity, as well as modifications to lifts with a 600 lb design load, and the acquisition of heavier-duty vehicles for paratransit and/or demand-response service; and
 - (g) Installation of additional securement locations in public buses beyond what is required by the ADA.
- (2) Feeder services. New “feeder” service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.
- (3) Making accessibility improvements to transit and intermodal stations not designated as key stations. Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are clearly intended to remove barriers that would otherwise have remained. New Freedom funds are eligible to be used for new accessibility enhancements that remove barriers to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail and rapid rail. This may include:
- (a) Building an accessible path to a bus stop that is currently inaccessible, including curbcuts, sidewalks, accessible pedestrian signals or other accessible features,

- (b) Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA,
 - (c) Improving signage, or wayfinding technology, or
 - (d) Implementation of other technology improvements that enhance accessibility for people with disabilities including Intelligent Transportation Systems (ITS).
- (4) Travel training. New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.
- b. New Public Transportation Alternatives Beyond the ADA. The following activities are examples of projects that are eligible as new public transportation alternatives beyond the ADA under the New Freedom Program:
- (1) Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs. New Freedom funds can be used to purchase and operate accessible vehicles for use in taxi, ridesharing and/or van pool programs provided that the vehicle has the capacity to accommodate a passenger who uses a “common wheelchair” as defined under 49 CFR 37.3, at a minimum, while remaining in his/her personal mobility device inside the vehicle, and meeting the same requirements for lifts, ramps and securement systems specified in 49 CFR part 38, subpart B.
 - (2) Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers. This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Only new voucher programs or expansion of existing programs are eligible under the New Freedom Program. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The New Freedom Program can provide vouchers to individuals with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on pre-determined rates or contractual arrangements. Transit passes for use on existing fixed-route or ADA complementary paratransit

service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/local) match.

- (3) Supporting new volunteer driver and aide programs. New volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, and other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of new enhancements to increase capacity of existing volunteer driver programs are also eligible. FTA notes that any volunteer program supported by New Freedom must meet the requirements of both “new” and “beyond the ADA.” FTA encourages communities to offer consideration for utilizing all available funding resources as an integrated part of the design and delivery of any volunteer driver/aide program.

- (4) Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive New Freedom funding to support the administrative costs of sharing services it provides to its own clientele with other individuals with disabilities and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:
 - (a) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
 - (b) Support for short term management activities to plan and implement coordinated services;
 - (c) The support of State and local coordination policy bodies and councils;
 - (d) The operation of transportation brokerages to coordinate providers, funding agencies and customers;

- (e) The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
- (f) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- (g) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System Technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

JARC Program Projects

ELIGIBLE ACTIVITIES. Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects.

In the conference report accompanying SAFETEA-LU, the conferees stated an expectation that FTA would "continue its practice of providing maximum flexibility to job access projects that are designed to meet the needs of individuals who are not effectively served by public transportation, consistent with the use of funds described in the *Federal Register*, Volume 67 (April 8, 2002)" (H.R. Report 109-203, at Section 3018 (July 28, 2005)). Therefore, eligible projects may include, but are not limited to capital, planning, and operating assistance to support activities such as:

- c. Late-night and weekend service;
- d. Guaranteed ride home service;
- e. Shuttle service;
- f. Expanding fixed-route public transit routes;

- g. Demand-responsive van service;
- h. Ridesharing and carpooling activities;
- i. Transit-related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals that bicycle a portion of their commute or providing bicycle storage at transit stations);
- j. Local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides;
- k. Promotion, through marketing efforts, of the:
 - (1) use of transit by workers with non-traditional work schedules;
 - (2) use of transit voucher programs by appropriate agencies for welfare recipients and other low-income individuals;
 - (3) development of employer-provided transportation such as shuttles, ridesharing, carpooling; or
 - (4) use of transit pass programs and benefits under Section 132 of the Internal Revenue Code of 1986;
- l. Supporting the administration and expenses related to voucher programs. This activity is intended to supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment to providers of alternative transportation services. The JARC program can provide vouchers to low-income individuals to purchase rides, including (1) mileage reimbursement as part of a volunteer driver program, (2) a taxi trip, or (3) trips provided by a human service agency. Providers of transportation can then submit the voucher to the JARC project administering agency for payment based on pre-determined rates or contractual arrangements. Transit passes for use on fixed-route or Americans with Disabilities Act of 1990 (ADA) complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/local) match;
- m. Acquiring Geographic Information System (GIS) tools;
- n. Implementing Intelligent Transportation Systems (ITS), including customer trip information technology;

- o. Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions;
- p. Deploying vehicle position-monitoring systems;
- q. Subsidizing the costs associated with adding reverse commute bus, train, carpool van routes or service from urbanized areas and nonurbanized areas to suburban work places;
- r. Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
- s. Otherwise facilitating the provision of public transportation services to suburban employment opportunities;
- t. Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive JARC funding to support the administrative costs of sharing services it provides to its own clientele with other low-income individuals and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:
 - (1) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
 - (2) Support for short term management activities to plan and implement coordinated services;
 - (3) The support of State and local coordination policy bodies and councils;
 - (4) The operation of transportation brokerages to coordinate providers, funding agencies and customers;
 - (5) The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and

neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;

- (6) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- (7) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

APPENDIX D
PUBLIC WORKSHOP HANDOUTS

Allocation of Dollars for Priority Programs



High

- Conduct Bus Route Needs Assessment to Determine Need for Feeder Service to Charleston Park** \$ _____
- Utilize School Buses for Public Transportation** \$ _____
- Expand the Existing Public Transit Services**
 - Location _____
 - Expand Paratransit
 - Later Evening Service
 - Other _____ \$ _____

Medium

- Build Park-n-Ride Lots**
 - Location _____ \$ _____
- Create Partnerships with Employers**
 - Subsidized Vanpools
 - Transit Training Program
 - Priority Parking for Carpools \$ _____
- Implement a Computerized Coordination System** \$ _____

Low

- Add Covered Bus Shelters** \$ _____
- Implement Small Rail System Connecting Rural Areas with Downtown Areas**
 - Location _____ \$ _____
- Add Kiosks to Bus Stops (Display Next Bus Information)** \$ _____

Other Recommendations

_____ \$ _____
 _____ \$ _____
 _____ \$ _____

TOTAL – Not to Exceed	\$100
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COMMITMENT LETTER

This letter confirms that you agree to participate as a stakeholder for the formulation of a Locally Coordinated Human Services Transportation Plan (LCHSTP) for Lee County Transit referred to as LeeTran below.

To participate in the LCHSTP as a stakeholder simply requires that you provide your input on improving agency coordination and transportation services. There will be several opportunities for you to provide feedback on which services should be incorporated into the LCHSTP including questionnaires and workshops. Your participation is vital. "The direct benefits of more effective coordination are clear. Nationally, \$700 million could be saved, according to a conservative estimate from a study conducted by the National Academy of Science's Transportation Research Board." To accomplish the goals and objectives of the plan LeeTran will need you as a partner.

Expectations of each participant are as follows:

1. Attend the June 17th Phase II public workshop.
2. Encourage agencies that you work with to look for coordination opportunities
3. Respond to e-mails, mail-out and/or other questionnaires in a timely manner
4. Vote on the prioritization of recommended plan projects
5. Notify LeeTran if you must cease participation

The initial plan development will be completed between July 2008 and August 2008. Once a plan has been adopted, LeeTran will begin to fully implement funded recommendations as a means of improving coordination and transportation for low-income, elderly and disabled persons in our communities.

Agreeing to be a stakeholder is a non-binding commitment that guarantees that you will be included in all of our correspondence throughout this process. A stakeholder also agrees to promote the purpose of the LCHSTP to encourage additional participation. Your participation does not entitle you to any items above those specifically listed in this letter. If the terms above are agreeable to you, please sign and return one copy of this letter.

Sincerely,
LeeTran

Name

Address

Date

E-mail

CHOOSING A PLAN NAME

Instructions: Please place an "X" next to the name that you would like to select for the Locally Coordinated Human Services Transportation Plan.

- | | |
|---|---|
| TLC 4 LEE ___ | LAMP: Lee Access Mobility Plan ___ |
| TRAN: Transportation Reaching a Need ___ | Passport ___ |
| COTRAN: Coordinated Opportunity to Reach a Need ___ | 211 Transportation Services ___ |
| RAT: Regional Access Transit ___ | Transportation 211 ___ |
| Community Initiated Transportation Plan ___ | Human Services Transportation ___ |
| TLC: Transportation for Lee County ___ | Social Services Transportation ___ |
| TALC: Transportation for all of Lee County ___ | Wheelin' ___ |
| LeeTran Express ___ | Lee-Wheelin' ___ |
| The Bus ___ | Lee County Mass Transit ___ |
| D.A. (Disadvantaged Access) Bus ___ | All Access ___ |
| LAMB: Lee Access Mobility Bus ___ | The Coordinated System for Transportation Disadvantaged ___ |
| Exceptional Transportation ___ | |
| GO ___ | |
| \$2 Express ___ | |

APPENDIX E

TABLES & CHARTS

PUBLIC WORKSHOPS' PROBLEMS & SOLUTIONS AND

PRIORITY PROJECT RANKINGS

"PROBLEMS"	
EDUCATION & INFORMATION	PRIORITY DOTS
No citizen advisory committee	4
lack of community involvement	4
lack of outreach	4
Collective community support hindered at transit step	
ACCESSIBILITY & SAFETY	PRIORITY DOTS
No accessible sidewalks	6
No talking signs at intersections	2
Many bus stops have poor seating and are without shelters	2
more buses for disabled populations	1
There is a need to improve the perceived rider safety	1
Need to develop bus stops with pads and shelters	1
There are many non-kneeling buses	1
Need computerized system that links systems	1
Aging in place, but limited access to services	1
Buses only hold 1-2 bikes	1
Smaller buses are needed for better circulation	
Need additional safety and lighting	
Intersection of 2nd St and Fowler, signal timing not accurate	
Synchronize traffic lights	
Bike safety	
COORDINATION	PRIORITY DOTS
Requirement to coordinate to receive funding	7
Need to coordinate services to travel distances	3
Need private partnerships (ex. Wal-Mart) to at the least provide shuttle service twice a week, but service is needed daily	1
Cannot coordinate without software	
Crossing political lines and cross funding	
FUNDING	PRIORITY DOTS
2.5% of every road project on mass transit	2
There is too much money spent on roads	1
APPLICATIONS & ELIGIBILITY	PRIORITY DOTS
CTC only medical service 1) Outside 3/4 mile corridor no service and 2) Inside 3/4 mile corridor needs to qualify	1
SERVICE-RELATED (GENERAL)	PRIORITY DOTS
not enough transportation available	5
One person per bus is inefficient	1

Ridership on Bonita Springs route	
SERVICE-RELATED (SPECIFIC)	PRIORITY DOTS
Need for transportation service to jobs	18
Route frequency needs to be increased	3
There is no route from Riverdale to LaBelle	2
Need later evening service	2
Pine Island Road route stops at 6:30	2
Time on the bus	2
There is inadequate access to 1) Medical, 2) Education/Employment, 3) Nutrition/Pharmacy Shopping, and 4) Human Services	1
CUSTOMER SERVICE	PRIORITY DOTS
Good Wheels decreased its service	1
DEVELOPMENT-RELATED	PRIORITY DOTS
Charleston Park needs to be included	14
More service is needed in Lehigh	3
Need to get people from their houses to buses	2
Sprawl	1
Development causes barriers to efficient transportation services	1
No bus route to senior center or yacht club	1
Drive times are too long	1
OTHER	PRIORITY DOTS
Park-n-ride lots	4
Traffic and congestion	1
Need for social service campus	1
There is a disconnect between land use policies and transportation	3
Bus stops do not have shade trees	
Cater too much to individuals	
Implement a loaner bicycle program	
Transition to hybrid buses	
There is a need to address pedestrian/car accidents	

"SOLUTIONS"	
EDUCATION & INFORMATION	PRIORITY DOTS
No education and information solutions were suggested	
ACCESSIBILITY & SAFETY	PRIORITY DOTS
Add covered bus shelters	3
Add kiosks at stops	2

Install sidewalks and bus lanes	2
Create incentives to encourage people to help neighbors without getting sued or paying liability insurance	2
Add Sunday service	1
Next bus announcements	1
There is a need for more bike facilities (for example, lanes, racks, and locking system)	1
COORDINATION	PRIORITY DOTS
Utilize school buses for public transportation when they are not being used by schools (ex., hourly rate charged by school)	11
Create partnerships with employers and offer incentives	6
Establish better coordination within each system to other systems	6
Implement a computerized coordination system for all systems	6
Coordinate planning and zoning to support multi-modes	6
Implement a small rail system to connect counties and downtown to rural areas	3
Create partnerships with churches and faith-based organizations to access transportation	2
Give rural areas their own bus or partner them with school system	1
Invite school representatives to these meetings (ex., Superintendent and Transportation Planner)	
FUNDING	PRIORITY DOTS
More agency funding	9
APPLICATIONS & ELIGIBILITY	PRIORITY DOTS
Work with the CTC to provide more than ADA/Medicaid trips to citizens and connect with rural areas	2
SERVICE-RELATED (SPECIFIC)	PRIORITY DOTS
Expand the public transit system	8
SERVICE-RELATED (GENERAL)	PRIORITY DOTS
Reinstitution of route in South Cape Coral	2
Implement flexible schedules with later evening hours	2
CUSTOMER SERVICE	PRIORITY DOTS
No customer service solutions were suggested	

DEVELOPMENT- RELATED	PRIORITY DOTS
Conduct bus route assessment for Charleston Park to determine the needs for service or a feeder service to Palm Beach Boulevard, or a public carpooling system (share rides)	12
OTHER	PRIORITY DOTS
Build park-n-ride lots	7
Implement carpool incentives (for example, HOV lanes)	1
Establish "Senior Zones" to protect the aging population by retirement homes (for example, speed reduction in Hillsborough County)	1
Establish a social service campus	
Create multi modal system	
Priority parking for vanpooling near transit hubs	

LCHSTP – Public Workshop #2
Southwest Florida Regional Planning Council
Tuesday, June 17, 2008
2:00 PM to 4:00 PM

There were a total of forty five individuals participating in the dollar allocation exercise. These individuals were divided into four groups. Both individual and group totals are displayed on the following page.

Lee County Public Workshop Allocation

PROJECTS	INDIVIDUAL	GROUP ONE	GROUP TWO	GROUP THREE	GROUP FOUR	TOTAL ALL GROUPS
Expand the Existing Public Transit Services- Expand Paratransit (County-Wide)	565		15	50	10	75
Add Covered Bus Shelters	370	10			20	30
Expand the Existing Public Transit Services-Fixed Route	275	50		50		100
Utilize School Buses for Public Transportation	261					0
Implement a Computerized Coordination System	207		15		20	35
Expand the Existing Public Transit Services-Collier/Lee Connection	180					0
Expand the Existing Public Transit Services-Later Evening Service	175		15		10	25
Add Kiosks to Bus Stops	160				15	15
Create Partnerships with Employers	146	25	5		15	45
Create Partnerships with Employers-Priority Parking for Carpools	125					0
Create Partnerships with Employers-Subsidized Vanpools	120					0
Create Partnerships with Employers-Transit Training Program	120					0
Conduct Bus Route Needs Assessment to Determine Need for Feeder Service to Charleston Park	112		15			15
Implement Small Rail System Connecting Rural Areas with Downtown Areas	110					0
Supportive Housing Agency Transportation for Disabled Residents to Mental Health and Medical Appointments	85					0
Build Park-n-Ride Lots	77	15				15
Expand the Existing Public Transit Services-Expand Paratransit Hours	50					0
Expand the Existing Public Transit Services-More Frequency for Fixed Shopping Trips for TD Program	50					0
Build Park-n-Ride Lots- Cape Coral/Ft. Myers	45					0
Expand the Existing Public Transit Services-Shift Work Schedules (Cape Coral-NW/NE)	40					0
Sidewalks/Bus Pads	40					0
Seatbelts on Buses	35		2			2
Build Park-n-Ride Lots-Near Outer Areas	30					0
Build Park-n-Ride Lots-College Parkway and 41/Ben Pratt and Daniels Parkway	30					0
Implement Small Rail System Connecting Rural Areas with Downtown Areas-Lehigh/Lehigh Area	25					0
Expand the Existing Public Transit Services-Charleston Park	20				10	10
Implement Small Rail System Connecting Rural Areas with Downtown Areas-I-75, US 41, Beaches	20					0
No Fee for Children Under 12	20					0
Expand the Existing Public Transit Services-Weekends	15					0
Implement Small Rail System Connecting Rural Areas with Downtown Areas-Lee/Collier/Charlotte	15					0
Bike Paths Where There is No Bus Service and Advocate the Use of Bikes and Bike Racks to Keep Bikes Safe When on a Bus	15					0
Expand the Existing Public Transit Services-Cape Coral	10					0
Expand the Existing Public Transit Services-Use Alternate Fuels/Electric Vehicles	10					0
Implement Small Rail System Connecting Rural Areas with Downtown Areas-Bayshore Area	10					0
Implement Small Rail System Connecting Rural Areas with Downtown Areas-Hendry County	10					0
Commercials to Encourage Paratransit Use	10					0
Implement Small Rail System Connecting Rural Areas with Downtown Areas-Buckingham	5					0
Information for Carpools, Bus Routes, and Bus Schedules	5					0
Implement Small Rail System Connecting Rural Areas with Downtown Areas-SR 80 Corridor	2					0
Expand the Existing Public Transit Services to East Fort Myers, Bonita, and Lehigh			15			15
Expand the Existing Public Transit Services to Veterans			15			15
Get Rid of the 3/4 Mile Regulation to Access LeeTran			3			3
Total	3600	100	100	100	100	400

APPENDIX F

JARC/NF PROGRAM GRANT FUNDING APPLICATION

FEDERAL TRANSIT ADMINISTRATION (FTA)

JOB ACCESS & REVERSE COMMUTE PROGRAM
AND NEW FREEDOM PROGRAM
GRANT APPLICATION

*Competitive Grant Application for the
Cape Coral/Ft. Myers Urbanized Area*



Lee County Transit (LeeTran)

(In partnership with the Lee County Metropolitan Planning Organization)

Overview

SAFETEA-LU

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) reauthorized federal transportation funding programs through Federal Fiscal Year (FFY) 2009. SAFETEA-LU addresses the many challenges facing our transportation system today and lays the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities. SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring Safety, Equity, Innovative Finance, Congestion Relief, Mobility and Productivity, Efficiency, and the Environment.

This funding application addresses two Federal Transit Administration (FTA) programs funded by SAFETEA-LU: Job Access/Reverse Commute (JARC, Section 5316) and New Freedom (Section 5317).

This application covers three years of funding (FY 2006, 2007, and 2008). The following funds are available.

<u>Federal Fiscal Year</u>	<u>JARC</u>	<u>NFP</u>
2006 (appropriated)	\$147,513	\$102,886
2007 (appropriated)	\$155,494	\$117,307
2008 (appropriated)	\$168,452	\$126,721

Program Description and Specific Eligibility Requirements

Job Access & Reverse Commute (JARC) Program - Section 5316 of SAFETEA-LU

Eligible agencies:

JARC is a formula grant program for the Cape Coral/Ft. Myers urbanized area. Applicants may include state or local government authorities; private non-profit organizations; and operators of public transportation services including private operators.

Program description:

JARC is a formula program of funding to develop transportation services to transport welfare recipients and low-income persons to and from jobs (Job Access); and to transport residents of urban centers, rural and suburban areas to suburban employment opportunities (Reverse Commute). Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services related to providing access to jobs. Costs to promote transit for workers with nontraditional work schedules, the use of transit vouchers, and the use of employer-provided transportation are also covered.

Eligible activities:

Eligible activities for JARC funding include late-night and weekend service, guaranteed ride home service, shuttle service; expanded fixed-route public transit routes; demand-responsive service; ridesharing and carpooling activities; transit related aspects of bicycling; local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides; marketing promotions for JARC activities; supporting the administration and expenses related to voucher programs; using Geographic Information System (GIS) tools and/or implementing Intelligent Transportation Systems (ITS); integrating automated regional public transit and human service transportation information, scheduling and dispatch functions; deploying vehicle position-monitoring systems; and establishing regional mobility managers or transportation brokerage activities.

The local coordinated plan, the TLC Plan, identifies service gaps and needs of the targeted populations and prioritizes projects to meet those needs. Projects selected for JARC grants must be derived from the TLC Plan and address identified service gaps/needs. Projects should be derived from the list of prioritized projects located in the Public Involvement Section (pg. 4-1) or the Technical Project Prioritization Section (pg. 5-1) in the TLC Plan.

New Freedom (NF) Program - Section 5317 of SAFETEA-LU

Eligible agencies:

NF is a formula grant program for the Cape Coral/Ft. Myers urbanized area. Applicants may include state or local government authorities; private non-profit organizations; and operators of public transportation services including private operators.

Program description:

NF is a new formula grant program intended to fund new public or alternative transportation services and facility improvements to address the needs of persons with disabilities that go beyond those required by the ADA. Funds will cover capital and operating costs to these programs to provide that new service.

Eligible activities:

Eligible activities for NF funding include: enhancing public transportation beyond the minimum requirements of the ADA; providing “feeder” services; making accessibility improvements to transit and intermodal stations; providing travel training; purchasing vehicles to support new accessible taxi, ridesharing, and/or vanpooling programs; covering the administration and expenses of new voucher programs for transportation services offered by human service agencies; supporting new volunteer driver and aide programs; and supporting new mobility management and coordination programs among public and/or human service transportation providers.

The local coordinated plan, the TLC Plan, identifies service gaps and needs of the targeted populations and prioritizes projects to meet those needs. Projects selected for NF grants must be derived from the TLC Plan and address identified service gaps/needs. Projects should be derived from the list of prioritized projects located in the Public Involvement Section (pg. 4-1) or the Technical Project Prioritization Section (pg. 5-1) in the TLC Plan.

General Eligibility Requirements

Locally Coordinated Human Services Transportation Plan

SAFETEA-LU requires that projects must be derived from a Locally Coordinated Human Services Transportation Plan (LCHSTP). LeeTran, with substantial public input, developed a LCHSTP called the "Transportation for Lee County Plan" (TLC Plan) for the Cape Coral/Ft. Myers urbanized area. The TLC Plan is available through the Lee County MPO website at www.mpo-swfl.org and the LeeTran website at www.rideleetrans.com.

Application Submission

If your organization has a potential project that it would like considered for funding under one of these programs, please complete the following application and submit it to the address below no later than **5:00 PM Eastern Standard Time on Wednesday, August 6, 2008**. Applications received after that date and time will not be considered. A committee including a representative from the Lee County MPO, the Southwest Florida Regional Planning Council, the Lee County Smart Growth Committee, Lee County Human Services, and a transit user will review and score the applications and, through a process established in the TLC Plan, will select projects for funding. Applications should be submitted to:

Lee County MPO
Attn: Don Scott, Director
1926 Victoria Avenue
Fort Myers, Florida 33901

The information in this application is public record. Applicants should not include information that may be regarded as confidential. The applicant will comply with the necessary Certifications and Assurances if assistance is awarded.

Lee County JARC & NF Grant Application

Instructions

Lee County Transit – LeeTran has been named the designated recipient of USC 5316 Job Access and Reverse Commute and USC 5317 New Freedom grant funds. In order to access these grant funds, Lee County solicits proposal for funding consideration in accordance with the Lee County Locally Coordinated Human Services Transportation Plan (LCHSTP). Additional program information and the LCHSTP are available at www.rideleetrans.com and www.mpo-swfl.org.

In order to submit a proposal requesting funding, please provide the information requested below. It is the intent of those considering these proposals to make the process simple so as to not create a barrier to participating in this program.

Applications must be submitted prior to the close of business (**5:00 p.m.**) on (**August 6, 2008**) to:

Lee County MPO
Attn: Don Scott, Director
1926 Victoria Avenue
Fort Myers, Florida 33901

In order to save costs, applicants are encouraged to submit application via e-mail to dscott@swfrpc.org

Agency Information

Please provide the following information about your agency.

1. Agency name, address, and contact information including telephone and e-mail.
2. Name of executive director and agency representative presenting proposal.
3. Information regarding the mission of your organization, how long your organization has been in operation, the target population served, and the services provided.
4. What area of Lee County your agency serves.

Project Information

Please provide the following information about the project.

1. Describe the project.
2. Identify the program (JARC or NF) to which you are applying. Explain how your project meets the JARC or NF target goals (pages 2-1 through 2-2 in the LCHSTP).
3. Identify how your project meets the plan priorities addressed in the LCHSTP (Public Project Priorities pg. 4-12 or the Technical Project Priorities pg. 5-3 through 5-8).

4. Provide a budget for the project identifying how program funds will be used and document the source of matching funds. Capital projects require a 20% match. Operating projects require a 50% match.
5. Provide a timetable for implementation including milestones.
6. Provide a statement that the proposed services are new and not supplanting trips already provided.
7. Describe how these transportation services are being coordinated with existing transportation services and in cooperation with the Community Transportation Coordinator (CTC) in Lee County.

How your project will be evaluated

LeeTran, as the designated recipient of USC 5316 JARC and 5317 NF grant funds, is responsible for compliance with the US DOT Federal Transit Administration (FTA) program rules and applicable federal, state, and local laws for this program. Funded projects will be required to comply with these rules. Project proposals will be evaluated and ranked based on their ability to meet program goals and requirements. Projects will be adopted by the Lee County Board of County Commissioners and submitted to FTA prior to award.

The information in your application is a public record. Applicants should not include information that may be regarded as confidential. Successful applicants will receive a letter that describes the forms and processes that they will need to complete in order to access FTA funds.

All applicants selected for funding under either or both programs must comply with all appropriate FTA terms and conditions. Before entering into an agreement with LeeTran, successful applicants will be required to sign and have notarized the following:

- FTA FY 2008 Certifications and Assurances (Example of 2008 Certifications and Assurances in Appendix A)
- FTA FY 2008 Master Agreement (Example of 2007 Master Agreement in Appendix B)

Attached to this application is the primary criteria sheet that will be utilized by the project selection committee to rank proposals. If there are questions or concerns please contact Don Scott.

Project Scoring Criteria

<i>Program Description</i>	50
Need for Program - clearly demonstrates existing needs in the community and provides justification for purposed services, with specific attention to data, needs assessments, goals, and objectives.	10
Program Design - evaluates how well the proposal explains and defines that the need for the services is met and that the target population is served by the proposed program. Evaluates that the project is new, innovative, and not eligible under any other programs.	20
Knowledge and Experience with Target Populations - demonstrates the agency's involvement and understanding of the needs of the target population.	10
Performance Evaluation System - evaluates how the program will demonstrate that the services to be provided will benefit the target population and the program's ability to partner with other local agencies and share resources.	10
<i>Program Budget Summary</i>	15
Unit Rate, Budget, and Cost Effectiveness - assesses the financial viability of the proposed services by overall program revenue, unit rate, expenses, cost effectiveness, and revenue to be generated including non-county sources.	15
<i>Administrative and Fiscal Capacity</i>	25
Fiscal/Accounting System - evaluates agency's financial/accounting system and past audits.	5
Agency Experience - describes agency's background, volume of work, and length of time providing services that are similar to services being proposed.	10
Board of Directors Involvement - demonstrates the effectiveness and degree of involvement of the Board of Directors.	5
Management and Staff Experience and Background - evaluates the ability of the agency's Chief Executive Officer, management, and staff to fulfill the agency mission and implement services consistent with current or best practices for the target population to be served.	5
<i>Overall Proposal</i>	10
Overall Proposal - assesses the completion of the application and the agency's history and ability.	10
Total	100

LeeTran Contact

Lee County Transit

Carmen Monroy

6035 Landing View Road

Fort Myers, Florida 33907

(239) 533-0332

CMonroy@leegov.com

APPENDIX G

NON-PROFIT AND PRIVATE TRANSPORTATION PROVIDERS INVENTORY

Note: A larger version of the inventory is available by contacting LeeTran at the following:

Lee County Transit
6035 Landing View Rd.
Ft. Myers, FL 33907
Phone 239-533-8726 (LEE-TRAN)

Provider	Provider Information								Type of Transportation								Eligibility								Type of Trips								Additional Comments
	Address	Phone	Website	Seasonal Resident Service?	Geographical Region	Days/Times of Transportation Service	Cost	Advance Notice	Application? Required	Wheelchair	Ambulatory	Individual	Group	Income limits	Monthly Income level	Disability	Age	Other Restrictions	Medical	Pharmacy	Grocery	Employment	Job related education	Education	Other Life Sustaining	Group Dining							
A Flat Rate Airport Shuttle	P.O. Box 61066 Fort Myers, FL 33906	(239) 939-1969																															
AAA Airport Causeway Cab Company	11708 Pointe Circle Fort Myers, FL 33908	(239) 433-1122	no	n/a		24 hours a day																					primarily airport service						
AAA Airport Transportation	P.O. Box 1611 Fort Myers, FL 33902	(239) 275-5466	no	n/a	65 mile radius from airport	24 hours a day																					primarily airport service						
AAngel Airport Transportation LLC	17225 Johnston Drive Fort Myers, FL 33967	(239) 590-9856	www.angeltowncarfl.com	n/a	Southwestern Florida	24 hours a day	Cost depends on trip and destination. Fort Myers area up to \$140, while outer locals such as Orlando can cost \$300.				X	X							X	X	X						X						
Aaron Airport Transportation, Inc.	Dispatch: 13233 Greywood Circle Ft. Myers, FL 33912 Garage: 12581 Metro Parkway Fort Myers, FL 33912	(239) 768-1898	no	n/a	Orlando - Key West	5 AM - 12 AM																					primarily airport service						
Able Transportation		(239) 449-2253																															
Aero Tours and Charters	2040 Crawford Street Fort Myers, FL	(239) 337-7051																															
Airport Taxi	Fort Myers, FL 33913	(239) 768-5400	no	n/a		24 hours a day																					primarily airport service						
All American Cab	Fort Myers, FL 33901	(239) 777-8378	no	n/a		24 hours a day					X	X							X	X	X	X	X	X	X	X							
Ambitrans Inc.	22093 Kimble Ave. Port Charlotte, FL 33952	(941) 954-4748	www.ambitrans.com		Charlotte, Collier, DeSoto, Hendry, Lee, Sarasota County					X	*	*	X						*							X							

Provider	Provider Information									Type of Transportation				Eligibility				Type of Trips							Additional Comments		
	Address	Phone	Website	Seasonal Resident Service?	Geographical Region	Days/Times of Transportation Service	Cost	Advance Notice	Application? Required	Wheelchair	Ambulatory	Individual	Group	Income limits	Monthly Income level	Disability	Age	Other Restrictions	Medical	Pharmacy	Grocery	Employment	Job related education	Education		Other Life Sustaining	Group Dining
Apple Taxi and Limo Service, Inc	15501-6 McGregor Boulevard Fort Myers, FL	(239) 463-2888																									
Atlas Limousine, aka Cruisers Charters, aka PTS Charters	2910 Cargo Street Fort Myers, FL 33916	(239) 992-9340																									
Best in Florida	3422 S.E. 11th Place Cape Coral, FL 33904	(239) 540-7898																									
Beyond Home Care Services, Inc.	3311 Gulfstream Pkwy Cape Coral, FL 33993	(954) 326-1221																									
Blue Bird Taxi / Yellow Cab / Checker Taxi	3252 Palm Ave. Fort Myers, FL 33901	(239) 332-1712	no	n/a	Lee County	24 hours a day					X	X						X	X	X	X	X	X	X	X	X	
Bonita City Cab	25150 Bernwood Drive Bonita Springs, FL 38505		no	n/a	major cities in South Florida	24 hours a day					X	X						X	X	X	X	X	X	X	X	X	
Bonita Springs Limo Service	23560 Walden Center #108 Bonita Springs, FL 34134	(239) 992-9340																									
Callahan's Airport Limousine	1429 Southeast 20th Street Cape Coral, FL 33990	(239) 458-9914																									
Cape Coral Housing Rehab Development Corporation	1430 Se 16th Pl Cape Coral, FL 33990	(239) 573-1311	www.capecoralaffordablehousing.com																								
Cape Coral Mini Bus	400 Santa Barbara Blvd. Cape Coral, FL 33991	(239) 574-0573	www.capegov.org		Cape Coral city limits	M-F, 7:30AM - 4:00PM	\$10.00 per round trip. Fee assistance available through Transportation Disadvantage is available for qualifying persons.	48 hours in advance	Yes, prior to riding participants must register by filling out the Emergency Information and Liability form.	*		*					*	X	X					X			

Provider	Provider Information									Type of Transportation				Eligibility				Type of Trips							Additional Comments		
	Address	Phone	Website	Seasonal Resident Service?	Geographical Region	Days/Times of Transportation Service	Cost	Advance Notice	Application? Required	Wheelchair	Ambulatory	Individual	Group	Income limits	Monthly Income level	Disability	Age	Other Restrictions	Medical	Pharmacy	Grocery	Employment	Job related education	Education		Other Life Sustaining	Group Dining
City of Bonita Springs DBA Bonita Car Service	21150 Bernwood Dr. Ste. 12 Bonita Springs, FL 34135	(239) 949-4977	no		Collier, Lee County						X	X							X	X	X	X	X	X	X	X	
Coastal Behavior Healthcare, Inc.	1565 State Street Sarasota, FL 34236	(941) 927-8900																									
Diplomat Transportation Inc.	PO Box 453 Sarasota, FL 34230	(941) 365-8294	no	n/a	Multiple counties across Southern Florida including Lee County	24 hours a day					X	X							X	X	X	X	X	X	X	X	Diplomat also includes Diplomat Taxi, West Coast Executive Sedans, Yellow Cab of Bradenton, and Yellow Cab of Venice.
Down Syndrome Supported Living, Inc.	7407 S.E. Academy Boulevard Cape Coral, FL 33990	(239) 458-8396																									
Edison Cab Fort Myers	Fort Myers, FL 33901	(239) 337-2852	no	n/a		24 hours a day					X	X							X	X	X	X	X	X	X	X	
Elite Limousine Service of Southwest Florida		(239) 482-3376																									
Eno's Taxi Service	15560 McGregor Blvd. Fort Myers, FL 33917	(239) 936-1923	no			24 hours a day					X	X							X	X	X	X	X	X	X	X	
Flat Rate Transportation	P.O. Box 61066 Fort Myers, FL 33906	(239) 939-1969																									
Florida Habilitation Network, Inc.	24921 Goldcrest Drive Bonita Springs, FL 34134	(239) 458-8396																									
Foundation for Better Living, Inc.	2612 29th Street S.W. Lehigh, FL 33971	(305) 491-9834																									

Provider	Provider Information								Type of Transportation						Eligibility				Type of Trips						Additional Comments		
	Address	Phone	Website	Seasonal Resident Service?	Geographical Region	Days/Times of Transportation Service	Cost	Advance Notice	Application? Required	Wheelchair	Ambulatory	Individual	Group	Income limits	Monthly Income level	Disability	Age	Other Restrictions	Medical	Pharmacy	Grocery	Employment	Job related education	Education		Other Life Sustaining	Group Dining
George's Tours and Charters	Bokeelia, FL	(239) 997-2199																									
Good Wheels Inc.	10075 Bavaria Rd. SE Fort Myers, FL 33913	(239) 768-2900	www.goodwheels.org		Glades, Hendry, Lee County		Provides Medicaid Transportation for Hendry and Glades County. Private pay clients for Lee County only.																				
Greyhound Bus Line	2250 Peck Street Fort Myers, FL 33901	(239) 334-1011																									
Gulf Charters	1254 Piney Road North Fort Myers, FL 33903	(239) 652-4600																									
Hal's Angels	1110 NE Pine Island Road Cape Coral, FL	(239) 772-8482																									
Hampton Jitney, Inc.	Cape Coral, FL	(239) 772-8880																									
Highway Coach Company	3206 Cargo Street Fort Myers, FL 33916	(239) 337-7008																									
Highway Coach of Southwest Florida	3016 Santa Barbara Boulevard Cape Coral, FL	(239) 772-5101																									
In-Front Transportation	600 5th Avenue Naples, FL	(239) 643-3014																									
Joan of Arc Corp.	2618 44th Street West Lehigh, FL 33971	(305) 331-4337																									

Provider	Provider Information									Type of Transportation				Eligibility					Type of Trips							Additional Comments		
	Address	Phone	Website	Seasonal Resident Service?	Geographical Region	Days/Times of Transportation Service	Cost	Advance Notice	Application? Required	Wheelchair	Ambulatory	Individual	Group	Income limits	Monthly Income level	Disability	Age	Other Restrictions	Medical	Pharmacy	Grocery	Employment	Job related education	Education	Other Life Sustaining		Group Dining	
John's Where U Wantta Go	2830 Garden Street Fort Myers, FL 33917	(239) 997-8294	no								X	X							X	X	X	X	X	X	X	X		
J P Morgan Limousine Service	1829 Grace Avenue Fort Myers, FL 33901	(239) 980-5466																										
Krystal Limousines	2902 13th Street Southwest Lehigh Acres, FL 33971	(239) 542-5670	no	n/a	Lee and Collier Counties	24 hours a day																						
LeeTran	6035 Landing View Rd. Ft Myers, FL 33907	(239) 533-8726	www.rideletran.com	yes	Lee County (proximity to the fixed-route bus service)	Monday through Saturday, from 5:00 a.m. to 9:45 p.m., with limited Sunday service on some routes.	Adult: Cash Fare=\$1, Transfers=\$0.15, All-Day Pass=\$3, 12-Trip Pass=\$10, Monthly Pass=\$30 Senior/Disabled: Cash Fare=\$0.50, Transfers=\$0.15, All- Day Pass=\$3, 12-Trip Pass=\$5, Monthly Pass=\$18 Student: Cash Fare=\$1, Transfers=\$0.15, All-Day Pass=\$3, 12-T	no	no	X		X							X	X	X	X	X	X	X	X		
LeeTran Passport Service	6035 Landing View Rd. Ft Myers, FL 33907	(239) 533-0300	www.rideletran.com	Visitors who have ADA documentation can use service. Those who do not can use the service for up to twenty-one days	Lee County	Monday through Saturday, from 5:00 a.m. to 9:45 p.m., with limited Sunday service on some routes, from 6:00 a.m. to 9:20 p.m.	\$2 per trip. The fare charged to an ADA eligible user shall not be more than twice the fare that would be charged to an individual paying full fare (without regard to discounts) for a trip of similar length, at a similar time, on the fixed route system.	Required to book trip day before request but no more than two weeks in advance.	Individuals as ADA riders need to be screened for eligibility and documentation needs to be provided. Staff will assess the disability to determine if it prevents the rider from using the fixed- route service.																	Passenger given one hour window before or after requested pick-up time.		
Lehigh Acres Airport Shuttle	PO Box 813 Lehigh Acres, FL 33970	(239) 368-5466																										
Local Motion Taxi	211 Palermo Circle Fort Myers Beach, FL 33931	(239) 463-4111	no		Fort Myers Beach	24 hours a day					X	X							X	X	X	X	X	X	X	X		
Lou's Airport Taxi Service	2200 Jasper Avenue Fort Myers, FL 33907	(239) 549-5272	no		Lee, Collier, Miami, and Tampa Airports	24 hours a day					X	X							X	X	X	X	X	X	X	X	primarily airport service	
MBI Coach and Charter	3606 Mercantile Avenue Naples, FL 34104	(800) 780-3235																										
Med-Assure Non Emergency Medical Transportation	222 Industrial Blvd. Naples, FL 34108	(239) 649-0911	no	yes	Collier, Lee County	24/7	Depends on trip, but starts at \$10. Price can also increase for wheelchair (\$70) or stretcher.	Preferably 24 hours in advance.	no	*	*	*	X						*	*	*	*	*	*	*	*	*	

Provider	Provider Information									Type of Transportation				Eligibility						Type of Trips					Additional Comments			
	Address	Phone	Website	Seasonal Resident Service?	Geographical Region	Days/Times of Transportation Service	Cost	Advance Notice	Application? Required	Wheelchair	Ambulatory	Individual	Group	Income limits	Monthly Income level	Disability	Age	Other Restrictions	Medical	Pharmacy	Grocery	Employment	Job related education	Education		Other Life Sustaining	Group Dining	
Metro Cab	Fort Myers, FL 33901	(239) 274-5000	no	n/a		24 hours a day																						
Naples Transportation and Tours	1010 6th Avenue South Naples, FL 34102		no	n/a		24 hours a day																						
Omega Group Home	1209 NW 35th Place Cape Coral, FL 33993	(239) 282-2122																										
On Wheels Transport	PO Box 18414 West Palm Beach, FL 33416	(561) 791-7390	no		Multiple counties across Florida including Lee County																							
Opportunity Services	8695 College Parkway, Suite 114 Ft. Myers, FL 33919	(239) 985-4189																										
Orange Taxi	Fort Myers, FL 33901	(239) 454-8294	no	n/a																								
Platinum Limousine, Inc.	Fort Myers, FL	239-267-1816	no	n/a	Southwest Florida	8AM - 9PM																						
Preferred Taxi	3252 Palm Avenue Fort Myers, FL 33901	(239) 276-TAXI																										
Providence Noble Car	2606 64th Street West Lehigh, FL 33971	(862) 371-5775																										
Quality Care One, Inc.	812 Carfield Avenue Lehigh Acres, FL 33971	(239) 334-6742																										

Provider	Provider Information									Type of Transportation				Eligibility				Type of Trips								Additional Comments		
	Address	Phone	Website	Seasonal Resident Service?	Geographical Region	Days/Times of Transportation Service	Cost	Advance Notice	Application? Required	Wheelchair	Ambulatory	Individual	Group	Income Limits	Monthly Income level	Disability	Age	Other Restrictions	Medical	Pharmacy	Grocery	Employment	Job related education	Education	Other Life Sustaining		Group Dining	
Roxy's Airport Transportation	Fort Myers, FL 33901	(239) 906-1010	no	n/a		24 hours a day					X	X							X	X	X	X	X	X	X	X	primarily airport service	
Sanibel Captiva Airport Shuttle, Inc	17284 San Carlos Boulevard, Suite 104 Fort Myers Beach, FL 33931	(239) 466-3236																										
Sanibel Island Taxi, Inc.	695 Tarpon Bay Rd. Sanibel Island, FL	(239) 472-4160																										
Senior Friendship Centers																												
Social Services Division of the City of Cape Coral																												
Special Care Group Home	603 SE 8th Street Cape Coral, FL 33990	(239) 458-9177																										
Sunny Taxi	PO Box 1631 Lehigh Acres, FL 33970	(239) 368-2579																										
Superior Airport Shuttle	7342 Lake Drive Fort Myers, FL 33908	(239) 267-4777																										
TLC Non Emergency Transportation	3893 Mannix Dr Ste 519 Naples, FL 34114 or PO Box 11801 Naples, FL 34108	(239) 596-1335	no	yes	Collier, Lee County	24/7	Depends on trip, but starts at \$10. Price can also increase for wheelchair (\$70) or stretcher.	Preferably 24 hours in advance.	no	*	*	*	X						*	*	*	*	*	*	*	*	*	
Tropical Limousine	PO Box 0954 Bonita Springs, FL 34133	(239) 495-9522																										
Union Cab Inc.	3252 Palm Ave. Fort Myers, FL 33901	(239) 334-6366	no	n/a		24 hours a day					X	X							X	X	X	X	X	X	X	X		
West Florida Transportation Group - DBA Metro Cab	2459 Market St. Fort Myers, FL 33901	(239) 274-5000	no	n/a	Collier, Lee County						X	X							X	X	X	X	X	X	X	X		
Sanibel Taxi	695 Tarpon Bay Rd. #12, Sanibel, FL 33957	(239) 472-4160	www.sanibeltaxi.com	n/a	Lee County						X	X							X	X	X	X	X	X	X	X	primarily trips with either an origin or destination in Sanibel	

Lee County Public Transit Routes

Bonita Springs

- **Bonita Springs Beach Trolley** – Bonita Springs City Hall to Lovers Key
- **Route 150** – Downtown Bonita/Coconut Point Mall

Cape Coral

- **Route 30** – Cape Coral to Fort Myers via Cape Coral Parkway
- **Route 40** – Santa Barbara Boulevard/Cape Coral Hospital/Cape Coral City Hall/Coralwood Mall
- **Route 70** – Downtown Cape Coral to Downtown Fort Myers through North Fort Myers
- **Route 120** – Edison Mall/Cape Transfer Center

Downtown Fort Myers

- **Route 10** – SW FL Regional Hospital/Career & Service Center/Rosa Parks Center
- **Route 15** – Broadway/Dr. M. L. King Jr. Boulevard/Michigan Avenue
- **Route 20** – Dr. M. L. King Jr. Boulevard/Marsh Avenue
- **Route 140** – Merchants Crossing to Coconut Point Mall via Cleveland Avenue (41)
- **River District DASH** – Downtown Area Shuttle from Liberty Lot to Public Works Building

Fort Myers

- **Route 50** – Southwest Florida Int'l Airport
- **Route 60** – Florida Gulf Coast University
- **Route 80** – Lee County Sports Complex to Edison Mall
- **Route 100** – Palm Beach Boulevard
- **Route 130** – Summerlin Square/Edison College/Southwest Florida College

Fort Myers Beach

- **Fort Myers Beach Trolley** – Fort Myers Beach Town Hall to Lovers Key
- **Summerlin Square Park & Ride** – Southwest Fort Myers to Fort Myers Beach

Lehigh Acres

- **Route 110** – Fort Myers to Lehigh Acres via Lee Boulevard (884)

North Fort Myers

- **Route 90** – North Shore Shopping Center/VIP Center/Merchants Crossing via Bayshore Road (78)/N. Cleveland Avenue (41)

Pine Island

- **Route 160** – Thursday Service from Cape Coral (Coralwood Mall) to Pine Island (Bokeelia/St. James City/St. James City)

APPENDIX H

FLORIDA STATUTE CHAPTER 427 SUMMARY

Summary Florida Statute 427 as it Relates to Transportation

Chapter 427 of the Florida Statutes establishes Special Transportation and Communication Services as provided by the Commission for the Transportation Disadvantaged through the Department of Transportation.

Acronyms:

AHCA – Agency for Health Care Administration
CTC – Community Transportation Coordinator
CTD – Commission for the Transportation Disadvantaged
DOT – Department of Transportation
DOPA – Designated Official Planning Agency
MPO – Metropolitan Planning Organization
TD – Transportation Disadvantaged
TDSP – Transportation Disadvantaged Service Plan

Definitions:

Transportation Disadvantaged - those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk.

Community Transportation Coordinator - transportation entity recommended by a MPO, or by the appropriate DOPA in an area outside the purview of a MPO, to ensure that coordinated transportation services are provided to the TD population in a designated service area.

Summary:

- CTD is comprised of a board appointed by the Governor
- Accomplish coordination of transportation services provided to the TD and assure the cost-effective provision of transportation
- Develop policies and procedures for the coordination of local government, federal, and state funding for the TD
- Identify barriers prohibiting the coordination and accessibility of transportation services to the TD and aggressively pursue the elimination of these barriers
- Establish statewide objectives through a five-year service plan – TDSP
- Develop by rule standards for CTC covering coordination, operation, safety, insurance, eligibility for service, costs, and utilization of TD services
- In consultation with the AHCA and the DOT, develop an allocation methodology that equitably distributes all transportation funds under the control of the CTD to

compensate counties, CTCs, and other entities providing TD services. The methodology shall separately account for Medicaid beneficiaries. The methodology shall consider such factors as the actual costs of each TD trip based on prior-year information, efficiencies that a provider might adopt to reduce costs, results of the rate and cost comparisons conducted, as well as cost efficiencies of trips when compared to the local cost of transporting the general public. This language does not supersede the authority of the AHCA to distribute Medicaid funds

- CTD will collect and review annual reports for compliance and budgetary purposes, the CTC is responsible for collecting this data from operators within its jurisdiction
- MPO responsible for designating CTC and providing estimate of available funds for TD services
- CTC must develop a Memorandum of Agreement with CTD and develop for submission and approval a service plan for administering funds, reviewing and collecting data from approved transportation operators, identifying barriers to transportation, setting goals and objectives to improve transportation, and approve and coordinate the utilization of school bus and public transportation services
- All TD funds expended within the state shall be to purchase transportation services from CTCs or public, private, or private nonprofit transportation operators within the coordinated transportation system, except when the rates charged by proposed alternate operators are proven, pursuant to rules generated by the CTD, to be more cost-effective and are not a risk to the public health, safety, or welfare

APPENDIX I

LEETRAN PASSPORT RIDERSHIP PROFILE

LEE TRAN PASSPORT SERVICE

RIDERSHIP PROFILE

TYPE OF TRIPS	05/31/07	06/30/07	07/31/07	08/31/07	09/30/07	10/31/07	11/30/07	12/31/07	01/31/08	02/29/08	03/31/08	04/30/08	TOTAL
ADA GENERAL TRIPS	6,907	6,607	6,242	6,931	6,295	7,101	6,294	5,708	6,343	5,897	5,907	6,026	76,258
AGENCY PROGRAM TRIPS													
Almost Family-Adult Daycare	602	552	547	586	466	585	555	497	551	482	483	477	6,383
Agency for Persons w/Disabilities Medwaiver Programs	3,147	2,906	2,813	2,972	2,590	2,949	2,643	2,220	2,717	2,740	2,689	2,729	33,115
Senior Friendship Centers Older Americans Act, Com Care for the Elderly, Adult Daycare	400	378	373	418	366	532	395	370	444	388	399	349	4,812
Center for Independent Living Vocational Rehab, DOE	410	493	501	534	436	590	498	360	513	651	679	672	6,337
Visually Impaired Persons Division of Blind Services, DOE	324	331	330	415	370	479	396	323	459	477	443	426	4,773
TOTAL AGENCY TRIPS	4,883	4,660	4,564	4,925	4,228	5,135	4,487	3,770	4,684	4,738	4,693	4,653	55,420
	11,790	11,267	10,806	11,856	10,523	12,236	10,781	9,478	11,027	10,635	10,600	10,679	131,678

ADA GENERAL TRIPS Passenger trips by Individuals to destinations of their choice, not associated with an Agency Program

AGENCY PROGRAM TRIPS Trips to any Agency sponsored program