

EXECUTIVE SUMMARY
Board Action
Item 6a
Bus and Bus Facility Grant Award

Objective:

To advise the committee of the recent award grant Section 5339 Bus and Bus Facility Grant.

Considerations:

Section 5339 is a federal grant program administered by FDOT and is 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.

On January 30, 2020 Collier Area Transit (CAT) received a Notification of Funding Opportunity (NOFO) from FTA for Bus and Bus Facilities funding, with a submission date of April 29, 2020. On September 10th, CAT was notified that the project was selected for award. The project consists of the renovation of the CAT Maintenance Facility located at 8300 Radio Rd. Renovations include but are not limited to, renovating the existing building to modernize the facility so that it meets current building codes, security and technology enhancements including a Bus Simulator and Digital Think Room to provide enhanced training, Business Intelligence, and installation of solar panels. The Digital Think Room will provide a venue for the Business Intelligence software previously funded with the Federal Transit Administration (FTA) 5307 capital allocation. The solar panels will be installed to function as vehicle porticos to shade parked vehicles and increase fuel efficiency. The energy gained from the sunlight with the solar panels will be used to power the maintenance facility and reduce the overall electric costs. Funding will also be used to purchase two (2) electric buses and four (4) 30' fixed route transit buses, including security cameras, radios, Intelligent Transportation System and electric charging stations for two (2) electric buses.


Recommended Actions:

Review and discuss the award.

Attachment(s):

Grant Proposal.

Prepared by:

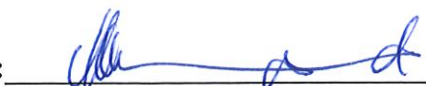


Omar De Leon, Transit Manager

Date:

9/11/20

Approved by:



Michelle Arnold, PTNE Director

Date:

9-11-20

From: [DeleonOmar](#)
To: [DeleonOmar](#)
Subject: FW: CONGRATULATIONS!!
Date: Thursday, September 10, 2020 11:44:00 AM

From: Taylor, Yvette (FTA) <Yvette.Taylor@dot.gov>
Sent: Thursday, September 3, 2020 12:55 PM
To: ArnoldMichelle <Michelle.Arnold@colliercountyfl.gov>
Cc: Crocker, John (FTA) <john.crocker@dot.gov>; Ramos, Emmanuel (FTA) <Emmanuel.Ramos@dot.gov>; Wheeler, Elijah (FTA) <elijah.wheeler@dot.gov>
Subject: CONGRATULATIONS!!

EXTERNAL EMAIL: This email is from an external source. Confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

Dear Michelle,

Congratulations to **Collier Area Transit** for being selected to receive **\$9,020,000** under FTA's 2020 Bus and Bus Facilities Program.

This discretionary program provides for approximately \$464 million across the nation to 96 projects that will improve the safety and reliability of America's bus systems and enhance mobility for transit riders. Selected projects were published on the FTA website Tuesday, August 11, 2020, at the following link:

<https://www.transit.dot.gov/funding/grants/fiscal-year-2020-buses-and-bus-facilities-projects>

We look forward to obligating these funds as soon as possible. Please ensure compliance with all applicable Federal statutes, regulations, executive orders, FTA circulars, and other Federal administrative requirements in carrying out this project, including any environmental determination, real property acquisition, and programming in the TIP/STIP.

As you move toward project implementation, I would encourage your staff to work with my staff on any questions or concerns regarding the selected project.

Again, ***Congratulations!!***

Respectfully,

Yvette G. Taylor, Ph.D.
Regional Administrator

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**GRANT PROPOSAL FOR FEDERAL TRANSIT
ADMINISTRATION BUS AND BUS FACILITIES**

PROGRAM: STATE OF GOOD REPAIR



PROPOSED PROJECT:
**Collier Area Transit
Maintenance Facility**

SUBMITTED TO:

**Department of Transportation
Federal Transit Administration
Discretionary Bus and Bus Facilities Program**

MARCH 30, 2020

SUBMITTED BY:



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Proposal Content Checklist

THIS CHECKLIST IS PROVIDED TO ASSIST THE REVIEWER IN IDENTIFYING WHERE PROPOSAL REQUIREMENTS WERE ADDRESSED WITHIN THE DOCUMENT.

PROPOSAL INFORMATION	PAGE #
Proposer’s name and FTA recipient ID number	6
Contact information for notification of project selection (including contact name, title, address, congressional district, email, fax, and phone number)	6
A general description of services provided by the agency including ridership, fleet size, areas served, etc.	7
PROJECT INFORMATION	
Describe concisely, but completely, the project scope to be funded. As FTA may elect to only partially fund some project proposals, the scope should be scalable with specific components of independent utility clearly identified.	8-14
Address each of the evaluation criteria separately, demonstrating how the project responds to each criterion.	16-23
Provide a line item budget for the total project, with enough detail to describe the various key components of the project. As FTA may elect to only partially fund some project proposals, the budget should provide for the minimum amount necessary to fund specific project components of independent utility.	15
Provide the Federal amount requested.	15
Document the matching funds, including amount and source of the match, demonstrating strong local or private sector financial participation in the project.	15
Provide support documentation, including audited financial statements, bond-ratings, and documents supporting the commitment of non-federal funding to the project, or a timeframe upon which those commitments would be made.	23 & Exhibits A-F
Provide a project time-line, including significant milestones such as the date anticipated to issue a request for proposals for vehicles, or contract for purchase of vehicle(s), and actual or expected delivery date of vehicles, or notice of request for proposal and notice to proceed for capital construction/rehabilitation projects.	22

System and Project Summary

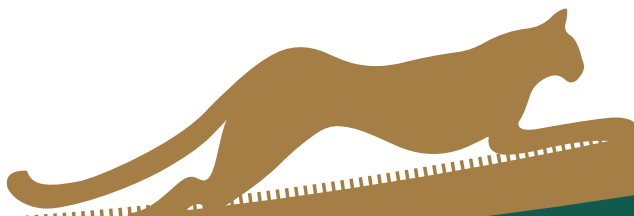
Once home to the Calusa Indians and then the Seminole Indians, today Collier County, Florida, is a dynamic community that seeks to balance preservation with twenty-first century sophistication and amenities.

Collier County, created in 1923, was named after a Memphis, Tennessee, millionaire named Barron Giff Collier, who acquired his fortune through streetcar advertising. When Collier arrived, he introduced paved roads, electric power, telegraphs and many new businesses to the community. As a result, more people were attracted to the area. By 1950, the number of residents was 6,488. In 1980 that number grew to 85,000 and according to 2010 U.S. Census Bureau projections that number increased to 321,520, making it one of the fastest growing counties nationwide.¹

Located on Florida's southwest coast on the Gulf of Mexico, Collier County is home to nearly 50 miles of white-sand beaches. The County occupies nearly 2,000 square miles, making it the largest county in the state. Within the county are a number of nature preserves, state parks, wildlife refuges, and the Everglades National Park. Three incorporated areas in the county are: Naples, Everglades City, and Marco Island, and are popular tourist destinations.

Collier County's significant growth over the last few decades led to the development of the public transportation system, Collier Area Transit (CAT), in 2001. Under the supervision of the Public Transit & Neighborhood Enhancement (PTNE) Division for the Collier County Public Service Department, the mission of CAT is to provide "safe, accessible and courteous public transportation services to our customers." Since its inception in February 2001, ridership has increased to more than 1 million passengers in 2016 and is sustained at 900,000 today after the ridership decline most transit agencies experienced after the downturn in the economy. With the introduction of innovative mobility into the system, ridership is projected to increase to 1.5 million over the next decade. CAT serves the population of Collier County, including Naples, Marco Island, and Immokalee areas, 7 days per week (with the exception of major holidays).

¹ Source U.S. Census Bureau: State and County Quick Facts. Data derived from Population Estimates, Census of Population and Housing, Small Area Income and Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Non-employer Statistics, Economic Census, Survey of Business Owners, Building Permits, Consolidated Federal Funds Report Last Revised: Friday, 03-Jun-2011 15:25:31 EDT <http://quickfacts.census.gov/qfd/states/12/12021.html> (accessed July 19, 2011).



System and Project Summary (cont.)

The CAT Administration and Maintenance facility is located at 8300 Radio Road. The facility currently houses the transit administration offices, maintenance area, and a passenger transfer center. It is a multimodal facility that serves buses, passenger cars, pedestrians, and bicycles. The maintenance facility is a prefabricated steel building that was constructed in 1985.

Due to the age of the facility, and the fact that less restrictive building codes were in place at the time of construction, the building is susceptible to complete destruction during inclement weather. During the last hurricane, the structural integrity of the maintenance building was severely tested with damages sustained to the roof and exterior wall membrane of the facility. Without the maintenance building, the transit system would be very vulnerable.

Funding is needed to replace the aging maintenance building and update with state-of-the-art equipment to accommodate innovative mobility service to the community. In addition, Collier County is requesting funding to purchase electric buses and installation of solar panels that will be a positive impact on the environment but also provide energy in the event of an emergency.

The PTNE Division for the Collier County Public Services Department and the Collier County Facilities Management Division will provide oversight and project management following the FTA grant award for this project. The Federal grant amount requested is \$9,020,000. The current project total is \$11,071,324. The 20% required matching share for the project is being provided by Florida Department of Transportation (FDOT) Transportation Development Credits (TDC) in the amount of \$2,051,324.



Name, Contact Information & Location

REQUIRED PROJECT COMMUNICATIONS

PROPOSER'S NAME AND FTA RECIPIENT ID NUMBER

Collier County, Florida
FTA Recipient ID is 1032

CONTACT INFORMATION

Public Services Department
Collier County Public Transit &
Neighborhood Enhancement (PTNE) Division

Michelle Arnold, Director

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CELL..... 239.877.8138

FAX 239.252.3929

CONGRESSIONAL DISTRICT

Florida's 19th District

The Honorable Francis Rooney

3299 Tamiami Trail East, Suite 105

Naples, Florida 34112

PHONE 239.252.6225

Florida's 25th District,

The Honorable Mario Diaz-Balart

4715 Golden Gate Parkway, Suite 1

Naples, Florida 34116

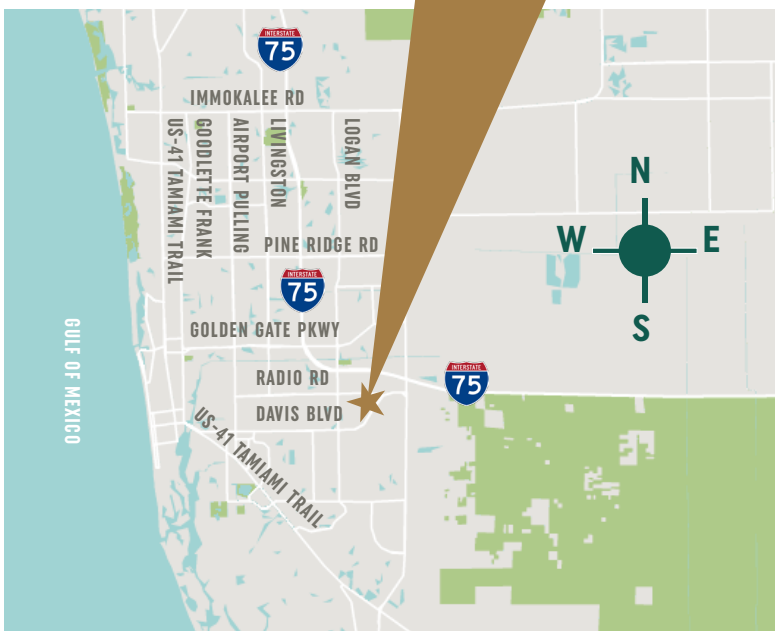
PHONE 239.348.1620

FAX 239.348.3569

Project Location Map

CAT RADIO ROAD TRANSFER FACILITY & OPERATIONS CENTER

8300 RADIO ROAD | NAPLES, FL 34104



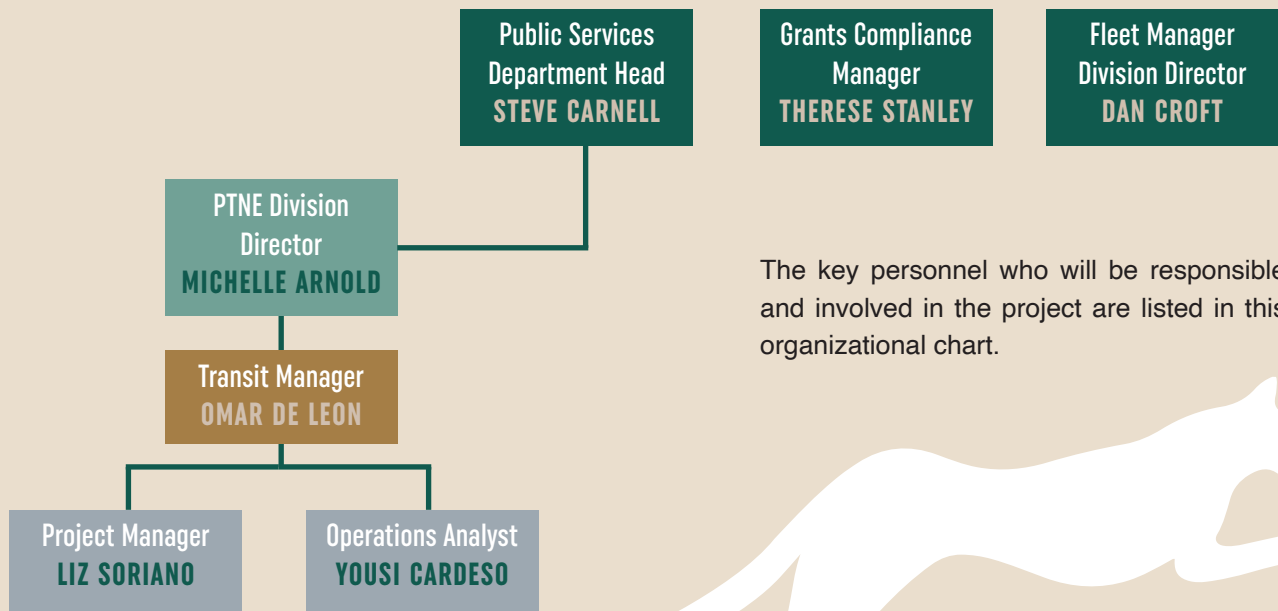
Description of Services Provided by Collier County Public Transit & Neighborhood Enhancement (PTNE) Division

CAT currently operates 19 Fixed Routes and paratransit service throughout Collier County, with a fleet that consists of 28 fixed route buses and 33 paratransit buses. Since CAT's inception in February 2001, ridership has increased from approximately 97,000 passengers and reached over one million passengers in 2006. Ridership peaked at 1.3 million in 2013 but started a decline in 2016. Ridership has been averaging at 900,000 since 2016.

The PTNE Division has been successful in overseeing multiple programs, including a Countywide Paratransit System

for the community. The paratransit system consists of the administering of the American with Disabilities Act (ADA) and Transportation Disadvantaged (TD) programs which provides door-to-door transportation service 7-days per week to individuals who are unable to access the fixed-route bus service due to physical or cognitive conditions. Also, it provides service to those who have no other means of transportation available or who are not in a fixed-route service area. This service provides access to employment, medical appointments, shopping and leisure activities for an improved quality of life.

KEY PERSONNEL



The key personnel who will be responsible and involved in the project are listed in this organizational chart.



Project Scope

FOR BUS & BUS FACILITIES

In an effort to further the Accelerating Innovative Mobility (AIM) initiative, CAT is pursuing the Federal Transit Administration (FTA) grant under the Bus and Bus Facilities Program to construct a state-of-the-art, sustainable, maintenance facility and the purchase of zero-emission vehicles to promote system conditions, improve service reliability and enhance, safety, access and mobility to the public. The proposed grant includes the following components listed to the right.

The proposed improvements will be made on property that has previously been improved and received a Categorical Exclusion. The following pages will demonstrate the merits of the projects towards sustainability for transit and the benefits to the community and its environment.



PROJECT GOALS

Upgrade and expand the existing maintenance Facility, optimizing available space for effective operational use, built to Leadership in Energy and Environmental Design (LEED) standards;

Equip Maintenance Bays with state-of-the-art devices to maintain a sustainable fleet, including electric vehicles

Purchase replacement buses including 2 electric buses that would also function as back power to emergency facilities in the event of emergencies

Solar Canopies to energize the maintenance facility and provide shade for buses

House a simulator training component to enhance operator safety

Incorporate a Digital Think Room as a Business Intelligence (BI) tool to utilize and analyze data to improve access and mobility by increased reliability, improved headways, creation of new transportation choices or eliminating gaps in the current route network

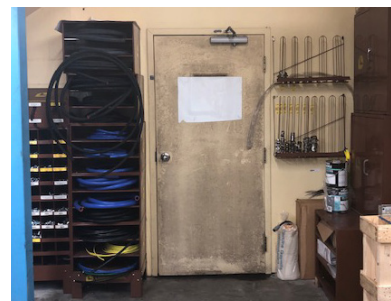
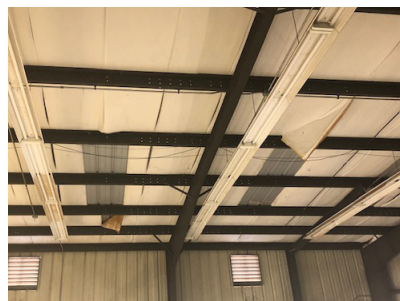
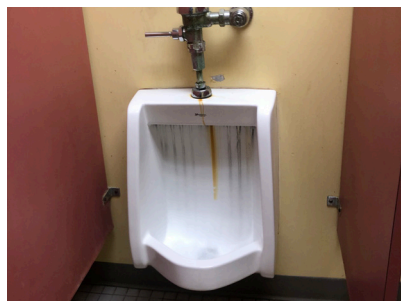
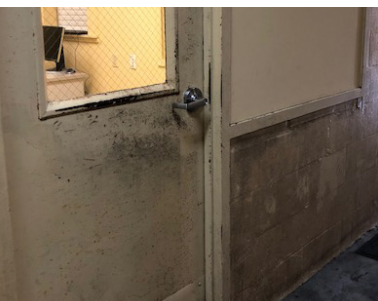
Promote the efficient use of energy with bi-directional electric vehicle charging systems, vehicle to building and battery to battery direct charge & discharge technology.

Overview of Facility Needs

When Collier County purchased the property in 2005, it had been previously used as a car dealership. The existing site was neither designed to facilitate nor constructed to stand up to the wear and tear of a bus facility. In 2015, the property was improved to make the property more transit ready. The site was improved to install sawtooth bus bays for the safe boarding and deboarding of passengers; the construction of public restrooms; the construction of a fueling facility to replace a fueling truck that was used daily to fuel the

buses for service; and the construction of a bus wash building to replace the hand watering that was performed by the maintenance team.

Although these improvements allowed for better operations of the transit system, there was not sufficient funding to make the necessary changes to an aging maintenance building.



Overview of Facility Needs

RENOVATE THE AGING MAINTENANCE FACILITY

The existing maintenance building was constructed in 1985. It is a Dean's prefabricated steel building with a useful life of 20 to 25 year, that was constructed prior to more restrictive building codes being put into place in Southwest Florida, as a result of Hurricane Andrew. When the facility was occupied by the County for use for Transit operations it became more apparent that the facility and site was not designed nor constructed to facilitate the wear and tear endured for bus maintenance and operations. There are several concerns with the existing maintenance building including its increasing age which is at the end of its useful life, environmental issues, and limited security.

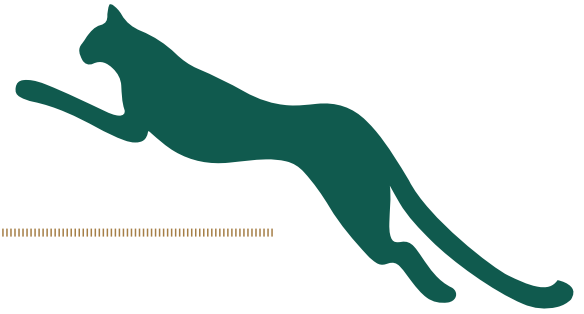
Due to the age of the building, the fact that it has surpassed the manufacturers useful life, CAT faced a catastrophic loss of a portion of the maintenance building during hurricane Irma. The porte-cochere that provides refuge for the buses during the roll in process (farebox probing and vehicle cleaning) was significantly compromised and is in the process of being replaced. The maintenance facility also suffered some roof damage as a result of the last storm and the building's structure is made more vulnerable with each storm that passes through.

As rainstorms are common throughout the summer months in Southwest Florida, there are several areas within the facility that leak. The repeated leaks have caused the ceiling

insulation to lift and degrade. Once an area is identified to have water intrusion due to the leaks these areas must be kept cleared and unused as not to create further damage. We have storage areas that cannot be used due to the leaks. The gutters and downspouts are now missing or severely decaying, some of them blew away in Hurricane Irma. Because some of the gutters are still missing, the rain is not being properly channeled away from the building causing ponding and flooding in front of doorways and deteriorating the asphalt around the property.

The porte-cochere was destroyed during Hurricane Irma but is covered by insurance and will be replaced. The old structure must be replaced to meet the most recent building codes. This replacement of the hurricane damage has been delayed as the cost to replace exceeds the amount covered by insurance and additional funds had to be obtained to afford the rebuild. Although the porte-cochere will be rebuilt to current codes, the rest of the maintenance facility will remain past its useful life and substandard to current codes unless this grant is awarded.

The age of the maintenance facility has resulted in plumbing pipes rupturing throughout the building, which has caused mold in the walls and has created an indoor air quality concern.



Overview of Facility Needs

FACILITY SAFETY & SECURITY

Security is important to the effective operations of the maintenance facility. Currently best practices manual inventory measures are in place to manage equipment and parts in the existing maintenance facility. However, all parts are stored in one room which is an open area due to the lack of air conditioning and ventilation. There are no security cameras or a badge access pad for the parts room so there is risk for theft. Due to the high dollar value of the items being stored, a new parts storage area should be constructed with an upgrade in security.

The existing maintenance facility was built to accommodate a car dealership and has reached full capacity for the bus operations. The facility can be renovated to maximize the space and bring the building into compliance with American with Disability Act (ADA) standards. An existing mezzanine is available to be built out to accommodate additional office space and/or training room to increase the capacity without enlarging the footprint of the building. The training room could be used for dual purposes, including a “Digital Think Room” which will be discussed later in this proposal.

FLEET MAINTENANCE NEEDS

In order to address CAT’s Fleet maintenance needs, the fleet area within the maintenance building must be retrofitted and expanded to modernize the facility with equipment to service the electric vehicles and allow for more efficient operations and room for future growth. This proposal includes the purchase of zero-emission vehicles.

The lifts in the existing facility can only accommodate vehicles that are a maximum 40 feet in length because the curvature of the roof inhibits the space to lift longer vehicles. To the south of the building an area has been reserved for future building expansion. The area has the compaction needed to add to the structure. If selected for this grant, the building will be expanded in this area to house Fleet management offices; relocate and secure the parts room; and expand the maintenance bay to accommodate taller buses.

TECHNOLOGY ENHANCEMENTS

The existing training room serves multiple purposes, it contains desks for staff due to a lack of space as well as for training of operators. The space available to store equipment and training tools needed for effective training is not sufficient. This proposal includes the modification of the building to upgrade the training room to provide enough space for training, storage while introducing technology.



Overview of Facility Needs

BUS SIMULATOR

It is important to have a quality training program that reinforces the system regulations both from an operational and safety perspective. To stimulate the desire to learn, the facility and tools used may make the difference in the trainee's retention of the material. It is important to CAT that our drivers receive the resources and training needed to keep themselves and their passengers safe. One means of doing this is the introduction of a Bus Simulator to put operators in real life scenarios so that they are better prepared to react when faced with them in the field.

This proposal includes the integration of the MB-100 Bus Simulator, or like product, into the training room that is constructed for this project. The Simulator is an advanced training system developed for Vehicle Operator trainings to reinforce hands-on skills and to teach judgment and decision-making techniques. These simulators include a real/replica vehicle cockpit; expansive field-of-view; a comprehensive multi-skill scenario library (covering everything from basic driving maneuvers, collision avoidance, isolated skills practice, to crash or vehicle failure management, etc.); review and assessment modules, and more.

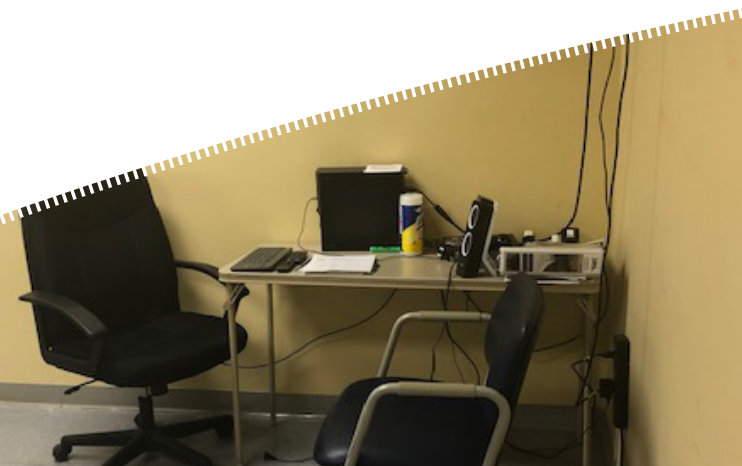
Simulation training reduces liability and costs of training "in the field", training in inclement weather conditions and hazardous situations without risks to the student, trainer, and the organization.

DIGITAL THINK ROOM – BUSINESS INTELLIGENCE

Data is accumulated from most of the existing technology (Fareboxes; GPS on buses; passenger counter; cameras; etc.) and it is important to utilize and analyze the data to establish and maintain a performance-driven culture at each level of the operation. For this reason, this proposal includes the incorporation of a "Digital Think Room" within the training room as a Business Intelligence (BI) tool.

A BI tool will be solicited as a part of this project so that operational data can be displayed for analytical and planning purposes to ensure the safe and fiscally sound service delivery to our customers. This tool will be used for performance measures strategy of the service operations and serve as first step retraining tool for employee to discuss current operational metrics, trends, and alerts, ultimately yielding findings and enhancements.

Today what takes us weeks to develop for reporting and analytics will take days if not hours. This new technology will make CAT staff more efficient, by saving time and money.



CURRENT TRAINING AREAS

Overview of Facility Needs

GREEN TECHNOLOGY INITIATIVES

The installation of solar panels to cover the bus parking area is being proposed as an energy conservation measure. The proposed solar parking canopy will be installed above bus parking lots to provide shade to parked vehicles, increasing fuel efficiency in hot weather because the air conditioning would not have to be turned on at full blast from the beginning of the trip. The shade of the canopy protects the wraps on the buses from the sun and help to extend the useful life. The use of the solar panels over existing parking areas will also make for better utilization of existing space and reduce the ambient site temperature. The solar panels will be installed over a 12,000 square

foot area (40 parking spaces) and the energy gained by the sunlight will be used throughout the power grid to power the maintenance building as well to help charge newly purchased electric buses. This will result in a reduction in energy consumption and electric cost.

From an environmental perspective, the use of solar canopies will help reduce the amount of greenhouse emissions that stem from conducting normal business activities, whereby putting CAT at the forefront of the green revolution.



CURRENT BUS PARKING AREA



EXAMPLE OF SOLAR PANEL COVERED PARKING

Overview of Rolling Stock Needs

Collier Area Transit (CAT) has an aging fleet and the need to replace several vehicles to stay current with its Transit Asset Management (TAM) Plan and Fleet Replacement Plan. Approximately thirty percent (30%) of the Fixed Route system service is dedicated to providing transportation to the rural areas of the County. This proposal includes the one-time purchase of six (6) 30' fixed route transit buses; four (4) diesel and two (2) electric buses.

As it stands today, 36% of CAT's fleet exceeds its useful life and another 36% will meet its useful life by end of 2020. This illustrates that 72% of the fleet will be eligible for replacement by 2021. The six buses to be removed from inventory are an average of 14 years in age with at least 692,000 miles, well past the Federal Transit Administration (FTA) recommended minimum useful life of 10 to 12 years or 350,000 to 500,000 miles.

CAT has not been able to secure funds to replace or expand the Fixed Route rolling stock due to funding constraints which has required the utilization of funding historically used for capital replacement for operating expenditures. Since 2017, keeping buses beyond the useful life has resulted in a 16% increase in maintenance cost. Additionally, the prolonged usage negatively affects the fuel efficiency, emission levels, climate control and interior condition of these vehicles.

ELECTRIC VEHICLES

In order to minimize the carbon footprint on the community, 2 of the vehicles that are proposed to be purchased as part of this grant will be electric vehicles along with charging stations. The request for electric vehicles is limited to 2 rather than all 6 so that the new technology can be slowly introduced into the fleet so that the maintenance learning curve can be mastered before the electric fleet is expanded.

Once we have tested the electric buses to see how they perform under Southwest Florida conditions, the demand for the utilization of the buses will likely increase.

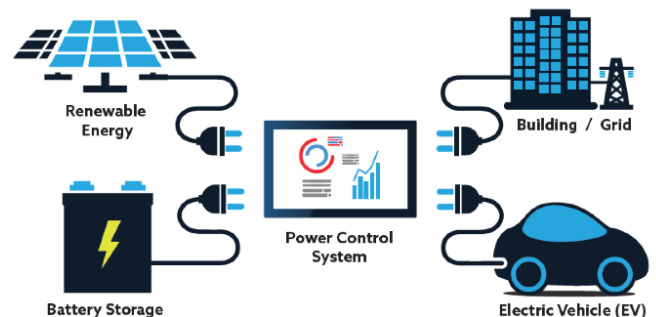
BI-DIRECTIONAL MICROGRID SYSTEM

The need for reliable energy is essential particularly in the wake of emergencies such as hurricane. In order to provide the necessary backup capability as well as cost savings, a sophisticated energy management system that utilizes the energy available in the electric buses will be included as part of this application. The system is called "Bi-directional Microgrid."

A Bi-Directional Micro Grid is an intelligent energy management system consisting of distributed energy and loads capable of operating independently or with the main power grid. It can integrate with renewable energy sources such as Solar, Wind, Electric Vehicles (EVs), Geothermal, Waste-to-Energy, and Combined Heat & Power systems. The transition between the grid, renewable energy and battery backup is seamless.

The goal of a Bi-Directional Microgrid is to create reliable and affordable energy security. The intended utilization of this system is to have the buses serve as an alternative/backup power source to hurricane shelters, particularly to special needs shelters, in the event of a power outage. Essentially, the electric vehicle will serve as backup mobile power stations. This type of system was used in Japan when a tsunami hit one of their communities.

The system saves energy by automatically determining when it's best to use renewal energy or to buy power from the grid.



Project Cost

This project is scalable. Each component is independent and can be constructed as such.

PROJECT	DESCRIPTION	EST. COST
Renovate the Aging Maintenance Facility Facility Security and Capacity Enhancements and Fleet Maintenance Expansion	Replace existing maintenance building with a modernized facility that meets current building codes. Maintenance equipment costs are included in this item.	\$6,250,000
Technology Enhancements	Bus Simulator; Digital Think Room – Business Intelligence	\$ 312,500
	Solar Panel Installation	\$1,250,000
Rolling Stock Purchase	One-time purchase of six (6) 30' fixed route transit buses, including security cameras, radios, ITS system and electric charging stations.	
	Four (4) diesel	\$2,258,824
	Two (2) electric buses and charging stations	\$1,000,000
TOTAL PROJECT COST		\$11,071,324
MATCH	Transportation Development Credits (TDC) - 15% for vehicle purchase.*	\$ 488,824
	Transportation Development Credits (TDC) - 20% for facilities and technology.*	\$ 1,562,500
FEDERAL REQUEST		\$9,020,000

*Local match is FDOT Transportation Development Credits. The amount of the Federal request is sufficient to complete the project.

Currently, only a portion of this project exists within the Collier MPO's Transportation Improvement Program (TIP) and the Statewide TIP due to lack of funding. If this project is selected and the grant is awarded, the TIP and STIP can be amended prior to the award to include the grant and local match.

Evaluation Criteria

DEMONSTRATION OF NEED

The Age of the Asset to be Rehabilitated or Replaced – Maintenance Facility

As previously noted, the maintenance building was constructed in 1985 and consequently has surpassed its useful life. The property and the maintenance building were purchased by Collier County in 2005 and was improved as a car dealership. Since that time the unimproved portions of the property have been improved to include a bus wash facility, fueling island and transfer facility to better meet the needs of transit operations.

However, CAT operations could face a catastrophic loss in the event of a hurricane that severely damages the maintenance building to the point that it was shut down. Without the maintenance facility the fleet would not be able to be maintained for operations of service for the rural and urban areas of the County. In addition to the threat of natural disasters, there are other concerns related to the age of the maintenance facility.

The maintenance facility did suffer some roof damage in the last storm and the building's structure was made more vulnerable with each storm that passed through. As a result of the multiple storm events in Florida, more restrictive building codes have been developed which the existing maintenance structure fails to comply with.

The walls have mold and the ceiling tiles have stains due to the poor insulation in the building. There are not enough office spaces for the current and future staff. Funds have been expended over the years to complete repairs to address these issues, in some cases the repairs have been completed multiple times. The continued repairs are not effectively addressing the problem. A comprehensive refurbishment and expansion of the maintenance facility is needed and will further the intent of Transit Asset Management (TAM), to use the condition of assets to guide the optimal prioritization of funding at transit properties in order to keep our transit networks in a "state of good repair". Improving the conditions of the maintenance facility will reduce maintenance costs, assist in the quality of work for the employees, improve the training environment for its operations, increase operational efficiencies, and provide a maintenance facility to better serve the rural and other areas of the community.



Evaluation Criteria

DEMONSTRATION OF NEED

Training Room

The current training room is not sufficient to meet the needs of the operations. Because of the limited space, the number of attendees to each session must be limited requiring a greater number of sessions to be scheduled which extends the time frame for which information can be disseminated to the team.

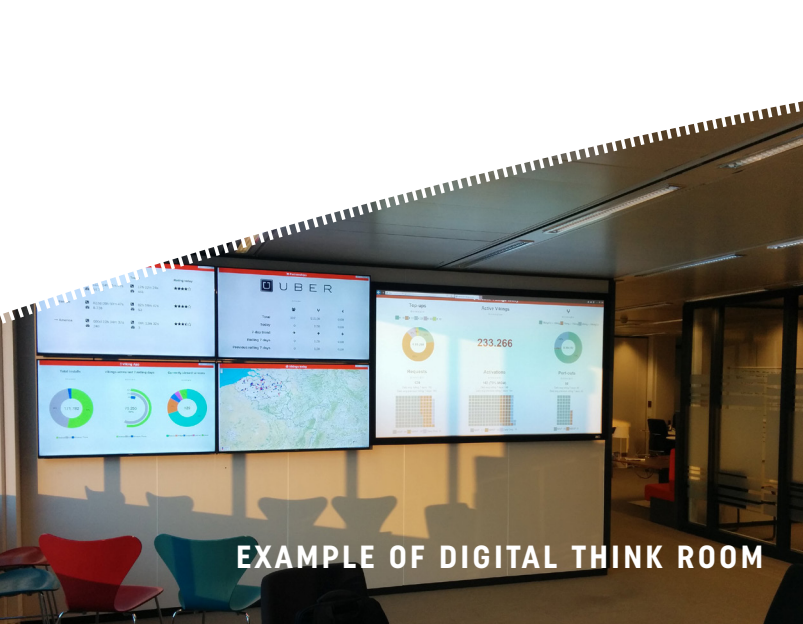
With the design and construction of a training facility to meet the needs of transit staff, this would improve the program planning. The introduction of a bus simulator will expand the training capabilities while training reduces liability and costs of training “in the field”, training in inclement weather conditions and hazardous situations without risks to the student, trainer, and the organization.

The bus simulator would also allow us to meet our Agency Safety Plan (ASP) targets. With a comprehensive multi-skill scenario library, this technology will allow for proactive safety training and the ability to take immediate corrective action when situations warrant.

Digital Think Room – Business Intelligence

Data is being collected for multiple reasons on multiple devices. There are several plans that have been developed to improve operational and safety performance which requires the analyzing of this data to determine how well we are performing and what modifications of processes are necessary to improve performance.

All this data is available in many different formats and very difficult to make sense. The idea of the “Digital Think Room” would be an area that operational data can be displayed for analytical and planning purposes to ensure the safe and fiscally sound service delivery to our customers. This tool will be used for performance measures strategy of the service operations and serve as first step retraining tool for employee to discuss current operational metrics, trends, and alerts, ultimately yielding findings and enhancements.



Evaluation Criteria

DEMONSTRATION OF NEED

The Degree to Which Proposed Project Addresses a Backlog of Deferred Maintenance

As noted previously, the facility was not constructed to withstand the operations of transit buses. The previous paragraphs have denoted the failing maintenance structure, but it should be reiterated that the existing facility has reached its maximum performance capacity in terms of the number of vehicles that it is able to maintain at this time. If the facility is not updated, and future system expansions will create a backlog of maintenance, minimizing the efficiency of the service. In order to address CAT’s needs, the building must be updated and expanded to include state of the art equipment with effective space management to allow for more efficient maintenance operations and room for future growth.

If CAT is not selected for this grant and has to defer the replacement of its fleet that has met their useful life for another year (3rd year), the maintenance cost will continue to increase, and several engine replacements will be required in order to maintain a healthy fleet. Service to the community would also be at risk because without sufficient vehicles to maintain the existing capacity, routes may have to be cut. Older fleet beyond the useful service life are 3 times more expensive to maintain and are less reliable. Sustaining the current service level is becoming a problem with the amount of buses well beyond their useful life. In addition to increasing maintenance costs, older buses’ fuel efficiency rating degrades compared to a modern replacement bus or an electric bus. The newer buses will include new technology and produce fewer to no pollution compared to the older buses.

System Safety Targets

SPT CATEGORY	5-Year Average		Target	
	MB	DR	MB	DR
Total Number of Fatalities	0.0	0.0	0.0	0.0
Fatality Rate per 100,000 VRM	0.0	0.0	0.0	0.0
Total Number of Injuries	4.2	1.2	3.0	1.0
Injury Rate per 100,000 VRM	0.3	0.1	0.0	0.0
Total Number of Safety Events	3.6	1.4	2.0	1.0
Safety Event Rate per 100,000 VRM	0.3	0.1	0.0	0.0
Total Number of Major Mechanical System Failures	52.2	46.8	20.0	20.0
Vehicle Failures Per 100,000 VRM	4.0	4.1	2.0	2.0
Annual VRM	1,314,479	1,159,852	1,200,000	1,200,000

Evaluation Criteria

DEMONSTRATION OF NEED

Supports Emerging or Advanced Technologies for Transit Facilities and Equipment

The proposed application includes the introduction of advanced technology for the transit facilities with the introduction of maintenance equipment to support the on-going repairs and preventative maintenance of electric vehicles that will be purchased for this grant. The maintenance bays will be equipped with state-of-the-art equipment in order to ensure that the vehicles that will be used are ready for service. Solar Panel installation would provide technology to provide energy for the maintenance facility as well as battery power for electric buses.

Also a part of this proposal is the installation of a Bus Simulator to enhance training for improved safety a reduction of incidents and accidents. The Simulator is an advanced

training system developed for Vehicle Operator trainings to reinforce hands-on skills and to teach judgment and decision-making techniques. These simulators include a real/ replica vehicle cockpit; expansive field-of-view; a comprehensive multi-skill scenario library (covering everything from basic driving maneuvers, collision avoidance, isolated skills practice, to crash or vehicle failure management, etc.); review and assessment modules, and more.

Finally, Digital Think Room will be implemented as a Business Intelligence tool. From a data analytics perspective, without the Digital Think Room, the time it takes to complete reporting and evaluate performance will continue to take a significant amount of time.



CURRENT MAINTENANCE BAY

Evaluation Criteria

DEMONSTRATION OF BENEFIT

Because the Maintenance facility has surpassed its minimum and intended useful life, the rehabilitation and expansion of the maintenance facility would improve the ability to provide continuous service of the fleet to operate the transit system. The project would result in a cost saving to the county with a return on the investment in 10 years. The life of the building will be extended for another 30 years.

Maximizing the space to better accommodate staffing and training room will allow staff to be placed in a better area based on their functions. Centralizing some of the functions of the employees will provide for improved internal operations, better communication and coordination.

The improvements proposed for the training room would be an immediate return on investment because of the enhance training will result in an immediate correction of operational safety. The reduction in incidents and accidents would be immeasurable.

If selected for this grant and 6 buses can be purchased, the overall condition of CAT's transit fleet will greatly improve. With the replacement of these assets, the percentage of the fleet that has surpassed their useful life would be reduced from 72% to 42%. This will result in a reduction in maintenance cost by 16% and fuel cost due to the electric buses. Service reliability would be improved with a reduction in the number of breakdowns or other maintenance service interruptions with the replacement of the aging bus fleet. If available today, the replacement fleet requested in this application reduces the current average age of the spare buses to 9 years and 590,000 miles. With the purchase of electrical buses CAT will improve fuel efficiency and environmental quality.

CAT buses were used as cooling stations in 2017 during IRMA as a hurricane when the special needs shelter lost power and the generator broke down. With the implementation of bi-directional electric bus technology, CAT buses can be used to power the shelters as an alternate to generators and avoid having to move frail and immobile people from the shelter to the bus. This innovative technology would not only enhance the safety of the community in the event of emergencies but could also serve as an alternative power source to the bus operations facilities. The bi-directional energy as well as the parking area solar panels will result in a cost savings to the County and help reduce the amount of greenhouse emissions that stem from conducting normal business activities, whereby putting CAT at the forefront of the green revolution.



Evaluation Criteria

PLANNING AND PRIORITIZATION AT THE LOCAL LEVEL

The Public Transit & neighborhood Enhancement Division collaborates with the Collier Metropolitan Planning Organization (MPO) to implement short- and long-range planning of major roadway and transit facilities and evaluate and manage strategic plans and goals under the Collier County Transit Development Plan (TDP). All proposed projects are consistent with priorities identified in the TDP and the 2035 Long Range Transportation Plan (LRTP). Part of CAT's initiatives/goals is to build projects that are environmentally friendly, and sustainable. As part of this effort, CAT is designing a maintenance facility and purchasing vehicles that are environmentally sound and sustainable. If awarded to CAT, this grant will allow for a modernized facility that will be secure in the event of storms and will reduce the impact to the environment.

The proposed project scope defined in this application is furthering the following Goals, Objectives, and Initiatives from the Transit Development Plan (TDP) which demonstrates consistency with the plan.

GOAL 1

Operate a cost effective and sustainable public transportation system that safely and efficiently meets the needs of Collier County's residents and visitors.

Objective 1.3: Service all current and future transit users with a focus on providing job access and allowing for a cost-effective, greener alternative to the private automobile.

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 2.2: Implement environmentally friendly operating procedures.

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

GOAL 6

Monitor and maintain service quality and standards.

Objective 6.1: Develop ongoing processes to measure and monitor service quality.

Local Support is Demonstrated by Availability of Local Match and Letters of Support

Local support letters are included in the Support Letters section at the end of this document. The source of the local match is Transportation Development Credits (TDC) provided by the Florida Department of Transportation. The credits and documentation will be available upon award of the grant.



Evaluation Criteria

PROJECT READINESS

ENVIRONMENTAL

An environmental review process has been completed at the time this project first utilized federal fund to improve the property. At the time, FTA provided concurrence with Collier County’s request for a Categorical Exclusion. A renewal of the Categorical Exclusion will need to be completed prior to the construction of the project scope. The letter is included at the end of this document.

PROJECT IMPLEMENTATION

A procurement process for design professionals was completed utilizing federal regulations and included all the required clauses. A scope of services for this project has already been developed so that design can begin shortly after the grant has been awarded. It is anticipated that the project design will be completed within a six-month time period of notice to proceed. Construction is estimated to begin within a year of grant award and estimated to take up to twelve months for completion.

TIP/STIP CAN BE AMENDED

The Collier MPO will amend its TIP upon award of the grant. In addition, the amendment will be incorporated into the STIP.

PROJECT FUNDS CAN BE OBLIGATED QUICKLY

If the project is selected, CAT will move quickly to obligate the funding and implement the project. Construction can be completed within 18-24 months.

APPLICANT DEMONSTRATES THE ABILITY TO CARRY OUT THE PROPOSED PROJECT SUCCESSFULLY

Collier County Government has been responsible for the construction of over 4 million square feet of office and community facility space in the last 5 years. These construction projects range in cost from \$20,000 to \$77,000,000 and totaled \$168,000,000. All have been completed on time and within budget.

The Collier Area Transit Agency has just awarded a contract for the construction of a permanent Transfer Facility which will encompass 2,926, air-conditioned square feet and an additional 12,834 square feet of non-air-conditioned terminal space for that total project cost of \$6,062,044. The Transfer Facility is a unique project as it is utilizing portions of an existing parking structure to accommodate the transfer facility. Collier County construction experience covers both innovative renovations as well as new construction.

In addition to the Transfer Station, Collier Area Transit made improvements to the property and constructed a secondary transfer station and canopy to protect the public from the elements, public restroom facilities, bringing the administrative building in compliance with ADA; installing a fueling island and bus wash facilities, and expanding surface parking for all its fleet. The cost of that project was \$5,710,768 and was completed on time and within budget.

PROJECT SCHEDULE

The project schedule begins at project award (anticipated October 2020) and continue until the project is completed in 2022. Categorical Exclusion concurrence will need to be renewed but will occur prior to design. Once obtained design and construction processes can begin concurrently. The project schedule is shown below.

Project Schedule	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	2020				2021				2022			
PROJECT MILESTONES	ANTICIPATED COMPLETION DATES											
Issue Bid Documents												
Binding Agreements with Vendors												
Acquire Vehicles												
Rehab and Construct Facility												
Project Close-out												

Evaluation Criteria

CAT'S TECHNICAL, LEGAL, AND FINANCIAL CAPACITY

Since CAT's inception in 2001, it has been operating with all technical and legal authority of similar Collier County departments. Collier Area Transit operates under the supervision of the County's Public Transit & Neighborhood Enhancement (PTNE) Division which is a part of the Public Services Department. Within the Department, which is provided support from other Department, there are various experienced professionals such as: licensed engineers (including environmental and traffic operations), designers, planners, construction project managers, landscape architects, transit managers, and many others who support CAT. Also, the County Attorney's office has assigned an attorney experienced in transit law, regulations and requirements to assist CAT.

The Department also has a Division that provided grant and financial support to CAT. Both CAT staff and supporting Divisions have extensive knowledge regarding federal, state and local regulations. Through audits conducted by the Florida Department of Transportation (FDOT), and FTA, CAT has successfully managed grants and all compliance issues.

FTA's recent Triennial review of CAT resulted in zero findings. Another recent review conducted by FDOT resulted in zero findings with respect to technical, legal and financial capacity.

Collier County has a sophisticated accounting system and software (SAP) that includes all required components to meet the financial needs for grant management compliance. The County has had a longstanding implementation of a companion Grants Management System that further supports overall grants administration. The County's Office of Management and Budget works in conjunction with the County's Clerk of Courts Finance Department. The Clerk – governed by Florida Statute – provides an additional layer of independent oversight in the financial management of grants is responsible to prepare the Comprehensive Annual Financial Statements as well as coordinate the single audit.

CAT has a total of 32 grants currently managed internally with combined revenue of over \$43.9 million for the PTNE Division. All of these grant requirements, including compliance reports, performance measures, financial reports and audits and many other responsibilities are successfully managed by knowledgeable staff. There are no outstanding legal, technical, or financial issues that would make this a high-risk project to implement quickly.

Conclusion

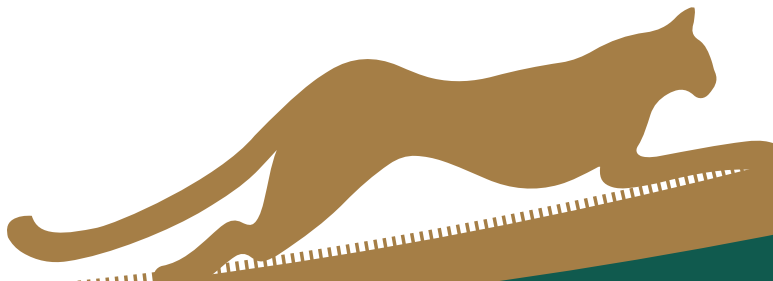
PROJECT WRAP UP

We believe that the proposed project scope will result in a transition of Collier Area Transit into a sustainable system with the introduction of electric buses, solar panel canopies, digital think room and bi-directional energy system. This technology advancement will improve the system carbon footprint on the community and provide electric power redundancy in the event of emergency. The proposed rehabilitation and expansion of the fleet maintenance building will provide a facility that provides security for our vehicle parts and equipment, optimized space for staff to work more efficiently, and a weather tight updated shop to complete bus repairs to improve system reliability.

The proposed bus simulator with a comprehensive multi-skill scenario library will allow for proactive safety training and the ability to take immediate corrective action when situations warrant. This technology will help improve safety

for drivers, passengers and the community at large. The safety component coupled with the business intelligence tool (digital think room) will provide transparency and lead to data driven decision making.

Collier County possesses the financial and administrative capacity required to manage this grant. There are policies and procedures in place in compliance with all areas federal and state regulations, including Buy America, DBE, Title VI, and all other areas of procurement and capital asset management requirements. Collier Area Transit received no findings on its last Triennial Review in 2019. No aspects of the project are anticipated to cause any engineering or constructability concerns.





RURAL NEIGHBORHOODS, INC.

Post Office Box 343529, 19308 SW 380th Street, Florida City, FL 33034
Telephone 305-242-2142 Facsimile 305-242-2143

March 6, 2020

K. Jane Williams, Acting Administrator
Office of the Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Bus and Bus Facilities Program Grant Application – Collier Area Transit

Dear Ms. Williams:

I am writing to express our support for the Bus and Bus Facilities Program Grant application submittal to the Federal Transit Administration (FTA) by Collier County Board of County Commissioner for their Transit Division.

Up to date facilities and equipment are critical for the delivery of quality transit service. Many residents in the Immokalee community within Collier County, lack personal transportation and are reliant on a strong public transit system. Currently, Collier County's existing maintenance building is well past its useful life and in need of renovation and expansion. If funded, the grant will allow those renovations to occur and will incorporate solar canopies over parking lots to maximize space while generating power for the maintenance facility and electric vehicles. This is an innovative approach and will reduce carbon emissions.

The Planning and Training components that are included in this grant proposal with the Digital Think room and the Bus Simulator are important aspects that will allow Collier Area Transit to meet the intent of the requirements in 49 C.F.R. Part 673 (Part 673) for the implementation of the Public Transportation Agency Safety Plan (PTASP). The Planning tool would also provide for improvements to the existing transit service to meet the needs of the community.

The entire community will benefit from this project. Thank you for your attention and we respectfully request your favorable consideration of Collier County's request for the Bus and Bus Facilities Program Grant funds to improve service reliability and mobility for the transit riding public.

Sincerely,

Dottie Cook
Revitalization Manager



March 12, 2020

K. Jane Williams, Acting Administrator
Office of the Administrator
Federal Transit Administration
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Ms. Williams –

At the Greater Naples Chamber, we believe a safe, up-to-date transportation network is critical to a healthy economy. It allows our employees to get safely to work, provides access to an underserved population, and reduces traffic and environmental impacts.

That is why we support Collier Board of County Commissioners request for a bus and bus facilities program grant on behalf of their transit division. This grant will provide Collier County's transit division with the necessary resources to expand and remodel their facilities, thus improving system conditions and service reliability.

The proposed project upgrades and expands the existing maintenance facility, equips maintenance bays with state-of-the-art devices to maintain a sustainable fleet, and includes the installation of solar canopies to maximize space while generating power for the maintenance facility.

It also includes the purchase of two electric buses, which would function as a back-up power source to emergency facilities in the event of an emergency. This is a vital component of the Collier County plan to harden facilities and ensure back-up power is available when needed.

We believe this project is beneficial to the entire community and would strongly encourage you to consider Collier County's request for Bus and Bus Facilities Grant funds to improve access, mobility and service reliability for public transit users.

Thank you –

A handwritten signature in black ink that reads "Michael Dalby".

Michael Dalby
President & CEO
Greater Naples Chamber



March 6, 2020

Ms. K. Jane Williams, Acting Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Bus and Bus Facilities Program Grant Application – Collier Area Transit

Dear Ms. Williams:


I am writing to express my support for the Bus and Bus Facilities Program Grant application submitted to the Federal Transit Administration (FTA) by the Collier County Board of County Commissioners for their Transit Division – Collier Area Transit (CAT). Without up to date facilities and equipment to deliver its services, CAT's effectiveness at continuing to provide the community with quality service will suffer.

CAT's existing maintenance building is well past its useful life. The grant will expand and remodel the existing building to meet Leadership in Energy and Environmental Design (LEED) standards; and include state-of-the-art equipment to service its entire fleet, including electric vehicles. The installation of solar canopies over the parking lots to generate power represents an innovative approach to reducing CAT's carbon footprint. The canopies maximize the utilization of space with the energy produced used to power the maintenance building. The grant includes the purchase of two electric busses which will further reduce CAT's carbon footprint. The buses may also be used to supply power during times of emergency and loss of power.

The grant includes a training simulator which will increase passenger and operator safety; and a Digital Think Room to be used as a Business Intelligence (BI) tool. The BI tool will analyze data to improve access and mobility through increased reliability and reduced headways. The simulator and Digital Think Room are important aspects of the grant and will allow CAT to meet the intent of the requirements in 49 C.F.R. Part 673 for the implementation of the Public Transportation Agency Safety Plan (PTASP). The BI tool will also help CAT make improvements to its existing transit service to better meet community needs.

Should CAT be awarded the Bus and Bus Facilities Program Grant, it will be able to provide the greater Collier County community with increased mobility, decreased time spent riding a bus, and improved air quality. The grant will help to lower stress during commuting times to its customers and the greater community. The Blue Zones Projects supports CAT in their grant application and believes that favorable consideration of Collier County's request for the Bus and Bus Facilities Program Grant funds to improve service reliability, access and mobility for the transit riding public is in keeping with the overarching Blue Zones Project's goal of promoting community-wide well-being.

Sincerely,


Eric Ortman, MPPM
Policy and Worksite Lead
Blue Zones Project –SW Florida



March 6, 2020



K. Jane Williams, Acting Administrator
Office of the Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Bus and Bus Facilities Program Grant Application – Collier Area Transit

Dear Ms. Williams:

I am writing to express my strong support for the Bus and Bus Facilities Program Grant application submittal to the Federal Transit Administration (FTA) by Collier County Board of County Commissioner for their Transit Division.

A transit Agency is not effective and will be unable to provide the community with quality service without an up to date facility and equipment to properly deliver services. The existing maintenance building is well past its useful life and this grant will provide for the proper expansion and remodeling to improve the system conditions and service reliability.

The plan to enhance the facility improvements with the inclusion of solar canopies installed over the parking lots to maximize the utilization of the space while generating power for the maintenance facility and electric vehicles is very innovative and will be a positive effect on the carbon footprint for the community. The community benefit is further enhanced with the utilization of the proposed electric buses as back power to emergency facilities in the event of emergencies. Collier County is very vulnerable during hurricane season and it is important to harden its facilities and ensure we have the necessary back power when necessary.

The Planning and Training components that are included in this grant proposal with the Digital Think room and the Bus Simulator are important aspects that will allow Collier Area Transit to meet the intent of the requirements in 49 C.F.R. Part 673 (Part 673) for the implementation of the Public Transportation Agency Safety Plan (PTASP). The Planning tool would also provide for improvements to the existing transit service to meet the needs of the community.

The entire community will benefit from this project. Thank you for your attention and respectfully request your favorable consideration of Collier County's request for the Bus and Bus Facilities Program Grant funds to improve service reliability and improving access and mobility for the transit riding public.

Sincerely,

A handwritten signature in black ink that reads "Stephanie Vick".

Stephanie Vick, M.S., B.S.N., R.N.
Administrator
Florida Department of Health in Collier County
3339 East Tamiami Trail, Suite 203
Naples, FL 34112
(239) 252-5332

Florida Department of Health in Collier County
Office of the Administrator, Stephanie Vick, M.S., B.S.N., RN
3339 E. Tamiami Trail, Suite 145 • Naples, Florida 34112-4961
PHONE: 239/252-5332 • FAX 239/774-5653
www.FloridaHealth.gov





March 12, 2020

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Office of the Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

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Solar canopies installed over the parking lots will maximize the utilization of the space while generating power for the maintenance facility as well as electric vehicles. This enhancement of the facility is very innovative and will have a positive effect on the carbon footprint for the community. The community benefit is further enhanced by the utilization of the proposed electric buses as backup power to emergency facilities. Collier County is very vulnerable to electrical emergencies during hurricane season and it is important to harden our facilities and ensure we have the necessary backup power when necessary.

The Planning and Training components that are included in this grant proposal are the Digital Think room and the Bus Simulator. These are important aspects that will allow Collier Area Transit to meet the intent of the requirements in 49 C.F.R. Part 673 (Part 673) for the implementation of the Public Transportation Agency Safety Plan (PTASP). The Planning tool would also provide for improvements to the existing transit service to meet the needs of the community.

We respectfully request your favorable consideration of Collier County's request for the Bus and Bus Facilities Program Grant funds to improve service reliability, access and mobility for the transit riding public of Collier County.

Sincerely,

Scott Burgess
President & CEO
David Lawrence Center

6075 Bathey Lane, Naples, Florida 34116 • voice (239) 455-8500 • fax (239) 455-6561 • www.DavidLawrenceCenter.org

March 6, 2020

K. Jane Williams, Acting Administrator
Office of the Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

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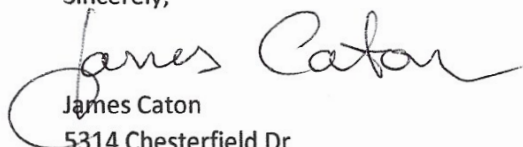
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The entire community will benefit from this project. Thank you for your attention and respectfully request your favorable consideration of Collier County's request for the Bus and Bus Facilities Program Grant funds to improve service reliability and improving access and mobility for the transit riding public.

Sincerely,



James Caton
5314 Chesterfield Dr
Ave María FL 34142
Collier County Resident