

EXECUTIVE SUMMARY
Committee Action
Item 5a
Endorsement of the Park and Ride Program Application

Objective:

Endorsement of the State Discretionary Park and Ride Program Application

Considerations:

Public Transit funds are made available each year through an application process administered by the FDOT. FDOT announced a request for proposals on for the State Park-and-Ride Lot Program on May 02, 2017. The grant program provides for 50% of the project costs, the remaining 50% must be provided by the local agency or with Federal Funding. The proposals was prepared for the grant program to complete a Park and Ride Study.

The Park and Ride Study will identify potential park-and-ride facilities that will provide a common location for individuals to transfer from a low- to a high-occupancy travel mode. While most commonly considered as a staging location for individuals to transfer between auto and transit or other high-occupancy vehicle (HOV) modes, park-and-ride lots can serve a wider range of intermodal transfers, providing better integration with the surrounding environment. Some of these other modes include pedestrian, bicycles, paratransit, carpool/vanpool, airport service and rail. Collier Area Transit (CAT) would like to update the Park-and-Ride (P&R) Study that was prepared for the community in 2005 to identify potential central nodes that are within close access to the Florida Strategic Intermodal System and areas of high concentration of residential and commercial businesses. By identifying and developing nodes as designated Park-and-Ride facilities throughout the County, commuters will be encouraged to carpool, vanpool, and/or take public transportation.

This proposal is required to be submitted to the FDOT by May 26, 2017.

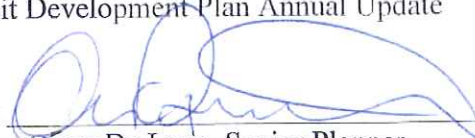
Recommendation:

Recommend endorsement of the State Discretionary Park and Ride Program Grant Application.

Attachments:

A. Transit Development Plan Annual Update


Prepared by:


Omar De Leon, Senior Planner

Date:

5/12/17

Approved by:


Michelle Arnold, PTNE Director

Date:

5.12.17

STATE DISCRETIONARY PARK-AND-RIDE LOT PROGRAM

GENERAL INFORMATION

Purpose:

According to the Department's published guidance for this program:

The Florida Legislature initiated the statewide State Discretionary Park-and-Ride Lot Program in 1982 to provide organized, safe parking for vehicles parked on roadsides. Initially the Department and other parties constructed park-and-ride lots on publicly owned land such as rights of way, park lands and state owned land.

This program provides for the purchase and/or leasing of private land, and grants to public agencies in conjunction with a local project (e.g., for planning, right of way acquisition, engineering, inspection, marketing, design and/or construction of a park-and-ride facility) for the construction of park-and-ride lots, the promotion of these lots, and the monitoring of their usage. This program is an integral part of the Department's Commuter Assistance and Ridesharing Program efforts to encourage the use of transit, carpools, vanpools and other high occupancy modes. It is essential in efforts to meet federal, state, regional and local goals for reducing single occupant vehicle travel.

The State Discretionary Park-and-Ride Lot Program provides a resource to assist in the planning, implementation, promotion, maintenance, and monitoring of park-and-ride facilities by the Department and in joint development with local transportation agencies.

Funding

This Request for Proposals is primarily associated with anticipated funding for State Fiscal Year (SFY) 2018/2019. Applicants may request funding for new projects scheduled to begin July 1, 2018.

Greenhouse Gas Emissions Reduction: Applicants are encouraged to describe in narrative form, with supporting data, how the proposed project will contribute to the achievement of greenhouse gas emissions reduction.

Eligible Recipients Are: Transit systems, local governments and public agencies.

Objectives: Grant applications shall include a list of specific actions the applicant commits to take to meet stated objectives. The length of time expected to be required to develop the required service shall be explicitly stated.

Planning and Technical Guidance: Planning information and technical guidance is available from the Department upon request. Applicants are encouraged to request from the Department a copy of the *State Park-and-Ride Lot Planning Handbook* to ensure consistency with the Department-established criteria for park-and-ride planning with respect to siting, sizing, and future considerations associated with park-and-ride facilities.

STATE DISCRETIONARY PARK-AND-RIDE LOT PROGRAM

Proposed facilities must be identified in a Transit Corridor Plan, Transit Development Plan (TDP), a major highway construction justification plan or other locally published plans.

Siting: Park-and-ride facilities constructed by the Department, or funded in whole or in part by the Department, must be sited, sized, and promoted in such a way that there is a reasonable expectation of at least an average 60% occupancy. They also serve as intermodal facilities and, as such, should be designed to facilitate transfer between modes. The Department encourages coordination with corridor and special lane planning as applicable.

Maintenance Agreement: The Department and a grantee (and/or the agency or organization accepting the responsibility for maintaining a park-and-ride facility) the Department selects to receive funding will execute a formal written maintenance agreement relative to responsibility for maintaining a Park-and-Ride facility. In cases where a facility is owned by another agency, the term of this agreement shall be in perpetuity, unless the facility is closed or ownership is transferred. Provisions apply for facilities to be owned and operated by others (e.g., a community institution or a private-not-for profit organization).

Eligible Costs: As stated herein, eligible costs include, without limitation at the Department's discretion, the following examples:

- Capital costs
- Construction
- Directional signs and pavement markings
- Energy efficiency ("green") improvements
- Grants to public agencies in conjunction with a local project (e.g., for planning, right of way acquisition, engineering, design, inspection, marketing, design and/or construction of a park-and-ride facility)
- Intelligent technology
- Maintenance
- Monitoring of their usage
- Planning
- Promotion of these lots
- Purchase and/or leasing of private land, and
- Rehabilitation.

Based on a Florida Department of Transportation determination and the Department's Public Transit Service Development Program [Management] Procedure park-and-ride facilities are eligible under the State Public Transit Service Development Program as capital costs.

Project Proposals: Project proposals shall be in compliance with the format example provided by the Department, and shall include sufficient detail to fully understand and to adequately evaluate the project. All projects submitted must be specifically identified in an approved park-and-ride lot plan, transit development plan, or other Department approved local, regional, or statewide plan.

STATE DISCRETIONARY PARK-AND-RIDE LOT PROGRAM

Project Solicitation and Selection Process

Project requests must be submitted to the District. The District Office will:

- Review grant applications through a grant application review committee which develops grant award recommendations, decisions, and/or District priorities, and
- Request Central Office allocation of funds to the District based on anticipated legislative appropriation.

Grant Award Timing

Grant applications applicants are filing with the Florida Department of Transportation are eligible for funding the Department anticipates the Legislature will make available for State Fiscal Year 2018/2019 (i.e., beginning July 1, 2018).

Project Activation and Invoicing Timing

Projects funded through this program will be required to begin within twelve months, and the grantee(s) will invoice the Department within twelve months, from the date of execution of the Joint Participation Agreement between the Department and the grantee(s).

State Statute

The State Park-and-Ride Lot Program is located in Chapter 341.051(1) (b) at

http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0341/Sections/0341.051.html

STATE DISCRETIONARY PARK-AND-RIDE LOT PROGRAM

PROPOSAL PREPARATION AND CONTENT GUIDANCE

Recipient Name: Board Collier County Commission

General Manager or Agency Director: Michelle Arnold, Director
Public Transit and Neighborhood Enhancement Division
3299 Tamiami Trl E
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Naples, FL 34112
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Contact information: Omar De Leon, Senior Planner
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Project Type: Park and Ride Study, Collier Area Transit has a public transportation system that helps to alleviate some of the congestion on the roadways. U.S. 41, Livingston Road and I-75 are the primary north-south arterials roads connecting Collier County to the County to the north, Lee County, expanding access to employment and other resources for residents and visitors. In addition, within Collier County, other major north-south arterials are Collier Boulevard (C.R. 951) and Airport Road. East-west links between the coastal and rural portions of the County are provided by Immokalee Road, Pine Ridge Road, Golden Gate Parkway and Davis Boulevard. Park & Ride sites that provide relief in these increasingly congested corridors will have the greatest likelihood for success.

The Park and Ride Study will identify potential park-and-ride facilities that will provide a common location for individuals to transfer from a low- to a high-occupancy travel mode. While most commonly considered as a staging location for individuals to transfer between auto and transit or other high-occupancy vehicle (HOV) modes, park-and-ride lots can serve a wider range of intermodal transfers, providing better integration with the surrounding environment. Some of these other modes include pedestrian, bicycles, paratransit, carpool/vanpool, airport service and rail. Collier Area Transit (CAT) would like to update the Park-and-Ride (P&R) Study that was prepared for the community in 2005 to identify potential central nodes that are within close access to the Florida Strategic Intermodal System and areas of high concentration of residential and commercial businesses. By identifying and developing nodes as designated Park-and-Ride facilities throughout the County, commuters will be encouraged to carpool, vanpool, and/or take public transportation.

STATE DISCRETIONARY PARK-AND-RIDE LOT PROGRAM

Maximum Duration: 18 Months

Project Location: Collier County

Florida Department of Transportation District: One

Prior Florida Department of Transportation Funding:

1. No, a Park and Ride Study was conducted in 2005 by Center of Urbanized Transportation Research
2. Collier County previously awarded State Discretionary Transit Service Development Program funds for;
 - a. Mobile Application –To develop a mobile app that will provide scheduling information for bus service which will include real-time bus information, service alerts and connecting bus information, as well as marketing strategies. The scope of work has been completed and procurement process to commence in June 2017. State Funding Awarded for the amount of \$50,000
 - b. Beach Trolley – New route to provide service to Collier County beaches along Gulf Shore Blvd. The route utilizes the North Collier Regional Park as a park and Ride to alleviate congestion near the beach as well as providing an alternative mode of transportation to access the beach and a segment of the roadway that did not have public transportation. The route also serves as an alleviator to parking as because of a lack thereof. First year of Service is near completion. State funding awarded for the amount of \$137,250
 - c. Collier County was awarded a service development grant for Americans with Disabilities Act (ADA) improvements for bus stops on the State Highway System on January 11, 2013. The total State participation for this grant is \$237,919. The project is anticipated to be completed by December 31, 2017
 - d. In addition, Collier County received funding in FY 14/15 for the Route 27. Funding was awarded in the amount of \$1,100,000. The service related to this grant began service on January 2, 2015.

Project Objectives: The deliverables for this study should identifying potential locations for P&R facility; establish criteria for the required thresholds to build P&R facilities, including dimensions and applicable FDOT guidelines to support the cost of design and constructions of such facilities.

Ownership, Operational, Maintenance and Governance Responsibilities: Collier County will be responsible to manage the contracted vendor for the project, ensuring schedule timeliness and deliverables take place.

STATE DISCRETIONARY PARK-AND-RIDE LOT PROGRAM

Financial Responsibilities: The total cost of the study is \$120,000.00. Collier County will provide \$60,000.00 utilizing FTA 5307 FY 2018 grant funds to provide the required 50% match of the state funds.

Project Justification: As indicated in CAT's latest Transit Development Plan Major Update and Long Range Transportation Plan integrating Park and Ride facilities into the overall transportation network can encourage a shift from single occupant vehicles to transit or other alternative modes. These documents identify areas/corridors for new park-and-ride facilities, the proposed study will further identify specific locations and evaluating parcels in Collier County for optimal use of a park-and-ride facility. Pages from both documents have been attached for reference.

Project Initiation / Milestone or Progress / Completion Dates: If funding is available on July 1st 2018, Collier County could begin the project by January 2019 with a completion date by August 2019.

Planning Requirement: Attached please find the section of the adopted Transit Development Plan and Long Range Transportation Plan.

Project Linkage(s):

1. The project will identify key locations for optimal linkage between commuters and the transit system.
2. Identifying a location near the county lines would complement the existing route regional connection of routes 11, 12, 27 to Route LinC600 that currently service both Collier and Lee residents.
3. Park and Ride facility that will be established as a result of the study will incorporate Carpool/Vanpool, Bike, and Pedestrian interconnectivity.

Criteria for Success: The criteria of success is for the study to establish feasible locations for park and ride facilities to enhance the level of service of the transit system. Success will also be determined by the construction of a park and ride facility within 3 years following of the study.

Sample Project Budget:

COST ITEM	TOTAL PROJECT COST	VALUE OF ROW DONATION	NET PROJECT COST	STATE SHARE
Study	\$120,00	\$0	\$120,000	\$60,000
Total	\$120,000	\$0	\$120,000	\$60,000

Proposals are due by Friday, May 26, 2017, at 5:00 P.M. for SFY 2018/2019 funding.

STATE DISCRETIONARY PARK-AND-RIDE LOT PROGRAM

EXHIBIT A

**Applicant Certification and Assurance
to the
Florida Department of Transportation
for the
State Discretionary Park-and-Ride Lot Program**

To be completed and signed by an individual authorized by the governing board of the applicant agency and submitted with the grant application.

The Collier County Board of County Commissioners (BCC) certifies to, and assures, the Florida Department of Transportation in regard to its Application for State Discretionary Park-and-Ride Lot Program Financial Assistance dated _____:

1. It shall comply with Section 341, Florida Statutes,
2. It has the fiscal and managerial capability and legal authority to file the application and to execute the project.
3. Its proposed project is listed and justified in its Transit Corridor Plan, Transit Development Plan (TDP), a major highway construction justification plan or other locally published plan, as applicable, and
4. It has identified and will commit by October 1, the required local matching funds identified in its proposal, or the prorated portion thereof should the Department fund the project at less than the applicant's requested amount of funding.

Date: _____ Signature: _____

reverse commute to persons seeking employment in Everglades City as well as residents needing access to services in the Naples area.

Socioeconomic Trends

When assessing the impact of the growth in population on public transportation needs, it is important to understand the trends and markets that could be effected or may benefit from public transportation services.

- The Collier County population has increased by 28 percent from 2000 to 2010, with another 2 percent increase from 2010 to 2012. According to an analysis of the 2040 LRTP socioeconomic data projections, future growth is expected to occur in Immokalee, North Marco Island, and along US 41 and Collier Boulevard and Airport Pulling Road near Radio Road.
- Existing employment densities are and will continue to be densest in the western portion of the county within the Naples area and Marco Island along the coast. Employment growth is projected to occur in Immokalee east of SR 29 and within Naples along Golden Gate Parkway and Airport Pulling Road.
- Collier County's population above age 65 is approximately 27 percent and the population segment between 45 and 65 years, which will be the next wave of retirees, represents approximately 26 percent of the total population within the county.

Implications – The existing CAT service generally covers the existing areas with higher densities as well as the areas that are projected to increase in density over the 10 year planning period. With a growing number of persons over the age of 65, there may be an increased need for additional transportation services over the next 10 years. Some stakeholders have expressed an opinion that choice riders, seasonal visitors, and individuals with access to automobiles will choose not to use public transportation based on frequency of service, access to bus stops, and inclement weather conditions. In the future, premium services that offer amenities for choice riders may alter opinions regarding usage for choice riders and provide transit dependent users enhanced travel. Improving the existing service or adding coverage to new areas may also meet the transportation needs of other socioeconomic groups in the county.

Travel Behavior

A review of applicable transportation-related trends in travel behavior for Collier County indicated the following:

- The analysis of commuter travel patterns indicated that approximately 17 percent of persons living in Lee County traveled to Collier County for work in 2012. In addition, approximately 11 percent of commuters who live in Collier County traveled to work in Lee County while four percent of the Collier County commuters traveled to Broward County.
- Alternative commuting modes have increased slightly including people working from home, using public transit or means other than driving, and departing at times other than the typical 6 a.m. to 9 a.m. early morning commute times.

Objective 1.4: Create an interconnected transit network using multimodal transportation elements.

Initiatives for Objective 1.4:

Initiative 1.4.1: Work with Commuter Services to identify properties for park-and-ride lots in priority areas as identified within the TDP Major Update and as funding is available.

Initiative 1.4.2: CAT should review and propose additional regional public transportation connections along future transit corridors, as appropriate.

Initiative 1.4.3: Encourage local governments to provide accessible sidewalks, bus stops, and other bus stop improvements.

Initiative 1.4.4: Coordinate public transportation connections with existing and planned pedestrian and bicycle pathways.

Initiative 1.4.5: Continue to explore opportunities for additional bicycle storage facilities around the county.

Initiative 1.4.6: Encourage passengers to travel with foldable bicycles that may be transported on the fixed-route buses.

Initiative 1.4.7: Continue to explore new and innovative concepts to accommodate bicycles on the fixed-route buses.

Objective 1.5: Coordinate transportation services to provide cross county connections to Lee County as appropriate based on the regional transportation and economic benefits that can be derived.

Initiatives for Objective 1.5:

Initiative 1.5.1: Continue to evaluate how regional services can add economic value to Collier County by increasing job access and creating alternative routes to access goods and services.

Initiative 1.5.2: Coordinate with LeeTran and FDOT to identify funding sources for the expansion of cross county public transportation services.

Initiative 1.5.3: Expand transportation services to Lee County with connections to LeeTran near Immokalee.

Objective 1.6: Enhance the availability of transit services for tourists and seasonal residents.

Initiative 1.7.6: Update the CAT webpage with user-friendly features to provide easier access to route maps, trip planning, and real-time bus location information.

Goal 2: Reduce energy demand, implement green initiatives and sustainable processes, and protect Collier County's natural resources using cost-effective and efficient technologies.

Objective 2.1: Implement innovative programs to reduce vehicle miles traveled within Collier County.

Initiatives for Objective 2.1:

Initiative 2.1.1: Continue coordination with FDOT's District One Commuter Services program for the implementation of additional commuter programs.

Initiative 2.1.2: Coordinate with public and private entities to establish new park-and-ride locations for commuters.

Initiative 2.1.3: Coordinate with the Naples Pathway Coalition, the MPO Pathways Advisory Committee, and local non-profit and/or for-profit groups to explore the potential for implementing a bicycle share program.

Initiative 2.1.4: Determine how Collier County can leverage additional funding to promote and provide green alternatives including federal funds for transit in parks.

Initiative 2.1.5: 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.

Objective 2.2: Implement environmentally-friendly operating procedures.

Initiatives for Objective 2.2:

Initiative 2.2.1: Explore potential to transition the fleet to alternative fuel vehicles for economic and environmental benefits.

Initiative 2.2.2: Where appropriate, consider the potential to purchase smaller vehicles to match the capacity requirements of the new service areas.

Initiative 2.2.3: Reduce fuel consumption by one percent each year, as service, new sources to power vehicles, and funding allows.

Initiative 2.2.4: Construct future CAT facilities utilizing environmentally-friendly materials, where feasible.

comment has also indicated a need for additional transit services in North Naples. This services would operate Monday through Saturday from 7 a.m. to 7 p.m., with 60 minute frequency.

- *Golden Gate Estates Flex* – The boundaries for this flex route area have been conceptually shown just east of Collier Boulevard, Vanderbilt Beach Road on the north side, Desoto Boulevard North on the east, and Interstate 75 to the south. However, if funding becomes available for the implementation of this service, the flex route boundaries may be established within any area near or within Golden Gate City to address demonstrated need and best operational use. The Golden Gate Estates Flex route would provide new service to an area currently without fixed-route transit and connect with the other fixed-routes, if the new services and realignments recommended in this 10-year plan move forward based on funding availability. The Golden Gate Estates and Golden Gate City areas have both been mentioned as transit needs throughout the outreach process. This flex route would operate Monday through Saturday from 7 a.m. to 7 p.m., with 120 minute frequency.
- **Implement new express routes** – Express route service has fewer stops than traditional fixed-route service and may be used to connect areas that are greater distances apart. Based on Collier County’s land area, the needs expressed through the public outreach process, and the commuter flow patterns, four express bus service alternatives are recommended and described below.
 - *Government Center to Everglades City* – New express route connecting the Naples area with Everglades City. A need has been expressed to provide transit service to the residents of Everglades City for access to jobs and services and to visitors for access to Everglades City. This route would operate Monday through Saturday during the peak hours with 60 minute frequency.
 - *Immokalee to Lehigh Acres* – New express route providing a regional connection between Collier and Lee County from Immokalee. This route would offer another option for accessing Lee County without having to travel from Immokalee to the Naples area. Through the public outreach process, this service along SR 82 was identified several times to connect residents of Immokalee with major attractors in the Lehigh Acres area, including Wal-Mart. This route would operate Monday through Saturday during the peak hours with 60 minute frequency.
 - *Government Center to the airport (RSW) and Florida Gulf Coast University (Lee County)* – New express route from Collier to Lee County terminating at the airport with a stop at FGCU. Regional connections with airport access as well as transportation for students have been identified as needs during this process. This route would operate Monday through Saturday during the peak hours with 60 minute frequency.
 - *Government Center to Park and Ride Lot at Collier – Lee County Line* – New express route to the proposed park and ride lot at the Lee County line. If recommended alternatives in this plan are implemented, this express route may potentially connect with the North Naples Flex, providing a more direct connection between North and South Naples. This

route would operate Monday through Saturday during the peak hours with 60 minute frequency.

Capital/Infrastructure Alternatives

The following capital and infrastructure alternatives were developed for the 2016-2025 TDP major update.

- **Vehicle replacement** – Vehicle replacement is the most important component of transit infrastructure for CAT. A total of 20 fixed-route buses have been identified to maintain the existing service over the 10-year period; however, following an increase in service frequency or the implementation of any new alternatives, CAT should evaluate its vehicle replacement and acquisition plan. Expansion vehicles have been included in this needs plan to accommodate for new service as funding becomes available. Vehicles should be purchased equipped with technology employed by CAT, such as electronic fareboxes and vehicle locators. Additional paratransit and support vehicles will also be needed over the 10-year period for both maintaining existing transit service and expanding service.
- **Expand and improve bus stop infrastructure** – Input received during the public outreach process indicates a need for improvements to transit stop infrastructure and amenities. CAT should continue to improve infrastructure at bus stops, including benches, shelters, bicycle storage facilities, trash receptacles, and other infrastructure needed to improve the rider experience at bus stops and the potential for attracting new riders.
- **Establish new park-and-ride lot** – Park-and-ride facilities provide collection points for travelers to transfer from auto to transit or between autos (from a single-occupant vehicle to a carpool or vanpool). When conveniently located and carefully planned and implemented, park-and-ride facilities integrated into the overall transportation network can encourage a shift from single-occupant vehicles to transit or other alternative modes. Park and ride locations will connect with bus service. The following potential park and ride locations have been included in the TDP to begin the planning phase, with possible implementation. The list below includes possible locations and not all of the park and ride lots will move beyond the planning phase during the 10-year TDP planning period; therefore, the park and ride lots are also included in the Collier MPO 2040 LRTP long-term planning process. Also, without the addition of new services in areas where CAT currently does not operate, there would not be a need for some of the park and ride locations presented in this alternative.
 - US 41 & Collier-Lee County Line
 - I-75 & Collier-Lee County Line
 - Collier Boulevard & Immokalee Rd
 - Golden Gate Boulevard & Wilson Boulevard
 - Ave Maria & Camp Keais Road
 - Immokalee Drive & Adams Avenue
 - US 41 & Collier Boulevard
 - Tamiami Trail & SR 29
 - Vanderbilt Beach
 - US 41 & Golden Gate Pkwy

Service Type/Mode	Description	Implementation Year	Annual Operating Cost 2016
Other Operating Expense Priorities			
Miscellaneous	Miscellaneous Planning Studies	2016	\$20,000
Marketing	Seasonal Beach Access Route	2016	25,000
Planning Priorities	Staff Position - Mobility Management	2016	\$64,000
Planning Priorities	Evaluate Fare Policy	2017	\$30,000
Planning Priorities	Bus Stop Inventory Assessment, COA, Etc.	2018	\$150,000
Planning Priorities	Major TDP Update	2019	\$150,000

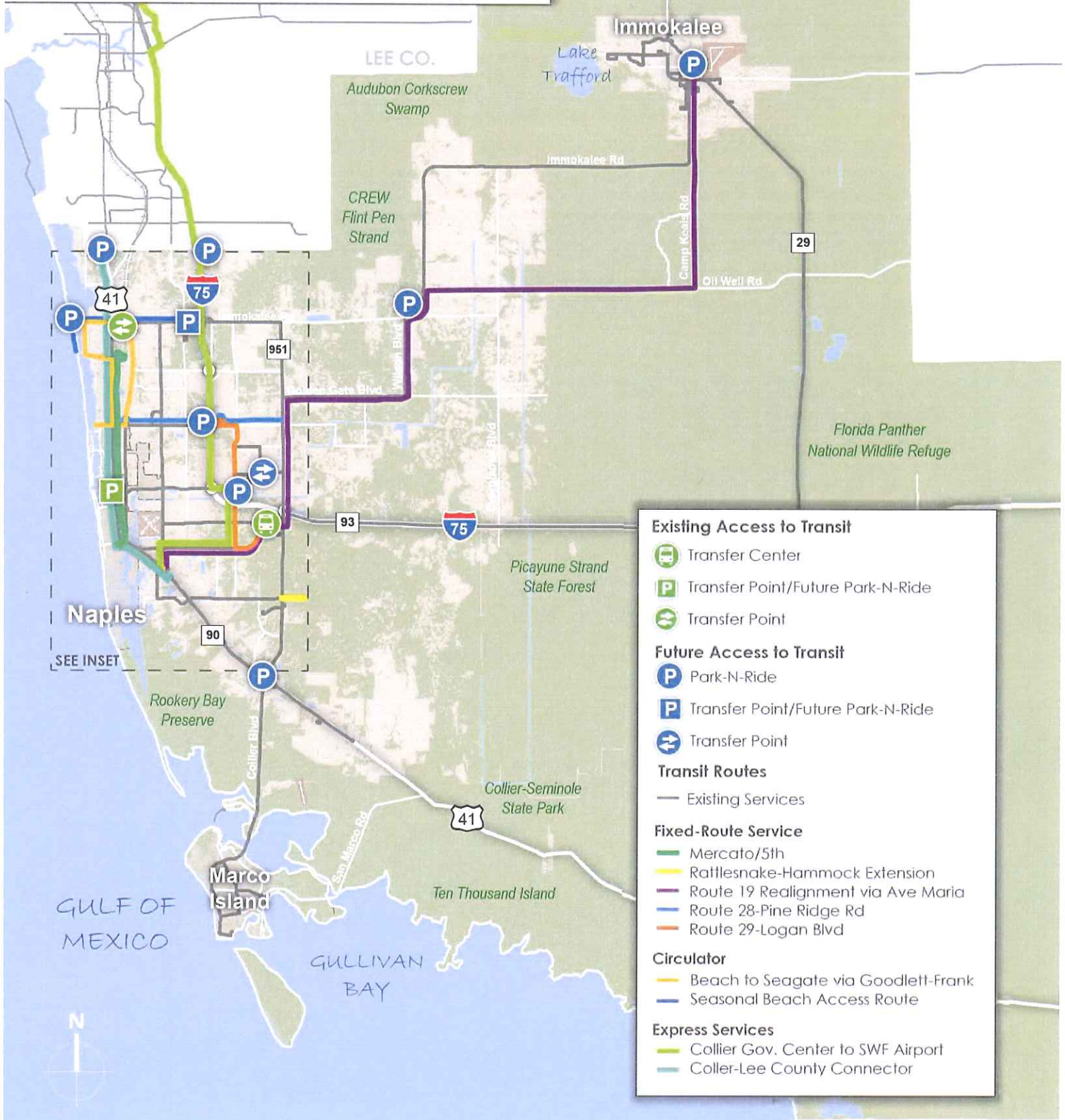
Table 25: 10-Year TDP Capital Implementation Plan

Improvement Type	Capital Needs	Unit Cost 2015	10-Year Need	Total Cost
Vehicle Requirements				
Fixed-Route/Fixed Guideway				
Fixed-Route Vehicles	Replacement Buses - Maintain Existing Fixed-route	\$429,000	20	\$8,580,000
Paratransit Vehicles	Replacement Buses - Maintain Existing Paratransit	\$130,000	31	\$4,030,000
Fixed-Route Vehicles	New Buses - Expansion and New Services	\$429,000	42	\$18,018,000
Paratransit Vehicles	New Vehicles - Paratransit to Complement Expansion	\$130,000	3	\$390,000
	Total		96	\$31,018,000
Support Vehicles				
Support Vehicles	Support Vehicles - Maintain Existing Service	\$30,000	3	\$90,000
Support Vehicles	Support Vehicles - New Service	\$30,000	2	\$60,000
	Total		5	\$150,000
Other Transit Capital				
Infrastructure	Amenities Program (Stop Signs, Benches, Shelters, Trash Receptacles)	\$35,000	10	\$350,000
Technology	ITS Improvements	\$452,773	4	\$1,697,898
Infrastructure	Park-and-Ride Lots	\$396,000	2	\$792,000
Infrastructure	Existing Transfer Point Upgrade	\$100,000	2	\$200,000
Infrastructure	New Transfer Point	\$200,000	4	\$800,000
Infrastructure	ADA Compliance Improvements	\$25,000	10	\$250,000
Miscellaneous	Miscellaneous Capital	\$15,000	10	\$150,000
Infrastructure	Seasonal Beach Access Route Infrastructure	\$97,087	2	\$145,631
Total 10-Year Capital Cost (Without Inflation)				\$35,553,528



HENDRY CO.

Figure 6-6 | 2040 Transit Cost Feasible Plan



Existing Access to Transit

- Transfer Center
- Transfer Point/Future Park-N-Ride
- Transfer Point

Future Access to Transit

- Park-N-Ride
- Transfer Point/Future Park-N-Ride
- Transfer Point

Transit Routes

- Existing Services

Fixed-Route Service

- Mercato/5th
- Rattlesnake-Hammock Extension
- Route 19 Realignment via Ave Maria
- Route 28-Pine Ridge Rd
- Route 29-Logan Blvd

Circulator

- Beach to Seagate via Goodlett-Frank
- Seasonal Beach Access Route

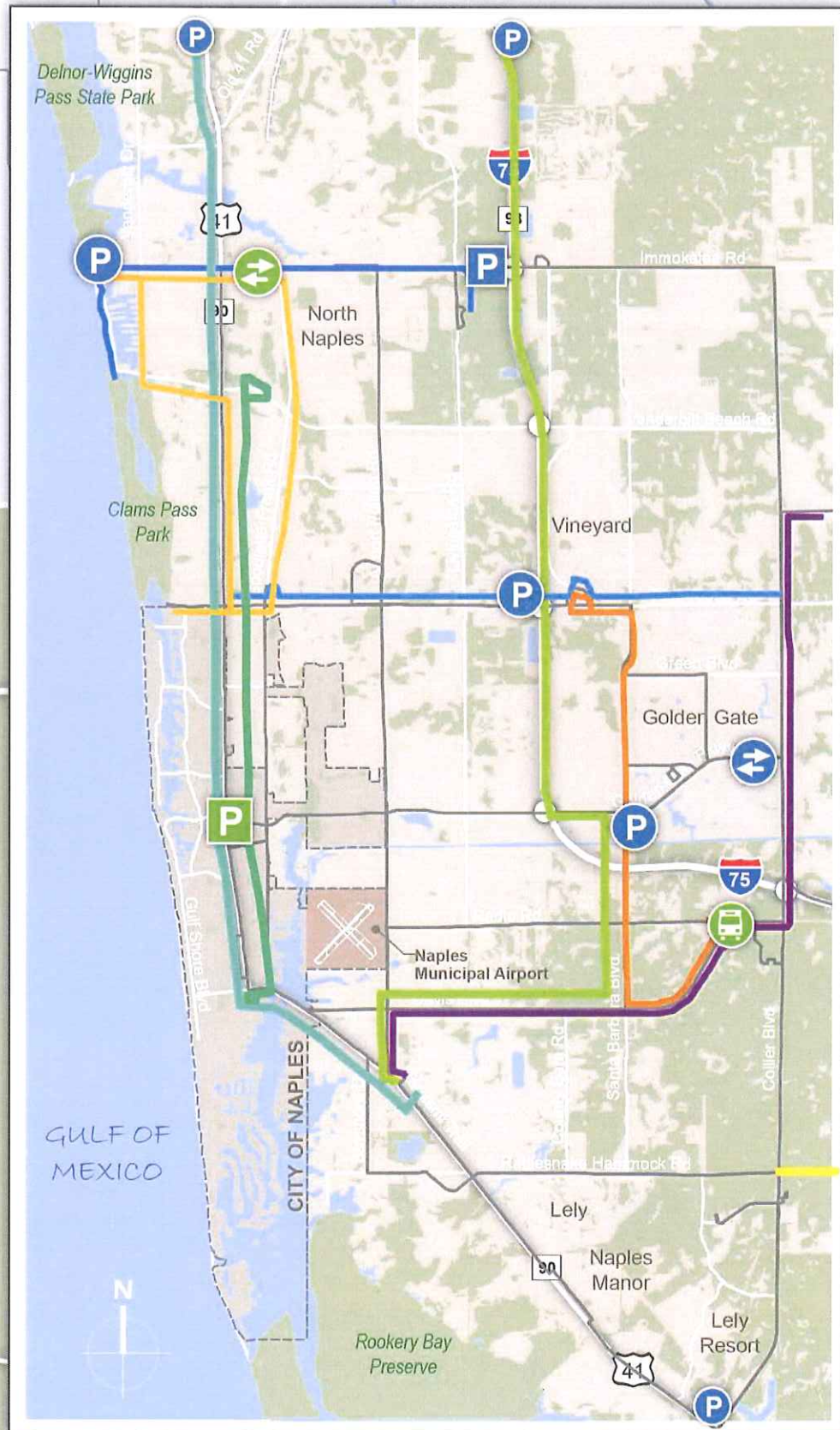
Express Services

- Collier Gov. Center to SWF Airport
- Collier-Lee County Connector

COLLIER 2040
Long Range Transportation Plan



BROWARD CO.



MIAMI-DADE CO.



Operating and Capital Costs Summary

Table 6-7 presents the total operating and capital costs for the transit component of the 2040 Transit Cost Feasible Plan by project between 2021 and 2040.

Capital improvements required to support the transit service expansion included in the Cost Feasible Plan are summarized below:

- Vehicles Replacements
- Shared-Use Park-and-Ride Facilities
- Transfer Points
- Other Capital Infrastructure, including stop amenities (e.g., stop signs, benches, and shelters), ITS improvements (APC, AVL, and etc.), ADA compliance improvements, seasonal beach access route infrastructure, and miscellaneous capital components.

There are numerous capital and operational costs which transit funds are allocated towards. Figure 6-7 illustrates some of the costs.

Figure 6-7 | Operating and Capital Costs Summary Diagram





Table 6-7 | Operating and Capital Costs Summary

Project Description	Implementation Year	Capital Costs (YOE)			Operating Cost (YOE)	Total Cost (YOE)
		Replacement Vehicles for Existing Services	Vehicle Purchases for New Services	Infrastructure		
Continue existing fixed-route service	Ongoing	\$23,618,735	\$0	\$0	\$177,312,459	\$200,931,194
Continue existing demand response service (ADA)	Ongoing	\$9,916,974	\$0	\$0	\$100,880,036	\$110,797,010
Support vehicles	Ongoing	\$382,499	\$0	\$0	\$0	\$382,499
Service frequency and hours expansion on existing routes	2039	\$0	\$16,933,372	\$0	\$35,677,992	\$52,611,364
Add Sunday service to Routes 16, 18, and 23	2039	\$0	\$0	\$0	\$1,171,068	\$1,171,068
Beach to Seagate via Goodlette-Frank	2039	\$0	\$846,669	\$0	\$1,708,676	\$2,555,345
Seasonal Beach Access	2016	\$0	\$1,483,720	\$0	\$2,287,228	\$3,770,948
Seasonal Beach Access - service hours improvement	2040	\$0	\$0	\$0	\$40,769	\$40,769
Mercato/5th Ave (Thursday-Saturday Only)	2038	\$0	\$1,644,017	\$0	\$2,126,143	\$3,770,160
Government Center to FSW	2039	\$0	\$2,466,025	\$0	\$1,695,043	\$4,161,068
Collier-Lee County Connector	2035	\$0	\$1,504,508	\$0	\$4,371,080	\$5,875,588
Paratransit (ADA) service for new local routes	2021-2040	\$0	\$2,128,564	\$0	\$361,402	\$2,489,966
Spare vehicles for improved and new fixed-route service	2021-2040	\$0	\$4,975,662	\$0	\$0	\$4,975,662
Staff Position - Mobility Management	2021-2040				\$1,795,286	\$1,795,286
Major TDP Update	2021-2040				\$826,149	\$826,149
Evaluate Fare Policy	2021-2040				\$165,230	\$165,230
Bus Stop Inventory Assessment Update, COA, Etc.	2021-2040				\$852,451	\$852,451
Miscellaneous Planning and Technical Studies	2021-2040				\$561,027	\$561,027
Amenities Program	2021-2040	\$0	\$0	\$1,122,962		\$1,122,962
ITS Improvements	2021-2040	\$0	\$0	\$608,489		\$608,489
ADA Compliance Improvements	2021-2040	\$0	\$0	\$802,116		\$802,116
Miscellaneous Capital	2021-2040	\$0	\$0	\$481,269		\$481,269
Transfer Point-Existing (2)	2021-2040	\$0	\$0	\$278,784		\$278,784
Transfer Point-Future(2)	2021-2040	\$0	\$0	\$1,481,692		\$1,481,692
Total		\$33,918,207	\$31,982,537	\$4,775,313	\$331,832,039	\$402,508,096

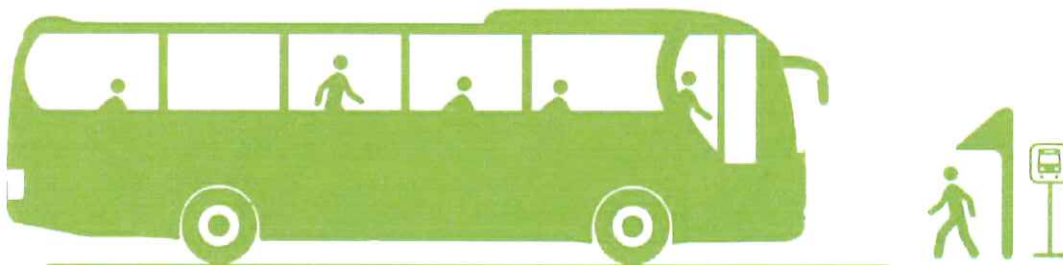


System-wide Transit Needs Assessment

The transit element of the 2040 System Needs includes consideration of transit service expansions and the needed capital improvement to support them. Identification of transit needs included input from a wide range of sources, including:

- **Collier County FY 2016-2025 Transit Development Plan (TDP) Major Update**—serves as the strategic guide for public transportation in Collier County and represents the vision Collier Area Transit (CAT) has for public transportation during this 10-year period to 2025.
- **Collier 2035 LRTP**—identifies a list of proposed transit improvements.
- **2013 Collier Area Transit Comprehensive Operations Analysis (COA)** – includes detailed route by route ridership and operating characteristics.
- **Public Input**— from various public workshops and stakeholder meetings.
- **Regional Model Ridership Projections**—includes forecasts of 2040 transit ridership.
- **Discretionary Transit Market Assessment**—estimates potential transit riders based on projected (2040) population and employment densities.
- **Traditional Transit Market Assessment**—considers demographic factors such as elderly population, youth population, low-income households, and zero-vehicle households

These sources were used to guide the development of transit needs, which include expansion of the transit network and the necessary capital improvements, without consideration of funding.



Improvements to Existing Service

- Improve weekday and Saturday service frequencies to 20 minutes on Routes 11, 12, 13, 14, 15, 16, 17, 18, 21, 22, 23, and 27.
- Improve weekday and Saturday service frequencies to 30 minutes on Routes 19, 24, 25, 26, and 121.
- Expand service to 17 hours, from 5:00 AM to 10:00 PM.
- Add Sunday service to Routes 16, 18, and 23.
- Extend Routes 17 and 18 to serve Rattlesnake-Hammock Road Extension.
- Split Route 20 into Routes 28 and 29.
- Realign Route 19 to Oil Well Road from existing Immokalee Road.
- Park-and-Ride facilities at various locations.



New Service Expansions--New Express Services

- **Collier County Government Center to Everglades City**—peak-hour service from Collier County Government Center to Everglades City along US 41.
- **Immokalee to Lehigh Acres**—connect Immokalee in Collier County to Lehigh Acres in Lee County via SR 82 during peak-hour periods on weekdays.
- **Collier County Government Center to the Southwest Florida International Airport (RSW) and Florida Gulf Coast University in Lee County**—express route that route would operate during peak-hour periods on weekdays.
- **Collier-Lee County Connector**—peak-hour weekday connection serving the proposed park-and-ride lot at the Collier-Lee County line and Collier County Government Center along Tamiami Trail.
- **CAT Operations Center to Marco Island**—connect the CAT Operations Center to Marco Island along Collier Boulevard seven days per week

New Local Service

- **CAT Operations Center to Creekside Transfer Point (via Livingston Road)**—connect the CAT Operations Center to the existing transfer point located at Creekside via Livingston Road.
- **Immokalee Road (Everglades Boulevard to Beach)**—provide an east-west connection between Gulf Shore Drive and Everglades Boulevard along Immokalee Road.
- **CAT Operations Center to Park-and-Ride (via CR 951)**— operate along Collier Boulevard between the CAT Operations Center and a future park-and-ride facility located at the intersection of Immokalee Road and Collier Boulevard.
- **Immokalee-Vineyards** — run between a future park-and-ride facility located at the intersection of Gulf Shore Drive and Bluebill Avenue and Vineyards Elementary School along Vanderbilt Drive and Vanderbilt Beach Road.
- **County Barn Road/Santa Barbara Road**—connect the Collier County Government Center and CAT Operations Center along Radio Road and Davis Boulevard, with a loop on County Barn Road and Santa Barbara Boulevard.
- **Everglades Boulevard/Golden Gate Boulevard**—operate along Golden Gate Boulevard and Everglades Boulevard between Immokalee Road and the future transfer point located at the intersection of Golden Gate Parkway and Sunshine Boulevard.
- **Mercato/5th Avenue**—connect Naples to major retail centers and attractors along Tamiami Trail.
- **Vanderbilt Beach Road Extension**— a new route extending from Everglades Boulevard to a potential park-and-ride lot on Immokalee Road.



New Circulator Service

- **Beach Trolley**—provide trolley service along Mooring Line Drive and Gulf Shore Boulevard between Tamiami Trail and Downtown Naples.
- **Downtown Naples Loop**—circulate in downtown Naples to connect employment, shopping, and recreational places with 30-minute service frequency.
- **Beach to Seagate via Goodlette-Frank Road**—provide a looping service along Seagate Drive, Goodlette-Frank Road, Immokalee Road, and Tamiami Trail.
- **Medical Center to Vineyards Park-and-Ride**—connect Physicians Regional Medical Center to a future park-and-ride facility located at the intersection of Immokalee Road and Collier Boulevard via Vineyards Boulevard, Vanderbilt Beach Road, and Collier Boulevard.
- **Ave Maria**—circulate within the Ave Maria community and provides connecting opportunities to future modified Route 19.
- **Creekside/Bonita Beach Road**—start from Creekside transfer point and loops back via US 41, Bonita Beach Road SE, and Old 41 Road.
- **Beach Access Route (Seasonal)**— connect Golisano Children’s Museum of Naples to Gulf Shore Drive along Immokalee Road on a seasonal basis.

New Flex Services

- South Naples Flex
- North Naples Flex
- Golden Gate Estates
- Everglades City
- Immokalee/Oil Well Road



Capital Needs

Capital needs include those capital components necessary to implement transit service improvements. Below is a summary of the major capital components included in the 2040 Transit Needs Assessment.

Park-and-Rides

Park-and-ride facilities provide collection points for travelers to transfer from auto to transit or between autos (from a single-occupant vehicle to a carpool or vanpool). A total of 12 park-and-ride facilities have been identified in the Plan.

Transfer Points

The existing transfer points at Creekside and at US 41 and Golden Gate Parkway have been identified for upgrades to add one or more of these components. Two potential new locations have been identified in the Plan as new or expanded transit services are established, which include:

- I-75 & Immokalee Road
- Golden Gate Parkway & Sunshine Boulevard

Expand and Improve Bus Stop Infrastructure

Collier County and CAT should continue to improve benches, shelters, bicycle storage facilities, trash receptacles, and other infrastructure that enhances the rider experience at bus stops or potentially attracts new riders.

In addition, the 2040 Plan also includes ITS improvements and implementation of the phased ADA bus stop compliance improvements and priorities as identified in the 2014 CAT ADA Bus Stop Assessment.

Project Prioritization

A prioritization of the service alternatives was conducted to evaluate the relative importance of each for developing the 2040 Cost Feasible Plan.

Alternatives Evaluation Methodology

A methodology was developed to evaluate and prioritize the transit alternatives identified for the 2040 Needs Assessment. To prioritize and program these service improvements, it was important to weigh the benefits of each service improvement against the others. Through this alternatives evaluation, the Collier County MPO prioritized projects and allocated funding using an objective service implementation process. A multi-criteria evaluation process organized into the following three categories was developed for this alternatives prioritization:

- Public Outreach
- Transit Markets
- Productivity and Efficiency



Table 4-8 lists the evaluation categories, the corresponding criteria for each category, and the associated measure of effectiveness and relative weighting assigned to each criterion.

Table 4-8 | Alternative Evaluation Measures

Category	Criteria	Measure of Effectiveness	Relative Weighting	Overall Category Weight
Public Outreach	Public Input	Level of interest in specific alternatives (Very High, High, Moderate, Low)	25%	25%
	Traditional Market	Percent of corridor in "High" or "Very High" TOI ¹	15%	
Transit Markets	Discretionary Market	Percent of corridor in areas that meet the "minimum" DTA tier for employment or dwelling unit density ²	15%	35%
	Urban/Regional Market	Connectivity to urban markets adjacent counties	5%	
Productivity & Efficiency	Productivity	Trips per hour (2040 LRTP transit ridership modeling results and calculated revenue hours)	20%	40%
	Cost Efficiency	Cost per trip (including new trips)	20%	
Total			100%	100%

Financial Costs Summary

As part of the transit needs evaluation, present day cost estimates were developed to demonstrate the order of magnitude of the transit needs. Using the current operating costs of \$9.9 million per year to maintain existing service as a cost basis, the needs-based service enhancement/expansion would require an additional \$58.3 million per year in operating costs and capital investment of \$72.4 million over the planning period.

The additions to the transit network are shown in **Figure 4-9**.