

LEE COUNTY BOARD OF COUNTY COMMISSIONERS  
AGENDA ITEM SUMMARY

BLUE SHEET NO: 20031438

1. REQUESTED MOTION:

**ACTION REQUESTED:** Approve the 2004-2008 Lee County Transit Development Plan.

**WHY ACTION IS NECESSARY:** A Transit Development Plan is required by the State of Florida Department of Transportation (FDOT) for continued funding assistance for the operation of mass transit in Lee County.

**WHAT ACTION ACCOMPLISHES:** Satisfies the FDOT planning requirement, and provides a moderate growth plan for Lee Tran which is consistent with the Lee County Metropolitan Planning Organization (MPO) 2020 Transportation Plan.

2. DEPARTMENTAL CATEGORY:  
COMMISSION DISTRICT #: All

CLG

3. MEETING DATE:

12-16-2003

4. AGENDA

- CONSENT
- ADMINISTRATIVE
- APPEALS
- PUBLIC
- TIME REQUIRED: \_\_\_\_\_

5. REQUIREMENT/PURPOSE

- (Specify)
- STATUTE FL 341.052
  - ORDINANCE \_\_\_\_\_
  - ADMIN. CODE \_\_\_\_\_
  - OTHER \_\_\_\_\_

6. REQUESTOR OF INFORMATION

- A. COMMISSIONER: \_\_\_\_\_
- B. DEPARTMENT: Independent
- C. DIVISION: Transit
- BY: Steven L. Myers

7. BACKGROUND:

Transit Properties who receive funding assistance from the Florida Department of Transportation are required to develop and maintain a Transit Development Plan (TDP). A major update of the TDP is required every three years, with a minor update on goals and initiatives required annually. The Plan must be adopted by the County and submitted to FDOT in order to remain eligible for continued funding assistance. This update is a major update with the next update due in June 2004.

Failure to adopt a TDP will prevent Lee Tran from receiving FDOT funds in the amount of \$1,290,648 for FY-04, and jeopardize additional State funding.

Chapter Five, TDP Recommendations & Capital/Operating Plan is attached. The entire TDP Document is available on the Lee Tran website, [rideleetrans.com](http://rideleetrans.com)

If the recommended moderate growth service levels are selected for implementation, additional funding will be required.

8. STANDING COMMITTEE REVIEW:

Date Reviewed by M&P Committee \_\_\_\_\_ -OR- Committee Review Not Required

9. RECOMMENDED APPROVAL

| DEPARTMENT DIRECTOR               | Purchasing | Human Resources | Office of Budget Services           |                                     |                                       |                                       | OTHER | COUNTY ATTORNEY               | COUNTY MANAGER              |
|-----------------------------------|------------|-----------------|-------------------------------------|-------------------------------------|---------------------------------------|---------------------------------------|-------|-------------------------------|-----------------------------|
| <i>Steven L. Myers</i><br>12/2/03 | N/A        | N/A             | BA<br><i>[Signature]</i><br>12/2/03 | GC<br><i>[Signature]</i><br>12/2/03 | Risk<br><i>[Signature]</i><br>12/2/03 | Dir.<br><i>[Signature]</i><br>12/2/03 | N/A   | <i>[Signature]</i><br>12/2/03 | <i>[Signature]</i> 12/14/03 |

10. COMMISSION ACTION:

- APPROVED
- DENIED
- DEFERRED
- OTHER

RECEIVED BY COUNTY ADMIN: *[Signature]* PM  
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COUNTY ADMIN FORWARDED TO: *[Signature]*  
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**CHAPTER FIVE:  
TDP RECOMMENDATIONS  
&  
CAPITAL/OPERATING PLAN**

**INTRODUCTION**

This final chapter of the Lee County Transit Development Plan (TDP) assimilates public involvement, needs, opportunities, and alternatives and creates mechanisms whereby information is translated to action. The projects and services recommended for implementation are those determined most likely to make transportation enhancement a reality in Lee County while also positively impacting the quality of life for all persons who live, work, or play in the community.

This chapter is divided into two parts:

- Ten-Year Transit Services Plan and Strategic Initiatives; and
- Capital and Operating Plan

The first section deals with those service enhancements and initiatives that are geared specifically to existing public transportation systems in the community. Enhancements include those recommended by the Comprehensive Operations Analysis (COA) conducted under this study, which details actions that should be implemented immediately to improve the LeeTran fixed-route system. In addition, LeeTran enhancements, including increases in frequency and routing, are also outlined over a ten-year period.

Strategic initiatives include those actions, projects, and services that are service-related, customer-focused, and intended to strategically position LeeTran to fulfill future transportation improvements in the community and region. The Capital and Operating plan brings together all projects in these sections, both currently funded and presently unfunded, to implement the TDP.

**TEN-YEAR TRANSIT SERVICES PLAN AND STRATEGIC INITIATIVES**

In this section, as well as in the following section entitled, "LeeTran Capital and Operating Plan," findings and recommendations are presented for the overall Ten-Year Transit Services Plan and Strategic Initiatives. The recommended projects and policies described in the following sections include projects specifically defined for LeeTran and represent major investments on the part of this agency toward the development of a comprehensive mobility network in Lee County. Each project or policy has been designed to specifically contribute to a network that attempts to

## *LEE COUNTY TRANSIT DEVELOPMENT PLAN*

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address the unmet needs and market segments identified through the TDP process. Recommendations for LeeTran were developed following analysis of all potential mobility alternatives included in the TDP and designed to address unmet mobility needs and issues. In parentheses, following the description of each recommendation is the suggested year of project implementation. It should be noted, however, that the dates associated with each recommendation are targets only. These dates are designed to be flexible and allow for the phasing in of recommendations over multiple years. The target implementation dates should be reassessed annually and adjusted, as necessary, based on changing operating conditions, community goals, and organizational priorities.

### **Ten-Year Transit Services Plan**

Analyses of Lee County Transit's fixed route services as of 2001 identified service deficiencies that impacted operational performance and growth opportunities, including:

- Many routes were circuitous and did not foster direct origin/destination travel;
- Running times for routes had too much recovery time, increasing operating costs and reducing frequency;
- The seven transit transfer centers were not being utilized to maximum capacity and were not providing maximum mobility options for customers;
- Segments of many routes were unproductive and generated minimal to no riders;
- Frequency on U.S. 41 needed to be increased.

As a result, the previous TDP update created a Recommended Mobility Network with new, modified, and existing routes for Lee County to achieve all of the initiatives outlined in the Goals and Initiatives and all of the service deficiencies identified above. The redesigned route network is more aggressive in serving the mobility needs of residents and visitors to Lee County, calls for higher service levels in terms of buses and annual revenue hours operated, and creates a rational and connective system.

The Goals and Initiatives in Chapter Two call for Lee County Transit to conduct the following activities related to transit services in a now ten-year timeframe:

- Continue implementing service improvements to the LeeTran regional network based on annual revenue hour recommendations from the previous TDP update (Goal 1, Initiative B)
- Create system of timed transfers for specific hours of the day at transfer centers (Goal 1, Initiative C)

## *LEE COUNTY TRANSIT DEVELOPMENT PLAN*

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- Develop Community-level services to supplement access to the regional fixed-route network (Goal 1, Initiative D)
- Increase service levels for the seasonal demands of the tourist market and employment opportunities during high season (Goal 1, Initiative E)

### *2000 TDP Recommended Route Network and LeeTran Implementation*

The 2000 TDP recommended a redesigned route network that was designed to meet a series of objectives including:

- Maximize origin-destination travel throughout Fort Myers, Cape Coral, North Fort Myers, and South County;
- Reallocate service to those areas that generate the greatest demand for service;
- Maximize accessibility to transit services with spatial distribution of routes on primary east-west and north-south corridors;
- Increase options and reduce necessary transfers for residents living in the central sections of Fort Myers;
- Reduce travel times by eliminating route deviations and out-of-direction travel;
- Increase frequencies on major north-south corridors;
- Maximize travel options to customers through greater utilization of the seven transit transfer centers; and
- Serve the new Cape Coral City Hall.

Following adoption of the previous update, LeeTran held a series of public workshops and public hearings to gain input from the public on recommended service changes. As a result of that input, LeeTran made modifications to the recommended route network. Table 5-1 below summarizes the comparison of recommended changes from the previous TDP to LeeTran's actual implementation of those changes at the route level. Figure 5-1 shows LeeTran's current route network.

# LEE COUNTY TRANSIT DEVELOPMENT PLAN

**Table 5-1  
Comparison of 2000 Recommended Route Network and  
Actual 2001 Implemented Network**

| Route | Summary of Recommended Changes  | Actual 2001 Implemented Network   |
|-------|---|---|
| 10    | The Route 10 will utilize the primary north-south corridors of Fowler and Palmetto and the primary east-west corridor of Edison Avenue to connect residents of northeast Ft. Myers to Edison Mall and the social services complex. This route will also connect residents to the improved Route 100 as well as on-street connections with the Routes 15 and 20.   | This route now utilizes the primary north-south corridors of Fowler and Palmetto, and the primary east-west corridors of Winkler and Edison. This route also now services the Intermodal Transfer Center for additional passenger connections with the other system routes, and HRS previously served by Route 80.  |
| 15    | The Route 15 will utilize the primary north-south corridors of Nuna and Ortiz and the primary east-west corridor of Michigan Avenue to connect residents of the northeast Ft. Myers area to the Downtown Intermodal Center. This route will also connect residents to the improved Route 100 as well as on-street connections with the Routes 10 and 20.  | This new route utilizes the primary north-south corridors of Broadway, Nuna, and Ortiz, and the primary east-west corridors of Martin Luther King, Michigan, and Ballard. Route 15 offers connections to other routes at Edison Mall and the Intermodal Transfer Center.  |
| 20    | The Route 20 will utilize the primary north-south corridors of Marsh and Broadway and the primary east-west corridor of Martin Luther King, Jr. Boulevard to connect residents of the northeast Ft. Myers area to the Downtown Intermodal Center and Edison Mall. This route will also serve the core Downtown Ft. Myers business district as well as connect residents to the improved Route 100 as well as on-street connections with the Routes 10 and 15. | This route now utilizes the primary north-south corridor of Marsh, and the primary east-west corridor of Martin Luther King. This route services the Intermodal Transfer Center and the core downtown Fort Myers business district.   |
| 30    | This route connects Edison Mall to Kash-n-Karry and west Cape Coral via Cape Coral Boulevard. No changes are recommended for this route except to create a turnback at Kash-n-Karry to increase frequencies between Edison Mall and Kash-n-Karry.   | No changes were recommended or implemented.   |
| 40    | This route will continue serving Santa Barbara Boulevard and Del Prado between Kash-n-Karry, Cape Coral Hospital and Merchants Crossing. However, the route will now utilize Veterans Parkway and 11th street to serve the new Cape Coral City Hall.  | This route continues to service Santa Barbara and Del Prado; however it now also services the Cape Coral City Hall and Coralwood Mall by utilizing Country Club and Veterans Parkway. Service to Kismet Parkway is no longer available.   |
| 50    | The Route 50 will be eliminated. Many segments currently served by the Route 50 will be combined with the newly redesigned Route 85.  | The route was redesigned to cover much of the service area from route 85, which was eliminated instead of the Route 50 (see below). It now utilizes the primary north-south corridor of Winkler, and the primary east-west corridors of Summerlin and Daniels Parkway. Service is provided from Summerlin Square to the Southwest Florida International Airport with connections at the Bell Tower Shopping Center. |
| 60    | The Route 60 will connect the San Carlos Plaza with Florida Gulf Coast University via the San Carlos neighborhood, as it does today. However, the segment south of FGCU on Ben Hill Griffin Road to Corkscrew and Three Oaks will be on a requested route-deviation basis only.   | Route 60 continues to service the San Carlos neighborhoods, however service was added on Three Oaks Parkway. Service on Ben Hill Griffin north of FGCU is provided only on AM commuter runs.  |
| 70    | This route connects residents of Cape Coral to the Downtown Intermodal Center utilizing the primary north-south corridor of Del Prado Boulevard. No changes are recommended for this route.   | No changes were recommended or implemented on this route.   |
| 80    | The Route 80 will connect Edison Mall and Bell Tower via the industrial neighborhood off of Canal Road on the east side of U.S. 41 and the Pine Manor neighborhood on the west side of U.S. 41.   | This route has been extended to service the neighborhoods just north of Edison Mall and now terminates at the South Trail Publix. This route south of Winkler remains the same.   |
| 85    | The Route 85 will continue to connect Summerlin Square with Fort Myers International Airport via Bell Tower. However, the route will be redesigned to cover segments previously served by the Route 50 along Daniels Road, Gladiolus, McGregor Boulevard, the Bass Road medical complex, Kelly Greens to Summerlin Square.  | This route was eliminated with segments incorporated into the Routes 50 (see above) and 130.  |

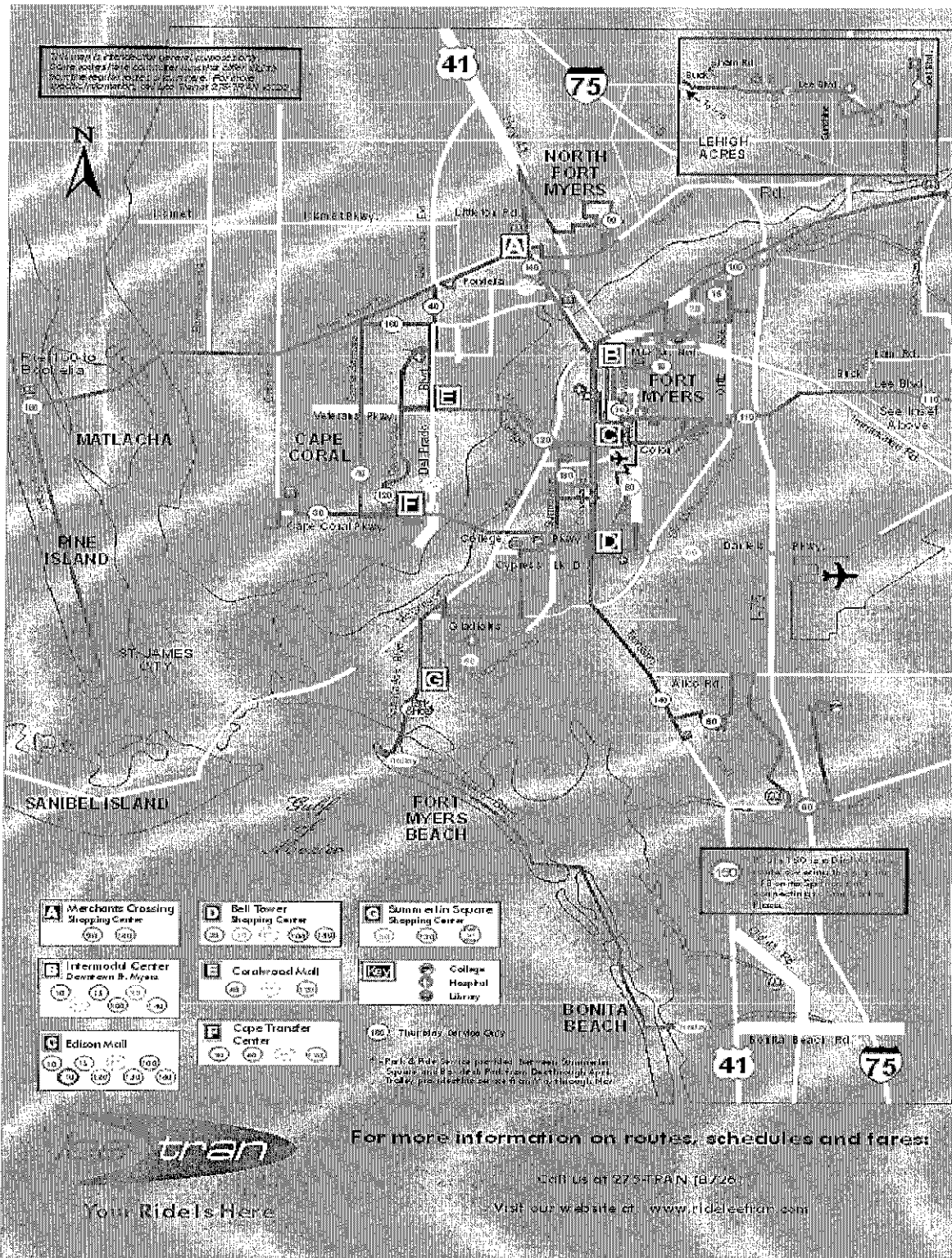
## LEE COUNTY TRANSIT DEVELOPMENT PLAN

**Table 5-1 (Continued)  
Comparison of 2000 Recommended Route Network and  
Actual 2001 Implemented Network**

| Route | Summary of Recommended Changes   | Actual 2001 Implemented Network  |
|-------|--|--|
| 90    | The Route 90 serves the North Ft. Myers area and there are no recommended changes except to eliminate service to the industrial park in the a.m. trips.  | Route 90 continues to provide service to North Fort Myers and the Suncoast area. No changes have been made to this route other than the elimination of service on Littleton Road.  |
| 100   | The Route 100 will continue its current routing except to eliminate the deviations on Nuna and Ortiz (now the recommended Route 15). This route will also continue through the Downtown Intermodal Center to serve Edison Mall and Bell Tower along U.S. 41 to supplement frequencies provided by the Route 140. This route is also recommended for frequency improvements | Route 100 utilizes the primary north-south corridor of Cleveland (U.S. 41) and the primary east-west corridor of Palm Beach. The Nuna and Ortiz deviation has been eliminated and the route has been extended south of the Intermodal Transfer Center to Edison Mall and the Bell Tower Shopping Center. On weekends, the Route 100 terminates at the Intermodal Center. |
| 110   | The Route 110 will be combined with the Route 115 to provide continuous service all day between Edison Mall and Joel and 12th Street.  | Route 110 has absorbed the route 115 and now provides continuous service between Edison Mall and Lehigh Acres.   |
| 115   | The Route 115 will be combined with the Route 110.   | Route is combined with the Route 110   |
| 120   | The Route 120 will connect Edison Mall to Kash-n-Karry via the Mid-point Bridge, as it does now. However, service to Cape Coral Hospital and the segment along Country Club Boulevard will be eliminated in favor of offering greater frequencies on Del Prado Boulevard south of Veterans Parkway.  | This route continues to provide service between the Cape Coral Transfer Center and Edison Mall via the Midpoint Bridge, Veterans Parkway and Country Club. However, it no longer provides service to the Cape Coral Hospital.  |
| 130   | This route will connect Edison Mall to Summerlin Square via the Edison Community College in the Southwest urban area. This route will utilize partial routing from the Routes 130 and 85 west of U.S. 41. The segment along McGregor and Winkler Roads will be eliminated due to very low ridership.   | Route 130 now provides service from Summerlin Square to Edison Mall. This route has absorbed part of the old route 85 and has eliminated service on McGregor.  |
| 140   | This core urban route provides service from Merchants Crossing to San Carlos Plaza on U.S. 41, serving the Downtown Intermodal Center, Edison Mall and Bell Tower.   | No changes were recommended or implemented for this route.   |
| 150   | The Route 150 is recommended for elimination due to the lack of demand generated in the South County.  | Linehaul service on route 150 has been eliminated as recommended. Service to this area is now provided as a Dial-A-Ride. Lee Tran and the City of Bonita Springs are continuing to work on designing a service appropriate for this area.  |
| 490   | The Route 290 (Park-n-Ride) operates between Summerlin Square and Bowditch Park. No changes are recommended for this route.  | No changes were recommended or implemented except to combine the park-and-ride service with the Ft. Myers Beach Trolley and the Bonita Trolley in the off-peak season.   |
| 400   | Route 300 (Ft. Myers Beach Trolley) provides service on Estero Boulevard in Ft. Myers Beach from Bowditch Park to Grandview. Over the five-year timeframe, this route is recommended for frequency improvements, which will entail additional revenue hours and trolleys.  | Although this route was programmed to have significant revenue hour and frequency expansions in the peak season, the number of peak buses has remained the same.   |
| 450   | The Route 350 (Bonita Springs Trolley) operates from Grandview to the K-Mart Plaza along Estero Boulevard. No changes are recommended for this route.  | No changes were recommended or implemented except to combine the Bonita Trolley with the Fort Myers Beach and Park-and-Ride Trolleys during the off-peak season.   |

# LEE COUNTY TRANSIT DEVELOPMENT PLAN

Figure 5-1  
LeeTran Current System Map



Source: LeeTran Web Site at [www.ridetheletran.com](http://www.ridetheletran.com)

### **Operating Characteristics and Cost Summary**

Once the modified route network was completed, the previous TDP update called for a series of revenue hour and frequency improvements to many of the newly modified routes over the five-year timeframe. In fact, LeeTran has had to continuously request budget increases to maintain existing service levels, and annual revenue hours of service have declined rather than increased since the previous TDP update. Although all of the recommended network improvements were made to LeeTran's system, none of the enhancements, in terms of increased frequencies, have been implemented to date. Based on the initiative in the TDP, revenue hour and frequency improvements that were previously recommended have been retained but projected to a 10-year timeframe for implementation rather than a 5-year timeframe. Also, this plan contains additional improvements to bring every system route to frequencies of 60 minutes or less with the exception of the Route 160, which is scheduled to provide service 5 days per week at 120-minute frequencies. Finally, the plan of improvements calls for four new services that are circulators in Downtown Ft. Myers, Cape Coral, Lehigh Acres and Sanibel Island. Table 5-2 summarizes the recommended service enhancements and the year in which they are to be implemented based on system priorities (Implements Goal 1, Initiatives B, C and D).



## LEE COUNTY TRANSIT DEVELOPMENT PLAN

**Table 5-2  
Summary of Service Improvements  
FY 2004-2013**

| Year | Service Improvement(s)  | Net Increase Weekday Revenue Hours | Net Increase Saturday Revenue Hours | Net Increase Sunday Revenue Hours | Net Increase Annual Revenue Hours | Bus Requirement |
|------|---|------------------------------------|-------------------------------------|-----------------------------------|-----------------------------------|-----------------|
| 2004 | Add Revenue Hours and Frequency to the Route 50 on weekdays and Saturdays. Frequency from 1 bus every 60 minutes to 1 bus every 40 minutes  | 16.33                              | 16.33                               | 0.00                              | 5,013                             | 1               |
|      | Add Revenue Hours and Frequency to the Route 110 on weekdays and Saturdays. Frequency from 1 bus every 150 minutes to 1 bus every 75 minutes  | 14.00                              | 14.00                               | 0.00                              | 4,298                             | 1               |
|      | Add Revenue Hours to the Route 150 on weekdays only. Service from a.m. and p.m. peak only to all day with estimated 60 minute frequency.  | 14.00                              | 0.00                                | 0.00                              | 3,570                             | 1               |
| 2005 | Add Revenue Hours and Frequency to the Route 15 on weekdays and Saturdays. Frequency from 1 bus every eighty minutes to 1 bus every 40 minutes.   | 15.00                              | 15.00                               | 0.00                              | 4,605                             | 1               |
|      | Add Revenue Hours and Frequency to the Route 120 on weekdays and Saturdays. Frequency change from 1 bus every 80 minutes to 1 bus every 40 minutes.   | 15.75                              | 15.75                               | 0.00                              | 4,835                             | 1               |
|      | Add Revenue Hours and Frequency to the Ft. Myers Beach Trolley during peak and off-peak seasons on weekdays, Saturdays and Sundays.   | 14.00                              | 14.00                               | 14.00                             | 5,026                             | 1               |
| 2006 | Add Revenue Hours and Frequency to the Route 70 on weekdays and Saturdays. Frequency from 1 bus every 60 minutes to 1 bus every 40 minutes  | 15.50                              | 15.50                               | 0.00                              | 4,759                             | 1               |
|      | Add Revenue Hours to the Route 140 on weekdays and Saturdays to extend the route from the current southern terminus of San Carlos Plaza to the new mall opening near Bonita Springs.  | 33.00                              | 33.00                               | 0.00                              | 10,131                            | 2               |
| 2007 | Add Revenue Hours and Frequency to the Route 20 on weekdays and Saturdays. Frequency from 1 bus every 30 minutes 1 bus every 20 minutes   | 15.50                              | 15.50                               | 0.00                              | 4,759                             | 1               |
|      | Add Revenue Hours and Frequency to the Route 40 on Weekdays and Saturdays. Frequency change from 1 bus every 120 minutes to 1 bus every 60 minutes  | 16.75                              | 16.75                               | 0.00                              | 5,142                             | 1               |
|      | Add Revenue Hours and Frequency to the Fort Myers Beach Trolley during peak season on weekdays, Saturdays and Sundays.  | 14.00                              | 14.00                               | 14.00                             | 1,834                             | 1               |
| 2008 | Add Revenue Hours and Frequency to the Route 10 on weekdays and Saturdays. Frequency change from 1 bus every 60 minutes to 1 bus every 40 minutes   | 15.50                              | 15.50                               | 0.00                              | 4,759                             | 1               |
|      | Add Revenue Hours and Frequency to the Route 60 on Weekdays and Saturdays. Frequency from 1 bus every 80 minutes to 1 bus every 40 minutes  | 16.42                              | 16.42                               | 0.00                              | 5,041                             | 1               |
|      | Add Revenue Hours and Frequency to the Route 130 on weekdays and Saturdays. Frequency change from 1 bus every 60 minutes to 1 bus every 40 minutes on weekdays and from 1 bus every 120 minutes to 1 bus every 60 minutes on Saturday | 15.75                              | 15.75                               | 0.00                              | 4,835                             | 1               |

## LEE COUNTY TRANSIT DEVELOPMENT PLAN

**Table 5-2 (continued)**  
**Summary of Service Improvements**  
**FY 2004-2013**

| Year | Service Improvement(s)   | Net Increase Weekday Revenue Hours | Net Increase Saturday Revenue Hours | Net Increase Sunday Revenue Hours | Net Increase Annual Revenue Hours | Bus Requirement |
|------|--|------------------------------------|-------------------------------------|-----------------------------------|-----------------------------------|-----------------|
| 2009 | Add Revenue Hours and Frequency to the Route 30 on weekdays and Saturdays. Frequency from 1 bus every 50 minutes to 1 bus every 30 minutes   | 15.00                              | 15.00                               | 0.00                              | 4,605                             | 1               |
|      | New Lehigh circulator service on weekdays connecting residential neighborhoods to activity centers in Lehigh Acres. Frequency every 60 minutes.  | 15.00                              | 0.00                                | 0.00                              | 3,825                             | 1               |
|      | New trolley service on Sanibel Island on weekdays and Saturdays, providing service on the island and connecting residents and visitors to the regional system. Frequency approximately 1 bus every 60 minutes                        | 15.00                              | 15.00                               | 0.00                              | 4,605                             | 1               |
| 2010 | New Cape Coral Circulator service on weekdays connecting residential neighborhoods to shopping and employment centers in Cape Coral. Frequency every 60 minutes.   | 15.00                              | 15.00                               | 15.00                             | 5385                              | 1               |
|      | Add Revenue Hours and Frequency to the Route 110 on weekdays and Saturdays. Frequency from 1 bus every 75 minutes to 1 bus every 50 minutes  | 16.00                              | 16.00                               | 0.00                              | 4,912                             | 1               |
|      | Add Revenue Hours and Frequency to the Route 150 on weekdays only. Frequency from approximately 1 bus every 60 minutes to 1 bus every 30 minutes   | 15.00                              | 15.00                               | 0.00                              | 4,605                             | 1               |
| 2011 | Add Revenue Hours and Frequency to the Route 50 on Weekdays and Saturdays. Frequency change from 1 bus every 40 minutes to 1 bus every 30 minutes  | 15.00                              | 15.00                               | 0.00                              | 4,605                             | 1               |
|      | Add Revenue Hours and Frequency to the Route 70 on weekdays and Saturdays. Frequency from 1 bus every 40 minutes to 1 bus every 30 minutes   | 14.00                              | 14.00                               | 0.00                              | 4,298                             | 1               |
|      | New trolley service in Downtown Ft. Myers on weekdays to implement the Downtown sector plan. Trolley service will connect major employment and activity centers in Downtown.   | 14.00                              | 0.00                                | 0.00                              | 3,570                             | 1               |
| 2012 | Add Revenue Hours and Frequency to the Route 120 on Weekdays and Saturdays. Frequency change from 1 bus every 40 minutes to 1 bus every 30 minutes   | 15.00                              | 15.00                               | 0.00                              | 4,605                             | 1               |
|      | Add Revenue Hours and Frequency to the Route 130 on weekdays and Saturdays. Frequency change from 1 bus every 40 minutes to 1 bus every 30 minutes on weekdays and from 1 bus every 60 minutes to 1 bus every 40 minutes on Saturday | 15.00                              | 15.00                               | 0.00                              | 4,605                             | 1               |
|      | Add Revenue Hours and Frequency to the Route 90 on weekdays and Saturdays. Frequency from 1 bus every 60 minutes 1 bus every 40 minutes  | 15.00                              | 15.00                               | 0.00                              | 4,605                             | 1               |
| 2013 | Add Revenue Hours and Frequency to the Route 40 on weekdays and Saturdays. Frequency change from 1 bus every 60 minutes to 1 bus every 40 minutes  | 15.00                              | 15.00                               | 0.00                              | 4,605                             | 1               |
|      | Add Revenue Hours and Frequency to the Route 80 on weekdays and Saturdays. Frequency from 1 bus every 120 minutes to 1 bus every 60 minutes.   | 15.00                              | 15.00                               | 0.00                              | 4,605                             | 1               |
|      | Add Revenue Hours and Frequency to operate the Route 160 Monday through Friday with all day service at an approximate 120 minutes  | 15.00                              | 0.00                                | 0.00                              | 3,825                             | 1               |

## LEE COUNTY TRANSIT DEVELOPMENT PLAN

**Table 5-3  
Operating Characteristics and Cost Summary  
FY 2003 and 2004**

| Route Number | FY 2003               |                     |                   |                    |                           | FY 2004               |                     |                   |                    |                           |
|--------------|-----------------------|---------------------|-------------------|--------------------|---------------------------|-----------------------|---------------------|-------------------|--------------------|---------------------------|
|              | Weekday Revenue Hours | Frequency (Minutes) | Equipment (Buses) | Total Annual Hours | Annual Cost (\$55.96/hr)* | Weekday Revenue Hours | Frequency (Minutes) | Equipment (Buses) | Total Annual Hours | Annual Cost (\$59.60/hr)* |
| 10           | 29.67                 | 60                  | 2                 | 9,108.69           | \$509,722                 | 29.67                 | 60                  | 2                 | 9,108.69           | \$542,854                 |
| 15           | 16.25                 | 80                  | 1                 | 5,530.59           | \$309,492                 | 16.62                 | 80                  | 1                 | 5,624.94           | \$335,232                 |
| 20           | 30.33                 | 30                  | 2                 | 8,535.99           | \$477,674                 | 30.33                 | 30                  | 2                 | 8,535.99           | \$508,723                 |
| 30           | 30.33                 | 50                  | 2                 | 9,311.31           | \$521,061                 | 30.33                 | 50                  | 2                 | 9,311.31           | \$554,930                 |
| 40           | 15.08                 | 120                 | 1                 | 4,629.56           | \$259,070                 | 15.08                 | 120                 | 1                 | 4,629.56           | \$275,910                 |
| 50           | 30.33                 | 60                  | 2                 | 10,030.47          | \$561,305                 | <b>46.66</b>          | <b>40</b>           | <b>3</b>          | <b>15,043.78</b>   | <b>\$896,570</b>          |
| 60           | 15.28                 | 85                  | 1                 | 4,608.80           | \$257,908                 | 15.28                 | 85                  | 1                 | 4,608.80           | \$274,672                 |
| 70           | 31.97                 | 60                  | 2                 | 9,814.79           | \$549,236                 | 31.97                 | 60                  | 2                 | 9,814.79           | \$584,936                 |
| 80           | 13.58                 | 110                 | 1                 | 4,169.06           | \$233,301                 | 13.58                 | 110                 | 1                 | 4,169.06           | \$248,465                 |
| 90           | 31.45                 | 60                  | 2                 | 9,655.15           | \$540,302                 | 31.45                 | 60                  | 2                 | 9,655.15           | \$575,422                 |
| 100          | 69.67                 | 30                  | 5                 | 20,051.41          | \$1,122,077               | 69.67                 | 30                  | 5                 | 20,006.53          | \$1,192,337               |
| 110          | 16.00                 | 155                 | 1                 | 4,912.00           | \$274,876                 | <b>30.00</b>          | <b>75</b>           | <b>2</b>          | <b>9,210.00</b>    | <b>\$548,892</b>          |
| 120          | 15.75                 | 80                  | 1                 | 5,241.97           | \$293,341                 | 15.75                 | 80                  | 1                 | 5,351.09           | \$318,911                 |
| 130          | 28.50                 | 60                  | 2                 | 7,991.34           | \$447,195                 | 28.50                 | 60                  | 2                 | 7,991.34           | \$476,263                 |
| 140          | 130.17                | 20                  | 8                 | 41,900.45          | \$2,344,749               | 130.17                | 20                  | 8                 | 42,003.19          | \$2,503,281               |
| 150          | 7.50                  | N/A                 | 1                 | 1,912.50           | \$107,024                 | <b>14.00</b>          | <b>60</b>           | <b>1</b>          | <b>3,570.00</b>    | <b>\$212,763</b>          |
| 160          | 9.83                  | N/A                 | 1                 | 501.33             | \$28,054                  | 9.83                  | N/A                 | 1                 | 501.33             | \$29,878                  |
| 200**        | 11.67                 | 60                  | 1                 | 3,014.89           | \$168,713                 |                       |                     |                   |                    |                           |
| 490          | 14.83                 | 30                  | 1                 | 2,427.69           | \$135,854                 | 23.49                 | 30                  | 1                 | 3,077.19           | \$183,393                 |
| 400          | 48.08                 | 20                  | 4                 | 12,625.91          | \$706,546                 | 48.08                 | 20                  | 4                 | 12,941.83          | \$771,299                 |
| 450          | 13.92                 | 60                  | 1                 | 1,823.52           | \$102,044                 | 13.92                 | 60                  | 1                 | 1,823.52           | \$108,677                 |
| <b>Total</b> | <b>610.19</b>         | <b>N/A</b>          | <b>42</b>         | <b>177,797</b>     | <b>\$9,949,544</b>        | <b>644.38</b>         | <b>N/A</b>          | <b>43</b>         | <b>186,978</b>     | <b>\$11,143,408</b>       |

\*Cost per revenue hour assumes a 6.5% increase each year due to inflation.

\*\*Service Discontinued in 2003

*LEE COUNTY TRANSIT DEVELOPMENT PLAN*

**Table 5-4  
Operating Characteristics and Cost Summary  
FY 2005 and 2006**

| Route Number | FY 2005               |                     |                   |                    |                           | FY 2006               |                     |                   |                    |                           |
|--------------|-----------------------|---------------------|-------------------|--------------------|---------------------------|-----------------------|---------------------|-------------------|--------------------|---------------------------|
|              | Weekday Revenue Hours | Frequency (Minutes) | Equipment (Buses) | Total Annual Hours | Annual Cost (\$63.47/hr)* | Weekday Revenue Hours | Frequency (Minutes) | Equipment (Buses) | Total Annual Hours | Annual Cost (\$67.60/hr)* |
| 10           | 29.67                 | 60                  | 2                 | 9,108.69           | \$578,140                 | 29.67                 | 60                  | 2                 | 9,108.69           | \$615,719                 |
| 15           | <b>30.62</b>          | <b>40</b>           | <b>2</b>          | <b>9,922.94</b>    | <b>\$629,821</b>          | 30.62                 | 40                  | 2                 | 9,922.94           | \$670,760                 |
| 20           | 30.33                 | 30                  | 2                 | 8,535.99           | \$541,790                 | 30.33                 | 30                  | 2                 | 8,535.99           | \$577,006                 |
| 30           | 30.33                 | 50                  | 2                 | 9,311.31           | \$591,000                 | 30.33                 | 50                  | 2                 | 9,311.31           | \$629,415                 |
| 40           | 15.08                 | 120                 | 1                 | 4,629.56           | \$293,844                 | 15.08                 | 120                 | 1                 | 4,629.56           | \$312,944                 |
| 50           | 46.66                 | 40                  | 3                 | 15,043.78          | \$954,847                 | 46.66                 | 40                  | 3                 | 15,043.78          | \$1,016,912               |
| 60           | 15.28                 | 85                  | 1                 | 4,608.80           | \$292,526                 | 15.28                 | 85                  | 1                 | 4,608.80           | \$311,540                 |
| 70           | 31.97                 | 60                  | 2                 | 9,814.79           | \$622,957                 | <b>47.47</b>          | <b>40</b>           | <b>3</b>          | <b>14,573.29</b>   | <b>\$985,109</b>          |
| 80           | 13.58                 | 110                 | 1                 | 4,169.06           | \$264,615                 | 13.58                 | 110                 | 1                 | 4,169.06           | \$281,815                 |
| 90           | 31.45                 | 60                  | 2                 | 9,655.15           | \$612,824                 | 31.45                 | 60                  | 2                 | 9,655.15           | \$652,658                 |
| 100          | 69.67                 | 30                  | 5                 | 20,006.53          | \$1,269,839               | 69.67                 | 30                  | 5                 | 20,006.53          | \$1,352,379               |
| 110          | 30.00                 | 75                  | 2                 | 9,210.00           | \$584,570                 | 30.00                 | 75                  | 2                 | 9,210.00           | \$622,567                 |
| 120          | <b>31.50</b>          | <b>40</b>           | <b>2</b>          | <b>10,186.34</b>   | <b>\$646,540</b>          | 31.50                 | 40                  | 2                 | 10,186.34          | \$688,565                 |
| 130          | 28.50                 | 60                  | 2                 | 7,991.34           | \$507,220                 | 28.50                 | 60                  | 2                 | 7,991.34           | \$540,189                 |
| 140          | 130.17                | 20                  | 8                 | 42,003.19          | \$2,665,994               | <b>163.17</b>         | <b>15</b>           | <b>10</b>         | <b>52,134.19</b>   | <b>\$3,524,108</b>        |
| 150          | 14.00                 | 60                  | 1                 | 3,570.00           | \$226,592                 | 14.00                 | 60                  | 1                 | 3,570.00           | \$241,321                 |
| 160          | 9.83                  | N/A                 | 1                 | 501.33             | \$31,820                  | 9.83                  | N/A                 | 1                 | 501.33             | \$33,888                  |
| 490          | 23.49                 | 30                  | 1                 | 3,077.19           | \$195,313                 | 23.49                 | 30                  | 1                 | 3,077.19           | \$208,008                 |
| 400          | <b>62.08</b>          | <b>15</b>           | <b>5</b>          | <b>17,967.83</b>   | <b>\$1,140,440</b>        | 62.08                 | 15                  | 5                 | 17,967.83          | \$1,214,569               |
| 450          | 13.92                 | 60                  | 1                 | 1,823.52           | \$115,741                 | 13.92                 | 60                  | 1                 | 1,823.52           | \$123,264                 |
| <b>Total</b> | <b>688.13</b>         | <b>N/A</b>          | <b>46</b>         | <b>201,137</b>     | <b>\$12,766,435</b>       | <b>736.63</b>         | <b>N/A</b>          | <b>49</b>         | <b>216,027</b>     | <b>\$14,602,736</b>       |

\*Cost per revenue hour assumes a 6.5% increase each year due to inflation.

*LEE COUNTY TRANSIT DEVELOPMENT PLAN*

**Table 5-5  
Operating Characteristics and Cost Summary  
FY 2007 and 2008**

| Route Number | FY 2007               |                     |                   |                    |                           | FY 2008               |                     |                   |                    |                           |
|--------------|-----------------------|---------------------|-------------------|--------------------|---------------------------|-----------------------|---------------------|-------------------|--------------------|---------------------------|
|              | Weekday Revenue Hours | Frequency (Minutes) | Equipment (Buses) | Total Annual Hours | Annual Cost (\$71.99/hr)* | Weekday Revenue Hours | Frequency (Minutes) | Equipment (Buses) | Total Annual Hours | Annual Cost (\$76.67/hr)* |
| 10           | 29.67                 | 60                  | 2                 | 9,108.69           | \$655,741                 | 45.17                 | 40                  | 3                 | 13,867.19          | \$1,063,198               |
| 15           | 30.62                 | 40                  | 2                 | 9,922.94           | \$714,359                 | 30.62                 | 40                  | 2                 | 9,922.94           | \$760,792                 |
| 20           | 45.83                 | 20                  | 3                 | 13,294.49          | \$957,079                 | 45.83                 | 20                  | 3                 | 13,294.49          | \$1,019,289               |
| 30           | 30.33                 | 50                  | 2                 | 9,311.31           | \$670,327                 | 30.33                 | 50                  | 2                 | 9,311.31           | \$713,899                 |
| 40           | 31.83                 | 60                  | 2                 | 9,771.81           | \$703,479                 | 31.83                 | 60                  | 2                 | 9,771.81           | \$749,205                 |
| 50           | 46.66                 | 40                  | 3                 | 15,043.78          | \$1,083,012               | 46.66                 | 40                  | 3                 | 15,043.78          | \$1,153,407               |
| 60           | 15.28                 | 85                  | 1                 | 4,608.80           | \$331,791                 | 31.70                 | 40                  | 2                 | 9,649.74           | \$739,846                 |
| 70           | 47.47                 | 40                  | 3                 | 14,573.29          | \$1,049,141               | 47.47                 | 40                  | 3                 | 14,573.29          | \$1,117,335               |
| 80           | 13.58                 | 110                 | 1                 | 4,169.06           | \$300,133                 | 13.58                 | 110                 | 1                 | 4,169.06           | \$319,642                 |
| 90           | 31.45                 | 60                  | 2                 | 9,655.15           | \$695,081                 | 31.45                 | 60                  | 2                 | 9,655.15           | \$740,261                 |
| 100          | 69.67                 | 30                  | 5                 | 20,006.53          | \$1,440,283               | 69.67                 | 30                  | 5                 | 20,006.53          | \$1,533,902               |
| 110          | 30.00                 | 75                  | 2                 | 9,210.00           | \$663,034                 | 30.00                 | 75                  | 2                 | 9,210.00           | \$706,131                 |
| 120          | 31.50                 | 40                  | 2                 | 10,186.34          | \$733,321                 | 31.50                 | 40                  | 2                 | 10,186.34          | \$780,987                 |
| 130          | 28.50                 | 60                  | 2                 | 7,991.34           | \$575,302                 | 44.25                 | 40                  | 3                 | 12,826.59          | \$983,415                 |
| 140          | 163.17                | 15                  | 10                | 52,134.19          | \$3,753,175               | 163.17                | 15                  | 10                | 52,134.19          | \$3,997,131               |
| 150          | 14.00                 | 60                  | 1                 | 3,570.00           | \$257,007                 | 14.00                 | 60                  | 1                 | 3,570.00           | \$273,712                 |
| 160          | 9.83                  | N/A                 | 1                 | 501.33             | \$36,091                  | 9.83                  | N/A                 | 1                 | 501.33             | \$38,437                  |
| 490          | 23.49                 | 30                  | 1                 | 3,077.19           | \$221,529                 | 23.49                 | 30                  | 1                 | 3,077.19           | \$235,928                 |
| 400          | 76.08                 | 10                  | 6                 | 19,801.83          | \$1,425,547               | 76.08                 | 10                  | 6                 | 19,801.83          | \$1,518,207               |
| 450          | 13.92                 | 60                  | 1                 | 1,823.52           | \$131,276                 | 13.92                 | 60                  | 1                 | 1,823.52           | \$139,809                 |
| <b>Total</b> | <b>782.88</b>         | <b>N/A</b>          | <b>52</b>         | <b>227,762</b>     | <b>\$16,396,706</b>       | <b>830.55</b>         | <b>N/A</b>          | <b>55</b>         | <b>242,396</b>     | <b>\$18,584,535</b>       |

\*Cost per revenue hour assumes a 6.5% increase each year due to inflation.

LEE COUNTY TRANSIT DEVELOPMENT PLAN

Table S-6  
Operating Characteristics and Cost Summary  
FY 2009 and 2010

| Route Number              | FY 2009                 |                     |                   |                           | FY 2010                 |                     |                   |                           |
|---------------------------|-------------------------|---------------------|-------------------|---------------------------|-------------------------|---------------------|-------------------|---------------------------|
|                           | Weekday Revenue (Hours) | Frequency (Minutes) | Equipment (Buses) | Annual Cost (\$81.65/hr)* | Weekday Revenue (Hours) | Frequency (Minutes) | Equipment (Buses) | Annual Cost (\$86.96/hr)* |
| 10                        | 45.17                   | 40                  | 3                 | \$1,132,306               | 45.17                   | 40                  | 3                 | \$1,205,906               |
| 15                        | 30.62                   | 40                  | 2                 | \$810,244                 | 30.62                   | 40                  | 2                 | \$862,910                 |
| 20                        | 45.83                   | 20                  | 3                 | \$1,085,543               | 45.83                   | 20                  | 3                 | \$1,156,103               |
| 30                        | 45.33                   | 30                  | 3                 | \$1,136,317               | 45.33                   | 30                  | 3                 | \$1,210,177               |
| 40                        | 31.83                   | 60                  | 2                 | \$797,903                 | 31.83                   | 60                  | 2                 | \$849,767                 |
| 50                        | 46.66                   | 40                  | 3                 | \$1,228,379               | 46.66                   | 40                  | 3                 | \$1,308,223               |
| 60                        | 31.70                   | 40                  | 2                 | \$787,936                 | 31.70                   | 40                  | 2                 | \$839,152                 |
| 70                        | 47.47                   | 40                  | 3                 | \$1,189,962               | 47.47                   | 40                  | 3                 | \$1,267,309               |
| 80                        | 13.58                   | 110                 | 1                 | \$340,419                 | 13.58                   | 110                 | 1                 | \$362,546                 |
| 90                        | 31.45                   | 60                  | 2                 | \$788,378                 | 31.45                   | 60                  | 2                 | \$839,622                 |
| 100                       | 69.67                   | 30                  | 5                 | \$1,633,605               | 69.67                   | 30                  | 5                 | \$1,739,790               |
| 110                       | 30.00                   | 75                  | 2                 | \$752,030                 | 46.00                   | 50                  | 3                 | \$1,228,064               |
| 120                       | 31.50                   | 40                  | 2                 | \$831,751                 | 31.50                   | 40                  | 2                 | \$885,815                 |
| 130                       | 44.25                   | 40                  | 3                 | \$1,047,337               | 44.25                   | 40                  | 3                 | \$1,115,414               |
| 140                       | 163.17                  | 15                  | 10                | \$4,256,944               | 163.17                  | 15                  | 10                | \$4,533,646               |
| 150                       | 14.00                   | 60                  | 1                 | \$291,503                 | 29.00                   | 30                  | 2                 | \$395,000                 |
| 160                       | 9.83                    | N/A                 | 1                 | \$0                       | 9.83                    | N/A                 | 1                 | \$0                       |
| 160                       | 23.49                   | 30                  | 1                 | \$251,264                 | 23.49                   | 30                  | 1                 | \$267,596                 |
| 400                       | 76.08                   | 10                  | 6                 | \$1,616,891               | 76.08                   | 10                  | 6                 | \$1,721,989               |
| 450                       | 13.92                   | 60                  | 1                 | \$148,897                 | 13.92                   | 60                  | 1                 | \$158,575                 |
| New Lehigh Circulator     | 15.00                   | 60                  | 1                 | \$312,325                 | 15.00                   | 60                  | 1                 | \$332,626                 |
| New Sanibel Circulator    | 15.00                   | 60                  | 1                 | \$460,500                 | 15.00                   | 60                  | 1                 | \$400,456                 |
| New Cape Coral Circulator | 0.00                    | N/A                 | 0                 | \$0                       | 0.00                    | N/A                 | 0                 | \$0                       |
| Total                     | 875.55                  | N/A                 | 58                | \$20,856,884              | 921.55                  | N/A                 | 61                | \$23,372,817              |

\*Cost per revenue hour assumes a 6.5% increase each year due to inflation.

## LEE COUNTY TRANSIT DEVELOPMENT PLAN

**Table 5-7  
Operating Characteristics and Cost Summary  
FY 2011 and 2012**

| Route Number | FY 2011               |                     |                   |                    |                           |                       | FY 2012             |                   |                    |                           |                     |  |
|--------------|-----------------------|---------------------|-------------------|--------------------|---------------------------|-----------------------|---------------------|-------------------|--------------------|---------------------------|---------------------|--|
|              | Weekday Revenue Hours | Frequency (Minutes) | Equipment (Buses) | Total Annual Hours | Annual Cost (\$92.61/hr)* | Weekday Revenue Hours | Frequency (Minutes) | Equipment (Buses) | Total Annual Hours | Annual Cost (\$98.63/hr)* |                     |  |
| 10           | 45.17                 | 40                  | 3                 | 13,867.19          | \$1,284,290               | 45.17                 | 40                  | 3                 | 13,867.19          | \$1,367,769               |                     |  |
| 15           | 30.62                 | 40                  | 2                 | 9,922.94           | \$918,999                 | 30.62                 | 40                  | 2                 | 9,922.94           | \$978,734                 |                     |  |
| 20           | 45.83                 | 20                  | 3                 | 13,294.49          | \$1,231,250               | 45.83                 | 20                  | 3                 | 13,294.49          | \$1,311,281               |                     |  |
| 30           | 45.33                 | 30                  | 3                 | 13,916.31          | \$1,288,839               | 45.33                 | 30                  | 3                 | 13,916.31          | \$1,372,614               |                     |  |
| 40           | 31.83                 | 60                  | 2                 | 9,771.81           | \$905,002                 | 31.83                 | 60                  | 2                 | 9,771.81           | \$963,827                 |                     |  |
| 50           | 61.66                 | 30                  | 4                 | 19,648.78          | \$1,819,743               | 61.66                 | 30                  | 4                 | 19,648.78          | \$1,938,027               |                     |  |
| 60           | 31.70                 | 40                  | 2                 | 9,649.74           | \$893,697                 | 31.70                 | 40                  | 2                 | 9,649.74           | \$951,787                 |                     |  |
| 70           | 61.47                 | 30                  | 4                 | 18,871.29          | \$1,747,737               | 61.47                 | 30                  | 4                 | 18,871.29          | \$1,861,340               |                     |  |
| 80           | 13.58                 | 110                 | 1                 | 4,169.06           | \$386,111                 | 13.58                 | 110                 | 1                 | 4,169.06           | \$411,209                 |                     |  |
| 90           | 31.45                 | 60                  | 2                 | 9,655.15           | \$894,198                 | 46.45                 | 40                  | 3                 | 14,260.15          | \$1,406,528               |                     |  |
| 100          | 69.67                 | 30                  | 5                 | 20,006.53          | \$1,852,876               | 69.67                 | 30                  | 5                 | 20,006.53          | \$1,973,313               |                     |  |
| 110          | 46.00                 | 50                  | 3                 | 14,122.00          | \$1,307,889               | 46.00                 | 50                  | 3                 | 14,122.00          | \$1,392,901               |                     |  |
| 120          | 31.50                 | 40                  | 2                 | 10,186.34          | \$943,393                 | 46.50                 | 30                  | 3                 | 14,791.34          | \$1,458,921               |                     |  |
| 130          | 44.25                 | 40                  | 3                 | 12,826.59          | \$1,187,916               | 59.25                 | 30                  | 4                 | 17,431.59          | \$1,719,338               |                     |  |
| 140          | 163.17                | 15                  | 10                | 52,134.19          | \$4,828,333               | 163.17                | 15                  | 10                | 52,134.19          | \$5,142,174               |                     |  |
| 150          | 29.00                 | 30                  | 2                 | 7,395.00           | \$684,877                 | 29.00                 | 30                  | 2                 | 7,395.00           | \$729,394                 |                     |  |
| 160          | 9.83                  | N/A                 | 1                 | 2,506.65           | \$232,150                 | 9.83                  | N/A                 | 1                 | 2,506.65           | \$247,240                 |                     |  |
| 490          | 23.49                 | 30                  | 1                 | 3,077.19           | \$284,990                 | 23.49                 | 30                  | 1                 | 3,077.19           | \$303,514                 |                     |  |
| 400          | 76.08                 | 10                  | 6                 | 19,801.83          | \$1,833,918               | 76.08                 | 10                  | 6                 | 19,801.83          | \$1,953,123               |                     |  |
| 450          | 13.92                 | 60                  | 1                 | 1,823.52           | \$168,883                 | 13.92                 | 60                  | 1                 | 1,823.52           | \$179,860                 |                     |  |
| New          | Lehigh Circulator     | 15.00               | 60                | 1                  | 3,825.00                  | \$354,247             | 15.00               | 60                | 1                  | 3,825.00                  | \$377,273           |  |
| New          | Sanibel Circulator    | 15.00               | 60                | 1                  | 4,605.00                  | \$426,485             | 15.00               | 60                | 1                  | 4,605.00                  | \$454,207           |  |
| New          | Cape Coral Circulator | 15.00               | 60                | 1                  | 4,605.00                  | \$426,485             | 15.00               | 60                | 1                  | 4,605.00                  | \$454,207           |  |
| New          | DT Ft. Myers Circ.    | 14.00               | 30                | 1                  | 3,570.00                  | \$330,630             | 14.00               | 30                | 1                  | 3,570.00                  | \$352,121           |  |
| <b>Total</b> |                       | <b>964.55</b>       | <b>N/A</b>        | <b>64</b>          | <b>283,252</b>            | <b>\$26,232,938</b>   | <b>1,009.55</b>     | <b>N/A</b>        | <b>67</b>          | <b>297,067</b>            | <b>\$29,300,700</b> |  |

\*Cost per revenue hour assumes a 6.5% increase each year due to inflation.

*LEE COUNTY TRANSIT DEVELOPMENT PLAN*

**Table 5-8  
Operating Characteristics and Cost Summary  
FY 2013**

| Route Number              | FY 2013               |                     |                   |                    |                            |  |
|---------------------------|-----------------------|---------------------|-------------------|--------------------|----------------------------|--|
|                           | Weekday Revenue Hours | Frequency (Minutes) | Equipment (Buses) | Total Annual Hours | Annual Cost (\$105.04/hr)* |  |
| 10                        | 45.17                 | 40                  | 3                 | 13,867.19          | \$1,456,674                |  |
| 15                        | 30.62                 | 40                  | 2                 | 9,922.94           | \$1,042,351                |  |
| 20                        | 45.83                 | 20                  | 3                 | 13,294.49          | \$1,396,515                |  |
| 30                        | 45.33                 | 30                  | 3                 | 13,916.31          | \$1,461,833                |  |
| 40                        | <b>46.83</b>          | <b>40</b>           | <b>3</b>          | <b>14,376.81</b>   | <b>\$1,510,206</b>         |  |
| 50                        | 61.66                 | 30                  | 4                 | 19,648.78          | \$2,063,998                |  |
| 60                        | 31.70                 | 40                  | 2                 | 9,649.74           | \$1,013,653                |  |
| 70                        | 61.47                 | 30                  | 4                 | 18,871.29          | \$1,982,327                |  |
| 80                        | <b>28.58</b>          | <b>60</b>           | <b>2</b>          | <b>8,774.06</b>    | <b>\$921,668</b>           |  |
| 90                        | 46.45                 | 40                  | 3                 | 14,260.15          | \$1,497,952                |  |
| 100                       | 69.67                 | 30                  | 5                 | 20,006.53          | \$2,101,578                |  |
| 110                       | 46.00                 | 50                  | 3                 | 14,122.00          | \$1,483,440                |  |
| 120                       | 46.50                 | 30                  | 3                 | 14,791.34          | \$1,553,751                |  |
| 130                       | 59.25                 | 30                  | 4                 | 17,431.59          | \$1,831,095                |  |
| 140                       | 163.17                | 15                  | 10                | 52,134.19          | \$5,476,416                |  |
| 150                       | 29.00                 | 30                  | 2                 | 7,395.00           | \$776,805                  |  |
| 160                       | <b>16.00</b>          | <b>120</b>          | <b>1</b>          | <b>4,080.00</b>    | <b>\$428,582</b>           |  |
| 490                       | 23.49                 | 30                  | 1                 | 3,077.19           | \$323,242                  |  |
| 400                       | 76.08                 | 10                  | 6                 | 19,801.83          | \$2,080,076                |  |
| 450                       | 13.92                 | 60                  | 1                 | 1,823.52           | \$191,551                  |  |
| New Lehigh Circulator     | 15.00                 | 60                  | 1                 | 3,825.00           | \$401,796                  |  |
| New Sanibel Circulator    | 15.00                 | 60                  | 1                 | 4,605.00           | \$483,730                  |  |
| New Cape Coral Circulator | 15.00                 | 60                  | 1                 | 4,605.00           | \$483,730                  |  |
| New DT Ft. Myers Circ.    | 14.00                 | 30                  | 1                 | 3,570.00           | \$375,009                  |  |
| <b>Total</b>              | <b>1,045.72</b>       | <b>N/A</b>          | <b>69</b>         | <b>307,850</b>     | <b>\$32,337,979</b>        |  |

\*Cost per revenue hour assumes a 6.5% increase each year due to inflation.



## *LEE COUNTY TRANSIT DEVELOPMENT PLAN*

### *Total Annual Service Hours and Operating Base Program*

Based on the implementation plan outlined above for improvements to and expansion of new services, LeeTran, which operated approximately 177,797 revenue hours in FY 2003, will increase service hours by approximately 5.6 percent per year between FY 2004 and FY 2013, with revenue hours in 2013 at a 73 percent increase over FY 2003. Table 5-9 shows the trend in service hour growth with the associated operating cost, which is required by Lee County to be inflated at 6.5 percent annually.

**Table 5-9  
Total Annual Service Hours and Operating Base Program  
FY 2004-2013**

|   | FY 2004      | FY 2005      | FY 2006      | FY 2007      | FY 2008      |
|---|--------------|--------------|--------------|--------------|--------------|
| <b>LeeTran Total Annual Service Hours</b> | 186,978      | 201,137      | 216,027      | 227,762      | 242,396      |
| <b>TOTAL OPERATING COSTS</b>              | \$11,143,408 | \$12,766,435 | \$14,602,736 | \$16,396,706 | \$18,584,535 |

|   | FY 2009      | FY 2010      | FY 2011      | FY 2012      | FY 2013      |
|---|--------------|--------------|--------------|--------------|--------------|
| <b>LeeTran Total Annual Service Hours</b> | 255,431      | 268,773      | 283,252      | 297,067      | 307,850      |
| <b>TOTAL OPERATING COSTS</b>              | \$20,856,884 | \$23,372,817 | \$26,232,938 | \$29,300,700 | \$32,337,979 |

### *Fleet Requirements*

The Federal Transit Administration publishes in its grant guidelines a service life policy for rolling stock for all vehicles purchased with federal funds. The purpose of the service life policy is to determine the minimum “federal interest” period for vehicles; once the federal interest in the property has been exhausted, transit agencies can then retire and dispose of vehicles via auction or other approved means. Minimum service lives of vehicles is broken down into the following vehicle classifications:

- a. Large, heavy-duty transit buses (approximately 35'-40', and articulated buses): at least 12 years of service or an accumulation of at least 500,000 miles.
- b. Medium-size, heavy-duty transit buses (approximately 30'): 10 years or 350,000 miles.
- c. Medium-size, medium-duty transit buses (approximately 30'): 7 years or 200,000 miles.
- d. Medium-size, light-duty transit buses (approximately 20-35'): 5 years or 150,000 miles.
- e. Other light-duty vehicles such as small buses and regular and specialized vans: 5 years or 100,000 miles.

LeeTran's fleet of vehicles includes the following:

- Motor coaches (Large, heavy-duty transit buses, 12 years/500,000 miles)
- Paratransit vehicles (Medium-size, medium duty transit buses, 7 years/350,000 miles)
- VanPool vans (Light-duty, 5 years/100,000 miles)
- Support vehicles (Light-duty, 5 years/100,000 miles)

### Motor Coach Fleet

LeeTran has an existing fleet of 53 buses with model years ranging from 1994 to 2002 and a total of four manufacturers. Within the fleet, there are 47 transit coaches and 8 trolleys. Over the ten-year period, there will be 38 buses and nine trolleys needed for replacement and expansion based on maintaining the existing route network and service enhancements. Also, one strategy to expand service without excessive capital expense will be to refurbish 16 of the 1997 New Flyer buses starting in FY 2008. LeeTran will retain at least 16 of these buses as part of the system spare ratio and contingency fleet. Table 5-10 outlines the total motor coach vehicle requirement for LeeTran over the ten-year period.

# LEE COUNTY TRANSIT DEVELOPMENT PLAN

**Table 5-10  
Total Vehicle and Peak Vehicle Fleet Requirements  
FY 2004-2013**

| Model Year                       | Manufacturer/Model    | Type    | Life Cycle             | 2003 Number of Vehicles | Replacement/Expansion Vehicles Years |           |           |           |           |           |           |           |           |           |   |
|----------------------------------|-----------------------|---------|------------------------|-------------------------|--------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---|
|                                  |                       |         |                        |                         | FY 2004                              | FY 2005   | FY 2006   | FY 2007   | FY 2008   | FY 2009   | FY 2010   | FY 2011   | FY 2012   | FY 2013   |   |
| 1994                             | Boyertown             | Trolley | 12 years/500,000 miles | 1                       | 1                                    | 1         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0 |
| 1995                             | New Flyer/Low Floor   | Bus     | 12 years/500,000 miles | 7                       | 7                                    | 7         | 7         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0 |
| 1997                             | New Flyer/Low Floor   | Bus*    | 12 years/500,000 miles | 21                      | 21                                   | 21        | 21        | 21        | 21        | 21        | 16        | 16        | 16        | 16        |   |
| 1997                             | Cummins/6 CYL-360     | Trolley | 12 years/500,000 miles | 3                       | 3                                    | 3         | 3         | 3         | 3         | 3         | 0         | 0         | 0         | 0         |   |
| 1999                             | Cummins/6 CYL-360     | Trolley | 12 years/500,000 miles | 4                       | 4                                    | 4         | 4         | 4         | 4         | 4         | 4         | 4         | 4         | 0         |   |
| 2001                             | Gillig                | Bus     | 12 years/500,000 miles | 10                      | 10                                   | 10        | 10        | 10        | 10        | 10        | 10        | 10        | 10        | 10        |   |
| 2002                             | Gillig                | Bus     | 12 years/500,000 miles | 7                       | 7                                    | 7         | 7         | 7         | 7         | 7         | 7         | 7         | 7         | 7         |   |
| 2004                             | Replacement/Expansion | Bus     | 12 years/500,000 miles |                         | 9                                    | 9         | 9         | 9         | 9         | 9         | 9         | 9         | 9         | 9         |   |
| 2005                             | Expansion             | Trolley | 12 years/500,000 miles |                         |                                      | 1         | 1         | 1         | 1         | 1         | 1         | 1         | 1         | 1         |   |
| 2005                             | Replacement/Expansion | Bus     | 12 years/500,000 miles |                         |                                      | 10        | 10        | 10        | 10        | 10        | 10        | 10        | 10        | 10        |   |
| 2006                             | Replacement/Expansion | Bus     | 12 years/500,000 miles |                         |                                      |           | 9         | 9         | 9         | 9         | 9         | 9         | 9         | 9         |   |
| 2007                             | Replacement/Expansion | Trolley | 12 years/500,000 miles |                         |                                      |           |           | 2         | 2         | 2         | 2         | 2         | 2         | 2         |   |
| 2008                             | Replacement/Expansion | Bus     | 12 years/500,000 miles |                         |                                      |           |           |           | 10        | 10        | 10        | 10        | 10        | 10        |   |
| 2008                             | Replacement/Expansion | Trolley | 12 years/500,000 miles |                         |                                      |           |           |           | 1         | 1         | 1         | 1         | 1         | 1         |   |
| 2010                             | Replacement/Expansion | Trolley | 12 years/500,000 miles |                         |                                      |           |           |           |           |           | 5         | 5         | 5         | 5         |   |
| 2013                             | Replacement/Expansion | Trolley | 12 years/500,000 miles |                         |                                      |           |           |           |           |           |           |           |           | 4         |   |
| <b>TOTAL</b>                     |                       |         |                        | <b>53</b>               | <b>62</b>                            | <b>73</b> | <b>81</b> | <b>76</b> | <b>87</b> | <b>87</b> | <b>84</b> | <b>84</b> | <b>84</b> | <b>84</b> |   |
| <b>Total Vehicle Requirement</b> |                       |         |                        | <b>42</b>               | <b>43</b>                            | <b>46</b> | <b>49</b> | <b>52</b> | <b>55</b> | <b>58</b> | <b>61</b> | <b>64</b> | <b>67</b> | <b>69</b> |   |

\*16 of 21 1997 New Flyers are scheduled to be refurbished to remain as part of system spare ratio/contingency fleet

## LEE COUNTY TRANSIT DEVELOPMENT PLAN

### Paratransit Vehicles

LeeTran currently has a fleet of 32 paratransit vehicles and over the 10-year period will expand to a total of 54 in the fleet. A total of 84 paratransit vehicles will be needed for replacement and expansion based on the life cycle of 7 years/350,000 miles for medium size, medium duty buses. Table 5-11 below outlines the total paratransit vehicle requirement for LeeTran over the 10-year period.

**Table 5-11  
LeeTran Paratransit Vehicle Inventory and Replacement/Expansion Schedule**

| Model Year   | Manufacturer/Model             | Type                    | Life Cycle            | 2003 Number of Vehicles | FY 2004   | FY 2005   | FY 2006   | FY 2007   | FY 2008   | FY 2009   | FY 2010   | FY 2011   | FY 2012   | FY 2013   |
|--------------|--------------------------------|-------------------------|-----------------------|-------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 1999         | Ford Econoline                 | Light Duty Van          | 5 years/100,000 miles | 7                       | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| 2000         | Ford Econoline                 | Light Duty Van          | 5 years/100,000 miles | 15                      | 15        | 7         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| 2002         | Ford E-450                     | Medium Size-Medium Duty | 7 years/350,000 miles | 2                       | 2         | 2         | 2         | 2         | 2         | 0         | 0         | 0         | 0         | 0         |
| 2003         | Ford E-450                     | Medium Size-Medium Duty | 7 years/350,000 miles | 8                       | 8         | 8         | 8         | 8         | 8         | 8         | 0         | 0         | 0         | 0         |
| 2003         | Paratransit Vans - Replacement | Medium Size-Medium Duty | 7 years/350,000 miles |                         | 3         | 3         | 3         | 3         | 3         | 3         | 0         | 0         | 0         | 0         |
| 2003         | Paratransit Vans - Expansion   | Medium Size-Medium Duty | 7 years/350,000 miles |                         | 5         | 5         | 5         | 5         | 5         | 5         | 0         | 0         | 0         | 0         |
| 2004         | Paratransit Vans - Replacement | Medium Size-Medium Duty | 7 years/350,000 miles |                         | 7         | 7         | 7         | 7         | 7         | 7         | 7         | 0         | 0         | 0         |
| 2005         | Paratransit Vans - Replacement | Medium Size-Medium Duty | 7 years/350,000 miles |                         |           | 8         | 8         | 8         | 8         | 8         | 8         | 8         | 0         | 0         |
| 2006         | Paratransit Vans - Replacement | Medium Size-Medium Duty | 7 years/350,000 miles |                         |           |           | 7         | 7         | 7         | 7         | 7         | 7         | 7         | 0         |
| 2007         | Paratransit Vans - Replacement | Medium Size-Medium Duty | 7 years/350,000 miles |                         |           |           |           | 7         | 7         | 7         | 7         | 7         | 7         | 7         |
| 2008         | Paratransit Vans - Replacement | Medium Size-Medium Duty | 7 years/350,000 miles |                         |           |           |           |           | 7         | 7         | 7         | 7         | 7         | 7         |
| 2009         | Paratransit Vans - Replacement | Medium Size-Medium Duty | 7 years/350,000 miles |                         |           |           |           |           |           | 2         | 2         | 2         | 2         | 2         |
| 2010         | Paratransit Vans - Replacement | Medium Size-Medium Duty | 7 years/350,000 miles |                         |           |           |           |           |           |           | 16        | 16        | 16        | 16        |
| 2011         | Paratransit Vans - Replacement | Medium Size-Medium Duty | 7 years/350,000 miles |                         |           |           |           |           |           |           |           | 7         | 7         | 7         |
| 2012         | Paratransit Vans - Replacement | Medium Size-Medium Duty | 7 years/350,000 miles |                         |           |           |           |           |           |           |           |           | 8         | 8         |
| 2013         | Paratransit Vans - Replacement | Medium Size-Medium Duty | 7 years/350,000 miles |                         |           |           |           |           |           |           |           |           |           | 7         |
| <b>TOTAL</b> |                                |                         |                       | <b>32</b>               | <b>40</b> | <b>40</b> | <b>40</b> | <b>47</b> | <b>54</b> | <b>54</b> | <b>54</b> | <b>54</b> | <b>54</b> | <b>54</b> |

## LEE COUNTY TRANSIT DEVELOPMENT PLAN

### Commuter Van Pool Vans

LeeTran currently has a fleet of 6 commuter vans for the formation of van pools. Over the 10-year period, the overall fleet will be 19 vehicles and a total of 38 vehicles purchased based on the life cycle of 5 years/100,000 miles for light duty vehicles. Table 5-12 below outlines the total van fleet requirement for LeeTran over the 10-year period.

**Table 5-12**  
**LeeTran Commuter Van Inventory and Replacement/Expansion Schedule**

| Model Year   | Manufacturer/Model          | Type           | Life Cycle            | 2003 Number of Vehicles | FY 2004   | FY 2005   | FY 2006   | FY 2007   | FY 2008   | FY 2009   | FY 2010   | FY 2011   | FY 2012   | FY 2013   |
|--------------|-----------------------------|----------------|-----------------------|-------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 2001         | Ford Econoline              | Light Duty Van | 5 years/100,000 miles | 6                       | 6         | 6         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| 2004         | Commuter Vans - Expansion   | Light Duty Van | 5 years/100,000 miles |                         | 4         | 4         | 4         | 4         | 4         | 0         | 0         | 0         | 0         | 0         |
| 2005         | Commuter Vans - Expansion   | Light Duty Van | 5 years/100,000 miles |                         |           | 4         | 4         | 4         | 4         | 4         | 0         | 0         | 0         | 0         |
| 2006         | Commuter Vans - Replacement | Light Duty Van | 5 years/100,000 miles |                         |           |           | 4         | 4         | 4         | 4         | 4         | 0         | 0         | 0         |
| 2007         | Commuter Vans - Expansion   | Light Duty Van | 5 years/100,000 miles |                         |           |           |           | 4         | 4         | 4         | 4         | 4         | 0         | 0         |
| 2008         | Commuter Vans - Replacement | Light Duty Van | 5 years/100,000 miles |                         |           |           |           |           | 3         | 3         | 3         | 3         | 3         | 0         |
| 2009         | Commuter Vans - Replacement | Light Duty Van | 5 years/100,000 miles |                         |           |           |           |           |           | 4         | 4         | 4         | 4         | 4         |
| 2010         | Commuter Vans - Replacement | Light Duty Van | 5 years/100,000 miles |                         |           |           |           |           |           |           | 4         | 4         | 4         | 4         |
| 2011         | Commuter Vans - Replacement | Light Duty Van | 5 years/100,000 miles |                         |           |           |           |           |           |           |           | 4         | 4         | 4         |
| 2012         | Commuter Vans - Replacement | Light Duty Van | 5 years/100,000 miles |                         |           |           |           |           |           |           |           |           | 4         | 4         |
| 2013         | Commuter Vans - Replacement | Light Duty Van | 5 years/100,000 miles |                         |           |           |           |           |           |           |           |           |           | 3         |
| <b>TOTAL</b> |                             |                |                       | <b>6</b>                | <b>10</b> | <b>14</b> | <b>12</b> | <b>16</b> | <b>19</b> | <b>19</b> | <b>19</b> | <b>19</b> | <b>19</b> | <b>19</b> |

## LEE COUNTY TRANSIT DEVELOPMENT PLAN

### Support Vehicle Fleet

LeeTran currently has a fleet of 23 support vehicles; however, 9 of those vehicles are significantly beyond their useful life and an additional 3 vehicles are scheduled for retirement in 2003. Therefore, over the 10-year period, the overall fleet will be 19 vehicles and a total of 42 vehicles purchased based on the life cycle of 5 years/100,000 miles for light duty vehicles. Table 5-13 below outlines the total support fleet requirement for LeeTran over the 10-year period.

**Table 5-13  
LeeTran Support Vehicle Inventory and Replacement/Expansion Schedule**

| Model Year   | Manufacturer/Model                 | Type           | Life Cycle            | 2003 Number of Vehicles | FY 2004   | FY 2005   | FY 2006   | FY 2007   | FY 2008   | FY 2009   | FY 2010   | FY 2011   | FY 2012   | FY 2013   |
|--------------|------------------------------------|----------------|-----------------------|-------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Various      | Support Vehicles beyond life cycle | Various        | 5 years/100,000 miles | 9                       | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| 1999         | Ford Crown Victoria                | Light Duty     | 5 years/100,000 miles | 1                       | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| 1999         | Ford Escort                        | Light Duty     | 5 years/100,000 miles | 2                       | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| 2001         | Ford Taurus                        | Light Duty     | 5 years/100,000 miles | 1                       | 1         | 1         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| 2001         | Ford Van 2WD                       | Light Duty Van | 5 years/100,000 miles | 4                       | 4         | 4         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| 2001         | Ford F-350                         | Light Duty Van | 5 years/100,000 miles | 1                       | 1         | 1         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| 2002         | Ford Windstar                      | Light Duty Van | 5 years/100,000 miles | 1                       | 2         | 2         | 2         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| 2003         | Support Vehicles - Expansion       | Light Duty     | 5 years/100,000 miles | 4                       | 4         | 4         | 4         | 4         | 0         | 0         | 0         | 0         | 0         | 0         |
| 2004         | Support Vehicles - Replacement     | Light duty     | 5 years/100,000 miles |                         | 5         | 5         | 5         | 5         | 5         | 0         | 0         | 0         | 0         | 0         |
| 2005         | Support Vehicles - Replacement     | Light duty     | 5 years/100,000 miles |                         |           | 4         | 4         | 4         | 4         | 4         | 0         | 0         | 0         | 0         |
| 2006         | Support Vehicles - Replacement     | Light duty     | 5 years/100,000 miles |                         |           |           | 3         | 3         | 3         | 3         | 3         | 0         | 0         | 0         |
| 2007         | Support Vehicles - Replacement     | Light duty     | 5 years/100,000 miles |                         |           |           |           | 3         | 3         | 3         | 3         | 3         | 0         | 0         |
| 2008         | Support Vehicles - Replacement     | Light duty     | 5 years/100,000 miles |                         |           |           |           |           | 4         | 4         | 4         | 4         | 4         | 0         |
| 2009         | Support Vehicles - Replacement     | Light duty     | 5 years/100,000 miles |                         |           |           |           |           |           | 5         | 5         | 5         | 5         | 5         |
| 2010         | Support Vehicles - Replacement     | Light duty     | 5 years/100,000 miles |                         |           |           |           |           |           |           | 4         | 4         | 4         | 4         |
| 2011         | Support Vehicles - Replacement     | Light duty     | 5 years/100,000 miles |                         |           |           |           |           |           |           |           | 3         | 3         | 3         |
| 2012         | Support Vehicles - Replacement     | Light duty     | 5 years/100,000 miles |                         |           |           |           |           |           |           |           |           | 3         | 3         |
| 2013         | Support Vehicles - Replacement     | Light duty     | 5 years/100,000 miles |                         |           |           |           |           |           |           |           |           |           | 4         |
| <b>TOTAL</b> |                                    |                |                       | <b>23</b>               | <b>17</b> | <b>21</b> | <b>18</b> | <b>19</b> | <b>19</b> | <b>19</b> | <b>19</b> | <b>19</b> | <b>19</b> | <b>19</b> |

### Transit Strategic Initiatives

- 1. Pursue alternative governing structures for LeeTran.** This initiative continues the important discussions and work that have been conducted at the MPO level to secure the long-term viability of transit services provided to the Lee County community. The importance of the initiative is to establish ownership, partnerships and funding of transit services to stabilize transit's growth, enable the transit agency to fulfill transit's mission, and plan for and implement future service improvements for the community. LeeTran staff should continue to work with all of the options listed in the Goal 4, Initiative A to give decision makers the best possible tools to develop a governing structure most suited to the needs of Lee County residents and visitors. *(Years One through Four, implementing Goal 4, Initiative A)*
- 2. Continue vehicle replacement program and purchase new expansion vehicles.** For LeeTran's fixed-route service, a total of 38 transit coaches are needed for replacement and expansion over the 10-year period. The proposed ten-year budget in the following section assumes bus replacement on an ongoing basis. In addition, nine trolleys, 42 support vehicles and 84 paratransit vans, and 38 commuter assistance vans will be purchased to support the beach trolleys, road supervision, maintenance road calls, paratransit, and commuter assistance. This initiative also entails exploring alternative vehicle types and necessary fueling infrastructure to add alternative fuel vehicles to the fleet. *(Years One through Ten, implementing Goal 1 and Goal 6, Initiative C)*
- 3. Develop a Vision Statement for transit.** Develop at least five potential vision statements to share with LeeTran staff and county commissioners. Once the vision statement is finalized, give every employee a special card with the vision statement and post it in buses, the LeeTran facility and at transit centers. *(Year One, implementing Goal 1, Initiative A)*
- 3. Refine "Meet Sheets" to create as many timed transfers as possible at 6:30 and 7:30 a.m. and 4:30 and 5:30 p.m.** As service improvements are made to individual routes over the 10-year timeframe, it will be easier to create timed transfers when a route serves more than one transit center. Therefore, LeeTran should strive to meet customer demand for more timely transfers in the a.m. and p.m. peak periods of the day. *(Years One through Ten, implementing Goal 1, Initiative C)*
- 4. Apply for a three-year Service Development Grant with FDOT for a "Marketing and Communications Program" for LeeTran.** LeeTran must increase investments in the marketing of services to increase ridership, improve image and build public support for a transit authority. As the programs recommended in the TDP are implemented, progress should be communicated to the public to demonstrate action and build support. The

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marketing program should address the following elements that specifically address growth in LeeTran ridership:

- Target markets (seniors, youth, one-vehicle households, tourist market)
- Promotions (e.g., tourists, frequent rider program, targeted mail-out information)
- Event sponsorship
- School education program
- Media/Advertising

***(Years One through Ten, implementing Goal 2, Initiatives A-E)***

5. **Conduct 30 Community Outreach presentations annually.** LeeTran staff should proactively seek community groups and organizations to conduct speaking engagements about the vision, improvements, and needs for transit in the Lee County community. ***(Years One through Ten, implementing Goal 2, Initiative C)***
6. **Expand Commuter Assistance Program.** When conducting employer outreach for TDM activities, LeeTran should also determine ways in which the business interests of the employer can be promoted, such as exterior and interior bus advertisements, advertisements on printed materials, shelter advertising, and joint promotions. ***(Years One through Ten, implementing Goal 2, Initiative E)***
7. **Collect data from the telephone information unit on service requests and complaints.** Telephone information, as a formal customer service, has been in place at LeeTran for nearly two years. LeeTran should collect data on call volumes, call types, customer types (existing, potential and general public), travel information requests beyond fixed-route bus service, and familiarity with LeeTran's [www.rideleetrans.com](http://www.rideleetrans.com) web site. ***(Year One, implementing Goal 3, Initiative A)***
8. **Expand retail outlets for purchasing fare media.** LeeTran has made attempts to work with local retailers to sell LeeTran bus passes with limited success, even with offering to initiate full-wrap advertising for the retailer in exchange for selling passes. This is the primary hook that has been successful in expanding retail efforts in other transit communities. If continuing outreach efforts do not yield a successful relationship, LeeTran should continue to expand outlets at publicly available sources such as libraries, county and city offices and social service agencies. ***(Years One through Three, implementing Goal 3, Initiative F)***



- 9. Establish LeeTran as a partner in the Comprehensive Planning and Land Development Code updates of Ft. Myers, Cape Coral, Ft. Myers Beach and Bonita Springs.** Although Lee County incorporates transit improvements as part of its land use and rezoning process, LeeTran should also seek to have transit improvements as part of the development process in all of the major jurisdictions in which it operates. This includes incorporating transit circulation, urban design, transit stops, shelters and other amenities into the new development process. LeeTran should review existing regulations, propose modifications to those regulations, and become a partner in the review of individual rezoning petitions. These actions establish a “jurisdictional” role for LeeTran during the development proposal stage as well as establish standards for new development when building permits are issued. *(Years One through Ten, implementing Goal 3, Initiative C)*
- 10. Continue to work with the MPO to incorporate transit design and amenities when road improvements are made to state, county, and local road segments.** When road improvements are considered in the TIP process, transit improvements should also be considered as part of an overall solution to traffic congestion in a particular project. LeeTran should review the annual TIP to determine opportunities for physical improvements when road projects in the service area are scheduled for design and construction. *(Years One through Ten, implementing Goal 3, Initiative D)*
- 11. Establish and implement an integrated passenger amenities program.** A major piece of the transit experience is safe, accessible, attractive, and comfortable waiting areas for customers. This applies to bus stops, transfer centers, and at major points of origin/destination such as shopping malls. Passenger amenities include passenger shelters, information kiosks, street furniture, trash cans, telephones, water fountains, and in some cases, restrooms. In addition, amenities such as planted trees, bike racks, and bike lockers can be placed at bus stops. An amenities program has the objective of being flexible enough to incorporate different design features based on compatibility with surrounding land uses, customer demand, artistic and creative elements, and community values. Therefore, it is recommended that LeeTran establish and implement a passenger amenities program that seeks to create an aesthetically pleasant, convenient, safe and comfortable transit experience. First to be targeted for improvements are the seven transit centers in the region that experience heavy daily traffic of customers. *(Years One through Ten, implementing Goal 3, Initiative E)*
- 12. Provide community service and community event service at least 12 times per year.** LeeTran should target specific events that are heavily attended by the public

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such as arts festivals and boat shows. Also, community service activities should be targeted towards those groups LeeTran is seeking to increase ridership, such as seniors or youth. ***(Years One through Ten, implementing Goal 5, Initiatives A and B)***

13. **Establish connections between LeeTran and the Collier Area Transit (CAT) and the Charlotte County Dial-a-Ride system.** LeeTran should continue to work with Charlotte and Collier Counties to establish an arrangement for connecting points between LeeTran fixed-route bus service or paratransit service at the north and south ends of Lee County. Connections could be made on a pre-arranged schedule to provide short wait times on the part of passengers and allow for greater efficiencies. The costs associated with this program should be shared between the counties. ***(Initiative to be implemented as other systems mature, implementing Goal 5, Initiative C)***
  
14. **Purchase bus arrival display technology for the seven LeeTran transit centers.** This technology uses satellites and advanced computer modeling to track vehicles along their routes and uses a transmitter to send arrival information to a customer waiting point. A pilot project should be pursued at the Downtown Intermodal Center and then expanded to include the other six transit centers, as well as satellite transit centers, throughout the system. ***(Years Two and Three, Implements Goal 6, Initiative B)***
  
15. **Explore partnering opportunities with the Lee County School Board.** As part of the Smart Growth initiative, there may be opportunities for LeeTran to develop joint facilities with the School Board to maintain transit and school buses. There also may be opportunities for LeeTran to generate more student ridership and reduce the demand for school bus service. The two agencies could also advocate for shared priorities such as pedestrian facilities, bus stops and shelters. Finally, the two agencies could work together to further some of Lee County's other services such as emergency evacuation, parks and recreation and human services. ***(Years One through Ten, Implements Goal 1)***

**Ten-Year Operating and Capital Improvement Program**

Tables 5-11 and 5-12 present the Ten-Year Operating and Capital Improvement Program to implement the Transit Services Plan and Strategic Initiatives for LeeTran. The following descriptions provide a brief explanation of each project in the FY 2004 – 2013 Operating and Capital Improvement Program of the TDP.

1. **Operating Assistance** – This line item details the anticipated federal, state, and local revenues devoted to fixed-route operations for LeeTran *(implements Goals 1 through 5)*.
2. **Maintenance Salaries (Capitalized Operating Expense)** – This line item details the eligible expenses for maintenance that can be capitalized under the Federal Section 5307 program. *(Implements Goals 1 through 5)*
3. **ADA Operating Expenses (Capitalized Operating Expense)** – This line details the eligible expenses for ADA Complementary Paratransit service that can be capitalized under the Federal Section 5307 program. *(Implements Goals 1 through 5)*
4. **Materials and Supplies** – This line item represents materials and supplies for maintaining the LeeTran system eligible to be charged under the Federal Section 5307 program. *(Implements Goal 1)*
5. **Corridor Project – U.S. 41 (Operating Expense Offset)** – This line item represents funding from the Florida Department of Transportation to provide transit services on the U.S. 41 corridor to alleviate congestion under the FDOT Corridor Program. *(Implements Goal 1)*
6. **Commuter Assistance** – This line item represents a grant program for LeeTran to administer the commuter assistance program. Program entails funding one position and marketing and outreach to commuters. *(Implements Goal 2, Initiative E)*
7. **Service Development** – This line item represents service improvements for LeeTran as granted by the Florida Department of Transportation (FDOT). *(Implements Goal 1)*
8. **Transit Coaches: Vehicle Replacement and Expansion** – This line item represents the purchase of 38 new transit coaches over the 10 year period. *(Implements Goal 1)*
9. **Trolleys: Replacement and Expansion** – This line item represents the purchase of 13 trolleys for replacement and expansion over the 10-year period. *(Implements Goal 1)*

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10. **Support Vehicles: Replacement and Expansion** – This line item represents the purchase of 42 support vehicles over the 10-year timeframe to maintain a maximum fleet of 19 support vehicles. *(Implements Goal 1)*
11. **Paratransit Vans** – This line item represents the purchase of 84 paratransit vans for replacement and expansion to maintain a maximum fleet of 54 over the 10-year period. *(Implements Goal 1)*
12. **Commuter Vans** – This line item represents the purchase of 38 commuter vans for replacement and expansion of the commuter vanpool program. *(Implements Goal 1)*
13. **Purchase land and construct new operations base** – This line item represents the expenses necessary to replace LeeTran's existing administration and operations facility to accommodate a larger fleet of buses and more employees. *(Implements Goal 6)*
14. **Refurbish 16 1997 New Flyer Buses** – This line item represents the necessary expenses to refurbish buses to maintain as part of the spare ratio and contingency fleet for LeeTran. *(Implements Goal 1)*
15. **Shelters and Passenger Amenities** – This line item represents the purchase of shelters and other amenities to be placed at transit centers and throughout the LeeTran service area. *(Implements Goal 2)*
16. **Marketing and Communications** – This line item represents the expenses incurred to implement Strategic Initiative #4 to increase market share for transit. *(Implements Goal 2)*
17. **Purchase bus arrival technology product** – This line item represents the purchase of bus arrival technology to be used at the LeeTran transit centers and locations on Ft. Myers Beach. *(Implements Goal 6)*
18. **Community Events/Community Service** – This line item represents the expenses to provide service to community events and for community groups to give non-riding LeeTran customers an experience with transit. *(Implements Goal 5)*

### Projects Unique to FY 09-13

14. **Lehigh Circulator** – This line item represents expenses for a new circulator service in Lehigh Acres as described in the Ten-Year Transit Services Plan. *(Implements Goal 1)*

## *LEE COUNTY TRANSIT DEVELOPMENT PLAN*

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15. **Sanibel Circulator** – This line item represents expenses for a new circulator on Sanibel Island and connecting to Summerlin Square as described in the Ten-Year Transit Services Plan *(implements Goal 1)*
  
16. **Cape Coral Circulator** – This line item represents the expenses for a new circulator in Cape Coral as described in the Ten-Year Transit Services Plan. *(Implements Goal 1)*
  
17. **Downtown Ft. Myers Circulator** – This line item represents expenses for a new trolley circulator in Downtown Ft. Myers as described Ten-Year Transit Services Plan. *(Implements Goal 1)*

*LEE COUNTY TRANSIT DEVELOPMENT PLAN*

**Table 5-11**

| PROJECT DESCRIPTION   | FY 04               | FY 05               | FY 06               | FY 07               | FY 08               | FIVE YEAR TOTAL     | FUNDING SOURCE       |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Operating Assistance  | \$150,169           | \$158,389           | \$167,020           | \$176,081           | \$185,642           | \$837,301           | FTA Section 5311     |
|   | \$1,290,648         | \$1,290,648         | \$1,335,293         | \$1,386,179         | \$1,438,992         | \$6,741,760         | FDOT Block Grant     |
|   | \$4,772,692         | \$5,835,715         | \$6,699,613         | \$7,695,041         | \$8,790,242         | \$33,793,303        | Lee County - General |
|   | \$531,460           | \$597,628           | \$606,592           | \$615,691           | \$624,927           | \$2,976,298         | Local Opt. Gas Tax   |
|   | \$2,189,312         | \$2,073,546         | \$2,108,067         | \$2,143,213         | \$2,179,000         | \$10,693,138        | Other Local          |
|   | <b>\$8,934,281</b>  | <b>\$9,955,926</b>  | <b>\$10,916,585</b> | <b>\$12,016,205</b> | <b>\$13,218,804</b> | <b>\$55,041,801</b> |                      |
| Maintenance Salaries  | \$1,000,000         | \$1,000,000         | \$1,000,000         | \$1,000,000         | \$1,000,000         | \$5,000,000         | FTA Section 5307     |
| Capitalized Operating Expense   |                     |                     |                     |                     |                     |                     |                      |
| ADA Operating Expenses  | \$300,000           | \$300,000           | \$300,000           | \$300,000           | \$300,000           | \$1,500,000         | FTA Section 5307     |
| Capitalized Operating Exp.  |                     |                     |                     |                     |                     |                     |                      |
| Materials and Supplies  | \$555,667           | \$572,337           | \$589,507           | \$607,192           | \$625,408           | \$2,950,111         | FTA Section 5307     |
| Corridor Project - U.S. 41  | \$1,400,000         | \$1,400,000         | \$1,400,000         | \$1,400,000         | \$1,400,000         | \$7,000,000         | FDOT Corridor        |
| Operating Expense Offset  |                     |                     |                     |                     |                     |                     |                      |
| Commuter Assistance   | \$75,000            | \$75,000            | \$75,000            | \$75,000            | \$75,000            | \$375,000           | FDOT Commuter Ast.   |
|   | \$75,000            | \$75,000            | \$75,000            | \$75,000            | \$75,000            | \$375,000           | Local Funds          |
|   | <b>\$150,000</b>    | <b>\$150,000</b>    | <b>\$150,000</b>    | <b>\$150,000</b>    | <b>\$150,000</b>    | <b>\$750,000</b>    |                      |
| Service Development   | \$75,000            |                     |                     |                     |                     | \$75,000            | FDOT Service Dev.    |
|   | \$75,000            |                     |                     |                     |                     | \$75,000            | Local Funds          |
|   | <b>\$150,000</b>    |                     |                     |                     |                     | <b>\$150,000</b>    |                      |
| <b>GRAND TOTAL - OPERATING AND CAPITALIZED OPERATING REVENUES (Information purposes only)</b> | <b>\$12,339,948</b> | <b>\$13,303,263</b> | <b>\$14,281,092</b> | <b>\$15,398,397</b> | <b>\$16,619,212</b> | <b>\$71,941,912</b> |                      |

**Capital and Operating Plan – FY 04 through FY 08**

*LEE COUNTY TRANSIT DEVELOPMENT PLAN*

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*LEE COUNTY TRANSIT DEVELOPMENT PLAN*

**Table 5-11 (Continued)**  
**Capital and Operating Plan – FY 04 through FY 08**

| PROJECT ITEM | PROJECT DESCRIPTION                                       | FY 04                           | FY 05                                | FY 06                       | FY 07          | FY 08             | FIVE YEAR TOTAL    | FUNDING SOURCE                          |
|--------------|---|---------------------------------|--------------------------------------|-----------------------------|----------------|-------------------|--------------------|---|
| 8            | Buses and Related Equipment: # Replacement and Expansion  | 9<br>\$2,700,000                | 10<br>\$3,000,000                    | 9<br>\$2,700,000            |                | 10<br>\$3,000,000 | 38<br>\$11,400,000 | FTA Section 5307 Local Funds            |
| 9            | Trolleys: # Replacement and Expansion                     |                                 | 1<br>\$200,000                       |                             | 2<br>\$400,000 | 1<br>\$200,000    | 4<br>\$600,000     | FTA Section 5307 Local Funds            |
| 10           | Support: # Replacement                                    | 5<br>\$100,000                  | 4<br>\$100,000                       | 3<br>\$60,000               | 3<br>\$60,000  | 4<br>\$80,000     | 19<br>\$400,000    | FTA Section 5307 Local Funds            |
| 11           | Paratransit Vans: # Replacement                           | 7<br>\$385,000                  | 8<br>\$440,000                       | 7<br>\$385,000              | 7<br>\$385,000 | 7<br>\$385,000    | 36<br>\$1,595,000  | FTA Section 5307 Local Funds            |
| 12           | Commuter Vans: # Replacement and Expansion                | 4<br>\$100,000                  | 4<br>\$100,000                       | 4<br>\$100,000              | 4<br>\$100,000 | 3<br>\$75,000     | 19<br>\$475,000    | FTA Section 5307 Local Funds            |
| 13           | Purchase Land and Construct New Operating Facility        | Land Acquisition<br>\$2,125,000 | PD&E and Construction<br>\$2,194,500 | Construction<br>\$4,455,500 |                |                   | \$8,775,000        | FTA Section 5307 Local Funds            |
| 14           | Refurbish 4 1997 New Flyers (estimated \$100,000 per bus) |                                 |                                      |                             |                | \$400,000         | \$400,000          | FTA Section 5307 Local Funds            |
| 15           | Shelters and Passenger Amenities                          | \$50,000                        | \$50,000                             | \$100,000                   | \$100,000      | \$100,000         | \$400,000          | FTA Section 5307 Local Funds            |
| 16           | Marketing and Communications                              | \$100,000                       | \$100,000                            | \$100,000                   | \$100,000      | \$100,000         | \$500,000          | FDOT Service Dev. Candidate Local Funds |
| 17           | Purchase Bus Arrival Display Product                      | \$258,600                       | \$33,600                             |                             |                |                   | \$292,200          | FTA Section 5307 Local Funds            |
| 18           | Community Events/Community Service                        | \$24,000                        | \$24,000                             | \$24,000                    | \$24,000       | \$24,000          | \$120,000          | Local Funds                             |



*LEE COUNTY TRANSIT DEVELOPMENT PLAN*

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**Table 5-11 (Continued)**  
**Capital and Operating Plan – FY 04 through FY 08**

| PROJECT ITEM | PROJECT DESCRIPTION     | FY 04               | FY 05               | FY 06               | FY 07               | FY 08               | FIVE YEAR TOTAL     | FUNDING SOURCE |
|--------------|-------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------|
|              | <b>FEDERAL</b>          |                     |                     |                     |                     |                     |                     |                |
|              | Section 5307            | \$7,415,667         | \$7,856,837         | \$9,690,007         | \$2,552,192         | \$5,965,408         | \$33,480,111        |                |
|              | Section 5311            | \$150,169           | \$158,389           | \$167,020           | \$176,081           | \$185,642           | \$837,301           |                |
|              | Section 5307 Earmark    | \$2,125,000         | \$0                 | \$0                 | \$0                 | \$0                 | \$2,125,000         |                |
|              | <b>STATE</b>            |                     |                     |                     |                     |                     |                     |                |
|              | FDOT Block Grant        | \$1,290,648         | \$1,290,648         | \$1,335,293         | \$1,386,179         | \$1,438,992         | \$6,741,760         |                |
|              | FDOT Corridor Funds     | \$1,400,000         | \$1,400,000         | \$1,400,000         | \$1,400,000         | \$1,400,000         | \$7,000,000         |                |
|              | FDOT Commuter Asstc.    | \$75,000            | \$75,000            | \$75,000            | \$75,000            | \$75,000            | \$375,000           |                |
|              | FDOT Service Dev.       | \$175,000           | \$100,000           | \$100,000           | \$100,000           | \$100,000           | \$575,000           |                |
|              | <b>LOCAL</b>            |                     |                     |                     |                     |                     |                     |                |
|              | Lee County General Fund | \$4,830,028         | \$5,835,715         | \$6,699,613         | \$7,695,041         | \$8,790,242         | \$33,850,639        |                |
|              | Local Option Gas Tax    | \$588,796           | \$597,628           | \$606,592           | \$615,691           | \$624,927           | \$3,033,634         |                |
|              | Other Local             | \$2,189,312         | \$2,073,546         | \$2,108,067         | \$2,143,213         | \$2,179,000         | \$10,693,138        |                |
|              | <b>TOTALS</b>           | <b>\$20,239,620</b> | <b>\$19,387,763</b> | <b>\$22,181,592</b> | <b>\$16,143,397</b> | <b>\$20,759,212</b> | <b>\$98,711,584</b> |                |

*LEE COUNTY TRANSIT DEVELOPMENT PLAN*

**Table 5-12  
Capital and Operating Plan – FY 09 through FY 13**

| PROJECT ITEM | PROJECT DESCRIPTION   | FY 09               | FY 10               | FY 11               | FY 12               | FY 13               | FIVE YEAR TOTAL      | FUNDING SOURCE       |
|--------------|---|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|----------------------|
| 1            | Operating Assistance  | \$195,723           | \$206,350           | \$217,555           | \$229,368           | \$241,823           | \$1,090,819          | FTA Section 5311     |
|              |   | \$1,493,818         | \$1,550,732         | \$1,609,815         | \$1,671,149         | \$1,734,820         | \$8,060,335          | FDOT Block Grant     |
|              |   | \$10,041,318        | \$11,470,455        | \$13,102,995        | \$14,967,886        | \$17,098,199        | \$66,680,854         | Lee County - General |
|              |   | \$634,302           | \$643,817           | \$653,475           | \$663,277           | \$673,227           | \$3,268,097          | Local Opt. Gas Tax   |
|              |   | \$2,215,385         | \$2,252,377         | \$2,289,986         | \$2,328,224         | \$2,367,100         | \$11,453,072         | Other Local          |
|              |   | <b>\$14,580,545</b> | <b>\$16,123,731</b> | <b>\$17,873,826</b> | <b>\$19,859,905</b> | <b>\$22,115,170</b> | <b>\$90,553,178</b>  |                      |
| 2            | Maintenance Salaries  | \$1,000,000         | \$1,000,000         | \$1,000,000         | \$1,000,000         | \$1,000,000         | \$5,000,000          | FTA Section 5307     |
|              | Capitalized Operating Expense   |                     |                     |                     |                     |                     |                      |                      |
| 3            | ADA Operating Expenses  | \$300,000           | \$300,000           | \$300,000           | \$300,000           | \$300,000           | \$1,500,000          | FTA Section 5307     |
|              | Capitalized Operating Exp.  |                     |                     |                     |                     |                     |                      |                      |
| 4            | Materials and Supplies  | \$555,667           | \$572,337           | \$589,507           | \$607,192           | \$625,408           | \$2,950,111          | FTA Section 5307     |
| 5            | Corridor Project - U.S. 41  | \$1,400,000         | \$1,400,000         | \$1,400,000         | \$1,400,000         | \$1,400,000         | \$7,000,000          | FDOT Corridor        |
|              | Operating Expense Offset  |                     |                     |                     |                     |                     |                      |                      |
| 6            | Commuter Assistance   | \$75,000            | \$75,000            | \$75,000            | \$75,000            | \$75,000            | \$375,000            | FDOT Commuter Ast.   |
|              |   | \$75,000            | \$75,000            | \$75,000            | \$75,000            | \$75,000            | \$375,000            | Local Funds          |
|              |   | <b>\$150,000</b>    | <b>\$150,000</b>    | <b>\$150,000</b>    | <b>\$150,000</b>    | <b>\$150,000</b>    | <b>\$750,000</b>     |                      |
|              | <b>GRAND TOTAL - OPERATING AND CAPITALIZED OPERATING REVENUES (Information purposes only)</b> | <b>\$17,911,212</b> | <b>\$19,471,068</b> | <b>\$21,238,333</b> | <b>\$23,242,097</b> | <b>\$25,515,578</b> | <b>\$107,378,289</b> |                      |

*LEE COUNTY TRANSIT DEVELOPMENT PLAN*

**Table 5-12 (Continued)  
Capital and Operating Plan – FY 09 through FY 13**

| PROJECT ITEM | PROJECT DESCRIPTION   | FY 09                             | FY 10            | FY 11          | FY 12          | FY 13          | FIVE YEAR TOTAL                   | FUNDING SOURCE                                 |
|--------------|---|-----------------------------------|------------------|----------------|----------------|----------------|-----------------------------------|--|
| 7            | Trolleys: #<br>Replacement and Expansion                      |                                   | 5<br>\$1,000,000 |                |                | 4<br>\$800,000 | 4<br>\$800,000                    | FTA Section 5307 Local Funds                   |
| 8            | Support: #<br>Replacement and Expansion                       | 5<br>\$100,000                    | 4<br>\$80,000    | 3<br>\$60,000  | 3<br>\$60,000  | 4<br>\$80,000  | 19<br>\$380,000                   | FTA Section 5307 Local Funds                   |
| 9            | Paratransit Vans<br>Replacement and Expansion                 | 2<br>\$110,000                    | 16<br>\$880,000  | 7<br>\$385,000 | 8<br>\$440,000 | 7<br>\$385,000 | 40<br>\$2,200,000                 | FTA Section 5307 Local Funds                   |
| 10           | Commuter Vans<br>Replacement and Expansion                    | 4<br>\$100,000                    | 4<br>\$100,000   | 4<br>\$100,000 | 4<br>\$100,000 | 3<br>\$75,000  | 19<br>\$475,000                   | FTA Section 5307 Local Funds                   |
| 11           | Refurbish 12 1997 New Flyers<br>(estimated \$100,000 per bus) | \$400,000                         | \$400,000        | \$400,000      |                |                | \$1,200,000                       | FTA Section 5307 Local Funds                   |
| 12           | Shelters and Passenger Amenities                              | \$50,000                          | \$50,000         | \$50,000       | \$50,000       | \$50,000       | \$250,000                         | FTA Section 5307 Local Funds                   |
| 13           | Marketing and Communications                                  | \$100,000                         | \$100,000        | \$100,000      | \$100,000      | \$100,000      | \$500,000                         | FDOT Service Development Candidate Local Funds |
| 14           | Lehigh Circulator   | \$156,163<br>\$156,163            |                  |                |                |                | \$156,163<br>\$156,163            | FDOT Serv. Dev. Candidate Local Funds          |
| 15           | Sanibel Circulator  | \$188,008<br>\$94,004<br>\$94,004 |                  |                |                |                | \$188,008<br>\$94,004<br>\$94,004 | FDOT Service Dev. Lee County City of Sanibel   |

*LEE COUNTY TRANSIT DEVELOPMENT PLAN*

**Table 5-12 (Continued)  
Capital and Operating Plan – FY 09 through FY 13**

| PROJECT ITEM | PROJECT DESCRIPTION                 | FY 09               | FY 10                               | FY 11                             | FY 12               | FY 13               | FIVE YEAR TOTAL                     | FUNDING SOURCE  |
|--------------|-------------------------------------|---------------------|-------------------------------------|-----------------------------------|---------------------|---------------------|-------------------------------------|---|
| 16           | Cape Coral Circulator               |                     | \$200,228<br>\$100,114<br>\$100,114 |                                   |                     |                     | \$200,228<br>\$100,114<br>\$100,114 | FDOT Service Dev.<br>Lee County<br>City of Cape Coral |
| 17           | Downtown Ft. Myers Circulator       |                     |                                     | \$165,315<br>\$82,658<br>\$82,658 |                     |                     | \$165,315<br>\$82,658<br>\$82,658   | FDOT Service Dev.<br>Lee County<br>City of Ft. Myers  |
| 18           | Community Events/ Community Service | \$24,000            | \$24,000                            | \$24,000                          | \$24,000            | \$24,000            | \$120,000                           | Local Funds   |
|              | <b>FEDERAL</b>                      |                     |                                     |                                   |                     |                     |                                     |   |
|              | Section 5307                        | \$2,615,667         | \$4,382,337                         | \$2,884,507                       | \$2,557,192         | \$3,315,408         | \$15,755,111                        |   |
|              | Section 5311                        | \$195,723           | \$206,350                           | \$217,555                         | \$229,368           | \$241,823           | \$1,090,819                         |   |
|              | <b>STATE</b>                        |                     |                                     |                                   |                     |                     |                                     |   |
|              | FDOT Block Grant                    | \$1,493,818         | \$1,550,732                         | \$1,609,815                       | \$1,671,149         | \$1,734,820         | \$8,060,335                         |   |
|              | FDOT Corridor Funds                 | \$1,400,000         | \$1,400,000                         | \$1,400,000                       | \$1,400,000         | \$1,400,000         | \$7,000,000                         |   |
|              | FDOT Commuter Asstc.                | \$75,000            | \$75,000                            | \$75,000                          | \$75,000            | \$75,000            | \$375,000                           |   |
|              | FDOT Service Development            | \$344,170           | \$200,228                           | \$165,315                         | \$0                 | \$0                 | \$709,713                           |   |
|              | <b>LOCAL</b>                        |                     |                                     |                                   |                     |                     |                                     |   |
|              | Lee County General Fund             | \$10,041,318        | \$11,470,455                        | \$13,102,995                      | \$14,967,886        | \$17,098,199        | \$66,680,854                        |   |
|              | Local Option Gas Tax                | \$634,302           | \$643,817                           | \$653,475                         | \$663,277           | \$673,227           | \$3,268,097                         |   |
|              | Other Local                         | \$2,403,392         | \$2,452,605                         | \$2,455,301                       | \$2,328,224         | \$2,367,100         | \$12,006,622                        |   |
|              | <b>TOTALS</b>                       | <b>\$19,203,390</b> | <b>\$22,381,524</b>                 | <b>\$22,563,963</b>               | <b>\$23,892,097</b> | <b>\$26,905,578</b> | <b>\$114,946,552</b>                |   |

## LEE COUNTY TRANSIT DEVELOPMENT PLAN

Tables 5-13 and 5-14 present operating and capital expenses and revenues presented in Tables 5-11 and 5-12. Operating and capital expenses are compared against existing revenue sources to determine the unfunded operating and capital expenses.

**Table 5-13  
Capital and Operating Plan  
FY 04 through FY 08**

| Item  | FY 2004              | FY 2005             | FY 2006             | FY 2007             | FY 2008             |
|---|----------------------|---------------------|---------------------|---------------------|---------------------|
| <b>Operating Expenses &amp; Revenues</b>                  |                      |                     |                     |                     |                     |
| <b>Expenses</b>   |                      |                     |                     |                     |                     |
| Existing Operating Costs - Fixed Route                    | \$11,143,408         | \$12,766,435        | \$14,602,736        | \$16,396,706        | \$18,854,535        |
| Existing Operating Costs - ADA                            | 1,121,540            | 1,289,771           | 1,483,236           | 1,705,722           | 1,961,580           |
| <b>Total Operating Expenses</b>                           | <b>\$12,264,948</b>  | <b>\$14,056,206</b> | <b>\$16,085,972</b> | <b>\$18,102,428</b> | <b>\$20,816,115</b> |
| <b>Revenues</b>   |                      |                     |                     |                     |                     |
| FTA Section 5307  | \$1,855,667          | \$1,872,337         | \$1,889,507         | \$1,907,192         | \$1,925,408         |
| FTA Section 5311  | \$150,169            | \$158,389           | \$167,020           | \$176,081           | \$185,642           |
| FDOT Block Grant  | \$1,290,648          | \$1,290,648         | \$1,335,293         | \$1,386,179         | \$1,438,992         |
| FDOT Corridor Funds                                       | \$1,400,000          | \$1,400,000         | \$1,400,000         | \$1,400,000         | \$1,400,000         |
| FDOT Commuter Ast.  | \$75,000             | \$75,000            | \$75,000            | \$75,000            | \$75,000            |
| FDOT Service Development                                  | \$75,000             | \$0                 | \$0                 | \$0                 | \$0                 |
| Lee County - General                                      | \$4,772,692          | \$5,835,715         | \$6,699,613         | \$7,695,041         | \$8,790,242         |
| Local Opt. Gas Tax  | \$531,460            | \$597,628           | \$606,592           | \$615,691           | \$624,927           |
| Other Local   | \$2,189,312          | \$2,073,546         | \$2,108,067         | \$2,143,213         | \$2,179,000         |
| <b>Total Revenues</b>                                     | <b>\$12,339,948</b>  | <b>\$13,303,263</b> | <b>\$14,281,092</b> | <b>\$15,398,397</b> | <b>\$16,619,212</b> |
| <b>Current Unfunded Operating</b>                         | <b>-\$75,000</b>     | <b>\$752,943</b>    | <b>\$1,804,880</b>  | <b>\$2,704,031</b>  | <b>\$4,196,904</b>  |
| <b>Capital Expenses &amp; Revenues</b>                    |                      |                     |                     |                     |                     |
| <b>Expenses</b>   |                      |                     |                     |                     |                     |
| Buses and Related Equipment                               | \$2,700,000          | \$3,000,000         | \$2,700,000         | \$0                 | \$3,000,000         |
| Trolleys  | \$0                  | \$200,000           | \$0                 | \$400,000           | \$200,000           |
| Support   | \$100,000            | \$100,000           | \$60,000            | \$60,000            | \$80,000            |
| Paratransit Vans  | \$385,000            | \$440,000           | \$385,000           | \$385,000           | \$385,000           |
| Commuter Vans   | \$100,000            | \$100,000           | \$100,000           | \$100,000           | \$50,000            |
| Purchase Land and Construct New Fac.                      | \$2,125,000          | \$2,194,500         | \$4,455,500         |                     |                     |
| Refurbish 4 1997 New Flyers (estimated \$100,000 per bus) | \$0                  | \$0                 | \$0                 | \$0                 | \$400,000           |
| Shelters and Passenger Amenities                          | \$50,000             | \$50,000            | \$100,000           | \$100,000           | \$100,000           |
| Marketing and Communications                              | \$100,000            | \$100,000           | \$100,000           | \$100,000           | \$100,000           |
| Purchase Bus Arrival Display Product                      | \$100,000            | \$100,000           | \$0                 | \$0                 | \$0                 |
| Community Events/Community Service                        | \$24,000             | \$24,000            | \$24,000            | \$24,000            | \$24,000            |
| <b>Total Expenses</b>                                     | <b>\$5,684,000</b>   | <b>\$6,308,500</b>  | <b>\$7,924,500</b>  | <b>\$1,169,000</b>  | <b>\$4,339,000</b>  |
| <b>Revenues</b>   |                      |                     |                     |                     |                     |
| Previous Grant Balances - FTA 5307                        | \$6,566,613          | \$2,385,551         | \$162,489           |                     |                     |
| FTA Section 5307  | \$1,629,320          | \$1,612,650         | \$1,595,480         | \$1,577,795         | \$1,559,579         |
| Additional General Fund Authorization                     | \$337,008            | \$337,008           | \$337,008           | \$337,008           | \$337,008           |
| <b>Total Revenues</b>                                     | <b>\$8,532,941</b>   | <b>\$4,335,209</b>  | <b>\$2,094,977</b>  | <b>\$1,914,803</b>  | <b>\$1,896,587</b>  |
| <b>Current Unfunded Capital</b>                           | <b>(\$2,848,941)</b> | <b>\$1,973,291</b>  | <b>\$5,829,523</b>  | <b>(\$745,803)</b>  | <b>\$2,442,413</b>  |

*LEE COUNTY TRANSIT DEVELOPMENT PLAN*

**Table 5-14  
Capital and Operating Plan  
FY 09 through FY 13**

| Item  | FY 2009             | FY 2010             | FY 2011             | FY 2012              | FY 2013             |
|---|---------------------|---------------------|---------------------|----------------------|---------------------|
| <b>Operating Expenses &amp; Revenues</b>                  |                     |                     |                     |                      |                     |
| <b>Expenses</b>   |                     |                     |                     |                      |                     |
| Existing Operating Costs                                  | \$20,856,884        | \$23,372,817        | \$26,232,938        | \$29,300,700         | \$32,337,979        |
|   | 2,089,083           | 2,224,873           | 2,369,490           | 2,523,507            | 2,687,535           |
| <b>Total Operating Expenses</b>                           | <b>\$22,945,967</b> | <b>\$25,597,690</b> | <b>\$28,602,428</b> | <b>\$31,824,207</b>  | <b>\$35,025,514</b> |
| <b>Revenues</b>   |                     |                     |                     |                      |                     |
| FTA Section 5307  | \$1,855,667         | \$1,872,337         | \$1,889,507         | \$1,907,192          | \$1,925,408         |
| FTA Section 5311  | \$195,723           | \$206,350           | \$217,555           | \$229,368            | \$241,823           |
| FDOT Block Grant  | \$1,493,818         | \$1,550,732         | \$1,609,815         | \$1,671,149          | \$1,734,820         |
| FDOT Corridor Funds                                       | \$1,400,000         | \$1,400,000         | \$1,400,000         | \$1,400,000          | \$1,400,000         |
| FDOT Commuter Ast.  | \$75,000            | \$75,000            | \$75,000            | \$75,000             | \$75,000            |
| Lee County - General                                      | \$10,041,318        | \$11,470,455        | \$13,102,995        | \$14,967,886         | \$17,098,199        |
| Local Opt. Gas Tax  | \$634,302           | \$643,817           | \$653,475           | \$663,277            | \$673,227           |
| Other Local   | \$2,215,385         | \$2,252,377         | \$2,289,986         | \$2,328,224          | \$2,367,100         |
| <b>Total Revenues</b>                                     | <b>\$17,911,212</b> | <b>\$19,471,068</b> | <b>\$21,238,333</b> | <b>\$23,242,097</b>  | <b>\$25,515,578</b> |
| <b>Current Unfunded Operating</b>                         | <b>\$5,034,755</b>  | <b>\$6,126,622</b>  | <b>\$7,364,095</b>  | <b>\$8,582,109</b>   | <b>\$9,509,935</b>  |
| <b>Capital Expenses &amp; Revenues</b>                    |                     |                     |                     |                      |                     |
| <b>Expenses</b>   |                     |                     |                     |                      |                     |
| Trolleys  | \$0                 | \$1,000,000         | \$0                 | \$0                  | \$800,000           |
| Support   | \$100,000           | \$80,000            | \$60,000            | \$60,000             | \$80,000            |
| Paratransit Vans  | \$110,000           | \$440,000           | \$385,000           | \$385,000            | \$385,000           |
| Commuter Vans   | \$100,000           | \$100,000           | \$100,000           | \$100,000            | \$75,000            |
| Refurbish 4 1997 New Flyers (estimated \$100,000 per bus) | \$400,000           | \$400,000           | \$400,000           | \$0                  | \$0                 |
| Shelters and Passenger Amenities                          | \$50,000            | \$50,000            | \$50,000            | \$50,000             | \$50,000            |
| Marketing and Communications                              | \$100,000           | \$100,000           | \$100,000           | \$100,000            | \$100,000           |
| Lehigh Circulator   | \$312,325           | \$0                 | \$0                 | \$0                  | \$0                 |
| Sanibel Circulator  | \$376,015           | \$0                 | \$0                 | \$0                  | \$0                 |
| Cape Coral Circulator                                     | \$0                 | \$400,456           | \$0                 | \$0                  | \$0                 |
| Downtown Ft. Myers Circulator                             | \$0                 | \$0                 | \$330,630           | \$0                  | \$0                 |
| Community Events/Community Service                        | \$24,000            | \$24,000            | \$24,000            | \$24,000             | \$24,000            |
| <b>Total Expenses</b>                                     | <b>\$1,572,340</b>  | <b>\$2,594,456</b>  | <b>\$1,449,630</b>  | <b>\$719,000</b>     | <b>\$1,514,000</b>  |
| <b>Revenues</b>   |                     |                     |                     |                      |                     |
| FTA Section 5307  | \$1,629,320         | \$1,612,650         | \$1,595,480         | \$1,577,795          | \$1,559,579         |
| Additional General Fund Authorization                     | \$337,008           | \$337,008           | \$337,008           | \$337,008            | \$337,008           |
| <b>Total Revenues</b>                                     | <b>\$1,966,328</b>  | <b>\$1,949,658</b>  | <b>\$1,932,488</b>  | <b>\$1,914,803</b>   | <b>\$1,896,587</b>  |
| <b>Current Unfunded Capital</b>                           | <b>(\$393,988)</b>  | <b>\$644,798</b>    | <b>(\$482,858)</b>  | <b>(\$1,195,803)</b> | <b>(\$382,587)</b>  |