



Public Transit Advisory Committee Collier Area Transit Hybrid Meeting Collier County Museum Lecture Hall 3331 Tamiami Trail East Naples, Florida November 16th, 2021 3:00 p.m.

- 1) Call to Order
- 2) Roll Call
- 3) Approval of Agenda
- 4) Approval of Minutes
 - a. October 19th, 2021 Minutes
- 5) Committee Action
 - a. Grant Applications 5311 and 5339
- 6) Reports and Presentations
 - a. Try Transit Day Public Workshop
 - b. TDP Annual Update Revisions
 - c. Vanpool Update
- 7) Member Comments
- 8) Public Comments
- 9) Next Meeting Date December 21st, 2021 Collier County Museum Lecture Hall
- 10) Adjournment

Two or more members of the Board of County Commissioners may be present and may participate at the meeting. The subject matter of this meeting may be an item for discussion and action at a future BCC meeting.

Collier Area Transit operates in compliance with Federal Transit Administration, (FTA) program requirements and ensures that transit services are made available and equitably distributed and provides equal access and mobility to any person without regard to race, color, or national origin, disability, gender or age. Title VI of the *Civil Rights Act of 1964*; FTA Circular 4702.1A, "Title VI and Title VI Dependent Guidelines for Federal Transit Administration Recipients.

Anyone who required an auxiliary aid or service for effective communication, or other reasonable accommodations in order to participate in this proceeding, should contact the Collier County Facilities Management Department located at 3335 Tamiami Trail East, Naples, Florida 34112 or 239-252-8380 as soon as possible, but no later than 48 hours before the scheduled event. Such reasonable accommodations will be provided at no cost to the individual.

MINUTES OF THE PUBLIC TRANSIT ADVISORY COMMITTEE MEETING

October 19, 2021 Naples, Florida,

LET IT BE REMEMBERED, the Public Transit Advisory Committee in and for the County of Collier, having conducted business herein, met on this date at 3:00 P.M. in REGULAR SESSION at Collier County Museum Lecture Hall, 3331 Tamiami Trail E, Naples, Florida with the following members present:

Chairman: John DiMarco, III (ZOOM) Vice-Chairman: Arthur Dobberstein James Bennett Peter Berry Devon Browne James Caton (Excused) Sonja Lee Samek (ZOOM)

ALSO PRESENT: Michelle Arnold, Director, Public Transit and Neighborhood Enhancement Omar Deleon, Public Transit Manager, Collier Area Transit Braian Morales, General Manager, MV Transportation Brandy Otero, Principal Planner, Collier County Museums

1. Call to Order

Vice Chair Dobberstein called the meeting to order at 3:00 PM.

2. Roll Call

Roll call was taken, and a quorum of four was established.

Mr. Berry motioned to allow Chair DiMarco and Ms. Samek to participate in the meeting via ZOOM remote access due to an extraordinary circumstance. Second by Mr. Browne. Carried unanimously 4 - 0.

Chair DiMarco joined the meeting. A quorum of five was present.

3. Approval of Agenda

Chair DiMarco moved to approve the PTAC Agenda for October 19, 2021 as amended: Add: Item 6. Reports and Presentations - d. Grants; e. Van Pooling Second by Mr. Bennett. Carried unanimously 5 - 0.

4. Approval of Minutes

- a. June 15, 2021 Minutes
- b. August 17, 2021
- c. September 21, 2021

Mr. Berry moved to approve the minutes of the June 15, 2021, August 17, 2021 and September 21, 2021 Public Transit Advisory Committee meetings as presented. Second by Mr. Bennett. Carried unanimously 5 - 0.

5. Committee Action

- Election of Officers 2021 2022
 - a. Nominations for Chair

Mr. Berry nominated John DiMarco III for the position of Chair of the Public Transit Advisory Committee for one year, or until a successor is appointed. Second by Mr. Bennett. Nominations were closed and no others were tendered. Carried unanimously 5 - 0. Chair DiMarco retained the office of Chair of the Committee.

b. Nominations for Vice-Chair

Chair DiMarco nominated Peter Berry for the position of Vice-Chair Public Transit Advisory Committee for one year, or until a successor is appointed. Second by Mr. Browne. Nominations were closed and no others were tendered. Carried unanimously 5 - 0. Mr. Berry assumed the office of Vice-Chair of the Committee.

Ms. Samek joined the meeting. A quorum of six was present.

6. Reports and Presentations

a. Driver Shortage

Mr. DeLeon presented an Executive Summary, *Driver Shortage*, to update the Committee on the status of the driver shortage noting:

- The COVID-19 pandemic continues to impact County transit operations.
- Public transit ridership experienced a 65% reduction at the peak of the pandemic.
- Ridership has increased to a level of 27% of pre-pandemic service levels.
- There is a national driver shortage for the Transportation Industry.
- Driver shortage affects both the Fixed Route and Paratransit services.
- The current labor market has affected the ability to attract and retain workers.

The document "*Third Amendment to Contract 18-7382 for Collier Area Transit (CAT) Fixed Route, Demand Response and Transit Operations Management Services (Grant Funded)*", effective November 1, 2021, was distributed to the Committee.

The contractor, MV Contract Transportation, Inc., has requested modifications to the contract rates to address the workforce issues. Staff negotiated equitable adjustments to the rates set forth in the Agreement to encourage the Contractor's ability to hire drivers to operate staff for both the Fixed Route and Paratransit Route services.

During Committee discussion the following was noted:

- CAT adheres to Florida Department of Transportation (FDOT) criteria for employment standards.
- Benefits, except medical insurance, are offered to part-time employees.
- Demand for drivers is less on weekends, particularly Sunday, due to light route schedule.
- The County Attorney has reviewed the Contract No. 18-7382 (Third Amendment) and it is on the Board of County Commissioners (BCC) Agenda October 26, 2021, for approval.
- Federal Grants are being sought to offset the cost increases.
- The effective date is November 1, 2021. The MV Contract renews May 1, 2022, and 2023 for one year with an end date of April 30, 2024. There is no Sunset Provision.
- It is unknown if this action will solve the driver shortage problem.

Recommendation

Committee members agreed to endorse the Third Amendment to Contract 18-7382.

b. Marco Island Trolley Pilot

The project was funded through the Blue Zone program and proposed to run the weekend of December 4th however the Marco Island City Council does not support the concept.

c. November Service Changes

Mr. Morales presented an Executive Summary, "*November Route Changes*" to update the Committee on the service modifications to be implemented for the season schedule change on November 21, 2021. The following was noted:

- Proposed schedule modifications were subject to a *public comment period*.
- Staff will conduct a *public workshop* on November 5, 2021, at transit locations in the County.
- The public comment period end date and the public workshop date of November 5th coincide.

- Proposed changes affect ten (10) existing routes and eliminates Route 18 (slated to be eliminated through the Comprehensive Operations Analysis (COA) process).
- Enhancements consist of service frequency, consolidation, and realignment modifications.
- Several additional modifications to achieve cost neutral implementation are incorporated.

Response to Committee Comments:

- Many of the Comprehensive Operations Analysis (COA) near-term service enhancement recommendations are incorporated in the schedule update.
- Schedule modification information is available at seven (7) County government locations as well as the MV Transportation web site.

d. Grant Update

Electric Buses

The Pinellas Suncoast Transport Authority (PSTA) has assumed responsibility for solicitation of electric buses for Florida.

- PSTA requested quote solicitations in October 2021.
- On receipt of quotes, a contract proposal will be presented to their Board for approval.
- Collier County (CAT) will have the ability to purchase from their contract award.
- Two grants must be merged to finance CAT's electric bus purchase.
- The second grant is due to be awarded October 2021.
- Estimated time for purchase of electric bus(es) by CAT is eighteen (18) months.

Transit Development Plan Grant

Paratransit Service

- The granting agency declined to issue Uber a contract as the company did not meet the criteria to operate in Collier County.
- A Scope of Work (SOW) document for Paratransit service provision will go out for bid.

e. Van Pool Service

The Florida Department of Transportation (FDOT) retained Enterprise to provide a turnkey van pool service. Staff will request performance and operation statistics

Van pooling for hotel chain employees, discussed at the Marco Island Summit, will be pursued by CAT as alternative commuter transportation.

Mr. DeLeon will:

- Determine number of established van pools.
- Gather operational statistics for the van pool services.
- Notify Mr. Browne of the solicitation advertisement.

7. Member Comments

In response to member inquiry on labor shortage, Staff noted on time vehicle maintenance performance is 98%.

8. Public Comments

None

9. Next Meeting Date

November 16, 2021 - Collier County Museum, Lecture Hall, 3331 Tamiami Trail East, Naples, FL.

There being no further business for the good of the County, the meeting was adjourned by order of the chair at 4:09 P.M.

Public Transit Advisory Committee

John DiMarco, Chairman

These minutes approved by the Board/Committee on ______as presented ______or as amended _____.

EXECUTIVE SUMMARY Reports and Presentation Item 5a Grant Application for 5311 and 5339

Objective:

To report intent to submit Federal Transit Administration (FTA) Section 5311 and 5339 applications for submission to the Florida Department of Transportation (FDOT).

Considerations:

5311

Pursuant to 49 U.S.C. § 5311, Collier County provides mass transportation to people in rural areas in the County through Collier Area Transit. Each year, through an application process administered by FDOT, Collier County is proposing to apply for the funds to purchase a replacement bus and utility truck that have met its useful life. This capital grant includes an 80% Federal share with a 20% local share. The BCC has the authority to apply for and accept grants from FDOT as authorized by Chapter 341, Florida Statutes and by the Federal Transit Administration Act of 1964, as amended.

5339

Section 5339 is a grant program administered by the Florida Department of Transportation authorized by 49 U.S.C. § Section 5339 Bus and Bus Facilities Program. It provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities in the non-urbanized areas. This capital grant includes an 80% Federal share with a 20% State share. No local share is required. The proposed projects will consist of making improvements to bus stops to provide safe access to the route within the system and to purchase a replacement bus that has met its useful file. Six stops have been identified for improvements based on ridership criteria. The funds will be utilized to bring all 6 stops into ADA compliance and adding bus shelters with amenities at 2 of the 6 stops and a bench, trash, bike rack at 1 stop.

Funding Request:

| Funding Source | 5311 | 5339 |
|-----------------------|-----------|-----------|
| Federal Share | \$479,804 | \$612,047 |
| State Share | \$0 | \$153,012 |
| Local Share | \$119,952 | \$0 |
| Total | \$599,756 | \$765,059 |

Recommendation:

That the PTAC endorse the submittal of the applications.

Attachment:

Draft Grant Applications

Prepared by: Date: 11/12/21 Omar De Leon, Transit Manager Date: 11-12-2025 111

Approved by:

Michelle Arnold, PTNE Division Director

Florida Department of Transportation

Capital Assistance Application

Federal Fiscal Year 2022 / State Fiscal Year 2023



49 U.S.C. Section 5311, CFDA 20.509

Formula Grants for Rural Areas

Agency Name:

Collier County Board of County Commissioners

District: One



December 14, 2021

Charlene Ross Transit Project Coordinator FDOT, District One, Modal Development Office/Public Transit 801 North Broadway Avenue Bartow, FL 33830

Re: 5339 Grant Submittal

Dear Ms. Ross:

Collier County Board of County Commissioners submits this application for the Section 5339 Program Grant and agrees to comply with all assurances and exhibits attached hereto and by this reference made a part thereof, as itemized in the Checklist for Application Completeness. Collier County would like your consideration for funding in rural 5339 grant funds

Collier County Board of County Commissioners further agrees, to the extent provided by law (in case of a government agency in accordance with Sections 129.07 and 768.28, Florida Statutes) to indemnify, defend and hold harmless FDOT and all its officers, agents and employees from any claim, loss, damage, cost, charge, or expense arising out of the non-compliance by the Agency, its officers, agents, or employees, with any of the assurances stated in this Application.

This application is submitted on this 14th day of December 2021 with one (1) original resolution authorizing the Chairman of the Board of County Commissioners to sign this Application. Thank you for your assistance in this matter.

Sincerely,

Penny Taylor Chairman, Collier County Board of County Commissioners



RESOLUTION NO. 2021-

A RESOLUTION OF THE COLLIER COUNTY BOARD OF COUNTY COMMISSIONERS, COLLIER COUNTY FLORIDA, AUTHORIZING THE CHAIRPERSON TO SIGN AND SUBMIT A SECTION 5339 GRANT APPLICATION, INCLUDING ALL RELATED DOCUMENTS AND ASSURANCES, TO THE FLORIDA DEPARTMENT OF TRANSPORTATION, TO ACCEPT A GRANT AWARD FROM THE FLORIDA DEPARTMENT OF TRANSPORATION, AND THE PURCHASE OF VEHICLES AND/OR EQUIPMENT AND/OR THE EXPENDITURE OF GRANT FUNDS PURSUANT TO THE GRANT AWARD.

WHEREAS, the Board of County Commissioners of Collier County, Florida, has the authority to apply for and accept grants and make purchases and/or expend funds pursuant to grant awards made by the Florida Department of Transportation as authorized by Chapter 341, Florida Statutes and/or by the Federal Transit Administration Act of 1964, as amended;

NOW THEREFORE, BE IT RESOLVED by the Board of County Commissioners, Collier County, Florida:

1. This resolution applies to the Federal Program under U.S.C. §5339.

2. The submission of a grant application(s), supporting documents, and assurances to the Florida Department of Transportation is approved.

3. Penny Taylor, Chairperson, is authorized to including, but not limited to: (a) sign the application, accept a grant award, and (b) accept and execute any required certifications and assurances and all supporting documents relating to the grant awarded to the County, (c) approving all necessary budget amendments, and (c) authorize the purchase of vehicles/equipment and/or expenditure of grant funds pursuant to the grant awarded, unless specifically rescinded.

4. This Resolution shall be effective immediately upon signature by the Chairman.

This Resolution adopted after motion, second and majority vote favoring same, this 14th day of December 2021.

ATTEST:

CRYSTAL K. KINZEL, CLERK

BOARD OF COUNTY COMMISSIONERS COLLIER COUNTY, FLORIDA

By: ______, Deputy Clerk

By: _____ Penny Taylor, Chairperson

Approved as to form and legality:

Jennifer A. Belpedio Assistant County Attorney

| Applicant Information | | | | | |
|--|-------------------------|-------------------------|------------------------|--|--|
| ltem | Instruction | Agency F | Response | | |
| Agency (Applicant) Legal Name: | | Collier County Board of | County Commissioners | | |
| Applicant Status: | Use drop down to | | | | |
| A first-time applicant has not received any funding for the past | select | Returning applicant | | | |
| two grant cycles | Sciect | | | | |
| Applicant's County (If Applicant has offices in more than one | | Collier | County | | |
| county, list county where main office is located): | | | - | | |
| Physical Address (No P.O. Box): | | 3299 Tamiami Tr | | | |
| City: | | | oles | | |
| State: | | | L | | |
| Zip + 4 Code: | | 34112 | -5746 | | |
| | Use link in Cell A11 to | | | | |
| | access information. | | | | |
| | Identify the | | | | |
| Congressional District: | Congressional | 19, | /25 | | |
| | District(s) for the | | | | |
| | proposed project | | | | |
| | area. | | | | |
| Federal Taxpayer ID Number: | | 59-60 | 00558 | | |
| | Use link in Cell A13 to | | | | |
| Applicant's DUNS Number: Unique 9-Digit number issued by | access information. | | | | |
| Dun & Bradstreet. May be obtained free of charge at: | Response must be | 07699 | 97790 | | |
| http://fedgov.dnb.com/webform_ | exactly 9 digits. | | | | |
| | exactly 5 digits. | | | | |
| | Use link in Cell A14 to | 14 to | | | |
| My Florida Marketplace Vendor Number | access information | F596000 | 1558030 | | |
| Applicant Fiscal period start and end dates: | | | | | |
| State Fiscal period from: July 1, 2022 to June 30, 2023 | | October 1, 2022-S | eptember 30, 2023 | | |
| Project Service Area: | | | | | |
| List the county or counties that will be served by the proposed | | Collier | County | | |
| project. | | Collier | County | | |
| Executive Director: | | Michelle | Arnold | | |
| Telephone: | | 239-25 | | | |
| Fax: | | 239-25 | | | |
| Grant Contact Person (if different than Executive Director): | | Josh T | | | |
| Telephone: | | 239-25 | | | |
| Fax: | | 239-25 | | | |
| Email Address: | | Joshua.Thomas@@ | | | |
| | oility Questionnai | | comercountyn.gov | | |
| Englis | | Yes / No | Additional Information | | |
| Are you a returning applicant? | | | | | |
| *If yes, please answer all questions. If no, disregard remaining | Auto-populates from | | | | |
| questions in this questionnaire. | Applicant Status | Yes | | | |
| | Use drop down to | | | | |
| Has your agency completed a Triennial Oversight Review? | select | Yes | | | |
| | 301001 | 103 | | | |
| What date(s) did the review occur? | | 11/19/2019 | | | |
| | Use drop down to | | | | |
| If yes, is your agency currently in compliance? | select | Yes | | | |
| | | | | | |

| If your agency is not in compliance, do you have a corrective action plan to come into compliance? | Use drop down to select | N/A | |
|--|----------------------------|--------------|--|
| If yes, what is the date of anticipated date of corrective action closeout? | | N/A | |
| ls your agency registered on SAM.gov? Note: Agency must register each year/application cycle. | Use drop down to select | Yes | |
| SAM Unique Entity Identifier | | JWKJKYRPLLU6 | |
| SAM Registration Expiration Date | | 9/13/2022 | |

| Revenue Vehicle In | Include all revenue vehicles (both FDO | Land non-EDOD | | | | | | | | | | | | |
|--|--|--|------------------------------|---------------------------|-----------------|----------------------|------------------------|--------------------|----------------------------|---|---|--------------|----------------------|--|
| Inventory Date: | | | | | | | | | | | | | | |
| Total Fleet Vehicles: | 62 | Enable adding rows | | Disable adding n | ows | | | | | | | | | |
| | | Туре | | Ramp or Lift | | | | | | Status | Donated? | | | |
| VIN | Model Year Make | Use dropdown to select | Length (feet) FDOT Control # | Use dropdown to select | Passenger Seats | Wheelchair Positions | Current Mileage | Mileage 1 Year Ago | Mileage from the past year | Use dropdown to select status (Active/Spare/Other) | Expected Retirement Date Use drapdown to select (Yes/Na) | Year Donated | Mileage when Donated | d Funding Source |
| 15GGE291161091167 | 2006 GILLIG | Small Heavy-Duty Bus (30') | 30 n/a | Ramp | 2 | 1 | 2 868,088 | 840,798 | 27,290 | | 2016 No | N/A | N/A | 5307 FY06 FL-90-X |
| 15GGD2718F1184208 | 2015 GILLIG | Large Heavy-Duty Bus (35-40') | | Ramp | 3 | 3 | 2 464,960 | 423,185 | 41,775 | Active | 2027 No | N/A | N/A | 5307 FY13 FL-95-X |
| 4UZADPDU1GCHJ1809 | 2016 FREIGHTLINER | | | Lift | 2 | 1 | 2 97,321 | 88,929 | | Active | 2023 No | N/A | N/A | 5307 FY13 FL-95-X |
| 15GGB2711G1186275 15GGB2713G1186276 | 2016 GILLIG 2016 GILLIG | Large Heavy-Duty Bus (35-40') | | Ramp Ramp | 2 | 3 | 2 326,937 | 290,059 267,199 | 36,878 28,126 | Active Active | 2028 No 2028 No | N/A N/A | N/A N/A | 5307 FY14 FL-90-> |
| 15GGE2715H3093319 | 2016 GILLIG 2017 GILLIG | Large Heavy-Duty Bus (35-40') Small Heavy-Duty Bus (30') | | катр Ramp | 2 | | 2 295,325 2 215,905 | 267,199 | 28,126 | Active | 2028 NO 2027 No | N/A N/A | N/A N/A | 5307 FY14 FL-90-X 5307 FY15 FL-2016 |
| 15GGE2711H3093320 | 2017 GILLIG | Small Heavy-Duty Bus (30') | | Ramp | 2 | 1 | 2 203,682 | 171,058 | 32,624 | Active | 2027 No | N/A | N/A | 5307 FY15 FL-2016 |
| 15GGE2713H3093321 | 2017 GILLIG | Small Heavy-Duty Bus (30') | | Ramp | 2 | 1 | 2 222,006 | 187,692 | 34,314 | Active | 2027 No | N/A | N/A | 5339 FY15 FL-34-0 |
| 15GGE2715H3093322 | 2017 GILLIG | Small Heavy-Duty Bus (30') | | Ramp | 2 | | 2 232,664 | 198,709 | 33,955 | | 2027 No | N/A | N/A | 5307 FY15 FL-2016 |
| 15GGE271XJ3093449 | 2018 GILLIG | Small Heavy-Duty Bus (30') | | Ramp | 2 | | 2 158,244 | 130,814 | 27,430 | | 2028 No | N/A | N/A | 5307 FY16 FL-2017 |
| 15GGE2713K3093424 15GGE271871091588 | 2019 GILLIG 2007 GILLIG | Small Heavy-Duty Bus (30') Small Heavy-Duty Bus (30') | | Ramp Ramp | 2. | | 2 96,726 2 655,247 | 38,608 641,208 | 58,118 | Active | 2029 No 2017 No | N/A N/A | N/A N/A | 5307 FY16 FL-2017 5307 FY07 FL-90-X |
| 15GGE271X71091589 | 2007 GILLIG | Small Heavy-Duty Bus (30') | | Ramp | 2 | | 2 681,603 | 656,678 | 24,925 | | 2017 No | N/A | N/A | 5307 FY04 FL-90-X |
| 1F66F5DN7L0A04887 | 2020 FORD | Medium-Duty Bus (25-35') | | Ramp | 2 | 1 | 2 6,288 | 1,942 | 4,346 | | 2030 No | N/A | N/A | 5307 FY17 FL-2018 |
| 1F66F5DN7L0A04888 | 2020 FORD | Medium-Duty Bus (25-35') | | Ramp | 2 | 1 | 2 14,787 | 1,963 | 12,824 | | 2030 No | N/A | N/A | 5307 FY17 FL-2018 |
| 15GGB2719A1177671 | 2010 GILLIG | Large Heavy-Duty Bus (35-40') | | Ramp | 2 | | 2 779,252 | 540,193 | 239,059 | | 2022 No | N/A | N/A | 5307 FY08 FL-90-X |
| 15GGB2719A1177672 | 2010 GILLIG 2010 GILLIG | Large Heavy-Duty Bus (35-40') | | Ramp Ramp | 2 | | 2 746,861 2 743,915 | 716,025 740.096 | 30,836 | Active Active | 2022 No 2022 No | N/A N/A | N/A N/A | 5307 FY08 FL-90-X 5307 FY08 FL-90-X |
| 15GGB2/19A11//6/3 15GGB3014A1178484 | 2010 GILLIG 2010 GILLIG | Large Heavy-Duty Bus (35-40') Large Heavy-Duty Bus (35-40') | | Ramp Ramp | 2 | | 2 743,915 2 568,175 | 740,096 | 3,819 | | 2022 No 2022 No | N/A N/A | N/A N/A | 5307 FY08 FL-90-X 5307 FY09 FL-90-X |
| 15GGB3016A1178485 | 2010 GILLIG | Large Heavy-Duty Bus (35-40') | | Ramp | 2 | | 2 605,069 | 591,508 | 13,561 | | 2022 No | N/A | N/A | 5307 FY09 FL-90-X |
| 15GGB2710C1180347 | 2012 GILLIG | Large Heavy-Duty Bus (35-40') | | Ramp | 2 | 3 : | 2 549,000 | 485,384 | 63,616 | Active | 2024 No | N/A | N/A | 5307 FY10 FL-90-X |
| 15GGB2712C1180348 | 2012 GILLIG | Large Heavy-Duty Bus (35-40') | 35 n/a | Ramp | 2 | 3 | 2 529,486 | 460,172 | 69,314 | Active | 2024 No | N/A | N/A | 5307 FY10 FL-90-X |
| 15GGB2414C1180349 | 2012 GILLIG | Large Heavy-Duty Bus (35-40') | | Ramp | 2 | 3 | 2 512,700 | 479,284 | 33,416 | | 2024 No | N/A | N/A | 5307 FY10 FL-90-X |
| 15GGB2719C1180752 | 2012 GILLIG | Large Heavy-Duty Bus (35-40') | | Ramp | 2 | | 2 570,804 | 536,361 | 34,443 | Active | 2024 No | N/A N/A | N/A N/A | CMS Flex Funds |
| 15GGB2710C1180753 15GGD2712E1184199 | 2012 GILLIG 2013 GILLIG | Large Heavy-Duty Bus (35-40') Large Heavy-Duty Bus (35-40') | | Ramp Ramp | 2 | s . | 2 555,073 2 594,117 | 516,128 420.681 | 38,945 | Active | 2024 No 2025 No | N/A N/A | N/A N/A | 5307 FY11 FL-90-X 5307 FY12 FL-90-X |
| 15GGD2715E1184200 | 2013 GILLIG 2013 GILLIG | Large Heavy-Duty Bus (35-40) Large Heavy-Duty Bus (35-40) | | Ramp | 3 | | 2 580,559 | 536,369 | 44,190 | | 2025 No | N/A N/A | N/A | 5307 FY12 FL-90-X |
| 523MF1A60CM101667 | 2012 VPG | Minivan | | Ramp | | 1 | 1 137,534 | 135,824 | 1,710 | | 2017 No | N/A | N/A | 5310 Add |
| 1GB6G5BL8F1262043 | 2015 CHEVROLET | Cutaway Bus | 23 98128 | Lift | 1 | 1 | 6 253,300 | 229,349 | 23,951 | Active | 2020 No | N/A | N/A | 5310 FY14 |
| 1GB6G5BL0F1263333 | 2015 CHEVROLET | Cutaway Bus | 23 98130 | | 1 | 1 | 6 263,855 | 247,408 | 16,447 | | 2020 No | N/A | N/A | 5310 FY14 |
| 57WMD2C64GM100120 | 2016 VPG | Minivan | 17 98139 | | | | 1 108,995 | 101,309 | 7,686 | | 2021 No | N/A | N/A | 5310 FY15 |
| 57WMD2C63GM100433 57WMD2C64GM100540 | 2016 VPG 2016 VPG | Minivan Minivan | 17 98141 17 98140 | | | | 1 79,713 1 62,294 | 60,143 56,335 | 19,570 5,959 | | 2021 No 2021 No | N/A N/A | N/A N/A | 5310 FY15 5310 FY15 |
| 1GB6GUBL7G1138289 | 2016 CHEVROLET | Cutaway Bus | 23 98173 | | 1. | | 6 225,432 | 202,890 | 22,542 | | 2021 No | N/A | N/A | 5310 FY15 |
| 1GB6GUBL0G1140658 | 2016 CHEVROLET | Cutaway Bus | 23 98177 | | 1 | 4 | 6 197,347 | 180,808 | 16,539 | Active | 2021 No | N/A | N/A | 5310 FY15 |
| 1GB6GUBL3G1265573 | 2016 CHEVROLET | Cutaway Bus | 23 98176 | | 1 | ۱ ۱ | 6 196,529 | 181,382 | 15,147 | Active | 2021 No | N/A | N/A | 5310 FY15 |
| 1FDFE4FS3HDC70786 | 2017 FORD | Cutaway Bus | 24 98195 | | 1. | | 6 172,819 | 141,215 | 31,604 | | 2022 No | N/A | N/A | 5310 FY16 |
| 1FDFE4FS2HDC70794 | 2017 FORD | Cutaway Bus | 24 98196 | | 1. | | 6 161,896 | 131,290 | 30,606 | | 2022 No | N/A | N/A | 5310 FY16 |
| 1FDFE4FS7HDC70791 1FDFE4FS1HDC70785 | 2017 FORD 2017 FORD | Cutaway Bus Cutaway Bus | 24 98197 24 10001 | | 1. | 2 | 6 161,502 6 173,788 | 129,245 133,590 | 32,257 40,198 | | 2022 No 2022 No | N/A N/A | N/A N/A | 5310 FY16 5310 FY16 |
| 1FDES8PV1KKA49971 | 2017 FORD 2018 FORD | Cutaway Bus | 24 10001 23 10065 | | | 2 | 2 59,455 | 34,152 | 40,198 25,303 | | 2022 NO 2023 No | N/A N/A | N/A N/A | 5310 FY16 |
| 1FDES8PV3KKA49972 | 2018 FORD | Cutaway Bus | 23 10065 | | | 3 | 2 81,678 | 49,035 | 32,643 | | 2023 No | N/A | N/A | 5310 FY17 |
| 1FDES8PV5KKA49973 | 2018 FORD | Cutaway Bus | 23 10063 | Lift | | 3 | 2 63,747 | 30,995 | 32,752 | Active | 2023 No | N/A | N/A | 5310 FY17 |
| 1FDES8PV7KKA49974 | 2018 FORD | Cutaway Bus | 23 10062 | | | 3 | 2 81,658 | 38,543 | 43,115 | Active | 2023 No | N/A | N/A | 5310 FY17 |
| 1FDFE4FS9KDC45799 | 2020 FORD | Cutaway Bus | 23 10076 | | 1. | | 3 66,194 | 38,543 | 27,651 | Active | 2025 No | N/A | N/A | 5310 FY18 |
| 1FDFE4FS1KDC49376 1FDFE4FS3KDC49377 | 2020 FORD 2020 FORD | Cutaway Bus | 23 10073 23 10077 | | 1. | | 3 55,939 3 63,576 | 28,329 37,505 | 27,610 | Active Active | 2025 No 2025 No | N/A N/A | N/A N/A | 5310 FY18 5310 FY18 |
| 1FDFE4FS5KDC49377 1FDFE4FS5KDC49378 | 2020 FORD 2020 FORD | Cutaway Bus Cutaway Bus | 23 10077 23 10074 | | 1 | | 3 63,576 | 37,505 | 26,071 30,369 | | 2025 NO 2025 No | N/A N/A | N/A N/A | 5310 FY18 |
| 1FDFE4FS0KDC66539 | 2019 FORD | Cutaway Bus | | Lift | 1 | 1 | 2 46,478 | 21,998 | 24,480 | | 2023 No | N/A | N/A | Shirley Conroy |
| 1FDFE4FS3KDC66504 | 2020 FORD | Cutaway Bus | 23 10096 | | 1 | 1 | 2 33,791 | 3,615 | 30,176 | | 2025 No | N/A | N/A | 5310 FY19 |
| 1FDFE4FS5KDC66505 | 2020 FORD | Cutaway Bus | 23 10100 | | 1. | 1 : | 2 30,325 | 1,611 | 28,714 | | 2025 No | N/A | N/A | 5310 FY19 |
| 1FDFE4FS7KDC66506 | 2020 FORD | Cutaway Bus | 23 10099 | | 1 | | 2 26,693 | 1,786 | 24,907 | | 2025 No | N/A | N/A | 5310 FY19 |
| 1FDFE4FS9KDC66507 1FDFE4FS0KDC66508 | 2020 FORD 2020 FORD | Cutaway Bus | 23 10093 23 10092 | | 1. | | 2 34,061 | 5,632 | 28,429 | | 2025 No | N/A | N/A | 5310 FY19 |
| 1FDFE4FS0KDC66508 1FDFE4FS2KDC66509 | 2020 FORD 2020 FORD | Cutaway Bus Cutaway Bus | 23 10092 23 10097 | | 1. | | 2 44,519 2 32,686 | 13,947 4,441 | 30,572 28,245 | | 2025 No 2025 No | N/A N/A | N/A N/A | 5310 FY19 5310 FY19 |
| 1FDFE4FN8MDC15044 | 2020 FORD 2021 FORD | Cutaway Bus | 23 10097 | | 1 | | 3 6,248 | | 6,248 | | 2025 NO 2026 No | N/A N/A | N/A | 5310 FY20 |
| 1FDFE4FN3MDC15064 | 2021 FORD | Cutaway Bus | 23 10122 | Lift | 1. | 1 | 3 3,805 | - | 3,805 | | 2026 No | N/A | N/A | 5310 FY20 |
| 1FDFE4FN4MDC15073 | 2021 FORD | Cutaway Bus | 23 10121 | | 1 | | 3 4,077 | | 4,077 | | 2026 No | N/A | N/A | 5310 FY20 |
| 1FDFE4FN8MDC15075 | 2021 FORD | Cutaway Bus | 23 10120 | | 1, | | 3 2,280 | - | 2,280 | | 2026 No | N/A | N/A | 5310 FY20 |
| 1FDFE4FN1MDC15080 | 2021 FORD | Cutaway Bus | 23 10119 | | 1. | | 3 2,576 | - | 2,576 | | 2026 No | N/A | N/A | 5310 FY20 |
| 1FDFE4FN3MDC15081 1FTNF1CF1GFK56777 | 2021 FORD 2016 FORD | Cutaway Bus Other | 23 10130 12 n/a | LITT | 1 | | 3 1,571 0 112,044 | - 23,552 | 1,571 88,492 | Active | 2026 No 2024 No | N/A N/A | N/A N/A | 5310 FY20 5307 FY14 |
| Total/Average | 2010 PORD | | 12 IV a | - | 112 | 16 | | 23,552 | | | 2024 NO | | | 550/ FT 14 |
| i otal/Average | | - | | | 112 | 16 | 241,722 | 209,612 | 32,110 | | - | | - | |

| | | | Equipment | Inventory | | | | |
|--|-----------------------|-------------------|-----------------|-------------------|-----------------------------|---|--------------|-----------------------|
| Instructions: Include all equipment valued > \$5,000 which is not permanently attached to/installed in a revenue vehicle. If additional space is needed, add more rows to the table. | | | | | | | | |
| FDOT Control Number | Agency Control Number | Item Description | Model Number | Year Purchased | Expected Retirement Date | Donated? Use dropdown to select (Yes/No) | Year Donated | Funding Source |
| | CC1-4040 | Manual Bus Wash | 9719-900/2 | 2011 | 12/31/2021 | | N/A | 5309 FY09 FL-04-0117 |
| | | Diesel Exhaust | | | | | | |
| | CC1-8839 | Fluid Dispensing | BEN70031 | 2017 | 12/31/2027 | No | N/A | 5339 FY16 FL-2017-017 |
| | | Heavy Duty | | | | | | |
| | CC2-2139 | Vehicle Lift | US261814 | 2018 | 12/31/2028 | No | N/A | 5339 FY16 Rural |
| | | Heavy Duty | | | | | | |
| | CC2-2140 | Vehicle Lift | US261810 | 2018 | 12/31/2028 | No | N/A | 5339 FY16 Rural |
| | CC2 2C70 | Vehicle Alignment | | 2021 | 12/21/2021 | No | N1/A | |
| | CC2-2679 | Machine | CFC605 | 2021 | 12/31/2031 | No | N/A | Shirley Conroy |
| | | | | | | | | |
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| | | | | | | | | |
| Vehicle Inve | ntory Summary | | | | | | | |
| Туре | Count | | | | | | | |
| Sedan | 0 | 1 | | | | | | |
| Van | 0 | | | | | | | |
| Minivan | 4 | | | | | | | |
| Minibus | 0 | 1 | | | | | | |
| Cutaway Bus | 30 | 1 | | | | | | |
| Medium-Duty Bus (25-35' | | | | | | | | |
| Small Heavy-Duty Bus (30 | | 1 | | | | | | |
| Large Heavy-Duty Bus (35 | | 1 | | | | | | |
| Other | 1 | 1 | | | | | | |
| Total | 62 | | | | | | | |

Proposed Budget for Transportation Program

Statement of Need

Please provide a narrative interpretation of how the below budget reflects your agency's need. Explain the purpose of the grant request in terms of the need for funding availability (as opposed to project merits, which must be described in the Proposed Project Description).

The funds are necessary to maintain vehicles in a state of good repair and ensure Collier's TAM plan is being addressed, as local funds have not been allocated for Capital projects. The grant funding is essential to overall budget for capital management, with the impacts from COVID, grant funding has been key for maintaining operating and capital budget.

Budget for Year of Anticipated Award

All applicants for all request types must complete this budget form. For each component, amounts reported should be based on projected values for the year of anticipated award for the current grant application. This year's grant cycle is for award during Federal Fiscal Year (FFY) 2022, which corresponds to State Fiscal Year (SFY) 2023. SFY 2023 starts July 1, 2022 and ends June 30, 2023.

Applicants should replace the title text Year of Anticipated Award in the expenses and revenues tables with the actual fiscal year Instructions: dates for which amounts were estimated. The applicant may use its own fiscal year definition when it differs from the state fiscal year (e.g., October 1, 2022 to September 30, 2023).

Amounts reflected in the Program Budget must be limited to those operating and administrative expenses/revenues supporting the applicant's transportation program. For agencies whose primary purpose is not transportation, the transportation program budget must be separated out from general administration and other agency functions. Shared costs such as facility rental and utilities must be allocated to the transportation program on a reasonable and specified basis.

Enable adding rows: (+

Disable adding rows:

| Operating & Administrative Expenses | | | | | | |
|---|---------------------------------|------|--------------|--|--|--|
| Instructions | Object Class | Code | Amount | | | |
| Use drop-down to select Object Class | Services | 5020 | \$ 4,841,600 | | | |
| Use drop-down to select Object Class | Fuel and Lubricants | 5031 | \$ 348,800 | | | |
| Use drop-down to select Object Class | Miscellaneous Expenses | 5090 | \$ 699,100 | | | |
| Use drop-down to select Object Class | Other Salaries and Wages | 5013 | \$ 474,800 | | | |
| Use drop-down to select Object Class | Other Materials and Supplies | 5039 | \$ 645,900 | | | |
| Use drop-down to select Object Class | Other Reconciling Items | 5290 | \$ 214,500 | | | |
| Use drop-down to select Object Class | | - | \$ - | | | |
| Use drop-down to select Object Class | | - | \$ - | | | |
| Use drop-down to select Object Class | | - | \$ - | | | |
| Use drop-down to select Object Class | | - | \$ - | | | |
| Use drop-down to select Object Class | | - | \$ - | | | |
| Use drop-down to select Object Class | | - | \$ - | | | |
| | | | \$ 7,224,700 | | | |

| Operating & Administrative Revenues | | | | | | |
|---|---------------------------|------|--------------|--|--|--|
| Instructions | Object Class | Code | Amount | | | |
| Use drop-down to select Object Class | Passenger Fares | 4110 | \$ 1,150,000 | | | |
| Use drop-down to select Object Class | Local Government Funds | 4300 | \$ 5,989,700 | | | |
| Use drop-down to select Object Class | Other Agency Revenues | 4150 | \$ 85,000 | | | |
| Use drop-down to select Object Class | | - | \$ - | | | |
| Use drop-down to select Object Class | | - | \$ - | | | |
| Use drop-down to select Object Class | | - | \$ - | | | |
| Use drop-down to select Object Class | | - | \$ - | | | |
| Use drop-down to select Object Class | | - | \$ - | | | |
| Use drop-down to select Object Class | | - | \$ - | | | |
| Use drop-down to select Object Class | | - | \$ - | | | |
| Use drop-down to select Object Class | | - | \$ - | | | |
| Use drop-down to select Object Class | | - | \$ - | | | |
| | | | \$ 7,224,700 | | | |

| \$PMM@IO!4TNO@H!%@N>ME | |
|--|--|
| Current System Description Tab provides space for a short description of who the applicant is and what | |
| services they provide. The form is in a question and answer format with designated text boxes (the | |

Instructions: applicant's response to the question must not exceed the space provided or word counts where indicated). If the applicant is a CTC, relevant pages of a Transportation Disadvantaged Service Plan (TDSP) and Annual Operating Report (AOR) containing the above information may be provided within TransCIP.

| Questions: | Response | Maximum Word Count | Word Count |
|---|---|-----------------------|------------|
| Please provide a brief general overview of the organization type (i.e., government authority, private non-profit, etc.) including: | The Collier County Board of County Commissioners is the governing body for the Public Transportation System in Collier County. The Public Transportation system, Collier Area Transit (CAT) operates under the supervision of the Collier County Division of Public Transit & Neighborhood Enhancement (PTNE) for the Collier County Growth Management Department. CAT serves as the public transit provider for Collier County, serving Naples, Marco Island, and Immokalee areas. | 100 | 67 |
| Program mission | It is the misson of CAT to provide safe, accessible and courteous public transportation services to our customers. | 100 | 18 |
| Program goals | Collier County's goals are to operate reliable, convenient, and cost-effective mobility services that safely and efficiently meet the mobility needs of its workers, residents and visitors. We strive to accomplish this by increasing the resiliency of Collier County by, protecting our man-made and natural resources; providing attractive and convenient mobility alternatives that will reduce adverse carbon and environmental impacts within our communities, as well as building meaningful partnerships that increase awareness and education of and about mobility options and increase the viability of mobility services to promote livability and enhance economic and social well-being. | 100 | 94 |
| Program objectives | Collier County's objectives to achieve its goals are to improve efficiency, service quality, and level of service to adequately structure transit service with a focus on providing job access for workforce and access to mobility for persons with no or limited access to a private automobile; Create an optimized interconnected multimodal mobility network designed to fit the range of needs and conditions for the service market; and Provide services and programs to reduce vehicle miles traveled within Collier County by coordinating integrated land use and transportation planning efforts to incorporate transit needs into the development review and approval process. | 100 | 99 |

| Service, route, and trip types provided | Service hours for these routes vary from as early as 3:45 AM to as late as 8:20 PM. The service planned for this grant will provide access for people in the non-urbanized areas of Collier County. Funds from this grant will be used to continue operation of fiexed route to provide access for people in non- urbanized areas to health care, shopping, education, employment, public services and recreation. Because many of these services are not available in the rural area, most people must travel to the urban areas in order to receive these services. | 100 | 93 |
|---|---|-----|----|
| Total number of employees in organization | 105 | - | |
| Total number of operators (including volunteer drivers) | 58 | _ | |
| Total number of transportation-related employees in the organization | | _ | |
| Identify the personnel responsible for the following transportation program functions (Name, Title, Email, Phone): | | | |
| Insurance | Harold Minch, Safety Manager, Harold.Minch@colliercountyfl.gov 239-252-4978 | | |
| Training (e.g., wheelchair lift operation, passenger assistance) | Harold Minch, Safety Manager, Harold.Minch@colliercountyfl.gov 239-252-4978 | - | - |
| Management | Harold Minch, Safety Manager, Harold.Minch@colliercountyfl.gov 239-252-4978 | | |
| Administration (e.g., records maintenance) | Harold Minch, Safety Manager, Harold.Minch@colliercountyfl.gov 239-252-4978 | _ | - |
| What are the sources of the transportation program's funding for operations (e.g., state, local, federal, private foundations, fares, other program fees?)? | The operations are funded through the Federal Transit Administration 5307, 5310, and 5311 programs, Florida Department of Transportation, Agency for persons with Disabilities, Florida Commission for the Transportation Disadvantaged and local funding programs. These include funding for individuals with disabilities, low income, and elderly in both the urbanized and non-urbanized areas of the County. The Medicaid program has been managed by a private provider since July 1, 2012. | 200 | 68 |
| To what extent does your agency serve minority populations? | According to the 2010 Census, a majority of Collier County's workforce lives in the rural area and the majority of the activity centers which include major employers, health care centers, and public services are within the urban area. The recent TDP Major update included public surveys of the ridership with approximately 1,000 responses. The respondents had ethnic orgins of 38% Hispanic/Latino and 25% Black/African American. All CAT routes serve a minority census block group, 48% of route miles are within the minority block. | 100 | 83 |

| | No | | |
|---|---|--------------------|---------------------------|
| | | | |
| Is your agency minority-owned? | | | |
| | | | |
| | | | |
| | | 50 | 1 |
| | All vehicles are maintained by the Collier County Fleet | | |
| | Management Division staff specifically assigned to Transit at the | | |
| | CAT Operations Center located at 8300 Radio Road. A | | |
| | preventative maintenance schedule for all CAT vehicles is | | |
| | maintained by fleet staff to ensure vehicles are maintained | | |
| Briefly describe your agency's vehicle maintenance program. Which services are | without interrupting transportation service. | | |
| outsourced (e.g., oil changes)? How are vehicles are maintained without | | | |
| interruptions in service? | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | 100 | 48 |
| | Service Characteristics | | |
| | The service characteristics sheet is used to determine and report | | • |
| Instructions: | project on your agency's transportation program. A calculation co | | |
| | for both the current transportation program and if awarded. Plea | se include the sou | rce of the data, e.g., |
| | observation, driver logs, maintenance records, etc. | | |
| Service Characteristic | Value | | ion/ Calculation ethod |
| Unlinked Passenger Trips (UPT) | | IVI | ethod |
| The number of boardings on public transportation vehicles during the fiscal year. | | | |
| Transit agencies must count passengers each time they board vehicles, no matter | | | |
| how many vehicles they use to travel from their origin to their destination. If a | | | |
| transit vehicle changes routes while passengers are onboard (interlining), transit | | | |
| agencies should not recount the passengers. Employees or contractors on transit | | | |
| agency business are not passengers. For demand response (DR) modes, transit | | | |
| agencies must include personal care attendants and companions in UPT counts as | | | |
| long as they are not employees of the transit agency. This includes attendants and | | Trancza farabay | nd Macabi Mabila |
| | 172.045 | | nd Masabi Mobile |
| companions that ride fare free. | 172,045 | Application | and Massahi Massila |
| Unduplicated Passengers per Year | 172.045 | | nd Masabi Mobile |
| Unique (non-repeat) passengers served within the reporting year | 172,045 | Application | |
| Vehicles Operated in Annual Maximum Service (VOMS) | | | |
| Vehicles Operated in Annual Maximum Service (VOMS) is the number of revenue | | | |
| vehicles an agency operates to meet the annual maximum service requirement. | | | |
| Agencies count their annual VOMS during the peak season of the year on the | | | |
| busiest day that they provide service. In most cases, this is the number of scheduled | | | |
| vehicles because most transit agencies have enough vehicles to operate the | | | |
| scheduled service. VOMS excludes atypical days or one-time special events for non- | | | |
| demand response modes. Agencies should not report VOMS as the number of | | | |
| vehicles available to provide service or the total number of vehicles in the agency's | | | |
| inventory, unless the agency utilizes all of these vehicles simultaneously and does | | | |
| not retain spares during peak service. | 6 | CAD/AVL and Sys | tem Spreadsheets |
| Vehicle Revenue Miles (VRM) | | | |
| Vehicle Revenue Miles (VRM) are figures that take into account the miles vehicles | | | |
| travel while in revenue service. Revenue miles include the distances traveled during | | | _ |
| running time and layover/recovery time. | 601,404 | CAD/AVL and Sys | tem Spreadsheets |
| Daily Service Span (number of hours) | | | |
| Total hours of operation per day. For example, if your transportation program | | | |
| provides continuous service from 7am to 10pm daily, enter "15". | 63.24 | CAD/AVL and Sys | tem Spreadsheets |
| Annual Days of Service | | | |
| Number of days per year on which service is operated, excluding emergency service | | | |
| | | | |
| cancellations. | 359 | CAD/AVL and Sys | tem Spreadsheets |

| Calculated Values | | | | |
|--|------------|--|--|--|
| Service Characteristic | Result | | | |
| Ambulatory seats per vehicle | | | | |
| Asset Inventory > (Total Ambulatory Seats / Vehicle Count) | 18 | | | |
| Wheelchair positions per vehicle | | | | |
| Asset Inventory > (Total Wheelchair Positions / Vehicle Count) | 2.64516129 | | | |
| Average vehicle miles PER DAY | | | | |
| VRM / Annual Days of Service | 1,675 | | | |
| Annual Hours of Service | | | | |
| Daily Service Span * Annual Days of Service | 22,703 | | | |
| Unduplicated Passengers per Vehicle | | | | |
| Unduplicated Passengers / (Asset Inventory > Vehicle Count) | 2775 | | | |
| <u>Cost per Trip</u> | | | | |
| (Program Budget > Total Operating Expenses) / UPT | \$ 41.99 | | | |
| <u>Cost per Mile</u> | | | | |
| (Program Budget > Total Operating Expenses) / VRM | \$ 12.01 | | | |
| Average Trip Length (Miles) | | | | |
| Vehicle Revenue Miles / Unlinked Passenger Trips | 3.50 | | | |

| Rura | al Cost Allocation Methodol | ogy | | | | | | |
|---|--|---|--|--|--|--|--|--|
| It is understood that the desired destination for many trips provided to non-urbanized area residents is in an urbanized area. Such trips are appropriately funded with Section 5311 funds. Recipients must develop a method of allocating costs between urbanized and non-urbanized area service. The availability of the information needed in any allocation method should be a factor in | | | | | | | | |
| A map of urbanized areas in Florida as defined by the 2010 Census is available at this link. | | | | | | | | |
| | Demand Response | | | | | | | |
| Instructions: Demand response service providers often know the addresses all passengers. If 60% of all passengers live in non-urbanized a | | | | | | | | |
| | Total Unique Passengers | | | | | | | |
| | Living in Non-Urbanized | % Rural Service (by unique | | | | | | |
| Total Unique Passengers | Areas | passengers) | | | | | | |
| 4102 | 824 | 20% | | | | | | |
| | Drivers' logs or client trip records can be maintained to segregate mileage or hours within the urbanized area and costs allocated | | | | | | | |
| Instructions: | . . | 0 0 | | | | | | |
| Instructions: | . . | 00 | | | | | | |
| Instructions: Total Passenger Miles | mileage or hours within the u | rbanized area and costs allocated | | | | | | |
| | mileage or hours within the u Total Non-Urbanized Passenger Miles | rbanized area and costs allocated % Rural Service (by passenger | | | | | | |
| Total Passenger Miles | mileage or hours within the u Total Non-Urbanized Passenger Miles | rbanized area and costs allocated % Rural Service (by passenger miles) | | | | | | |
| Total Passenger Miles | mileage or hours within the u Total Non-Urbanized Passenger Miles 483,391 | arbanized area and costs allocated % Rural Service (by passenger miles) 36% | | | | | | |
| Total Passenger Miles 1,325,502 | mileage or hours within the u Total Non-Urbanized Passenger Miles 483,391 Total Non-Urbanized Passenger Hours | rbanized area and costs allocated % Rural Service (by passenger miles) 36% % Rural Service (by passenger | | | | | | |
| Total Passenger Miles 1,325,502 Total Passenger Hours | mileage or hours within the u Total Non-Urbanized Passenger Miles 483,391 Total Non-Urbanized Passenger Hours | rbanized area and costs allocated % Rural Service (by passenger miles) 36% % Rural Service (by passenger hours) | | | | | | |
| Total Passenger Miles 1,325,502 Total Passenger Hours 40,668 | mileage or hours within the u Total Non-Urbanized Passenger Miles 483,391 Total Non-Urbanized Passenger Hours 11,433 Fixed Route Recipients providing fixed-ro | rbanized area and costs allocated % Rural Service (by passenger miles) 36% % Rural Service (by passenger hours) | | | | | | |
| Total Passenger Miles 1,325,502 Total Passenger Hours | mileage or hours within the u Total Non-Urbanized Passenger Miles 483,391 Total Non-Urbanized Passenger Hours 11,433 Fixed Route Recipients providing fixed-ro | rbanized area and costs allocated % Rural Service (by passenger miles) 36% % Rural Service (by passenger hours) 28% | | | | | | |
| Total Passenger Miles 1,325,502 Total Passenger Hours 40,668 | mileage or hours within the u Total Non-Urbanized Passenger Miles 483,391 Total Non-Urbanized Passenger Hours 11,433 Fixed Route Recipients providing fixed-ro | arbanized area and costs allocated % Rural Service (by passenger miles) 36% % Rural Service (by passenger hours) 28% ute service can segregate urbanized | | | | | | |

568,423

41%

1,387,236

| | Proposed Project Description | |
|-------------------------|---|--|
| | Applicants must submit a Proposed Project Description as part of their application required that all applicants provide the Project Description in a question/answer Where a field or word count is included, the length of the applicant's response to question must not exceed the space or word count provided. The project descrip- not repeat the current system description shown in the Current System Description | r format. to the ption should tion. |
| Project Type | Examples | Selection |
| Facilities | Passenger Amenity Projects Transit Centers Transit Fueling and Electric Charging Stations | |
| Expansion Vehicles | —Large heavy- duty transit buses 35' -40' —Small heavy-duty transit buses 30' —Minibus | |
| Replacement Vehicles | —Standard Cutaway —Minivan | V |
| Equipment | Fare boxes Communications equipment Security/surveillance equipment for vehicles and/or buildings Shop equipment (alignment machines, bus washing machines, tire changers, etc.) Bus shelters Bus stop signage Wheelchair lifts Other miscellaneous equipment | |
| Mobility Management | Operating transportation brokerages to coordinate service providers, funding resources, and customer needs; Coordinating transportation services for older adults, individuals with disabilities, and individuals with low incomes; Supporting local partnerships that coordinate transportation services; Staffing for the development and implementation of coordination plans; Providing travel training and trip planning activities for customers; Developing and operating traveler call centers to coordinate travel information, manage eligibility requirements, and arrange customer travel; and Planning and implementing the acquisition and purchase of intelligent transportation technologies to operate a coordinated system. | |

| Capitalized activiti Preventative presen Maintenance effectiv | Preventative preserve or extend the functionality and serviceability of the asset in a cost | | | | | | | | | | |
|---|---|--|--|--|--|--|--|--|--|--|--|
| | Instructions: How will the grant funding improve your agency's transportation service? Applicants may also consider conducting scenario planning, cost-benefit analysis, and/or fiscal impact analysis to illustrate how transportation service will be enhanced. | | | | | | | | | | |
| Provide more hours of se more trips | | Grant funding will not provide more hours but will allow for the sustainment of the current service and increase reliability with the purchase of a replacement vehicle. | | | | | | | | | |
| Expand service to a large area | er geographic | Grant funding will be utilized to ensure the existing service to the rural area receives reliable service with the purchase of a replacement vehicle. | | | | | | | | | |
| Reduce headways/increa | se frequency | Grant funding will not reduce headways/nor increase frequency. | | | | | | | | | |
| Support a capital investm alignment with a Strategi Improvement Plan, or Tra Management Plan (Sectio | ic Plan, Capital ansit Asset | The funding will support Collier County's TAM plan by ensuring vehicles are replaced as they meet their life expectency. | | | | | | | | | |
| Expand access to essentia | al services | The existing transit service provides access to essential services for those that live in low income and rural areas. Maintaining a vehicle replacement plan is a key element to ensuring continued access to essential services. | | | | | | | | | |
| Enhance passenger exper added amenities) | | Passenger experience will be enhanced by providing a reliable service with a new replacement vehicle that will allow CAT to reduce breakdowns by retiring a vehcle that has met its useful life. | | | | | | | | | |
| Decreases transportation access to mobility option economic activity in underserved/disadvantag | ns, and spur | A reduction of cost will be captured in vehicle maintenance as a vehicle that has met its useful life shall be retired upon receipt of replacement vehicle. | | | | | | | | | |
| Overcome any challenges your agency is experienci | s or difficulties | The funding will assist in meeting the demand for maintaining capital assets in a state of good repair. As vehicles age and experience wear and tear, the cost for maintenance and parts replacement become very expensive and place a heavy burden on the operating budget. These capital grant funds will alleviate some of that burden and allow the transit agency to allocate more funds towards the provision on the service itself. | | | | | | | | | |

If a grant award will be used to maintain services, specifically explain how it will be used in the context of total service. Make sure to include information on how the agency will maintain adequate financial, maintenance, and operating records and comply with FTA reporting requirements including information for the Annual Program of Projects Status Reports, Milestone Activity Reports, NTD reporting, DBE reports etc.

If this grant is not fully funded, can you still proceed with your transportation program? If applicable, consider providing an explanation of the scalability of the project.

Please provide a description of local support and coordination for the project. This can be exemplified by explaining the integration of the proposed project within a Transit Development Plan (TDP), Transportation Disadvantaged Service Plan (TDSP), a Comprehensive Plan, a Congestion Management Plan, Strategic Plan, Capital Improvement Plan, and/or other Transit Supportive Plans. Applicants should also include a list of all project parties involved in delivering the project and describe details on efforts to collaborate among stakeholders.

Yes, the transportation program will continue to operate. However, the continued use of older vehicles will continue to reduce system reliability and increase maintenance cost as vehicles that should be retired will remain in revenue service.

The funding has been identified as a plausible resource for maintaining our capital replacement within our Transit Development Plan. Replacement vehicles have also been incorporated within our MPO process for unfunded projects list that is incorporated within the Transportation Improvement Program.

| | Project Readiness |
|--|--|
| Instructions: If the proposed project | is for vehicles, equipment, or other capital items, please provide a detailed description of project activities: |
| | Replacement Bus Purchase- Existing contract wil be utilized for the purchase of the bus, pricing has been established for the contract base year with appropriate Producer Price Index (PPI) every year after Replacement Truck Purchase- The existing state contract was utilized for the cost of the pickup truck. |
| Please provide a full, detailed timeline of the project. The schedule should contain sufficient detail that identifies all steps or phases needed to implement the work proposed, and whether the proposed timeline is achievable. Moreover, the project schedule should identify all major project milestones. Examples of such milestones include approval of purchase orders, specifications, and estimates; | 12 months Delivery of Rolling Stock from the time of PO 1 month for post-delivery Buy America Review 2 months Submit Invoice to FDOT for reimbursement Replacement truck: Upon PTGA approval |
| | Dispatchers monitor vehicle assignment, and all Fixed Route operators are required to maintain a CDL license, CDL license review is conducted monthly to ensure renewals are occurring within the appropriate time frames. |
| | Single private operator will be responsible for the vehicle and Collier County staff (Fleet Management Division) performs vehicle maintenance . The Operator is regularly monitoreed to ensure that the vehicles used are for their intended purpose. |

| Describe any local support and coordination or public outreach that has already occurred. Applicants should consider including a lists of all project parties involved in delivering the project and describe details on efforts to collaborate among stakeholders. In addition, applicants can elaborate on the transit supportive plan that cites the proposed project. For example, is the project referenced in a Transit Development Plan (TDP), Transportation Disadvantaged Service Plan (TDSP), a Comprehensive Plan, or a Congestion Management Plan. | The projects are referenced in the Transit Development Plan which went through an elaborate public outreach process. There will be no other project parties involved in the delivery of this project. |
|--|---|
| | |
| | Facility Projects |
| Instructions: For all proposed facility | projects, provide the following information. |
| If applicable, please provide any pertinent documents used to determine reasonableness of cost, sufficiency of | N/A this grant will not be requesting funds for a facility project |

preliminary engineering and design work

completed.

| Please provide a full, detailed timeline of | N/A this grant will not be requesting funds for a facility project |
|--|--|
| the project. The schedule should contain | |
| sufficient detail that identifies all steps or | |
| phases needed to implement the work | |
| proposed, and whether the proposed | |
| timeline is achievable. Moreover, the | |
| project schedule should identify all major | |
| project milestones. Examples of such | |
| milestones include approval of plans, | |
| specifications, and estimates; | |
| procurement goals; state and local | |
| approvals; project partnership and | |
| implementation agreements; and start | |
| and completion of NEPA and other | |
| applicable environmental reviews and | |
| approvals including permitting, design | |
| completion, and right of way acquisition, | |
| if applicable. | |
| | N/A this grant will not be requesting funds for a facility project |
| material risks to the project and the | |
| strategies that the lead applicant and any | |
| project partners have undertaken or will | |
| undertake to mitigate those risks. Project | |
| risks include, but not limited to, | |
| procurement delays, environmental | |
| uncertainties, increases in real estate | |
| acquisition costs, uncommitted local | |
| match and/or unavailability of preferred | |
| vehicles or equipment. | |
| Is there a draft building maintenance | |
| plan for the proposed facility? | |

Proof of Local Match – Capital Projects

Instructions:

ions: The Section 5311 federal share of eligible capital expenses may not exceed 80%. Some combination of state, local, or private funding sources must be identified and committed to provide the required non-Federal share. The non-Federal share may be cash, or in kind. Funds may be local, private, state, or (up to one half) unrestricted Federal funds. Funds may not include any borrowed against the value of capital equipment funded in whole or in part by State and/or Federal sources.

The Section 5311 Program permits up to one half the required match to be derived from other unrestricted Federal funds. Federal funds are unrestricted when a Federal agency permits its funds to match Section 5311. Essentially all Federal Social Service Programs using transit services are unrestricted, such as Medicaid, employment training, vocational rehabilitation services and Temporary Assistance for Needy Families; other U.S. DOT Programs are not considered unrestricted Federal funds. Contract revenue from the provision of transportation services to social service agencies may also be used as local match. The costs associated with providing the contract revenue service must be included in the project budget if using contract revenue as match. Non-cash, in-kind contributions such as donations of goods or services and volunteered services are eligible to be counted towards the local match only if the value of such is formally documented, supported and pre-approved by the District Office. Any funds committed as match to another Federal program may not be used to match Section 5311 funds. Local match may be derived from any non-U.S. Department of Transportation (USDOT) Federal Program, state programs, local contributions or grants.

Applicants may not borrow funds to use as match nor may they place liens on Section 5311-funded vehicles or equipment. The breakdown of funding for the Section 5311 grant program is 80% Federal and 20% local for capital projects, meaning the Federal share of eligible capital costs may not exceed 80% of the total award, and with the remaining 20% being supported by a local match. Agency will order capital equipment directly from the vendor and pay 100% of the purchase at time of delivery. Agency will invoice the Department for the 80% federal reimbursement. The authorized representative that signs the proof of local match must be the same representative authorized by the Governing Board's Resolution.

Supporting documentation of match funds must be uploaded into TransCIP. Proof may include, but is not limited to:

- (1) Transportation Disadvantaged (TD) allocation,
- (2) Letter on official letterhead from the applicant's CEO attesting to match availability and commitment,
- (3) Written statements from county commissions, state agencies, city managers, mayors, town councils, organizations, accounting firms and financial institutions.

| Capital Project Total: | | \$599,756 | | |
|---------------------------|-----------------------|-----------|--|--|
| Revenue Type | | | | |
| Use dropdown to | Description | Amount | | |
| select | | | | |
| Local | 20% local cash match | \$119,952 | | |
| Government | | \$119,95Z | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | Capital Match Total: | \$119,952 | | |
| Toll | Revenue Credit Reques | st | | |

| Applicant will provide 20% local cash match | |
|---|--|
| Applicant will provide 5%-10% local cash match and requests the remaining amount in Toll Revenue/Transportation Development Credits (soft match) | |
| Applicant requests full match amount in Toll Revenue/Transportation Development Credits (soft match) | |

| Service Characteristics | | | | | | | | | | | |
|--|----------------|----------------------------|---|---------------------|--|--|--|--|--|--|--|
| Service Characteristic | Before Project | If the grant is awarded | Data Collection/ Calculation Method | Completion Check | | | | | | | |
| Unlinked Passenger Trips (UPT) | | | | | | | | | | | |
| | 172,045 | 172,045 | Trapeze farebox and Masabi Mobile Application | INCOMPLETE | | | | | | | |
| Unduplicated Passengers per Year | | | | | | | | | | | |
| | 172,045 | 172,045 | Trapeze farebox and Masabi Mobile Application | INCOMPLETE | | | | | | | |
| Vehicles Operated in Annual Maximum Service (VOMS) | | | | | | | | | | | |
| | 6 | 6 | Data from CAD/AVL and System Spreadsheets | INCOMPLETE | | | | | | | |
| Vehicle Revenue Miles | | | | | | | | | | | |
| | 601,404 | 601,404 | Data from CAD/AVL and System Spreadsheets | INCOMPLETE | | | | | | | |
| Daily Service Span (hours) | | | | | | | | | | | |
| | 63 | 63 | Data from CAD/AVL and System Spreadsheets | INCOMPLETE | | | | | | | |
| Annual Days of Service | | | | | | | | | | | |
| | 359 | 359 | Data from CAD/AVL and System Spreadsheets | INCOMPLETE | | | | | | | |
| Calculated Value | es | | | | | | | | | | |
| Ambulatory seats per vehicle | 18 | 18 | | | | | | | | | |
| Wheelchair positions per vehicle | 3 | 3 | | | | | | | | | |
| Average vehicle miles PER DAY | 1675 | 1,675 | | | | | | | | | |
| Annual Hours of Service | 22,703 | 22,703 | | | | | | | | | |
| Unduplicated Passengers per Vehicle | 2775 | 2820 | | | | | | | | | |
| Cost per Trip | \$ 41.99 | \$ 41.99 | | | | | | | | | |
| Cost per Mile | \$ 12.01 | \$ 12.01 | | | | | | | | | |
| Average Trip Length (Miles) | 3.50 | 3.50 | | | | | | | | | |

Vehicle and Equipment Request

| Instructions: | All vehicle requests must be supported with a completed sample order form in order to generate a more accurate estimation of the vehicle cost. If using the TRIPS Contract, the order form can be obtained from http://www.tripsflorida.org/contracts.html: 1.Select Desired Vehicle (Cutaway, Minibus etc.) 2.Choose Vendor (use drop down arrow next to vendor name to see information) 3.Select Order Packet 4.Complete Order Form If not using the TRIPS, a quote should be uploaded from the desired vendor. This supporting documentation should be uploaded in TransCIP. Once uploaded in TransCIP, applicants should check the box to indicate the forms have been uploaded. | | | | | | | | | | | |
|---|---|----------|-----------|------------------------|--------------------|-------------------------|----------|-----------|------------|---------------|-------------|--|
| | | | | | | | | | | | | |
| | Enable adding rows 🕒 Disable adding rows 🚍 | | | | | | | | | | | |
| | | | | Vehicle | Request | | | | | | | |
| Instructions: | Under Description/Vehicle Type, include the length and type vehicle, lift or ramp, number of seats and wheelchair positions. For example, 22' gasoline bus with lift, twelve (12) ambulatory seats, and two (2) wheelchair positions. Please note, in this example, if both wheelchair positions are occupied the ambulatory seats will be reduced to eight (8). Any bus options that are part of purchasing the bus itself should be part of the vehicle request and NOT separated out under equipment. For Useful Life information, see provided reference table in Resources tab. Cost estimates should be supported by order forms or quotes. Requests should be listed in order of priority. If more space is needed to accommodate your request, add more rows to the table by first clicking "Enable adding rows" above. | | | | | | | | | | | |
| Instructions | Description | ALI | Fuel Type | Useful Life (Years) | Passenger Seats | Wheelchair Positions | Quantity | Unit Cost | Total Cost | Federal Share | Local Share | |
| Use drop-down | | | | | | | - | | | | | |
| to select reques | | | | | | | | | | | | |
| description | Over 30' | 11.12.03 | Diesel | 12 | 32 | 2 | 1 | \$557,117 | \$557,117 | \$445,693 | \$111,424 | |
| Use drop-down | 1 | | | | | | | | | | | |
| to select reques | t | | | | | | | | | | | |
| description | | | | | | | | | \$0 | \$0 | \$0 | |
| Use drop-down | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| to select reques | t | | | | | | | | t o | ¢0 | t o | |
| description | | | | | | | | | \$0 | \$0 | \$0 | |
| description Use drop-down | | | | | | | | | \$0 | \$0 | \$0 | |
| description Use drop-down to select reques | | | | | | | | | | | | |
| description Use drop-down to select reques description | t | | | | | | | | \$0 \$0 | \$0 \$0 | \$0 \$0 | |
| description Use drop-down to select reques description Use drop-down | t | | | | | | | | | | | |
| description Use drop-down to select reques description Use drop-down to select reques | t | | | | | | | | \$0 | \$0 | \$0 | |
| description Use drop-down to select reques description Use drop-down to select reques description | t | | | | | | | | | | | |
| description Use drop-down to select reques description Use drop-down to select reques | | | | | | | | | \$0 | \$0 | \$0 | |

| | | | 1 | | | | | | | | |
|---|-------------------------|-----------------|---------------------------------|---------|----------------|------------|--------------|--------------------|--------------|-----------|-----|
| Use drop-down | | | | | | | | | | | |
| to select request | | | | | | | | | | | |
| description | | | | | | | | | \$0 | \$0 | |
| | Total | - | - | - | 32 | 2 | 1 | - | \$557,117 | \$445,693 | \$1 |
| | | | | | | _ | _ | | | | |
| Vehicles to be Replaced | | | | | | | | | | | |
| Instructions: Vehicles listed for replacement must be included in Asset Inventory. Vehicles should be listed in order of priority for replacement. If more space is | | | | | | | | | | | |
| needed to accommodate your list, add more rows to the table. | | | | | | | | | | | |
| Instructions | VIN | FDOT | Year | Make | Tuno | Passenger | Wheelchair | Expected | Mileage | | |
| instructions | VIIN | Control # | Tedi | wake | Туре | Seats | Positions | Retirement | whieage | | |
| Use drop-down | | | | | | | | | | | |
| to select VIN | 15GGB2712C1180348 | n/a | 2012 | GILLIG | Large Heavy | 28 | 2 | 2024 | 529486 | | |
| Use drop-down | | | | | | | | | | | |
| to select VIN | 1FTNF1CF1GFK56777 | n/a | 2016 | FORD | Other | 2 | 0 | 2024 | 112044 | | |
| Use drop-down | | | | | | | | | | | |
| to select VIN | | | | | | | | | | | |
| Use drop-down | | | | | | | | | | | |
| to select VIN | | | | | | | | | | | |
| Use drop-down | | | | | | | | | | | |
| to select VIN | | | | | | | | | | | |
| Use drop-down | | | | | | | | | | | |
| to select VIN | | | | | | | | | | | |
| Use drop-down | | | | | | | | | | | |
| to select VIN | | | | | | | | | | | |
| Use drop-down | | | | | | | | | | | |
| to select VIN | | | | | | | | | | | |
| Use drop-down | | | | | | | | | | | |
| to select VIN | | | | | | | | | | | |
| Use drop-down | | | | | | | | | | | |
| to select VIN | | | | | | | | | | | |
| Use drop-down | | | | | | | | | | | |
| to select VIN | | | | | | | | | | | |
| to select vill | Total/Average | | | | | 30 | 2 | | 320765 | | |
| | i otal/Average | - | - | - | - | | 2 | - | 520705 | | |
| | | | Equipment | Request | | | | | | | |
| | List the number of item | s and provide | a brief description (i.e. two-v | - | stereo radio i | omputer ba | rdware/softw | vare etc.) If m | ore space is | | |
| Instructions: | | • | t, add more rows to the table | • | | omputer na | uware/sollv | vare, etc.). If Mo | ore space is | | |
| | needed to accommoda | ite your reques | i, and more rows to the table | с. | | | | | | | |

| - 1 | | | | | | | | | | |
|-----|--------------|-------------|-----|--------|------------------------|----------|-----------|------------|------------------|-------------|
| | Instructions | Description | ALI | Detail | Useful Life (Years) | Quantity | Unit Cost | Total Cost | Federal Share | Local Share |

| Use drop-down | | | | | | | | | |
|-------------------|------------------|----------|-------------------------|---|---|----------|----------|----------|---------|
| to select request | Support Vehicles | | Ford F-150 Pickup Truck | | | | | | |
| description | Acquisition | 11.42.11 | for fixed route support | 7 | 1 | \$42,639 | \$42,639 | \$34,111 | \$8,528 |
| Use drop-down | | | | | | | | | |
| to select request | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 |
| Use drop-down | | | | | | | | | |
| to select request | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 |
| Use drop-down | | | | | | | | | |
| to select request | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 |
| Use drop-down | | | | | | | | | |
| to select request | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 |
| | Total | - | - | - | - | - | \$42,639 | \$34,111 | \$8,528 |

| Facility Request | | | | | | | | | |
|-------------------|-------------|-----|--------|------------------------|----------|-----------|------------|------------------|-------------|
| Instructions | Description | ALI | Detail | Useful Life (Years) | Quantity | Unit Cost | Total Cost | Federal Share | Local Share |
| Use drop-down | | | | | | | | | |
| to select request | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 |
| Use drop-down | | | | | | | | | |
| to select request | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 |
| Use drop-down | | | | | | | | | |
| to select request | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 |
| Use drop-down | | | | | | | | | |
| to select request | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 |
| Use drop-down | | | | | | | | | |
| to select request | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 |
| | Total | - | - | - | - | - | \$0 | \$0 | \$0 |

Mobility Management Request

| Instructions: | Provide a description of the type of activities that will take place utilizing the Mobility Management Grant. | | | | | | | |
|---------------|---|------------|---------------|-------------|--|--|--|--|
| Project Title | Project Description | Total Cost | Federal Share | Local Share | | | | |
| | | | \$0 | \$0 | | | | |
| | | | \$0 | \$0 | | | | |
| Total | - | \$0 | \$0 | \$0 | | | | |

| Preventative Maintenance Request | | | | | | | | |
|---|---|------------|--------------------------|-----|--|--|--|--|
| Instructions: | Please identify the types of maintenance activities that will take place and the budgeted cost. | | | | | | | |
| Preventative Maintenance Activity | Project Description | Total Cost | Fotal Cost Federal Share | | | | | |
| | | | \$0 | \$0 | | | | |
| | | | \$0 | \$0 | | | | |
| | | | \$0 | \$0 | | | | |
| Total | - | \$0 | \$0 | \$0 | | | | |

Application Summary

Instructions: Tables will refresh automatically every 30 minutes and whenever the "Refresh" button

Applicant:

G

Collier County Board of County Commissioners

| Vehicle Request(s) | | | | | | |
|----------------------------|----------|----------|---|------------|---------------|-------------|
| Description | ALI | Quantity | | Total Cost | Federal Share | Local Share |
| Bus - Replacement Over 30' | 11.12.03 | | 1 | \$557,117 | \$445,693 | \$111,424 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| Total | - | | 1 | \$557,117 | \$445,693 | \$111,424 |

| Equipment Request(s) | | | | | | |
|------------------------------|----------|----------|---|------------|---------------|-------------|
| Description | ALI | Quantity | | Total Cost | Federal Share | Local Share |
| Support Vehicles Acquisition | 11.42.11 | | 1 | \$42,639 | \$34,111 | \$8,528 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| Total | - | - | | \$42,639 | \$34,111 | \$8,528 |

| Facility Request(s) | | | | | |
|---------------------|-----|----------|------------|---------------|-------------|
| Description | ALI | Quantity | Total Cost | Federal Share | Local Share |
| | | | \$0 | \$0 | \$0 |
| | | | \$0 | \$0 | \$0 |
| | | | \$0 | \$0 | \$0 |
| | | | \$0 | \$0 | \$0 |
| | | | \$0 | \$0 | \$0 |
| Total | - | - | \$0 | \$0 | \$0 |

| Mobility Management Request(s) | | | | | | |
|--|-----|-----|-----|--|--|--|
| Project Title Total Co Federal Sha Local Share | | | | | | |
| | | \$0 | \$0 | | | |
| | | \$0 | \$0 | | | |
| Total | \$0 | \$0 | \$0 | | | |

| Preventative Maintenance Request(s) | | | | | | | |
|---|-----|-----|-----|--|--|--|--|
| Preventative Maintenance , Total Co Federal Sha Local Share | | | | | | | |
| | | \$0 | \$0 | | | | |
| | | \$0 | \$0 | | | | |
| | | \$0 | \$0 | | | | |
| Total | \$0 | \$0 | \$0 | | | | |

OMB Number: 4040-0004 Expiration Date: 12/31/2022

| Application for I | Federal Assista | Application for Federal Assistance SF-424 | | | | | | |
|--------------------------------|--|---|----------------------|------------|---|--|--|--|
| * 1. Type of Submiss | ion: | * 2. Type | | * If | f Revision, select appropriate letter(s): | | | |
| Application | | 00 | ontinuation | *0 | Other (Specify); | | | |
| Changed/Corre | ected Application | Re | evision | | | | | |
| * 3. Date Received: | | 4. Applic | cant Identifier: | | | | | |
| | | | | | | | | |
| 5a. Federal Entity Ide | entifier: | | | T : | 5b. Federal Award Identifier: | | | |
| | | | | | | | | |
| State Use Only: | | | | | | | | |
| 6. Date Received by | State: | | 7. State Application | Ide | antifier: 1001 | | | |
| 8. APPLICANT INFO | ORMATION: | | | | | | | |
| * a. Legal Name: _{Co} | ollier County | Board c | of County Commi | .ss | sioners | | | |
| * b. Employer/Taxpay | /er Identification Nun | nber (EIN/ | /TIN): | Ľ | * c. UEI: | | | |
| 59-6000558 | | | | | JWKJKYRPLLU6 | | | |
| d. Address: | | | | | | | | |
| * Street1: | 3299 Tamiami ' | Trail E | Sast, Suite 700 | | | | | |
| Street2: | | | | | | | | |
| | Naples | | | | | | | |
| County/Parish: | | | | | | | | |
| * Slate: | FL: Florida | | | _ | | | | |
| Province: | | | | | | | | |
| * Country: | USA: UNITED ST | FATES | | | | | | |
| * Zip / Postal Code: | 34112-5746 | | | _ | | | | |
| e. Organizational U | nit: | | | | | | | |
| Department Name: | | | | Ţι | Division Name: | | | |
| Growth Manageme | ent | | | [| PTNE | | | |
| f. Name and contac | t information of pe | erson to t | be contacted on ma | atte | ers involving this application: | | | |
| Prefix: Mr. | | 1 | * First Name | £ | Joshua | | | |
| Middle Name: | | | | | | | | |
| * Last Name: Thom | Last Name: Thomas | | | | | | | |
| Suffix: | | 1 | | | | | | |
| Title: Operations | Analyst | | | | | | | |
| Organizational Affiliati | ion: | | | | | | | |
| Collier County | | | | | | | | |
| * Telephone Number: | 239-252-8995 | | | | Fax Number: | | | |
| * Email: Joshua.T | * Email: Joshua.Thomas@colliercountyfl.gov | | | | | | | |

| Application for Federal Assistance SF-424 |
|---|
| * 9. Type of Applicant 1: Select Applicant Type: |
| B: County Government |
| Type of Applicant 2: Select Applicant Type: |
| |
| Type of Applicant 3: Select Applicant Type: |
| |
| * Other (specify): |
| |
| * 10. Name of Federal Agency: |
| Federal Transit Administration |
| 11. Catalog of Federal Domestic Assistance Number: |
| 20.509 |
| CFDA Title: |
| Formula Grants for Rural Areas |
| * 12. Funding Opportunity Number: |
| |
| * Title: |
| |
| 13. Competition Identification Number: |
| |
| Title: |
| |
| |
| |
| 14. Areas Affected by Project (Cities, Counties, States, etc.): |
| Areas Affected.docx Add Attachment Delete Attachment View Attachment |
| * 15. Descriptive Title of Applicant's Project: |
| Capital Funding Request to Purchase one replacement 35 ft fixed route bus and one replacement support vehicle to support bus routes in the Rural Areas of Collier County. |
| The suppose and tought in the natur mode of correct county. |
| |
| Attach supporting documents as specified in agency instructions. |
| Add Attachments Delete Attachments View Attachments |

| Application | for Federal Assistanc | e SF-424 | | | | | | | |
|---------------------------------|---|---|--|--|--|--|--|--|--|
| 16. Congress | ional Districts Of: | | | | | | | | |
| * a. Applicant | 1.9 * b. Program/Project 19/25 | | | | | | | | |
| Attach an addil | Attach an additional list of Program/Project Congressional Districts if needed. | | | | | | | | |
| | | Add Attachment Delete Attachment View Attachment | | | | | | | |
| 17. Proposed | Project: | | | | | | | | |
| * a. Start Date: | 10/01/2022 | * b. End Date: 09/30/2023 | | | | | | | |
| 18. Estimated | Funding (\$): | | | | | | | | |
| * a. Federal | | 479,804.00 | | | | | | | |
| * b. Applicant | | 119,952.00 | | | | | | | |
| * c. State | | | | | | | | | |
| * d. Local | | | | | | | | | |
| * e. Other | | | | | | | | | |
| * f. Program In | come | | | | | | | | |
| * g. TOTAL | | 599,756.00 | | | | | | | |
| | stion Subject to Device P | | | | | | | | |
| | | v State Under Executive Order 12372 Process? | | | | | | | |
| | | e to the State under the Executive Order 12372 Process for review on | | | | | | | |
| | | but has not been selected by the State for review. | | | | | | | |
| ∐ c. Prograr | m is not covered by E.O. 12 | 372. | | | | | | | |
| * 20. Is the Ap | plicant Delinquent On Any | Federal Debt? (If "Yes," provide explanation in attachment.) | | | | | | | |
| Yes 🗌 | No No | | | | | | | | |
| If "Yes", provi | de explanation and attach | | | | | | | | |
| | | Add Attachment Delete Attachment View Attachment | | | | | | | |
| herein are tru comply with a | e, complete and accurate ny resulting terms if I acce | (1) to the statements contained in the list of certifications** and (2) that the statements to the best of my knowledge. I also provide the required assurances** and agree to pt an award. I am aware that any false, fictitious, or fraudulent statements or claims may rative penalties. (U.S. Code, Title 218, Section 1001) | | | | | | | |
| X ** I AGRE | E | | | | | | | | |
| | | or an internet sile where you may obtain this list, is contained in the announcement or agency | | | | | | | |
| specific Instruct | | | | | | | | | |
| Authorized Re | epresentative: | | | | | | | | |
| Prefix: | Ms. | * First Name: Penny | | | | | | | |
| Middle Name: | | | | | | | | | |
| * Last Name: | Taylor | | | | | | | | |
| Suffix: | | | | | | | | | |
| * Title: Chairman | | | | | | | | | |
| * Telephone Nu | mber: 239-252-2794 | Fax Number: | | | | | | | |
| * Email: Penn | y.Taylor@colliercoun | cyfl.gov | | | | | | | |
| * Signature of A | uthorized Representative: | * Date Signed: | | | | | | | |

FDOT Certification and Assurances

(<u>Collier County Board of County Commissioners</u>) certifies and assures to the Florida Department of Transportation regarding its Application under U.S.C. Section 5311 dated <u> 14^{th} </u> day of <u>December</u>, <u>2021</u>

- 1 It shall adhere to all Certifications and Assurances made to the federal government in its Application.
- 2 It shall comply with Florida Statues:
 - Section 341.051–Administration and financing of public transit and intercity bus service programs and projects
 - Section 341.061 (2)–Transit Safety Standards; Inspections and System Safety Reviews
 - Section 252.42 Government equipment, services and facilities: In the event of any emergency, the division may make available any equipment, services, or facilities owned or organized by the state or its political subdivisions for use in the affected area upon request of the duly constituted authority of the area or upon the request of any recognized and accredited relief agency through such duly constituted authority.
- 3 It shall comply with Florida Administrative Code:
 - Rule Chapter 14-73–Public Transportation
 - Rule Chapter 14-90–Equipment and Operational Safety Standards for Bus Transit Systems
 - Rule Chapter 14-90.0041–Medical Examination for Bus System Driver
 - Rule Chapter 41-2–Commission for the Transportation Disadvantaged
- 4 It shall comply with FDOT's:
 - Bus Transit System Safety Program Procedure No. 725-030-009 (Does not apply to Section 5310 only recipients)
 - Public Transit Substance Abuse Management Program Procedure No. 725-030-035
 - Transit Vehicle Inventory Management Procedure No. 725-030-025
 - Public Transportation Vehicle Leasing Procedure No. 725-030-001
 - Guidelines for Acquiring Vehicles
 - Procurement Guidance for Transit Agencies Manual
- 5 It has the fiscal and managerial capability and legal authority to file the application.
- 6 Local matching funds will be available to purchase vehicles/equipment at the time an order is placed.
- 7 It will carry adequate insurance to maintain, repair, or replace project vehicles/equipment in the event of loss or damage due to an accident or casualty.
- 8 It will maintain project vehicles/equipment in good working order for the useful life of the vehicles/equipment.

- 9 It will return project vehicles/equipment to FDOT if, for any reason, they are no longer needed or used for the purpose intended.
- 10 It recognizes FDOT's authority to remove vehicles/equipment from its premises, at no cost to FDOT, if FDOT determines the vehicles/equipment are not used for the purpose intended, improperly maintained, uninsured, or operated unsafely.
- 11 It will not enter into any lease of project vehicles/equipment or contract for transportation services with any third party without prior approval of FDOT.
- 12 It will notify FDOT within **24 hours** of any accident or casualty involving project vehicles/ equipment, and submit related reports as required by FDOT.
- 13 It will notify FDOT and request assistance if a vehicle should become unserviceable.
- 14 It will submit an annual financial audit report to FDOT (FDOTSingleAudit@dot.state.fl.us), if required.
- 15 It will undergo a triennial review and inspection by FDOT to determine compliance with the baseline requirements. If found not in compliance, it must send a progress report to the local FDOT District office on a quarterly basis outlining the agency's progress towards compliance.

December 14, 2021 Date

Signature of Contractor's Authorized Official

Penny Taylor, Chair Name and Title of Contractor's Authorized Official

FTA Section 5333 (b) Assurance

(Note: By signing the following assurance, the recipient of Section 5311 and/or 5311(f) assistance assures it will comply with the labor protection provisions of 49 U.S.C. 5333(b) by one of the following actions: (1) signing the Special Warranty for the Rural Area Program (see FTA Circular C 9040.IG, Chapter VIII (2) agreeing to alternative comparable arrangements approved by the (Department of Labor (DOL); or (3) obtaining a waiver from the DOL.)

The <u>Collier County Board of County Commissioners</u> (hereinafter referred to as the "Recipient") HEREBY ASSURES that the "Special Section 5333 (b) Warranty for Application to the Small Urban and Rural Program" has been reviewed and certifies to the Florida Department of Transportation that it will comply with its provisions and all its provisions will be incorporated into any contract between the recipient and any sub-recipient which will expend funds received as a result of an application to the Florida Department of Transportation under the FTA Section 5311 Program.

December 14, 2021

Date Penny Taylor, Chair

Name and title of authorized representative

Signature of authorized representative

Note: All applicants must complete the following form and submit it with the above Assurance.

LISTING OF RECIPIENTS, OTHER ELIGIBLE SURFACE TRANSPORTATION PROVIDERS, UNIONS OF SUB-RECIPIENTS, AND LABOR ORGANIZATIONS REPRESENTING EMPLOYEES OF SUCH PROVIDERS, IF ANY

| 1 | 2 | 3 | 4 | |
|--|--|---|--|--|
| Identify Recipients of Transportation Assistance Under this Grant. | Site Project by Name, Description, and Provider (e.g. Recipient, other Agency, or Contractor) | Identify Other Eligible Surface Transportation Providers (Type of Service) | Identify Unions (and Providers) Representing Employees of Providers in Columns 1, 2, and 3 | |
| Collier County Board of County Commissioners | Application for FTA Section 5311 Capital Assistance funding for FY22/23 | | Transport Workers Union Local 525 AFL-CIO 2395 North Courtenay Pkwy Suite 104 Merritt Island, FL 32953 | |

Standard Lobbying Certification Form

The undersigned (*Collier County Board of County Commissioners*) certifies, to the best of his or her knowledge and belief, that:

- 1 No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form--LLL, "Disclosure Form to Report Lobbying," (a copy of the form can be obtained from <u>FDOT's website</u>) in accordance with its instructions [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. 1601, et seq.)]
- 3 The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31, U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

NOTE: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such expenditure or failure.

The *(Collier County Board of County Commissioners)*, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. A 3801, et seq., apply to this certification and disclosure, if any.

_December 14, 2021 _____ Date

_____ Signature of Contractor's Authorized Official

Penny Taylor, Chair Typed Name and Title of Authorized Representative

Certification of Equivalent Service

CERTIFICATION OF EQUIVALENT SERVICE

(Collier County Board of County Commissioners) certifies that its demand responsive service offered to individuals with disabilities, including individuals who use wheelchairs, is equivalent to the level and quality of service offered to individuals without disabilities. Such service, when viewed in its entirety, is provided in the most integrated setting feasible and is equivalent with respect to:

- 1. Response time;
- 2. Fares;
- 3. Geographic service area;
- 4. Hours and days of service;
- 5. Restrictions on trip purpose;
- 6. Availability of information and reservation capability; and
- 7. Constraints on capacity or service availability.

In accordance with 49 CFR Part 37, public entities operating demand responsive systems for the general public which receive financial assistance under 49 U.S.C. 5310, 5339, and 5311 of the Federal Transit Administration (FTA) funds must file this certification with the appropriate state program office before procuring any non-accessible vehicle. Such public entities not receiving FTA funds shall also file the certification with the appropriate state office program. Such public entities receiving FTA funds under any other section of the FTA Programs must file the certification with the appropriate FTA regional office. This certification is valid for no longer than one year from its date of filing. Non-public transportation systems that serve their own clients, such as social service agencies, are required to complete this form.

Executed this <u>14th</u> day of <u>December</u>, <u>2021</u>

Penny Taylor, Chair Name and title of authorized representative

Signature of authorized representative



Office of the County Manager Mark Isackson

3299 Tamiami Trail East, Suite 202 • Naples Florida 34112-5746 • (239) 252-8383

December 14, 2021

Charlene Ross Transit Project Coordinator FDOT, District One, Modal Development Office/Public Transit 801 North Broadway Avenue Bartow, FL 33830

Re: 5311 Match Commitment

Dear Ms. Ross:

Collier County attests to having local funds available in the Collier Area Transit Enhancement Operating budget to meet the twenty percent local match requirement for the FTA 5311 Grant Application and commits to using \$119,952 towards this grant project if awarded.

Sincerely,

Mark Isackson **County Manager**

Florida Department of Transportation

Capital Assistance Application

Federal Fiscal Year 2022 / State Fiscal Year 2023



49 U.S.C. Section 5339, CFDA 20.526

Bus and Bus Facilities Formula

Program for Rural Areas

| Agency Name: | Collier County Board of County Commissioners |
|----------------|--|
| FDOT District: | One |



December 14, 2021

Charlene Ross Transit Project Coordinator FDOT, District One, Modal Development Office/Public Transit 801 North Broadway Avenue Bartow, FL 33830

Re: 5339 Grant Submittal

Dear Ms. Ross:

Collier County Board of County Commissioners submits this application for the Section 5339 Program Grant and agrees to comply with all assurances and exhibits attached hereto and by this reference made a part thereof, as itemized in the Checklist for Application Completeness. Collier County would like your consideration for funding in rural 5339 grant funds

Collier County Board of County Commissioners further agrees, to the extent provided by law (in case of a government agency in accordance with Sections 129.07 and 768.28, Florida Statutes) to indemnify, defend and hold harmless FDOT and all its officers, agents and employees from any claim, loss, damage, cost, charge, or expense arising out of the non-compliance by the Agency, its officers, agents, or employees, with any of the assurances stated in this Application.

This application is submitted on this 14th day of December 2021 with one (1) original resolution authorizing the Chairman of the Board of County Commissioners to sign this Application. Thank you for your assistance in this matter.

Sincerely,

Penny Taylor Chairman, Collier County Board of County Commissioners



RESOLUTION NO. 2021-

A RESOLUTION OF THE COLLIER COUNTY BOARD OF COUNTY COMMISSIONERS, COLLIER COUNTY FLORIDA, AUTHORIZING THE CHAIRPERSON TO SIGN AND SUBMIT A SECTION 5339 GRANT APPLICATION, INCLUDING ALL RELATED DOCUMENTS AND ASSURANCES, TO THE FLORIDA DEPARTMENT OF TRANSPORTATION, TO ACCEPT A GRANT AWARD FROM THE FLORIDA DEPARTMENT OF TRANSPORATION, AND THE PURCHASE OF VEHICLES AND/OR EQUIPMENT AND/OR THE EXPENDITURE OF GRANT FUNDS PURSUANT TO THE GRANT AWARD.

WHEREAS, the Board of County Commissioners of Collier County, Florida, has the authority to apply for and accept grants and make purchases and/or expend funds pursuant to grant awards made by the Florida Department of Transportation as authorized by Chapter 341, Florida Statutes and/or by the Federal Transit Administration Act of 1964, as amended;

NOW THEREFORE, BE IT RESOLVED by the Board of County Commissioners, Collier County, Florida:

1. This resolution applies to the Federal Program under U.S.C. §5339.

2. The submission of a grant application(s), supporting documents, and assurances to the Florida Department of Transportation is approved.

3. Penny Taylor, Chairperson, is authorized to including, but not limited to: (a) sign the application, accept a grant award, and (b) accept and execute any required certifications and assurances and all supporting documents relating to the grant awarded to the County, (c) approving all necessary budget amendments, and (c) authorize the purchase of vehicles/equipment and/or expenditure of grant funds pursuant to the grant awarded, unless specifically rescinded.

4. This Resolution shall be effective immediately upon signature by the Chairman.

This Resolution adopted after motion, second and majority vote favoring same, this 14th day of December 2021.

ATTEST:

CRYSTAL K. KINZEL, CLERK

BOARD OF COUNTY COMMISSIONERS COLLIER COUNTY, FLORIDA

By: ______, Deputy Clerk

By: _____ Penny Taylor, Chairperson

Approved as to form and legality:

Jennifer A. Belpedio Assistant County Attorney

Applicant Information

Instructions: Please fill out each section appropriately.

| Item | Instruction | Agency Response |
|---|---|--|
| Agency (Applicant) Legal Name: | | Collier County Board of County Commissioners |
| Applicant Status: A first-time applicant has not received any funding for the past two grant cycles | Use drop- down to select | Returning applicant |
| Is the applicant a Community Transportation Coordinator (CTC)? If yes, please attach Transportation Disadvantaged Service Plan (TDSP), CTC Certification, and Annual Operating Report (AOR) where indicated in TransCIP. | Use drop- down to select | Yes |
| Applicant's County (If Applicant has offices in more than one county, list county where main office is located): | | Collier County Board of County Commissioners |
| Physical Address (No P.O. Box): | | 3299 Tamiami Trail East Suite 700 |
| City: | | Naples |
| State: | | FL |
| Zip + 4 Code: | | 34112-5746 |
| <u>Congressional District:</u> | Use link in Cell A12 to access information. Select district(s) affected by the proposed project(s). | 19/25 |
| Federal Taxpayer ID Number: | | 59-6000558 |
| Applicant's DUNS Number: Unique 9-Digit number issued by Dun & Bradstreet. May be obtained free of charge at: http://fedgov.dnb.com/webform_ | Use link in Cell A14 to access information. Response must be exactly 9 characters. | 076997790 |
| My Florida Marketplace Vendor Number | Use link in Cell A15 to access information | F596000558030 |
| Applicant Fiscal period start and end dates: State Fiscal period from: July 1, 2022 to June 30, 2023 | | October 1, 2022-September 30, 2023 |
| Executive Director: | | Michelle Arnold |
| Telephone: | | 239-252-5841 |
| Fax: | | 239-252-3929 |
| Grant Contact Person (if different than Executive Director): | | Josh Thomas |
| Telephone: | | 239-252-8995 |
| Fax: | | 239-252-6425 |
| Email Address: | | Joshua.Thomas@colliercountyfl.gov |

| Eligibility Questionnaire | | | | |
|--|---|---|---|--|
| | The eligibility questionnaire investigates whether current grant sub recipients are compliant with all FDOT and FTA Section 5339 requirements. If a current grant sub-recipient is noncompliant, the sub- recipient will not be eligible to receive grant funds until compliance has | | | |
| Instructions | recipients and respective FDC information se Management | sub-recipients that have not y DT District Office to complete a e FDOT's Triennial Review Pro Plan, to view the plan visit | ire does not apply to new sub- have not yet been required by their complete a triennial review. For more leview Process as part of the State n visit ntpages/navigation/grantsadministrati | |
| | on.ontri. | Yes / No | Additional Information | |
| Are you a returning applicant? *If yes, please answer all questions. If no, disregard remaining questions in this questionnaire. | Pre-populates from Applicant Status | Yes | | |
| Has your agency completed a Triennial Oversight Review? | Use drop- down to select | Yes | | |
| What date(s) did the review occur? | | 11/19/2019 | | |
| If yes, is your agency currently in compliance? | Use drop- down to select | Yes | | |
| If your agency is not in compliance, do you have a corrective action plan to come into compliance? | Use drop- down to select | N/A | | |
| If yes, what is the date of anticipated date of corrective action closeout? | | N/A | | |
| Is your agency registered on SAM.gov? Note: Agency must register each year/application cycle. | Use drop- down to select | Yes | | |
| SAM Unique Entity Identifier | | JWKJKYRPLLU6 | | |
| SAM Registration Expiration Date | | 9/13/2022 | | |

| Inventory Date: | clude all revenue vehicles | | | | leeded, add more i | ono to the tuble. | | | | | | | | | | | |
|------------------------------------|----------------------------|------------|--|---------------|----------------------|---|-----------------|----------------------|------------------|--------------------|----------------------------|---|--------------------------|--|--------------|----------------------|------------------------------------|
| otal Fleet Vehicles: | 62 | Ð | Enable adding rows | • | Disable adding n | ows | | | | | | | | | | | |
| VIN | Model Year | Make | Type Use dropdown to select | Length (feet) | FDOT Control # | Ramp or Lift Use dropdown to select | Passenger Seats | Wheelchair Positions | Current Mileage | Mileage 1 Year Ago | Mileage from the past year | Status Use dropdown to select status (Active/Spare/Other) | Expected Retirement Year | Donated? Use dropdown to select (Yes/No) | Year Donated | Mileage when Donated | Funding Source |
| GGE291161091167 | 2006 GI | | Small Heavy-Duty Bus (| | 30 n/a | Ramp | 1 | - | 868,08 | | | | | | N/A | N/A | 5307 FY06 FL-9 |
| GD2718F1184208 | 2015 GI | | Large Heavy-Duty Bus (| | 10 n/a | Ramp | | | 464,96 | | | tive | | | N/A N/A | N/A | 5307 FY13 FL-9 |
| ADPDU1GCHJ1809 GB2711G1186275 | 2016 FR 2016 GI | EIGHTLINER | Medium-Duty Bus (25- Large Heavy-Duty Bus (| | 30 n/a 35 n/a | Lift Ramp | | 24 2 28 2 | 97,32 | | | tive | | | N/A N/A | N/A N/A | 5307 FY13 FL-9 5307 FY14 FL-9 |
| GB2713G1186276 | 2016 GI | | Large Heavy-Duty Bus (| | 35 n/a | Ramp | | | 295,32 | | | tive | | | N/A | N/A | 5307 FY14 FL-9 |
| GGE2715H3093319 | 2017 GI | LLIG | Small Heavy-Duty Bus (| 3 | 30 n/a | Ramp | 2 | 24 2 | 215,90 | 184,420 | 31,485 A | tive | 202 | 7 No | N/A | N/A | 5307 FY15 FL-2 |
| GGE2711H3093320 | 2017 GI | | Small Heavy-Duty Bus (| | 30 n/a | Ramp | | 24 2 | 203,68 | | | | | | N/A | N/A | 5307 FY15 FL-2 |
| GE2713H3093321 | 2017 GI | | Small Heavy-Duty Bus (| | 30 n/a | Ramp | | 24 2 | | | | | | | N/A | N/A | 5339 FY15 FL-3 |
| GE2715H3093322 GE271XJ3093449 | 2017 GI 2018 GI | | Small Heavy-Duty Bus (Small Heavy-Duty Bus (| | 30 n/a 30 n/a | Ramp Ramp | | | 232,66 | | | | | | N/A N/A | N/A N/A | 5307 FY15 FL-20 5307 FY16 FL-20 |
| GE2713K3093424 | 2018 GI 2019 GI | | Small Heavy-Duty Bus (Small Heavy-Duty Bus (| | 30 n/a | Ramp | | | 96,72 | | | | | | N/A | N/A N/A | 5307 FY16 FL-20 |
| GE271871091588 | 2007 GI | | Small Heavy-Duty Bus (| | 30 n/a | Ramp | | 24 2 | 655,24 | | | | | | N/A | N/A | 5307 FY07 FL-9 |
| GGE271X71091589 | 2007 GI | LLIG | Small Heavy-Duty Bus (| 3 | 30 n/a | Ramp | 2 | 24 2 | 681,603 | 656,678 | 24,925 A | tive | 201 | 7 No | N/A | N/A | 5307 FY04 FL-90 |
| 6F5DN7L0A04887 | 2020 FC | | Medium-Duty Bus (25- | | 30 n/a | Ramp | | 24 2 | 6,28 | | | | | | N/A | N/A | 5307 FY17 FL-20 |
| GF5DN7L0A04888 GGB2719A1177671 | 2020 FC 2010 GI | | Medium-Duty Bus (25- | | 30 n/a | Ramp Ramp | | 24 2 | 14,78 | | 12,824 A | | | | N/A N/A | N/A N/A | 5307 FY17 FL-20 5307 FY08 FL-90 |
| GGB2719A1177671 GGB2719A1177672 | 2010 GI 2010 GI | | Large Heavy-Duty Bus (Large Heavy-Duty Bus (| | 35 n/a 35 n/a | Ramp Ramp | | | 779,25 | 2 540,193 | | | | | N/A N/A | N/A N/A | 5307 FY08 FL-90 5307 FY08 FL-90 |
| GB2719A1177673 | 2010 GI 2010 GI | | Large Heavy-Duty Bus (Large Heavy-Duty Bus (| | 35 n/a | Ramp | | | 740,00 | | 3,819 A | | | | N/A | N/A N/A | 5307 FY08 FL-90 |
| GGB3014A1178484 | 2010 GI | | Large Heavy-Duty Bus (| | 35 n/a | Ramp | 1 | .8 2 | 568,17 | | 15,373 A | tive | 202 | 2 No | N/A | N/A | 5307 FY09 FL-90 |
| GGB3016A1178485 | 2010 GI | | Large Heavy-Duty Bus (| 3 | 35 n/a | Ramp | 1 | | 605,065 | | | | | | N/A | N/A | 5307 FY09 FL-90 |
| GGB2710C1180347 | 2012 GI | | Large Heavy-Duty Bus (| | 35 n/a | Ramp | 1 | | 549,00 | | | | | | N/A | N/A | 5307 FY10 FL-90 |
| 5GB2712C1180348 | 2012 GI | | Large Heavy-Duty Bus (| | 35 n/a | Ramp | | | 529,48 | | | | | | N/A N/A | N/A N/A | 5307 FY10 FL-90 |
| GGB2414C1180349 GGB2719C1180752 | 2012 GI 2012 GI | | Large Heavy-Duty Bus (Large Heavy-Duty Bus (| | 35 n/a 35 n/a | Ramp Ramp | | | 512,70 570,80 | | 33,416 A | tive tive | | | N/A N/A | N/A N/A | 5307 FY10 FL-90 CMS Flex Funds |
| GB2710C1180753 | 2012 GI 2012 GI | | Large Heavy-Duty Bus (| | 35 n/a | Ramp | | | 555,07 | | | tive | | | N/A | N/A | 5307 FY11 FL-90 |
| GD2712E1184199 | 2013 GI | | Large Heavy-Duty Bus (| | 10 n/a | Ramp | 1 | | 594,11 | | | tive | | | N/A | N/A | 5307 FY12 FL-90 |
| GGD2715E1184200 | 2013 GI | | Large Heavy-Duty Bus (| | 10 n/a | Ramp | : | 18 2 | 580,55 | | | tive | | | N/A | N/A | 5307 FY12 FL-90 |
| MF1A60CM101667 | 2012 VP | | Minivan | | | Ramp | | 1 1 | 137,534 | | | | | | N/A | N/A | 5310 Add |
| B6G5BL8F1262043 | | HEVROLET | Cutaway Bus | | 23 98128 | | | | 253,30 | | | | | | N/A | N/A | 5310 FY14 |
| B6G5BL0F1263333 VMD2C64GM100120 | 2015 CF 2016 VF | HEVROLET | Cutaway Bus Miniyan | | 23 98130 17 98139 | Ramp | | 1 1 | 263,85 | | | | | | N/A N/A | N/A N/A | 5310 FY14 5310 FY15 |
| VMD2C63GM100433 | 2016 VP | | Minivan | | | Ramp | | 1 1 | 79,71 | | | | | | N/A | N/A | 5310 FY15 |
| VMD2C64GM100540 | 2016 VP | | Minivan | 1 | | Ramp | | 1 1 | 62,29 | | | | | | N/A | N/A | 5310 FY15 |
| B6GUBL7G1138289 | 2016 CH | HEVROLET | Cutaway Bus | 2 | 23 98173 | Lift | | 4 6 | 225,433 | 2 202,890 | | | 202 | 1 No | N/A | N/A | 5310 FY15 |
| B6GUBL0G1140658 | | HEVROLET | Cutaway Bus | | 23 98177 | | | 4 6 | 197,34 | | 16,539 A | | | | N/A | N/A | 5310 FY15 |
| B6GUBL3G1265573 | | HEVROLET | Cutaway Bus | 2 | | | | 4 6 12 6 | 196,52 | | 15,147 A | | | | N/A | N/A | 5310 FY15 |
| DFE4FS3HDC70786 DFE4FS2HDC70794 | 2017 FC 2017 FC | | Cutaway Bus Cutaway Bus | 2 | | | | 2 6 | 172,81 | | 31,604 A | | | | N/A N/A | N/A N/A | 5310 FY16 5310 FY16 |
| DFE4FS7HDC70791 | 2017 FC | | Cutaway Bus | 2 | | | | 2 6 | 161,50 | | | | | | N/A | N/A | 5310 FY16 |
| DFE4FS1HDC70785 | 2017 FC | | Cutaway Bus | 2 | 24 10001 | | | | 173,78 | | | | 202 | 2 No | N/A | N/A | 5310 FY16 |
| DES8PV1KKA49971 | 2018 FC | | Cutaway Bus | | 23 10065 | | | 8 2 | 59,45 | | | | | | N/A | N/A | 5310 FY17 |
| DES8PV3KKA49972 | 2018 FC | | Cutaway Bus | | 23 10064 | | | 8 2 | 81,67 | | | | | | N/A | N/A | 5310 FY17 |
| DES8PV5KKA49973 DES8PV7KKA49974 | 2018 FC 2018 FC | | Cutaway Bus Cutaway Bus | | 23 10063 23 10062 | | | 8 2 | 63,74 | 30,999 | | tive tive | | | N/A N/A | N/A N/A | 5310 FY17 5310 FY17 |
| DES8PV7KKA49974 DFE4FS9KDC45799 | 2018 FC 2020 FC | | Cutaway Bus | 2 | | | | 8 2 | 66,19 | | | tive | | | N/A | N/A N/A | 5310 FY17 5310 FY18 |
| DFE4FS1KDC49376 | 2020 FC | | Cutaway Bus | | 23 10073 | | | 2 3 | 55,93 | | | tive | | | N/A | N/A | 5310 FY18 |
| DFE4FS3KDC49377 | 2020 FC | | Cutaway Bus | 2 | | | | 2 3 | 63,57 | | | tive | | | N/A | N/A | 5310 FY18 |
| DFE4FS5KDC49378 | 2020 FC | | Cutaway Bus | | 23 10074 | Lift | | 2 3 | 63,574 | | | | | | N/A | N/A | 5310 FY18 |
| DFE4FS0KDC66539 | 2019 FC | | Cutaway Bus | | 23 N/A | Lift | | 4 2 | 46,471 | | | | | | N/A | N/A | Shirley Conroy |
| DFE4FS3KDC66504 DFE4FS5KDC66505 | 2020 FC 2020 FC | | Cutaway Bus Cutaway Bus | | 23 10096 23 10100 | | | 4 2 4 2 | 33,79 | | | | | | N/A N/A | N/A N/A | 5310 FY19 5310 FY19 |
| DFE4FS7KDC66506 | 2020 FC | | Cutaway Bus | | 23 10099 | | | | 26,693 | | | tive | | | N/A | N/A | 5310 FY19 |
| DFE4FS9KDC66507 | 2020 FC | | Cutaway Bus | 2 | | | | | 34,06 | | | | | | N/A | N/A | 5310 FY19 |
| DFE4FS0KDC66508 | 2020 FC | ORD | Cutaway Bus | | 23 10092 | Lift | | | 44,51 | | | | 202 | 5 No | N/A | N/A | 5310 FY19 |
| DFE4FS2KDC66509 | 2020 FC | | Cutaway Bus | | 23 10097 | | | 4 2 | 32,68 | | | | | | N/A | N/A | 5310 FY19 |
| DFE4FN8MDC15044 | 2021 FC | | Cutaway Bus | | 23 10118 | | | 4 3 | 6,24 | | 6,248 A | | | | N/A | N/A | 5310 FY20 |
| FE4FN3MDC15064 FE4FN4MDC15073 | 2021 FC 2021 FC | | Cutaway Bus Cutaway Bus | 2 | 23 10122 23 10121 | | | 14 3 14 3 | 3,80 | | | tive | | | N/A N/A | N/A N/A | 5310 FY20 5310 FY20 |
| FE4FN4MDC15073 | 2021 FC 2021 FC | | Cutaway Bus Cutaway Bus | | 23 10121 23 10120 | | | | 4,07 | | 4,077 A | | | | N/A N/A | N/A N/A | 5310 FY20 5310 FY20 |
| FE4FN1MDC15080 | 2021 FC | | Cutaway Bus | | 23 10120 | | | 4 3 | 2,57 | | 2,576 A | | | | N/A | N/A | 5310 FY20 |
| DFE4FN3MDC15081 | 2021 FC | | Cutaway Bus | 2 | | | | 4 3 | 1,57 | | 1,571 A | | | | N/A | N/A | 5310 FY20 |
| NF1CF1GFK56777 | 2016 FC | | Other | 1 | 12 n/a | None | | 2 0 | 112,04 | 23,552 | 88,492 A | tino | 202 | 4 No | N/A | N/A | 5307 FY14 |

| Equipment Inventory | | | | | | | | | |
|---------------------|---|------------------------------------|-----------------|-------------------|-----------------------------|-----------------------------|--------------|----------------------|--|
| Instructions: | Include all equipment valued > \$5,000 which is not permanently attached to/installed in a revenue vehicle. If additional space is needed, add more rows to the | | | | | | | | |
| | table. Agency Control Number | Item Description | Model Number | Year Purchased | Expected Retirement Year | Donated? Use dropdown to | Year Donated | Funding Source | |
| | CC1-4040 | Manual Bus Wash | 9719-900/2 | 2011 | 12/31/2021 | select (Yes/No) No | N/A | 5309 FY09 FL-04-0117 | |
| | CC1-8839 | Diesel Exhaust Fluid Dispensing | BEN70031 | 2017 | 12/31/2027 | No | N/A | 5339 FY16 FL-2017-01 | |
| | CC2-2139 | Heavy Duty Vehicle Lift | US261814 | 2018 | 12/31/2028 | | N/A | 5339 FY16 Rural | |
| | | Heavy Duty | 00201014 | 2010 | 12,51,2020 | 110 | 14/7 | 555511101000 | |
| | CC2-2140 | Vehicle Lift | US261810 | 2018 | 12/31/2028 | No | N/A | 5339 FY16 Rural | |
| | CC2-2679 | Vehicle Alignment Machine | CFC605 | 2021 | 12/31/2031 | No | N/A | Shirley Conroy | |
| | CC2 2015 | Widefinie | | 2021 | 12/31/2031 | | N/A | Shiney conroy | |
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| Vehicle Inventory Summary | | | | |
|---------------------------|-------|--|--|--|
| Туре | Count | | | |
| Sedan | 0 | | | |
| Van | 0 | | | |
| Minivan | 4 | | | |
| Minibus | 0 | | | |
| Cutaway Bus | 30 | | | |
| Medium-Duty Bus (25-35 | | | | |
| Small Heavy-Duty Bus (30 | 9 | | | |
| Large Heavy-Duty Bus (35 | 15 | | | |
| Other | 1 | | | |
| Total | 62 | | | |

Proposed Budget for Transportation Program

Budget for Year of Anticipated Award

All applicants for all request types must complete this budget form. For each component, amounts reported should be based on projected values for the year of anticipated award for the current grant application. This year's grant cycle is for award during Federal Fiscal Year (FFY) 2022, which corresponds to State Fiscal Year (SFY) 2023. SFY 2023 starts July 1, 2022 and ends June 30, 2023.

Applicants should replace the title text Year of Anticipated Award in the expenses and revenues tables with the actual fiscal year dates for which amounts were estimated. The applicant may use its own fiscal year definition when it differs from the state fiscal year (e.g., October 1, 2022 to September 30, 2023).

Instructions:

Amounts reflected in the Program Budget must be limited to those operating and administrative expenses/revenues supporting the applicant's transportation program. For agencies whose primary purpose is not transportation, the transportation program budget must be separated out from general administration and other agency functions. Shared costs such as facility rental and utilities must be allocated to the transportation program on a reasonable and specified basis.

| | Enable adding rows: | | Disable adding rows: 😑 |
|-------------------------|---|------|------------------------|
| | Collier County FY22 (10/01/2021-09/30/202 Operating & Administrative | | |
| Instructions | Object Class | Code | Amount |
| Use drop-down to select | Services | 5020 | \$4,841,600 |
| Use drop-down to select | Fuel and Lubricants | 5031 | \$348,800 |
| Use drop-down to select | Miscellaneous Expenses | 5090 | \$699,100 |
| Use drop-down to select | Other Salaries and Wages | 5013 | \$474,800 |
| Use drop-down to select | Other Materials and Supplies | 5039 | \$645,900 |
| Use drop-down to select | Other Reconciling Items | 5290 | \$214,500 |
| Use drop-down to select | | - | \$0 |
| Use drop-down to select | | - | \$0 |
| Use drop-down to select | | - | \$0 |
| Use drop-down to select | | - | \$0 |
| Use drop-down to select | | - | \$0 |
| Use drop-down to select | | - | \$0 |
| | | | \$7,224,700 |

| Operating & Administrative Revenues | | | | | | |
|-------------------------------------|------------------------|------|-------------|--|--|--|
| Instructions | Object Class | Code | Amount | | | |
| Use drop-down to select | Passenger Fares | 4110 | \$1,150,000 | | | |
| Use drop-down to select | Local Government Funds | 4300 | \$5,989,700 | | | |
| Use drop-down to select | Other Agency Revenues | 4150 | \$85,000 | | | |
| Use drop-down to select | | - | \$0 | | | |
| Use drop-down to select | | - | \$0 | | | |
| Use drop-down to select | | - | \$0 | | | |
| Use drop-down to select | | - | \$0 | | | |
| Use drop-down to select | | - | \$0 | | | |
| Use drop-down to select | | - | \$0 | | | |
| Use drop-down to select | | - | \$0 | | | |
| Use drop-down to select | | - | \$0 | | | |
| Use drop-down to select | | - | \$0 | | | |
| | | | \$7,224,700 | | | |

| \$PMM@I | O!4TNO@H!%@N>ME |
|----------------|---|
| | Current System Description Tab provides space for a short description of who the applicant is and |
| | what services they provide. The form is in a question and answer format with designated text |
| lu struction o | boxes (the applicant's response to the question must not exceed the space provided or word |
| Instructions: | counts where indicated). If the applicant is a CTC, relevant pages of a Transportation |

Disadvantaged Service Plan (TDSP) and Annual Operating Report (AOR) containing the above information may be provided within TransCIP.

| Questions: | Response | Maximum Word Count | Word Count |
|---|--|-----------------------|------------|
| Please provide a brief general overview of the organization type (i.e., government authority, private non-profit, etc.) including: | The Collier County Board of County Commissioners is the governing body for the Public Transportation system in Collier County. The Public Transportation system, Collier Area Transit (CAT) operates under the supervision of the Collier County Division of Public Transit & Neighborhood Enhancement (PTNE) for the Collier County Growth Management Department. CAT serves as the public transit provider for Collier County, serving Naples, Marco Island, and Immokalee areas. | 100 | 67 |
| Program mission | It is the mission of CAT to provide safe, accessible and courteous public transportation services to our customers. | 100 | 18 |
| Program goals | Collier County's goals are to operate reliable, convenient, and cost-effective mobility services that safely and efficently meet the mobility needs of its workers, residents and visitors. We strive to accomplish this by increasing the resiliency of Collier County by, protecting our man-made and natural resources; providing attractive and convenient mobility alternatives that will reduce adverse carbon and environmental impacts within our communities, as well as building meaningful partnerships that increase awareness and education of and about mobility options and increase the viability of mobility services to promote livability and enhance economic and social | 100 | 95 |
| Program objectives | Collier County's objectives to achieve its goals are to improve efficiencym service quality, and level of service to adequately structure transit service with a focus on providing job access for workforce and access to mobility for persons with limited access to a private automobile; Create an optimized interconnected multimodal mobility network designed to fit the range of needs and conditions for the service marketl and Provide services and programs to reduce vehicle miles traveled within Collier County by coordinating integrated land use and transportation planning efforts to incorporate transit needs into the devlopment review and approval process. | 100 | 97 |

| Service, route, and trip types provided | Service hours for these routes vary fro AM to as late as 8:20 PM. The service grant will provide access for people in areas of Collier County. Funds from th used to continue operation of fixed ro acess for people in non-urbanized are shopping, education, employment, pu recreation. Because many of these se available in the rural area, most peopl the urban areas in order to receive the | planned for this non-urbanized his grant will be bute to provide has to health care, ablic services and rvices are not e must travel to | 100 | 92 |
|--|---|--|-----|----|
| Total number of employees in organization | 105 | | _ | |
| Total number of operators (including volunteer drivers) | 58 | | | |
| Total number of transportation-related employees in the organization | 7 | | - | - |
| Identify the personnel responsible for the following transportation program functions (Name, Title, Email, Phone): | | | - | - |
| Insurance | Harold Minch, Safety Manager Harold.Minch@colliercountyfl.gov | 239-252-4978 | - | - |
| Training (e.g., wheelchair lift operation, passenger assistance) | Harold Minch, Safety Manager Harold.Minch@colliercountyfl.gov | 239-252-4978 | - | - |
| Management | Harold Minch, Safety Manager Harold.Minch@colliercountyfl.gov | 239-252-4978 | - | - |
| Administration (e.g., records maintenance) | Harold Minch, Safety Manager Harold.Minch@colliercountyfl.gov | 239-252-4978 | - | - |
| What are the sources of the transportation program's funding for operations (e.g., state, local, federal, private foundations, fares, other program fees?)? | The operations are funded through th Administration 507, 5310, and 5311 p Department of Transportation, Agency Disabilities, Florida Commission for th Disadvantaged and local funding prog include funding for individuals with di income, and elderly in both the ubran urbanized areas of the County. The M has been managed by a private provid 2012. | rograms, Florida y for persons with e Transportation grams. These sabilities, low ized and non- ledicaid program | 200 | 68 |
| To what extent does your agency serve minority populations? | According to the 2010 Census, a majo County's workforce lives in the rural a majority of the activity centers which i employers, health care centers, and pr within the urban area. The recent TDF included public surveys of the ridershi approximately 1,000 responses. The r ethnic origins of 38% Hispanic/Latino Black/African American. All CAT route census block group, 48% of route mile minority block. | rea and the nclude major ublic services are Major update ip with espondents had and 25% es serve a minority | 100 | 82 |

| Is your agency minority-owned? | No | 50 | 1 |
|--|---|------------------------|-----------------|
| Briefly describe your agency's vehicle maintenance program. Which services are outsourced (e.g., oil changes)? How are vehicles are maintained without interruptions in service? | All vehicles are maintained by the Collier County Fleet Management Division staff specifically assigned to Transit at the CAT Operations Center located at 8300 Radio Road. A preventative maintenance schedule for all CAT vehicles is maintained by fleet staff to ensure vehicles are maintainted without interrupting transportation service. | 100 | 48 |
| Se | rvice Characteristics | | |
| | The convice characteristics cheet is used to determine an | d report the anticipat | od quantitativo |

The service characteristics sheet is used to determine and report the anticipated quantitative impacts of the proposed project on your agency's transportation program. A calculation column **Instructions:** has been provided to calculate the necessary data for both the current transportation program and if awarded. Please include the source of the data, e.g., Trapeze, direct observation, driver logs, maintenance records, etc.

| maintenance records, etc. | | | | | | |
|---|---------|-----------------------------------|-------------------------|--|--|--|
| Service Characteristic | Value | Data Collection/ Calculation | Completion Check | | | |
| Unlinked Passenger Trips (UPT) | | | | | | |
| The number of boardings on public transportation vehicles during the fiscal year. | | | | | | |
| Transit agencies must count passengers each time they board vehicles, no matter | | | | | | |
| how many vehicles they use to travel from their origin to their destination. If a | | | | | | |
| transit vehicle changes routes while passengers are onboard (interlining), transit | | | | | | |
| agencies should not recount the passengers. Employees or contractors on transit | | | | | | |
| agency business are not passengers. For demand response (DR) modes, transit | | | | | | |
| agencies must include personal care attendants and companions in UPT counts as | | | | | | |
| long as they are not employees of the transit agency. This includes attendants and | | Trapeze farebox and Masabi Mobile | | | | |
| companions that ride fare free. | 172,045 | Application | | | | |
| Unduplicated Passengers per Year | | Trapeze farebox and Masabi Mobile | | | | |
| Unique (non-repeat) passengers served within the reporting year | 172,045 | Application | | | | |
| Vehicles Operated in Annual Maximum Service (VOMS) | | | | | | |
| Vehicles Operated in Annual Maximum Service (VOMS) is the number of revenue | | | | | | |
| vehicles an agency operates to meet the annual maximum service requirement. | | | | | | |
| Agencies count their annual VOMS during the peak season of the year on the | | | | | | |
| busiest day that they provide service. In most cases, this is the number of scheduled | | | | | | |
| vehicles because most transit agencies have enough vehicles to operate the | | | | | | |
| scheduled service. VOMS excludes atypical days or one-time special events for non- | | | | | | |
| demand response modes. Agencies should not report VOMS as the number of | | | | | | |
| vehicles available to provide service or the total number of vehicles in the agency's | | | | | | |
| inventory, unless the agency utilizes all of these vehicles simultaneously and does | | | | | | |
| not retain spares during peak service. | 6 | CAD/AVL and System Spreadsheets | | | | |
| Vehicle Revenue Miles (VRM) | | | | | | |
| Vehicle Revenue Miles (VRM) are figures that take into account the miles vehicles | | | | | | |
| travel while in revenue service. Revenue miles include the distances traveled during | | | | | | |
| running time and layover/recovery time. | 601,404 | CAD/AVL and System Spreadsheets | | | | |
| Daily Service Span (number of hours) | | | | | | |
| Total hours of operation per day. For example, if your transportation program | | | | | | |
| provides continuous service from 7am to 10pm daily, enter "15". | 63.24 | CAD/AVL and System Spreadsheets | | | | |
| Annual Days of Service | | | | | | |
| Number of days per year on which service is operated, excluding emergency service | | | | | | |
| cancellations. | 359 | CAD/AVL and System Spreadsheets | | | | |

| Calculated Values | | | | |
|--|------------|--|--|--|
| Service Characteristic | Result | | | |
| Ambulatory seats per vehicle | | | | |
| Asset Inventory > (Total Ambulatory Seats / Vehicle Count) | 18 | | | |
| Wheelchair positions per vehicle | | | | |
| Asset Inventory > (Total Wheelchair Positions / Vehicle Count) | 2.64516129 | | | |
| Average vehicle miles PER DAY | | | | |
| VRM / Annual Days of Service | 1,675 | | | |
| Annual Hours of Service | | | | |
| Daily Service Span * Annual Days of Service | 22,703 | | | |
| Unduplicated Passengers per Vehicle | | | | |
| Unduplicated Passengers / (Asset Inventory > Vehicle Count) | 2775 | | | |
| Cost per Trip | | | | |
| (Program Budget > Total Operating Expenses) / UPT | \$ 41.99 | | | |
| Cost per Mile | | | | |
| (Program Budget > Total Operating Expenses) / VRM | \$ 12.01 | | | |
| Average Trip Length (Miles) | | | | |
| Vehicle Revenue Miles / Unlinked Passenger Trips | 3.50 | | | |

Proposed Project Description

Applicants must submit a Proposed Project Description as part of their application. It is required that all applicants provide the Project Description in a question/answer format. Where a field or word count is

Instructions: included, the length of the applicant's response to the question must not exceed the space or word count provided. The project description should not repeat the current system description shown in the Current System Description.

| Project Type | Examples | Selection |
|-------------------------|--|-----------|
| Facilities | Passenger Amenity Projects Transit Centers Transit Fueling and Electric Charging Stations | |
| Expansion Vehicles | —Large heavy- duty transit buses 35' -40' —Small heavy-duty transit buses 30' —Minibus | |
| Replacement Vehicles | —Standard Cutaway —Minivan | |
| Equipment | Fare boxes Communications equipment Security/surveillance equipment for vehicles and/or buildings Shop equipment (alignment machines, bus washing machines, tire changers, etc.) Bus shelters Bus stop signage Wheelchair lifts Other miscellaneous equipment | |

| How will the grant fund | Project-Related Improvements ding improve your agency's transportation service? Applicants may also consider conducting scenario planning, cost-benefit analysis, |
|---|---|
| | alysis to illustrate how transportation service will be enhanced. |
| Provide more hours of service and/or more trips | Grant funding will not provide more hours but will allow for the sustainment of the current service and increase reliability with the purchase of a replacement vehicle. |
| Expand service to a larger geographic area | Grant funding will be utilized to ensure the existing service to the rural area receives reliable service with the purchase of a replacement vehicle. |
| Reduce headways/increase frequency | Grant funding will not reduce headways/nor increase frequency. |
| Support a capital investment strategy in alignment with a Strategic Plan, Capital Improvement Plan, or Transit Asset Management Plan | The funding will support Collier County's TAM plan by ensuring vehicles are replaced as they meet their life expectancy. |
| Expand access to essential services | The existing transit service provides access to essential services for those that live in low income and rural areas. Maintaining a vehicle replacement plan is a key element to ensuring continued access to essential services. |

| Enhance passenger experience (e.g., added amenities) | Passenger experience will be enhanced by providing a reliable servie with a new replacement vehicle that will allow CAT to reduce breakdowns by retiring a vehicle that has met its useful life. Additionally, these funds will be used to design bus stop improvements to add amenities to enhance safe access to the stops by passengers. |
|---|--|
| Decreases transportation costs, improve access to mobility options, and spur economic activity in underserved/disadvantaged communities | A reduction of cost will be captured in vehicle maintenance as a vehicle that has met its useful life shall be retired upon receipt of replacement vehicle. The bus stop improvements will improve access for ADA accessibility for our bus stops and increase the level of service for the area identified. |
| Overcome any challenges or difficulties your agency is experiencing | The funding will assist in meeting the demand for maintaining capital assets in a state of good repair. As vehicles age and experience wear and tear, the cost for maintenance and parts replacement become very expensive and place a heavy burden on the operating budget. These capital grant funds will alleviate some of that burden and allow the transit agency to allocate more funds towards the provision on the service itself. The engineering services for bus stop improvements will allow us to be a step closer to improving ADA accessibility for bus stops and increasing level of service for passengers. |
| If a grant award will be used to maintain services, specifically explain how it will be used in the context of total service. Make sure to include information on how the agency will maintain adequate financial, maintenance, and operating records and comply with FTA reporting requirements including information for the Annual Program of Projects Status Reports, Milestone Activity Reports, NTD reporting, DBE reports etc. | |
| If this grant is not fully funded, can you still proceed with your transportation program? If applicable, consider providing an explanation of the scalability of the project. | Yes, thetransportation program will continue to operate. However, the continued use of older vehicles will continue to reduce system reliability and increase maintenance cost as vehicles that should be retired remain in revenue service. If the funding is not granted, the bus stop improvements needed for accessibility will have to wait for future funding availability. |

Please provide a description of local support and coordination for the project. This can be exemplified by explaining the integration of the proposed project within a Transit Development Plan (TDP), Transportation Disadvantaged Service Plan (TDSP), a Comprehensive Plan, a Congestion Management Plan, Strategic Plan, Capital Improvement Plan, and/or other Transit Supportive Plans. Applicants should also include a list of all project parties involved in delivering the project and describe details on efforts to collaborate among stakeholders.

The funding has been identified as a plausible resource for maintaining our capital replacement and bus stop improvements within our Transit Development Plan. Replacement vehicles have also been incorporated within our MPO process for unfunded projects list that is incorporated within the MPO performance measures.

Project Readiness

Instructions: If the proposed project is for vehicles, equipment, or other capital items, please provide a detailed description of project activities.

If applicable, please provide any pertinent information used to make a determination reasonableness of cost, i.e., independent cost estimates, quotes, etc.

Bus: Existing contract will be utilized for the purchase of the bus, pricing has been established for the contract base year with appropriate Producer Price Index (PPI) every year after.

Bus Stops: Historical cost for bus stop engineering services was utilized to determine cost reasonableness.

| | Bus: Upon receiving notice of award-existing contract for rolling stock shall be submitted to FDOT for concurrence |
|--|--|
| Please provide a full, detailed timeline of | Purchase Order Approval- 1 month |
| the project. The schedule should contain | 12 months delivery of rolling stock from the time of PO |
| sufficient detail that identifies all steps or | 1 month for post delivery for Buy America Review |
| phases needed to implement the work | 2 months for invoice to FDOT for reimbursement |
| proposed, and whether the proposed | Bus Stop Improvements (6): Upon receiving notice of award- existing contract for Engineering services shall be submitted to FDOT for |
| timeline is achievable. Moreover, the | concurrence. |
| project schedule should identify all major | Develop scope and work order- 2 months |
| project milestones. Examples of such | PO approval- 1 month |
| milestones include approval of purchase | 90% plans developed- 6 months |
| orders, specifications, and estimates; | FDOT concurrence of design plans: 2 months |
| procurement goals; delivery; installation; | Final 100% plans: 1 month |
| and invoicing FDOT for reimbursement. | FDOT reimbursement- 2 months |
| | |
| If you are requesting a vehicle that | |
| requires a driver with a CDL, how will you | Dispatchers monitor vehicle assignment, and all Fixed Route operators are required to maintain a CDL license. CDL license review is |
| ensure that your driver(s) maintain CDL | conducted monthly to ensure renewals are occurring within the appropriate time frames. |
| certification? | |
| If the new set of unbidles on equipment | |
| If the requested vehicles or equipment | |
| will be used by a lessee or private | |
| operator under contract to the applicant | |
| | Single private operator will be responsible for the vehicle and Collier County staff performs vehicle maintenance. Operator is regularly |
| equitable plan for distribution of | monitored to ensure that the vehicles are used for their intended purpose. |
| | |
| vehicles/equipment to lessees and/or | |
| private operators been completed? | |

Describe any local support and coordination or public outreach that has already occurred. Applicants should consider including a lists of all project parties involved in delivering the project and describe details on efforts to collaborate among stakeholders. In addition, applicants can elaborate on the transit supportive plan that cites the proposed project. For example, is the project referenced in a Transit Development Plan (TDP), Transportation Disadvantaged Service Plan (TDSP), a Comprehensive Plan, or a Congestion Management Plan?

The projects are referenced in the Transit Development Plan which went through an elaborate public outreach process. There will be no other project parties involved in the delivery of this project.

| | Facility Projects | | | | | | | | | |
|--|---|--|--|--|--|--|--|--|--|--|
| Instructions: For all proposed facility proje | ects, provide the following information. | | | | | | | | | |
| If applicable, please provide any pertinent information used to make a | | | | | | | | | | |
| determination as to reasonableness of | N/A this grant will not be used for a facility project. | | | | | | | | | |
| cost, sufficiency of preliminary | | | | | | | | | | |
| engineering and design work completed | | | | | | | | | | |

| Please provide a full, detailed timeline of | |
|--|---|
| the project. The schedule should contain | |
| sufficient detail that identifies all steps or | |
| phases needed to implement the work | |
| proposed, and whether the proposed | |
| timeline is achievable. Moreover, the project | |
| schedule should identify all major project | |
| milestones. Examples of such milestones | |
| include approval of plans, specifications, | |
| and estimates; procurement goals; state and | N/A this grant will not be used for a facility project. |
| local approvals; project partnership and | |
| implementation agreements; and start and | |
| completion of NEPA and other applicable | |
| environmental reviews and approvals | |
| including permitting, design completion, | |
| and right of way acquisition, if applicable. | |
| You may upload documents into TransCIP in | |
| the "Additional Documents" folder | |
| associated with the application. | |
| | |
| Please provide a description of all | |
| material risks to the project and the | |
| strategies that the lead applicant and any | |
| project partners have undertaken or will | |
| undertake to mitigate those risks. Project | |
| risks include, but not limited to, | N/A this grant will not be used for a facility project. |
| procurement delays, environmental | |
| uncertainties, increases in real estate | |
| acquisition costs, uncommitted local | |
| match and/or unavailability of preferred | |
| vehicles or equipment. | |
| Is there a draft building maintenance | |
| plan for the proposed facility? | N/A this grant will not be used for a facility project. |

. .

| | | | Service Characteristics | | | | | | | |
|--|-------------------|----------------------------|---|--|--|--|--|--|--|--|
| Service Characteristic | Before Project | lf the grant is awarded | | | | | | | | |
| <u>Unlinked</u> <u>Passenger Trips</u> (UPT) | 172,045 | 172,045 | Trapeze farebox and Masabi Mobile Application | | | | | | | |
| <u>Unduplicated</u> Passengers per Year | 172,045 | 172,045 | Trapeze farebox and Masabi Mobile Application | | | | | | | |
| <u>Vehicles</u> <u>Operated in</u> <u>Annual Maximum</u> | 6 | 6 | CAD/AVL and System Spreadsheets | | | | | | | |
| <u>Vehicle Revenue</u> <u>Miles</u> | 601,404 | 601,404 | CAD/AVL and System Spreadsheets | | | | | | | |
| <u>Daily Service</u> Span (hours) | 63 | 63 | CAD/AVL and System Spreadsheets | | | | | | | |
| <u>Annual Days of</u> <u>Service</u> | 359 | 359 | CAD/AVL and System Spreadsheets | | | | | | | |
| | Calculated Values | | | | | | | | | |
| <u>Ambulatory seats</u> per vehicle | 18 | 18 | | | | | | | | |
| <u>Wheelchair</u> positions per vehicle | 3 | 3 | | | | | | | | |
| <u>Average vehicle</u> miles PER DAY | 1675 | | | | | | | | | |
| Annual hours of service | 22703 | - | | | | | | | | |
| Unduplicated passengers per | | | | | | | | | | |
| vehicle | 2775 | 0 | | | | | | | | |
| <u>Cost per trip</u> | 42 | | | | | | | | | |

| <u>Cost per mile</u> <u>Average trip</u> length (Miles) | 12 3 | | | | | | | | | | |
|---|--|---|--|--|---|---|---|--|--|---------------------------------|-----------------------------------|
| | | | | | | ment Reque | | | | | |
| Instructions: | All vehicle requests mus Contract, the order form 1.Select Desired Vehicle 2.Choose Vendor (use d 3.Select Order Packet 4.Complete Order Form | n can be obtai (Cutaway, Mii Irop down arro | ned from htt nibus etc.) | tp://www.trip | sflorida.org | /contracts.ht | • | re accurate esti | mation of the v | ehicle cost. If u | ising the TRIPS |
| | If not using the TRIPS, a | a quote should | be uploade | d from the de | esired vend | or. This supp | orting documen | tation should b | e uploaded in T | TransCIP. | |
| | | | | | | | - | | | | |
| | Enable adding rows 🕀 | Disable addin | g rows 🕒 | | Vehicle Re | | | | | | |
| Instructions: | Under Description/Vehi twelve (12) ambulatory reduced to eight (8). An Useful Life information, Requests should be liste rows" above. | seats, and two bus options see provided |) (2) wheelch that are par reference tal | hair positions. t of purchasir ble in Resour | Please note ng the bus i ces tab. Cos | e, in this exai tself should l st estimates s | mple, if both whe be part of the ve should be suppo | eelchair positio hicle request au rted by order fo | ns are occupied nd NOT separat orms or quotes. | the ambulator ed out under e | ry seats will be quipment. For |
| | | | | Useful Life | · | Wheelchair | | | | Federal | State (TRC) |
| Instructions Use drop-down | Description | ALI | Fuel Type | (Years) | Seats | Positions | Quantity | Unit Cost | Total Cost | Share | Share |
| to select request | Bus - Replacement | | | | | | | | | | |
| description | Over 30' | 11.12.03 | Diesel | 12 | 32 | 2 | 1 | \$557,117 | \$557,117 | \$557,117 | \$139,279 |
| Use drop-down | | | | | | | | | | | |
| to select request | | | | | | | | | ¢0 | ¢0 | ¢0 |
| description Use drop-down | | | | | | | | | \$0 | \$0 | \$0 |
| to select request | | | | | | | | | | | |
| description | | | | | | | | | \$0 | \$0 | \$0 |

| Use drop-down | | | | | | | | | | | |
|-------------------|-------|---|---|---|----|---|---|---|-----------|-----------|-----------|
| to select request | | | | | | | | | | | |
| description | | | | | | | | | \$0 | \$0 | \$0 |
| Use drop-down | | | | | | | | | | | |
| to select request | | | | | | | | | | | |
| description | | | | | | | | | \$0 | \$0 | \$0 |
| Use drop-down | | | | | | | | | | | |
| to select request | | | | | | | | | | | |
| description | | | | | | | | | \$0 | \$0 | \$0 |
| Use drop-down | | | | | | | | | | | |
| to select request | | | | | | | | | | | |
| description | | | | | | | | | \$0 | \$0 | \$0 |
| | Total | - | - | - | 32 | 2 | 1 | - | \$557,117 | \$557,117 | \$139,279 |

Vehicles to be Replaced

Instructions: Vehicles listed for replacement must be included in Asset Inventory. Vehicles should be listed in order of priority for replacement. If more space is needed to accommodate your list, add more rows to the table.

| Instructions | VIN | FDOT Control # | Year | Make | Туре | Passenger Seats | Wheelchair Positions | Status | Mileage |
|---------------|-------------------|-------------------|------|--------|-----------|--------------------|-------------------------|--------|---------|
| Use drop-down | | | | | | | | | |
| to select VIN | 15GGB2414C1180349 | n/a | 2012 | GILLIG | Large Hea | 28 | 2 | Active | 512,700 |
| Use drop-down | | | | | | | | | |
| to select VIN | | | | | | | | | |
| Use drop-down | | | | | | | | | |
| to select VIN | | | | | | | | | |
| Use drop-down | | | | | | | | | |
| to select VIN | | | | | | | | | |
| Use drop-down | | | | | | | | | |
| to select VIN | | | | | | | | | |
| Use drop-down | | | | | | | | | |
| to select VIN | | | | | | | | | |
| Use drop-down | | | | | | | | | |
| to select VIN | | | | | | | | | |
| Use drop-down | | | | | | | | | |
| to select VIN | | | | | | | | | |

| Use drop-down | | | | | | | | |
|---------------|---------------|---|---|---|---|----|---|---------|
| to select VIN | | | | | | | | |
| Use drop-down | | | | | | | | |
| to select VIN | | | | | | | | |
| Use drop-down | | | | | | | | |
| to select VIN | | | | | | | | |
| | Total/Average | - | - | - | - | 28 | 2 | 512,700 |

| | | | Eq | uipment Req | uest | | | | | |
|-------------------|---|---|----|-------------|------|---------|----------|----------|----------|--|
| Instructions: | List the number of items and provide a brief description (i.e. two-way radio or stereo radio, computer hardware/software, etc.). If more space is needed to accommodate your request, add more rows to the table. | | | | | | | | | |
| Instructions | Description | Description ALI Detail Useful Life (Years) Quantity Unit Cost Total Cost Federal State | | | | | | | | |
| Use drop-down | | | | | | | | | | |
| to select request | Bus Passenger Shelters | | | | | | | | | |
| description | Acquisition | 11.32.10 | | | 6 | \$9,155 | \$54,930 | \$54,930 | \$13,733 | |
| Use drop-down | | | | | | | | | | |
| to select request | | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 | |
| Use drop-down | | | | | | | | | | |
| to select request | | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 | |
| Use drop-down | | | | | | | | | | |
| to select request | | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 | |
| Use drop-down | | | | | | | | | | |
| to select request | | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 | |
| | Total | - | - | - | - | - | \$54,930 | \$54,930 | \$13,733 | |

| | | | F | acility Requ | est | | | | |
|-------------------|-------------|-----|--------|------------------------|----------|-----------|------------|------------------|----------------------|
| Instructions | Description | ALI | Detail | Useful Life (Years) | Quantity | Unit Cost | Total Cost | Federal Share | State (TRC) Share |
| Use drop-down | | | | | | | | | |
| to select request | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 |
| Use drop-down | | | | | | | | | |
| to select request | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 |
| Use drop-down | | | | | | | | | |
| to select request | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 |
| Use drop-down | | | | | | | | | |
| to select request | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 |
| Use drop-down | | | | | | | | | |
| to select request | | | | | | | | | |
| description | | | | | | | \$0 | \$0 | \$0 |
| | Total | - | - | - | - | - | \$0 | \$0 | \$0 |



Application Summary

Applicant:

Collier County Board of County Commissioners

| Vehicle Request(s) | | | | | | |
|----------------------------|----------|----------|---|------------|---------------|-------------------|
| Description | ALI | Quantity | | Total Cost | Federal Share | State (TRC) Share |
| Bus - Replacement Over 30' | 11.12.03 | | 1 | \$557,117 | \$557,117 | \$139,279 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| Total | - | | 1 | \$557,117 | \$557,117 | \$139,279 |

| Equipment Request(s) | | | | | | |
|------------------------------------|----------|----------|---|------------|---------------|-------------------|
| Description | ALI | Quantity | 1 | Total Cost | Federal Share | State (TRC) Share |
| Bus Passenger Shelters Acquisition | 11.32.10 | | 6 | \$54,930 | \$54,930 | \$13,733 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| | | | | \$0 | \$0 | \$0 |
| Total | - | - | | \$54,930 | \$54,930 | \$13,733 |

| Facility Request(s) | | | | | |
|---------------------|-----|----------|------------|---------------|-------------------|
| Description | ALI | Quantity | Total Cost | Federal Share | State (TRC) Share |
| | | | \$0 | \$0 | \$0 |
| | | | \$0 | \$0 | \$0 |
| | | | \$0 | \$0 | \$0 |
| | | | \$0 | \$0 | \$0 |
| | | | \$0 | \$0 | \$0 |
| Total | - | - | \$0 | \$0 | \$0 |

FDOT Certification and Assurances

(*Collier County Board of County Commissioners*) certifies and assures to the Florida Department of Transportation regarding its Application under U.S.C. Section 5339 dated <u>14th</u> day of <u>December</u>, <u>2021</u>

- 1 It shall adhere to all Certifications and Assurances made to the federal government in its Application.
- 2 It shall comply with Florida Statues:
 - Section 341.051–Administration and financing of public transit and intercity bus service programs and projects
 - Section 341.061 (2)-Transit Safety Standards; Inspections and System Safety Reviews
 - Section 252.42 Government equipment, services and facilities: In the event of any emergency, the division may make available any equipment, services, or facilities owned or organized by the state or its political subdivisions for use in the affected area upon request of the duly constituted authority of the area or upon the request of any recognized and accredited relief agency through such duly constituted authority.
- 3 It shall comply with Florida Administrative Code (Rule Chapter 14-73–Public Transportation)
 - Rule Chapter 14-90–Equipment and Operational Safety Standards for Bus Transit Systems
 - Rule Chapter 14-90.0041–Medical Examination for Bus System Driver
 - Rule Chapter 41-2-
- 4 It shall comply with FDOT's:
 - Bus Transit System Safety Program Procedure No. 725-030-009 (Does not apply to Section 5310 only recipients)
 - Public Transit Substance Abuse Management Program Procedure No. 725-030-035
 - Transit Vehicle Inventory Management Procedure No. 725-030-025
 - Public Transportation Vehicle Leasing Procedure No. 725-030-001
 - Guidelines for Acquiring Vehicles
 - Procurement Guidance for Transit Agencies Manual
- 5 It has the fiscal and managerial capability and legal authority to file the application.
- 6 Local matching funds will be available to purchase vehicles/equipment at the time an order is placed.
- 7 It will carry adequate insurance to maintain, repair, or replace project vehicles/equipment in the event of loss or damage due to an accident or casualty.
- 8 It will maintain project vehicles/equipment in good working order for the useful life of the vehicles/equipment.

- 9 It will return project vehicles/equipment to FDOT if, for any reason, they are no longer needed or used for the purpose intended.
- 10 It recognizes FDOT's authority to remove vehicles/equipment from its premises, at no cost to FDOT, if FDOT determines the vehicles/equipment are not used for the purpose intended, improperly maintained, uninsured, or operated unsafely.
- 11 It will not enter into any lease of project vehicles/equipment or contract for transportation services with any third party without prior approval of FDOT.
- 12 It will notify FDOT within **24 hours** of any accident or casualty involving project vehicles/equipment and submit related reports as required by FDOT.
- 13 It will notify FDOT and request assistance if a vehicle becomes unserviceable.
- 14 It will submit an annual financial audit report to FDOT (<u>FDOTSingleAudit@dot.state.fl.us</u>), if required.
- 15 It will undergo a triennial review and inspection by FDOT to determine compliance with the baseline requirements. If found not in compliance, it must send a progress report to the local FDOT District office on a quarterly basis outlining the agency's progress towards compliance.

______ December 14, 2021 ______ Date

_____ Signature of Authorized Representative

_Penny Taylor, Chair______Typed Name and Title of

Authorized Representative

FTA Section 5333 (b) Assurance

Note: By signing the following assurance, the recipient of Section 5339 assistance assures it will comply with the labor protection provisions of 49 U.S.C. 5333(b) by one of the following actions: (1) signing the Special Warranty for the Rural Area Program (<u>see FTA Circular C 9040.1G</u>, <u>Chapter VIII</u>); (2) agreeing to alternative comparable arrangements approved by the <u>Department of Labor (DOL</u>); or (3) obtaining a waiver from the DOL. Collier County Board of County Commissioners

(hereinafter referred to as the "Recipient") HEREBY ASSURES that the "Special Section 5333 (b) Warranty for Application to the Small Urban and Rural Program" has been reviewed and certifies to the Florida Department of Transportation that it will comply with its provisions and all its provisions will be incorporated into any contract between the recipient and any sub-recipient which will expend funds received as a result of an application to the Florida Department of Transportation under the FTA Section 5339 Program.

<u>December 14, 2021</u>_____ **Date**

______Signature of Contractor's Authorized Official
Penny Taylor, Chair
______Typed Name and Title of Authorized

Representative

Note: All applicants must complete the following form and submit it with the above Assurance. LISTING OF RECIPIENTS, OTHER ELIGIBLE SURFACE TRANSPORTATION PROVIDERS, UNIONS OF SUB-RECIPIENTS, AND LABOR ORGANIZATIONS REPRESENTING EMPLOYEES OF SUCH PROVIDERS, IF ANY

(See Appendix for Example)

| - | - | - | | |
|------------------------|---------------------------|--------------------|---------------------------|--|
| 1 2 | | 3 | 4 | |
| Identify Recipients of | Site Project by Name, | Identify Other | Identify Unions (and | |
| Transportation | Description, and | Eligible Surface | Providers) Representing | |
| Assistance Under this | Provider (e.g. Recipient, | Transportation | Employees of Providers in | |
| Grant | other Agency, or | Providers (Type of | Columns 1, 2, and 3 | |
| | Contractor) | Service) | | |
| Collier County | Application for | Collier Area | Transport Workers | |
| Board of County | FTA Section 5339 | Transit Service | Union Local 525 | |
| Commissioners | Capital Assistance | | AFL-CIO 2395 North | |
| | funding for | | Courtenay Pkwy | |
| | FY22/23 | | Suite 104 Merritt | |
| | | | Island, FL 32953 | |
| | | | | |
| | | | | |

Standard Lobbying Certification Form

The undersigned (*Collier County Board of County Commissioners*) certifies, to the best of his or her knowledge and belief, that:

- 1 No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form--LLL, "Disclosure Form to Report Lobbying," (a copy of the form can be obtained from <u>FDOT's website</u>) in accordance with its instructions [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. 1601, et seq.)]
- 3 The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31, U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

NOTE: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such expenditure or failure.

The *(Collier County Board of County Commissioners)*, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. A 3801, et seq., apply to this certification and disclosure, if any.

_December 14, 2021 _____ Date

_____ Signature of Contractor's Authorized Official

Penny Taylor, Chair Typed Name and Title of Authorized Representative

Certification of Equivalent Service

CERTIFICATION OF EQUIVALENT SERVICE

(Collier County Board of County Commissioners) certifies that its demand responsive service offered to individuals with disabilities, including individuals who use wheelchairs, is equivalent to the level and quality of service offered to individuals without disabilities. Such service, when viewed in its entirety, is provided in the most integrated setting feasible and is equivalent with respect to:

- 1. Response time;
- 2. Fares;
- 3. Geographic service area;
- 4. Hours and days of service;
- 5. Restrictions on trip purpose;
- 6. Availability of information and reservation capability; and
- 7. Constraints on capacity or service availability.

In accordance with 49 CFR Part 37, public entities operating demand responsive systems for the general public which receive financial assistance under 49 U.S.C. 5310, 5339, and 5311 of the Federal Transit Administration (FTA) funds must file this certification with the appropriate state program office before procuring any non-accessible vehicle. Such public entities not receiving FTA funds shall also file the certification with the appropriate state office program. Such public entities receiving FTA funds under any other section of the FTA Programs must file the certification with the appropriate FTA regional office. This certification is valid for no longer than one year from its date of filing. Non-public transportation systems that serve their own clients, such as social service agencies, are required to complete this form.

Executed this <u>14th</u> day of <u>December</u>, <u>2021</u>

Penny Taylor, Chair Name and title of authorized representative

Signature of authorized representative

Leasing Certification

MEMORANDUM for FTA 5339

| | December 14, 2021 | |
|----------|--|-------------|
| Date: | | |
| | Penny Taylor, Chair | |
| From: | | |
| | (Typed name and title) | (Signature) |
| | Collier County Board of County Co | nmissioners |
| | (Typed or printed agency name) | |
| То: | Florida Department of Transportat Modal Development Office / Public | • |
| Subject: | FFY 2022 GRANT APPLICATION TO T CAPITAL GRANTS FOR NON-URBAN 49 UNITED STATES CODE SECTION | · |

Leasing

| Will th | e <u>Collier County Board of County Commissioners</u> |
|---------|---|
| (Name | of applicant agency), as applicant to the Federal Transit Administration Section 5339 |
| Progra | m, lease the proposed vehicle(s) (or any other equipment that may be awarded to the |
| Applica | ant) to a third-party? |
| □Yes | ⊠ No |
| | If yes, specify to whom: |

NOTE: It is the responsibility of the applicant agency to ensure District approval of all lease agreements.

OMB Number: 4040-0004 Expiration Date: 12/31/2022

| Application for Federal Assistance SF-424 | | | | | |
|--|--|----------------------------|---------|---|--|
| * 1. Type of Submi | | New [| | Revision, select appropriate letter(s): her (Specify): | |
| * 3. Date Received |]: //////////////////////////////////// | 4. Applicant identifier: | | | |
| 5a. Federal Entity identifier: 5b. Federal Award Identifier: | | | | | |
| State Use Only: | | | | | |
| 6. Date Received b | by State: | 7. State Application I | den | tifier: 1001 | |
| 8. APPLICANT IN | FORMATION: | | | | |
| * a. Legal Name: | Collier County 1 | Board of County Commis | ssi | oners | |
| * b. Employer/Taxp | bayer Identification Num | nber (EIN/TIN): | * | c. UEI: | |
| 59-6000558 | ···· | | J | WKJKYRPILU6 | |
| d. Address: | | | | | |
| * Street1: Street2: * City: County/Parish: | 3299 Tamiami 9 Naples | Frail East, Suite 700 | | | |
| * State: | FL: Florida | | | | |
| Province: * Country: | USA: UNITED ST | DARTO | | | |
| * Zip / Postal Code: | | | | | |
| e. Organizational | | | ** | | |
| Department Name: | | | Di | ivision Name: | |
| Growth Manage | | | I | TNE . | |
| f. Name and conta | act information of pe | rson to be contacted on ma | tter | s involving this application: | |
| Prefix: Mr. | | * First Name: | | Joshua | |
| Middle Name: | | 1 | | | |
| * Last Name: Thomas | | | | | |
| Suffix: | | | | | |
| Title: Operations Analyst | | | | | |
| Organizational Affiliation: | | | | | |
| Collier County | | | | | |
| * Telephone Number: 239-252-8995 Fax Number: | | | | | |
| * Email: Joshua.Thomas@colliercountyfl.gov | | | | | |

| Application for Federal Assistance SF-424 |
|---|
| * 9. Type of Applicant 1: Select Applicant Type: |
| B: County Government |
| Type of Applicant 2: Select Applicant Type: |
| |
| Type of Applicant 3: Select Applicant Type: |
| |
| * Other (specify): |
| |
| * 10. Name of Federal Agency: |
| Federal Transit Administration |
| 11. Catalog of Federal Domestic Assistance Number: |
| 20.526 |
| CFDA Title: |
| Bus and Bus Facilities Program |
| * 12. Funding Opportunity Number: |
| |
| * Tille: |
| |
| 13. Competition Identification Number: |
| |
| Title: |
| |
| |
| |
| 14. Areas Affected by Project (Cities, Countles, States, etc.): |
| Add Attachment Delete Attachment View Attachment |
| * 15. Descriptive Title of Applicant's Project: |
| Improvements to bus stops in the rural area of Collier County to include ADA accessibility, benches and shelters, and purchase of a 35ft. replacement fixed route bus. |
| sensition and onorecells) and parenase of a sore, repracement liked folle bus. |
| |
| Attach supporting documents as specified in agency instructions. |
| Add Attachments Delete Attachments View Attachments |

| Application for Federal Assistance SF-424 | | | | | | |
|--|--|--|--|--|--|--|
| 16. Congressional Districts Of: | | | | | | |
| * a. Applicant 19 * b. Program/Project 19/25 | | | | | | |
| Attach an additional list of Program/Project Congressional Districts if needed. | | | | | | |
| Add Attachment Delete Attachment View Attachment | | | | | | |
| 17. Proposed Project: | | | | | | |
| * a. Start Date: 10/01/2022 * b. End Date: 09/30/2023 | | | | | | |
| 18. Estimated Funding (\$): | | | | | | |
| * a. Federal 612,047.00 | | | | | | |
| * b. Applicant | | | | | | |
| * c. State 153, 012.00 | | | | | | |
| * d. Local | | | | | | |
| *e. Other | | | | | | |
| * f. Program Income | | | | | | |
| *g. TOTAL 765,059.00 | | | | | | |
| * 19. Is Application Subject to Review By State Under Executive Order 12372 Process? | | | | | | |
| a. This application was made available to the State under the Executive Order 12372 Process for review on | | | | | | |
| b. Program is subject to E.O. 12372 but has not been selected by the State for review. | | | | | | |
| C. Program is not covered by E.O. 12372. | | | | | | |
| * 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.) | | | | | | |
| Yes X No | | | | | | |
| If "Yes", provide explanation and attach | | | | | | |
| Add Attachment Delete Attachment View Attachment | | | | | | |
| 21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, flottilous, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001) | | | | | | |
| ** The list of certifications and assurances, or an internet sile where you may obtain this list, is contained in the announcement or agency specific instructions. | | | | | | |
| Authorized Representative: | | | | | | |
| Prefix: Ms. * First Name: Penny | | | | | | |
| Middle Name: | | | | | | |
| *Last Name: Taylor | | | | | | |
| Suffix: | | | | | | |
| * Title: Chairman | | | | | | |
| * Telephone Number: 239-252-2794 Fax Number: | | | | | | |
| * Email: Penny.Taylor@colliercountyfl.gov | | | | | | |
| * Signature of Authorized Representative: * Date Signed: | | | | | | |

EXECUTIVE SUMMARY Reports and Presentations Item 6a Try Transit Day / Seasonal Schedule Workshop

Objective:

To update the committee on the Try Transit Day event and Schedule Changes Public Workshops.

Considerations:

On November 5th, Collier Area Transit hosted a Try Transit day which included free service all day along with promoting our rideCAT mobile app by offering a free day pass to those who downloaded the app. The day was also spent hosting 3 workshops throughout the community to advise the public about the upcoming season changes. Staff set up at the Government Center Transfer Station, CAT Operations Facility on Radio Road, and the Immokalee Health Department to discuss the changes and receive comments from riders.

As part of our Public Participation Process, Collier Area Transit must host at least one public workshop to discuss service changes. The November 5th date coincided well with the conclusion of the 30-day public comment period and the planned Try Transit Day, which resulted in a stronger turn out to the workshop.

The public was very appreciative of the free rides and provided feedback on the proposed changes.

Recommendation:

None

Attachment:

Prepared by: Showalter, PTNE Senior Planner

Date: 11/12/21

Date: 11-12-2021

Approved by:

Michelle Arnold, PTNE Division Director

EXECUTIVE SUMMARY Reports and Presentations Item 6b TDP Annual Update Revisions

Objective:

To update the committee on the progress of our Transit Development Plan (TDP) Annual Update.

Considerations:

In order to receive State Block Grant Funds for transit system operations, each transit agency must develop a Transit Development Plan (TDP) Major Update every five years and an annual update/progress report for all other years.

On June 15, 2021, staff presented the Annual TDP Update to the Advisory Committee and you all endorsed moving the report forward. The Board of County Commissioners approved the submittal of the TDP to the Florida Department of Transportation (FDOT) on July 15th.

On (date), FDOT provided staff with their comments on the report requiring several items be addressed before the plan could be approved by the state. Additionally, with their comments, we will be making changes to the information included within our annual reporting in future years.

The required changes were not significant but FDOT recommended some formatting changes for future updates. One modification included clarifying how our progress is lining up with the goals and objectives noted in our TDP Major Update, completed in 2020.

The revised Annual Progress Report has been resubmitted and we are awaiting approval from FDOT.

Recommendation:

None

Attachment:

TDP Annual Update - Revised

Prepared by:

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Collier Area Transit Transit Development Plan (TDP) FY2021 Annual Progress Report

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Section 1- INTRODUCTION

Collier Area Transit Mission "Collier Area Transit (CAT) is committed to providing safe, accessible and courteous public transportation services to our customers." SECTION 1 INTRODUCTION Collier Area Transit (CAT) operates under the supervision of the Collier County Public Transit & Neighborhood Enhancement Division (PTNE) for the Collier County Public Services Department. CAT serves as the public transit provider for Collier County, serving the Naples, Marco Island, and Immokalee areas.

According to the Rule 14-73.001, Florida Administrative Code, F.A.C., Transit Development Plans (TDPs) are required for grant program recipients pursuant to Section 341.052, Florida Statutes (F.S.). A TDP shall be the provider's planning, development, and operational guidance document, based on a ten-year planning horizon covering the year in which funding is sought through the nine subsequent years. A TDP or an annual update shall be used in developing the Florida Department of Transportation (FDOT) Five-Year Work Program, the Transportation Improvement Program, and the Department's Program and Resource Plan. A TDP shall be adopted by a provider's governing body. Rule 14-73.001, F.A.C., sets forth the requirements for the TDP Annual Update, as stated verbatim below:

Consistent with Rule 14-73.001 Public Transit (4) Annual Update, all of the following requirements are addressed in this Annual update which is in the form of a progress report on the ten-year implementation program

- a. Section 2 contains the past year's accomplishments compared to the original implementation program;
- b. Section 3 contains and analysis of any discrepancies between the plan and its implementation for the past year and steps that will be taken to attain original goals and objectives;
- c. Section 3 contains revisions to the implementation program for the coming year;
- d. Section 3 contains revised implementation program for the tenth year;
- e. Section 3 contains added recommendations for the new tenth year of the updated plan;
- f. Section 5 contains a revised financial plan; and
- g. Section 5 contains a revised list of projects or services needed to meet the goals and objectives, including projects for which funding may not have been identified.

This report is an Annual Update for the Collier County TDP, meeting all the Rule 14-73.001, F.A.C., requirements listed above.

Report Organization

This report is organized into seven major sections (including this introduction). The remainder of this section provides an overview of this Transit Development Plan Annual Update.

Section 2: Past Year's Accomplishments provides a review of the past year's implementation actions and describes improvements made to the fixed-route services and facilities since the last annual progress report. This section partially addresses Rule 14-73.001, Florida Administrative Code (FAC), (4) (a) Past year's accomplishments compared to the original implementation program.

Section 3: Revisions to Implementation Program provides a review of the past year's accomplishments compared to the original implementation plan. It also provides an analysis of the discrepancies between the 2021-2013 Major Transit Development Plan and its implementation and any revisions to the steps that will be taken to attain the original goals and objectives. This section addresses Rule 14-73.001, F.A.C., (4)(a), past year's accomplishments compared to the original implementation program; and Rule 14-73.001, F.A.C., (4)(c), any revisions to the implementation program for the coming year. This section also provides recommendations for the new tenth year of the updated plan with any revisions or additions to the goals, objectives, and implementations. This addresses both Rule 14-73.001, F.A.C. (4) (d) Revised implementation program for the tenth year; and Rule 14-73.001, F.A.C. (4) (e) Added recommendations for the new tenth year.

Section 4: Status of Goals and Objectives provides the status of the goals and objectives, including a revised list of projects or services needed to meet the goals and objectives, which include projects with funding that, may not have been identified. This section addresses Rule 14-73.001, F.A.C. (4) (b) Analysis of any discrepancies between the plan and its implementation for the past year and steps that will be taken to attain original goals and objectives.

Section 5: Financial Plan provides the revised financial plan of how the transit improvements will be funded, with stated cost and revenue assumptions. This section will include a cost and revenue summary. This section addresses both Rule 14-73.001, F.A.C. (4) (f) A revised financial plan; and Rule 14-73.001, F.A.C. (4) (g) A revised list of projects or services needed to meet the goals and objectives, including projects for which funding may not have been identified.

Section 6: Farebox Recovery Report provides the implementation plan describing strategies for the next fiscal year. This section addresses the requirements of Section 341.071, Florida Statutes, regarding Farebox recovery impacts.

Section 2 – Previous Year's Accomplishments

This section provides a review of the past fiscal year's implementation actions and describes improvements made to the fixed-route services and facilities since the last annual progress report.

Past Fiscal Year Accomplishments Summary

In the past year since the approval of the Major Transit Development Plan, most of the time was spent on completing the Comprehensive Operation Analysis (COA) to define short- and long-term initiatives towards meeting the goals of the TDP. In addition to the COA CAT continued to make improvements at bus stops as well as implement a mobile app to make the service more convenient for its riders. Maintaining existing fixed route and paratransit services was achieved from the implementation plan.

Bus Shelter Improvements - CAT constructed 14 shelters throughout Collier County in FY 2020.



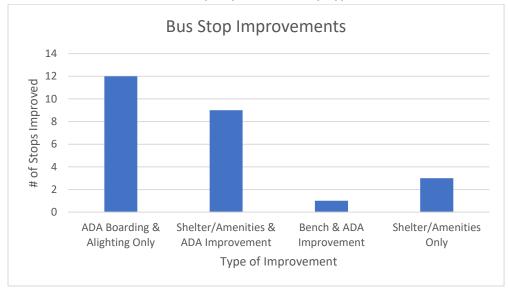
ADA Bus Stop Improvements: CAT constructed 22 ADA accessible boarding and alighting pads. This number incorporates the shelters that were built with ADA improvements.



Table 2-1 below provides more details on the bus stop improvements made during FY 2020.

Collier Area Transit – Transit Development Minor Update

Table 2-1Bus Stop Improvements by Type



CAT RideCat App

In August 2020 CAT implemented a mobile-ticketing app for CAT, called rideCAT. Its purpose is to allow passengers the ability to plan and purchase trips from a mobile device. To put forth this new technology, CAT used a systematic approach through all stages of development. This included analysis, planning, procurement, design, back-end server technology, integration, and program interface between various platforms the agency uses to operate.

The rideCAT app implementation was released to the public for use August. CAT's rideCAT app will streamline purchasing fare media, creating a quicker, easier, more effective, innovative way for passengers to travel using the county's public transportation system.

Since implementation there are about 156 uses a day. See Table 2-2 below for monthly usage.

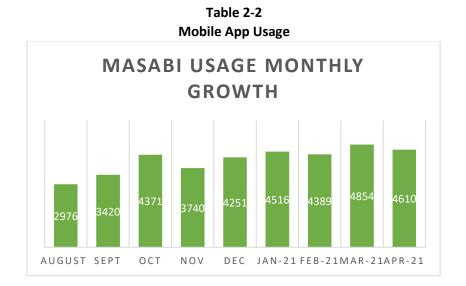


Table 2-3 displays individual route ridership for the preceding 5 years.

Table 2-3

| | Collier Are | a Transit Ri | idership FY | 16 - FY 20 | |
|-----------|-------------|--------------|-------------|------------|--------|
| | FY16 | FY17 | FY18 | FY19 | FY20 |
| Route 11 | 111,407 | 100,116 | 95,998 | 96,554 | 79,974 |
| Route 12 | 107,315 | 88,686 | 77,706 | 74,053 | 60,298 |
| Route 13 | 79,854 | 72,049 | 69,458 | 66,365 | 47,957 |
| Route 14 | 65,531 | 59,935 | 53,062 | 51,111 | 36,294 |
| Route 15 | 113,238 | 104,016 | 91,680 | 86,683 | 63,917 |
| Route 16 | 56,673 | 53,053 | 47,683 | 43,509 | 34,356 |
| Route 17 | 52,401 | 49,053 | 47,459 | 41,221 | 33,539 |
| Route 18 | 36,041 | 31,141 | 29,626 | 27,836 | 22,638 |
| Route 19 | 67,502 | 60,816 | 65,670 | 64,392 | 57,637 |
| Route 20 | 10,133 | 12,059 | 12,648 | 6,545 | 5,462 |
| Route 21 | 13,528 | 9,756 | 10,708 | 11,688 | 10,702 |
| Route 22 | 47,234 | 51,655 | 47,973 | 49,650 | 44,251 |
| Route 23 | 42,653 | 42,338 | 29,051 | 27,918 | 24,075 |
| Route 24 | 56,206 | 50,742 | 47,392 | 49,587 | 37,129 |
| Route 25 | 38,367 | 33,777 | 25,487 | 15,986 | 11,810 |
| Route 26 | 8,955 | 6,467 | 5,371 | 5,730 | 4,568 |
| Route 27 | 27,114 | 27,530 | 30,589 | 29,874 | 24,120 |
| Route 28 | 22,683 | 23,189 | 32,230 | 27,697 | 25,403 |
| Route 29 | | 318 | 1,903 | 6,738 | 2,825 |
| Route 121 | 17,146 | 19,693 | 19,267 | 22,229 | 15,473 |

Collier Area Transit (CAT) Ridership Summary FY 2016 - FY2020

Route Changes and Improvements

The 2021-2030 TDP Major Update was adopted on October 27, 2020 by the Board of County Commissioners (Item 11E).

As significant change in 2020 was the impact of the COVID-19 pandemic. Ridership on Fixed Routes was experiencing an increase during the first two quarters of the fiscal year showing a 4% increase over the prior year's quarters. The COVID-19 pandemic started in March 2020 and resulted in a major reduction in ridership for public transit by about 65%. At the recommendation of the Center for Disease Control (CDC), many residents stayed home to reduce the spread of the virus. However, there was still a need for residents to use public transit to go to work or obtain essential products during these trying times. CAT made changes to their operation to ease the fears of the passengers and to make the system safe for both the public and its operators.

- CAT implemented the following changes in operations to adhere to CDC guidelines and restore ridership after the steep decline. Fares were suspended from March until August to facilitate boarding and alighting through the rear door, for Operator social distancing.
- Daily rigorous cleaning for the buses was implemented.
- Masks were required for all passengers and operators. If passengers did not have a mask, one was provided.
- Temporary protective barriers were installed on all vehicles for the operators to screen them from the public.
- Operators were provided Personal Protective Equipment (PPE) such as gloves, sanitizer, cleaning products to keep their areas safe.
- Dispensers with sanitizer was installed on all the buses and at the transfer stations for the public's use.
- Buses were wrapped with messaging and other infographics supporting CDC recommendations of mask usage and social distancing.
- Ridership on Route 19 required the addition of two buses to allow passengers to adhere to social distancing guidelines.
- A second bus was also added to Route 28 to allow for passenger social distancing.
- As part of the rideCAT app launch, touchless fares were introduced, allowing passengers to buy and scan their bus tickets from their phone without needing to handle money or have a physical ticket once the fares were reinstated.
- Marketing also launched a series of videos called "Keeping Transit Safe" which was communicated through outlets such as social media and YouTube. These videos consisted of information such as how to protect yourself and others. CAT also promoted the CDC guidelines through our series as well.

As all these modifications were implemented, CAT did see a steady re-growth in ridership over the last few months of FY20. Figure 2-4 depicts the wrap installed on buses during COVID.



Figure 2-4

Ridership Trends

Many transit agencies have been seeing a slight dip in their ridership over the last 4 years. CAT has seen this trend as well. The reasons for the decline have been researched both by American Public Transportation Association (APTA) in a publication named *Understanding the Recent Ridership Changes* and Center of Urban Transportation Research (CUTR) has published a similar study named *Transit in the 2000s: Where Does It Stand and Where Is It Headed?* Both publications describe many factors that can be attributed to the declined ridership nationwide such as:

- Evolving Environments- Increase availability of autos for lower income quintile.
- Markets- Dispersion of passengers that have had to move further from transit for economic reasons.
- Competing Modes Transportation Network Companies (TNC's) time competitiveness. Specific data regarding the exact impact to transit is unknown.
- Land Development encouraging single occupancy vehicles

With the onset of COVID-19, ridership trends saw a significant decline. At the peak of COVID, CAT experienced a 59% drop in Fixed-Route ridership. This was the largest drop which has slowly started to recover as residents feel more comfortable to resume normal daily activities. Currently, ridership is back up to about 27% pre-pandemic ridership numbers.

The following table depicts the ridership trend for Collier Area Transit over the last five years. One factor that might have an impact on CAT's ridership decline that is not mentioned in the studies noted is the frequency of the routes and the service hours. CAT's ridership has been requested better frequency and later service hours for many years and the system has not been enhanced to meet these demands. The ridership may be seeking alternative transportation resources as a result.

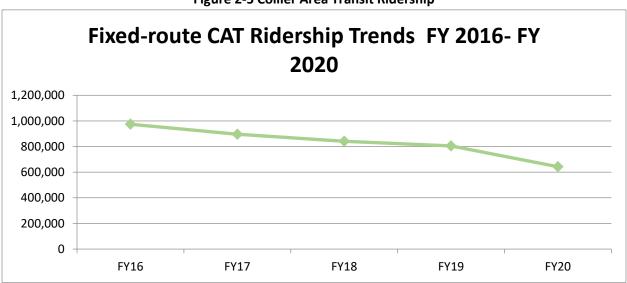
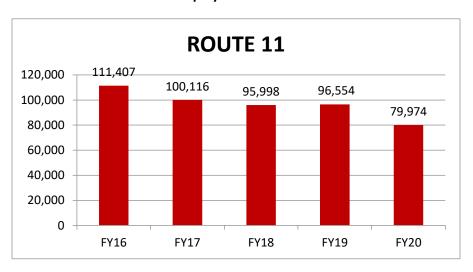
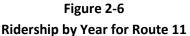


Figure 2-5 Collier Area Transit Ridership

Route Descriptions

The following paragraphs provides a description of the system routes and identifies any changes made to the routes since the last TDP update.





Route 11 runs from the Intermodal Transfer Facility at the government complex along US 41 to Immokalee Road and then south back to the Transfer Station. Route 11 continues to provide fixed-route service seven (7) days a week. Route 11 connects on Immokalee Road with the routes 12, 27 and LinC routLinC is operated by LeeTran in Lee County Florida. This implemented connection allows passengers from both counties to travel to and from Fort Myers and Naples utilizing the fixed-route systems. Route 11 is one of the system's highest performing routes.

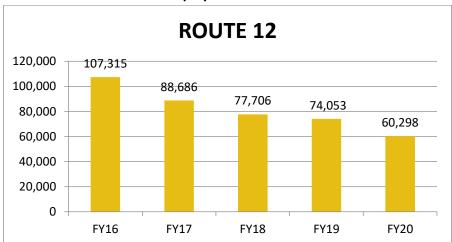


Figure 2-7 Ridership by Year for Route 12

Route 12 runs from the Intermodal Transfer Facility at the government complex along Airport Road to Immokalee Road and then south back to the Transfer Station via Airport Road. Route 12 continues to provide fixed-route service seven (7) days a week. Route 12 connects on Immokalee Road with the routes 11, 27 and LinC route, LinC is operated by LeeTran in Lee County Florida. This implemented connection allows passengers from both counties to travel to and from Fort Myers and Naples utilizing the fixed-route systems.

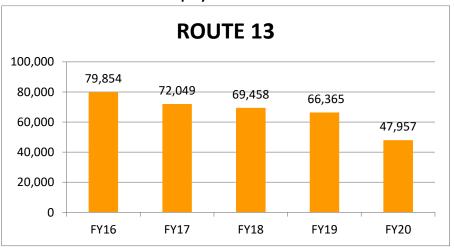
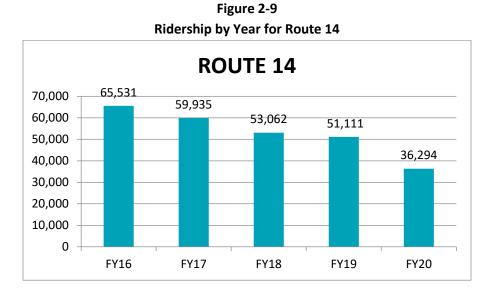


Figure 2-8 Ridership by Year for Route 13

Route 13 currently serves the south/east Naples area, includes Naples Community Hospital, Coastland Center Mall, Naples Botanical and Naples Zoo. Route 13 continues to provide fixed-route service seven (7) days a week.

Modifications: None



Route 14 currently serves the south/east Naples area, includes Naples Community Hospital, Coastland Center Mall, Naples Botanical and Naples Zoo. Route 14 continues to provide fixed-route service six (6) days a week.

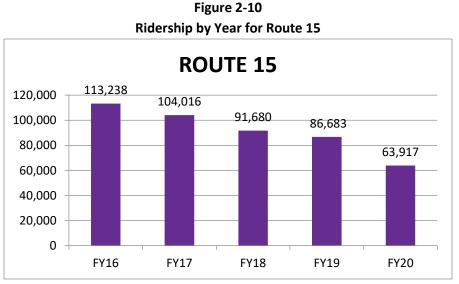


Figure 2-6. Route 15 is one of our highest performing routes.

Route 15 serves the Golden Gate City area making connections at both CAT Ops and Intermodal Transfer Facility. Route 15 continues to provide fixed-route service seven (7) days a week

Modifications: None.

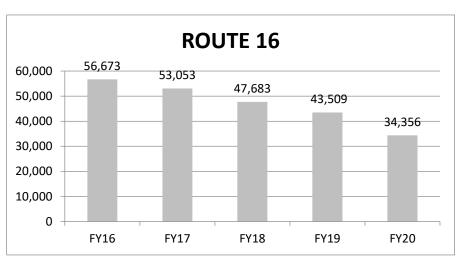
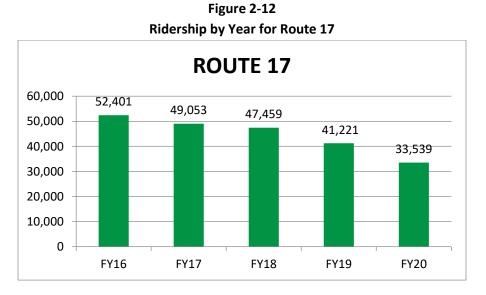


Figure 2-11 Ridership by Year for Route 16

Route 16 serves the Golden Gate City area making connections at both CAT Ops and Intermodal Transfer Facility. Route 16 provides fixed-route service six (6) days a week.

Modifications: None



Collier Area Transit – Transit Development Minor Update

Route 17 serves the east Naples area making connections at Intermodal Transfer Facility and Walmart located at Collier Blvd and Tamiami Trail E. The last two trips on this route deviate through Naples Manor on Mondays through Saturdays to provide service to Lely High School. Route 17 provides fixed-route service seven (7) days a week.

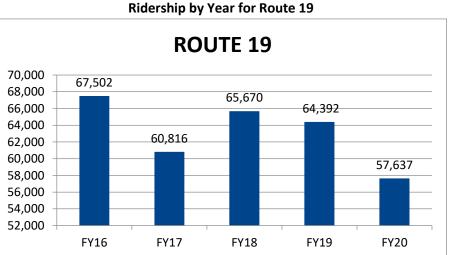
Figure 2-13

Ridership by Year for Route 18 ROUTE 18 40,000 36,041 35,000 31,141 29,626 27,836 30,000 22,638 25,000 20,000 15,000 10,000 5,000 0 FY16 FY17 FY18 FY19 FY20

Modifications: None

Route 18 serves the East Naples area making connections at Intermodal Transfer Facility. This route has demonstrated steady ridership consistent with a maturing fixed-route service. Route 18 provides fixedroute service six (6) days a week.

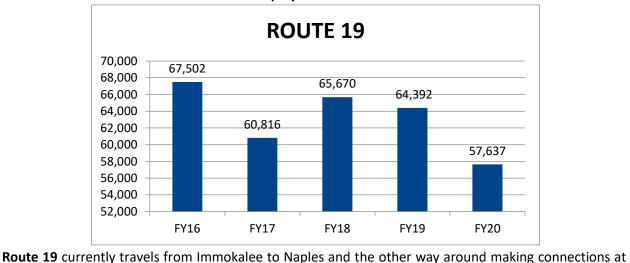
Modifications: None



Intermodal Transfer Facility and Immokalee Health Department. Route 19 provides fixed-route service

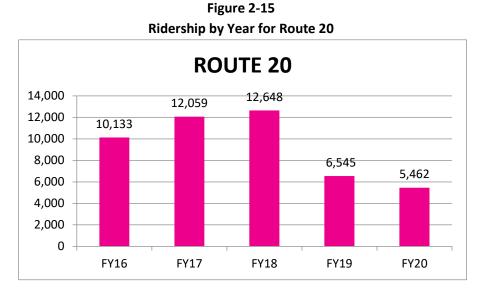
Figure 2-14

Collier Area Transit – Transit Development Minor Update



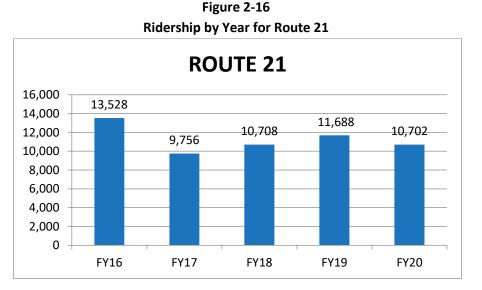
seven (7) days a week. Route 19 travels along Immokalee Road after Wilson Boulevard to service that corridor into the Immokalee area.

Modifications: Although no changes were made to the route configuration, to adhere to CDC Guidelines, 2 additional buses have been temporarily added to the route to assist with social distancing.



Route 20 serves the Pine Ridge Road area making connections at CAT Ops. Route 20 provides fixed-route service seven (7) days a week, for a limited number of hours throughout the day.

Modifications: None.



Route 21 serves as the Marco Island circulator. Route 21 provides fixed-route service seven (7) days a week, for a limited number of hours during the day.

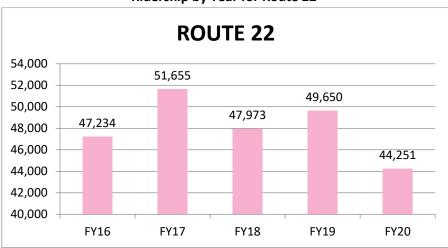
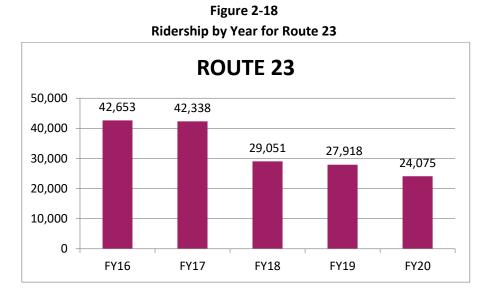


Figure 2-17 Ridership by Year for Route 22

Route 22 Travels from the Intermodal Transfer Station to Immokalee where it circulates around the eastern part of Immokalee all day until its last trip returning to Naples. Route 22 provides fixed-route service seven (7) days a week.

Modifications: The path of Route 22 was realigned slightly to improve on time performance (OTP). Instead of turning right on S 6th St, Route 22 stays on Colorado Ave. then makes a right on S 4th St. By making this change, the route captures ridership from an Early Education center and international market.



Route 23 serves as one of 2 routes referred to as the Immokalee Circulator, circulating throughout the Western portion of Immokalee. Route 23 provides fixed-route service six (6) days a week.

Collier Area Transit – Transit Development Minor Update

Modifications: None

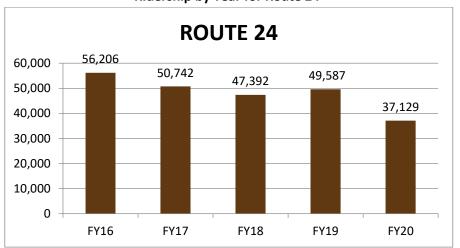


Figure 2-19 Ridership by Year for Route 24

Route 24 serves the south Naples/ Charlee Estates area. Route 24 provides fixed-route service seven (7) days a week.

Modifications: In April 2020, requests to provide service to 6 L Farm Road was implemented. This road is aligned with many farm fields and a farm which houses a number of farmworkers. The addition of the stop resulted in a temporary increase in ridership on the route, but ridership fluctuates with the crop seasons.

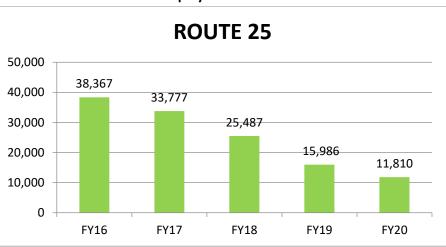


Figure 2-20 Ridership by Year for Route 25

Route 25 serves the Golden Gate Parkway and Goodlette-Frank Road corridors. Route 25 provides fixed-route service seven (7) days a week, limited service on Sunday.

Modifications: None.

Collier Area Transit – Transit Development Minor Update

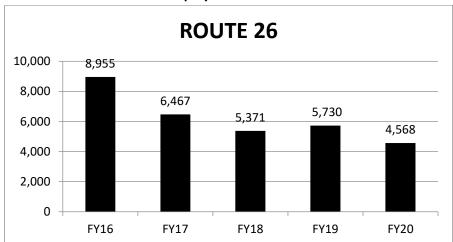
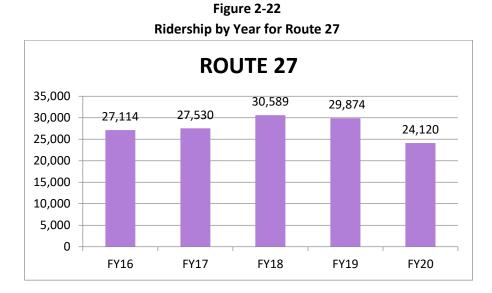


Figure 2-21 Ridership by Year for Route 26

Route 26 serves the Pine Ridge Rd and Golden Gate City area includes Naples Blvd. and Clam Pass Park. Route 26 provides fixed-route service seven (7) days a week, limited hours throughout the day.



Modifications: None.

Route 27 is a route that serves Collier Blvd (951) and Immokalee Rd, includes Sun-n-Fun Lagoon Water Park. It makes connections with 11, 12, and LinC at the Creekside Super stop. Route 27 provides fixed-route service seven (7) days a week.

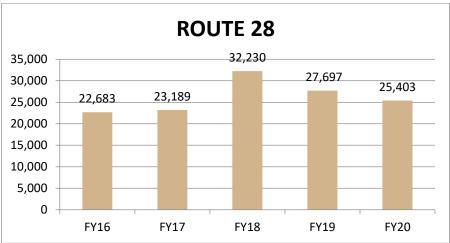


Figure 2-23 Ridership by Year for Route 28

Route 28 is a route that serves Oil Well Rd and Everglades Blvd. Route 28 travels along Oil Well Road after leaving Wilson Boulevard and Immokalee Road to service the Ave Maria community before going to the Immokalee area.

Modifications: None.

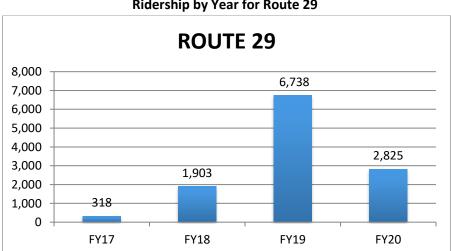
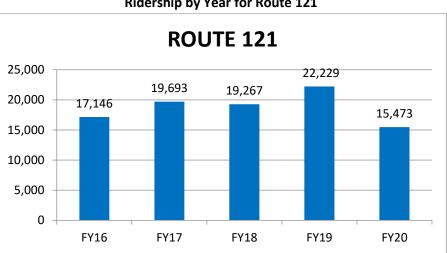
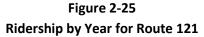


Figure 2-24 Ridership by Year for Route 29

Route 29, also known as "the Beach Bus", runs from 8:00 AM-7:10 PM with a break from 2:30 PM-4:30 PM. The Beach Bus travels from Creekside Transfer point westbound on Immokalee Road towards Delnor-Wiggins Beach. It stops at Conner Park where riders may park their vehicles and hop on the bus to enter Delnor-Wiggins State Park. The Beach Bus alleviates parking issues and congestion near the beach. The Beach Bus is a flag-down service and free to all riders.

Modifications: No modifications were made to the route but due to COVID-19, the seasonal route concluded in February rather than continuing through May.





Route 121 is an Express route that provides service between the Immokalee area and Marco Island. This route is used largely to service the hospitality industry. The route consists of an early morning trip from Immokalee to Marco Island and an afternoon trip from Marco Island to Immokalee area.



Figure 2-26 System Map



Figure 2-24 Route 29 Beach Trolley

Fare Changes

In 2018 a fare study was conducted to review and evaluate its fare structure to ensure the fares are fair and equitable, while also generating the revenue needed to operate the services. Recommendations from the study were approved by the Collier County Board of Commissioners. This Resolution was adopted June 12th, 2018 with an effective date of the fare changes will be by October 1, 2018.

Table 2-25 depicts the fare structure adopted for the Fixed-Route system.

| Fare Structure | | | | |
|--|--------------------------|-----------------------------------|--|--|
| Service Category | Full Fare / Tarifas | Reduced Fare1/ Tarifa Reducida | | |
| One-way Fare | \$2.00 | \$1.00 | | |
| Children 5 years of age and younger | Free | Free | | |
| Marco Express | \$3.00 | \$1.50 | | |
| Transfers- up to 90 minutes | FREE | FREE | | |
| Day Passes | \$3.00 | \$1.50 | | |
| Smart | Card Pass | | | |
| 15-Day Pass | \$20.00 | \$10.00 | | |
| 30-Day Pass | \$40.00 | \$20.00 | | |
| Marco Express 30-Day Pass | \$70.00 | \$35.00 | | |
| Discount Passes ² Cost | | | | |
| Summer Paw Pass (Valid June 1 st - August 31 st for students age 17 and under. Cost includes Smart Card) \$30 | | | | |
| 30-Day Corporate Pass (300+ Employee | s) | \$29.75 | | |
| ¹ Reduced Fares are for members of Medicare, Disabled Community, those 65 years and older and children 17 and under. ID required. This fare would also apply to the Transportation Disadvantaged that provides transportation services under the non-emergency transportation Medicaid Contract for Collier County. | | | | |
| Las tarifas reducidas son para los miembros de años o mas y jovenes de 17 años o menos. Ide ² Discount Passes are for persons eligible under | ntificacion governamenta | | | |

Table 2-25 Fare Structure

The fare structure for the Paratransit system was simplified to consolidate the TD fare structure from five to three income-based categories and maintain the ADA fare structure. Paratransit fares are as follows:

- \$1 for riders at or below the poverty level (ADA and TD)
- \$3 for riders 101% of the poverty level (ADA)
- \$3 for riders 101-150% of the poverty level (TD)
- \$4 for riders with income 151% or higher above the poverty. (TD)

Capital Equipment, Facility Changes and Improvements

There are currently two (2) passenger transfer stations and five (5) passenger transfer points provided on the CAT system as shown on **Figure 2-23**. The two transfer stations are located at the Intermodal Transfer Facility at the government complex and the CAT Radio Road Operations facility. Other transfer point locations include: Walmart Plaza; Pine Ridge and Goodlette-Frank Rd (Magnolia Square Plaza); Coastland Center; Creekside (Immokalee Road); and the Health Department in Immokalee.

Intermodal Transfer Facility

CAT Radio Road Operations Facility



There was no new construction to either of the transfer facilities during the year since the last TDP Update. PTNE has been working diligently towards installing bus shelters throughout the County to provide an enhanced experience for the passengers using the service. The construction of 22 ADA accessible bus stops and 14 shelters were completed in FY2020.

Customer Marketing

CAT is always working towards promoting the service that it provides and educating the public about the modifications made to the service for public awareness. The following efforts were conducted during October 1, 2019, and September 30, 2020.

Staff participated in the following events by setting up a table with transit literature and spoke to the public about the benefits of riding public transit. A Fixed-Route bus was also on display.

• **Big Bus Event:** On October 5, 2019 in Immokalee at the Health Department

- Are You Ready Safety Expo: On October 5, 2019 at the Collier County Public Library on Orange Blossom
- Halloween Trick or Treating: On October 19, 2019 at the East Naples Community Park.
- Collier County Employee Health and Savings Expo: On January 16, 2020 at the East Naples Methodist Church.

Travel Training: On October 13, 2019 staff conducted a Travel Training event for special needs students at Barron Collier High School for adults who will be using public transit to travel to and from work in Collier County.

Lighthouse of Collier Cane Walk: On October 15, 2019 participated in the event and walked along side participants in downtown Naples to demonstrate CAT's partnership with the Lighthouse to support visually impaired education.

Naples Airport Plane Crash Simulation: One October 16, 2019 CAT staff participated in a simulation event and staged CAT buses as emergency rescue vehicles. All levels of emergency first responders were involved.

Mobility Week Event-Passenger Appreciation Day: On November 1, 2019 CAT staff partnered with the Blue Zones Project and the Naples Pathways Coalition in honor of FDOT's Mobility Week, which recognizes safety within various forms of intermodal transportation. Staff distributed literature, promotional items and snacks/beverages to passengers at the Intermodal Transfer Facility, Radio Road Transfer Center, and Health Department in Immokalee as a "Thank You" to CAT's passengers for using CAT's public transportation system in Collier County.

Toys for Tots Toy Drive: On December 10, 2019 CAT and MV staff donated toys for the Collier County for Christmas event. There were over 26,000 toys donated and distributed to the drop off location in East Naples.

Immokalee Christmas Parade: On December 14, 2019 CAT participated in the annual Christmas parade in Immokalee. Hundreds of pieces of candy were distributed.

Lighthouse of Collier: On January 21, 2020 CAT Connect staff conducted a presentation for Lighthouse of Collier participant to advised them about the paratransit system and changes that were planned. A luncheon was offered to participants.

Know Your County Government: On January 29, 2020, the Collier Extension office invited CAT to participate in the annual program that was suspended for a while. Students from local high schools are introduced to all sectors of County Government and learn the many tasks completed by each entity. CAT staff provided information about all that goes into public transit operations.





CAT staff gave presentations about the Fixed Route system and gave bus rides at the following schools and camps:

- January 31, 2020 Immokalee Middle School
- February 4, 2020 Lely High School
- February 6, 2020 Palmetto Ridge High School
- June 29, 2020 Eagle Lakes Summer Camp
- June 30, 2020 North Collier Regional Park Summer Camp



Girl Scouts Travel Training: On February 8, 2020 one of the local Girls Scouts troops participated in a travel training event to learn about the Fixed Route system. The girls were very interested and enjoyed riding on the big bus.

Manatee Elementary School: On March 8, 2020 CAT staff was featured as one of the careers to consider for middle schoolers at their Career Day.

rideCAT app launch: On August 1, 2020, CAT launched its mobile ticketing app providing a convenient way for passengers to purchase tickets and plan their trips. With this being a touchless application, it was appropriately launched at the height of COVID. CAT's marketing staff rolled out a full promotion of the app. Promotions included digital campaign, radio spots, social media, and a special training for the Immokalee community.

Blue Zones Bike to Workday Event: On September 22, 2020, the Blue Zones Project sponsored a Bike to Work event encouraging all workers in Collier County to try biking or transit as an alternative to get to work. CAT participated by giving out information about public transit at one of the bus stops bikers were encouraged to visit.

COVID Response: During COVID the following marketing initiatives were conducted to keep passengers and operators safe and informed:

- Wrapped buses with COVID-safety messages
- Install Interior/exterior signage with COVID messaging
- Social media campaign with CDC messages for the public
- Safety Enhances on the buses/terminals (driver barriers, mask, sanitizers)
- Immokalee Cooling Stations while residents waited for testing

Section 3 REVISIONS TO THE IMPLEMENTATION PLAN

This section provides a comparison of accomplishments in FY 2020 to the Implementation Plan as part of the 2020 Major Transit Development Plan (TDP). This section also provides an analysis of all discrepancies between the 2020 Major TDP, the implementation in the past year (FY 2020), and any revisions to the steps that will be taken to attain the original goals and objectives in future years.

Tenth Year Transit Implementation Plan

The 2021-2030 Collier County Major TDP Update included a very comprehensive list of activities leading up to the creation of an implementation plan that would guide the County's development of services over a ten-year planning horizon.

With each annual update, an additional tenth year is added to the implementation plan. Although an additional year was added, no improvements are scheduled to take place beyond what was identified in the last TDP Major Update. Collier County will actively pursue funding opportunities to implement recommendations from the 2021-2030 TDP.

The following items from the implementation plan were addressed with the current reporting period:

- Expand and improve bus stop infrastructure Improved infrastructure at bus stops, including benches, shelters, bicycle storage facilities, and other infrastructure, is included in the Cost Feasible Plan to enhance the rider experience while waiting for a bus and potentially attract new riders.
- Improve bus stop safety and ADA accessibility Ensuring the safety all riders while accessing bus stops and waiting for a bus and guaranteeing that ADA requirements are fulfilled for all transit facilities are important to the overall safety and accessibility of the transit system.

As noted within the document a variety of bus stop and ADA accessible improvements have been completed in FY20, Collier county will continue this effort to provide an accessible service for all.

Implementation Plan Accomplishments and Changes

Much of the implementation plan shown in our previous Major TDP Report has remained unchanged, with some exceptions. We have pushed back implementation of route changes by one year due to funding constraints. There were no projects listed in the Implementation Plan within the Major TDP that projected an implementation year of 2021, but we have made improvements on the items mentioned above and continue to make these improvements.

During FY21, Collier Area Transit has procured the services of Kimley-Horn to conduct a Comprehensive Operations Analysis (COA). Through this process, recommendations are being made regarding the frequency and realignment of our routes and a timeline for these changes. With the completed COA, the years set out in the implementation plan for service improvements may be changed.

Driver protection barriers were an item in the plan that we were able to accomplish by the end of FY21, installing barriers on each of our Fixed Route buses. We have also made progress towards reaching the

listed technology upgrades by releasing a Request for Proposal to solicit for upgrades to much of our software and onboard technology, which will keep us on track to install this technology during FY22.

| Implem | entatio | n Plan | | |
|--|----------------------------|-------------------------------|------------------------------|--------------------------------|
| | Impleme ntation Year | 10-Year Operating Cost | 10-Year Capital Cost | Existing or New Revenues |
| | | YOE | YOE | |
| Maintain Existing Service Maintain Existing Fixed-Route Service | 2021 | \$117,818,191 \$68,693,299 | \$20,796,704 \$15,863,079 | Existing |
| Maintain Existing Paratransit Service | 2021 | \$49,124,892 | \$4,742,027 | Existing |
| Replacement of Support Vehicles | 2021 | \$0 | \$191,598 | Existing |
| Route Network Modifications | | \$9,441,652 | \$2,153,818 | |
| Extend Route 11 into Walmart Shopping Ctr | 2023 | \$0 | \$0 | Existing |
| Extend Route 12 into Walmart Shopping Ctr | 2023 | \$0 | \$0 | Existing |
| Realign Route 13 - shorten to 40 min. headway | 2023 | \$0 | \$0 | Existing |
| Realign Route 14 - operate at 60 min. headway | 2023 | \$0 | \$0 | Existing |
| Realign Route 17 - eliminate portions of US 41 | 2023 | \$0 | \$0 | Existing |
| Eliminate Route 18 | 2022 | \$0 | \$0 | Existing |
| Realign Route 19/28 - eliminate portions of 846 | 2023 | \$0 | \$0 | Existing |
| Realign Route 20/26 - eliminate Santa Barbara | 2023 | \$0 | \$0 | Existing |
| Realign Route 21 to create Marco Express | 2024 | \$0 | \$0 | Unfunded |
| Realign Route 22 | 2022 | \$0 | \$0 | Existing |
| Realign Route 23 - reduce headway 60 to 40 minutes | 2023 | \$3,805,909 | \$503,771 | Existing |
| Golden Gate Pkwy - Split Route 25 creating EW Route | 2027 | \$0 | \$0 | Existing |
| Goodlette Frank Rd - Split Route 25 creating NS Route | 2027 | \$1,838,052 | \$550,016 | Unfunded |
| Immokalee Rd - Split Route 27 creating EW Route | 2027 | \$1,898,846 | \$550,016 | Unfunded |
| Collier Blvd - Split Route 27 creating NS Route | 2027 | \$1,898,846 | \$550,016 | Unfunded |
| | | | | |
| Increase Frequency | | \$22,092,501 | \$4,551,796 | |
| Route 15 from 90 to 45 minutes | 2023 | \$1,632,384 | \$503,771 | Unfunded |
| Route 16 from 90 to 45 minutes | 2023 | \$1,561,054 | \$503,771 | Unfunded |
| Route 24 from 85 to 60 minutes | 2022 | \$2,045,921 | \$503,771 | Existing |
| Route 121 - add one AM, one PM trip | 2022 | \$1,632,384 | \$503,771 | Existing |
| Route 14 from 60 to 30 minutes | 2023 | \$2,439,146 | \$512,698 | Unfunded |
| Route 17/18 from 90 to 45 minutes | 2023 | \$2,585,495 | \$503,771 | Unfunded |
| Route 11 from 30 to 20 minutes | 2023 | \$6,529,536 | \$503,771 | Unfunded |
| Route 12 from 90 to 45 minutes | 2023 | \$2,829,466 | \$503,771 | Unfunded |
| Route 13 from 40 to 30 minutes | 2023 | \$837,115 | \$512,698 | Unfunded |
| Service Expansion Route 17/18 - Extend Hours to 10:00 | 2023 | \$1,202,011 | \$0 | \$2,404,181 Existing |
| PM New Route 19/28 - Extend Hours to | 2027 | \$292,876 | \$0 | Unfunded |
| 10:00 PM Route 24 - Extend Hours to 10:00 PM | 2027 | \$302.076 | ¢ŋ | Unfundad |
| Route 24 - Extend Hours to 10:00 PM | 2027 | \$302,976 | \$0 \$0 | Unfunded |
| Route 11 - Extend Hours to 10:00 PM | 2029 | \$256,914 \$174,702 | \$0 | Existing |
| Route 13 - Extend Hours to 10:00 PM Route 14 - Extend Hours to 10:00 PM | 2029 2029 | \$174,702 \$174,702 | \$0 \$0 | Existing Existing |
| | | | | |

Table 3-1 Implementation Plan

| Table 3-1 | | | |
|-----------------------------|--|--|--|
| Implementation Plan (cont.) | | | |

| Impleme | 10-Year | 10-Year | Existing or |
|-------------|--|--|---|
| ntation | Operating | Capital | New |
| Year | YOE | YOE | Revenues |
| | \$14,346,741 | \$2,862,604 | |
| 2024 | \$5,510,821 | \$864,368 | Unfunded |
| 2025 | \$2,009,995 | \$531,029 | Unfunded |
| 2029 | \$524,105 | \$569,681 | Unfunded |
| 2029 | \$822,125 | \$569,681 | Unfunded |
| 2029 | \$1,634,460 | \$81,961 | Unfunded |
| 2029 | \$817,230 | \$81,961 | Unfunded |
| 2029 | \$1,938,887 | \$81,961 | Unfundec |
| 2029 | \$1,089,119 | \$81,961 | Unfundec |
| 2029 | Unknown | Unknown | Unfundec |
| 2029 | Unknown | Unknown | Unfunded |
| | | \$ | 0 |
| 2021 | \$0 | \$2,584,908 | Existing |
| 2021 | \$0 | \$81,587 | Existing |
| 2022 | \$0 | \$25,000 | Existing |
| 2022 | \$0 | \$25,000 | Existing |
| 2023 | \$0 | \$25,000 | Existing |
| 2023 | \$0 | \$25,000 | Existing |
| 2024 | \$0 | \$50,000 | Unfunded |
| 2024 | \$0 | \$50,000 | Unfunded |
| | TBD | | Unfunded |
| | TBD | | Unfundeo |
| | TBD | | Unfundeo |
| TBD Unfunde | | | |
| | ntation Y ear 2024 2025 2029 2029 2029 2029 2029 2029 2029 | ntation Y ear Operating YOE \$14,346,741 2024 \$5,510,821 2025 \$2,009,995 2029 \$524,105 2029 \$822,125 2029 \$1,634,460 2029 \$1,038,887 2029 \$1,089,119 2029 \$1,089,119 2029 Unknown 2029 Unknown 2029 \$1,089,119 2029 \$1,089,119 2029 Unknown 2021 \$0 2021 \$0 2022 \$0 2023 \$0 2023 \$0 2024 \$0 2024 \$0 2024 \$0 2024 \$0 2024 \$0 2024 \$0 2024 \$0 2024 \$0 | ntation Year Operating YOE Capital YOE \$14,346,741 \$2,862,604 2024 \$5,510,821 \$864,368 2025 \$2,009,995 \$531,029 2029 \$524,105 \$569,681 2029 \$822,125 \$569,681 2029 \$822,125 \$569,681 2029 \$1,634,460 \$81,961 2029 \$1,938,887 \$81,961 2029 \$1,089,119 \$81,961 2029 Unknown Unknown 2029 Unknown Unknown 2029 Unknown \$81,961 2029 \$1,089,119 \$81,961 2029 Unknown Unknown 2029 Unknown S0 2021 \$0 \$25,000 2022 \$0 \$25,000 2023 \$0 \$25,000 2023 \$0 \$25,000 2024 \$0 \$50,000 2024 \$0 \$50,000 2024 \$0 |

*Avail Replacement, APC, Annunciators, Onboard Information Media, Farebox Replacement, paratransit scheduling software, TSP, on- board surveillance, paratransit fare payment, IVR

** Fixed-route scheduling software

Section 4 - ASSESSMENT OF GOALS, OBJECTIVES, & INITIATIVES

| Objective/ Initiative | Description | Implemented | Assessment |
|--------------------------|---|------------------------|--|
| | reliable, convenient, and cost-effective mobility services rs, residents, and visitors. | s that safely and effi | iciently meet the mobility needs of Collier |
| Objective 1.1 | Improve efficiency, service quality, and level of service contributing to the economic vitality of the county. | to adequately serve | workers, residents, and visitors while |
| Initiative 1.1.1 | Operate east/west corridor service to provide access to jobs, education, healthcare and community services, and recreation. | Ongoing | Route 27 runs along Immokalee Road from Collier Boulevard to Creekside Commerce Park. Route 25 provides service along Golden Gate Parkway, Routes 20 & 26 provides service along Pine Ridge Rd. Route 24 provides service along from the Government Center to 6 L's Farm. |
| Initiative 1.1.2 | Operate north/south corridor service to provide alternative access to jobs, education, healthcare and community services, and recreation. | Ongoing | Route 11 (US41) and Route 12 (Airport Pulling Rd) currently provide service north/south. Routes 19 and 28 provide service from Immokalee and Ave Maria to the Government Center. Route 121 runs an express route from Immokalee to Marco Island. |
| Initiative 1.1.3 | Improve peak weekday service to 45 minutes or better on CAT routes. | Partial | PTNE has evaluated peak service and implemented increased frequency to routes 11 and 12 partially during peak hours. Due to no increase in funding for operational purposes, the completion of increase frequency is not scheduled for implementation. PTNE staff will continue to seek additional funding. |

| Initiative 1.1.4 | Evaluate the feasibility of premium transit services, such as bus rapid transit (BRT) within corridors where density of demand and activity warrants frequent service. | No | The feasibility study for BRT has not commenced for this update. A revenue source for the study will have to be identified. |
|------------------|--|----------------------|--|
| Initiative 1.1.5 | Provide mobility-on-demand service in areas with lower density of demand than is productive for fixed- route service and to access areas that are not able to be served by fixed-route. | No | Areas have been identified for potential MOD. This type of service will have to be further evaluated and funding identified before it can be implemented. |
| Objective 1.2 | Provide adequate bus stop amenities at all stops accord available fiscal capacity. | ling to bus stop thr | eshold and accessibility guidelines within |
| Initiative 1.2.1 | Pursue funding to maintain and improve existing bus stops. | Ongoing | Collier County pursues funding for improvements to bus stops on an ongoing basis. A portion of 5307 is dedicated to bus stop improvements and 5339 has been applied for the purpose of bus stop improvements. |
| Initiative 1.2.2 | Install and maintain bus stop amenities according to an ADA compliant Passenger Amenities Program and Bus Stop Amenities Guidelines. | Ongoing | CAT has developed an Amenities Program, to identify future bus stop improvements and standards. As funding becomes available the program is followed for improvements. |
| Initiative 1.2.3 | Install a minimum of ten ADA-compliant, accessible bus stop shelters per year. | Ongoing | In FY20 14 new ADA-compliant shelters were constructed. |
| Initiative 1.2.4 | Coordinate with the Collier County and local governments to include sidewalks and bus stop shelters in design and construction of roadway projects and new developments. | Ongoing | Coordination with FDOT as well Collier County Transportation Planning occurs regularly to evaluate potential stop improvements in conjunction with roadway improvements. |
| Initiative 1.2.5 | Monitor and implement the recommendations from the CAT Bus Stop ADA Assessment report. | Ongoing | Collier County continues to implement the recommendations as funding is available. 22 ADA-compliant stops were constructed through FY20. |

| Objective 1.3 | Structure transit service with a focus on providing job access for workforce and access to mobility for persons with no or limited access to a private automobile. | | |
|------------------|--|--------------------|---|
| Initiative 1.3.1 | Improve transit service for areas with high mobility needs per the transit orientation index identified in the latest TDP Major Update. | Ongoing | Collier County continues to explore funding opportunities to improve service. |
| Initiative 1.3.2 | Provide efficient transit and mobility access to major employment centers, development corridors, and other significant activity centers as funding allows. | Ongoing | Collier County continues to explore ways to expand service within existing funding limitations. |
| Initiative 1.3.3 | Focus transit and mobility services in areas with high employment and dwelling unit densities and connect targeted jobs-housing locations to serve the workforce, including Golden Gate Estates and areas located in the eastern portion of the county. | Ongoing | Collier County continues to explore funding opportunities for improved service to these areas. |
| Initiative 1.3.4 | Focus improved service frequency on transit routes that serve high mobility needs communities; target service frequency of hourly or better where demand and fiscal capacity allow; apply mobility on demand (MOD) solutions for areas with lower population densities and where fixed-route service is not productive and cost-effective. | Ongoing | Collier County will continue to explore funding opportunities for improved service frequency to identified communities, while also looking into opportunities for MOD services. |
| Objective 1.4 | Create an optimized interconnected multimodal mobility the service market. | ty network designe | d to fit the range of needs and conditions for |
| Initiative 1.4.1 | Focus improved service frequency on transit routes that serve high mobility needs communities; target service frequency of hourly or better where demand and fiscal capacity allow; apply mobility on demand solutions for areas with lower population densities and where fixed-route service is not productive and cost-effective. | Ongoing | Collier County will continue to explore funding opportunities for improved service frequency to identified communities, while also looking into opportunities for MOD services. |
| Initiative 1.4.2 | Coordinate with FDOT Commuter Services to enhance and expand carpool and vanpool strategies and services to connect workforce communities with | Ongoing | Collier County worked with Commuter Services to identify county owned properties that will allow the use of some |

| | employment locations within the service area; identify properties for park-and-ride lots in areas with high mobility demand as funding is available. Implement recommendations from the current park- and-ride study. | | parking spaces as park-and-rides (i.e. County Libraries). Collier County will continue to seek additional funding opportunities. Collier County has also been coordinating with the Commuter Connector on Vanpool services. |
|------------------|--|---------|--|
| Initiative 1.4.3 | Coordinate with the CAT Connect paratransit program to identify and target areas with high TD ridership and lower density of demand and develop programs to shift TD riders to a mobility on demand for a solution with connections to the fixed-route network. | Ongoing | Collier County will continue to explore opportunities for MOD services for which we could use to assist TD riders to connect them to the fixed-route network. Collier County has obtained a grant through Florida Developmental Disabilities Council to provide on demand service, transportation provider solicitation is currently being completed. |
| Initiative 1.4.4 | Require local governments and FDOT to provide accessible sidewalks, bus stops, and other bus stop improvements within roadway projects and all new developments. | Ongoing | Collier County staff currently attends the MPO's Bicycle and Pedestrian Advisory Committee and Congestion Management Committee (CMC) committee meetings and encourages accessible sidewalks and bus stop improvements be added as part of every project. In addition, staff reviews sidewalk construction projects for bus stops improvements needed within the project limits. |
| Initiative 1.4.5 | Coordinate with community improvement organizations that support investments in enhanced mobility such as: the Immokalee CRA, Bayshore Gateway Triangle CRA, Naples CRA, Opportunity Naples, Golden Gate Estates Civic, Immokalee Chamber of Commerce, and the Greater Naples Chamber of Commerce to affect improvements in mobility through increased funding, roadway and | Ongoing | Coordination occurs with the listed organizations to see where and how we can implement improvements within project scopes to increase mobility options and access within their respective communities. |

| | sidewalk improvements, new developments, to assure transit and mobility services are integral to economic development planning and decision- making. | | |
|------------------|---|---------|---|
| Initiative 1.4.6 | Make transit and mobility reviews a part of the development and redevelopment review and approval process within the county and cities. Require the development community, as part of the development review and approval process, to follow guidelines on bus stop siting and design, land use, and roadway design factors that affect transit design; and to coordinate with CAT for transit services during the development process. Include CAT as a reviewing agency within the development review and approval process. Consider adding a transit component to traffic impact studies. | Partial | CAT staff meets with Transportation Planning to discuss upcoming Development projects. CAT is notified of any roadway, utilities, and or storm water projects. A meeting is scheduled bi-weekly to discuss upcoming projects. A recommendation was put forth in our Transit Impact Analysis to update the Collier County LDC and GMP with verbiage on transit improvement associated with development projects, but they have not been implemented. |
| Initiative 1.4.7 | Develop and adopt a transit level of service (LOS) policy and guidance to provide a framework and metrics for improving, modifying, funding transit services. | Ongoing | Current LOS is our goal for 85% on time performance (OTP). We monitor our OTP consistently to point out possible routing or operator issues. The Comprehensive Operating Analysis process will also look at other indicators regarding LOS for our routes and how we can improve. |
| Objective 1.5 | Provide coordinated transportation services between C major employment centers and facilitate connections to community benefits. | • | |
| Initiative 1.5.1 | Identify high travel volumes between Collier and adjacent counties; develop regional services for travel markets that have high transit propensity and support regional community and economic benefits, including Immokalee and East Naples communities. | Ongoing | Since the inception and as a result of the success of the LinC Route connecting Lee and Collier County, discussions have occurred regarding a secondary route. Collier County will continue to seek additional funding opportunities. |

| Initiative 1.5.2 Objective 1.6 | Coordinate with LeeTran and FDOT to identify funding for expanded cross county public transportation services. Enhance transit services targeted at tourists, seasonal r | Ongoing | CAT and LeeTran continue to have quarterly meetings to discuss cross-county transportation service and potential funding for expansion of service. |
|-----------------------------------|---|---------------------|--|
| Initiative 1.6.1 | Broadcast CAT television commercials, radio advertisements, digital advertisements, and social media advertising, monitor ridership vis-a-vis marketing and advertising efforts to determine ridership increases attributable to marketing efforts. | Ongoing | CAT radio advertisements were created at the beginning of FY20 and social media and digital advertising was consistently published by our Marketing Coordinator. Further effort is needed to monitor ridership connected to marketing campaigns. |
| Initiative 1.6.2 | Develop CAT branded services and amenities within the coastal markets to better attract ridership by visitors, seasonal residents, and workers. | Yes/Ongoing | CAT's Beach Bus is a branded service specific to fit the coastal theme. As services associated with tourism branding will be a key element. |
| Objective 1.7 | Enhance awareness of CAT services and accessibility to | service information | for riders, workers, residents, and visitors. |
| Initiative 1.7.1 | Continue to leverage technology applications to increase and enhance awareness of CAT services and to connect riders with CAT services, including enhancing the access to fixed-route through the introduction of mobility-on-demand service to the system. | Ongoing | The rideCAT and planCAT apps are available to riders to view current routes and bus locations as well as buy and use tickets. MOD is still being investigated for feasibility. |
| Initiative 1.7.2 | Obtain professional services for a market study and development of marketing strategies and best practices to increase awareness of CAT, CAT services, CAT image, and increase market share in terms of model split ridership. This effort should leverage use of technology, social media, traditional media, branding, and develop and provide strategies to attract interest in CAT to build choice ridership and generally improve the image of CAT as a service. | Partial | CAT initiated communications with a firm for a market study and marketing strategies in FY20, but the cost was not feasible at the time. CAT however was able to rebrand the website along with creating a mobile application for using CAT services. Larger marketing strategies will continue to be explored. |

| Initiative 1.7.3 | Continue to partner with the Chamber of Commerce to develop and disseminate information and materials to businesses, residents, visitors, about the value of CAT services, the benefits of riding CAT, and information about how to access and use CAT services. | Ongoing | In the first half of FY20, multiple events were attended from expos, to parades, to schools so CAT staff can inform the public on the benefits of our services and how to use them. |
|------------------|---|---------|---|
| Initiative 1.7.4 | Provide travel training for persons interested in using the CAT system. | Ongoing | CAT conducts outreach activities to educate riders whenever possible. |
| Initiative 1.7.5 | Conduct outreach activities at community events, schools, and other organizations to teach students and the public how to use CAT and the benefits of CAT services. | Ongoing | CAT staff attended or hosted 17 events in FY20 before the COVID-19 pandemic shifted how people could gather. |
| Initiative 1.7.6 | Garner relationships with local media and news outlets to keep the community aware and involved. | Yes | CAT created radio advertisements on local radio stations and will continue to explore further marketing strategies with local media outlets. |

| | Goal 2 Increase the resiliency of Collier County, protecting our man-made and natural resources, by providing attractive and convenient mobility alternatives that will reduce adverse carbon and environmental impacts within our communities. | | | |
|------------------|--|-------------------|--|--|
| Objective 2.1 | Provide services and programs to reduce vehicle miles t | raveled within Co | llier County. | |
| Initiative 2.1.1 | Coordinate with FDOT Commuter Services to enhance and expand carpool and vanpool strategies and services to connect workforce communities with employment locations within the service area; implement recommendations from current park-and- ride study as funding is available. | Ongoing | CAT worked with Commuter Services to identify county owned properties that will allow the use of some parking spaces as park-and-rides (i.e.: County Libraries). CAT will continue this effort to establish more park-and-ride sites. | |
| Initiative 2.1.2 | Coordinate with the Naples Pathway Coalition, the MPO Pathways Advisory Committee, and local non- profit and/or for-profit groups to expand the use of bicycles as a commute and mobility option, including bicycle share programs. | Ongoing | As bike sharing program discussions have surfaced, CAT staff has been at the table to coordinate as needed. Collier County staff currently attends the MPO's Bicycle and Pedestrian Advisory Committee and the Congestion Management Committee (CMC) meetings and encourages accessible sidewalks and bus stop improvements be added as part of every project. | |
| Initiative 2.1.3 | Coordinate with Collier County Driver License and Motor Vehicle Service Centers to promote CAT fixed- route services to persons unable to obtain a driver's license or with an unsafe and/or inoperable vehicle. | No | This initiative has not yet been implemented, further coordination with the Drivers' License and Motor Vehicle Service Centers is needed to promote CAT services at their locations. | |
| Initiative 2.1.4 | Broadcast CAT television commercials, radio advertisements, digital advertisements, and social media advertising, monitor ridership vis-a-vis marketing and advertising efforts to determine ridership increases attributable to marketing efforts. | Ongoing | CAT is utilizing digital media to reach a more diverse audience rather than commercial and radio advertisements alone. Efforts need to be made to determine impacts attributable to marketing. | |

| Initiative 2.1.5 | Develop partnerships with employers and major activity centers (educational, government, healthcare, retail, residential, commercial) to provide education and awareness of CAT services and benefits, and incentives to use CAT services rather than drive. | Ongoing | In the first half of FY20, multiple events were attended from expos, to parades, to schools so CAT staff can inform the public on the benefits of our services and how to use them. CAT is also working to promote transit in the review process for new developments. |
|------------------|--|--------------------|---|
| Objective 2.2 | Design mobility services to reduce environmental impa | cts. | |
| Initiative 2.2.1 | Transition fleet to alternative fuels vehicles. | Ongoing | CAT is in constant communication with the Fleet Department to analyze and research alternative fuel. In FY20 CAT applied and was awarded the 5339 Bus and Bus Facility Grant which include the purchase of 2 Electric Vehicles. |
| Initiative 2.2.2 | Transition to smaller cleaner vehicles and match service delivery to demand by time of day using a mobility on demand strategy where and when service area and demand characteristics warrant; this may include converting low productivity fixed-route service to mobility on demand and/or transitioning fixed-route to mobility on demand at certain times of the day. | Ongoing | A smaller vehicle was purchased to service Marco Island to match the capacity requirements, the vehicle is in use. CAT will continue to evaluate routes to determine the need of vehicle capacity. MOD has not been implemented. |
| Objective 2.3 | Improve resiliency for extreme weather events and cha | nging environment. | |
| Initiative 2.3.1 | Use electric vehicles as back-up power for emergency facilities. | Ongoing | CAT continues to investigate this initiative for feasibility. |
| Initiative 2.3.2 | Explore solar powered canopies to energize the maintenance building and buses and provide shade. | Yes/Ongoing | Solar panels have been installed on some shelters allowing renewable energy to provide lighting at shelters, this has not been implemented at the maintenance facility. In FY20 CAT applied and was awarded the 5339 Bus and Bus Facility Grant which include the purchase of solar panels to provide electricity to the facility. |

| Objective 3.1 | Develop marketing strategies to increase awareness of | CAT services and | to increase ridership. |
|------------------|--|--------------------|---|
| Initiative 3.1.1 | Participate in local job fairs and outreach/partnerships with employers to increase knowledge about the transit system and to encourage use. | Ongoing | CAT regularly participates in events to promote Public Transit. Events were limited in FY2020 due to the COVID19 pandemic. |
| Initiative 3.1.2 | Develop marketing materials and programs to demonstrate the value and role of transit as a mobility option, including benefits accruing to personal finances, access to opportunities, and reduction of regional carbon emissions. | Yes | CAT developed a flyer describing the benefits of utilizing Public Transportation which included economic, health and environmental benefits. |
| Initiative 3.1.3 | Distribute transit service information and user- friendly brochures to at least 25% of businesses within ¼-mile of existing transit routes prior to initiating the next TDP Major Update. | No | This has not commenced, but information is regularly distributed and available throughout the county. |
| Initiative 3.1.4 | Continue the CAT public relations campaign, including television, radio, and social media advertisements, designed to promote transit ridership and sustainability. | Ongoing | CAT is utilizing digital media to reach a more diverse audience rather than commercial and radio advertisements alone. |
| Initiative 3.1.5 | Facilitate social media tools and campaigns to promote CAT awareness, services, and benefits for individuals, businesses, organizations. | Ongoing | CAT is utilizing Facebook and Instagram as social media tools to promote CAT services. |
| Initiative 3.1.6 | Conduct an on-going program of outreach and education targeted at governments, employers, community organizations, community services, healthcare services to build and foster partnerships to provide, fund, and support mobility services. | Yes | Event, Sales & Marketing Coordinator manages all forms of social media to reach out and communicate with the public to provide information regarding mobility services. |
| Objective 3.2 | Build partnerships for participation in discussions r | elating to propose | ed future development and redevelopment. |

| Initiative 3.2.1 | Continue to coordinate and partner with LeeTran to improve and expand cross-county mobility services to support workforce travel demand with a focus on commuter express routes, connecting workers to employment, and provide connections strategically to the transit networks in Lee and Collier counties to facilitate access to key activity centers. | Ongoing | Quarterly meeting occurs between Collier and Lee County to discuss current routes and possible future routes. Any schedule changes are discussed to determine impact on connection of the LinC route. |
|--------------------------------|--|-----------------------|--|
| Initiative 3.2.2 | Coordinate with FDOT Commuter Services to enhance and expand carpool and vanpool strategies and services to connect workforce communities with employment locations within the region; identify properties for park-and-ride lots in areas with high mobility demand as funding is available. | Ongoing | Official Guidelines have been recommended, but not implemented. CAT reviews future development and redevelopments to encourage transit accessibility and when possible, bus stop improvements. |
| | te the development and provision of mobility services w | vith local, regional, | state planning efforts and through public and |
| private partners Objective 4.1 | Coordinate integrated land use and transportation plan review and approval process. | ning efforts to inco | rporate transit needs into the development |
| Initiative 4.1.1 | Work with Collier County to implement recommendations listed in the Collier County Transit Impact Analysis (TIA). | Ongoing | The PTNE Department is involved in discussions of the impacts of development on transit but the recommended changes to the Collier County Land Development Code and Growth Management Plan listed in the TIA have not yet been implemented. |
| Initiative 4.1.2 | Participate in planning and development review meetings to ensure that county and city policies support transit services and funding needs. | Ongoing | Collier County receives notices of upcoming development review meetings and participates as required. |
| Initiative 4.1.3 | Require local governments and FDOT to provide accessible sidewalks, bus stops, and other bus stop improvements within roadway projects and for all new developments. | Ongoing | Collier County monitors development meetings and responds to any request to review development. Staff continues to work hard to become more involved in the review process. CAT staff currently attends bi- |

| | | | weekly meetings with the Transportation Planning Department. |
|------------------|---|-----------------------|--|
| Initiative 4.1.4 | Make transit and mobility reviews a part of the development and redevelopment review and approval process within the county and cities. Require the development community, as part of the development review and approval process, to follow guidelines on bus stop siting and design, land use, and roadway design factors that affect transit design; and to coordinate with CAT for transit services during the development process. Include CAT as a reviewing agency within the development review and approval process. Consider adding a transit component to traffic impact studies. | Ongoing | Collier County participated in the development of the Master Mobility Plan. The Plan looked at options to reduce vehicle miles traveled, including transit-oriented development design. Staff will work to ensure that transit-oriented design is incorporated into the planning process. |
| Initiative 4.1.5 | Meet quarterly with staff from the Collier County Transportation Engineering and Planning departments to identify upcoming utilities, roadway, and /or stormwater projects, planning studies, and site developments that will affect the provision of transit services. | Ongoing | CAT staff has a bi-weekly meeting with Transportation Planning to discuss upcoming Development projects. CAT is notified of any roadway, utilities, and or stormwater projects. |
| | nologies and innovations in service delivery to improve s and operations. | productivity, efficie | ency, reliability, and cost-effectiveness of |
| Objective 5.1 | Explore, monitor, test, and deploy technology applicati services, and ease of access to CAT services. | ons to enhance mo | bility services, increase awareness of CAT |
| Initiative 5.1.1 | Improve customer information systems, including website and through directly curated and through available mobile applications, to enhance availability of and access to CAT service information and trip planning, to support increased ridership. | Completed | Collier County continuously strives to improve information systems. In February of 2013, Collier County completed Phase I (funded by ARRA) of the ITS project which includes real-time arrival and departure. This phase included a website that allows riders to view real-time bus arrival information per |

| | | | stop. A mobile app has been launched, the app allows riders to buy tickets, view routes, and plan trips with real-time data for current bus locations. The website has also been updated and enhanced for ease of use including real-time updates. CAT has developed General Transit Feed Specifications that were submitted to Google Transit and approved. Passengers can now plan their trip using Google Maps. Trip Planner has been incorporated into CAT's homepage |
|------------------|--|---------|--|
| Initiative 5.1.2 | Explore and acquire cloud-based Software as a Service (SaaS) and/or Mobility as a Service (MaaS) functionalities to support mobility on demand services, directly operated and/or operated through contract or partnership, to serve general public and augment or replace ADA paratransit services where and when warranted based on costs, productivity, and service quality. | Ongoing | MOD Services are being evaluated and as funding becomes available, turn-key service and directly operated services will be evaluated. |
| Initiative 5.1.3 | Explore use of account-based payment systems to reload smart cards and other fare media as part of a SaaS or MaaS platform and to facilitate compatible fare policy and fare technology with LeeTran. | Ongoing | With the launching of the mobile app, customers can now purchase fares and use them on their mobile devices. Further coordination with LeeTran is needed to discuss compatible fares between transit providers. |
| Initiative 5.1.4 | Explore technology to allow merchants and employers to reduce fares for patrons and employees using smart cards and/or mobile pay applications. | Partial | CAT offers a corporate 30-Day Pass for employers with more than 300 employees for a discounted rate. |

| Objective 6.1 | Develop ongoing processes to measure and monitor ser | vice quality. | |
|------------------|---|-----------------------|--|
| Initiative 6.1.1 | Use a Route Monitoring System to examine fixed- route services on an annual basis and make revisions to low-performing services as needed, including transitioning to mobility on demand solutions where and when warranted. | Ongoing | Routes have been updated as needed when route performance is not meeting desired standards. In FY20 a solicitation has been completed to hire a consultant to conduct a Comprehensive Operations Analysis (COA) to examine existing service and recommend improvements moving forward. |
| Initiative 6.1.2 | Conduct a survey at least every two years to obtain passenger information including user demographics, travel behavior characteristics, transfer activity, and user satisfaction. | Ongoing | Surveys are developed and distributed or advertised as necessary. Surveys have been created to pull a variety of information from transit users. |
| Initiative 6.1.3 | Maintain an ongoing public involvement process to solicit and assess input through online reviews, calls/comments cards, discussion groups, surveys, and CAT booths at community events. | Ongoing | CAT seizes every opportunity to solicit information from the public at events. In addition, CAT conducts frequent surveys to evaluate the service provided as well as soliciting suggestions/feedback. |
| Initiative 6.1.4 | Maintain an on-going process for operators to communicate transit service comments and suggestions to identify passenger needs and improve services and service performance; comments to be reviewed monthly by service planning and operations. | Ongoing | Operators are available to make suggestions and observations as they notice them. The COA process will incorporate operator feedback into the route examinations and service recommendations. |
| Initiative 6.1.5 | Manage the CAT fleet of fixed-route vehicles to maintain an average fleet age of less than seven years as funding permits. | Completed/ Ongoing | Collier County replaces fixed-route vehicles as they meet their useful life dependent upon funding. The average age of the fleet is 5. |

| Initiative 6.1.6 | Maintain an on-going process for operators to communicate potential vehicle maintenance problems to be logged with the preventative maintenance program to identify and investigate problems early. | Completed/ Ongoing | Collier County Fleet Management performs scheduled maintenance activities for all transit vehicles as required following the preventative maintenance program. Drivers conduct pre-and post-trip inspections on all vehicles through the Zonar system and supervisors report any issues to Collier County Fleet Management. Fleet Management addresses actual maintenance problems before the bus leaving the Operations facility. |
|------------------|--|-----------------------|--|
| | e the use of all funding sources available, including throun ncrease and improve access to mobility services and mo | | |
| Objective 7.1 | Increase and expand revenue sources. | binty for workers, i | |
| Initiative 7.1.1 | Explore opportunities for generating advertising revenue on and inside the buses. | Ongoing | Collier Area Transit has an adopted Advertising Policy, the selling of advertising commenced in FY15. Our Marketing team is in contact with possible advertisers. |
| Initiative 7.1.2 | Educate the general public and local decision-makers on the importance of public transportation and the need for financial support. | Ongoing | Collier County educates the public and local decision-makers on the importance of public transportation and the need for financial support at every opportunity. |
| Initiative 7.1.3 | Submit grant applications available through Federal, State, local, and private sources. | Ongoing | Grants are submitted as required. |
| Initiative 7.1.4 | Annually seek to identify and obtain available alternative revenue sources for the provision of new and improved transit services. | Ongoing | Collier County continuously searches for alternative revenue sources for new and improved transit services. |
| Initiative 7.1.5 | Serve on and coordinate with the Collier County Tourist Development Council (TDC) and to explore the potential for using tourist development tax revenue to expand and improve transit service for Collier County's tourists and visitors, help enhance awareness of CAT services, develop private-public | No | Due to a lack of staff resources, this initiative has not yet been implemented. |

| | partnerships to design and fund transit services that serve visitors and employees. | | |
|------------------|--|----|---|
| Initiative 7.1.6 | Explore opportunities to leverage and enhance share of funding from existing taxes and fees to be assigned to transit. Explore means to secure impact fees, development fees, and new taxes to be secured for supporting transit, maintenance, and expansion of transit services. | No | During FY20, a Transit Impact Analysis was completed, with recommendations to update the Collier County Land Development Code and Growth Management Plan. These changes have not been implemented. |
| Initiative 7.1.7 | Use a 501(c)(3) that allows persons to donate funds to CAT for the purpose of "adopting a shelter" or "adopting a rider." | No | This initiative has not yet commenced. The only current option we offer is to "Adopt a Bench". |

Section 5 FINANCIAL PLAN

This section of the TDP presents the financial plan consisting of the capital and operating costs and revenues associated with maintaining the existing system (status quo) and with the implementation of the 10-year Needs Plan. The financial plan is a planning tool utilized to quantify the cost of service and related capital enhancements but does not represent a commitment of funding or a requirement to provide any identified service/project in the year shown.

There have been no commitments from local, state, federal, or other sources to increase transit funding levels over the proposed amounts identified in the Collier County Fiscal Year (FY) 2021 Adopted Budget. Based on currently identified funding, existing service levels and capital improvements are planned through the first nine years of this TDP, with needs-based improvements being added to the tenth year. All improvements included in the tenth year related to addressing the transit needs will require new revenue sources.

Numerous assumptions were made to project public transportation costs and revenues for this TDP planning timeframe of FY 2022 through FY 2031. The assumptions made for operating and capital costs and revenues are based on a variety of factors, including NTD data, trend data, operating characteristics, planning documents, the FDOT Work Program, the Collier MPO Transportation. The only difference between the table in this update and the tables contained in the Major TDP is the addition of a new 10th year utilizing the assumption noted.

Transportation Improvement Program (TIP) FY 2021 - 2025, staff correspondence, and the Collier County FY 2021 Adopted Budget. These assumptions are summarized below.

Cost Assumptions

Operating

Numerous cost assumptions were made to forecast transit costs for 2021 through 2030. These assumptions are based on a variety of factors, including service performance data from CAT and information from other recent Florida TDPs. These assumptions are summarized as follows:

- Annual operating costs for fixed-route and paratransit services are based on the most recent validated NTD data. These costs include the cost to operate and maintain existing services and facilities, such as administrative buildings, maintenance facilities, and transit hubs.
- An annual inflation rate of 1.8% was used for all operating cost projections, based on the average Consumer Price Index (CPI) historical data from 2009-2019.
- Annual operating costs for future service enhancements are based on the projected annual service hours and cost per revenue hour of \$82.32 for fixed-route service and \$63.91 for paratransit service (both in 2018\$). The cost per hour was derived using historical and current
- Implementing the new route alignments represents increased levels of service in improvements such as Route 14, Route 19/28, and Route 23 with no additional costs.

• As ADA paratransit service is not required for express routes or MOD, it is assumed that any express and MOD would not require complementary ADA paratransit services if implemented.

Capital

Several assumptions were developed to project the costs for capital needs identified previously and are summarized as follows:

- New vehicles planned to be purchased include those necessary to replace vehicles within the existing fleet that have reached the end of their useful life and vehicles to implement the new service.
- Vehicles are assumed to cost \$495,000 for fixed-route bus and \$71,217 for paratransit cutaway vehicles, based on information provided by the CAT. Twenty-nine fixed-route vehicles and 58 paratransit vehicles will need to be purchased between 2020 and 2030.
- An annual growth rate of 1.8% was used for capital cost projections, based on average CPI historical data from 2009 to 2019.
- A 20% spare ratio was factored into the vehicle replacement and expansion schedule.
- The useful life for motor bus replacement is assumed to be 12 years. The useful life for paratransit vehicle replacement is assumed to be 7 years.
- The CAT FY 20/21 budget estimates 1% Enhancement Shelter Rehab to be \$28,829. Bus shelter expenses were assumed at the FY 2021 Collier County Government Requested Budget for the first fiscal year but thereafter based on the cost to construct 10 shelters annually to be consistent with the ADA Assessment Plan, with an annual inflation rate of 1.8%.
- Technology costs for Avail replacement, APCs, annunciators, onboard information media, and farebox replace were obtained from the draft budget, "FY20 5307 and 5307 Cares POP Draft."

Revenue Assumptions

Revenue assumptions for fixed-route service are based on information from several State and local agencies. Assumptions for different revenue sources, including annual operating revenues from existing federal, state, and local sources, are based on the FDOT Adopted Five-Year Work Program (FY 2021-2025), the CAT FY 2018 TDP Annual Progress Report, and the Collier County Government FY 2021 Requested Budget. The distribution of 10-year operating revenues included in the 10-year Cost Feasible

Local revenues for CAT are anticipated to increase at a moderate rate of 1.8% annually starting in 2023. Under this plan, there are no new local revenue sources in the 10-year period.

- Federal Grants 5307 and 5311 for operating assistance from FY 2021-FY 2025 reflects FDOT Adopted Work Program FY 2021-2015 for Collier County; an annual growth rate (1.8%) is applied after FY 2021, to reflect 10-year average CPI increase to the revenue source.
- Federal and State grant 5305 funds for planning was based on the FDOT Adopted Work Program FY 2021-2015 for Collier County.
- Projected FDOT Block Grant revenues for 2021-2025 were obtained from the FDOT Adopted Work Program FY 2021-2015 for Collier County. A conservative annual growth rate of 1.8% was

used to increase these revenues and thereafter were based on a 10-year average CPI. Projected fare revenues for existing services are based on FY 2019 YTD Route Statistics data provided by CAT, with a conservative 1.8% annual growth rate applied.

- Projected local contributions were obtained from the FDOT Adopted Work Program FY 2021-2025 for Collier County. A conservative annual growth rate of 1.8% was used to increase revenues and thereafter was based on a 10-year average CPI.
- Based on vehicle information provided by CAT staff, a total of \$15.9 million in capital funds was assumed in the 10-year plan to fund the existing fixed-route bus replacement program and \$4.5 million for paratransit vehicles.
- New State Block Grant The formula to allocate Block Grant funds is based on three components: population of service area, ridership, and revenue miles. Block grant revenues are approximate based on information provided by FDOT's Public Transit Office. It is assumed these revenues will increase when implementing new/expanded transit services, two years after the start of new/expanded services.
- FTA Section 5307 Revenues are based on federal formula funding criteria such as increased ridership and passenger-miles. Funding levels are subject to change due to transit performance relating to route revenue miles, passenger trips, and the performance of the whole system. For expansion to existing routes and new services, it is assumed these revenues will increase and would be realized two years from year of service expansion or new services.
- The detailed 10-year Cost Feasible Finance Plan is presented in Table 5-2. Table 5-2 includes all services, facilities, and capital, existing and proposed, that is within the fiscal capacity of existing revenue streams.

There are several projects identified through the TDP process that have no funding allocated for its implementation. Annually, the Transit Staff presents a list of those unfunded projects to the Metropolitan Planning Organization (MPO) so that if funding is identified these projects can be considered for funding. Table 5-1 shown below, is the updated list of unfunded transit priorities approved by the MPO Board on May 14, 2021.

Additional revenue sources will be required to balance the funding needs with the costs of the improvements. Actual revenue to fund the alternatives may be secured for these activities from any individual or combination of local, state, and federal sources, private contributions, or innovative financing techniques. When revenue is secured, staff can proceed with the implementation of any listed service or improvement.

| | | | Impleme | Annual | 3-Year | 10-Year | Conital |
|--------------------------------|---------------------|------|---------|-----------|-------------|-------------|-------------|
| Improvement | Category | Rank | ntation | Annual | Operating | Operating | Capital |
| | | | Year | Cost | Cost | Cost | Cost |
| Route 15 from 90 to | Increase | 1 | 2022 | \$163,238 | \$489,715 | \$1,632,384 | \$503,771 |
| 45 minutes | Frequency | | | | | | |
| Route 11 from 30 to | Increase | 2 | 2022 | \$652,954 | \$1,958,861 | \$6,529,536 | \$503,771 |
| 20 minutes | Frequency | | | | | | |
| Route 12 from 90 to | Increase | 3 | 2022 | \$282,947 | \$848,840 | \$2,829,466 | \$503,771 |
| 45 minutes | Frequency | | | | | | |
| Administration/ | Transit Asset | 4 | 2022 | \$0 | \$0 | \$0 | \$357,000 |
| Passenger Station | Management | | | | | | |
| Roof Replacement | (TAM) | | | | | | |
| Route 16 from 90 to | Increase | 5 | 2023 | \$156,105 | \$468,316 | \$1,561,054 | \$503,771 |
| 45 minutes | Frequency | | | | | | |
| Route 14 from 60 to | Increase | 6 | 2023 | \$243,915 | \$731,744 | \$2,439,146 | \$512,698 |
| 30 minutes | Frequency | | | | | | |
| Site SL-15 Creekside | Park and Ride | 7 | 2023 | \$0 | \$0 | \$0 | \$564,940 |
| Beach Lot Vandbilt Beach Rd | Park and Ride | 8 | 2023 | \$0 | \$0 | \$0 | \$2,318,200 |
| Route 17/18 from 90 | Increase | 9 | 2023 | \$258,550 | \$775,649 | \$2,585,495 | \$503,771 |
| to 45 minutes | Frequency | | | | | | |
| Route 13 from 40 to | Increase | 10 | 2023 | \$83,712 | \$251,135 | \$837,115 | \$512,698 |
| 30 minutes | Frequency | | | | | | |
| New Island Trolley | New Service | 11 | 2024 | \$551,082 | \$1,653,246 | \$5,510,821 | \$864,368 |
| Study: Mobility on | Other | 12 | 2024 | \$0 | \$0 | \$0 | \$50,000 |
| Demand | Improvements | | | | | | |
| Study: Fares | Other | 13 | 2024 | \$0 | \$0 | \$0 | \$50,000 |
| | Improvements | | | | | | |
| Support Vehicle - | Transit Asset | 14 | 2024 | \$0 | \$0 | \$0 | \$30,000 |
| Truck | Management | | | | | | |
| | (TAM) | | | | | | |
| New Bayshore | New Service | 15 | 2025 | \$201,000 | \$602,999 | \$2,009,995 | \$531,029 |
| Shuttle | | | | | | | |
| Fixed Route Bus - | Transit Asset | 16 | 2025 | \$0 | \$0 | \$0 | \$500,000 |
| Replacement | Management | | | | | | |
| | (TAM) | | | | | | |
| Fixed Route Bus - | Transit Asset | 17 | 2025 | \$0 | \$0 | \$0 | \$500,000 |
| Replacement | Management | | | | | | |
| | (TAM) | | | | | | |
| Support Vehicle - | Transit Asset | 18 | 2025 | \$0 | \$0 | \$0 | \$30,000 |
| Replacement | Management (TAM) | | | | | | |
| Support Vehicle - | Transit Asset | 19 | 2025 | \$0 | \$0 | \$0 | \$30,000 |
| Replacement | Management (TAM) | | | | | | |

Table 5-1 2021 Transit Priorities

| Radio Rd Transfer Station Lot | Park and Ride | 20 | 2026 | \$0 | \$0 | \$0 | \$479,961 |
|---|--------------------------------|------|----------------------------|----------------|-----------------------------|------------------------------|-----------------|
| Improvement | Category | Rank | Impleme ntation Year | Annual Cost | 3-Year Operating Cost | 10-Year Operating Cost | Capital Cost |
| Beach Lot Pine Ridge Rd | Park and Ride | 21 | 2026 | \$0 | \$0 | \$0 | \$2,587,310 |
| Immokalee Rd - Split Route 27 creating EW Route | Route Network Modifications | 22 | 2027 | \$189,885 | \$569,654 | \$1,898,846 | \$550,016 |
| Collier Blvd - Split Route 27 creating NS Route | Route Network Modifications | 23 | 2027 | \$189,885 | \$569,654 | \$1,898,846 | \$550,016 |
| New Route 19/28 - Extend Hours to 10:00 PM | Service Expansion | 24 | 2027 | \$29,288 | \$87,863 | \$292,876 | \$0 |
| Route 24 - Extend Hours to 10:00 PM | Service Expansion | 25 | 2027 | \$30,298 | \$90,893 | \$302,976 | \$0 |
| Goodlette Frank Rd - Split Route 25 creating NS Route | Route Network Modifications | 26 | 2027 | \$183,805 | \$551,416 | \$1,838,052 | \$550,016 |
| MOD – North Naples | New Service | 27 | 2029 | \$81,723 | \$245,169 | \$817,230 | \$81,961 |
| New Autonomous Circulator | New Service | 28 | 2029 | \$52,411 | \$157,232 | \$524,105 | \$569,681 |
| MOD – Marco Island | New Service | 29 | 2029 | \$108,912 | \$326,736 | \$1,089,119 | \$81,961 |
| MOD – Golden Gate Estates | New Service | 30 | 2029 | \$163,446 | \$490,338 | \$1,634,460 | \$81,961 |
| New Naples Pier Electric Shuttle | New Service | 31 | 2029 | \$82,213 | \$246,638 | \$822,125 | \$569,681 |
| MOD – Naples | New Service | 32 | 2029 | \$193,889 | \$581,666 | \$1,938,887 | \$81,961 |

COSTS AND REVENUES SUMMARY

Table 5-2 provides a balanced status quo operating budget based on the best financial data available to project future year costs and revenues. New funding would be required to realize any service or improvement beyond maintaining the current level of service. Nevertheless, operating and capital costs for the Needs Plan have been prepared in the event that additional funding is identified. The financials for the Needs Plan is identified in Table 5-3.

Table 5-2 – Status Quo Financial Plan

| 2022-2031 Cost Feasible Plan | | | | | | | | | | | | | |
|--|--------------|---------------------|--------------|--------------|---------------------|--------------|--------------|--------------|--------------|--------------|---------------------|---------------------------|------------------------|
| Cost/Revenue | | | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 10-Year Total |
| Operating | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| Operating Cost | | | | | | | | | | | | | |
| Maintain Existing Service - Fixed Route | Existing | | \$7,931,900 | \$8,072,294 | \$8,215,174 | \$8,360,583 | \$8,508,565 | \$8,659,167 | \$8,812,434 | \$8,968,414 | \$9.127.155 | \$9,288,705 | \$85,944,391 |
| Maintain Existing Service - Paratransit | Existing | | \$4,896,800 | \$4,983,473 | \$5.071.681 | \$5,161,450 | \$5,252,807 | \$5,345,782 | \$5,440,402 | \$5,536,697 | \$5.634.697 | \$5,734,431 | \$53.058.220 |
| Route 22 Realigned - no cost | Route Reali | gnment | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$C | \$0 |
| Route 23 Realigned plus freq 60 to 40 | Route Reali | gnment | \$0 | \$400,721 | \$407,813 | \$415,032 | \$422,378 | \$429,854 | \$437,462 | \$445,205 | \$453,085 | \$461,105 | \$3,872,655 |
| New Route 25 EW, no change | Route Reali | gnment | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| New Route 25 NS, to Immokalee Rd | Add New Se | ervice | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$479,926 | \$479,926 |
| New Route 27 EW, Immokalee to Rand | Route Reali | gnment | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| New Route 27 NS, Collier 441 to Immol | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$991,598 | \$991,598 |
| Route 121 - Add one AM and one PM | Increase Fre | | \$0 | \$171,872 | \$174,914 | \$178,010 | \$181,161 | \$184,368 | \$187,631 | \$190,952 | \$194,332 | \$197,772 | \$1,661,012 |
| Route 11 from 30 to 20 mins | Increase Fre | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$791,086 | \$791,086 |
| Route 12 from 90 to 45 mins | Increase Fre | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$342,804 | \$342,804 |
| Route 13 from 40 to 30 min | Increase Fre | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$113,125 | \$113,125 |
| Route 14 from 60 to 30 min | Increase Fre | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$329,619 | \$329,619 |
| Route 15 from 90 to 45 min | Increase Fre | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$197,772 | \$197,772 |
| Route 16 from 90 to 45 min | Increase Fre | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$210,956 | \$210,956 |
| Route 17/18 90 to 45 minutes | Increase Fre | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$349,396 | \$349,396 |
| Route 24 from 85 to 60-min | Increase Fre | | \$0 | \$215,413 | \$219,226 | \$223,106 | \$227,055 | \$231,074 | \$235,164 | \$239,327 | \$243,563 | \$247,874 | \$2,081,802 |
| Route 11 - Extend Hours to 10:00 PM | | urs of Service | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$127,301 | \$129,555 | \$131,848 | \$388,704 |
| Route 13 - Extend Hours to 10:00 PM | | urs of Service | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$86,565 | \$88,097 | \$89,656 | \$264,319 |
| Route 14 - Extend Hours to 10:00 PM | | urs of Service | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$86,565 | \$88,097 | \$89,656 | \$264,319 |
| Route 17/18 - Extend Hours to 10:00 P | | urs of Service | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$156,835 | \$159,611 | \$162,436 | \$478,883 |
| Route 19/28 - Extend Hours to 10:00 P | | urs of Service | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$76,472 | \$76,472 |
| New Island Trolley | Add New Se | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$843,825 | \$843,825 |
| New Bayshore Shuttle | Add New Se | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$355,989 | \$355,989 |
| New Autonomous Circulator | Add New Se | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$268,969 | \$268,969 |
| New Naples Pier Electric Shuttle | Add New Se | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$421,913 | \$421,913 |
| Mobility on Demand - Golden Gate | Add New Se | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$838,801 | \$838,801 |
| Mobility on Demand - North Naples | Add New Se | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$419,401 | \$419,401 |
| Mobility on Demand - Naples | Add New Se | | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 | \$0 | \$0 \$0 | \$0 \$0 | \$0 | \$995,033 | \$995,033 \$558,933 |
| Mobility on Demand - Marco Island | Add New Se | ervice | | \$13,843,774 | \$0 \$14,088,809 | \$14,338,181 | \$0 | \$0 | | \$15,837,862 | \$0 \$16,118,192 | \$558,933 | |
| Total Operating Costs | | | \$12,828,700 | \$13,843,774 | \$14,088,809 | \$14,338,181 | \$14,591,966 | \$14,850,244 | \$15,113,093 | \$15,837,802 | \$16,118,192 | \$24,989,103 | \$156,599,923 |
| Operating Revenues Federal Grant 5311 | Existing | Federal | \$657,432 | \$669,069 | \$680,911 | \$692,963 | \$705,229 | \$717,711 | \$730,415 | \$743,343 | \$756,500 | \$769,890 | \$7,123,463 |
| Local Match (5311) | Existing | Local | \$657,432 | \$669,069 | \$680,911 | \$692,963 | \$705,229 | \$717,711 | \$730,415 | \$743,343 | \$756,500 | \$769.890 | \$7,123,463 |
| Federal Grant 5307 Operating Assistant | Existing | Federal | \$057,432 | \$1.066.064 | \$1.098.046 | \$1.117.481 | \$1.137.261 | \$1.157.390 | \$1.177.876 | \$1.198.725 | \$1.219.942 | \$1.241.535 | \$10.414.320 |
| Local Match (5307) | Existing | Local | \$0 | \$1,066,064 | \$1,098,046 | \$1,117,481 | \$1,137,261 | \$1,157,390 | \$1,177,876 | \$1,198,725 | \$1,219,942 | \$1,241,535 | |
| Federal Grant 5307 ADA and Preventat | Existing | Federal | \$989.122 | \$1,000,004 | \$1,058,040 | \$0 | \$0 | \$0 | \$0 | \$1,158,725 | \$1,215,542 | <u>\$1,241,355</u> \$0 | \$989,122 |
| Federal Grant 5307 - CARES Act (ADA, F | Existing | Federal | \$505,122 | \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | ŚC | \$202,122 |
| Federal Grant 5307 - ARP (ADA, Fleet N | Exiting | Federal | \$1,612,689 | \$0 | \$0 \$0 | 50 \$0 | 50 \$0 | \$0 \$0 | 50 \$0 | \$0 \$0 | 50 \$0 | 50 | \$1,612,689 |
| FDOT Transit Block Grant Operating As | Existing | State | \$800,082 | \$814,243 | \$828,656 | \$843,323 | \$858,250 | \$873,441 | \$888,900 | \$904,634 | \$920,646 | \$936,941 | \$8,669,116 |
| TD Funding | Existing | State | \$860,539 | \$875,771 | \$891,272 | \$907,047 | \$923,102 | \$939,441 | \$956,069 | \$972,991 | \$990,213 | \$1,007,740 | \$9,324,185 |
| Local Match for FDOT Transit Block Gra | Existing | Local | \$800,082 | \$814,243 | \$828,656 | \$843,323 | \$858,250 | \$873,441 | \$888,900 | \$904,634 | \$920,646 | \$936,941 | \$8,669,116 |
| | Ŭ | | . , | . , | . , | . , | | . , | | . , | . , | . , | . , , |
| Local TD Funding | Existing | Local | \$2,249,460 | \$2,289,275 | \$2,329,796 | \$2,371,033 | \$2,413,000 | \$2,455,710 | \$2,499,176 | \$2,543,412 | \$2,588,430 | \$2,634,245 | \$24,373,539 |
| Collier County CAT Enhancements | Existing | Local | \$3,565,600 | \$3,628,711 | \$3,692,939 | \$3,758,304 | \$3,824,826 | \$3,892,526 | \$3,961,423 | \$4,031,541 | \$4,102,899 | \$4,175,520 | \$38,634,290 |
| Federal Grant 5307 | New | Federal | \$0 | \$0 | \$0 | \$408,074 | \$415,297 | \$422,648 | \$430,129 | \$895,008 | \$910,850 | \$926,972 | \$4,408,979 |
| FDOT Match for Federal 5307 and 5310 | New | State | \$0 | \$0 | \$0 | \$204,037 | \$207,649 | \$211,324 | \$215,064 | \$447,504 | \$455,425 | \$463,486 | \$2,204,489 |
| Local Match for Federal 5307 and 5310 | New | Local | \$0 | \$0 | \$0 | \$204,037 | \$207,649 | \$211,324 | \$215,064 | \$447,504 | \$455,425 | \$463,486 | \$2,204,489 |
| Existing Paratransit Fare Revenue | Existing | Local | \$177,000 | \$180,133 | \$183,321 | \$186,566 | \$189,868 | \$193,229 | \$196,649 | \$200,130 | \$203,672 | \$207,277 | \$1,917,845 |
| Fare Revenue from New/Improved Ser | New | Fare | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$726,906 | \$726,906 |
| Fare Revenue from Existing Services | Existing | Fare | \$961,000 | \$978,010 | \$995,320 | \$1,012,938 | \$1,030,867 | \$1,049,113 | \$1,067,682 | \$1,086,580 | \$1,105,813 | \$1,125,386 | \$10,412,708 |
| Other Local Revenues | Existing | Other Local Sources | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Additional Local Revenue Required - N | New | Other Local Sources | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Operating Revenue | | | \$13,330,438 | \$13,050,652 | \$13,307,874 | \$14,359,571 | \$14,613,736 | \$14,872,399 | \$15,135,640 | \$16,318,074 | \$16,606,904 | \$17,627,752 | \$149,223,039 |
| Annual Revenues Minus Costs | | | \$501,738 | (\$793,122) | (\$780,935) | \$21,391 | \$21,769 | \$22,155 | \$22,547 | \$480,212 | \$488,712 | (\$7,361,351) | (\$7,376,884) |
| Rollover from Previous Year | | | \$1,767,413 | \$2,269,151 | \$1,476,029 | \$695,094 | \$716,485 | \$738,254 | \$760,409 | \$782,956 | \$1,263,168 | \$1,751,880 | |
| Operating Surplus/Shortfall (Cumulating | ve) | | \$2,269,151 | \$1,476,029 | \$695,094 | \$716,485 | \$738,254 | \$760,409 | \$782,956 | \$1,263,168 | \$1,751,880 | (\$5,609,471) | (\$7,376,884) |

| Capital | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
|---|---------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| Capital Costs | | | | | | | | | | | | |
| Vehicles | | \$3,371,109 | \$5,517,787 | \$1,037,625 | \$1,203,369 | \$599,946 | \$3,201,040 | \$2,606,159 | \$3,811,634 | \$84,875 | \$5,817,802 | \$21,868,406 |
| Replacement Fixed Route Buses - Maintain Exi | sting Service | \$3,076,068 | \$3,130,515 | \$530,987 | \$540,386 | \$549,951 | \$2,798,425 | \$2,278,365 | \$3,478,039 | \$0 | \$3,001,876 | \$16,382,737 |
| Replacement Vans - Maintain Existing Paratrar | isit Services | \$295,040 | \$300,262 | \$458,366 | \$466,479 | \$0 | \$402,615 | \$327,793 | \$333,595 | \$84,875 | \$518,263 | \$3,103,888 |
| Replacement of Support Vehicles | | \$0 | \$0 | \$48,272 | \$196,504 | \$49,996 | \$0 | \$0 | \$0 | \$0 | \$0 | \$294,771 |
| Route 23 Realigned plus freq 60 to 40 | | \$0 | \$521,752 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$521,752 |
| Increase Frequency on Routes 24 and 121 | | \$0 | \$1,043,505 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,043,505 |
| New Island Trolley | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$497,280 | \$0 |
| MOD Service Zones (expanded microtransit) | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4 | \$0 |
| Spares for New Service and Improved Existing | Service | \$0 | \$521,752 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$600,375 | \$521,752 |
| Spares for MOD Services | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ADA Service for New Fixed Route Hours | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other Capital/Infrastructure | | \$5,069,215 | \$14,206,023 | \$632,427 | \$643,621 | \$655,013 | \$666,607 | \$678,406 | \$690,414 | \$702,634 | \$3,700,229 | \$24,573,189 |
| Shelter Rehab | | \$34,595 | \$34,595 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$98,019 |
| Facility | | \$1,500,000 | \$13,500,000 | | | | | | | | | |
| Bus Shelters | | \$610,620 | \$621,428 | \$632,427 | \$643,621 | \$655,013 | \$666,607 | \$678,406 | \$690,414 | \$702,634 | \$715,071 | \$6,501,171 |
| Security - Driver Protection Barriers | | \$153,080 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$153,080 |
| Technology - Avail Replacement | | \$1,386,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,386,000 |
| Technlogy - APC | | \$296,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$296,000 |
| Technology - Annunciators | | \$36,200 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$600,375 | \$36,200 |
| Technology - Onboard Information Media | | \$50,470 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,470 |
| Technology - Farebox Replacement | | \$952,250 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$497,280 | \$952,250 |
| Study Santa Barbara Corridor | | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$600,375 | \$25,000 |
| Study UF/IFAS Lehigh Acres Service | | \$0 | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$600,375 | \$25,000 |
| Study I-75 Managed Lanes Express | | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$600,375 | \$25,000 |
| Study Everglades City Vanpool | | \$0 | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$86,377 | \$25,000 |
| Total Capital Costs | | \$8,440,323 | \$19,723,810 | \$1,670,052 | \$1,846,990 | \$1,254,960 | \$3,867,647 | \$3,284,565 | \$4,502,048 | \$787,509 | \$9,518,031 | \$46,441,595 |
| Capital Revenues | | | | | | | | | | | | |
| Local Match - Planning Existing | | \$9,877 | \$9,877 | \$11,410 | \$11,612 | \$11,817 | \$12,027 | \$12,240 | \$12,456 | \$12,677 | \$12,901 | \$113,869 |
| Federal Grant 5307 Capital Assistance Existing | g Federal | \$3,356,581 | \$3,796,745 | \$2,313,533 | \$2,354,483 | \$2,396,157 | \$2,438,569 | \$2,481,732 | \$2,525,658 | \$2,570,362 | \$2,615,858 | \$24,852,771 |
| Federal Grant 5339 Capital Assistance Existing | g Federal | \$1,500,000 | \$5,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,500,000 |
| Federal Grant 5339 Capital Assistance Existing | g Federal | \$0 | \$2,295,498 | \$475,737 | \$484,158 | \$492,727 | \$501,448 | \$510,324 | \$519,357 | \$528,549 | \$537,905 | \$5,807,798 |
| Federal Grant 5310 Capital Assistance Existing | | \$265,536 | \$270,236 | \$412,529 | \$419,831 | \$0 | \$362,354 | \$295,014 | \$300,236 | \$76,387 | \$466,437 | \$2,793,499 |
| Local Match 5310 Capital Assistance Existing | g Federal | \$29,504 | \$30,026 | \$45,837 | \$46,648 | \$0 | \$40,262 | \$32,779 | \$33,360 | \$8,487 | \$51,826 | \$310,389 |
| Federal (FTAT + SU) for ADA Improvem Existing | g Federal | \$500,000 | \$508,850 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,008,850 |
| CARES (Security, 1 bus, Avail, Farebox rExistin | g Federal | \$2,778,825 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1 | \$2,778,825 |
| Total Capital Revenues | | \$8,440,323 | \$11,911,232 | \$3,259,046 | \$3,316,731 | \$2,900,701 | \$3,354,659 | \$3,332,088 | \$3,391,066 | \$3,196,463 | \$3,684,928 | \$44,166,002 |
| Annual Revenues Minus Costs | | (\$0) | (\$7,812,578) | Ş1,588,994 | \$1,469,741 | \$1,645,742 | (\$512,988) | Ş47,524 | (\$1,110,981) | \$2,408,954 | (\$5,833,103) | (\$667,096) |
| Rollover from Previous Year | | \$1,608,497 | \$1,608,497 | (\$6,204,081) | (\$4,615,087) | (\$3,145,346) | (\$1,499,604) | (\$2,012,592) | (\$1,965,068) | (\$3,076,050) | (\$667,096) | |
| Capital Surplus/Shortfall (Cumulative) | | \$1,608,497 | (\$6,204,081) | (\$4,615,087) | (\$3,145,346) | (\$1,499,604) | (\$2,012,592) | (\$1,965,068) | (\$3,076,050) | (\$667,096) | (\$6,500,198) | (\$667,096) |

Table 5-3 – Needs based Financial Plan

| Maintain Existing Service - Paratransit E Route 22 Realigned - no cost R Route 22 Realigned - no cost R Route 23 EW, no change R New Route 25 EW, no change R New Route 25 EW, no change R New Route 25 LW, Inmokalee Rd A New Route 27 EW, Inmokalee to Randall R New Route 27 NS, Collier 441 to Immokalee Rd A Route 121 Form 30 to 20 mins Ir Route 11 from 30 to 20 mins Ir Route 121 from 90 to 45 mins Ir Route 141 from 60 to 30 min Ir Route 141 from 90 to 45 min Ir Route 15 from 90 to 45 min Ir Route 15 from 90 to 45 min Ir | Route Rea Route Rea Add New S Route Rea Add New S ncrease F ncrease F ncrease F ncrease F ncrease F ncrease F | alignment | 2022 \$7,931,900 \$4,896,800 \$00 \$00 \$00 \$00 \$00 \$00 \$00 | 2023 \$8,072,294 \$4,983,473 \$0 \$400,721 \$0 \$0 \$0 \$0 \$171,87 \$687,489 | \$0 | 2025 \$8,360,583 \$5,161,450 \$0 \$415,032 \$0 \$0 \$0 \$0 | 2026 \$8,508,565 \$5,252,807 \$0 \$422,378 \$0 \$0 | 2027 \$8,659,167 \$5,345,782 \$0 \$429,854 \$0 \$447,399 | 2028 \$8,812,434 \$5,440,402 \$0 \$437,462 \$0 \$455,318 | 2029 \$8,968,414 \$5,536,697 \$0 \$445,205 \$0 \$445,205 \$0 \$463,377 | 2030 \$9,127,155 \$5,634,697 \$0 \$453,085 \$0 | 2031 \$9,288,705 \$5,734,431 \$0 \$461,105 | 10-Year Total \$85,944,391 \$53,058,220 \$0 |
|---|---|---|--|---|--|--|--|--|--|--|---|--|---|
| Operating Cost E Maintain Existing Service - Fixed Route E Maintain Existing Service - Paratransit E Route 22 Realigned - no cost R Route 23 Realigned - no cost R New Route 25 EW, no change R New Route 25 EW, no change R New Route 25 EW, no change R New Route 27 EW, Immokalee to Randall R New Route 27 LW, Immokalee to Randall R Route 121 - Add one AM and one PM If Route 121 Fom 90 to 45 mins If Route 121 from 90 to 45 mins If Route 14 from 60 to 30 min If Route 14 from 90 to 45 min If Route 15 from 90 to 45 min If | xisting Route Rea Route Rea Route Rea Add New S Route Rea Add New S norease F norease F norease F norease F norease F norease F | alignment alignment Service alignment Service Frequency Frequency Frequency Frequency | \$7,931,900 \$4,896,800 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$ | \$8,072,294 \$4,983,473 \$0 \$400,721 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$171,872 | \$8,215,174 \$5,071,681 \$407,813 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$8,360,583 \$5,161,450 \$0 \$415,032 \$0 \$0 \$0 | \$8,508,565 \$5,252,807 \$0 \$422,378 \$0 \$0 \$0 | \$8,659,167 \$5,345,782 \$0 \$429,854 \$0 \$447,399 | \$8,812,434 \$5,440,402 \$0 \$437,462 \$0 | \$8,968,414 \$5,536,697 \$0 \$445,205 \$0 | \$9,127,155 \$5,634,697 \$0 \$453,085 | \$9,288,705 \$5,734,431 \$0 | \$85,944,391 |
| Maintain Existing Service - Fixed Route E Maintain Existing Service - Paratransit E Maintain Existing Service - Paratransit E Route 22 Realigned - no cost R New Route 25 Realigned - no cost R New Route 25 Realigned - no cost R New Route 25 EW, no change R New Route 25 IW, Ionmokalee Rd A New Route 27 NS, Collier 441 to Immokalee Rd A Route 121 - Add one AM and one PM Ir Route 121 from 90 to 45 mins Ir Route 121 from 90 to 45 mins Ir Route 13 from 90 to 45 min Ir Route 14 from 60 to 30 min Ir Route 15 from 90 to 45 min Ir | xisting Route Rea Route Rea Route Rea Add New S Route Rea Add New S norease F norease F norease F norease F norease F norease F | alignment alignment Service alignment Service Frequency Frequency Frequency Frequency | \$4,896,800 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$ | \$4,983,473 \$0 \$400,721 \$0 \$0 \$0 \$0 \$0 \$0 \$171,872 | \$5,071,681 \$0 \$407,813 \$0 \$0 \$0 \$0 \$0 \$0 | \$5,161,450 \$0 \$415,032 \$0 \$0 | \$5,252,807 \$0 \$422,378 \$0 \$0 \$0 | \$5,345,782 \$0 \$429,854 \$0 \$447,399 | \$5,440,402 \$0 \$437,462 \$0 | \$5,536,697 \$0 \$445,205 \$0 | \$5,634,697 \$0 \$453,085 | \$5,734,431 \$0 | |
| Maintain Existing Service - Paratransit E Route 22 Realigned - no cost R Route 22 Realigned - no cost R New Route 25 EW, no change R New Route 25 EW, no change R New Route 25 EW, no change R New Route 25 LW, Inmokalee Rd A New Route 27 EW, Inmokalee to Randall R New Route 27 LW, Inmokalee to Randall R New Route 27 NS, Collier 441 to Immokalee Rd A Neute 11 from 30 to 20 mins If Route 121 from 90 to 45 mins If Route 121 from 90 to 45 min If Route 14 from 60 to 30 min If Route 15 from 90 to 45 min If Route 15 from 90 to 45 min If | xisting Route Rea Route Rea Route Rea Add New S Route Rea Add New S norease F norease F norease F norease F norease F norease F | alignment alignment Service alignment Service Frequency Frequency Frequency Frequency | \$4,896,800 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$ | \$4,983,473 \$0 \$400,721 \$0 \$0 \$0 \$0 \$0 \$0 \$171,872 | \$5,071,681 \$0 \$407,813 \$0 \$0 \$0 \$0 \$0 \$0 | \$5,161,450 \$0 \$415,032 \$0 \$0 | \$5,252,807 \$0 \$422,378 \$0 \$0 \$0 | \$5,345,782 \$0 \$429,854 \$0 \$447,399 | \$5,440,402 \$0 \$437,462 \$0 | \$5,536,697 \$0 \$445,205 \$0 | \$5,634,697 \$0 \$453,085 | \$5,734,431 \$0 | |
| Route 22 Realigned - no cost R Route 23 Realigned plus freq 60 to 40 R New Route 25 RM, no change R New Route 25 LW, no change R New Route 25 LW, no change R New Route 27 LW, Immokalee Rd A New Route 27 NS, Collier 441 to Immokalee Rd A Route 121 - Add one AM and one PM Ir Route 121 from 90 to 45 mins Ir Route 12 from 90 to 45 min Ir Route 14 from 60 to 30 min Ir Route 15 from 90 to 45 min Ir Route 15 from 90 to 45 min Ir | Route Rea Route Rea Route Rea Add New 1 Route Rea Add New 1 ncrease F ncrease F ncrease F ncrease F ncrease F ncrease F ncrease F | alignment alignment Service alignment Service Frequency Frequency Frequency Frequency | \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$ | \$0 \$400,721 \$0 \$0 \$0 \$0 \$0 \$171,872 | \$0 \$407,813 \$0 \$0 \$0 \$0 \$0 | \$0 \$415,032 \$0 \$0 | \$0 \$422,378 \$0 \$0 | \$0 \$429,854 \$0 \$447,399 | \$0 \$437,462 \$0 | \$0 \$445,205 \$0 | \$0 \$453,085 | \$0 | \$33,030,220 \$0 |
| Route 23 Realigned plus freq 60 to 40 R New Route 25 EW, no change R New Route 25 EW, no change R New Route 25 EW, Inmokalee Rd A New Route 27 EW, Immokalee Rd A New Route 27 EW, Immokalee Rd A New Route 27 AS, Collier 441 to Immokalee Rd A New Route 27 AS, Collier 441 to Immokalee Rd A Route 11 from 30 to 20 mins If Route 12 from 90 to 45 mins If Route 12 from 90 to 45 min If Route 14 from 60 to 30 min If Route 15 from 90 to 45 min If Route 15 from 90 to 45 min If | Route Rea Route Rea Add New S Route Rea Add New S ncrease F ncrease F ncrease F ncrease F ncrease F ncrease F | alignment alignment Service alignment Service Frequency Frequency Frequency Frequency | \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$400,721 \$0 \$0 \$0 \$0 \$0 \$171,872 | \$407,813 \$0 \$0 \$0 \$0 \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$447,399 | \$0 | \$445,205 \$0 | | \$461,105 | |
| New Route 25 EW, no change R New Route 25 NS, to Immokalee Rd A New Route 27 EW, Immokalee to Randall R New Route 27 NS, Collier 441 to Immokalee Rd A Route 121 - Add one AM and one PM If Route 111 from 30 to 20 mins If Route 112 from 90 to 45 mins If Route 121 from 60 to 30 min If Route 131 from 90 to 45 mins If Route 141 from 60 to 30 min If Route 15 from 90 to 45 min If Route 15 from 90 to 45 min If | Route Rea Add New 2 Route Rea Add New 2 ncrease F ncrease F ncrease F ncrease F ncrease F ncrease F | alignment Service alignment Service Frequency Frequency Frequency Frequency | \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$0 \$0 \$171,872 | \$0 \$0 \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$447,399 | \$0 | \$0 | | \$ 101)105 | \$3,872,655 |
| New Route 25 NS, to Immokalee Rd A New Route 27 EW, Immokalee to Randall R New Route 27 NS, Collier 441 to Immokalee Rd A Route 121 - Add one AM and one PM If Route 121 from 30 to 20 mins If Route 121 from 90 to 45 mins If Route 121 from 60 to 30 min If Route 13 from 40 to 30 min If Route 14 from 60 to 30 min If Route 15 from 90 to 45 min If Route 15 from 90 to 45 min If | Add New S Route Rea Add New S Increase F Increase F Increase F Increase F Increase F Increase F Increase F | Service alignment Service Frequency Frequency Frequency Frequency | \$0 \$0 \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$0 \$171,872 | \$0 \$0 | | \$0 | | \$455,318 | ¢162 277 | | S0 | \$0,0,2,000 |
| New Route 27 EW, Immokalee to Randall R New Route 27 NS, Collier 441 to Immokalee Rd A New Route 27 NS, Collier 441 to Immokalee Rd A Route 121 - Add one AM and one PM Ir Route 11 from 30 to 20 mins Ir Route 121 - Add one AM and one PM Ir Route 121 from 90 to 45 mins Ir Route 13 from 40 to 30 min Ir Route 14 from 60 to 30 min Ir Route 15 from 90 to 45 min Ir Route 15 from 90 to 45 min Ir | Route Rea Add New S ncrease F ncrease F ncrease F ncrease F ncrease F ncrease F ncrease F ncrease F | alignment Service requency requency requency requency | \$0 \$0 \$0 \$0 \$0 \$0 | \$0 \$0 \$171,872 | \$0 | \$0 | 11 | | | 5405.377 | \$471.579 | \$479.926 | \$2.317.598 |
| New Route 27 NS, Collier 441 to Immokalee Rd A Route 121 - Add one AM and one PM Ir Route 11 from 30 to 20 mins Ir Route 12 from 90 to 45 mins Ir Route 12 from 90 to 45 mins Ir Route 14 from 60 to 30 min Ir Route 14 from 60 to 30 min Ir Route 15 from 90 to 45 min Ir Route 15 from 90 to 45 min Ir | Add New : ncrease F ncrease F ncrease F ncrease F ncrease F ncrease F ncrease F | Service Frequency Frequency Frequency Frequency | \$0 \$0 \$0 \$0 | \$0 \$171,872 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | ŚC |
| Route 11 from 30 to 20 mins Ir Route 12 from 90 to 45 mins Ir Route 12 from 40 to 30 min Ir Route 14 from 60 to 30 min Ir Route 14 from 60 to 30 min Ir Route 15 from 90 to 45 min Ir Route 15 from 90 to 45 min Ir | ncrease F ncrease F ncrease F ncrease F ncrease F ncrease F | Frequency Frequency Frequency | \$0 \$0 | | A 4 3 4 5 1 1 | \$0 | \$0 | \$924,393 | \$940,755 | \$957,406 | \$974,352 | \$991,598 | \$4,788,504 |
| Route 12 from 90 to 45 mins Ir Route 13 from 40 to 30 min Ir Route 14 from 60 to 30 min Ir Route 15 from 90 to 45 min Ir Route 16 from 90 to 45 min Ir | ncrease F ncrease F ncrease F ncrease F ncrease F | requency requency | \$0 | \$687,489 | \$174,914 | \$178,010 | \$181,161 | \$184,368 | \$187,631 | \$190,952 | \$194,332 | \$197,772 | \$1,661,012 |
| Route 13 from 40 to 30 min Ir Route 14 from 60 to 30 min Ir Route 15 from 90 to 45 min Ir Route 16 from 90 to 45 min Ir | ncrease F ncrease F ncrease F ncrease F | requency | | | \$699,657 | \$712,041 | \$724,644 | \$737,471 | \$750,524 | \$763,808 | \$777,328 | \$791,086 | \$6,644,049 |
| Route 14 from 60 to 30 min Ir Route 15 from 90 to 45 min Ir Route 16 from 90 to 45 min Ir | ncrease F ncrease F ncrease F | | 44 | \$297,912 | \$303,185 | \$308,551 | \$314,013 | \$319,571 | \$325,227 | \$330,984 | \$336,842 | \$342,804 | \$2,879,088 |
| Route 15 from 90 to 45 min Ir Route 16 from 90 to 45 min Ir | ncrease F ncrease F | requency | \$0 | \$98,311 | \$100,051 | \$101,822 | \$103,624 | \$105,458 | \$107,325 | \$109,225 | \$111,158 | \$113,125 | \$950,099 |
| Route 16 from 90 to 45 min | ncrease F | | \$0 | \$286,454 | \$291,524 | \$296,684 | \$301,935 | \$307,279 | \$312,718 | \$318,253 | \$323,887 | \$329,619 | \$2,768,354 |
| | | requency | \$0 | \$171,872 | \$174,914 | \$178,010 | \$181,161 | \$184,368 | \$187,631 | \$190,952 | \$194,332 | \$197,772 | \$1,661,012 |
| Route 17/18 90 to 45 minutes Ir | ncrease F | requency | \$0 | \$183,330 | \$186,575 | \$189,878 | \$193,239 | \$196,659 | \$200,140 | \$203,682 | \$207,287 | \$210,956 | \$1,771,746 |
| | | requency | \$0 | \$303,641 | \$309,015 | \$314,485 | \$320,051 | \$325,716 | \$331,481 | \$337,349 | \$343,320 | \$349,396 | \$2,934,455 |
| Route 24 from 85 to 60-min | ncrease F | requency | \$0 | \$215,413 | \$219,226 | \$223,106 | \$227,055 | \$231,074 | \$235,164 | \$239,327 | \$243,563 | \$247,874 | \$2,081,802 |
| Route 11 (until 10 PM) | ncrease H | Hours of Servi | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$127,301 | \$129,555 | \$131,848 | \$388,704 |
| | | Hours of Servi | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$86,565 | \$88,097 | \$89,656 | \$264,319 |
| Route 14 (until 10 PM) Ir | ncrease H | Hours of Servi | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$86,565 | \$88,097 | \$89,656 | \$264,319 |
| Route 17/18 (until 10 PM) Ir | ncrease H | Hours of Servi | \$0 | \$141,164 | \$143,663 | \$146,206 | \$148,794 | \$151,427 | \$154,108 | \$156,835 | \$159,611 | \$162,436 | \$1,364,245 |
| Route 19/28 (until 10 PM) Ir | ncrease H | Hours of Servi | \$0 | \$0 | \$0 | \$0 | \$0 | \$71,289 | \$72,551 | \$73,835 | \$75,142 | \$76,472 | \$369,288 |
| | Add New ! | | \$0 | \$0 | | \$759,511 | \$772,954 | \$786,635 | \$800,559 | \$814,729 | \$829,149 | \$843,825 | \$6,353,664 |
| | Add New ! | | \$0 | \$0 | | \$320,419 | \$326,090 | \$331,862 | \$337,736 | \$343,714 | \$349,797 | \$355,989 | \$2,365,606 |
| | dd New ! | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$259,695 | \$264,291 | \$268,969 | \$792,956 |
| | dd New | | \$0 | \$0 | | | | \$0 | | \$407,364 | \$414,575 | \$421,913 | \$1,243,852 |
| | dd New | | \$0 | \$0 | | | | \$0 | \$0 | \$809,878 | \$824,213 | \$838,801 | \$2,472,892 |
| | dd New | | \$0 | \$0 | | \$0 | | \$0 | \$0 | \$404,939 | \$412,106 | \$419,401 | \$1,236,446 |
| | dd New | | \$0 | \$0 | | | | \$0 | | \$960,722 | \$977,727 | \$995,033 | \$2,933,482 |
| | dd New | Service | \$0 | \$0 | \$0 | \$0 | | \$0 | \$0 | \$539,660 | \$549,212 | \$558,933 | \$1,647,805 |
| Total Operating Costs | | | \$12,828,700 | \$16,013,947 | \$17,043,695 | \$17,665,787 | \$17,978,472 | \$19,739,771 | \$20,089,165 | \$24,127,433 | \$24,554,488 | \$24,989,103 | \$195,030,561 |
| Operating Revenues | | | Acr 100 | 4000.000 | 4500.044 | 4000.000 | 4705 000 | 4242.244 | 4700.445 | 47.00.0.00 | 475.0.00 | 47.00.000 | 47.400.400 |
| | | Federal | \$657,432 | \$669,069 | \$680,911 | \$692,963 | \$705,229 | \$717,711 | \$730,415 | \$743,343 | \$756,500 | \$769,890 | \$7,123,463 |
| | xisting | Local | \$657,432 | \$669,069 | \$680,911 | \$692,963 | \$705,229 | \$717,711 | \$730,415 | \$743,343 | \$756,500 | \$769,890 | \$7,123,463 |
| | | Federal | \$0 \$0 | \$1,066,064 | \$1,098,046 | \$1,117,481 | \$1,137,261 | \$1,157,390 | \$1,177,876 | \$1,198,725 | \$1,219,942 | \$1,241,535 | \$10,414,320 |
| | | Local | ېن \$989,122 | \$1,066,064 | \$1,098,046 \$0 | \$1,117,481 | \$1,137,261 | \$1,157,390 | \$1,177,876 \$0 | \$1,198,725 \$0 | \$1,219,942 \$0 | \$1,241,535 | \$10,414,320 \$989,122 |
| | | Federal Federal | \$989,122 \$1.612.689 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | <u>\$0</u> \$0 | \$0 \$0 | \$0 \$0 | \$0 \$0 | \$U \$0 | \$989,122 |
| | | State | \$800.082 | \$0 \$814.243 | \$828.656 | \$843.323 | \$858.250 | \$873,441 | \$888.900 | \$904.634 | \$920.646 | \$936.941 | \$8,669,116 |
| | | State | \$860,539 | \$875,771 | \$891.272 | \$907.047 | \$923,102 | \$939.441 | \$956,069 | \$972.991 | \$990.213 | \$1.007.740 | \$9,324,185 |
| | xisting | Local | \$800,033 | \$814.243 | \$828.656 | \$843.323 | \$858,250 | \$873,441 | \$888,900 | \$904.634 | \$920,646 | \$936.941 | \$8,669,116 |
| | | Local | \$2,249,460 | \$2.289.275 | \$2,329,796 | \$2,371,033 | \$2,413,000 | \$2,455,710 | \$2,499,176 | \$2,543,412 | \$2,588,430 | \$2.634.245 | \$24,373,539 |
| | xisting | Local | \$3,565,600 | \$3.628.711 | \$3,692,939 | \$3,758,304 | \$3,824,826 | \$3,892,526 | \$3.961.423 | \$4,031,541 | \$4,102,899 | \$4,175,520 | \$38,634,290 |
| Federal Grant 5307 | lew | Federal | \$0 | \$0 | \$0 | \$408.074 | \$415,297 | \$422,648 | \$430,129 | \$895,008 | \$910.850 | \$926,972 | \$4,408,979 |
| | lew | State | \$0 | \$0 | \$0 | \$204,037 | \$207,649 | \$211,324 | \$215,064 | \$447,504 | \$455,425 | \$463,486 | \$2,204,489 |
| | lew | Local | \$0 | \$0 | ŚO | \$204,037 | \$207,649 | \$211,324 | \$215,064 | \$447,504 | \$455,425 | \$463,486 | \$2,204,489 |
| | xisting | Local | \$177,000 | \$180,133 | \$183,321 | \$186,566 | \$189,868 | \$193,229 | \$196,649 | \$200,130 | \$203,672 | \$207,277 | \$1,917,845 |
| | lew | Fare | \$0 | \$0 | \$115,353 | \$166,921 | \$169,876 | \$172,882 | \$175,942 | \$701,841 | \$714,264 | \$726,906 | \$2,943,985 |
| Fare Revenue from Existing Services E | xisting | Fare | \$961,000 | \$978,010 | \$995,320 | \$1,012,938 | \$1,030,867 | \$1,049,113 | \$1,067,682 | \$1,086,580 | \$1,105,813 | \$1,125,386 | \$10,412,708 |
| Total Operating Revenue | ~ | | \$13.330.438 | \$13.050.652 | \$13,423,227 | \$14,526,492 | \$14,783,611 | \$15,045,281 | \$15,311,583 | \$17,019,915 | \$17,321,168 | \$17,627,753 | \$151,440,120 |
| Annual Revenues Minus Costs | | | \$501,738 | (\$2,963,295) | (\$3,620,468) | (\$3,139,295) | (\$3,194,860) | (\$4,694,490) | (\$4,777,583) | (\$7,107,518) | (\$7,233,321) | (\$7,361,350) | (\$38,296,559) |
| Rollover from Previous Year | | | \$1,400,953 | \$1,902,691 | (\$1.060.604) | (\$4.681.072) | (\$7,820,367) | (\$11.015.227) | (\$15,709,718) | (\$20,487,300) | (\$27.594.818) | (\$34.828.139) | |
| Operating Surplus/Shortfall (Cumulative) | | | \$1,400,953 | \$1,902,091 | (31,000,004) | (,94,001,072) | (\$1,020,307) | (711,013,227) | (91,201,201,10) | (720,407,500) | (727,374,018) | (204,020,139) | |

| Cost/Revenue | | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 10-Year Total |
|---|--|-------------|----------------|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Capital Costs | | | | | | | | | | | | |
| Vehicles | | \$3,371,109 | \$9,855,184 | \$3,692,562 | \$1,203,369 | \$2,799,750 | \$3,201,040 | \$4,155,083 | \$3,811,634 | \$84,875 | \$3,520,139 | \$35,694,743 |
| Replacement Fixed Route Buses - Maintain Existing Service | | \$3,076,068 | \$3,130,515 | \$530,987 | \$540,386 | \$549,951 | \$2,798,425 | \$2,278,365 | \$3,478,039 | \$0 | \$3,001,876 | \$16,382,737 |
| Replacement Vans - Maintain Existing Paratransit Services | | \$295,040 | \$300,262 | \$458,366 | \$466,479 | \$0 | \$402,615 | \$327,793 | \$333,595 | \$84,875 | \$518,263 | \$3,103,888 |
| Replacement of Support Vehicles | | \$0 | \$0 | \$48,272 | \$196,504 | \$49,996 | \$0 | \$0 | \$0 | \$0 | \$0 | \$294,771 |
| New Vehicles for Improved, MOD & New Services | | \$0 | \$4,516,585 | \$2,123,950 | \$0 | \$1,649,852 | \$0 | \$1,466,976 | \$0 | \$0 | \$0 | \$9,757,363 |
| Spares for New Service and Improved Existing Service | | \$0 | \$1,043,505 | \$530,987 | \$0 | \$549,951 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,124,443 |
| Other Capital/Infrastructure | | \$5,069,215 | \$14,181,311 | \$632,427 | \$643.621 | | \$666,607 | \$678,406 | \$690,414 | \$702.634 | \$715,071 | \$24,634,719 |
| Shelter Rehab | | \$34,595 | \$34,883 | ŚO | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$69,478 |
| Bus Shelters | | \$610,620 | \$621,428 | \$632,427 | \$643,621 | \$655.013 | \$666.607 | \$678,406 | \$690,414 | \$702.634 | \$715.071 | \$6.616.241 |
| Facility | | \$1,500,000 | \$13,500,000 | +++++++++++++++++++++++++++++++++++++++ | ++++++ | 7000/020 | +/ | | ++++++ | | | \$15,000,000 |
| Security - Driver Protection Barriers | | \$153.080 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$153,080 |
| Technology - Avail Replacement | | \$1,386,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,386,000 |
| Technlogy - APC | | \$296,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$296,000 |
| Technology - Annunciators | | \$36,200 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$36,200 |
| Technology - Onboard Information Media | | \$50,470 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,470 |
| Technology - Farebox Replacement | | \$952,250 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$952,250 |
| Study Santa Barbara Corridor | | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 |
| Study UF/IFAS Lehigh Acres Service | | \$0 | \$25,000 | \$0 | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 |
| Study I-75 Managed Lanes Express | | \$25,000 | \$0 | \$0 | | | \$0 | \$0 | | | | \$25,000 |
| Total Capital Costs | | \$8,440,323 | \$24,036,495 | \$4,324,989 | \$1,846,990 | \$3,454,763 | \$3,867,647 | \$4,833,489 | \$4,502,048 | \$787,509 | \$4,235,210 | \$60,329,463 |
| Capital Revenues | | | | | | | | | | | | |
| Local Match - Planning | | \$9,877 | \$9,877 | \$11,410 | | | \$12,027 | \$12,240 | \$12,456 | | \$12,901 | \$116,893 |
| Federal Grant 5307 Capital Assistance | | \$3,356,581 | \$3,796,745 | \$2,313,533 | \$2,354,483 | \$2,396,157 | \$2,438,569 | \$2,481,732 | \$2,525,658 | \$2,570,362 | \$2,615,858 | \$26,849,677 |
| Federal Grant 5339 Capital Assistance | | \$1,500,000 | \$5,000,000 | \$0 | | | \$0 | \$0 | \$0 | | \$0 | \$6,500,000 |
| Federal Grant 5339 Capital Assistance | | \$0 | \$2,295,498 | \$475,737 | \$484,158 | \$492,727 | \$501,448 | \$510,324 | \$519,357 | \$528,549 | \$537,905 | \$6,345,703 |
| Federal Grant 5310 Capital Assistance | | \$265,536 | \$270,236 | \$412,529 | | \$0 | \$362,354 | \$295,014 | \$300,236 | | \$466,437 | \$2,868,559 |
| Local Match 5310 Capital Assistance | | \$29,504 | \$30,026 | \$45,837 | | | \$40,262 | \$32,779 | \$33,360 | \$8,487 | \$51,826 | \$318,729 |
| Federal (FTAT + SU) for ADA Improvements | | \$500,000 | \$508,850 | \$0 | | | \$0 | \$0 | ĴĈ | ĴĈ | \$0 | \$1,008,850 |
| CARES (Security, 1 bus, Avail, Farebox replacement) | | \$2,778,825 | \$0 | \$0 | | | | \$0 | | | | \$2,778,826 |
| Total Capital Revenues | | \$8,440,323 | \$11,911,232 | \$3,259,046 | \$3,316,731 | | \$3,354,659 | \$3,332,088 | \$3,391,066 | \$3,196,463 | \$3,684,928 | \$46,787,238 |
| Annual Revenues Minus Costs | | (\$0) | (\$12,125,263) | (\$1,065,944) | \$1,469,741 | (\$554,061) | (\$512,988) | (\$1,501,400) | (\$1,110,981) | \$2,408,954 | (\$550,282) | (\$11,818,308) |
| Rollover from Previous Year | | \$1,173,635 | \$1,173,635 | (\$10,951,628) | (\$12,017,572) | (\$10,547,831) | (\$11,101,892) | (\$11,614,880) | (\$13,116,281) | (\$14,227,262) | (\$11,818,308) | |
| Capital Surplus/Shortfall (Cumulative) | | \$1,173,635 | (\$10,951,628) | (\$12,017,572) | (\$10,547,831) | (\$11,101,892) | (\$11,614,880) | (\$13,116,281) | (\$14,227,262) | (\$11,818,308) | (\$12,368,590) | (\$11,818,308) |

Section 6

ANNUAL FAREBOX RECOVERY RATIO REPORT – June 2020 COLLIER AREA TRANSIT NAPLES, FLORIDA

Current Farebox Recovery Ratio

The farebox recovery ratio (FRR) for Collier Area Transit (CAT), the public transportation provider for Collier County, was approximately 8 percent for the federal fiscal year (FFY) 2020. This is due to the impacts of the pandemic, Collier Area Transit was fare-free from March until August, and the decrease of ridership impacted fare revenue.

Prior Year Fare Studies and Changes

• In FY20, Collier County did not complete a Fare Study nor did the agency modify the fare structure.

At the completion for the Fare Study completed in FY18, the following scenario was approved in June 2018 for modifications to the Fixed-route and Paratransit fare structure and policies:

Fixed Route Fare Structure

| Fare Category | FY2018 Fare Approved | | | | | |
|---------------------------------|----------------------|--------------|--|--|--|--|
| Tare category | Full Fare | Reduced Fare | | | | |
| One-way Fare | \$2.00 | \$1.00 | | | | |
| Children 5 years of age & under | Free | Free | | | | |
| Transfer | Free/90 min. | Free/90 min. | | | | |
| Day Pass | \$3.00 | \$1.50 | | | | |
| 7-Day Pass | NA | NA | | | | |
| 15-Day Pass | \$20.00 | \$10.00 | | | | |
| 30-Day Pass | \$40.00 | \$20.00 | | | | |
| Marco Express One-way Fare | \$3.00 | \$1.50 | | | | |
| Marco Express 30-Day Pass | \$70.00 | \$35.00 | | | | |

Paratransit Fare Structure

| Fare Category FY2018 F | ares Approved |
|--|---------------|
| Reduced ADA Fare | \$1.00 |
| ADA Fare | \$3.00 |
| TD Fare – At or Under Poverty Level | \$1.00 |
| TD Fare – 101% to 150% of Poverty Level | \$3.00 |
| TD Fare – +151% of Poverty Level | \$4.00 |

STRATEGIES THAT WILL AFFECT THE FAREBOX RECOVERY RATIO

The 2021-2030 Transit Development Plan (TDP) Major Update identified strategies that will be used to maintain or increase the farebox recovery ratio, including the following:

- Continue planned program to replace the existing, outdated farebox equipment on all vehicles so CAT's fare structure can continue to include smartcard technology and mobile fare payment to help enhance the fare collection process, minimize cash handling, and attract new patrons who may be put off by transit because of the fare payment process.
- Monitor key performance measures for individual fixed routes.
- Ensure that transit serves major activity centers, potentially increasing the effectiveness of service.
- Continue to transition Transportation Disadvantaged (TD) and ADA passengers to fixed-route services to increase ridership.
- Increase ridership through enhanced marketing and community relations activities.
- Provide local employers with incentives for transit use.
- Evaluate the fare structure every three years.
- Monitor opportunities to secure additional funding to improve frequencies on existing routes and attract new riders.
- Add additional buses and combine bi-directional routes to improve frequencies and improve the customer experience and attract new riders.
- Minimize costs required to operate and administer transportation services.
- Conduct on-board surveys every five years to gather information on how to make services more convenient and useful to patrons.
- Complete ongoing preventative maintenance activities and replace fareboxes as needed to ensure the fare collection equipment is performing at optimum capacity.

EXECUTIVE SUMMARY Reports and Presentations Item 6c Vanpool Update

Objective:

To update the committee on the vanpool programs currently active and the ridership developed through this program.

Considerations:

COMMUTE with Enterprise, a private provider of public transportation services, has entered into a joint participation agreement with FDOT to provide turn-key commuter vanpool services within counties of critical concern throughout Florida. COMMUTE with Enterprise has provided and made available well-appointed commuter highway vehicles that seat 7 to 15 persons, with comprehensive auto liability insurance coverage, and a bumper-to-bumper preventive maintenance and repair package. Services are provided on a month-to-month contract basis and require no longterm commitment. The end result is a comprehensive vanpool program that serves the needs of the constituents of rural Florida who are in need of affordable transportation services to get to and from work.

The services of COMMUTE with Enterprise have been enacted within Collier County and are starting to see traction with some of the major employers throughout the county. With this program, they are seeing significant use with commuters because the cost benefits, of this type of ride share program are extremely appealing. FDOT pays towards the monthly rent and fuel at 50% to offset costs for the vanpoolers for completing monthly trip recording.

Staff will present data obtained from COMMUTE with Enterprise at the meeting.

Recommendation:

None

Attachment:

None

Prepared by:

Showalter, PTNE Senior Planner

Date: <u>11/12/21</u>

Approved by:

Date: 11-12-2021

Michelle Arnold, PTNE Division Director