



**Public Transit Advisory Committee  
Collier Area Transit  
8300 Radio Rd, Naples FL 34104  
July 21, 2020  
3:00 p.m.**

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes
  - a. June 16, 2020 Minutes
5. Committee Action
6. Reports and Presentations
  - a. Everglades City Van Pool
  - b. Transit Development Plan Update
  - c. COVID-19 Update
  - d. Park and Ride Study Update
7. Member Comments
8. Public Comments
9. Next Meeting Date – August 18<sup>th</sup>, 2020 (Location TBD)
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 **AGENDA** 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

June 16, 2020

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 via hybrid video/teleconference/in-person at the Collier Area Transit Office, 8300 Radio Road, Naples FL 34104, with the following members present:

## ADVISORY COMMITTEE MEMBERS:

Chairman: Mr. John DiMarco

Vice-Chairman: Mr. Arthur Dobberstein

Mr. James Bennett

Mr. Peter Berry

Mr. Devon Browne

Mr. James Caton

Ms. Sonja Lee Samek

## ALSO PRESENT:

Ms. Michelle Edwards-Arnold, Director, Public Transit and Neighborhood Enhancement

Mr. Omar DeLeon, Public Transit Manager, Collier Area Transit

Mr. Zachary Karto, Senior Planner, Collier Area Transit

Ms. Tamara Kirby, Planner, MV Transportation, Inc.

Ms. Elena Ortiz-Rosado, Events, Sales, and Marketing Coordinator, Collier Area Transit

**I. Call to Order**

Mr. Dobberstein called the meeting to order at 3:00 P.M.

**II. Roll Call**

Roll call was taken, and a quorum established.

**III. Approval of Agenda**

Requested amendments to the Agenda:

- a. Add discussion of operational impacts related to Covid-19 (Reports).
- b. Add discussion of Bus and Bus Facilities Grant Application status (Reports).

*Mr. Berry entered a motion to approve the June 16, 2020 meeting agenda, with the noted changes. Mr. Bennett seconded the motion. All were in favor. The motion was carried.*

**IV. Approval of Minutes**

**a. May 19, 2020**

*Mr. Berry entered a motion to approve the May 19, 2020 meeting minutes. Ms. Samek seconded the motion. All were in favor. The motion was carried.*

**V. Committee Action**

**a. 5307 and 5339 Program of Projects – Mr. DeLeon**

**Section 5307:** The Public Transit and NBHD Enhancement (PTNE) Division is awarded yearly Federal Grant funding for management of the Collier Area Transit (CAT) system, to be used for operational assistance and transit capital projects. Funding is made available via the Urbanized Area Formula Program (as defined by the Federal Transit Administration). As Collier County is located within the Bonita Springs/Naples Census Urbanized Area, a portion of Section 5307 funding is awarded to Lee County. The total apportionment amount of \$3,246,895.00 was announced in April 2019 by the FTA, with Collier County receiving \$2,882,918 of Grant funding and Bonita Springs/Lee County receiving the balance of \$363,977.

The proposed 5307 FY20-21 Program of Projects includes apportionments for shelter rehab, security (driver protection barriers for fixed route buses), ADA Paratransit services, preventative maintenance warranties (current technology systems), replacement vehicles (4 fixed route buses), technology (replacement of computer aided dispatch and automated vehicle located system), and administrative costs (staffing), totaling \$2,882,918.

**Section 5339:** This program provides capital assistance for new and replacement buses, related equipment, and facilities. Funds are apportioned and distributed directly to a qualified designated recipient within Urbanized areas (populations of 200K+). The estimated amount to be allocated to the Bonita Springs/Naples Urbanized area is \$382,670, with Collier County the designated recipient.

The proposed 5339 FY20-21 Program of Projects includes the purchase of automated passenger counters, ADA enunciators, and onboard information media, totaling \$382,670.

**CARES ACT:** The CARES ACT provides an opportunity to allocate operating funds to the CAT service at 100% Federal share, rather than 50/50 match funding, due to the current pandemic climate. This funding may be used for fueling, operating costs, and administrative costs.

\$8M was allocated to CAT through the CARES ACT, which will be budgeted for use over three years. The proposed Program of Projects for this funding includes for ADA Paratransit operational costs, driver protection barriers, one bus replacement, fleet preventative maintenance, fuel, bus operations, technology (computer aided dispatch, vehicle locating system and farebox upgrade/replacement).

Mr. Dobberstein requested clarification as to whether local funding match is required. Mr. DeLeon clarified that no local match is required, however, Transit Development Credits, which are State funds, are used for some capital expenses. Mr. Dobberstein requested a definition of TOMS, related to operating assistance. Mr. DeLeon clarified that TOMS pertains to administrative costs associated with operations.

Ms. Arnold noted that the Program of Projects is publicly noticed for 30 days to inform the public of the proposed expenditures. The POP, public comments, as well as the endorsement by the PTAC is then brought before the Board of County Commissioners for review and approval. Ms. Arnold stated that projects were chosen which qualified for 100% State grant funding, rather than projects which would require 50% local match funding.

Mr. Bennett inquired as to whether COVID-19 related sanitization costs were included in the proposed use of operating expenses. Mr. DeLeon confirmed that these costs are included in the operating budget; costs related to PPE, and sanitization/cleaning performed in response to the coronavirus. Further, cleaning has been enhanced at both transfer facilities, which bears the greatest pedestrian traffic. The County has contracted for cleaning of these facilities, which will be paid for via CARES ACT funding. No additional cleaning has been implemented at the 500+ bus shelters countywide, however the contract with MV Transportation, Inc. has recently been amended to pay for additional services, such as enhanced shelter cleaning, if deemed necessary.

Mr. Caton requested clarification of the funds budgeted for new buses and whether any discount is realized with the sale of the retired buses. Mr. DeLeon noted that new buses are purchased at standardized State contract pricing. The buses which are replaced are either retained as a spare, or if determined to have served its standard useful life (10-12 years/100K miles), may be sold at auction. If proceeds of the sale of a bus sale is greater than \$5K, funds are returned into the County system. Sale proceeds of less than \$5K are applied to the general operating fund.

Mr. Caton inquired as to whether there has been any change in liability and/or healthcare insurance for drivers in response to COVID-19. Mr. DeLeon noted that rates remain the same since insurance is a contracted service.

Following all discussion, an endorsement of the Federal Transit Administration (FTA) Section 5307, Section 5339 & CARES ACT Program of Projects was sought.

***Mr. Berry entered a motion for endorsement of the Federal Transit Administration (FTA) Section 5307, Section 5339 & CARES ACT Program of Projects, as presented. Mr. DiMarco seconded the motion. All members were in favor. The motion was approved.***

## **VI. Reports and Presentations**

### **a. Update on Transit Development Plant (TDP) Process – Mr. Zachary Karto**

Mr. Karto provided an update on the status of the Transit Development Plan process. CAT staff has received Technical Memo 3 from the consultant firm, Tindale-Oliver and Associates, in response to CAT's 2021–2030 TDP. Tech Memo 3 provides analysis and details of various components, including Transit Demand for Collier County, Gap Analysis for CAT, Existing Transit Assessment, and Alternatives Development. Mr. Dobberstein inquired as to whether this assessment includes situational consideration of the coronavirus pandemic. It was noted by Mr. Karto that the report had been compiled based upon 2019 data, prior to the viral pandemic, however the next TDP will include impacts to the service caused by the coronavirus.

The next steps will include public engagement, writing the TDP draft, as well as running modeling and simulations on approved service alternatives. The financial impacts of service alternatives will be discussed in Technical Memo 4.

Mr. Dobberstein inquired as to why an electric shuttle had been suggested for use in the Bayshore Drive District. Mr. Karto stated that the Bayshore CRA had approached Transit Staff to request assistance in alleviating parking issues in that area. Interest was expressed in a “hop on/hop off” type service which would facilitate parking at a designated location, with shuttle service back and forth to the Bayshore district, for access to the Botanical Gardens, microbrewery, food truck park, and marina. Several vehicles are under consideration for possible use in this capacity.

Mr. Dobberstein inquired about vanpooling, which is mentioned for possible use in the next fiscal year, specifically who would purchase the vans and operate the service. It was noted that Everglades City has approached Transit Staff to ask for service in their area. Multiple options have been considered, including a turnkey vanpool service which is offered by Enterprise Rent-A-Car, potentially to run from Everglades City to the Naples Government Center. The unique service would provide an opportunity for several users within a van pool group to be selected as designated van drivers, with insurance coverage provided by Enterprise. Ridership in the vanpool service, however, would be counted towards CAT ridership.

The vanpool would be a service offered by CAT, but with only the responsibility of paying a portion of the service cost. Mr. Browne inquired as to whether bids would be solicited for this service, as there are several agencies which offer similar shuttle type services. Mr. DeLeon noted that a formal procurement process would be required to be followed, including a written scope of service, solicitation of bids for service, and review of proposals prior to making a final selection.

Mr. Dobberstein requested clarification of the noted Park-and Ride study; when would the results of the study be available, as well as the projected date of availability of this service. Mr. Karto noted the study is currently underway, with several sites already having been selected. Stakeholder meetings are being held to identify potential partnership with privately owned entities which may also be used as Park-n-Ride locations.

**b. Monthly update of operational impacts related to Covid-19 – Ms. Kirby**

Ridership was noted to be reduced in March, with April producing the lowest ridership at 37,000, however increased in May to 43,000. While an increase in ridership has been noted across all routes, total riders in 2020 is down by approximately 4,000 when compared with the same timeframe in 2019. The top 4 routes remain the same; route 11, north and south on US 41; route 15, the Golden Gate circulator; route 19, from the Government Center to Immokalee; route 12, north and south on Airport Road. Rear entry boarding, fare suspension, dissemination of masks, and passenger utilization of every other seat is felt to have alleviated some public apprehension in returning to utilize the bus service. A decrease in ridership was similarly noted in the Paratransit service, specifically in recreational and social destinations. Dialysis trips were maintained throughout. All trips are now noted to be increasing.

The number of buses were increased to accommodate social distancing guidelines, such as the busier morning route 19 between Immokalee and Naples. Enhanced cleaning of the buses has been maintained throughout. Additional marketing efforts have been done via advertising panels on bus shelters, in the terminals, as well as on the buses to encourage compliance with CDC recommendations. A short public awareness video on health and safety is planned as a joint marketing venture with LeeTran, which will be shown at the Creekside Collier/Lee transfer location. The video will also be shown on social media sites, as well as the County website.

It is unknown whether fare suspension has resulted in new ridership. Fares are planned to be reimplemented in August, which will be a coordinated effort between Lee and Collier Counties. This will coincide with implementation of the new mobile ticketing program in August. The pilot/testing program will begin following the installation of safety barriers for the drivers in response to COVID-19. It was noted that the 5307 CARES ACT funding of \$8M, which was provided by the Federal Government to assist with coverage of lost fares is a 3-year Grant, with the decision to reimplement fares a local decision.

**c. Bus and Bus Facilities Grant Application status – Mr. DeLeon**

It was noted that no decision has been made as to which agency will be awarded the Grant funding. The announcement date is unknown.

**VII. Member Comments**

+Mr. DiMarco will be participating in the pilot program to test the Mobile Ticketing Application. A link will be provided to him to install the app for testing of the beta program.

+At Mr. Bennett’s request, it was clarified that the fiscal year for the Transit Division runs from October to September.

+It was noted by Ms. Arnold that the next PTAC meeting will likely be in person, with the meeting location to be determined.

**VIII. Public Comments**

There were no comments from members of the public.

**IX. Next Meeting Date - July 21, 2020**

**X. Adjournment**

There being no further business for the good of the County, the meeting was adjourned.

**Public Transit Advisory Committee**

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**Arthur Dobberstein, Vice-Chairman**

These minutes approved by the Committee on \_\_\_\_\_ as presented \_\_\_ or as amended\_\_\_.

**EXECUTIVE SUMMARY**  
**Reports and Presentations**  
**Item 6a**

Proposed Everglades City Vanpool Project

**Objective:**

To Update Committee Members on the Current Progress of the Everglades City Vanpool Project

**Considerations:**

As previously mentioned in the Transportation Development Plan (TDP) presentations and technical memos as well as in the Park and Ride Study presentations, CAT is currently working with an Everglades City official and other Protocol for Assessing Community Excellence in Environment Health (PACE-EH) Committee of Everglades City members at their request to help with development for a viable transit option for the community. With a small seasonal and even smaller off-season population, a fixed route as well as other "typical" transit modes were found not feasible. However, one possible transportation option currently not utilized in Collier County, is a Vanpool program promoted by the Florida Department of Transportation (FDOT) through their Commuter Connector Program.


Vanpooling, similar to Carpooling, is a Point A to Point B shared ride system impacting a much larger group of people where the expenses are shared among the participants as well as transit providers or employers. A single van has the capability to, of course depending on the timing and operation, affect approximately 30 to 40 people.

As Everglades City requires a unique approach to transit, CAT Planning Staff believes that the Commute with Enterprise program is the most appropriate for this application. This is a crucial initial introduction of a potential permanent transit service within the area. CAT intends to play a pivot role in the program especially in the early phases of the project to help ensure a lasting positive financial impact on Everglades City is made.

**Recommendation:**

Review and provide input.

**Attachments:** Everglades City Vanpool Handout and Graphic

**Prepared by:**  \_\_\_\_\_ **Date:** 7-15-2020  
Zachary Karto, Senior Planner

**Approved by:**  \_\_\_\_\_ **Date:** 7-15-2020  
Michelle Arnold, PTNE Division Director



# Commute with Enterprise

Can be a 15 passenger van,  
SUV, mini-van, or sedan



- 1 coordinator
- Unlimited passengers and drivers within the pool, which can have varying schedules
- 200 Personal Miles for Coordinator
- Free fares for passengers

- Approximately \$1,100 per vehicle includes:
  - Fuel Card in Vehicle
  - Full insurance Coverage
  - Full Preventative Maintenance Coverage
  - Free Replacement Vehicles
  - 24/7 roadside assistance
- Enterprise Monitoring of Miles and Maintenance
- Mileage Data given to CAT for NTD input



## Everglades City Vanpool: Commute with Enterprise

### Introduction:

Collier Area Transit (CAT) is evaluating a transit solution for the Everglades City community in response to a request made by the Protocol for Assessing Community Excellence in Environment Health (PACE-EH) Committee of Everglades City. CAT planning staff has, with the help of PACE members explored various transit modes options, including a fixed route, however after modeling and running simulations many service modes were found to be unfeasible for the area. One possible transportation option currently not utilized in Collier County, is a Vanpool program promoted by the Florida Department of Transportation (FDOT) through their Commuter Connector Program.

Vanpooling is typically a shared ride system where the expenses are shared among the participants and there is a coordinator that helps with the trip planning. The Commuter Connector Program seeks partners to add to a mobile app that they have developed so that those interested in finding a carpool/vanpool can find each other. This mode of transit hits a unique niche that the “typical” transit services cannot. A vanpool is much more personalized with relatively low operational cost. A vanpool allows a group of people to share the ride similar to a carpool and just like a carpool one of those individuals is the driver. However, the biggest difference between a carpool and a vanpool is that a single van has the ability to impact a considerable larger group of people. Typically, a group of 5 to 15 people meet at a centralized location at a predetermined time that suits everyone to commute to a common designated point. Depending on the timing and operation, the vanpool could affect approximately 30 to 40 people.

Due to this, CAT planning staff has recommended the Commute with Enterprise program for Everglades City as the initial introduction of a permanent transit service within the area. The low investment in both capital assets as well as operational costs is also very enticing for project implementation. Although, it is a low dollar investment it is a high financial impact for the people and community using the program especially the local economy.

### Commute with Enterprise:

As part of the research into the vanpooling program, CAT Planning staff was introduced to representatives from Enterprise Holdings, the Car Rental Company, who is working with the FDOT to promote Vanpooling regionally. Commute with Enterprise by Enterprise Holdings is the largest vanpool provider in North America and one of the only vanpool providers in the State of

Florida. The vanpool program is designed as a turnkey solution for commuters, private companies, and transit agencies with the intent to increase the number of persons per vehicle which reduces the number of vehicles on roads and is a cost savings for commuters and for the local community. By reducing the number of vehicles on roads the vehicle load is reduced which has a positive effect on the roadway maintenance costs, results in less roadway congestion, and a reduction in vehicular pollution.

### Vehicle Operations and Routing:

As previously mentioned, the vanpool is a turnkey mobility solution as well as largely hands-off operationally. The coordinator works with the vanpool participants, CAT staff, and Enterprise to set up the trip origin and destination points. However, the schedule of operation is set up by participants, Enterprise, and the coordinator so the vanpool fulfills participants' needs. Once the origin and destination points, as well as the schedule are setup, Enterprise calculates how many miles are anticipated for the month including the 200 personal miles for the coordinator. The calculated number of miles is given to CAT for revenue mile calculation and verified monthly with the logbook turned in from the coordinator. The revenue miles are then added to the National Transit Database (NTD) report for recording to the Federal government for annual funding purposes.

### Passengers:

CAT is recommending using a 15-passenger van and as the name infers the number of persons able to use the van at once is 15. However, this does not mean that the vanpool would contain only 15 persons, the vanpool can accommodate 30 to 40 depending on personal schedules. As passenger, a person only must give Enterprise their name, a contact phone number and their schedule of trips so that the vanpool coordinator can plan accordingly. As a driver, a person is required to go through a background check and driver license screening conducted by Enterprise Holdings, to be considered eligible to drive for the vanpool. There are no limits to the numbers of passengers within a vanpool, but there may be a limitation based on the number of vehicles available.

The vanpool coordinator is an individual that is responsible for planning the schedule, keeping track of the mileage and coordinates with Enterprise Holdings. This individual can either be a passenger or the driver, but there can only be one coordinator per vanpool. As a perk of being the coordinator, the coordinator earns an extra 200 personal miles that they can use on personal trips such as to the doctor, grocery store, pharmacy, etc. As a partner for this program CAT does have the ability to remove the personal mile from the program if CAT so chooses to do so.

## Vehicles:

The vanpool program is customizable when it comes to vehicular type and passenger needs. The vehicular types available for the vanpool range from a small 4 passenger sedan to a 15-passenger van. The 15-passenger van is the type and size of vehicle that CAT believes is appropriate for the potential vanpool in Everglades City. Please see the example of the passenger van below. Also please note it is being recommended that the selected vehicle should have a tasteful vehicle wrap to promote both Everglades City as well as the CAT vanpool program.



Figure 1: the base 15 passenger van without a vehicle wrap

## Maintenance and Fuel:

There are no preventative maintenance costs borne by the transit agency as part of this program. The Vanpool Coordinator is responsible for monitoring the condition of the vehicle and take it in for regular preventative maintenance and/or notify the car rental company if there is a problem with the vehicle. If the vehicle is unable to be fixed, the vehicle is replaced. Details would have to be negotiated with the rental agency of the replacement of the wrap when a vehicle is replaced.

Along with a complete preventative maintenance package, a fuel card is provided to the driver. Also included with the program is 24/7 roadside assistance protection and an emergency ride home when needed.

### **Insurance and Accident Coverage:**

Insurance is provided through Enterprise Holdings company and Collier County is not responsible for the coverage. The coverage includes full insurance, collision, comprehensive, and 1-million-dollar liability protection.

### **Cost:**

The cost for the vanpool program is considerably lower than other transit solutions previously considered for the Everglades City area. This solution is a reduction in typical transit operational cost because the vanpool driver is a user of the service and not a CAT employee. There is no capital expense to the transit system because the vehicle used for the program is supplied by the Car Rental company. This also results in the elimination of maintenance expenses for the transit system as the maintenance is also managed by the rental company.

The Transit agency all-inclusive estimated monthly cost for the service is \$1,201.00 per vehicle, including preventative maintenance, roadside assistance, fuel, and insurance. The only additional one-time cost to the transit agency would be the wrap for the vehicle which is estimated to cost between \$2,500.00 to \$5,000.00 depending upon complexity of the wrap's graphics.

CAT is proposing that Section 5311 CARES Act funding be used to fund the program for the first year. During the first year, staff and the representatives from the Rental Company would work with employers to solicit their participation to eventually subsidize the program cost and reduce the County's financial responsibility.

**EXECUTIVE SUMMARY**  
**Reports and Presentation**  
**Item 6b**

Report on CAT TDP Major Update

**Objective:**

Review of CAT TDP Major Update.

**Considerations:**

Staff will update the committee on Collier Area Transit's (CAT) the TDP with a summary of the proposed improvements for the 10-year period.

Next steps for the TDP and key improvements and impacts improvements include:

- Analysis of existing conditions and services is complete;
- Outreach, discussion group meetings, on-board survey, first online survey complete;
- New route network structure and mobility-on-demand (MOPD) services;
- Route Network restructure estimated to generate significant increase in ridership;
- Restructure eliminates loop routes and creates more direct bidirectional service network;
- MOD service proposed for Marco Island, Naples, Golden Gate Estates, North Naples;
- New Premium Express, Bayshore Shuttle, AV Circulator, Naples Pier Electric Shuttle.

Staff is preparing for upcoming efforts and outreach to complete and submit the TDP to FDOT. These actions include:

- Second online survey, two public meetings (virtual), and presentations to committees and boards are scheduled for completion July-August;
- Draft TDP will be presented to Working Group July 22; Final TDP will be prepared based on comments from outreach and submitted to FDOT by September 1.

**Recommendation:**


None.

**Attachment:**

1. TDP Update Presentation

Prepared by:   
Omar De Leon, Transit Manager

Date: 7/15/20

Approved by:   
Michelle Arnold, PTNE Division Director

Date: 7-15-2020

# Collier County Transit Development Plan

PTAC Meeting

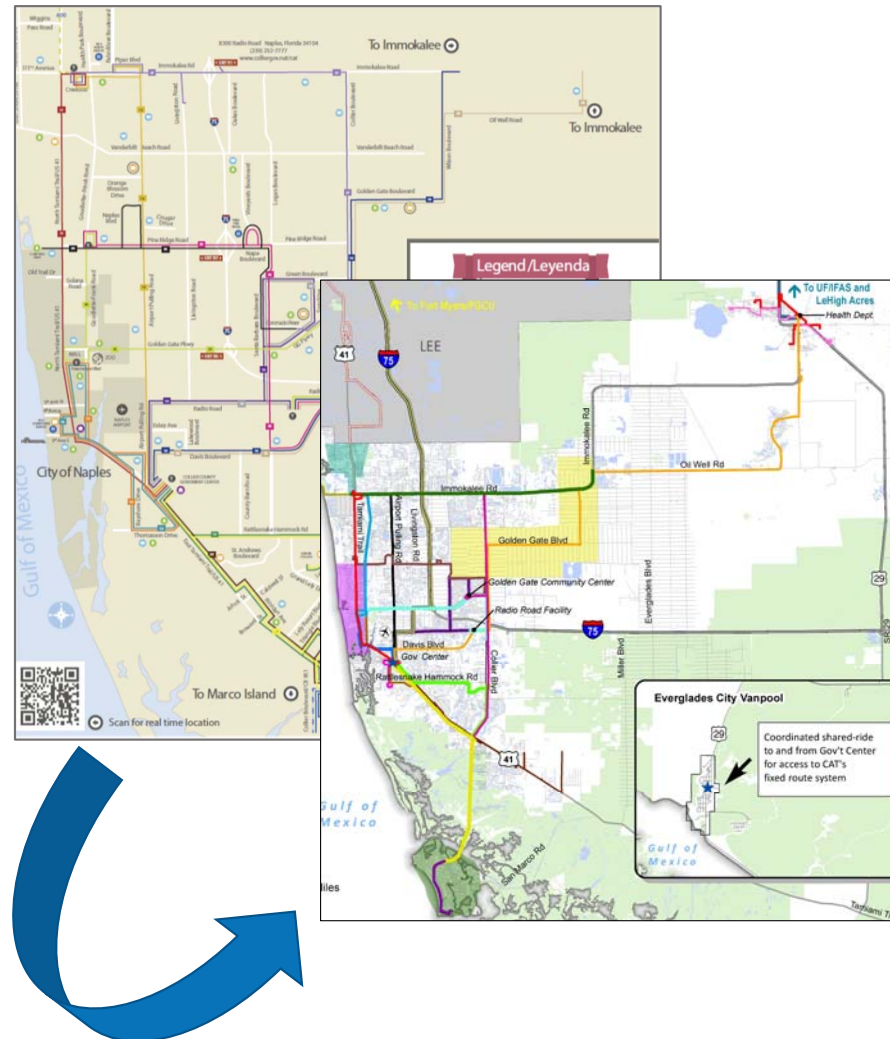
July 21, 2020





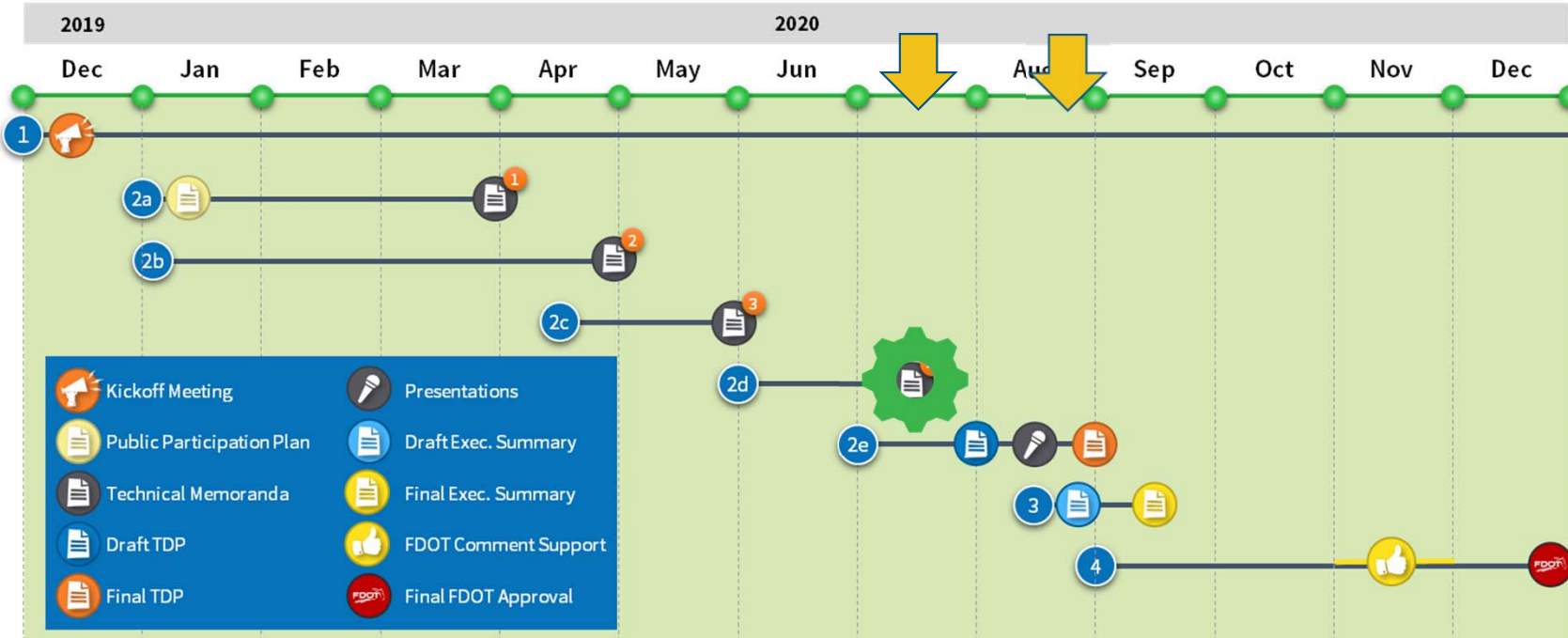
# Today's Meeting

- Welcome
- Update on TDP Status
- New Network Review
- Requirements and Phasing
- Outreach and Next Steps
- Adjourn

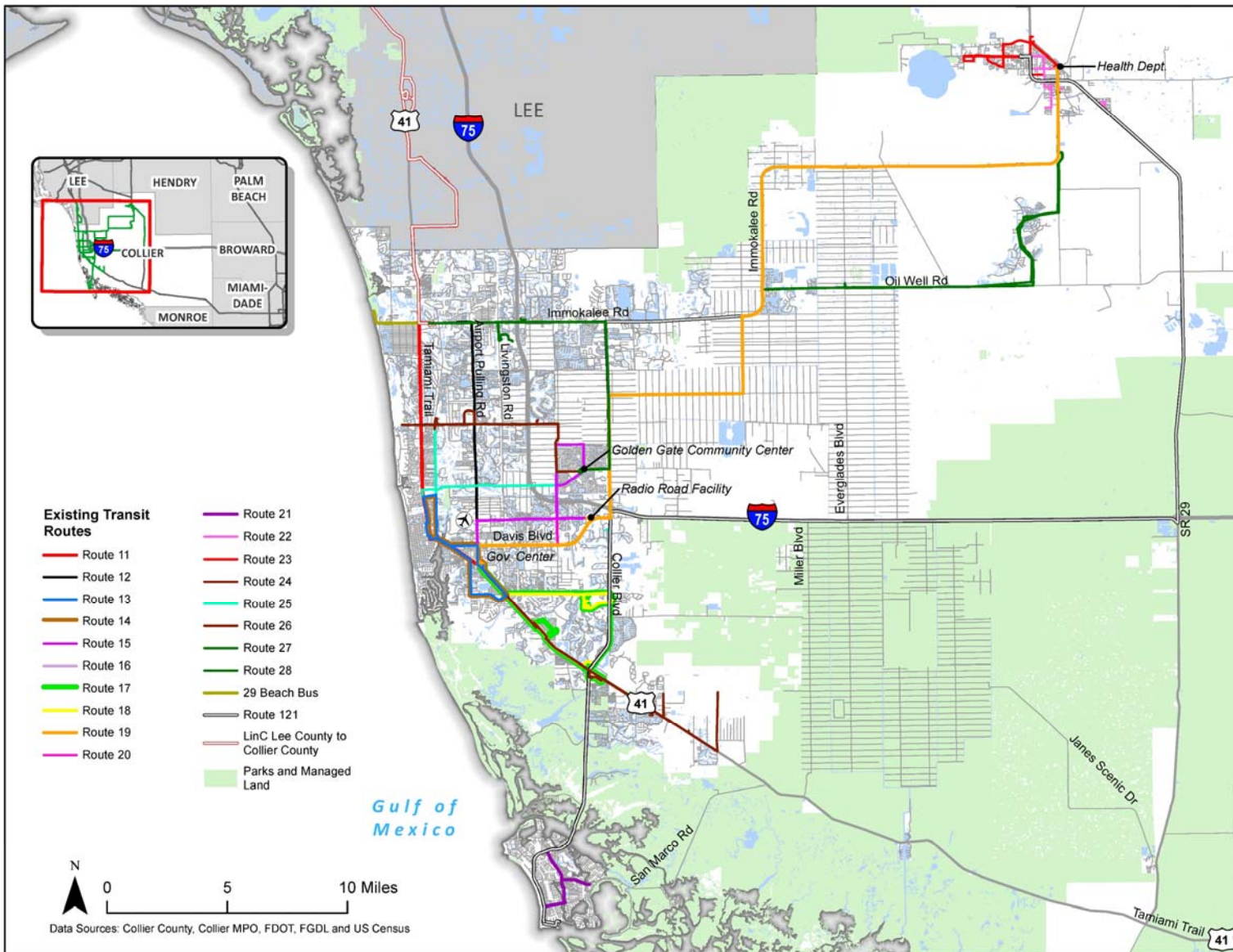




# Study Update TDP Process and Schedule



# Existing Network



# Network Changes

## Transit Network Changes

- Eliminated extensive loops
- Created direct and bidirectional routing
- Enhanced and added service along key corridors
- Enhanced service to transit hubs at activity centers
- Saved service hours to improve frequency
- Mobility on demand downtown and Marco Island

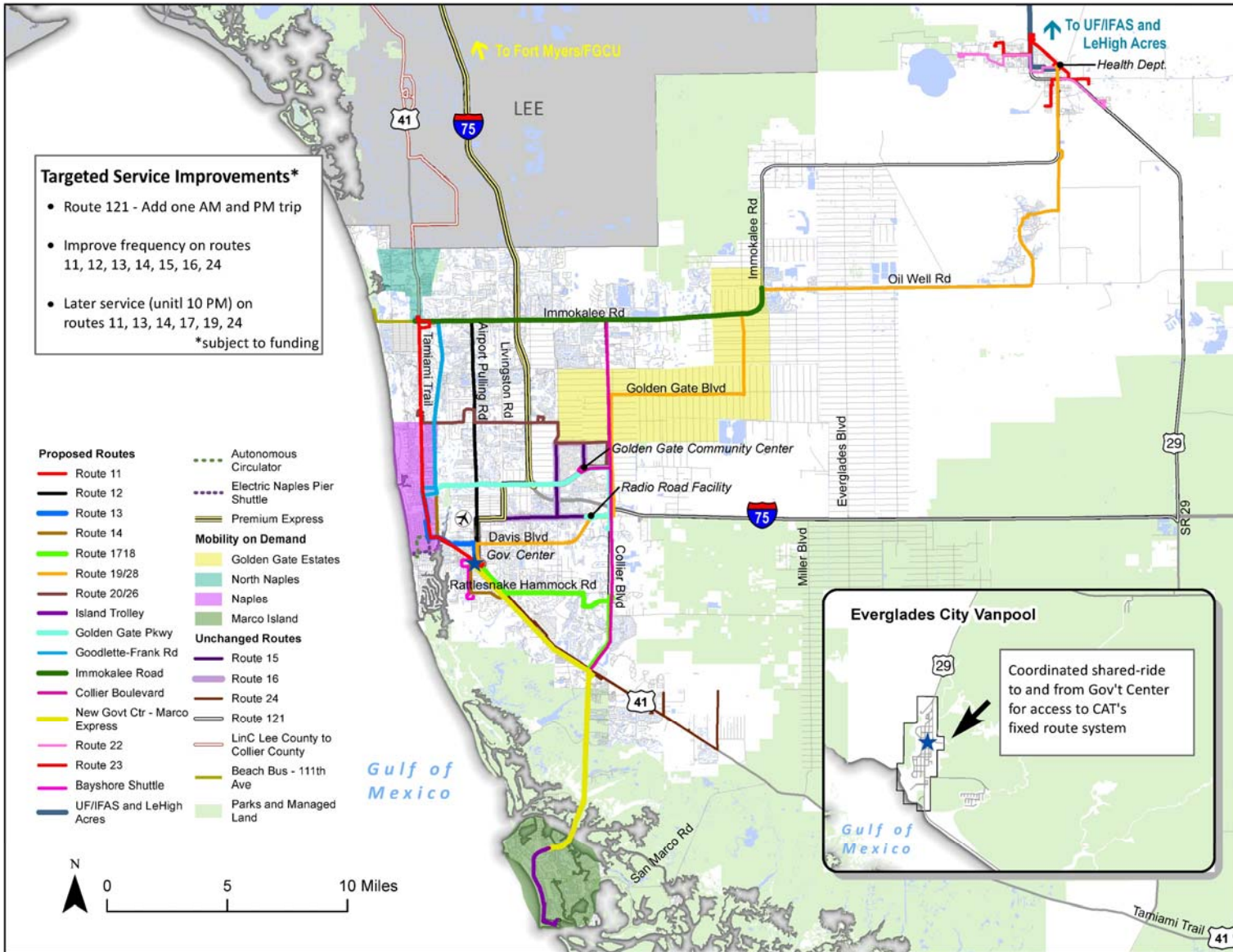
## Expected Impacts

- Increase network understandability and ease of use
- Increase service frequencies
- More direct travel and reduce travel times





# New Network



# Operating Requirements and Impacts

## (FY 2030)

Improvement	Ridership	VOMS	Revenue Hours
2030 Base Network*	812,175	19	73,056
Route Network Realignment	+307,451	+4	+18,689
Increase Frequency	+231,285	+8	+28,611
Span Improvements (10pm)	+41,055	+0	+7,627
New Service	+71,400***	+13	+60,108

Ridership annualized weekday existing vs. new network FY-30 – realigned & new routes only

Impacts for span and frequency improvements will also be included

Phasing by route/service improvement will be shown

\* Existing Network Projected to FY 2030

\*\* Based on 2018 NTD Data

\*\*\* Excludes MOD, Autonomous Circulator, Electric Naples Pier



# Phasing Plan (subject to funding)

Improvement	FY 2020-2025	FY 2026-2030
Route Network	Route 11 Extended Route 12 Extended Route 13/14 Route 17/18 Route 19/28 Gov Ctr – Marco Express (Route 21)	Route 22 Realigned Route 23 Realigned Route 25 (EW and NS) Route 27 (EW and NS)
Frequency	Route 12 Route 15 Route 16 Route 19/28 Route 24 Route 121	Route 11 Route 13 Route 14 Route 17/18 Route 24
Span Improvements (10 PM )	Route 13 Route 14	Route 11
New Service/Other	New Island Trolley	New I-75 Premium Express New Bayshore Shuttle Autonomous Circulator Electric Naples Pier Shuttle Mobility on Demand (includes Marco Island)



# Outreach

- Online Survey July 15<sup>th</sup> to 30<sup>th</sup> – present network changes
- PTAC Jul 21<sup>st</sup> @ 3:00PM
- Public Meeting (virtual) July 30<sup>th</sup> – present network changes
- TAC Aug 7<sup>th</sup> @ 9:30AM
- CAC Aug 7<sup>th</sup> @ 2:00PM
- Public Meeting (virtual) August 12<sup>th</sup> – present final TDP
- BPAC Aug 18<sup>th</sup> @ 9:00AM
- BCC Sep 8<sup>th</sup> @ 9:00AM
- MPO Sep 11<sup>th</sup> @ 9:00AM



# Adjourn and Next Steps

Thank you for participating in this meeting.

The TDP document will be presented to the MPO and BCC.

Final TDP will be submitted to FDOT by September 1, 2020.

Randall Farwell – [rfarwell@tindaleoliver.com](mailto:rfarwell@tindaleoliver.com)

Josephine Medina – [Josephine.Medina@colliercountyfl.gov](mailto:Josephine.Medina@colliercountyfl.gov)

Zachary Karto – [Zachary.Karto@colliercountyfl.gov](mailto:Zachary.Karto@colliercountyfl.gov)





**EXECUTIVE SUMMARY**  
**Reports and Presentation**  
**Item 6c**

Report on COVID-19 Activity

**Objective:**

Present an update on operations response to COVID-19.

**Considerations:**

Staff will update the committee on Collier Area Transit's (CAT) on-going activities in response to COVID-19. CAT has continued with operational changes to adhere to CDC guidelines by encourage social distancing and limiting exposure to operators.

Continued operational changes and improvements include:

- Increasing the number of buses used to serve higher ridership routes;
- Suspending fares;
- Increased cleaning of vehicles;
- Rear entry and alighting on Fixed Route Buses;
- Providing Operators with Personal Protection Equipment (PPE)
- Wrapped buses with CDC recommendation to educate the public;

Staff is preparing for upcoming changes in an effort to transition to normal operations. These changes include:

- Reinstate fare collection, effective August 2<sup>nd</sup>;
- Installing Operator Barriers to allow for front door entrance and expand space on vehicle

**Recommendation:**

None.

**Attachment:**

1. COVID-19 Presentation

**Prepared by:**



Omar De Leon, Transit Manager

**Date:**

7/15/20

**Approved by:**



Michelle Arnold, PTNE Division Director

**Date:**

7-15-2020

# Collier Area Transit Covid-19 Operations Response





596-7777

CC2-514

**KEEPING TRANSIT SAFE**  
**MANTENER EL TRÁNSITO SEGURO**

Do not ride the bus if you have been ill in the past 14 days  
NO VIAJE EN EL AUTOBUS SI USTED ESTUVO ENFERMO O SI LE DUELE ALGUNA PARTE DEL CUERPO EN LOS ÚLTIMOS 14 DÍAS

Keep 2 seats between riders  
MANTENGA DOS ASIENTOS ENTRE PASAJEROS

Limit what you touch  
LIMITE LO QUE TOCA

Masks encouraged  
MASCARILLA OBLIGATORIA

Clean your hands frequently  
LAVASE LAS MANOS FRECUENTEMENTE

#RideSmart



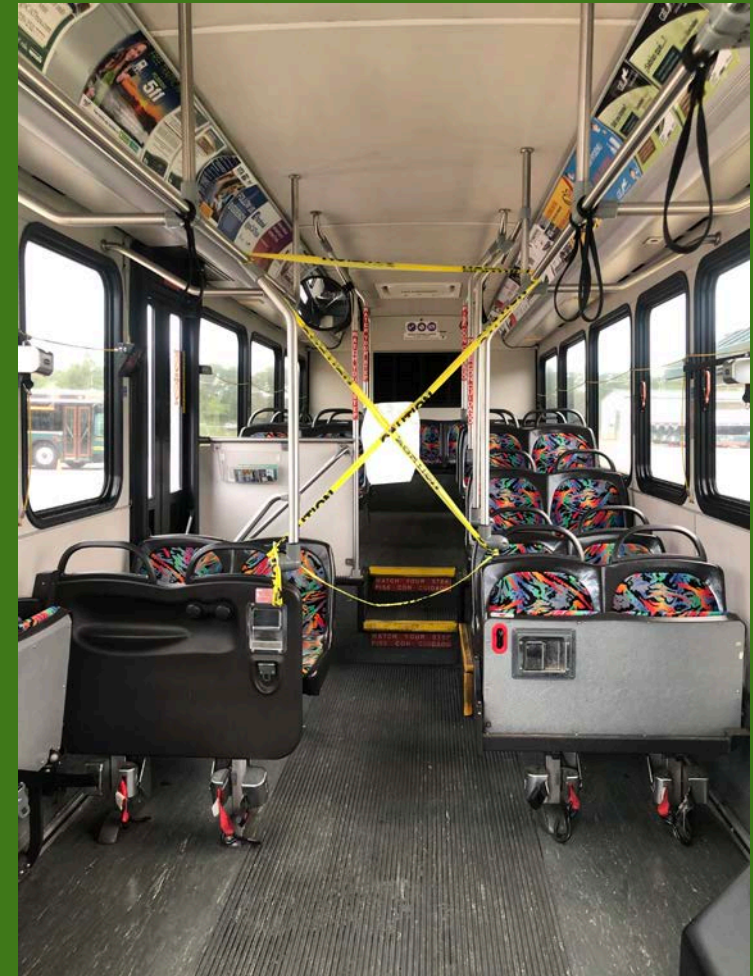
# Continued operational changes

- ▶ Through sanitization and cleaning of each bus after each loop
- ▶ Providing all Operators with PPE (Personal Protective Equipment) gloves, masks, sanitizer etc.
- ▶ Increased frequency of cleaning each vehicle
- ▶ Wrapped busses with CDC recommendations to educate the public
- ▶ Suspended fares
- ▶ Rear Doo Entry

# Protect Yourself and Others



# Rear Door Boardings and Alighting ONLY

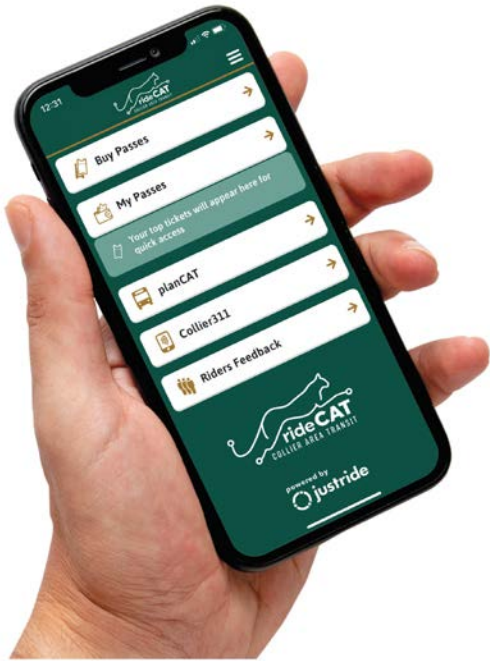


# Keeping Transit Safe

- ▶ Do not ride the bus if you are feeling ill in the past 14 days
- ▶ Keep 2 seats between riders
- ▶ Limit what you touch
- ▶ Masks are encouraged
- ▶ Wash your hands frequently



# Changes in an effort to transition to normal operation



Reinstate Fares  
August 2<sup>nd</sup>  
& Mobile App  
Implementation



Installing  
Operator  
Barriers



**Executive Summary**  
**Reports and Presentations**  
Item 6d

Park and Ride Study Update

**Objective:**

To Update Committee Members on the Current Progress of the Park and Ride Study.

**Considerations:**

Park and Ride facilities are used in communities as a relief to traffic congestion. It's a system where drivers leave their cars in parking lots at an origin point and travel to a particular destination via public transit or carpool. Ideal locations for park and ride lots would serve congested roadways and target commuter trips such as going work, shopping, to the beach or to the airport. The population growth in Collier County is approximately 2% per year and has resulted in traffic congestion on the arterial road network. With the completion of the Park and Ride Study, it is envisioned that Park and Ride facilities will ultimately be integrated into the Collier Area Transit (CAT) system as one means of addressing the mobility needs for the community.

Jacobs is providing consulting services to the Collier Metropolitan Planning Organization (MPO) and to Collier Area Transit (CAT) for identifying and developing a standardized methodology for locating, operating, and maintaining possible Park & Ride sites within Collier County. This study will also reevaluate the 12 sites identified in the 2005 Study. Additionally, the study will address changing land use in Collier County. The study will also validate regional commuter and transit travel patterns and identify new viable sites for park and ride consideration.

Currently, there is an ongoing Public Participation Program (PPP) which includes reaching out to large employers and municipal entities to determine their mobility needs. Surveys have been distributed to employers such as Arthrex, the Chamber of Commerce, businesses on Marco Island and in the City of Naples, and to Collier County government employees. The survey is also posted on the CAT websites and has been distributed via social media in English, Spanish and Creole. The data will be analyzed to develop feasible locations for park and ride lots.

The Final Report will include details regarding the study outreach techniques and effectiveness. It will also document all feedback/comments received. This report will show how the feedback received was ultimately incorporated and included in the assessment to come up with a recommended list of project sites. The findings from the study will provide valuable locational Park and Ride information for updates of both the 2045 Long Range Transportation Plan (LRTP) and the CAT Transit Development Plan (TDP). The report is expected to be completed and presented to the MPO Board and Committees during the month of October. The final approved document will be posted on the MPO and CAT websites at the conclusion of the planning process.

**Recommendations:**


Review and provide input.

**Attachments:**

Park and Ride PTAC PowerPoint

Prepared by:   
Tamarin Kirby, Planner

Date: 7/15/2020

Approved by:   
Michelle Arnold, PTNE Division Director

Date: 7-15-2020

# COLLIER AREA TRANSIT - PARK AND RIDE STUDY



**Jacobs**

# WHAT IS PARK AND RIDE?



**PARK AND RIDE IS A SYSTEM WHERE DRIVERS LEAVE THEIR CARS IN PARKING LOTS AT AN ORIGIN POINT AND TRAVEL TO A PARTICULAR DESTINATION VIA TRANSIT.**



**IDEAL LOCATIONS FOR PARK AND RIDE LOTS WOULD SERVE CONGESTED ROADWAYS AND TARGET COMMUTER TRIPS SUCH AS WORK, SHOPPING, THE BEACH OR THE AIRPORT.**

# STUDY PURPOSE



Develop a standardized methodology for locating, operating, and maintaining possible Park & Ride sites within Collier County.

Address changing land use in Collier County, validate regional commuter and transit travel patterns, and identify new viable sites for park and ride consideration.

Reevaluate the 12 sites identified in the 2005 study.

The Study will consider each sites proximity to:

- ✓ Existing and planned Transit Routes
- ✓ Major Employment Locations
- ✓ Educational Facilities
- ✓ Tourist Destinations
- ✓ Conservation Lands

# 2005 STUDY

- In 2005, a Park and Ride study was conducted by CUTR for Collier Area Transit.
- Results indicated that there were favorable conditions and locations where Park and Rides could be successful.
- Sites identified were both informal and dedicated locations.
- Sites identified in the 2005 study will be reevaluated as part of the current study.





# BENEFITS



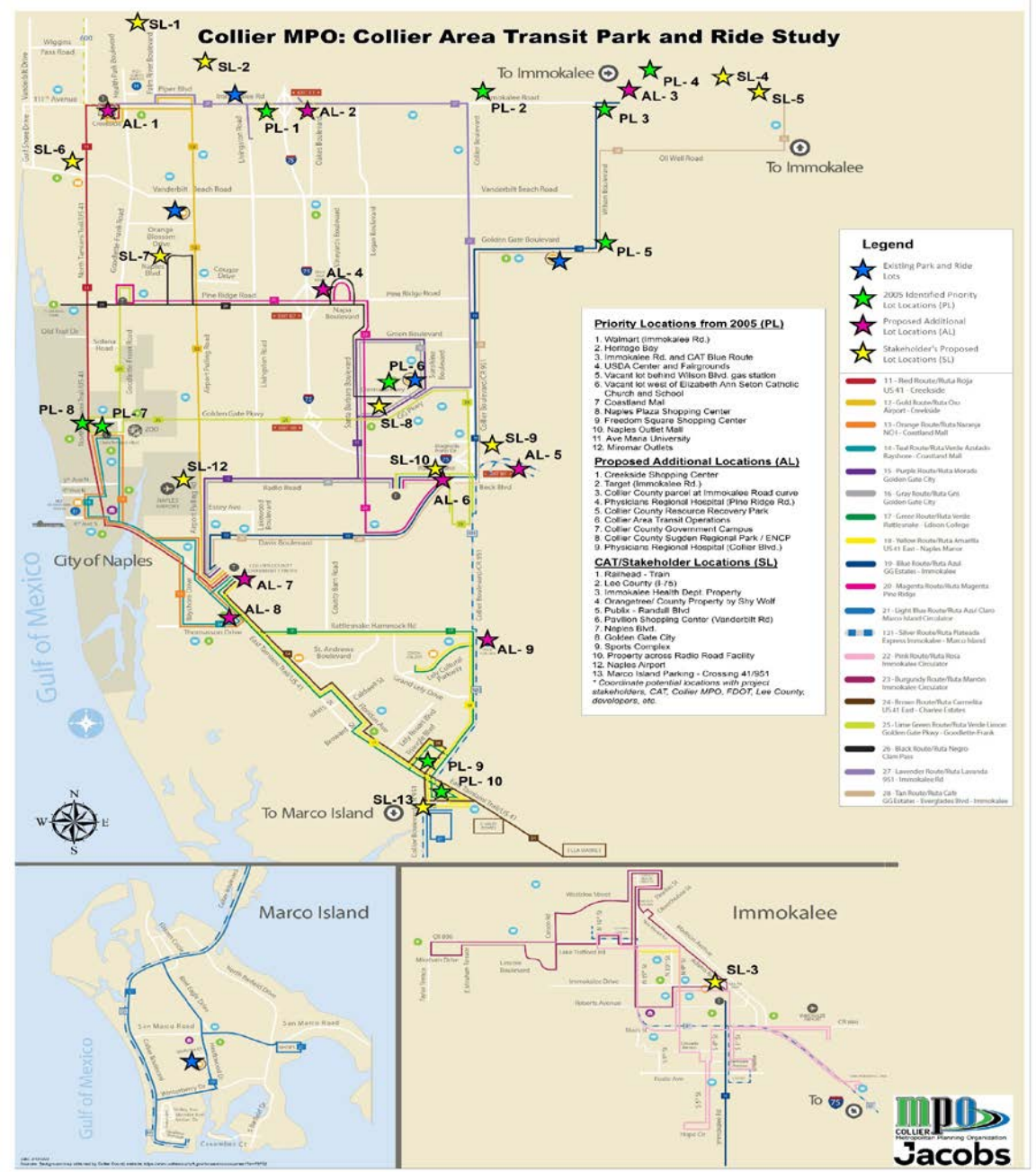
- Environmental impacts
- Less traffic congestion
- Convenience for riders looking to spend less time behind the wheel
- Improve mobility around Collier County

# STUDY AREA

Collier County has an estimated 2017 population of 356,774.

The 2017 Percent of Households Below Poverty Level is 13% in Collier County, compared with 16% for Florida.<sup>1</sup>

Collier County has large areas of lands that are mostly State and Federal conservation lands.





<sup>1</sup> 2017 American Community Survey (ACS) 5-yr. Estimates, Tables S0101, DP03, CP03



# PUBLIC PARTICIPATION PLAN



- Reaching out to large employers and municipal entities to discover their mobility needs
- Anonymous online survey for participants to take so we can determine where these facilities need to be located throughout the community
- The surveys will be posted on the CAT and MPO website's and will also be distributed through electronic notifications and social media.



**P+**  **Park and Ride**

Tell us where you need them. Take the Park and Ride Survey!  
Díganos dónde los necesitas. ¡Realice la encuesta de Park and Ride!  
Pran sondaj la pou ka di nou nan ki zon ou ta renmen we stasyon pakin "Pake pran bis" la.

Click here for [English](#)      Aquí para [Español](#)      Klike la a pou [Kreyol](#)



# FINAL REPORT OCT 2020

- The findings from the study will provide valuable locational Park and Ride information for the ongoing updates of both the 2045 Long Range Transportation Plan and the CAT Transit Development Plan.
- Completion in October 2020
- Final report will be posted on the MPO and CAT Websites

QUESTIONS?