



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

- 1) Call to Order
- 2) Roll Call
- 3) Approval of Agenda
- 4) Approval of Minutes
  - a. October 19<sup>th</sup>, 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 21<sup>st</sup>, 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 4<sup>th</sup> 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 5<sup>th</sup> 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:

<b>Funding Source</b>	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 14<sup>th</sup> 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 14<sup>th</sup> 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	<b>Donated?</b> 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
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:	<b>.</b> .	0 0						
Instructions:	<b>.</b> .	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%						
<b>Total Passenger Miles</b> 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	<ul> <li>Passenger Amenity Projects</li> <li>Transit Centers</li> <li>Transit Fueling and Electric Charging Stations</li> </ul>	
Expansion Vehicles	—Large heavy- duty transit buses 35' -40' —Small heavy-duty transit buses 30' —Minibus	
Replacement Vehicles	—Standard Cutaway —Minivan	V
Equipment	<ul> <li>Fare boxes</li> <li>Communications equipment</li> <li>Security/surveillance equipment for vehicles and/or buildings</li> <li>Shop equipment (alignment machines, bus washing machines, tire changers, etc.)</li> <li>Bus shelters</li> <li>Bus stop signage</li> <li>Wheelchair lifts</li> <li>Other miscellaneous equipment</li> </ul>	
Mobility Management	<ul> <li>Operating transportation brokerages to coordinate service providers, funding resources, and customer needs;</li> <li>Coordinating transportation services for older adults, individuals with disabilities, and individuals with low incomes;</li> <li>Supporting local partnerships that coordinate transportation services;</li> <li>Staffing for the development and implementation of coordination plans;</li> <li>Providing travel training and trip planning activities for customers;</li> <li>Developing and operating traveler call centers to coordinate travel information, manage eligibility requirements, and arrange customer travel; and</li> <li>Planning and implementing the acquisition and purchase of intelligent transportation technologies to operate a coordinated system.</li> </ul>	

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											
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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:			<b>T</b> :	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: <sub>Co</sub>	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 14<sup>th</sup> 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 14<sup>th</sup> 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	

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

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:			<b></b>		
* 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 5<sup>th</sup>, 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 5<sup>th</sup> 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 15<sup>th</sup>.

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:

Showalter, PTNE Senior Planner Alexande

Date: 11/12/21

Approved by:

11-12-2021 Date:

Michelle Arnold, PTNE Division Director

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

Prepared by: Public Transit and Neighborhood Enhancement Division 8300 Radio Road Naples, Florida 34104 (239) 252-5840

# Contents

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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.



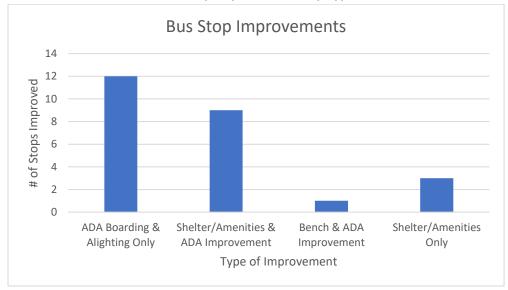
**ADA Bus Stop Improvements:** CAT constructed 22 ADA accessible boarding and alighting pads. This number incorporates the shelters that were built with ADA improvements.



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.

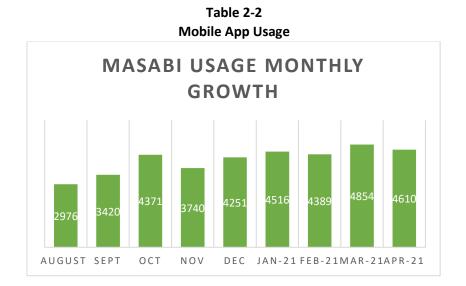


Table 2-3 displays individual route ridership for the preceding 5 years.

#### 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.

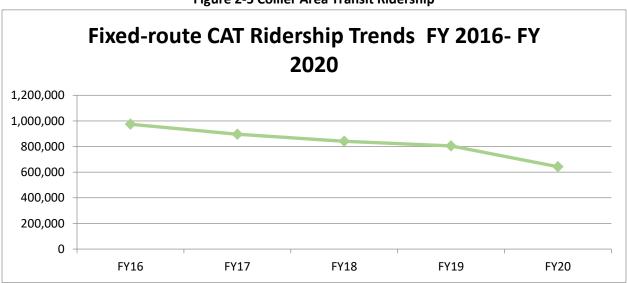
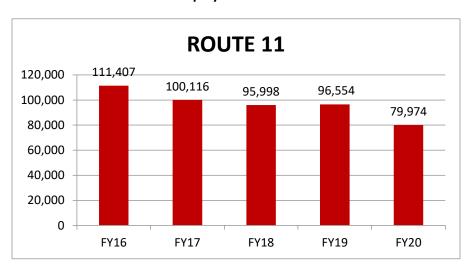
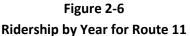


Figure 2-5 Collier Area Transit Ridership

## **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.

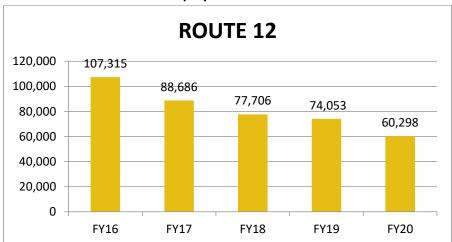


Figure 2-7 Ridership by Year for Route 12

**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.

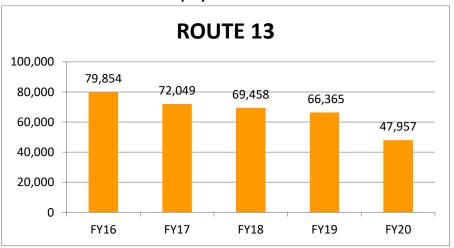
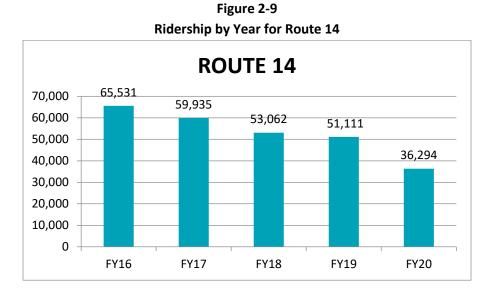


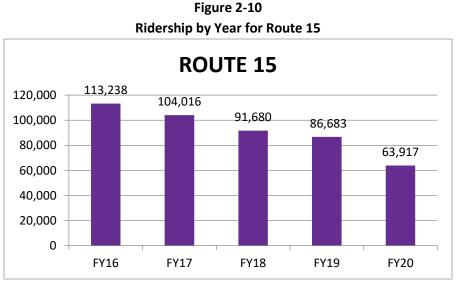
Figure 2-8 Ridership by Year for Route 13

**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.

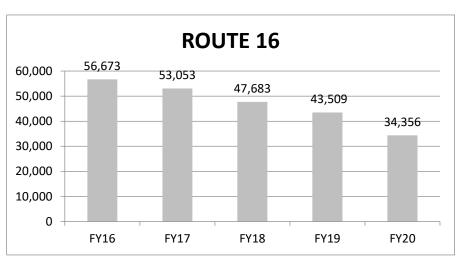
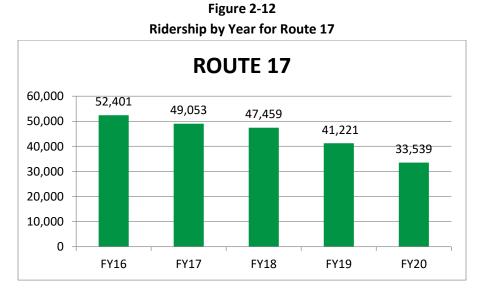


Figure 2-11 Ridership by Year for Route 16

**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.

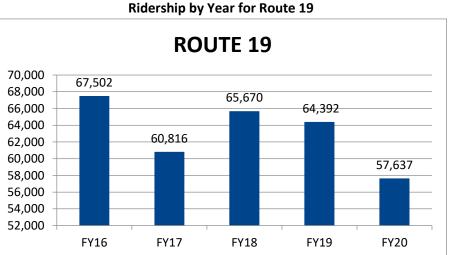
Figure 2-13

#### **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.

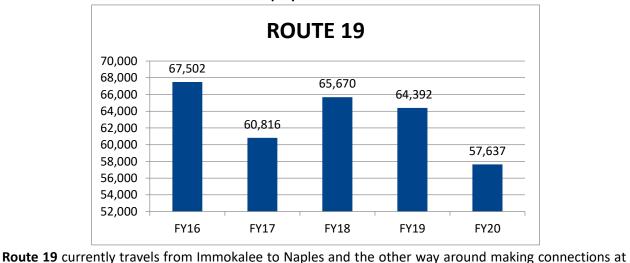
#### Modifications: None



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

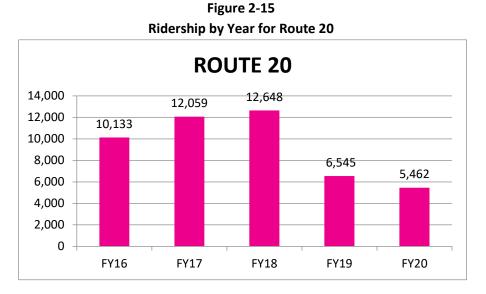
Figure 2-14

Collier Area Transit – Transit Development Minor Update



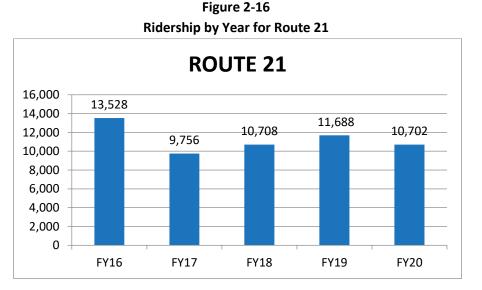
seven (7) days a week. Route 19 travels along Immokalee Road after Wilson Boulevard to service that corridor into the Immokalee area.

**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.

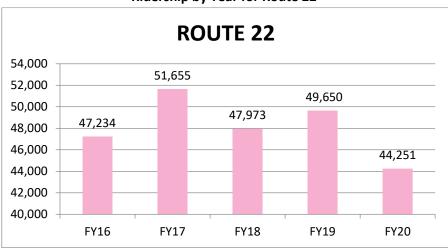
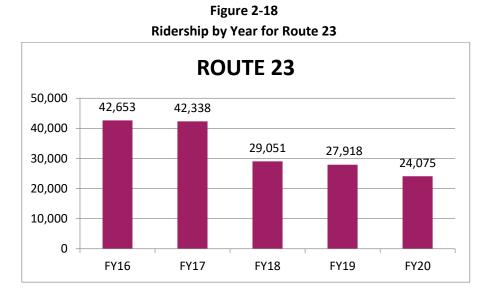


Figure 2-17 Ridership by Year for Route 22

**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 6<sup>th</sup> St, Route 22 stays on Colorado Ave. then makes a right on S 4<sup>th</sup> 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

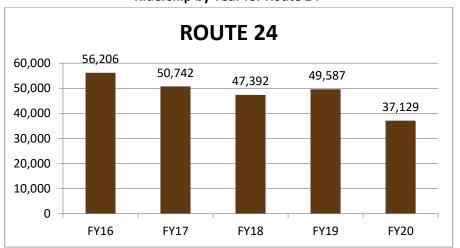


Figure 2-19 Ridership by Year for Route 24

**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.

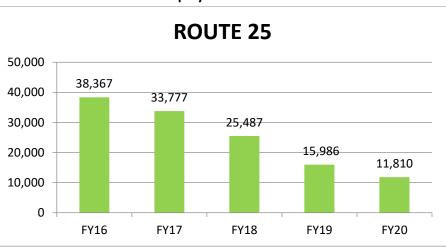


Figure 2-20 Ridership by Year for Route 25

**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

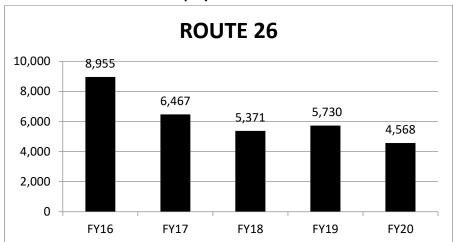
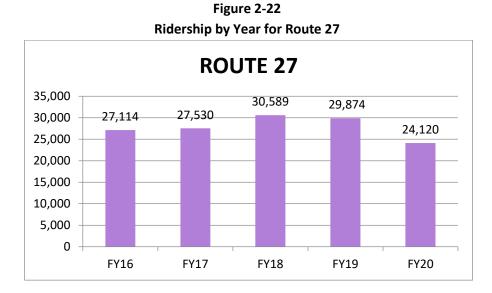


Figure 2-21 Ridership by Year for Route 26

**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.

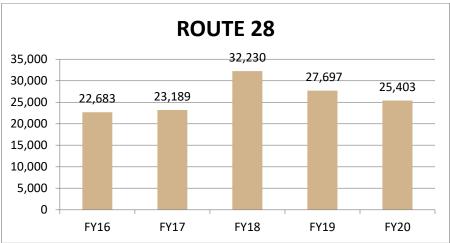


Figure 2-23 Ridership by Year for Route 28

**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.

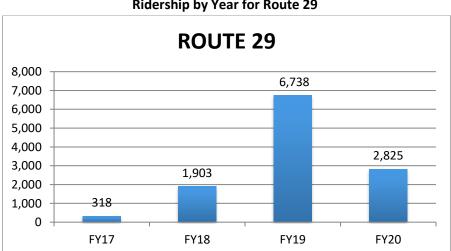
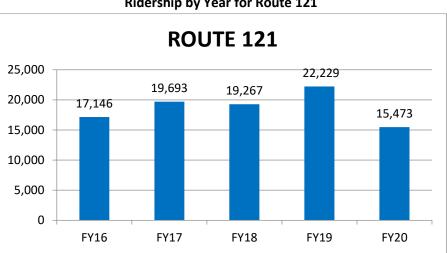
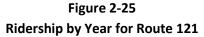


Figure 2-24 Ridership by Year for Route 29

**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 12<sup>th</sup>, 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 <sup>2</sup> Cost				
Summer Paw Pass (Valid June 1 <sup>st</sup> - August 31 <sup>st</sup> for students age 17 and under. Cost includes Smart Card) \$30				
30-Day Corporate Pass (300+ Employee	s)	\$29.75		
<sup>1</sup> 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 <sup>2</sup> 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 10<sup>th</sup> 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	
<b>Operating Surplus/Shortfall (Cumulating</b>	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	<b>10-Year Total</b> \$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