



# AGENDA TAC

Technical Advisory Committee  
Collier County Growth Management Department  
Conference Rooms 609/610  
2800 Horseshoe Drive North  
Naples, Florida 34104

**April 30, 2018**  
**9:30 a.m.**

1. **Call to Order**
2. **Roll Call**
3. **Approval of the Agenda**
4. **Approval of March 26, 2018 Meeting Minutes**
5. **Open to Public for Comments on Items Not on the Agenda**
6. **Agency Updates**
  - A. FDOT
  - B. MPO Executive Director
7. **Committee Action**
  - A. Endorse 2040 Long Range Transportation Plan (LRTP) Amendment
  - B. Endorse Fiscal Year 18/19 – 19/20 Unified Planning Work Program (UPWP)
  - C. Endorse 2018 Project Priorities
8. **Reports and Presentations (May Require Committee Action)**
  - A. Golden Gate Community Walkability Study
  - B. Transit Fare Study
9. **Member Comments**
10. **Distribution Items**
  - A. n/a
11. **Next Meeting Date**

**NOTE EARLY START TIME:**  
**May 21, 2018 – 9:00 a.m.**  
Growth Management Department –  
Conference Rooms 609/610

**To be Followed by: Bicycle & Pedestrian Master Plan Stakeholders Meeting – TAC, CAC, BPAC and Stakeholders Committee 10:30 to 11:45 AM**
12. **Adjournment**

**PLEASE NOTE:**

*This meeting of the Technical Advisory Committee (TAC) to the Collier Metropolitan Planning Organization (MPO) is open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda shall make a request in writing with a description and summary of the item, to the MPO Director 14 days prior to the meeting date. Any person who decides to appeal a decision of this Committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5804. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Executive Director and Title VI Specialist Ms. Anne McLaughlin (239) 252-5884 or by writing Ms. McLaughlin at 2885 South Horseshoe Dr., Naples, FL 34104.*

**TECHNICAL ADVISORY COMMITTEE  
OF THE  
COLLIER METROPOLITAN PLANNING ORGANIZATION  
Collier County Growth Management Division  
Planning & Regulation, Rooms 609 & 610  
2800 North Horseshoe Drive  
Naples, FL 34104  
9:30 A.M.**

**March 26, 2018 Meeting Minutes**

**1. Call to Order**

Mr. Holland called the meeting to order at approximately 9:30 a.m.

**2. Roll Call**

Mr. Ortman called the roll and confirmed that a quorum was present.

**TAC MEMBERS PRESENT**

Andy Holland, City of Naples Planning, Chair  
Michelle Arnold, Collier County PTNE, Vice-Chair  
Don Scott, Lee County MPO  
Lorraine Lantz, Collier County Transportation Planning  
Ute Vandersluis, City of Naples Airport Authority (Alternate)  
Daniel Smith, City of Marco Island Community Affairs

**TAC MEMBERS ABSENT**

David Ogilvie, Collier County School Board - *Non-voting*  
Dan Hall, Collier County Traffic Operations  
Gregg Strakaluse, City of Naples Streets and Stormwater  
Tim Pinter, City of Marco Island  
Justin Lobb, Collier County Airport Authority

**MPO STAFF**

Anne McLaughlin, MPO Executive Director  
Eric Ortman, MPO Senior Planner  
Brandy Otero, MPO Senior Planner  
Gabrielle Gonzalez, MPO Administrative Secretary

**FDOT**

Victoria Peters, FDOT District 1 Liaison

**OTHERS PRESENT**

Wally Blain, Tindale Oliver  
Jennifer Bartlett, Tindale Oliver  
Trinity Scott, Collier County Transportation Planning  
Matthew Liveringhouse, Collier Public Transit & Neighborhood Enhancement Division (PTNE) (Alternate)  
Patty Huff, Self  
Alison Westcott, The Conservancy of Southwest Florida

**3. Approval of the Agenda**

Mr. Holland entertained a motion for approval of the agenda.

**Mr. Smith:**                   **I move to approve.**

**Ms. Lantz:**                   **I second the motion.**

**THE MOTION CARRIED UNANIMOUSLY.**

**4. Approval of February 26, 2018 Meeting Minutes**

Mr. Holland entertained a motion to approve the February 26, 2018 meeting minutes.

**Mr. Smith:**                   **I move to approve.**

**Ms. Lantz:**                   **I second the motion.**

**THE MOTION CARRIED UNANIMOUSLY.**

**5. Open to the Public for Comments on Items not on the Agenda**

None.

**6. Agency Updates**

A. FDOT

Ms. Peters stated that she'd be sending out information for an upcoming webinar for signalization training. She also stated that an earmark recently passed through from the legislature for Lake Trafford Road. Ms. Peters stated that the earmark was sent in from Collier County Transportation Planning to advanced Lake Trafford Road projects into 2019 as well as another \$175,000 allocated to the project. Ms. Peters stated that she'd be working with the Metropolitan Planning Organization (MPO) and the County on more specifics for programming the extra funds for Lake Trafford Road.

B. MPO

None.

**7. Committee Action**

A. Endorse 2045 Long Range Transportation Plan (LRTP) Scope

Ms. McLaughlin stated that changes have been made in response to the committee's recommendations at their last meeting. She stated that the MPO was still planning to participate in an Origin/Destination study with Lee MPO and no changes have been made under that item. Ms. McLaughlin stated that changes have been made to

the preliminary assessment of the transportation network vulnerability to climate change, which was modified to say that the MPO will be coordinating with ongoing studies. Further changes were made under Automated/Connected Vehicles to say that the MPO “wishes to” address this as much as possible at this time. Ms. McLaughlin stated that under Phase 1 in the Deliverables the last bullet was changed from saying “assessment” to “report.” She stated that other changes included spelling out acronyms, explaining more about scenario testing recommended by the Congestion Management Committee (CMC), and other changes to remain consistent throughout. Ms. McLaughlin stated that she was looking for the committee’s final comments and endorsement. She also stated that she had reviewed the County’s Master Mobility Study, done in 2011, and asked the committee for their opinion on including this document by reference.

Ms. Arnold recommended to include the Master Mobility Plan by reference. She stated that there should also be a reference to Complete Streets to look at other alternatives to address congestion. Ms. Arnold stated that Complete Streets has been adopted by the City of Naples and this should also be incorporated by reference.

Ms. Lantz stated that all adopted plans and policies should be incorporated by reference. Discussion ensued amongst committee members concerning this item. Members agreed that there should be references to all adopted plans and policies, and suggested having a “catch all” bullet.

**Ms. Arnold: I move to endorse the scope and include reference to the Master Mobility Study and any other adopted policies incorporated by the municipalities within the County.**

**Mr. Smith: I second the motion.**

**THE MOTION CARRIED UNANIMOUSLY.**

Ms. Lantz asked if there would be an issue with putting City of Naples and Marco Island staff on the selection committee for the LRTP. Ms. McLaughlin stated that this has not gone to County Purchasing yet however, if this came up as an issue she would argue strongly for including Naples and Marco Island staff as the MPO operated differently than other County departments.

Ms. Lantz stated that she noticed cost was one of the criteria for selection and this made it seem like the lowest bidder would get selected. Mr. Don Scott suggested wording the cost item differently. Ms. McLaughlin stated that she would flush this out further with Purchasing.

#### **B. Endorse Transportation System Performance Report Scope**

Ms. McLaughlin stated that she wanted the committee to review this before it went to the MPO Board. She stated that the CMC endorsed this with exception to flipping the scoring criteria, giving Project Management 20 points and Cost 10 points. Ms. McLaughlin stated that the System Performance Report would help inform the LRTP in terms of congestion.

Ms. Trinity Scott clarified for the committee that the LRTP scope was going out for a full RFP while the Transportation System Performance Report Scope was going out to the current GPC vendors.

Discussion ensued amongst committee members concerning the scope for this item. Mr. Don Scott asked if the Collier MPO had received a table that contained information on the different segments of the interstate and how they were operating. He stated that he received this from Tallahassee. He stated that he was shocked at how well the Level of Service for the interstate appeared to be, as opposed to the reality. Mr. Scott stated that he had forwarded this to Mr. Ortman. Mr. Ortman stated that Collier MPO hasn’t received theirs however, he would forward the Lee MPO table to Ms. Peters.



Mr. Holland entertained a motion for endorsement of this item.

**Mr. Smith: I move to endorse.**

**Mr. Scott: I second.**

**THE MOTION CARRIED UNANIMOUSLY.**

C. Endorse FY2019-2023 Transportation Improvement Program (TIP)

Mr. Ortman stated that the committee has previously seen a draft of this item which included the narrative and project sheets. He stated that this was a complete draft version including the appendix. Mr. Ortman stated that the MPO Board has also seen a draft and they liked the way it was completed this year. He stated that Councilwoman Penniman made a comment on Panther habitat surrounding a specific project and that the MPO would be having further discussions with her on this. Mr. Ortman stated that the Florida Department of Transportation (FDOT) sent a final snapshot on March 2<sup>nd</sup> which was used to create the TIP. He stated that out of that snapshot some changes were made, all shown in the attachments for this item; 5 projects were added to the TIP, 4 of them added so that the TIP reconciles what was already in the Work Program and 1 project that the MPO staff missed previously. Mr. Ortman stated that 3 projects had increases in funding for a total increase of \$765,000. He stated that another 6 projects had administrative changes made; corrections. Mr. Ortman also stated that under 'prior projects expenditure' 15 projects had a slight change and under future project expenditure' 6 projects had a change. Mr. Ortman stated that since the committee's agenda packets went out there were two typos on page 181 and 183; these were corrected. One more change was made at the request of FDOT to add another appendix capturing the awarding of 5305 and 5310 funds.

Mr. Don Scott state that the Non-Motorized Map included in the TIP was never approved jointly. He stated that he would like to see this map removed altogether. Mr. Scott stated that FDOT seems to be using this map to ask entities to take up maintenance of future paths on segments shown on the map.

Ms. Trinity Scott stated that the map is having the same effect in Collier County.

Mr. Don Scott stated that neither entity has received any funding based on what is shown on this map. He stated that removal of this map would have no effect on the SunTrail map.

Ms. McLaughlin stated that Collier MPO could take this out of the TIP and brief the Board on what Lee MPO has decided and the issues with maintenance.

Discussion ensued amongst committee members and staff. Some members expressed concern with doing away with the map altogether. Ms. Trinity Scott clarified that anything displayed on this map must be in each jurisdictions Master Plan. Therefore, facilities shown are not completely going away.

Ms. McLaughlin stated that this map has been in limbo for some time. She stated that she didn't believe this imposed a high significance in the TIP and it could easily be removed. Ms. McLaughlin stated that she needed to follow up with the MPO Board and provide them the committee's comments on this.

Mr. Holland entertained a motion for endorsement of this item.

**Ms. Arnold: I move to endorse with the removal of the Regional Non-Motorized Transportation Network Map.**

**Mr. Smith: I second the motion.**

Ms. Lantz stated that she had other comments which she would send directly to the MPO. She also asked about the Roll Forward report shown on page 215 and whether this should be last year's Roll Forward until the new one comes out or if it should be left blank until the new one is available. Ms. Peters stated that she would get further clarification on the Roll Forward report from FHWA and brief MPO staff. She stated that she believed the MPO should keep the previous one in until the new one is available however, she would get clarification on this.

Mr. Holland called the motion to question.

**THE MOTION CARRIED UNANIMOUSLY.**

**D. Endorse Policy on Reprogramming Unobligated SU Funds**

Ms. McLaughlin stated that she was approached by FDOT on the possibility of allocating the MPO's SU box funds that hadn't been programmed to a County project that came in over budget. She stated that in the past the County had not had access to these funds because they are Local Agency Program (LAP) certified. The LAP certification allows them to manage their own projects but also required them to use County funds to cover cost overruns. However, she stated that because the City of Naples is not LAP certified they did have access to these funds. Ms. McLaughlin stated that this seemed like a positive step in a new direction and would allow a fair playing field for all entities. Ms. McLaughlin stated that there was currently no Board policy on this and she'd be going back to the Board for further direction on how to address this in the future. She stated that she had given FDOT the green light to use these funds because of the time sensitivity of the matter. Ms. McLaughlin stated that what she is proposing is some criteria (outlined in the Executive Summary) for a project to be eligible to use these funds in the future.

Discussion ensued amongst committee members and staff concerning this topic. Members suggested making a request to FDOT however, staff noted that FDOT seemed to be implementing this already. Discussion continued amongst committee members and Mr. Holland entertained a motion for endorsement of this item.

**Ms. Lantz: I move to endorse the policy.**

**Ms. Arnold: I second the motion.**

Committee members asked for further clarification on this and staff indulged. Discussion continued.

Mr. Holland called the motion to question.

**THE MOTION CARRIED 6:1 WITH MR. HOLLAND BEING OPPOSED.**

Mr. Holland stated that he believed the policy needed to add limits in terms of the amount of funding needed and the reasons causing project cost overruns should be reviewed at as well.

**E. Endorse Amendment to FY16/17-17/18 Unified Planning Work Program (UPWP) Including De-Obligation of Federal Funds**

Ms. Otero stated that the TAC endorsed this item at their last meeting however, other changes have been made. She stated that the MPO was requesting to de-obligate \$177,000 primarily because the MPO was experiencing contracting issues for design of the website and development of the Transportation Disadvantaged Service Plan

(TDSP). Ms. Otero stated that an additional \$6,000 was being de-obligated for completion of Bicycle and Pedestrian Master Plan in the second quarter of the UPWP. She stated that there was also a reallocation of \$15,000 from task 4 to task 7 and revising the FDOT soft match.

**Ms. Lantz:**                      **I move to approve.**

**Mr. Scott:**                      **I second the motion.**

**THE MOTION CARRIED UNANIMOUSLY.**

**8. Reports and Presentations (May Require Committee Action)**

A. Update on the Bicycle & Pedestrian Master Plan

Ms. Jen Bartlett, with Tindale Oliver, gave a Power Point presentation covering the updates to the Bicycle and Pedestrian Master Plan (BPMP) development. The Power Point presentation can be provided to anyone who requests it. Ms. Bartlett covered the upcoming schedule for approval of the plan, including further committee updates. She also covered further comments received since the last update. She discussed the Needs Identification Strategy and project sources. Ms. Bartlett presented the proposed Safety Needs based on the MPO's existing conditions memo. She also discussed areas of high safety concern. Ms. Bartlett also covered proposed local road needs and collector/arterial needs, proposed bicycle and pedestrian needs, the proposed evaluation criteria, and the proposed policy concepts. Ms. Bartlett covered the plans next steps and then opened the floor for questions and comments from committee members.

Ms. Arnold asked if there would be an education component to the plan. Ms. Bartlett stated that education was very important and would be looked at as a strategy to help motorists, cyclists, and pedestrians understand their roles.

Ms. Scott stated that the County was recently awarded about \$13.1 million in a TIGER Grant for the Immokalee Complete Streets Project. Ms. Bartlett stated that projects within the TIGER grant were dropped to the bottom of the proposed priority list and identified those projects with TIGER Grant funds.

Mr. Holland encouraged those present to provide comments and feedback on the interactive map that is posted on the MPO's website.

Mr. Smith asked for further information on the TIGER Grant project. Ms. Trinity Scott stated that the project included 20 miles of new sidewalks and 20 miles of drainage improvements in Immokalee. She stated that there would be some intersection improvements to help multimodal transportation. Ms. Scott stated that the project was geared towards transit, bike, and ped improvements.

Mr. Ortman stated there would be a BPMP Stakeholder meeting in May and that MPO staff would email this presentation to the committee members.

There were no further questions or comments on this item.

B. Update on the 2040 LRTP Amendment

Mr. Wally Blain, with Tindale Oliver, gave a Power Point presentation covering an update to the 2040 LRTP Amendment. The presentation can be made available to anyone who requests it. Mr. Blain's presentation covered a revised schedule activity for the amendment and the outcome of the March 15<sup>th</sup> public meeting. He

covered the main points of the comments provided such as concerns regarding the Vanderbilt Beach Road extension and opposition to the S-Curve Alignment. Mr. Blain covered the 2040 Needs Network along with the alternatives covered at the last meeting and their costs. He reviewed the project scoring and prioritization criteria used by the LRTP working group and stated that the new projects rank between 27 and 63 out of 69 total. Mr. Blain also covered the changes to the LRTP since its adoption in 2015 to include removal of the Randall Blvd. widening project and the Vanderbilt Beach extension. He stated that 3 projects were added; the Randall/Oil Well study area, widening of Wilson Blvd., and extension of Little League Road. Mr. Blain also covered the 2040 cost feasible network and project updates which include the following:

- Vanderbilt Beach Extension
  - Currently in LRTP from CR951 to 8<sup>th</sup> Street in two phases
    - 3 lanes to Wilson / 2 lanes to 8<sup>th</sup> by 2025 (\$89 million)
    - 6 lanes to Wilson / 4 lanes to 8<sup>th</sup> by 2040 (\$76 million)
    - Right of way funded by 2040
  - Propose amending to CR 951 to 16<sup>th</sup> Street in two phases
    - 3 lanes to Wilson / 2 lanes to 16<sup>th</sup> Street by 2025 (\$67.6 million)
    - 6 lanes to Wilson / 4 lanes to 16<sup>th</sup> Street by 2040 (\$91.8 million)
    - Right of Way acquired by 2021

Mr. Blain then covered the remaining schedule for the 2040 LRTP Amendment and opened the floor for questions and comments from committee members.

Ms. Huff asked why the BPAC had not seen a presentation on the 2040 LRTP Amendment. Ms. McLaughlin stated that the BPAC advises on bike/ped issues and therefore staff had not scheduled this presentation to go before them.

Ms. Alison Westcott, with the Conservancy of Southwest Florida, asked if there was a way to estimate the cost of operations and maintenance of the proposed needs. Mr. Blain stated that there are some rules of thumb for estimating this however, he did not have this information available.

There were no further questions or comments on this item.

**Due to time constraints, presentations were not made on the items listed below:**

- C. Update on the City of Naples/Collier County TMC Co-location Study
- D. MPOAC Freight Prioritization Program – 2018 Call for Projects
- E. Golden Gate Walkable Community Study
- F. Review & Comment on the Highway, Bridge, Congestion Management, Bicycle & Pedestrian, Transit Priorities for 2018

**9. Member Comments**

Ms. Lorraine Lantz announced the County's recent \$13.1 million award as a TIGER grant. She stated that there was a 20% local match to this, totaling about \$16.5 million dollars a project in Immokalee that includes sidewalks, drainage improvements, lighting, transit stops/shelters, and transfer station.

Mr. Holland asked for the timing of this project. Ms. Lantz stated that it takes about a year from the time of notification of the award to signing an agreement. She stated that the County is hoping to complete the project three years after that as a design-build project. Ms. Lantz also stated that the United States Department of Transportation (USDOT) requires the project to be completed by 2025.

Ms. Otero stated that there would be another public meeting for the Golden Gate City Walkable Community Study on April 19<sup>th</sup> at the Golden Gate Community Center from 5-7 p.m.

**10. Distribution Items**

None.

**11. Next Meeting Date**

April 30, 2018 – 9:30 a.m. Growth Management Department – Conference Rooms 609/610

**12. Adjournment**

With no further comments Mr. Holland entertained a motion to adjourn the meeting.

**Mr. Smith:                    I move to adjourn.**

**Mr. Don Scott:            I second the motion.**

**THE MOTION CARRIED UNANIMOUSLY.**

**COMMITTEE ACTION**  
**ITEM 7A**

**Endorse the Draft 2040 Long Range Transportation Plan (LRTP) Amendment**

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**OBJECTIVE:** For the Committee to endorse the draft 2040 LRTP Amendment.

**CONSIDERATIONS:**

The 2040 LRTP was adopted by the MPO Board on December 11, 2015 and was last modified on October 14, 2016. This proposed amendment to the LRTP seeks to identify changes to the transportation system that are needed as a result of reallocating the 2040 projections of population and employment based on potential changes to the County Growth Management Plan map in the Rural Lands Stewardship Area. The potential changes include an increase in the development potential, and designation, of the Rural Lands West Stewardship Receiving Area. The potential changes are based on the Rural Lands West Master Plan which is under review by Collier County.

During the LRTP amendment process, opportunities for review and comment on the amendment have been provided at each of the MPO Board, Technical Advisory, and Citizen Advisory meeting. A public outreach meeting was held on March 15<sup>th</sup> where 38 individuals signed in. The consultant prepared a 2040 LRTP Amendment Adoption Report, which was distributed for a 21-day public comment period on April 2<sup>nd</sup>.

During the March 15<sup>th</sup> public meeting, 15 written comments were provided dealing with the topics listed below.

- Concern regarding alignment of Vanderbilt Beach Road Extension
- Opposition to S-Curve alignment in Randall/Oil Well Corridor Study
- Questions regarding Impact Fees and required developer payments
- Concern for wildlife and species habitat impacts
- Concern for clean water and air

During the 21-day public review period from April 2<sup>nd</sup> to April 23<sup>rd</sup>, the MPO Board met on April 13<sup>th</sup> to review the draft LRTP amendment. At the April 13<sup>th</sup> MPO Meeting, three speakers commented on the LRTP amendment and spoke against the inclusion of the S-Curve alignment between Randall Blvd and Oil Well Road. In addition to the speakers at the MPO meeting, the following comments were received during the public comment period.

- Concern regarding alignment of Vanderbilt Beach Road Extension and proposed roundabouts
- Opposition to S-Curve alignment including a petition signed by 36 residents

During the review of the draft amendment, Collier County asked MPO Staff to consider placing funds from the Local Improvements Box on Randall Boulevard from 8<sup>th</sup> to Oil Well Road in order to provide the public with information of the County's intent to move forward with implementing the preferred alternative from the Randall/Oil Well Road study once approved by the Board of County Commissioners. While future funding is not anticipated for funding construction of the preferred alternative, funding listed in the Local Improvements Box is sufficient to fund the estimated costs for design, environmental mitigation and right of-way by 2040.

The revised report is included as Attachment 1. The public comment period for the LRTP Amendment will continue through April 23<sup>rd</sup>. Any additional comments will be summarized and provided to the Committees at the April 30<sup>th</sup> meeting.

**STAFF RECOMMENDATION:** That the Committees endorse the 2040 LRTP Amendment Adoption Report including recommendations for the Needs Plan and the Cost Feasible Plan.

Prepared By: Brandy Otero, MPO Senior Planner



# 2040 LRTP Amendment Adoption Report

April 2018



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Map 3 - 2040 LRTP Amendment Needs Number of Lanes ..... 9

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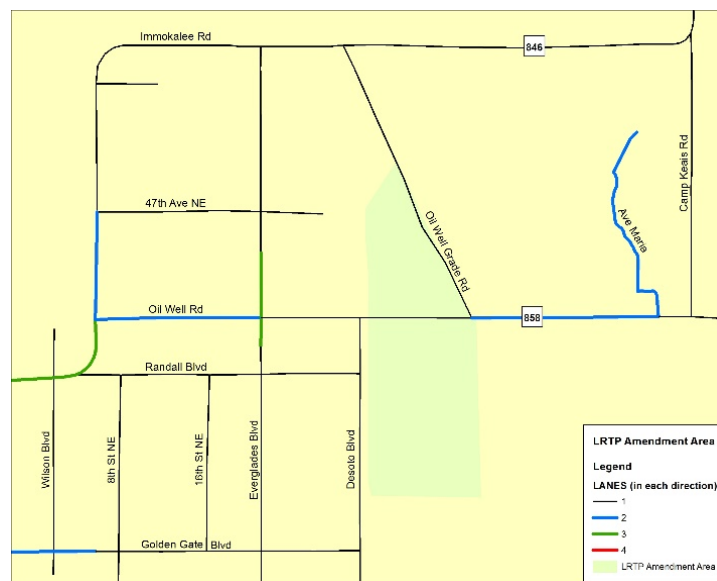
## BACKGROUND & PURPOSE

The Collier Metropolitan Planning Organization (MPO) is responsible for developing a 20-year Long Range Transportation Plan (LRTP). The LRTP is a multi-modal plan that incorporates the transportation needs of pedestrians, drivers, transit riders, cyclists and freight operators. The goal of the LRTP is to develop an efficient transportation system that will serve the mobility needs of the people and businesses of Collier County and Southwest Florida. The LRTP considers future growth and development patterns in determining the need for new and expanded transportation facilities.

The Collier MPO has begun an analysis in order to consider amending the transportation needs resulting from a reallocation of population and employment growth within the limits of the proposed Rural Lands West Stewardship Receiving Area. Shown in Figure 1, this Stewardship Receiving Area is located in eastern Collier County along Oil Well Road and east of Desoto Blvd. As defined below, this type of revision to the LRTP is categorized as an amendment.

**Amendments** are major revisions to the LRTP. Actions that require an amendment include adding or deleting a project; major changes to project costs or initiation dates; and changes to design concepts and scopes for existing projects. An amendment requires public review and comment in accordance with the LRTP amendment and Public Involvement processes, and re-demonstrating fiscal constraint. Changes to projects, included only for illustrative purposes, do not require an amendment. **[23 C.F.R. 450.104]**

*Figure 1 - Rural Lands West Location Map*



The 2040 LRTP, which considers future growth and development patterns in determining the need for new and expanded transportation facilities, included growth assumptions for the area known as Rural Lands West when it was first adopted. This amendment revised the growth projections for this area by more accurately reflecting the recent development information by reallocating future growth in the eastern part of Collier County.

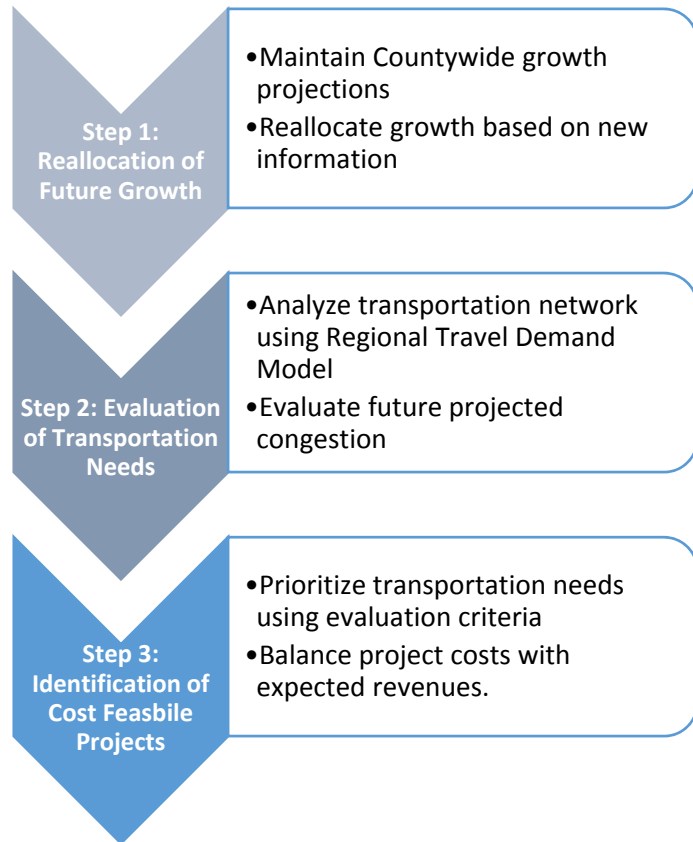
The three step process illustrated in Figure 2 was followed for completed the analysis of this LRTP amendment.

Completion of this LRTP amendment has been coordinated with the ongoing Randall/Oil Well transportation study being conducted by Collier County. During adoption of the 2040 LRTP, the MPO Board directed that a study of the Randall Blvd/Oil Well Road corridor should be undertaken to identify the appropriate solution for addressing the transportation capacity needs in the area instead of showing specific roadway alignments or future lanes as cost feasible.

This summary report covers the following topics for the proposed amendment to the Collier MPO 2040 LRTP in the remaining sections of this report.

- Step 1: Reallocation of Future Growth
- Step 2: Evaluation of Transportation Needs
- Step 3: Identification of Cost Feasible Projects
- Public Outreach and Comments Received
- Schedule for LRTP Amendment

*Figure 2 - LRTP Amendment Analysis Steps*



Additional information regarding the Long Range Transportation Plan and this amendment can be found on the MPO website at <http://colliermpo.com/index.aspx?page=187>.

## STEP 1: REALLOCATION OF FUTURE GROWTH

Socio-economic Data (SE Data) used in the District 1 Regional Planning Model (D1RPM) encompasses variables related to trip making activities. These activities, based primarily on residential and employment locations include the following data attributes for each Traffic Analysis Zone (TAZ) which were reviewed for purposes of the LRTP amendment.

- Dwelling Units (Single Family and Multi-Family)
- Population
- Workers (identified by dwelling unit)
- Employees (Industrial, Commercial, and Service based on location of employment)
- Hotel/Motel Units
- School Enrollment

The purpose of reallocating the SE Data within the D1RPM, is to analyze the impacts of the proposed Rural Lands West development area, while maintaining the future 2040 growth totals used when the 2040 LRTP was developed and adopted. Rather than adding the additional land use densities and intensities within the proposed project area, reallocation of the land use data allows the overall growth estimates used in the 2040 LRTP to remain constant for this analysis.

Following the methodology used to develop the 2040 LRTP forecasts of population and employment, the following guiding principles were used to arrive at a multi-tiered approach for reallocating the SE Data and was developed in consultation with Collier County Growth Management Staff.

- TAZs where growth was identified as part of an approved DRI or large-scale development were not used as sources for the reallocation.
- Consistent with the treatment of other large-scale developments included in the 2040 SE Data, growth in the 2040 LRTP was capped at 80% of the proposed entitlements.
- Future growth removed from any one TAZ was limited to a maximum of 66% (two-thirds) in order to account for development which may have occurred since 2010 when the 2040 SE Data forecasts were initially developed.

Following this methodology, a tiered strategy was used to identify the order of areas selected for the reallocation. As shown in Table 1, the number of dwelling units and jobs proposed for the Rural Lands West development were capped at 80% consistent with the treatment of other known approved large-scale developments. Since growth for the Rural Lands West was already assumed during the development of the 2040 LRTP, a portion of the proposed growth is already included in the 2040 LRTP data.

**Tier 1** – consisted of evaluating the assumptions included in the 2040 LRTP for the Rural Lands West development – known at that time as the Town of Big Cypress. When the 2040 forecasts were developed for the LRTP, population and employment figures for this area were spread across six TAZs as opposed to the refined information which consists of only four zones. This first step then was to reallocating the future growth forecasts from the six zones down to the four in the current proposal.

**Tier 2** – Following Tier 1, additional land uses available for redistribution within TAZs that overlap with the Rural Land Stewardship Sending Areas (SSAs) were identified as the next level for reallocation of future growth.

**Tier 3** – Following Tier 1 and Tier 2, the strategy used here was to identify additional growth available for reallocation from TAZs east of Collier Boulevard. TAZs marked as DRIs in the LRTP SE Data Development technical memo; TAZs around Immokalee; TAZs on the east side of the Collier Boulevard at I-75 interchange; and additional specific TAZs identified through coordination with the County Growth Management Staff were excluded from this reallocation. Since there was more growth forecast through 2040 for the tier 3 areas, a percentage reduction was applied equally to each zone based on the reallocation need.

*Table 1 - Reallocated Socioeconomic Data*

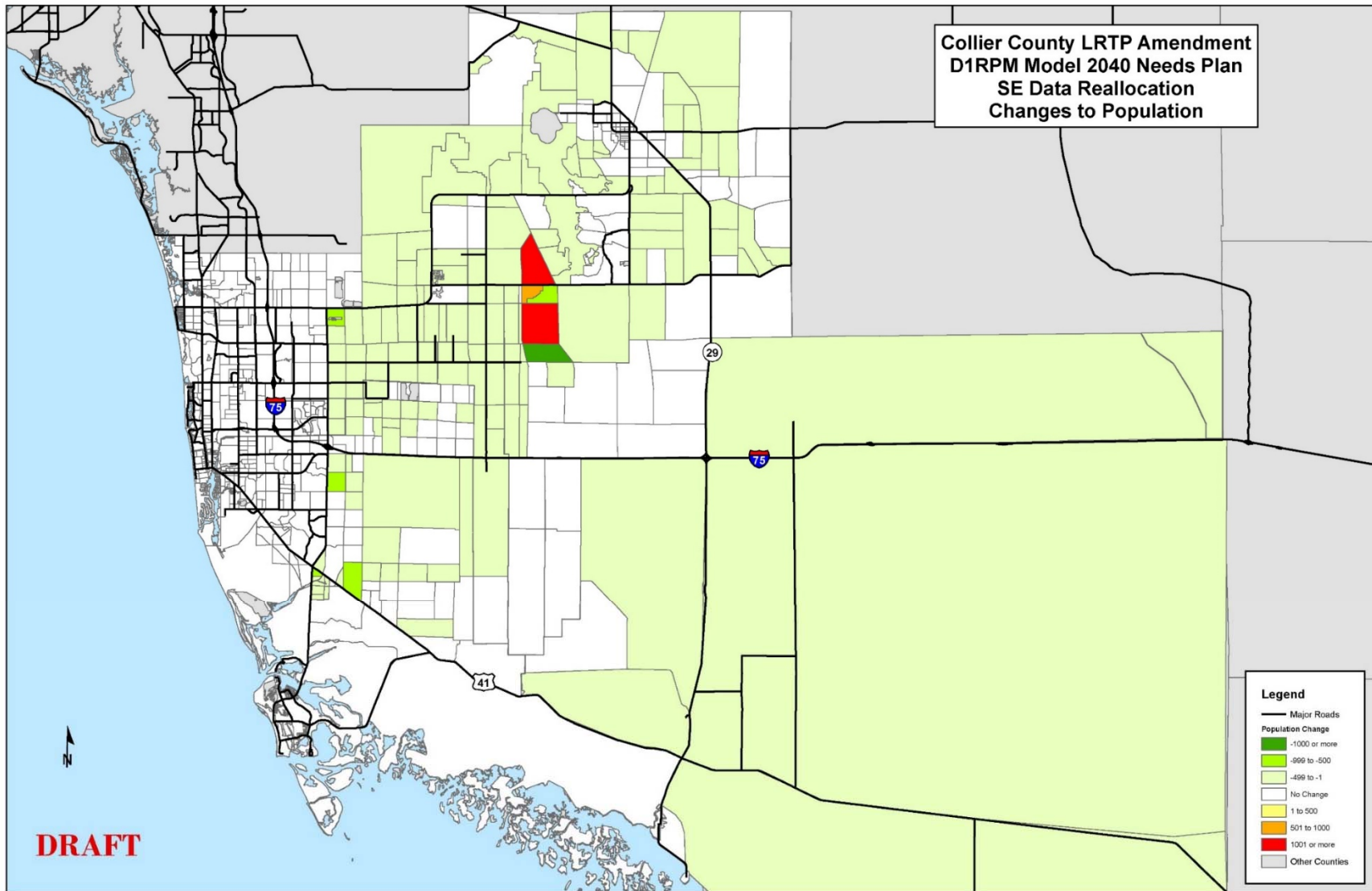
Source	Dwelling Units	Jobs	Hotel/Motel Rooms <sup>(1)</sup>	School Enrollment <sup>(2)</sup>
<b>Proposed RLW Development</b>	10,000	6,305	220	3,200
<b>80% Threshold</b>	8,000	5,044	176	2,560
<b>Included in original 2040 Forecast</b>	3,340	2,566	0	2,584
<b>Net Needed for reallocation</b>	4,660	2,478	0	0
<b>Tier 1 reallocation</b>	1,060	113	0	0
<b>Tier 2 reallocation</b>	355	0	0	-24
<b>Tier 3 reallocation</b>	3,245	2,365	0	0

(1) Hotel/Motel Rooms are not developed using countywide control totals. Units were not reallocated for these variables. Adjustments resulted in a net increase of hotel/motel rooms.

(2) School Enrollment was reallocated to existing locations outside the proposed amendment area.

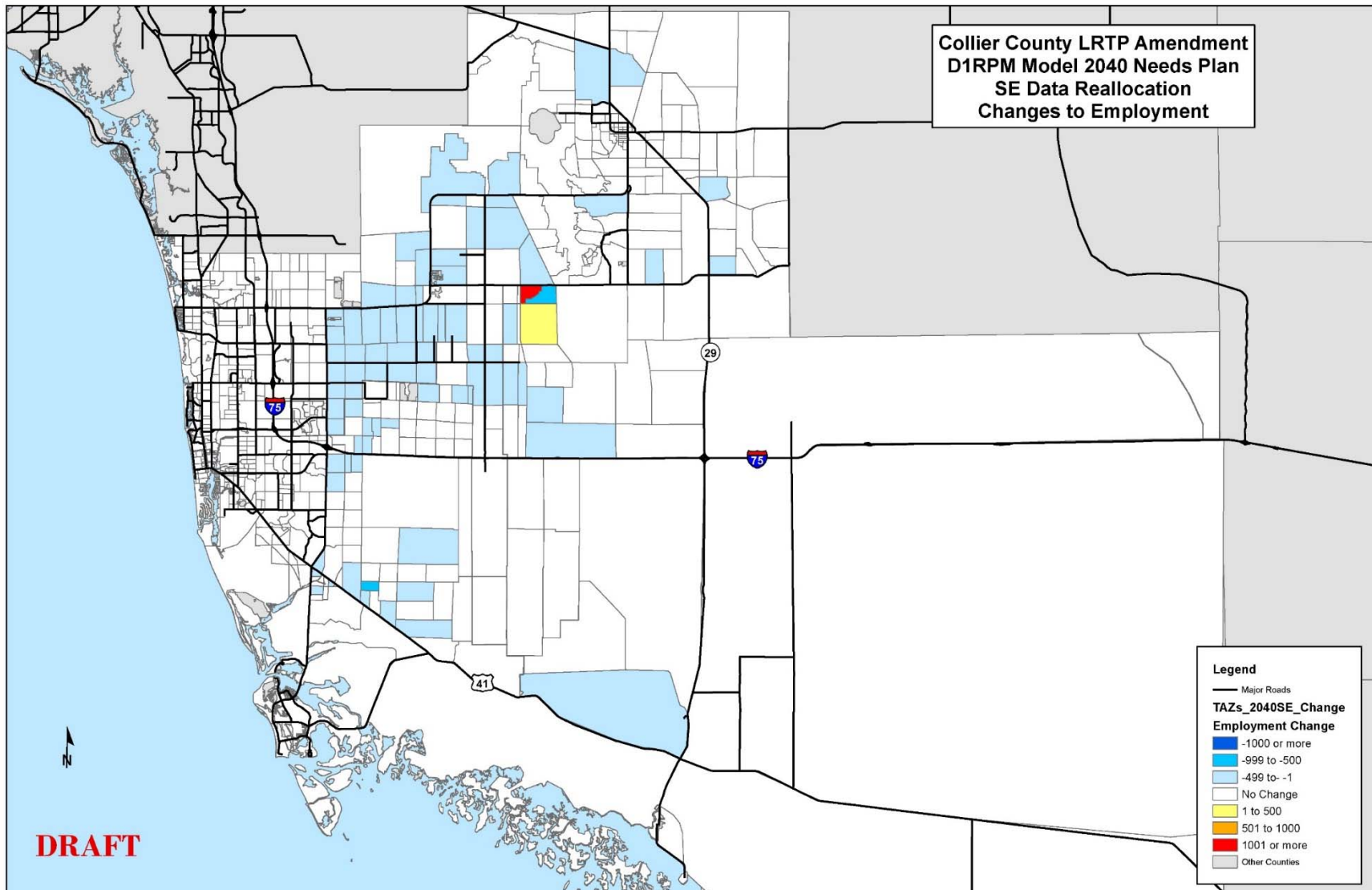
The maps on the following pages illustrate the result of this reallocation. Map 1 shows the results of reallocating the number of dwelling units by showing the change in population. Map 2 shows the net change in total employment.

Map 1 - Reallocated 2040 Population





Map 2 - Reallocated 2040 Employment



## STEP 2: EVALUATION OF TRANSPORTATION NEEDS

Evaluating the transportation needs was conducted by using the D1RPM to identify a list of future transportation projects based on the travel demand generated from the forecasted population and employment through 2040. Using a supply and demand ratio known as volume (demand) to capacity (supply), the performance of roadways was estimated. A volume to capacity (V/C) ratio greater than 1.0 indicates places where the travel demand exceeds the roadway capacity. For the LRTP, the following ranges were used to demonstrate degrees of congestion.

### Congestion Levels (Volume /Capacity)

- **Gridlock (Greater than 1.75)**
- **High (1.5 – 1.75)**
- **Moderate (1.26 – 1.5)**
- **Some (1.00-1.25)**

Using the existing transportation network, including projects with existing funding commitments, the travel demands from the reallocated population and employment forecasts were evaluated. The congestion levels listed above were used to identify roadway segments where the results changed from one category to another. Table 2 identifies the four segments where a category change in congestion level occurred as a result of the reallocation of the SE Data. The segments of Desoto Blvd and Oil Well Grade Road experience the highest amount of change due to their immediate proximity to the Rural Lands West development area. Table 2 also includes that status of these roadway segments in the current 2040 Needs Assessment.

*Table 2 - Assessment of Transportation Needs*

Road Segment	Released SE Data V/C	Reallocated SE Data V/C	Status in 2040 Needs Assessment
<b>Desoto Blvd:</b> 18 <sup>th</sup> Ave NE to Randall	1.11	1.66	No project listed
<b>Oil Well Grade Rd:</b> North of Oil Well Rd	0.95	1.63	No project listed
<b>Camp Keais Rd:</b> South of Immokalee Rd	1.22	1.27	Widen to 4 Lanes
<b>Immokalee Rd (CR 846):</b> North of Camp Keais Rd	1.73	1.80	Widen to 4 Lanes

Additional transportation needs were also identified and tested against the reallocated SE Data based on the current corridor study for Randall Blvd and Oil Well Road and the roadway network included with the preliminary Rural Lands West development submittal.

When the MPO Board approved the 2040 Needs, the alignment connecting Randall Blvd and Oil Well Road known as the S-curve was questioned and the MPO Board requested a corridor study to determine an appropriate corridor alignment. Consistent with the ongoing corridor study, this LRTP amendment



evaluated two needs networks for identifying this east/west transportation corridor. Alternative 2A included the S-Curve as a new connection between Randall Blvd and Oil Well Road around 16th Ave NE, while Alternative 3A included additional lanes on Randall Blvd east of 16th Ave NE and the Randall Extension to Oil Well Road.

The transportation needs included based on the Rural Lands West submittal include a new north/south corridor call Big Cypress Parkway running from Golden Gate Blvd north to Oil Well Grade Road and continuing on to Immokalee Road and the extension of Randall Blvd east of Desoto Road to Oil Well Road.

Table 3 lists the additional roadway configurations tested in developing the 2040 Needs for this LRTP amendment. With the addition of these projects, it was determined that the widening of Everglades Blvd north of Oil Well Road to Immokalee Road is no longer needed by 2040.

*Table 3 - 2040 LRTP Amendment Needs Alternatives*

Roadway	Adopted 2040 Needs	2040 Alternative 2A	2040 Alternative 3A
<b>Big Cypress Parkway:</b> Golden Gate to Vanderbilt Beach	N/A	2 Lanes	2 Lanes
<b>Big Cypress Parkway:</b> Vanderbilt Beach to Immokalee Rd	N/A	2 Lanes	2 Lanes
<b>Golden Gate Blvd:</b> Extend to Big Cypress	N/A	2 Lanes	2 Lanes
<b>Vanderbilt Beach:</b> Everglades to Desoto	2 Lanes	4 Lanes	4 Lanes
<b>Vanderbilt Beach:</b> Desoto to Big Cypress	N/A	2 Lanes	2 Lanes
<b>Randall Blvd:</b> Immokalee Rd to 16 <sup>th</sup> Ave NE	6 Lanes	6 Lanes	6 Lanes
<b>Randall Blvd:</b> 16 <sup>th</sup> Ave NE to Everglades	2 Lanes	4 Lanes	6 Lanes
<b>Randall Blvd:</b> Everglades Blvd to Desoto Blvd	2 Lanes	4 Lanes	6 Lanes
<b>Randall Blvd:</b> Desoto Blvd to Big Cypress	N/A	4 Lanes	6 Lanes
<b>Randall Blvd:</b> Big Cypress to Oil Well Road	N/A	4 Lanes	6 Lanes
<b>Oil Well Rd:</b> Immokalee to Everglades	4 Lanes	4 Lanes	4 Lanes
<b>Oil Well Rd:</b> Everglades to Big Cypress	6 Lanes	6 Lanes	4 Lanes
<b>Oil Well Rd:</b> Big Cypress to Randall Blvd Ext.	6 Lanes	6 Lanes	4 Lanes
<b>Oil Well Rd:</b> Randall Blvd Ext. to Camp Keais Rd	6 Lanes	6 Lanes	6 Lanes
<b>S-Curve:</b> Randall Blvd to Oil Well Rd	6 Lanes	4 Lanes	N/A
<b>Everglades Blvd:</b> N of Oil Well Road to Immokalee Rd	4 Lanes	2 Lanes	2 Lanes

Further coordination with the ongoing Randall / Oil Well corridor study will provide direction on showing the preferred set of projects for identifying the area’s needs. As such, Map 3 shows the number of lanes proposed for this amendment and includes a study area for the Randall Blvd / Oil Well Corridor.

Using the project selection criteria and values used during the 2040 LRTP development, each of these projects were evaluated. Table 4 shows the results of the scoring for the needs included in the LRTP amendment. Likewise, cost estimates for each of these projects were developed consistent with the 2040 LRTP methodology. Project cost estimates are listed in Table 5.

Included in the appendix is a full listing of the 2040 Needs Assessment projects with project selection criteria and cost estimates.

Map 3 - 2040 LRTP Amendment Needs Number of Lanes

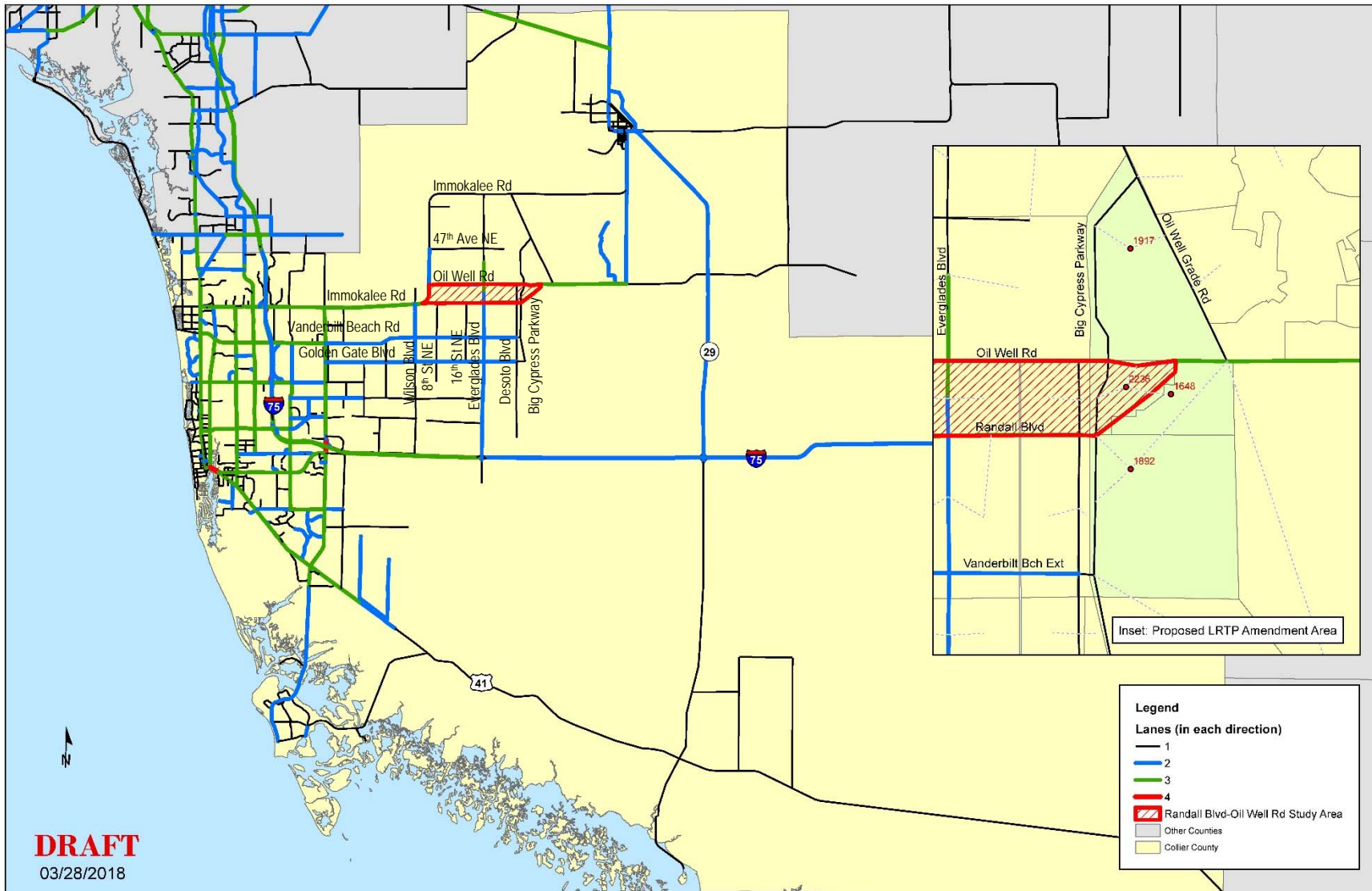


Table 4 - Prioritization of LRTP Amendment Needs Projects

Facility	Continuity and Connectivity	Evacuation Route	Reduces Congestion	Freight Route	Wetland Impact	Species Impact	Score
<b>Randall Blvd Ext:</b> Desoto Blvd to Big Cypress Pkwy	3	0	10	0	-1	-4	8
<b>Randall Blvd Ext:</b> Big Cypress Pkwy to Oil Well Road	3	0	10	0	-2	-4	7
<b>Big Cypress Pkwy:</b> Vanderbilt Beach Ext. to Oil Well Grade Rd	3	0	6	0	-1	-4	4
<b>Big Cypress Pkwy:</b> Golden Gate Blvd to Vanderbilt Beach Ext	3	0	2	0	-1	-4	0
<b>Big Cypress Pkwy:</b> Oil Well Grade Rd to Immokalee Rd	0	0	0	0	-3	0	-3
<b>Golden Gate Blvd Ext:</b> Desoto Blvd to Big Cypress Pkwy	3	0	2	0	-4	-4	-3
<b>Randall Blvd:</b> 16 <sup>th</sup> Street NE to Desoto Blvd	0	0	0	0	-2	-3	-5

Table 5 - Costs of LRTP Amendment Needs Projects

Facility	Project Description	Right of Way	Environmental Mitigation	Construction	Total Cost Estimate
<b>Randall Blvd Ext:</b> Desoto Blvd to Big Cypress Pkwy	New 4- Lane Road	\$1,281,313	\$160,000	\$2,562,625	\$4,003,938
	New 6-Lane Road	\$1,613,625	\$240,000	\$3,227,250	\$5,080,875
<b>Randall Blvd Ext:</b> Big Cypress Pkwy to Oil Well Rd	New 4- Lane Road	\$8,200,400	\$1,350,000	\$16,400,800	\$25,951,200
	New 6-Lane Road	\$10,327,200	\$2,024,000	\$20,654,400	\$33,005,600
<b>Big Cypress Pkwy:</b> Vanderbilt Beach Ext. to Oil Well Grade Rd	New 2- Lane Road (4-Lane right-of-way)	\$30,238,975	\$3,776,000	\$39,136,175	\$73,151,150
<b>Big Cypress Pkwy:</b> Golden Gate Blvd to Vanderbilt Beach Ext	New 2- Lane Road (4-Lane right-of-way)	\$6,919,088	\$432,000	\$8,954,888	\$16,305,976
<b>Big Cypress Pkwy:</b> Oil Well Grade Rd to Immokalee Rd	New 2- Lane Road (4-Lane right-of-way)	\$7,327,929	\$339,000	\$13,730,828	\$21,397,757
<b>Golden Gate Blvd Ext:</b> Desoto Blvd to Big Cypress Pkwy	New 2- Lane Road	\$1,658,313	\$313,000	\$3,316,625	\$5,287,938
<b>Randall Blvd:</b> 16 <sup>th</sup> Street NE to Desoto Blvd	Widen from 4 lanes to 6 lanes	\$12,039,625	\$2,278,000	\$24,079,250	\$38,396,875

### STEP 3: IDENTIFICATION OF COST FEASIBLE PROJECTS

Determining changes to the projects in the Cost Feasible Plan was based on an evaluation of the prioritized needs, availability of transportation revenues, and performance of the current cost feasible projects. Like the evaluation of transportation needs, the D1RPM was used to evaluate the current Cost Feasible Network with the reallocated population and employment through 2040.

Table 6 provides an overview of the segments which were noted as having a volume/capacity change from one category to another.

*Table 6 - Cost Feasible Assessment*

Road Segment	Released SE Data V/C	Reallocated SE Data V/C	Status in 2040 Cost Feasible Plan
<b>Randall Blvd :</b> 16 <sup>th</sup> St NE to Everglades Blvd	0.82	1.02	Corridor Study Area
<b>Oil Well Rd:</b> Ave Maria to Camp Keais Rd	0.97	1.05	No project listed
<b>Oil Well Rd:</b> Immokalee Rd to Everglades Blvd	0.97	1.11	Corridor Study Area
<b>Immokalee Rd:</b> Randall Blvd to Oil Well Road	0.98	1.02	Randall at Immokalee intersection project
<b>Desoto Blvd</b> 18 <sup>th</sup> Ave NE to Randall Blvd	1.02	1.57	No project listed
<b>Oil Well Grade Rd:</b> North of Oil Well Rd	0.97	1.87	No project listed

When the 2040 LRTP was adopted, a Local Funds Improvements Box was created due, in part, to the decision to include the Randall Blvd/Oil Well Corridor Study instead of a specific project alignment. This left more than \$120 million in future local revenues available for project funding.

Collier County has progressed the design and engineering phase of the Vanderbilt Beach Extension east of CR 591 (Collier Blvd) since the adoption of the 2040 LRTP. This effort has resulted in a lower cost estimate of more than \$21 million compared to the amount listed in the adopted 2040 LRTP. In coordination with Collier County Transportation, it was determined that the right-of-way required for this roadway extension will be purchased before 2021 and that the eastern limits of the first phase is slated to be 16<sup>th</sup> Street NE.

Based on the prioritization of all projects in the 2040 needs assessment (listed in the Appendix), two projects, which are currently unfunded, have been identified as candidates for adding/amending into the 2040 cost feasible plan.

- Project 13a: Vanderbilt Beach Extension from 8<sup>th</sup> Street NE to 16<sup>th</sup> Street NE
- Project 16: Randall Blvd from 8<sup>th</sup> Street to Everglades Blvd.

Based on the refined cost estimate for the Vanderbilt Beach Road Extension, the two-phase construction of Vanderbilt Beach Extension listed in the LRTP would be amended to include funding construction further east to 16<sup>th</sup> Street.

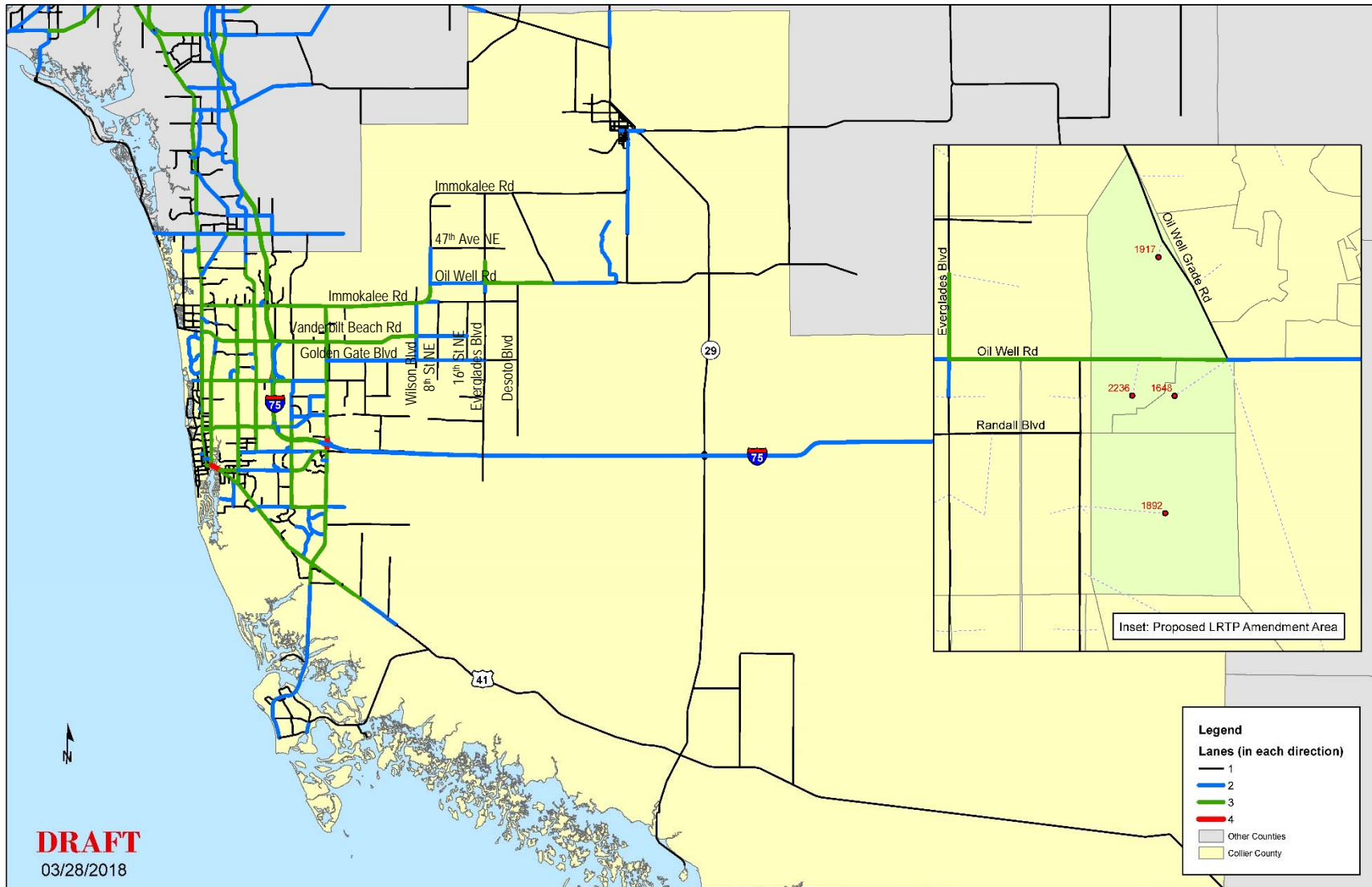
During the review of the draft amendment, Collier County asked MPO Staff to consider placing funds from the Local Improvements Box on Randall Boulevard from 8<sup>th</sup> to Oil Well Road in order to provide the public with information of the County's intent to move forward with implementing the preferred alternative from the Randall/Oil Well Road study once approved by the Board of County Commissioners. While future funding is not anticipated for funding construction of the preferred alternative, funding listed in the Local Improvements Box is sufficient to fund the estimated costs for design, environmental mitigation and right-of-way by 2040.

A summary of the projects listed in the amendment 2040 LRTP is included in the Appendix. This summary provides an overview of the anticipated revenues, project future Year of Expenditure costs for each project and a revenue balance for each revenue source in demonstrating financial feasibility.

The number of lanes map for the proposed amended 2040 Cost Feasible Plan are shown on Map 4.



Map 4 - Recommended Amended 2040 Cost Feasible Lanes



## PUBLIC OUTREACH AND COMMENT

The MPO's public involvement program is designed to ensure opportunities for the public to express their views on transportation and mobility issues and to become active participants in the decision making process. During the LRTP amendment process, opportunities for review and comment on the status have been provided at each of the MPO Board, Technical Advisory, and Citizen Advisory Meetings. A public outreach meeting was also held on March 15<sup>th</sup> where 38 individuals signed in. Moving forward, the MPO conducted a 21-day public comment period for the amendment starting on Monday, April 2<sup>nd</sup>. During this comment period, a status presentation was given to the MPO Board on April 13<sup>th</sup> where additional public comments were received.

During the March 15<sup>th</sup> public meeting, 15 written comments were provided dealing with the topics listed below.

- Concern regarding alignment of Vanderbilt Beach Road Extension
- Opposition to S-Curve alignment in Randall/Oil Well Corridor Study
- Questions regarding Impact Fees and required developer payments
- Concern for wildlife and species habitat impacts
- Concern for clean water and air

During the 21-day public review period from April 2<sup>nd</sup> to April 23<sup>rd</sup>, the MPO Board met on April 13<sup>th</sup> to review the draft LRTP amendment. At the April 13<sup>th</sup> MPO Meeting, three speakers commented on the LRTP amendment and spoke against the inclusion of the S-Curve alignment between Randall Blvd and Oil Well Road. In addition to the speakers at the MPO meeting, the following comments were received during the public comment period.

- Concern regarding alignment of Vanderbilt Beach Road Extension and proposed roundabouts
- Opposition to S-Curve alignment including a petition signed by 36 residents

At the request of the League of Women Voters, MPO Staff provided a status update and responded to questions provided by the League of Women Voters and the Conservancy of Southwest Florida.

Final action on this amendment by the MPO Board will be on May 11<sup>th</sup> at 9:00 AM. The MPO meeting will be held at

3299 Tamiami Trail East, Building F, 3<sup>rd</sup> Floor  
Board of County Commissioners Changers  
Naples, FL 34112.

Public comments will be taken at this meeting prior to the MPO Board taking action.

Information regarding times and locations of upcoming MPO meetings can be found by visiting [www.colliermpo.com](http://www.colliermpo.com) online or by calling the MPO at 239-252-5804.

## APPENDIX

- 2040 Needs Assessment with Project Selection Criteria
- 2040 Cost Feasible Plan – Summary of Funded Projects



2040 Amended Needs Assessment with Project Selectin Criteria

ID	Facility	Limit From	Limit To	Final Proposed Improvement - Needs Plan Update	Link in Miles	CST Phase in CFP	Any Phase in CFP	Construction Cost Estimates Present Day Costs (PDC)	Revised Cost Estimates (Includes Env Mitigation and ROW)	Unfunded SIS Cost	ROW (Included in Cost Estimates Total)	Environmental Mitigation (Included in Cost Estimates Total)	System Continuity & Connectivity	1.0		1.0		2.0		1.0		1.0		0.5		Benefit Points		\$M/lane-mile	BP/S/lane-mile	
														Weighted Value	Previous Score	Evac Route	Weighted Value	Previous Score	Reduce Cong	Weighted Value	Wetland Impact	Weighted Value	Species Impact	Weighted Value	Freight Route	Weighted Value	Un-Weighted			Weighted
2	NA Critical Needs Intersection	Golden Gate Parkway @ I-75		Major Ramp Improvements		CST	X	\$2,000,000	\$2,000,000		\$0	\$0	0	0	5	5	5	10	0	0	0	0	5	3	15	18	NA	NA		
3	NA Critical Needs Intersection	Pine Ridge Road @ I-75		Major Ramp Improvements (Partial Cloverleaf)		CST	X	\$5,000,000	\$5,000,000		\$0	\$0	0	0	5	5	5	10	0	0	0	0	5	3	15	18	NA	NA		
4	70 Critical Needs Intersection	I-75 (SR-93) and Collier Boulevard (CR 951)		Partial cloverleaf interchange with 2 loop ramps	0.0	CST	X	\$42,504,654	\$42,504,654		\$0	\$0	0	0	5	5	5	10	0	0	0	0	5	3	15	18	NA	NA		
5	4 CR 951 (Collier Boulevard)	Golden Gate Canal	Green Boulevard	Expand from 4-Lane Divided to 6-Lane Divided Arterial	2.0	CST	X	\$30,000,000	\$30,000,000		\$0	\$0	2	2	5	5	5	10	0	0	0	0	0	0	12	17	\$7.50	2.27		
6	42 SR 29	Immokalee Dr.	New Market Road North	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial	2.0					\$31,273,603	\$10,388,201	\$109,000	0	0	5	5	5	10	0	0	-1	-1	5	3	14	17	\$6.50	2.54		
7	NA Critical Needs Intersection	Immokalee Rd @ I-75 Interchange		Major Ramp Improvements		CST	X	\$2,750,000	\$2,792,000		\$0	\$42,000	0	0	5	5	5	10	-1	-1	0	0	5	3	14	17	NA	NA		
8	49 SR 29 By-Pass	SR 29 (north of New Market Rd)	SR-29/CR-846 Intersection	New 4-lane Divided Arterial	2.5					\$54,369,907	\$17,862,636	\$782,000	0	0	5	5	5	10	-1	-1	-1	-1	5	3	13	16	\$6.39	2.43		
9	73 Critical Needs Intersection	US41 (SR-90) (Tamiami Trail East) and Collier Boulevard (CR 951)		Single point urban interchange	0.0	No	X	\$44,140,000	\$44,140,000		\$0	\$0	0	0	5	5	5	10	0	0	0	0	0	0	10	15	NA	NA		
11	43 SR 29	New Market Road North	North of SR-82	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	3.1					\$33,451,404	\$0	\$507,000	0	0	5	5	5	10	0	0	-3	-3	5	3	12	15	\$6.70	2.16		
12	16 Old US 41	US 41 (SR-45)	Collier/Lee County Line	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector	1.5	CST	X	\$15,030,000	\$15,488,000		\$0	\$458,000	0	0	5	5	5	10	-3	-3	0	0	5	3	12	15	\$5.16	2.81		
13a	60a Vanderbilt Beach Road	8th Street	16th Street	New 4 lane Divided Arterial from 21st St SW to Desoto Blvd	1.0	CST	X	\$11,701,459	\$36,728,134		\$24,088,675	\$938,000	5	5	5	5	5	10	-3	-3	-3	-3	0	0	9	14	\$9.18	1.52		
13b	60b Vanderbilt Beach Road	16th Street	Desoto Boulevard	New 4 lane Divided Arterial from 21st St SW to Desoto Blvd	3.7			\$43,295,399	\$70,855,074		\$24,088,675	\$3,471,000	5	5	5	5	5	10	-3	-3	-3	-3	0	0	9	14	\$4.79	2.92		
14	59 Vanderbilt Beach Road	CR 951	8th Street	Expand from 2-Lane Undivided to 4-Lane Divided Arterial from CR951 to 21 St SW & New 4-lane to Wilson	6.0	CST	X	\$99,930,000	\$141,511,000		\$38,766,000	\$2,815,000	5	5	5	5	5	10	-3	-3	-3	-3	0	0	9	14	\$11.79	1.19		
15	52 US41 (SR-90) (Tamiami Trail East)	Greenway Road	6 L Farm Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.6	CST	X	\$21,830,000	\$26,190,664		\$3,953,664	\$407,000	0	0	5	5	5	10	-1	-1	-1	-1	0	0	8	13	\$5.04	2.58		
16	34 Randall Boulevard / Oil Well Road Study Area	8th Street	Everglades Blvd Intersection	Expand from 2-Lane Undivided + New Road to 6-Lane Divided Arterial (Future Study Area)	3.4		X	\$25,500,000	\$49,250,300		\$21,945,300	\$1,805,000	2	2	5	5	5	10	-1	-1	-3	-3	0	0	8	13	\$3.62	NA		
17	15 Green Boulevard Ext / 16th Ave SW	23rd St SW	Wilson Blvd Ext (Corridor Study)	New 2-Lane Collector (Future Study Area)	2.9				\$30,193,638		\$9,618,213	\$1,339,000	3	3	5	5	5	10	-4	-4	-1	-1	0	0	8	13	\$5.21	2.50		
18	48 SR 84 (Davis Boulevard)	Airport Pulling Road	Santa Barbara Boulevard	Expand from 4 divided to 6-Lane Divided Arterial	3.0	No	X	\$33,110,000	\$50,839,000		\$17,424,000	\$305,000	2	2	5	5	3	6	-1	-1	0	0	0	0	9	12	\$8.47	1.42		
19	69 Critical Needs Intersection	Immokalee Road and Randall Boulevard		Phase 1 - Maximum at-grade improvements to accommodate a future fly-over interchange	0.0	CST	X	\$49,250,000	\$49,385,000		\$0	\$135,000	0	0	5	5	5	10	0	0	-3	-3	0	0	7	12	NA	NA		
20	19 Immokalee Road	Camp Keais Road	Carver Street	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.5	CST	X	\$25,040,000	\$27,546,000		\$1,452,000	\$1,054,000	0	0	5	5	5	10	-2	-2	-4	-4	5	3	9	12	\$5.51	2.09		
21	NA Critical Needs Intersection	US 41 @ Goodlette Road		Major At-Grade Intersection Improvements (2nd WB RT-Ln)		CST	X	\$2,000,000	\$2,250,000		\$250,000	\$0	0	0	5	5	3	6	0	0	0	0	0	0	8	11	NA	NA		
22	71 Critical Needs Intersection	I-75 (SR-93) in the vicinity of Everglades Boulevard		New Interchange	0.0					\$42,729,654		\$225,000	5	5	5	5	3	6	0	0	-5	-5	0	0	8	11	NA	NA		
23	14 Green Boulevard Ext / 16th Ave SW	CR 951	23rd Street SW (Corridor Study)	New 4-Lane Divided Collector (Future Study Area)	2.1				\$42,216,300		\$13,568,100	\$1,512,000	4	4	0	0	5	10	-3	-3	-1	-1	0	0	5	10	\$5.03	1.99		
25	31 Oil Well Road / CR 858	Everglades Boulevard	Oil Well Grade Road	2-Lane Roadway to 4 Lanes divided	3.9	CST	X	\$20,000,000	\$37,004,625		\$15,146,625	\$1,858,000	2	2	5	5	5	10	-2	-2	-5	-5	0	0	5	10	\$4.74	2.11		
26	6.1 Everglades Boulevard	Golden Gate Blvd	Vanderbilt Bch Rd Ext	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.2				\$24,161,413		\$7,788,138	\$797,000	0	0	5	5	1	5	10	-2	-2	-3	-3	0	0	5	10	\$5.57	1.80	
27	5 CR 951 Extension	Heritage Bay Entrance	Lee/Collier County Line	New 2-lane Arterial to Bonita Beach Road	2.5				\$37,424,625		\$11,171,875	\$3,909,000	5	5	5	5	3	5	10	-5	-5	-5	-5	0	0	5	10	\$3.74	2.67	
28	41 SR 29	9th St	Immokalee Dr.	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial	0.9					\$22,011,093	\$13,329,360	\$0	0	0	5	5	1	2	0	0	0	0	5	3	11	10	\$8.51	1.12		
29	67 Wilson Boulevard Ext / Black Burn Rd	Wilson Blvd	End of Haul Road (Corridor Study)	New 2-Lanes of a Future Multi-lane Facility( Future Study Area)	2.6	No	X	\$29,310,000	\$36,691,625		\$3,316,625	\$4,065,000	3	3	0	5	5	0	5	10	-5	-5	-5	-5	0	0	3	8	\$7.06	1.13
74a	Randall Blvd Extension	Desoto Boulevard	Big Cypress Parkway	New 4-Lane Road	0.3			\$2,562,625	\$4,003,938		\$1,281,313	\$160,000	3	3	0	0	5	10	-1	-1	-4	-4	0	0	3	8	\$4.00	2.00		
74b	Randall Blvd Extension	Desoto Boulevard	Big Cypress Parkway	New 6-Lane Road	0.3			\$3,227,250	\$5,080,875		\$1,613,625	\$240,000	3	3	0	0	5	10	-1	-1	-4	-4	0	0	3	8	\$3.39	2.36		
30	18 I-75 (SR-93) Managed/ Express (Toll) Lanes	North of Golden Gate Parkway (Exit #105)	Collier/Lee County Line	New 4-Lanes Express (Toll) Lanes with slip-ramp locations connecting to general purpose lanes TBD	9.0					\$134,646,986	\$0	\$0	0	0	5	5	1	2	-2	-2	0	0	5	3	9	8	\$4.66	1.61		
31	9.2 Goodlette-Frank Road	Orange Blossom Drive	Vanderbilt Beach Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	0.9				\$12,997,969		\$4,332,656	\$0	0	0	5	5	1	2	0	0	0	0	0	0	6	7	\$7.22	0.97		
32	20 Immokalee Road (CR 846)	SR 29	Airpark Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	0.4	CST	X	\$4,060,000	\$4,060,000		\$0	\$0	0	0	5	5	1	2	0	0	0	0	0	0	6	7	\$4.83	1.45		
33	61 Veterans Memorial Boulevard	US 41 (SR-45)	Livingston Road	New 2-Lane of future 4-Lane Divided Arterial	2.9	CST	X	\$8,000,000	\$27,622,900		\$18,736,900	\$886,000	4	4	0	0	3	6	-3	-3	0	0	0	0	4	7	\$4.76	1.47		
34	3 Camp Keais Road	Pope John Paul Blvd	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.6	CST	X	\$10,000,000	\$10,425,000		\$0	\$425,000	0	0	0	0	1	5	10	0	0	-3	-3	0	0	2	7	\$2.00	3.49	
75a	Randall Blvd Extension	Big Cypress Parkway	Oil Well Road	New 4-Lane Road	1.6			\$16,400,800	\$25,951,200		\$8,200,400	\$1,350,000	3	3	0	0	5	10	-2	-2	-4	-4	0	0	2	7	\$4.05	1.73		
75b	Randall Blvd Extension	Big Cypress Parkway	Oil Well Road	New 6-Lane Road	1.6			\$20,654,400	\$33,005,600		\$10,327,200	\$2,024,000	3	3	0	0	5	10	-2	-2	-4	-4	0	0	2	7	\$3.44	2.04		
35	47 SR 82	SR 29	Collier/Hendry County Line	Expand from 2-Lane Undivided to 6-Lane Divided Arterial	7.0	CST	X	\$63,214,837	\$64,359,837		\$0	\$1,145,000	0	0	5	5	1	2	0	0	-3	-3	5	3	8	7	\$2.80	2.32		
36	58 Vanderbilt Beach Road	US 41 (SR-45)	Airport Pulling Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	2.1	CST	X	\$4,000,000	\$4,214,000		\$0	\$214,000	0	0	5	5	3	1	2	-1	-1	0	0	0	0	5	6	\$1.00	5.98	
37	10 Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	1.8				\$17,023,440		\$1,045,440	\$183,000	0	0	5	5	1	2	-1	-1	0	0	0	0	5	6	\$4.73	1.27		
38	24 Logan Boulevard	Green Boulevard	Pine Ridge Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	2.6				\$37,549,688		\$12,516,563	\$0	0	0	5	5	3	0	0	0	0	0	0	0	5	5	\$7.22	0.69		
39	15 Green Boulevard Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard (Corridor Study)	New 2-Lane Collector	3.9				\$30,655,638		\$9,618,213	\$1,801,000	3	3	5	5	3	1	2	-4	-4	-1	-1	0	0	4	5	\$3.93	1.27	
40	2 Airport Pulling Road	Vanderbilt Beach Road	Immokalee Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	2.0	CST	X	\$5,000,000	\$5,000,000		\$0	\$0	0	0	5	5	0	0	0	0	0	0	0	0	5	5	\$1.25	4.00		
41	50 SR 951 (Collier Boulevard)	So. of Manatee Road	No. of Tower Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	1.0	CST	X	\$13,350,000	\$13,554,000		\$0	\$204,000	0	0	5	5	1	2	-2	-2	0	0	0	0	4	5	\$6.78	0.74		
42	38 Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Expand from 4-Lane Divided to 6-Lane Divided Arterial	1.7				\$25,744,975		\$9,204,163	\$173,000	0	0	5	5	0	0	-1	-1	0	0	0	0	4	4	\$7.57	0.53		
76	Big Cypress Parkway																													

2040 Amended Needs Assessment with Project Selectin Criteria

ID	Facility	Limit From	Limit To	Final Proposed Improvement - Needs Plan Update	Link in Miles	CST Phase in CFP	Any Phase in CFP	Construction Cost Estimates Present Day Costs (PDC)	Revised Cost Estimates (Includes Env Mitigation and ROW)	Unfunded SIS Cost	ROW (Included in Cost Estimates Total)	Environmental Mitigation (Included in Cost Estimates Total)	System Continuity & Connectivity	1.0		1.0		2.0		1.0		1.0		0.5		Benefit Points		\$M/lane-mile	BP/\$/lane-mile
														Weighted Value	Previous Score	Evac Route	Weighted Value	Previous Score	Reduce Cong	Weighted Value	Wetland Impact	Weighted Value	Species Impact	Weighted Value	Freight Route	Weighted Value	Un-Weighted		
49	32 Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Expand from 2-Lane Undivided to 6-Lane Divided Arterial	1.0			\$8,293,940	\$253,440	\$273,000	2	2	5	5	0	0	0	0	-5	-5	0	0	2	2	\$2.07	0.96			
50	6.1 Everglades Boulevard	Vanderbilt Bch Rd Ext	South of Oil Well Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.2			\$24,161,413	\$7,788,138	\$797,000	0	0	5	5	1	2	-2	-2	-3	-3	0	0	1	2	\$5.57	0.36			
51	68 Wilson Boulevard	Golden Gate Boulevard	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	3.3			\$36,078,619	\$11,682,206	\$1,032,000	0	0	5	5	0	0	-2	-2	-2	-2	0	0	1	1	\$5.47	0.18			
52	6.2 Everglades Boulevard	Oil Well Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	5.0			\$54,929,938	\$17,700,313	\$1,829,000	0	0	5	5	0	0	-2	-2	-3	-3	0	0	0	0	\$5.52	0.00			
53	33 Orange Blossom Drive	Airport Pulling Road	Livingston Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector	0.7			\$9,213,750	\$3,071,250	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$6.58	0.00			
54	62 Westclox Street Extension	Little League Road	West of Carson Road	New 2-Lane Road	0.9			\$12,065,625	\$4,021,875	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$6.70	0.00			
55	2.1 Benfield Road	US 41 (SR-90)	Rattlesnake-Hammock Ext	New 2-Lanes of a Future Multi-lane Arterial	4.5			\$40,047,276	\$3,902,976	\$3,479,000	0	0	0	0	5	10	-5	-5	-5	-5	0	0	-5	0	\$4.50	0.00			
56	2.2 Benfield Road	Lord's Way	City Gate Blvd North	New 2-lanes of a Future Multi-lane Arterial + I-75 Overpass	3.9	No	X	\$56,465,000	\$138,884,000	\$79,370,000	\$3,049,000	0	0	0	0	5	10	-5	-5	-5	-5	0	0	-5	0	\$17.81	0.00		
77	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Extension	New 2-Lane Road (ROW Expandable to 4-Lanes)	1.4			\$8,954,888	\$16,305,976	\$6,919,088	\$432,000	3	3	0	0	1	2	-1	-1	-4	-4	0	0	-1	0	\$6.04	0.00		
57	96 I-75 (SR93)	Collier Blvd	SR-29	Expand from 4 to 6-Lane Freeway	21.0				\$186,209,512	\$0	\$0	0	0	5	5	0	0	-3	-3	-5	-5	5	3	2	-1	\$5.52	-0.09		
58	3 Camp Keais Road	Oil Well Road	Pope John Paul Blvd	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.6			\$18,833,325	\$0	\$425,000	0	0	0	0	1	2	0	0	-3	-3	0	0	-2	-1	\$3.62	-0.28			
60	39 SR 29	I-75 (SR-93)	Oil Well Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	10.2		X		\$89,381,277	\$0	\$6,936,000	0	0	5	5	0	0	-4	-4	-5	-5	5	3	1	-2	\$5.38	-0.28		
73	Little League Road Extension	SR-82	Westclox Street	New 2-Lane Road	3.7	CST	X	\$35,286,249	\$7,267,392	\$404,000	0	0	0	0	0	0	0	0	-2	-2	0	0	-2	-2	\$4.77	-0.42			
78	Big Cypress Parkway	Oil Well Grade Road	Immokalee Rd	New 2-Lane Road (ROW Expandable to 4-Lanes)	2.1			\$13,730,828	\$21,397,757	\$7,327,929	\$339,000	0	0	0	0	0	0	0	0	-3	-3	0	0	-3	-3	\$5.17	-0.58		
79	Golden Gate Boulevard Ext	Desoto Boulevard	Big Cypress Parkway	New 2-Lane Road	0.5			\$3,316,625	\$5,287,938	\$1,658,313	\$313,000	3	3	0	0	1	2	-4	-4	-4	-4	0	0	-4	-3	\$5.29	-0.57		
64	97 CR-92A	CR-92	Angler Drive (200 ft. east of City of Marco city limits)	2-Lane Reconstruction	0.6			\$5,362,500	\$0	\$0	0	0	0	0	0	0	-4	-4	0	0	0	0	-4	-4	NA	NA			
65	35 Randall Boulevard / Oil Well Road Study Area	16th Street NE (@ Canal)	Desoto Boulevard	Expand from 2-Lane Undivided to 4-lane Divided Arterial (Future Study Area)	3.1			\$21,948,388	\$34,060,582	\$10,974,194	\$1,138,000	0	0	0	0	0	0	-2	-2	-3	-3	0	0	-5	-5	\$5.49	NA		
65b	Randall Boulevard	16th Street NE	Desoto Blvd	Expand from 4-Lane Undivided to 6-Lane Divided Arterial	3.1			\$24,079,250	\$38,396,875	\$12,039,625	\$2,278,000	0	0	0	0	0	0	-2	-2	-3	-3	0	0	-5	-5	\$3.10	-1.61		
66	22 Keane Avenue	23rd Street SW	Inez Rd	No increase in capacity, but a major capital investment in upgrading existing local street to collector standards (Future Study Area)	0.9			\$8,954,888	\$2,984,963	\$0	0	0	0	0	0	0	-1	-1	-5	-5	0	0	-6	-6	NA	NA			
68	8.1 Golden Gate Boulevard	Everglades Blvd.	Desoto Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.0			\$22,261,375	\$7,080,125	\$1,021,000	0	0	0	0	0	0	-3	-3	-4	-4	0	0	-7	-7	\$5.71	-1.23			
70	23 Keane Avenue	Inez Rd	Wilson Blvd. Ext.	New 2-Lane Undivided Collector - name change at Inez to Brantley for short way (dirt road) (Future Study Area)	2.0			\$21,055,750	\$6,633,250	\$1,156,000	0	0	0	0	0	0	-3	-3	-5	-5	0	0	-8	-8	\$5.26	-1.52			
72	64 White Boulevard	CR 951	31st St SW	Expand from 2-Lane Undivided to 2-Lane Divided Collector	0.8			\$7,150,000	\$0	\$0	0	0	0	0	0	0	-3	-3	-5	-5	0	0	-8	-8	NA	NA			
<b>CMS/ITS, Bridge Program Improvements, and Pathways Priorities</b>																													
80	US 41 at Immokalee Rd			CMS - Intersection Improvements				\$1,000,000	\$1,000,000																				
81	US 41 at Golden Gate Parkway			CMS - Intersection Improvements				\$1,000,000	\$1,000,000																				
82	Airport Rd at Pine Ridge Rd			CMS - Intersection Improvements				\$1,000,000	\$1,000,000																				
83	Livingston Rd at Immokalee Rd			CMS - Intersection Improvements				\$1,000,000	\$1,000,000																				
84	Livingston Rd at Pine Ridge Rd			CMS - Intersection Improvements				\$1,000,000	\$1,000,000																				
87	US 41 at San Marco Road (CR-92)			CMS - Intersection Improvements				\$500,000	\$500,000																				
88	SR-29 at US 41			CMS - Intersection Improvements				\$500,000	\$500,000																				
89	Livingston Road at Radio Road			CMS - Intersection Improvements				\$1,000,000	\$1,000,000																				
90	Livingston Road at Vanderbilt Beach Road			CMS - Intersection Improvements				\$1,000,000	\$1,000,000																				
91	Airport-Pulling Road at US 41			CMS - Intersection Improvements				\$1,000,000	\$1,000,000																				
92	Airport-Pulling Road at Vanderbilt Beach Road			CMS - Intersection Improvements				\$1,000,000	\$1,000,000																				
NA	Bicycle Priorities			Pathways Improvements from Comprehensive Pathways Plan				\$41,248,000	\$41,248,000																				
NA	Pedestrian Priorities			Pathways Improvements from Comprehensive Pathways Plan				\$65,818,000	\$65,818,000																				
NA	Bridges			Golden GateEstates (9 new Bridges per East of 951 Bridge Study)				\$27,000,000	\$27,000,000																				
									<b>\$779,038,079</b>	<b>\$2,017,901,952</b>	<b>\$694,393,443</b>																		

Indicates Projects Recommended for the Cost Feasible Plan

Indicates New Projects Included in the Assessment of the 2040 Needs

\$779,038,079      \$689,591,450      PDC of Improvements with one or more phase(s) in the CFP (and not necessarily funded through construction); Excludes CMS, Bridges & Pathways

**2040 Cost Feasible Plan - Summary of Funded Projects Grouped by Funding Source with Costs Shown in Future Year of Expenditure (YOE) in Millions of Dollars**

CF#	Facility	From	To	# of Existing Lanes	Project Length (Miles)	Project Type	CST PDC	2021-2025			2026-2030			2031-2040			2021-2040 Project Totals	2041-2050 YOE CST
								PE	ROW	CST	PE	ROW	CST	PE	ROW	CST		
43	SR 29	North of SR 82	Collier/Hendry Line	2	2.4	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$7.89			\$10.02						\$10.02		
60	SR 29	I-75 (SR 93)	Oil Well Rd	2	10.2	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	n/a						\$6.19	\$3.63		\$9.82		
4	I-75	Collier Blvd (CR 951)				Interchange, Single Point Urban	\$41.40			\$55.87						\$55.87		
35	SR 82	Gator Slough	SR 29	2	3.2	2-Lane Roadway to 4 Lanes	\$34.54			\$34.54						\$34.54		
	TMA BOX (20%) Bridges						n/a			\$4.66		\$4.66		\$9.34		\$18.66		
	TMA BOX (40%) Pathways (Bike/Ped)						n/a			\$9.32		\$9.32		\$18.67		\$37.31		
	TMA BOX (40%) CMP						n/a			\$9.32		\$9.32		\$18.67		\$37.31		
2	Golden Gate Parkway	I-75				(New) 2-Lane Ramp	\$2.00	\$0.59		\$2.54						\$3.13		
3	Pine Ridge Rd	I-75				Intersection Traffic Signalization	\$5.00	\$0.80		\$6.35						\$7.15		
7	Immokalee Rd	I-75 interchange				Intersection Traffic Signalization	\$2.75	\$0.51		\$3.49						\$4.00		
12	Old US 41	US 41 (SR 45)	Lee/Collier County Line	2	1.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$15.03	\$2.72				\$22.55				\$25.27		
18	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	4	3	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter with Inside Paved Shoulder (Includes milling and resurfacing of existing pavement)	\$33.11			\$6.85			\$77.66			\$84.51	\$82.78	
19a	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Interim At-Grade Intersection improvements, including 4-laning to 8th Street;	\$4.00			\$5.08						\$5.08		
21	US 41	Goodlette Rd		N/A		Intersection	\$2.00	\$0.37		\$2.54						\$2.91		
41	SR 951 (Collier Blvd)	South of Manatee Rd	North of Tower Rd	4	1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$13.35	\$2.02				\$20.03				\$22.05		
15	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$21.83			\$6.01			\$25.59	\$41.70		\$73.30		
9	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)				Single Point Urban Interchange (SPUI) - Mainline Over Crossroad	\$44.14						\$10.30			\$10.30	\$110.35	
5	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4	2	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$30.00	\$3.66		\$38.10						\$41.76		
19b	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Ultimate intersection improvement	\$31.00						\$4.68	\$53.48		\$58.16		
13a / 14p	Vanderbilt Beach Rd	CR 951 (Collier Blvd)	16th St	0 & 2	7	Expand from 0 & 2 lanes to building 3 lanes of a six lane footprint from Collier Blvd to Wilson Blvd and 2 lanes from Wilson to 16th St	\$67.60		\$0.00	\$67.60						\$67.60		
40	Airport Pulling Rd	Vanderbilt Beach Rd	Immokalee Rd	4	2	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$5.00	\$1.22		\$6.35						\$7.57		
25	Oil Well Rd/CR 858	Everglades Blvd	Oil Well Grade Rd	2	3.9	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$20.00					\$30.00				\$30.00		
16	Randall Boulevard	8th Street	Everglades Blvd	2	3.4	4 lane divided to 6 lane divided (includes corridor study to determine preferred alignment)	\$25.50	\$6.22	\$5.76		\$25.73		\$9.25			\$46.96	\$63.74	
65	Randall Boulevard	Everglades Blvd	Desoto Blvd	2	1.84	2-Lane Roadway to 6 Lanes with Outside Paved Shoulder (includes corridor study to determine preferred alignment)	\$27.32	\$5.81					\$32.03			\$37.84	\$68.29	
74	Randall Boulevard	Desoto Blvd	Big Cypress Parkway	0	0.25	New 6-Lane Roadway with Outside Paved Shoulder (includes corridor study to determine preferred alignment)	\$5.79	\$0.69					\$3.78			\$4.47	\$14.47	
75	Randall Boulevard	Big Cypress Parkway	Oil Well Road	0	1.6	New 6-Lane Roadway with Outside Paved Shoulder (includes corridor study to determine preferred alignment)	\$20.65	\$4.11					\$24.22			\$28.33	\$51.62	
33	Veterans Memorial Blvd	Livingston Road	US 41	2	2.9	2-Lane Undivided Roadway with Sidewalks, Bike Lanes and Curb & Gutter	\$8.00	\$1.95	\$1.08			\$12.00				\$15.03		
20	Immokalee Rd	Camp Keais Rd	Carver St	2	2.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$25.04			\$5.24	\$23.01	\$37.56				\$65.81		
56	Benfield Road	City Gate Boulevard North	Lords Way	0	3.9	2 lane roadway in a 4 lane footprint	\$56.47	\$1.83					\$21.21			\$43.72	\$141.16	
29	Wilson Boulevard/Black Burn Road	Wilson Boulevard	End of Haul Road	0	2.6	2 lane roadway in a 4 lane footprint	\$29.31	\$0.61		\$6.90			\$30.70			\$38.20	\$73.28	
13b	Vanderbilt Beach Road Ext	16th St	Desoto	0	3.7	2 lane roadway in a 4 lane footprint	\$35.00									\$0.00	\$188.05	
51	Wilson Blvd.	Golden Gate Blvd.	Immokalee Rd.	2	3.3	2-Lane Roadway to 4 Lanes	\$23.36	\$2.85			\$21.47		\$44.63			\$68.94		
73	Little League Rd. Ext.	SR-82	Westclox St.	0	3.7	New 2-lane roadway	\$28.02			\$3.86			\$17.05	\$53.52		\$74.42		
	Local Funds Improvement Box					Projects to be determined at a later date	\$9.12	\$0.00		\$0.00	\$0.00		\$0.00	\$0.00		\$0.00		
13a / 14p	Vanderbilt Beach Road Ext	Collier Boulevard	16th St	2 & 0	7	Add remaining 3 lanes	\$48.05							\$91.78		\$91.78		
34	Camp Keais Road	Immokalee Road	Pope John Paul Blvd.	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder (Includes milling and resurfacing of existing pavement)	\$10.00			\$2.76			\$19.10			\$21.86		
36	Vanderbilt Beach Road	Airport Road	US 41	4	2.1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$4.00			\$3.10		\$6.00				\$9.10		
32	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	2	0.4	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$4.06			\$3.10			\$4.69	\$7.75		\$15.55		
							\$740.33	\$35.95	\$6.84	\$255.77	\$58.50	\$70.21	\$151.43	\$21.17	\$249.81	\$358.64	\$1,208.32	\$793.74

Project Phase	Inflation Factors		
	2021-2025	2026-2030	2031-2040
PE/PD&E	1.219	1.379	1.561
ROW	1.44	1.838	2.345
CST	1.27	1.5	1.91

	2021-2025			2026-2030			2031-2040			Remaining Balance
	Revenue	Spent	Remaining	Revenue	Spent	Remaining	Revenue	Spent	Remaining	
TMA	\$23.32	\$23.29	\$0.03	\$23.32	\$23.29	\$0.03	\$46.64	\$46.69	-\$0.05	\$0.01
OA	\$55.60	\$58.10	-\$2.50	\$52.60	\$42.58	\$10.02	\$115.10	\$144.95	-\$29.85	-\$22.33
SIS	\$100.43	\$100.43	\$0.00	\$0.00	\$0.00	\$0.00	\$9.82	\$9.82	\$0.00	\$0.00
County	\$106.82	\$106.07	\$0.75	\$201.66	\$201.41	\$0.25	\$430.84	\$417.87	\$12.97	\$13.97

Notes: Design phases funded by OA not included in totals  
#56 and #29 are only partial ROW & Mitigation costs

**COMMITTEE ACTION**  
**ITEM 7B**

**Endorse the FY2018/19 – 2019/20 Unified Planning Work Program (UPWP)**

---

**OBJECTIVE:** For the committee to endorse the FY 2018/19 – 2019/20 Unified Planning Work Program (UPWP).

**CONSIDERATIONS:** The MPO is required to develop and submit to the Federal Highway Administration (FHWA) a two-year Unified Planning Work Program (UPWP). The UPWP serves as the resource and budgeting document for the MPO for the coming fiscal years beginning July 1<sup>st</sup>.

The MPO will receive \$532,379 in Federal Planning (PL) and \$200,000 in Surface Transportation Program – Anywhere (SA) funds in FY 2018/19. In addition, there is a \$177,000 carryover from de-obligation of the FY 16/17-FY17/18 UPWP; a Transportation Disadvantaged Grant (TD Grant) allocation of \$26,915; a FTA Section 5305(d) Grant allocation and carry-forward of \$227,310; and a state and local contribution of \$64,828. The total FY 2018/19 funding for all UPWP tasks is \$1,228,432 (amount does not include FDOT's soft match). Funding begins July 1, 2018. The state's fiscal year does not coincide with the County's budget cycle.

The second year does not include any carry-forward or de-obligation amounts. The total FY 2019/20 funding for all UPWP tasks is \$714,349.

Since the document was brought to the committee as a draft, the following changes have been made:

- Updated Table of Contents
- Corrected formatting throughout the document
- Revised budget to include De-obligated funding from FY 17/18 in the amount of \$177,000
- Revised Cost Analysis Certification forms
- Updated City of Everglades City planning activities
- Updated advisory committee section
- Revised soft match language on page viii
- Revised end products throughout the document to remove verbs
- Added website update and maintenance to Task 1 (Carryover from previous UPWP)
- Added Strategic Highway Safety Plan and SA funding in the amount of \$200,000 to Task 5
- Revised document to address comments as noted in the Appendices

Pursuant to the MPO's Public Involvement/Public Participation Plan, the draft UPWP will be made available for a 21-day public comment period. The public comment period for the draft UPWP began on April 19, 2018 and will end on May 10, 2018.

MPO staff has incorporated all changes and comments received from FHWA, FDOT and the advisory committees regarding the draft UPWP. The comments have been included in the appendices. The draft 2018/19-2019/20 is included as **Attachment 1**.

**STAFF RECOMMENDATION:** That the committee endorse the FY 2018/19 – 2019/20 Unified Planning Work Program (UPWP).

Prepared By: Brandy Otero, Collier MPO Senior Planner

**ATTACHMENTS:**

1. 2018/19 – 2019/20 UPWP

**COLLIER**  
**METROPOLITAN PLANNING ORGANIZATION**  
Bonita Springs (Naples), FL UZA

**FISCAL YEARS (FY) 2018/19-2019/20**  
**UNIFIED PLANNING WORK PROGRAM**

This document was approved and adopted by the  
Collier Metropolitan Planning Organization on

Approved and Adopted May 11, 2018

---

Commissioner William L. McDaniel, Jr.  
MPO Chair

Prepared by:  
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and from Local funding provided by Collier County, the  
City of Naples, the City of Marco Island, and the City of Everglades City.  
The contents of this document do not necessarily reflect the official  
views or policy of the U.S. Department of Transportation.

**Federal Planning Funds**

Federal Aid Program (FAP) - # 0313 (054)  
Financial Management (FM) - # 439314-1-14-01  
FDOT Contract #

**Federal Transit Administration (FTA) Section 5305(d) Funds**

Financial Management (FM) - # 410113 1 14  
Contract # GO581

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**Appendix B – FTA Grant Application**

**Appendix C – Response to Comments – FHWA & FTA**

**Appendix D – Response to Comments – FDOT**

**Appendix E – Response to Comments – Board and Advisory Committee Members**

**Appendix F – Response to Comments – Public**

**Appendix G – Planning Studies in the MPO Area**

**Appendix H – Statements & Assurances**



## COMMONLY USED ACRONYMS

<b>Acronym</b>	<b>Full Name</b>
<b>AADT</b>	<b>Annual Average Daily Traffic</b>
<b>ADA</b>	<b>Americans with Disability Act</b>
<b>AMPO</b>	<b>Association of Metropolitan Planning Organizations</b>
<b>ARRA</b>	<b>American Recovery and Reinvestment Act</b>
<b>AASHTO</b>	<b>American Association of State Highway and Transportation Officials</b>
<b>AUIR</b>	<b>Annual Update and Inventory Report</b>
<b>BCC</b>	<b>Board of County Commissioners</b>
<b>BPAC</b>	<b>Bicycle &amp; Pedestrian Advisory Committee</b>
<b>CAC</b>	<b>Citizens Advisory Committee</b>
<b>CAT</b>	<b>Collier Area Transit</b>
<b>CEMP</b>	<b>County Emergency Management Plan</b>
<b>CFR</b>	<b>Code of Federal Regulations</b>
<b>CIA</b>	<b>Community Impact Assessment</b>
<b>CIE</b>	<b>Capital Improvement Element</b>
<b>CIGM</b>	<b>Collier Inter-Active Growth Model</b>
<b>CIP</b>	<b>Capital Improvement Program</b>
<b>CMC</b>	<b>Congestion Management Committee</b>
<b>CMP</b>	<b>Congestion Management Process</b>
<b>CMS</b>	<b>Congestion Management System</b>
<b>COA</b>	<b>Comprehensive Operational Analysis</b>
<b>COOP</b>	<b>Continuity of Operations Plan</b>
<b>CORSIM</b>	<b>Corridor Simulation</b>
<b>CR</b>	<b>County Road</b>
<b>CRA</b>	<b>Community Redevelopment Agency</b>
<b>CTC</b>	<b>Community Transportation Coordinator</b>
<b>CTD</b>	<b>(Florida) Commission for the Transportation Disadvantaged</b>
<b>CTST</b>	<b>Community Traffic Safety Team</b>
<b>CUTR</b>	<b>Center for Urban Transportation Research</b>
<b>CUTS</b>	<b>Coordinated Urban Transportation Studies</b>
<b>DBE</b>	<b>Disadvantaged Business Enterprise</b>
<b>DOPA</b>	<b>Designated Official Planning Agency</b>
<b>DRI</b>	<b>Development of Regional Impact</b>
<b>EAR</b>	<b>Evaluation and Appraisal Report</b>
<b>EMS</b>	<b>Emergency Medical Services</b>
<b>ETAT</b>	<b>Environmental Technical Advisory Team</b>
<b>ETDM</b>	<b>Efficient Transportation Decision Making</b>
<b>F.A.C.</b>	<b>Florida Administrative Code</b>
<b>FAP</b>	<b>Federal Aid Program</b>
<b>FAST</b>	<b>Fixing America's Surface Transportation</b>
<b>FDOT</b>	<b>Florida Department of Transportation</b>
<b>FHREDI</b>	<b>Florida's Heartland Rural Economic Development Initiative</b>

## COMMONLY USED ACRONYMS

<b>Acronym</b>	<b>Full Name</b>
<b>FHWA</b>	<b>Federal Highway Administration</b>
<b>FM</b>	<b>Financial Management</b>
<b>FS</b>	<b>Florida Statutes</b>
<b>FSUTMS</b>	<b>Florida Standard Urban Transportation Model Structure</b>
<b>FTA</b>	<b>Florida Transit Administration</b>
<b>FTP</b>	<b>Florida Transportation Plan</b>
<b>FY</b>	<b>Fiscal Year</b>
<b>GIS</b>	<b>Geographical Information System</b>
<b>ICAR</b>	<b>Intergovernmental Coordination and Review</b>
<b>ICE</b>	<b>Intergovernmental Coordination Element</b>
<b>IJR</b>	<b>Interchange Justification Report</b>
<b>IT</b>	<b>Information Technology</b>
<b>ITS</b>	<b>Intelligent Transportation Systems</b>
<b>JARC</b>	<b>Job Access Reverse Commute</b>
<b>JPA</b>	<b>Joint Participation Agreement</b>
<b>LAP</b>	<b>Local Agency Program</b>
<b>LCB</b>	<b>Local Coordinating Board for the Transportation Disadvantaged</b>
<b>LEP</b>	<b>Limited English Proficiency</b>
<b>LinC</b>	<b>Lee in Collier Transit Service</b>
<b>LOS</b>	<b>Level of Service</b>
<b>LRTP</b>	<b>Long Range Transportation Plan</b>
<b>MAP-21</b>	<b>Moving Ahead for Progress in the 21<sup>st</sup> Century</b>
<b>MMP</b>	<b>Master Mobility Plan</b>
<b>MMTPP</b>	<b>Metropolitan Multimodal Transportation Planning Process</b>
<b>MPO</b>	<b>Metropolitan Planning Organization (includes references to the organization, MPO Board, Staff and Committees)</b>
<b>MPOAC</b>	<b>Metropolitan Planning Organization Advisory Council</b>
<b>MPP</b>	<b>Metropolitan Planning Program</b>
<b>NTD</b>	<b>National Transit Database</b>
<b>PD&amp;E</b>	<b>Project Development &amp; Environment</b>
<b>PEA</b>	<b>Planning Emphasis Area</b>
<b>PIP</b>	<b>Public Involvement Plan</b>
<b>PL</b>	<b>Highway Planning Funds</b>
<b>PTNE</b>	<b>Public Transit and Neighborhood Enhancement</b>
<b>PTOP</b>	<b>Public Transportation Operation Plan</b>
<b>QRC</b>	<b>Quick Response Code</b>
<b>RFP</b>	<b>Request for Proposal</b>
<b>ROW</b>	<b>Right-of-Way</b>
<b>SHS</b>	<b>State Highway System</b>
<b>SIS</b>	<b>Strategic Intermodal System</b>
<b>SR</b>	<b>State Road</b>

## COMMONLY USED ACRONYMS

<b>Acronym</b>	<b>Full Name</b>
<b>SSPP</b>	<b>System Safety Program Plan</b>
<b>SWFRPC</b>	<b>Southwest Florida Regional Planning Council</b>
<b>TAC</b>	<b>Technical Advisory Committee</b>
<b>TAZ</b>	<b>Traffic Analysis Zone</b>
<b>TD</b>	<b>Transportation Disadvantaged</b>
<b>TDM</b>	<b>Transportation Demand Management</b>
<b>TDP</b>	<b>Transit Development Plan</b>
<b>TDSP</b>	<b>Transportation Disadvantaged Service Plan</b>
<b>TIP</b>	<b>Transportation Improvement Program</b>
<b>TMA</b>	<b>Transportation Management Area</b>
<b>TSM</b>	<b>Transportation Systems Management</b>
<b>TRIP</b>	<b>Transportation Regional Incentive Program</b>
<b>ULAM</b>	<b>Urban Land Allocation Model</b>
<b>UPWP</b>	<b>Unified Planning Work Program</b>
<b>USC</b>	<b>United States Code</b>
<b>USDOT</b>	<b>United States Department of Transportation</b>
<b>VE</b>	<b>Value Engineering</b>
<b>ZDATA</b>	<b>Zonal Data (land use and socio-economic)</b>

# COST ANALYSIS CERTIFICATION



ISS-010-08  
POLICY PLANNING  
5/18

RICK SCOTT  
GOVERNOR

*Florida Department of Transportation*

605 Suwannee Street  
Tallahassee, FL 32399-0450

MIKE DEW  
SECRETARY

|  
**Cost Analysis Certification**

**Collier MPO**

**Unified Planning Work Program - FY 2019**

Adopted 5/11/2018

Revision Number: Initial Adoption

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by [Section 216.3475, F.S.](#) Documentation is on file evidencing the methodology used and the conclusions reached.

\_\_\_\_\_  
Name: Victoria Peters

Select to enter  
\_\_\_\_\_  
Title and District

\_\_\_\_\_  
Signature Select Date

[www.fdot.gov](http://www.fdot.gov)



*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32309-0450

MIKE DEW  
SECRETARY

**Cost Analysis Certification**

**Collier MPO**

**Unified Planning Work Program - FY 2020**

Adopted 5/11/2018

Revision Number: Initial Adoption

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by [Section 216.3475, F.S.](#) Documentation is on file evidencing the methodology used and the conclusions reached.

\_\_\_\_\_  
Name: Victoria Peters

Select to enter  
\_\_\_\_\_  
Title and District

\_\_\_\_\_  
Signature Select Date

## INTRODUCTION

The Unified Planning Work Program (UPWP) for the Collier Metropolitan Planning Area documents transportation planning and transportation planning related activities for FY 2018/19-2019/20. The objective of this work program is to ensure that a continuing, cooperative and comprehensive approach to planning for transportation needs is maintained and properly coordinated with other jurisdictions and MPOs, the Southwest Florida Regional Planning Council (SWFRPC) and the Florida Department of Transportation (FDOT).

Comments received from FHWA, FTA, and FDOT have been addressed and incorporated into the final document. A draft of this UPWP was presented for final endorsement to the Citizens and Technical Advisory Committees on April 30, 2018 and received final approval by the Collier MPO Board on May 11, 2018.

This document is intended to inform all public officials and agencies that contribute effort and allocated funds to the multimodal transportation planning process about the nature of the tasks identified in the UPWP. It is also intended to assign specific responsibilities for the various tasks to the participating agencies in accordance with the Interlocal Agreement creating the Metropolitan Planning Organization. In addition, the UPWP provides the basis for Federal funding of the transportation planning activities to be undertaken with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds.

MPO planning principles, procedures and technical issues in the UPWP are intended to be an integral part of the planning process and bring about improved decision making in transportation project selection, development, design, mitigation and construction. The level of effort in this UPWP is largely based on state and federal requirements, joint efforts with planning partners that support the transportation planning process, and the cycle of updates to the Long Range Transportation Plan.

*Moving Ahead for Progress in the 21<sup>st</sup> Century* (MAP-21) maintains the federal planning factors that were included in the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). In addition, the new transportation authorization bill, *Fixing America's Surface Transportation* (FAST) added two planning factors. The following ten federal planning factors have been incorporated into the MPO Planning Process and this UPWP:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation;

## INTRODUCTION (cont.)

9. Enhance travel and tourism; and,
10. Emphasize the preservation of the existing transportation system

In addition to the planning factors noted above, MAP-21 required that State DOTs and MPOs conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals which include:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

The FAST Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own. The transition to performance based planning is being addressed within the tasks identified in this UPWP. The Collier MPO intends to coordinate with FDOT and member agencies to fully comply with the performance based planning requirements.

The MPO performs a variety of tasks utilizing funds under Titles 23 and 49, U.S.C. Those tasks include annual development of the Transportation Improvement Program (TIP); continually improving the Congestion Management System; regular updates to the Transit Development Plan (TDP) and Transportation Disadvantaged Service Plan (TDSP); assisting Collier County in its role as Transportation Disadvantaged Community Transportation Coordinator (CTC); support of Bicycle and Pedestrian Planning activities; preparation of updates to the Long Range Transportation Plan; periodically updating the Public Involvement Plan (PIP), expanding public outreach activities and implementing strategies to address environmental justice issues; and supporting FDOT District One and Collier County planning activities with emphasis on improving traffic modeling and Geographic Information Systems (GIS) capabilities.

Section 120 of Title 23, U.S.C, permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a “soft-match” provision that allows the federal share to be increased up to 100% to the extent credits are available. The “soft-match” amount being utilized to match the FHWA funding in this UPWP is 18.07% of FHWA program funds for a total of \$156,456 in FY 2018/19 and \$120,547 in FY 2019/20 for a total of \$277,003.

## STATUS OF TRANSPORTATION PLANNING ACTIVITIES

Collier County is located along Southwest Florida’s tropical Gulf Coast. Collier County has a well defined network of state and local roadways and is continuing to grow and develop to meet the changing demands of the community. The figure below shows the population and land area distribution of the Jurisdictions within Collier County.

**Figure 1**  
**Population and Land Area Summary and Distribution (2000, 2010, 2017)**

Jurisdiction	Land Area of Jurisdictions in Square Miles		2000 Population		2010 Census Population		2017 Population Estimate		Population Density
	2000	%	2000	%	2010	%	2017	%	
Collier County	1999.005	98.72%	215,043	85.55%	285,170	88.69%	319,796	89.46%	159.98
City of Naples	15.42	0.76%	20,976	8.34%	19,537	6.08%	20,195	5.65%	1309.66
City of Marco Island	9.375	0.46%	14,879	5.92%	16,413	5.10%	17,036	4.77%	1817.17
Everglades City	1.2	0.06%	479	0.19%	400	0.12%	443	0.12%	369.17
Total	2025	100%	251,377	100%	321,520	100%	357,470	100%	176.53

Source: 2010 Census and BEBR Projections

The most populous city in the county is Naples with an estimated 2017 population of 20,195. The City of Marco Island is the second largest in Collier County, with an estimated population of 17,036. The population of the county’s unincorporated area is quite large as compared to the cities, with about 306,276 residents. During the time period of 2010 to 2017, Collier County saw its population increase from 321,520 to 357,470, approximately a 11% increase. Much of Collier County’s current growth is occurring in Golden Gate Estates, one of the largest platted subdivisions of its kind in the world. Since this single-family residential subdivision was developed prior to Florida’s growth management laws, building permits in Golden Gate Estates are not subject to the same concurrency regulations as new development, thus, Collier County cannot deny residential building permits due to the lack of transportation capacity. In addition to the growth in the number of permanent residents, Collier County has a high seasonal influx, with a projected peak season population of approximately 20% over full-time residents.

At 2,025 square miles, Collier County consists of a very large area. The unincorporated community of Immokalee is located 41 miles northeast of Naples and the City of Everglades City is located 36 miles southeast of Naples. Much of the eastern part of Collier County is in public ownership, including Everglades National Park, Big Cypress Preserve, Picayune Strand and Fakahatchee Strand State Preserves, Collier-Seminole State Park, Rookery Bay National Estuarine Research Reserve, Florida Panther Wildlife Refuge and Corkscrew Swamp Sanctuary. These areas represent 80% of the land in Collier County and cannot be developed.

Over the ten year period of 2000-2010, Collier County grew at a rate much higher than that of the State of Florida, seeing a 30% increase in population. The population density that exists in Collier County, however, is much less than the overall State population density, with approximately 159 persons per square mile versus 353 persons per square mile in the State of Florida. This reflects the large undeveloped area of the county and a small urban core.



## **STATUS OF TRANSPORTATION PLANNING ACTIVITIES (cont.)**

The percent of households with incomes in the categories under \$50,000 are lower than the percentages for the State of Florida. On the other hand, Collier County is higher than the State of Florida in the category over \$75,000. According to 2012-2016 American Community Survey 5-year estimates, the median household income for the State of Florida is \$48,900. Collier County has a significantly higher median household income of \$59,783.

It is important to note that while the county as a whole is predominantly more affluent than that for the State of Florida, there are anomalies that exist. The Immokalee area falls within a statewide area of critical

economic concern and has been designated as a “rural enterprise zone” with higher than average unemployment, children living in poverty, and families who fall under the federal poverty thresholds. Transportation to employment, job training, and critical health and social services available in the western portions of the county must continue to be available to residents of Immokalee area.

According to the 2012-2016 American Community Survey 5-year estimate, approximately 5.4% of the households in Collier County have no access to a vehicle which is slightly less than the 6.9% of Floridians that live in households with no vehicle availability.

The conditions described above highlight the challenges that impact transportation, including rapid growth, high seasonal population, the development of gated communities (lack of effective local/collector street network and lack of connectivity), the low population density of the county, and access and reliance on automobiles. The planning activities described below are intended to address these issues at the local and regional levels and are performed with funds under Title 23 and 49, U.S.C.

### **FY 2018/19 and FY 2019/20 MPO Staff's Transportation Planning Priorities**

The major focus for the upcoming fiscal years of 2018/19 and 2019/20 will be the Long Range Transportation Plan and the transition to performance based planning. In addition, a Transportation System Performance Report will be prepared to provide a thorough system assessment to identify where priority investments should be made. All of the studies will include public involvement and outreach to the community. The MPO staff will continue to develop demographic analysis and travel behavior of Collier County to assist with MPO and jurisdictional agency efforts. In addition, the MPO staff will continue to coordinate and assist the Collier County Public Transit and Neighborhood Enhancement Division with the development of the Transit Development Plans (TDP), including a major update over the next two fiscal years, and Transportation Disadvantaged Service Plans (TDSP) and any other transit enhancement plans jointly agreed to.

### **Regional Transportation Planning Activities**

The Lee County and Collier MPOs meet annually to discuss regional issues and projects which may have a joint impact on the area. The MPOs will continue to work together to endorse and adopt regional priorities for enhancements, TRIP, highway and transit projects.

## **STATUS OF TRANSPORTATION PLANNING ACTIVITIES (cont.)**

### **FDOT Five Year Work Program**

The MPO annually recommends priority lists for roadway capacity improvements, congestion management, enhancement, and transit projects to FDOT which then incorporates these recommended priorities, to the maximum extent feasible, into their Tentative Five Year Work Program. The Adopted FDOT Work Program and the Capital Improvement Programs (CIP) of Collier County, the City of Naples, the City of Marco Island, and the City of Everglades City are combined to form a single multimodal Transportation Improvement Program (TIP).

### **Congestion Management System (CMS)**

An operational CMS was originally adopted in 1997 and was updated in 2006. The CMS was developed to reduce congestion, not by adding travel lanes to existing highways, but by such initiatives as improving traffic signal timing, improving intersections (adding/lengthening turn lanes, etc.), and modifying medians. In 2008, the MPO updated the CMS and renamed it the Congestion Management Process (CMP). The CMP was updated again in 2017. The latest update brought the document current with the 2040 LRTP and with new federal legislation which requires performance-based and data driven planning. The update recognized the need for a more extensive data analysis. This led to the recommendation to fund a biennial Transportation System Performance Report, which is intended to identify projects and priorities going forward. The updated CMP adopted performance measures and required project sponsors to establish baseline measures and report on the results to the Congestion Management Committee and the MPO Board.

### **Public Transportation**

In January 2001, the Collier County Board of County Commissioners (BCC) began the Collier Area Transit (CAT) System. CAT is funded through a variety of sources including FTA Section 5307, various state grants, fare box, and local revenues. In February 2016, CAT celebrated 15 years of services, another historic milestone! Since the service inception, CAT has expanded its services to 19 fixed routes and transported an estimate of 1 million residents and visitors annually.

Lee and Collier Counties established a regional transit connection called the LinC (Lee in Collier) route in October 2011. The LinC service has exceeded ridership expectations. The route was made possible by funds from Lee County, FDOT, and through coordinated efforts by the City of Bonita Springs, CAT, Collier County and the Collier MPO.

A major Transit Development Plan (TDP) update was completed in August 2015. The Public Transit and Neighborhood Enhancement (PTNE) Department in coordination with the Collier MPO is expected to complete Annual Progress Reports to the TDP in-house. The next Major TDP update will be completed by a consultant with coordination with PTNE and the MPO and is anticipated to be completed in September 2020.

### **Transportation Disadvantaged Community Transportation Coordinator (CTC)**

Under the direction of Collier County CTC, the transit service is managed by two new vendors, MTM manages the scheduling and dispatch services and MV Transportation manages the fixed route and paratransit services. The County's paratransit program includes Americans with Disabilities Act (ADA) and Transportation Disadvantaged services funded by the State's Transportation Disadvantaged (TD) Program. Collier County acts as the Community Transportation Coordinator (CTC). As the Designated

## **STATUS OF TRANSPORTATION PLANNING ACTIVITIES (cont.)**

Official Planning Agency (DOPA) for the TD program, Collier MPO staff continues to coordinate the TD planning efforts by providing support to the Local Coordinating Board (LCB) and monitoring the CTC activities to ensure the availability of efficient, cost effective and quality transportation services for the transportation disadvantaged.

Services under the Medicaid Program are provided by MTM. It is noted that while MTM coordinates with PTNE/CAT and the MPO, neither entity is required to monitor or evaluate the services they provide.

CAT's paratransit system and the Immokalee Circulator route are funded through various state grants, fare box, and local revenues including FTA's Section 5311 program for rural public transportation.

The Collier MPO completed the Transportation Disadvantaged Service Plan (TDSP) major update in house. The TDSP was approved in October 2013. The Collier MPO has been completing the annual TDSP Minor Updates in house. The MPO continues to assist CAT with research, budget, funding discussions and presentations, regarding the current paratransit service and the existing fare structure.

### **Bicycle and Pedestrian Planning**

Collier County continues to improve conditions for bicycling and walking through the efforts of the Technical Advisory Committee (TAC), Bicycle & Pedestrian Advisory Committee (BPAC) and MPO Board. The TAC and BPAC collectively make annual recommendations to the Board for bicycle and pedestrian projects using local, state and federal funds, and based on policies and projects identified in the Bicycle & Pedestrian Master Plan. The MPO coordinates with the Community Traffic Safety Team (CTST) on educational efforts such as the annual "Walk to School Day". In 2018, the MPO updated and made available the Bicycle and Pedestrian Facilities Map. In 2012, the MPO completed a Major Update to the Comprehensive Pathways Plan. In 2017, the MPO began work on a new (as opposed to revised) Bicycle & Pedestrian Master Plan (which included changing its name from the Comprehensive Pathways Plan). The Bicycle and Pedestrian Master Plan will be completed by September 30, 2018. In addition, the MPO will finish the series of Walkable Communities Studies when it completes the Golden Gate Walkable Community Study in 2018. The Collier MPO also maintains a countywide database of bicycle and pedestrian facilities.

### **Long Range Transportation Plan**

The Long Range Transportation Plan (LRTP) is a critical tool in the MPO process. It is composed of a Needs Assessment, a Cost Feasible Plan, and several multi-modal transportation components. It is the primary document in which multi-modal components (such as pathways, transit and other projects), land use data and projected revenues are integrated in the long range planning process.

The 2040 LRTP was adopted in December 2015. Two amendments to the plan were completed and a third is underway. The 2045 LRTP will be developed over the next three fiscal years, with adoption expected in December 2020. The development of the 2045 LRTP will include coordination with member agencies and the Florida Department of Transportation. It will include public involvement, financial revenue projections, travel demand model validation, coordination and development of Needs Plan projects, project cost

## **STATUS OF TRANSPORTATION PLANNING ACTIVITIES (cont.)**

estimates, a cost feasible plan, operations and maintenance costs, and a review of other plans and programs resulting in a multi-modal, long-range blueprint for the community's policy makers.

During the development of the 2045 LRTP, the MPO will continue to review projects and plans for consistency with the 2040 LRTP and will amend/update the plan as necessary.

The MPO will continue to review projects and plans for consistency with the 2040 LRTP and will amend/update the plan as necessary.

### **Information Management/Public Involvement**

In order to reach a wider audience, the MPO public information/involvement efforts continue to include the use of newsletters, a stand-alone MPO website, and televised MPO Board meetings. Staff also continues to participate in public outreach efforts by attending community and special interest group meetings, as well as by conducting public workshops.

The MPO conducts public comment periods on major document and continues to provide pre-paid postage on all public comment forms. This allows the public to mail comments to the MPO without having to provide postage. Comments may also be submitted electronically. The MPO also translates public meeting flyers and applicable surveys to Spanish and Creole in order to meet the needs of the population.

Extensive public involvement efforts have been conducted for the update to the Bicycle & Pedestrian Master Plan (BPMP) and the Golden Gate City Walkable Community study. Public meetings were held in multiple areas throughout the County. In order to facilitate public comment for the BPMP the MPO, along with consultants, developed a survey that could be taken on paper or online as well as an interactive map where the public could electronically comment directly on the map.

The MPO maintains a stand-alone MPO website on a continual basis. The website is visual, easily accessible, and has searchable categories to find documents easier. The website includes translation capabilities which allow a user to translate pages on the website into 71 languages. In addition, a project directory allows users to view information and before and after pictures of projects programmed in the county. The MPO is currently working on a full redesign and update to the website that will make it user friendly.

MPO staff continue to use quick response codes (QRC) on all documents and public comment forms. The QRC allows anyone who has a smart phone to scan a document's barcode and access the MPO's link to that document. This effort promotes technology and allows a user to simply scan a document instead of taking a hard copy from the display. This is a cost saving and environmentally friendly effort.

MPO staff has begun public outreach efforts through our partners' social media site. Though the Collier MPO does not currently have a stand-alone social media site, we have partnered with Collier County Government to create events and status' on their page. This allows the MPO to reach a broader cross section of the public.

## **STATUS OF TRANSPORTATION PLANNING ACTIVITIES (cont.)**

The MPO is also working on an update to the Public Involvement Plan (PIP) which will facilitate ease of public comment. The new PIP will also outline new goals and objectives that the MPO will continue working on in order to create an atmosphere that welcomes public involvement in many different forms.

MPO staff will continue to seek methods of generating public interest and participation on the MPO's standing advisory committees, and ensure all vacancies are filled. The MPO will continuously review their public involvement efforts and evaluate their success. This will allow us to change course of action when necessary and decipher what works best for the area.

### **Title VI and Environmental Justice**

Staff will work on refining an in-house draft of a new PIP incorporating an updated Title VI Complaint Procedure and Policy and current Best Practices in conducting public outreach. Staff anticipates bringing the new draft to the MPO CAC and TAC for review in late summer, early fall 2018.

A preliminary identification of Environmental Justice Communities was conducted in 2016 and will be further refined as part of the Existing Conditions analysis for the Bicycle and Pedestrian Master Plan. Staff will continue to update EJ Community profiles on an as-needed basis for incorporation in future plans and studies.

### **Florida Department of Transportation District One Planning Activities**

Florida Department of Transportation- District One District Wide Planning activities for FY18/19-FY19/20) include the following:

- GIS Application Development and System Maintenance
- Systems Planning and Reviews
- Interchange Reviews
- Travel Demand Model Development
- ETDM/Community Impact Assessment
- Statistics
- Federal Functional Classification
- Traffic Counts Program
- Modal Development Technical Support
- Enhancement Program Development
- Commuter Services
- State Highway System Corridor Studies
- Complete Streets Studies
- Growth Management Impact Reviews

## **STATUS OF TRANSPORTATION PLANNING ACTIVITIES (Cont.)**

### **Collier County Planning Activities**

The Transportation Planning section completes reviews, provides planning and programming of County and State transportation facilities and administers the Neighborhood Traffic Management Program (NTMP) in Collier County. In FY 2017/18, the section has secured additional funding from FDOT and the Collier MPO for new sidewalks and bike lanes in much needed areas of Collier County including the design and construction of bike path and trail along County Barn Road from Rattlesnake Hammock to SR 84 (Davis Blvd.), a sidewalk along Vanderbilt Dr. from Vanderbilt Beach Rd. to 109<sup>th</sup> Ave. N., a bike lane and sidewalk along Green Blvd. from Santa Barbara Blvd. to Sunshine Blvd. and a Safe Routes To School project at Eden Park Elementary School. The Transportation Planning section also secured funding for roadway projects including the design of a road widening project along Airport-Pulling Road from Vanderbilt Beach Road to Immokalee Road and assisted the Collier MPO by justifying the need for the advancement of both the SR29 from SR82 to the Hendry County Line and SR82 from the Hendry County Line to Gator Slough Lane projects.

Transportation Planning has completed: reviews of multiple miles of developer designed roadways; the Developer Sponsor Road Project Permitting Process guidance, which will help facilitate the review process and expedite the project development schedule; and the Annual Update and Inventory Report (AUIR) that determines existing Level of Service on over 140 road segments throughout Collier County and provides the means to project forward and analyze the potential traffic on these road segments. This provided the information necessary to determine when and if those segments are projected to fail between 2018 and 2027.

The Planned Unit Development (PUD) Monitoring section that maintains an accessible information tracking system for nearly 400 PUD's and ensures all commitments agreed to in a PUD are monitoring for compliance on a yearly basis.

### **City of Naples Planning Activities**

The City of Naples is a residential community with an area of approximately 16 square miles with a local road system consisting of 108 miles of streets. The community is based on a town plat recorded in 1887 and development is at substantial build out. The community's transportation planning activities involve the following programs: 1) City Street Level of Service (LOS) monitoring; 2) Downtown redevelopment

and traffic circulation; 3) Use of an established traffic calming program to address city street issues; and 4) Implementation of master plans for intermodal facilities.

The four major planning activities are outlined as follows:

- The City maintains a quarterly traffic count program of State arterials, County arterials and City collector streets within its corporate limits. The quarterly count program produces average daily traffic data and peak hour traffic data; this data is monitored for compliance with the City's Growth Management Plan for LOS 'C'. The count data is placed on the City's website and updated

## STATUS OF TRANSPORTATION PLANNING ACTIVITIES (Cont.)

quarterly. The traffic count program data provides both current and historic data for public review and analysis. In preparing an internal Annual Inventory and Update Report (AUIR), the City

provides an analysis of the traffic data. Historically, the City's LOS has been LOS 'C' or better with the notation that 5<sup>th</sup> Avenue South is a constrained facility and only a few streets require monitoring for the potential need of traffic circulation improvements.

- The City's 'D' downtown district [Note: the Naples Community Redevelopment Agency (CRA) includes the downtown district] has been subject of traffic modeling to reflect future redevelopment with mixed-use zoning. The on-going planning activities concurrent with redevelopment involve reconfiguring of City streets to create a more pedestrian friendly character that is more conducive to the existing mixed-use zoning. Within the 'D' district, the Naples CRA is processing amendments to reflect the need for improvements to serve future redevelopment to include considerations for improved connectivity and intermodal functions within the U.S.41 corridor. The City anticipates partnering with the Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT) and Collier County in planning for future connectivity improvements, particularly improvements that may potentially impact State and County roads.
- In 2013, the City completed and adopted the first comprehensive plan amendment for intermodal facilities (Note: the original pedestrian and bicycle plans were adopted in 2007). Both the 2007 and 2013 adopted plans include a pedestrian master plan and a bicycle master plan identifying community-wide intermodal improvements. Based on the priorities established in these plans, elements of pedestrian and bicycle improvements are on-going. Recent project improvements implemented by the City have been segments of 'missing sidewalk links' and new pavement striping that includes sharrows and bike lanes on select streets.

Additional projects have been subject of funding request to the MPO and the FDOT. Both these agencies have been supportive of improvements identified in the referenced comprehensive plans with the MPO adopting a number of City intermodal projects and the FDOT funding such projects in their 5-Year Work Plans. Future projects, endorsed by the MPO and funded by the FDOT include new sidewalks on segments of Gulf Shore Boulevard, 3rd Street North, 2nd Street South, and sidewalks in and around the St. Ann School.

- The City has a neighborhood traffic calming program based on planning and implementing changes to City streets to deter adverse traffic related problems. There are currently six areas/streets in the community subject of on-going analysis for improvements to counter traffic speeding, 'cut thru' traffic volumes and/or counter excessive truck traffic. These areas include Crayton Road, Park Shore Drive, Seagate Drive, South Golf Drive, Old Trail Drive, Eagle Oak Ridge and sections of Downtown. Due to the upcoming extension of 3<sup>rd</sup> Avenue South to Goodlette-Frank Road, the City is also focusing on traffic volumes and speed characteristics on 3<sup>rd</sup> Avenue South. The speed study will be used to establish existing speeds and volumes and compare them to post-extension speeds. By using the data from the study, the City will be able to determine whether traffic calming will be needed. The planning of improvements is typically followed by the budgeting, design and

## **STATUS OF TRANSPORTATION PLANNING ACTIVITIES (Cont.)**

- construction of improvements that vary from entry islands, to roundabouts, to special pedestrian crossings and others.

### **City of Marco Island Planning Activities**

The City is continuing an annual street resurfacing program to systematically resurface the entire 121 miles of street surfaces within the City Limits. These are all non-federal aid routes and funding is from ad valorem taxes. During FY18, 8.33 miles of roadways will be resurfaced at a cost of \$2,165,500.00.

The City is currently continuing with an area wide Bicycle Pathway/Bike Lane Program which has been funded through the MPO and the FDOT. This year, the City completed two shared use pathway projects with a grant from FDOT for \$1,107,146.00. In FY18, the City will complete two more grant funded projects, Winterberry Linear Trail and the Yellowbird Shared Use Path (formally a SRTS Project) for a total of \$900,107.00. The City also has five (5) additional projects programmed within the FDOT Five Year Work Program, with a grant total of \$2,791,000. Upon completion of these programmed projects that will complete the Master Planned Bike Routes identified in 2005 by the Ad-Hoc Bike Path Committee.

The City is currently in the planning stages for the final bridge replacement project on the island. The W. Winterberry Bridge is scheduled for total reconstruction in FY20 and will be replaced with a new single span FDOT rated bridge.

The Growth Management Division is currently working on a major change to the current Land Development Code and subsequent governing Ordinances. Projected completion is early in 2019.

### **City of Everglades City Planning Activities**

The City of Everglades City was incorporated as a municipality in 1953. At the time of its incorporation it had been the county seat of Collier County since 1923. Following Hurricane Donna in September 1960, the county seat was moved to East Naples in 1962. The total land area of Everglades City is 768 acres, or approximately 1.2 square miles.

Existing development in Everglades City is located largely on compacted fill land; it consists primarily of residential housing supported by commercial and local government land uses. The Everglades AirPark, operated by the Collier County Airport Authority, and a National Park Service Visitor Center are located on public lands within the City and next to Chokoloskee Bay.

The single access road to and from Everglades City is County Road 29 (CR-29). It is a southern extension of State Road 29 (SR-29). The northern portion of SR-29 in Collier County is part of an emerging Strategic Intermodal System, or SIS, network that traverses rural Collier and Hendry counties from State Road 80 in the City of LaBelle south to its intersection with Interstate 75 (I-75). South of I-75, SR-29 continues to its intersection with US-41, Tamiami Trail, at Carnestown. South of US-41, it becomes County Road 29 (CR-29), extending south three miles to the municipal limits of Everglades City, and beyond to its southern terminus on Chokoloskee Island.



## **STATUS OF TRANSPORTATION PLANNING ACTIVITIES (Cont.)**

Along its entire length, CR-29 is the only roadway access point to unincorporated Chokoloskee Island and another unincorporated community, Plantation Island, located east of the Lake Placid waterway. Persons living in these two island communities are not Everglades City residents.

Due to Hurricane Irma, conditions have merited the City requesting that the improvement and resurfacing of the entire length of CR-29 be placed on the Collier MPO list of Unfunded Roadway Priorities.

Some future planning activities include:

- Completing an accurate assessment of City Streets, intersections, and its bicycle/pedestrian pathways; and
- Completing the pedestrian pathway (sidewalk) on Copeland Avenue South

All Everglades City streets require special attention for needed storm water drainage improvements and pavement replacement.

Everglades City is relied on the contribution of Florida Department of Transportation District 1 and the Collier County Growth Management Division in completing construction of Street Lighting Improvements along Collier Avenue and Broadway from the Barron River Bridge to the City Hall traffic circle during Fiscal Year 2010/11. Everglades City continues to coordinate its transportation planning activities with the Collier MPO.

### **Continuity of Operations Plan (COOP)**

The Collier MPO operates under the rules and procedures of its own Continuity of Operations Plan (COOP). The development of the COOP was based on the Collier County Emergency Management Plan (CEMP) criteria and is updated by the MPO annually. The Collier MPO conducts an annual training exercise to ensure the COOP is updated. The last training session was held in August 2017. The COOP was utilized when Hurricane Irma struck on September 10, 2017.

## UPWP FORMAT

The FY 2018/19-2019/20 UPWP covers the fiscal years starting July 1, 2018 and ending June 30, 2020. Since this is a two year UPWP the MPO will use the following designations for the task completion target dates included in the document: 1<sup>st</sup> Quarter = July – September 2018, 2<sup>nd</sup> Quarter = October – December 2019, 3<sup>rd</sup> Quarter = January – March 2019, 4<sup>th</sup> Quarter = April – June 2019, 5<sup>th</sup> Quarter = July – September 2019, 6<sup>th</sup> Quarter = October – December 2019, 7<sup>th</sup> Quarter = January – March 2020, 8<sup>th</sup> Quarter = April – June 2020.

FHWA Metropolitan Planning Program planning (MPP/PL) funds, FTA Section 5305 (d) Planning Funds, State Transportation Disadvantaged Trust Funds, FDOT Grant Funds, and local match participation provide financing for all the tasks contained within the UPWP. The Collier County Clerk of the Circuit Court performs an annual audit of the MPO program. The UPWP tasks to be undertaken during these fiscal years are organized into eight major subsets.

### **1. Administration**

Administrative tasks provide for the primary management of MPO activities, including but not limited to, staff time to organize and conduct MPO Board and advisory committee meetings, public involvement efforts, and to participate in intergovernmental activities. In addition, this section includes all necessary expenditures to maintain operations, capital expenditures, Federal and State compliance documentation and all fiscally related tasks such as audits, progress reporting, maintenance of financial records, and the preparation of annual administrative reports, such as the UPWP, are also included.

### **2. Data Collection / Development**

Task activities in this section includes those needed to monitor and analyze travel behavior and factors affecting travel, such as socio-economic, land use, environmental, air quality, safety, security and freight and transportation system data. Evaluation of the data collected in this section is used for both long and short range planning for the transportation system.

### **3. Transportation Improvement Program Maintenance and Development**

This task annually provides for the development of the TIP, a five-year program of transportation improvements. The TIP will be developed in cooperation with FDOT and the local governments. Transportation projects will be drawn from the currently adopted MPO Long Range Transportation Plan to ensure the program's consistency relative to priorities and financial constraints. The prioritization methodology for each State and Federal funding project category will be detailed in the introduction of each pertinent section of the TIP. Regionally significant projects, regardless of funding source, are also included in the Transportation Improvement Program. The TIP also includes a list of multi-modal unfunded State, county and municipal projects that have been prioritized by the MPO Board.

Task activities in this section include establishing project priorities, annually updating the TIP and reviewing transportation plans and reports for use in many other UPWP sections and tasks, including short range planning, the Long Range Transportation Plan (LRTP), Transit Planning, and project planning.

## UPWP FORMAT (cont.)

### **4. Long Range Planning**

Updates and amendments to the LRTP include multi-modal aspects of transportation planning such as highway planning, transit planning, reviewing enhancement priorities, bicycle/pedestrian programming, and congestion monitoring of the Systems Planning area. This section is intended to work with the other sections of the UPWP in the development, review, amending and updating of the Long Range Transportation Plan.

### **5. Special Projects and Systems Planning**

Bicycle and Pedestrian planning and support are conducted in order to provide a balanced transportation system to ensure that non-motorized travel options are safe, convenient and offer recreational opportunities. In addition, Congestion Management planning is also addressed in this task. As part of the Congestion Management Process, the first biennial Transportation System Performance Report will be completed.

### **6. Transit & Transportation Disadvantaged Planning**

The UPWP addresses the continuing efforts of the Transit Program and Transportation Disadvantaged (TD) Program. Transit support is provided in order to develop the LRTP, TIP and other plans, programs and technical studies relating to public transportation. In addition, planning services are provided to ensure a coordinated Transportation Disadvantaged (TD) Program in Collier County.

### **7. Regional Coordination**

This task provides for the creation of a region-wide multimodal transportation planning process in accordance with Federal and State guidelines to ensure the coordination of transportation planning and policy activities in FDOT District One. This includes travel expenditures, room rental, and any other necessary costs for regional planning.

### **8. Locally Funded Activities**

This task allows staff to complete requests to prepare resolutions and policy position statements which are not eligible for grant reimbursement. In addition, travel expenses that are not eligible for grant reimbursement will be funded from this task.

## **UPWP EFFORT & CONSISTENCY**

### **Level of Effort**

The level of effort described in this UPWP includes the MPO staff, consultant services, FDOT support, and technical assistance from the various planning and engineering departments of Collier County, City of Naples, City of Everglades City and the City of Marco Island. It is anticipated that this support level will be sufficient to meet the “3-C’s” (continuing, comprehensive and cooperative) of the metropolitan transportation planning process throughout the Collier County Metropolitan Area.

### **Public Involvement**

The UPWP has been developed in cooperation with FDOT, FHWA and FTA. The process began by holding a kick-off meeting with Collier County Public Transportation and Neighborhood Enhancement Division (PTNE) to discuss their transit planning needs. The UPWP was discussed at the CAC and TAC meetings and at the MPO Board.

The development of the UPWP has been subject to public review and comment and is consistent with the Collier MPO’s adopted Public Involvement Plan (PIP). The PIP is designed to educate and inform the public about transportation issues, and to provide the public with opportunities to contribute their ideas and opinions early and often throughout the planning process.

### **Local Government Comprehensive Plan Consistency**

The UPWP has been developed to be consistent, to the maximum extent feasible, with the approved Growth Management Plans of the participating local governments and the Southwest Florida Strategic Regional Policy Plan.

**ORGANIZATION AND MANAGEMENT  
OF THE  
METROPOLITAN PLANNING ORGANIZATION**

The Collier MPO is the primary agency responsible for transportation planning in Collier County. The MPO Board consists of nine voting members, representing the county government and three local municipalities, and one non-voting representative from the FDOT. The MPO is a legislative body with the power to develop and adopt plans, and to set priorities for the programming of improvements to the transportation system. The MPO membership includes the following:

**COLLIER COUNTY**

Commissioner Donna Fiala, District 1  
Commissioner Andy Solis., District 2  
Commissioner Burt Saunders, District 3  
Commissioner Penny Taylor, District 4  
Commissioner William L. McDaniel, Jr., District 5

**CITY OF NAPLES**

Councilwoman Linda Penniman  
Councilman Reg Buxton

**CITY OF MARCO ISLAND**

Councilman Joe Batte

**CITY OF EVERGLADES CITY**

Councilwoman Elaine Middelstaedt

**FLORIDA DEPARTMENT OF TRANSPORTATION**

L.K. Nandam, District Secretary, District One

**COLLIER METROPOLITAN PLANNING ORGANIZATION STAFF**

Anne McLaughlin, MPO Executive Director  
Eric Ortman, Senior Planner  
Brandy Otero, Senior Planner  
Gabrielle Gonzalez, Administrative Secretary  
Vacant, Planner

## ADVISORY COMMITTEES

### Technical Advisory Committee (TAC)

The MPO's TAC is composed of technically qualified representatives of agencies responsible for directing, developing and improving the transportation system within the Collier County Metropolitan Planning Area. Committee duties include the coordination of transportation planning and programming activities arising from the review of all transportation technical studies and reports submitted to them. The following is a list of the TAC membership:

- Andy Holland, City of Naples Planning, *Chair*
- Michelle Arnold, Collier County Public Transit & Neighborhood Enhancement, *Vice-Chair*
- Dan Hall, Collier County Transportation Engineering
- Daniel James Smith, City of Marco Island Community Affairs
- Don Scott, Lee County MPO
- Gregg Strakaluse, City of Naples Engineering
- Justin Lobb, Collier County Airport Authority
- Kerry Keith, City of Naples Airport Authority
- Lorraine Lantz, Collier County Transportation Planning
- Tim Pinter, City of Marco Island Planning
- Vacant, City of Everglades City
- David Ogilvie, Collier County Public Schools (non-voting)
- Vacant, SWFRPC (non-voting)
- Vacant, Local Environmental Agency Representative (non-voting)
- Vacant, Freight Representative (non-voting)

### Citizens Advisory Committee (CAC)

The MPO's CAC is composed of individuals representing a cross-section of the geographic community and special interests, such as minorities and persons with disabilities. They are recruited to represent the City of Naples, the City of Marco Island, the City of Everglades City and the County Commission Districts of the unincorporated areas of the county. The CAC provides the MPO Board and staff with the citizen's perspective on the multimodal transportation planning process. The CAC is the focal point of the MPO's public involvement process. The following is a list of the CAC membership:

- Gary Shirk, At-Large, *Chair*
- Karen Homiak, District I, *Vice-Chair*
- Josh Rincon, Representing Minorities
- Pam Brown, At-Large
- Rick Hart, Representing Persons with Disabilities
- Dr. Robert Jones, District II
- Robert Phelan, City of Marco Island
- Russell Tuff, District III
- Wayne Sherman, District IV
- Vacant, District V
- Vacant, Everglades City

## ADVISORY COMMITTEES (cont.)

- Vacant, City of Naples
- Vacant, City of Naples

### **Bicycle & Pedestrian Advisory Committee (BPAC)**

The MPO's BPAC is composed of eleven (11) at-large voting members representing a wide cross-section of Collier County residents and neighborhoods, bicycle and pedestrian safety professionals, Safe Routes to Schools organizations, transit riders, local bicycle and pedestrian advocacy groups, organizations that encourage active transportation from a community health perspective, and advocates for persons with disabilities and other transportation disadvantaged populations.

The committee is responsible for providing citizen input into the deliberations of bicycle and pedestrian related issues within the community and to advise the MPO on developing a Bicycle and Pedestrian Plan. The BPAC is also involved in recommending priorities for bicycle and pedestrian projects and program implementation. Following is a list of the BPAC membership (Eleven at-large members appointed by the MPO Board):

- Joe Bonness, *Chair*
- Joe Adams, *Vice-Chair*
- Alan Musico
- Andrea Halman
- Dayna Fendrick,
- Jane Cheffy
- Dr. Mort Friedman
- Ray Steadman
- Reginald Wilson
- Victor Ordija
- *Vacant*

### **Congestion Management Committee (CMC)**

The CMC serves the MPO in an advisory capacity on technical matters relating to the update of the MPO's Congestion Management System and the coordination of the CMS with the regional ITS architecture. The committee is responsible for creating and amending the Congestion Management Process (CMP) and for prioritizing candidate CMS projects to be funded from the MPO's CMS boxed funds. The following is a list of the CMC membership:

#### Voting Members

- Tony Khawaja, Collier County Traffic Operations, *Chair*
- Tim Pinter, City of Marco Island, *Vice-Chair*
- Alison Bickett, City of Naples
- Dan Summers, Collier County Emergency Management

## ADVISORY COMMITTEES (cont.)

- Dave Rivera, City of Naples
- David Ogilvie, Collier County Public Schools
- Karen Homiak, CAC Representative
- Ian Barnwell, Collier County Transportation Planning
- Dr. Mort Friedman, PAC Representative
- Omar Deleon, Collier County Public Transit & Neighborhood Enhancement
- Vacant, City of Everglades City

### Advisory Members

- Chief Alan McLaughlin, Ochopee Fire Control
- Don Scott, Lee County MPO
- Sgt. Greg Sheridan, City of Naples Police Department
- Fire Chief Kingman Schuldt, Golden Gate Fire District
- Lt. Mike Dolan, Collier County Sheriff's Office
- Deputy Chief Nick Biondo, East Naples Fire District
- Fire Chief Orly Stolts, North Naples Fire District
- Fire Chief Paul Anderson, Jr., Immokalee Fire District
- Chief Rita Greenberg, Big Corkscrew Fire District
- Chief Walter Kopka, Collier County EMS
- Chief Wayne Martin, Isles of Capri Fire District
- Wayne Watson, Collier County EMS
- Vacant, Florida Highway Patrol
- Vacant, City of Marco Island Police
- Vacant, Naples Fire Rescue Department

### **Local Coordinating Board for the Transportation Disadvantaged (LCB)**

The LCB for the Transportation Disadvantaged (TD) has been appointed by the MPO to carry out the duties described in Rule 41-2, Florida Administrative Code, as an integral part of the TD planning and delivery service program.

The LCB is composed of representatives from various State and local agencies, as well as citizen representatives. A member of the MPO Board is appointed to serve as the LCB's Chairman. Following is a list of the LCB membership:

- Commissioner Donna Fiala - *Chair*
- Harold Kurzman, Elderly, *Vice-Chair*
- Cheryl Burnham, Florida Association for Community Action
- David Ogilvie, Public Education
- Dylan Vogel, Citizen/User
- Emely Kafle, Representative for Children at Risk



### **ADVISORY COMMITTEES (cont.)**

- Felix Soto, Florida Department of Children and Families
- Irene Johnson, Veteran Services
- Joe Martinez, Agency for Health Care Administration
- John Starling, FDOT
- Rebecca MacKenzie, Area Agency on Aging
- Robert Richards, Florida Department of Education Division of Vocational Rehabilitation
- Sherry Brenner, Persons with Disabilities
- Susan Corris, Southwest Florida Workforce Development Board
- Vacant, Private Transportation Industry
- Vacant, Citizens Advocate/Non-User
- Vacant, Local Medical Community

## **AGREEMENTS AND PROCEDURES**

### **Agreements**

The MPO has various agreements in place with State and local governments and agencies that promote the “3-C” planning process. The following is a list of agreements currently in place:

- Amended and Restated Interlocal Agreement for the Creation of the Collier County MPO – FDOT, City of Naples, City of Marco Island, City of Everglades City, Collier County (2/26/15)
- Metropolitan Planning Organization Agreement – FDOT/MPO (7/1/16) – Agreement for planning funding.
- Staff Services Agreement – MPO/Collier County (6/28/16)
- Interlocal Agreement – Lee and Collier MPO regional coordination (amended 3/20/09)
- Intergovernmental Coordination and Review (ICAR) and Public Transportation Coordination Joint Participation Agreement – FDOT/MPO/Collier County Airport Authority, Naples Airport Authority/ Southwest Florida Regional Planning Council (11/25/14)
- Public Transportation Joint Participation Agreement – FDOT/MPO (11/10/15)

These agreements are currently under review and will be updated as appropriate.

### **Operational Procedures and Bylaws**

The MPO operates under an adopted set of Bylaws. In 2015, the MPO Board selected Anne McLaughlin as the MPO Executive Director. The MPO Executive Director reports directly to the MPO Board. The additional MPO staff members are Collier County employees pursuant to a staff services agreement. Administrative services are provided by Collier County under the rules and procedures of Collier County and the State of Florida. Annual audits of the MPO Program are performed as part of the single audit process under the direction of the Clerk of Courts Finance Department.

Official records of MPO business are maintained in the MPO Offices located in the Collier County Growth Management Division, 2885 South Horseshoe Drive, Naples, Florida 34104. All of the MPO records are available for public inspection during normal business hours.

The Collier MPO’s operational procedures fully comply with the public records laws and the Sunshine Laws of the State of Florida.

**COLLIER  
METROPOLITAN PLANNING ORGANIZATION  
FY 2018/19-2019/20  
UNIFIED PLANNING WORK PROGRAM (UPWP)**

# **TASK 1**

# **ADMINISTRATION**

## **ADMINISTRATION**

### **PURPOSE:**

To conduct activities (including staff travel and capital expenses) including the development and maintenance of administrative reports and grants contract administration. This task also includes all public involvement activities and administrative support for MPO planning and programs in general, including assistance to Federal, State and local agency staff, as needed. It provides for the administration of the area-wide multimodal transportation planning process in accordance with Federal and State requirements, and for the technical management over each project included in the UPWP.

### **PREVIOUS WORK:**

- Staff Management
- UPWP development and Amendments
- Annual and Quadrennial MPO Certifications
- Quarterly Reports and Invoices
- Grant Applications, Contracts, Joint Participation Agreements, and Budget Submittals
- Audits as required
- Legal services for MPO
- Purchase, lease or rent for MPO staff offices, vehicle, facilities and equipment
- Copies
- COOP
- Published MPO newsletters
- Developed and maintained an interactive stand-alone Website
- Staff spoke before groups and organizations
- Staff issued press releases and legal ads
- Participated in interviews by local print and broadcast media
- Public Involvement activities
- Provided information to the public, consultants and other government agencies by mail, phone and e-mail.

### **REQUIRED ACTIVITIES:**

- Manage in-house staff and consultants to accomplish all planning tasks.
- General administration and coordination of the MPO and MPO activities required to facilitate the UPWP and planning tasks per federal and state planning requirements.
- Maintain and update a General Planning Contract for planning tasks and issue purchase orders, work orders or necessary authorizations under contracts associated with the General Planning Contract or future planning contracts.
- Preparation of contracts, request for proposals and agreements between the MPO and participating agencies, including contracts with outside consultants.
- Technical assistance to local governments, public agencies, and other qualified grant sponsors regarding Federal and state grant applications or management issues.

- General facilitation, coordination and minute / record keeping of all MPO Board, advisory committee meetings, and any other public meetings or workshops. This includes legal ads and notices, scheduling the meetings, facility rentals, assembling and delivering the agendas / packets, transcribing the minutes, etc.
- Complete press releases, legal ads, advertisements, fliers, notices, etc. for meetings, transportation plans and MPO related activities.
- MPO Board, committee members and staff to participate in transportation workshops, conferences, meetings and coordination activities to provide staff, board, and committee members training and education, about the MPO and to enhance knowledge in any UPWP task, maintain technical expertise, promote sound transportation planning, and stay abreast of emerging issues. This includes purchase of any necessary resource and training materials. Travel may be required for these activities.
- Participate in any air quality compliance training and related air quality regulations (as necessary).
- Soliciting applications for vacancies on advisory committees, as needed.
- Updating of MPO and advisory committee bylaws, as needed.
- Contracting with outside legal counsel as necessary for contracts, agreements, and procedural assessments.
- Contractual lease or rent for MPO staff offices, facilities, vehicle and equipment, if applicable.
- Monitor progress towards goals, including Disadvantaged Business Enterprise (DBE) goals. Ensure compliance with DBE policy.
- Assist Collier County with MPO budget, grant compliance and annual audit as necessary. Ensure all MPO Board Members receive a copy of the annual audit.
- Drafting or updating any necessary agreements, resolutions or documents including but not limited to the reapportionment plan, interlocal agreements and coordination agreements.
- Pursue new grant opportunities as they arise to support transportation and related planning.
- Payment of professional membership dues for planning, such as AICP, engineering, such as EIT and ITS, and appropriate legal organizations.
- Purchase of all routine / necessary office supplies for the MPO.
- Printing expenses, either in house or through a vendor.
- Purchase or lease the necessary office equipment such as computers / laptops / monitors / color copiers / printers / scanners / fax machines / iPads / Tablets (or equivalent) / audiovisual aids in order to enhance MPO documentation and communication.
- Software license and maintenance agreements, including but not limited to computer operating systems, Adobe Professional and ArcGIS.
- Maintenance fees from the Collier County Information Technology department (IT) for help desk support and maintenance of MPO computers and related hardware/software, as necessary.
- Develop/update/revise/amend FY 2018/19-2019/20 Unified Planning Work Program.
- Develop an Annual Report to report on annual activities of staff and advisory committees, incorporating PIP statistics, performance measures and the Board's strategic plan.
- Develop annual reports for FHWA, FDOT, and other member governments, as requested.
- Continue to coordinate with FDOT and partner agencies to address and implement performance measures as required.
- Coordinate with FDOT and member agencies to address integration of MAP-21 and FAST Performance Management Measures in an effort to move towards performance based planning.

- Assess progress towards meeting UPWP objectives, project end dates and budget targets.
- Preparation of documents necessary to maintain the Federal and state certification of the Collier MPO's metropolitan multimodal transportation planning process (MMTPP) and the related requirements associated with Federal funding and the planning process. This includes the preparation of quarterly invoices and an Annual Summary Report to ensure compliance with any federal or state regulations.
- Maintain and update the Continuity of Operations Plan (COOP) or other disaster preparedness procedures and conduct a COOP preparedness training / exercise, as necessary.
- Review, update and distribution of MPO's Public Involvement Plan (PIP), LEP and the Joint Regional PIP.
- Ongoing Title VI & Environmental Justice evaluations including updating the complaint process and resolving complaints, as necessary.
- Document measures of effectiveness for the PIP.
- Complete MPO/project newsletters, fliers, and outreach materials to educate the public.
- Provides staff for information booths at community events and business trade fairs.
- Ongoing development, update and maintenance/enhancement of MPO website, social media and networking media to engage the public, gain public input and provide document availability, such as the QRC.
- Provide, conduct and review public involvement surveys and responses and public comment periods.
- Ongoing development and maintenance of mailing and community contact lists to ensure adequate notice of public meetings and distribution of public information materials.
- Payment of all postage, FedEx and routine / necessary office supplies for the MPO.
- Consultant assistance as required.

**END PRODUCT:**

**(TARGET DATE)**

- |   |                      |
|---|----------------------|
| • Quarterly progress reports and invoices.  | (quarterly)          |
| • Certification documentation, Agreements, Resolutions and JPAs.  | (annually)           |
| • Annual Audit distribution   | (annually)           |
| • Compliance with DBE Policy and reporting requirements.  | (as needed)          |
| • Press releases and solicitation for vacancies on advisory committees.   | (as needed)          |
| • Monthly agenda packets for advisory committees and the MPO Board  | (monthly)            |
| • Press releases or legal ads for advisory committee meetings, MPO Board meetings and any other meetings or special workshops/events                  | (monthly/ as needed) |
| • Annual summary of activities.   | (as needed)          |
| • Pursue a MPO Internship Program   | (as necessary)       |
| • Air quality compliance and regulation training  | (as necessary)       |
| • Title VI training.  | (as necessary)       |
| • FSUTMS training.  | (as necessary)       |
| • GIS training  | (as necessary)       |
| • Professional development training and workshops.  | (as necessary)       |
| • Office Lease and usage of car from Collier County Fleet Management for \$735 per quarter and an additional rate of \$0.49 per mile over 1,500 miles | (quarterly)          |

- Office equipment lease (monthly)
- 2018/19-2019/20 Unified Planning Work Program updates (as needed)
- Draft 2020/21 – 2021/22 Unified Planning Work Program (7<sup>th</sup> quarter)
- Continuity of Operations Plan (COOP) or other disaster preparedness procedures. (ongoing)
- MPO committee and Board member orientation. (as needed)
- Minutes of MPO Board and Advisory Committees and associated subcommittee meetings. (monthly)
- Agendas for the MPO Board and associated Advisory Committees. (Monthly)
- MPO newsletters. (semi-annually)
- Updated MPO website and web pages (ongoing)
- Information about MPO events and workshops. (ongoing)
- Timely response to all information requests. (ongoing)
- Public Involvement Plan (PIP) and Evaluation Guide (as necessary)
- Published list of projects for which Federal funds are obligated in the preceding year, and make available for public review. (annually)
- Annual Report (annually)
- Presentations for MPO committees, Board members and the public regarding the LRTP, TIP, UPWP and other plans (as needed)
- Updates to the Limited English Proficiency (LEP) Plan. (as needed)
- Updates to the community outreach tools to identify Environmental Justice and Title VI populations (as needed)
- Public involvement documents in accordance with the PIP (ongoing)

**RESPONSIBLE AGENCY:**

Collier MPO Consultant Services	<b>FY 2018/19</b> FHWA (PL)	\$330,000
Collier MPO Consultant Services	<b>FY 2019/20</b> FHWA (PL)	\$259,185



# Task 1 - Financial Tables

Task 1 - Administration								
Estimated Budget Detail for FY 2018/19								
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	FTA Local Match	Trans. Disad.	Total
<b>A. Personnel Services</b>								
	MPO staff salaries, fringe benefits, and other deductions	\$249,750	\$0	\$0	\$0	\$0	\$0	\$249,750
	<b>Subtotal:</b>	<b>\$249,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$249,750</b>
<b>B. Consultant Services</b>								
	Website maintenance, hosting fees, etc.	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000
	<b>Subtotal:</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>
<b>C. Travel</b>								
	Travel and Professional Development	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
	<b>Subtotal:</b>	<b>\$4,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>
<b>D. Other Direct Expenses</b>								
	Building or room Rental/lease	\$14,000	\$0	\$0	\$0	\$0	\$0	\$14,000
	Insurance	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
	Cellular Telephone Access and expenses	\$750	\$0	\$0	\$0	\$0	\$0	\$750
	General Copying Expenses, equipment lease, printing charges, repairs and maintenance	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
	General Office Supplies	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
	Legal Advertising	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000
	Motor Pool Rental and Car Maintenance /expenses	\$4,500	\$0	\$0	\$0	\$0	\$0	\$4,500
	Postage, business reply permit, freight expenses, etc.	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
	Telephone Access, expenses and system maintenance	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
	<b>Subtotal:</b>	<b>\$46,250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$46,250</b>
	<b>Total:</b>	<b>\$330,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$330,000</b>

Task 1 - Administration							
Estimated Budget Detail for FY 2019/20							
Budget Category & Description	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	FTA Local Match	Trans. Disad.	Total
<b>A. Personnel Services</b>							
MPO staff salaries, fringe benefits, and other deductions	\$203,935	\$0	\$0	\$0	\$0	\$0	\$203,935
<b>Subtotal:</b>	<b>\$203,935</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$203,935</b>
<b>B. Consultant Services</b>							
Website maintenance, hosting fees, etc.	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
<b>Subtotal:</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>
<b>C. Travel</b>							
Travel and Professional Development	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
<b>Subtotal:</b>	<b>\$4,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>
<b>D. Other Direct Expenses</b>							
Building or room Rental/lease	\$14,000	\$0	\$0	\$0	\$0	\$0	\$14,000
Insurance	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
Cellular Telephone Access and expenses	\$750	\$0	\$0	\$0	\$0	\$0	\$750
General Copying Expenses, equipment lease, printing charges, repairs and maintenance	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
General Office Supplies	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
Legal Advertising	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000
Motor Pool Rental and Car Maintenance /expenses	\$4,500	\$0	\$0	\$0	\$0	\$0	\$4,500
Postage, business reply permit, freight expenses, etc.	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
Telephone Access, expenses and system maintenance	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
<b>Subtotal:</b>	<b>\$46,250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$46,250</b>
<b>Total:</b>	<b>\$259,185</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$259,185</b>

**TASK 2      DATA COLLECTION / DEVELOPMENT**

## **DATA COLLECTION / DEVELOPMENT**

### **PURPOSE:**

Develop and monitor the multimodal transportation system to preserve capacity, maximize personal mobility and freight movement, ensure user safety and system security, and maintain the transportation system's integrity. Evaluate the system's operating efficiency and conditions to assess current needs, validate the long-range transportation planning model by looking at shorter range tasks, project future travel demand, and identify future improvements. Coordination with local agencies, jurisdictions and municipalities when reviewing and updating the forecasts and plans is essential. Update GIS database to address current conditions related, but not limited to: functional classification; roadway network for District One Regional Transportation Demand Model purposes; bicycle & pedestrian facilities inventory; and prepare various overlays for analytical purposes. Coordinate with Collier County staff on use of the County's Interactive Growth Model (CIGM) in analyzing amendments and updates to the Long Range Transportation Plan.

### **PREVIOUS WORK:**

- Provided current data sources via the MPO's Website.
- Compiled annual traffic data and conducted surveys for Congestion Management Process (CMP) consideration.
- Updated the existing GIS maps. Coordinated with Growth Management Division, Comprehensive Planning staff on land use forecasts and data review. Updated socio-economic data and TAZ structures for the 2040 LRTP Update.

### **REQUIRED ACTIVITIES:**

Coordinate with the planning departments of the municipalities to update the existing land use forecasts and traffic analysis zone updates from the current county build out study effort to assist in these efforts. Review and develop comments and recommendations regarding Intergovernmental Coordination Element (ICE) activities, Evaluation and Appraisal Reports (EAR), Intergovernmental Coordination and Review (ICAR), in regard to the MPO Long Range Transportation Plan.

### **Review of Data:**

- Staff and consultant will coordinate with the jurisdiction's Comprehensive Planning Departments regarding land use forecasting efforts to ensure that demographic and employment data at the Traffic Analysis Zone (TAZ) level of regional and local transportation planning efforts are updated.
- Staff will coordinate with the planning and zoning departments of the municipalities to ensure that updated socioeconomic, demographic and employment data are updated.
- Staff will maintain both employment and residential databases to ensure that the locations and projected build-out of major new developments are accounted for in future forecasts.
- Continued coordination with jurisdictions, agencies and municipalities within Collier County and adjacent to Collier County on community master plans, transportation system

plans, multi-modal mobility plans, Strategic Highway Safety Plan etc. and the data used to update and maintain such information.

- Update and review any functional classifications, boundary information and transportation network databases and inventory.
- Participate in update of National Household Travel Survey (as deemed appropriate).
- Review and provide travel demand model information such as Annual Average Daily Traffic (AADT) and volume-to-capacity ratios for planning documents and citizen’s request.
- Continue to track the implementation status of projects and update any project lists as needed.
- Coordinate with FDOT and member agencies to address integration of MAP-21 and FAST Performance Management Measures in the move towards performance based planning.

**GIS**

- Continue to expand program development for Web-based roadway data exchange and review between agencies.
- Continue to create and update maps and graphics using GIS data.

**END PRODUCTS:**

**(TARGET DATE)**

- Updated demographic and employment data forecasts. (as needed)
- Updated Traffic Analysis Zone/Traffic Analysis District structure. (as needed)
- Miscellaneous research reports and analyses. (ongoing)
- Updated maps and graphics. (ongoing)
- Maintenance of functional classifications, boundary information and TAZ data based on 2010 census. (as needed)

**RESPONSIBLE AGENCY:**

Collier MPO  
Consultant Services

**FY 2018/19**  
FHWA (PL)

\$ 20,000

Collier MPO  
Consultant Services

**FY 2019/20**  
FHWA (PL)

\$ 20,000

## Task 2 - Financial Tables

Task 2 - DATA COLLECTION/DEVELOPMENT							
Estimated Budget Detail for FY 2018/19							
Budget Category & Description	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	FTA Local Match	Trans. Disad.	Total
<b>A. Personnel Services</b>							
MPO staff salaries, fringe benefits, and other deductions	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
<b>Subtotal:</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>B. Consultant Services</b>							
Contract/Consultant Services	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
<b>Subtotal</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>Total:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

Task 2 - DATA COLLECTION/DEVELOPMENT							
Estimated Budget Detail for FY 2019/20							
Budget Category & Description	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	FTA Local Match	Trans. Disad.	Total
<b>A. Personnel Services</b>							
MPO staff salaries, fringe benefits, and other deductions	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
<b>Subtotal:</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>B. Consultant Services</b>							
Contract/Consultant Services	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
<b>Subtotal</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>Total:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

**TASK 3**

**TRANSPORTATION IMPROVEMENT  
PROGRAM MONITORING AND  
DEVELOPMENT**

## **TRANSPORTATION IMPROVEMENT PROGRAM**

### **PURPOSE:**

Develop Multimodal TIPs for FY 2018/2019-2022/2023 and FY 2019/20-2023/24 that identify all Federal, State, and locally funded transportation improvements consistent with the requirements of Federal and State laws. Coordinate with FDOT and member agencies to address integration of MAP-21 and FAST Performance Management Measures in the TIP. This section also includes transportation system planning tasks related to contingency of operations and short-range transportation planning and programming.

### **PREVIOUS WORK:**

- Coordinated with agencies and jurisdictions on transportation plans and programs.
- Developed Annual preparation of TIPs and TIP Amendments with the assistance of a consultant to develop a web-based TIP Tool.

### **REQUIRED ACTIVITIES**

- Coordinate all TIP efforts with FDOT, local agencies, jurisdictions and the STIP.
- Continue to analyze proposed amendments to the current TIP for conformity, policy implications, financial impact, and administrative changes.
- Prepare and distribute updates to the TIP.
- Develop reports that provide information on various aspects of transportation projects and programs.
- Review and prioritize transportation system projects in the LRTP in preparation for the TIP.
- Continue to share project information with other transportation agencies and the public via the MPO website and QRC.
- Prepare project priority lists for the MPO Board and its advisory committees.
- Continued incorporation of Efficient Transportation Decision Making (ETDM) into the transportation planning process.
- Review ETDM projects and purpose and needs statements for projects on MPO priority lists and in the LRTP.
- Continued incorporation of any air quality compliance and related air quality regulations (as necessary).
- Review and update the Collier County Freight and Goods Mobility Analysis as necessary and respond to inquiries regarding this document.
- Review and assess the need for freight strategies and develop them as necessary.
- Coordinate with FDOT and member agencies to address integration of MAP-21 and FAST Performance Management Measures in the move towards performance based planning.

### **END PRODUCTS:**

### **(TARGET DATE)**

- Miscellaneous research reports and analyses. (ongoing)
- Updated maps and graphics (ongoing)
- FY 2018/19 Transportation Project Priority List (4<sup>th</sup> Quarter)



- FY 2019/20 Transportation Project Priority List (8<sup>th</sup> Quarter)
- Updates of available discretionary transportation funding Programs project lists. (as necessary)
- FY 2018/19 – 2022/23 TIP (4<sup>th</sup> Quarter)
- FY 2019/20 – 2023/24 TIP (8<sup>th</sup> Quarter)
- TIP Amendments (as necessary)

**RESPONSIBLE AGENCY:**

Collier MPO	<b>FY 2018/19</b> FHWA (PL)	\$ 20,000
Collier MPO	<b>FY 2019/20</b> FHWA (PL)	\$ 20,000

## Task 3 - Financial Tables

Task 3 - TIP							
Estimated Budget Detail for FY 2018/19							
Budget Category & Description	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services							
MPO staff salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
<b>Subtotal:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>
<b>Total:</b>	<b>\$43,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

Task 3 - TIP							
Estimated Budget Detail for FY 2019/20							
Budget Category & Description	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services							
MPO staff salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
<b>Subtotal:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>
<b>Total:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

**TASK 4      LONG RANGE PLANNING**

## **LONG RANGE PLANNING**

### **PURPOSE:**

To evaluate plans and programs for consistency with the 2040 Long Range Transportation Plan (LRTP) and to begin preparation for a major update of the LRTP to the horizon year of 2045. MAP-21 and FAST Act Performance measures will be integrated into the 2045 LRTP in an effort to move towards performance based planning. This task will work in coordination with other tasks throughout the UPWP, including Administration, Data Collection/Development, and Transit and Transportation Disadvantaged.

### **PREVIOUS WORK:**

The MPO's LRTP was updated to a forecast year of 2040. The MPO adopted the 2040 LRTP in December 2015. The 2040 LRTP was amended three times after adoption. The multi-modal LRTP included transit and bicycle/pedestrian projects (both on- and off-road). The MPO staff worked with member governments and advisory committees to evaluate changing land use patterns, to account for changes that have occurred in the urban fringe and rural lands; as well as the significant growth in Collier County.

### **REQUIRED TASKS:**

- Prepare amendments or updates to the 2040 LRTP as required;
- Continue to execute the public participation plan for any 2040 LRTP amendments or updates;
- Address integration of MAP-21 and FAST Performance Management Measures on the 2040 LRTP, as necessary.
- Continued coordination with the FDOT District 1 regional transportation/planning model Coordinating Committee and local staff on any updates required to the travel demand model tool; including an allocation of \$34,000 of PL funds to FDOT for the Collier MPO's participation in the District 1 Model.
- Continue to incorporate the Efficient Transportation Decision Making (ETDM) Process into the Long Range Multimodal transportation planning process. Continue to work with FDOT to develop projects for the ETDM process as they relate to LRTP projects and priorities and to provide project specific comments as part of the ETDM process.
- Attend meetings and participate on committees of FDOT District 1 Regional Transportation/Planning Model (RPM) Coordinating Committee, GIS Users Groups, Florida Standard Urban Transportation Model Structure (FSUTMS) Users Groups, and others as needed.
- Attend training as necessary on FSUTMS;
- Utilize consultant assistance for modeling support, data development and evaluation, and other support necessary to complete updates to the 2040 LRTP and to develop the 2045 LRTP.
- Begin coordination and development of the 2045 LRTP.
- Continued coordination with FDOT District 1 to develop the next generation Regional Planning Model; including an allocation of PL consultant funds to FDOT for the Collier MPO's participation in the District 1 Model.
- Coordinate with member agencies to develop and review socio economic forecasts for the 2045 LRTP.

- Coordinate with the Lee MPO to prepare a scope and conduct an Origin/Destination Study
- Coordinate with on-going studies related to climate change and vulnerability.
- Incorporate federal performance measures into the 2045 LRTP.
- Begin updating revenue projections, needs plan and cost feasible plan.

**END PRODUCT:**

**(TARGET DATE)**

- Lee/Collier Origin/Destination Study (8<sup>th</sup> quarter)
- Amended 2040 LRTP (as needed)
- Data development for the 2045 LRTP (8<sup>th</sup> quarter)
- Socio-economic forecasts for the 2045 LRTP (8<sup>th</sup> quarter)
- Base model of District 1 Regional Planning Model for 2045 LRTP (6<sup>th</sup> quarter)
- Financial Revenue Forecasts for 2045 LRTP (8<sup>th</sup> quarter)

**RESPONSIBLE AGENCY:**

Collier MPO Consultant Services	<b>FY 2018/19</b> FHWA (PL)	\$162,379
Collier MPO Consultant Services FDOT District One Modeling	<b>FY 2019/20</b> FHWA (PL)	\$150,379

## Task 4 - Financial Tables

Task 4 - Long Range Planning Estimated Budget Detail for FY 2018/19							
Budget Category & Description	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	FTA Local Match	Trans. Disad.	Total
<b>A. Personnel Services</b>							
MPO staff salaries, fringe benefits, and other deductions	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
<b>Subtotal:</b>	<b>\$40,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000</b>
<b>B. Consultant Services</b>							
2045 LRTP	\$122,379	\$0	\$0	\$0	\$0	\$0	\$122,379
<b>Subtotal:</b>	<b>\$122,379</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$122,379</b>
<b>Total:</b>	<b>\$162,379</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$162,379</b>

Task 4 - Long Range Planning Estimated Budget Detail for FY 2019/20							
Budget Category & Description	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	FTA Local Match	Trans. Disad.	Total
<b>A. Personnel Services</b>							
MPO staff salaries, fringe benefits, and other deductions	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000
<b>Subtotal:</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>
<b>B. Consultant Services</b>							
2045 LRTP	\$86,379	\$0	\$0	\$0	\$0	\$0	\$86,379
FDOT District 1 Model	\$34,000	\$0	\$0	\$0	\$0	\$0	\$34,000
<b>Subtotal:</b>	<b>\$120,379</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$120,379</b>
<b>Total:</b>	<b>\$150,379</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,379</b>

**TASK 5**

**SPECIAL PROJECTS AND SYSTEMS  
PLANNING**

## **SPECIAL PROJECTS & SYSTEMS PLANNING**

### **PURPOSE:**

To complete various recurring and non-recurring planning projects. These projects will assist in providing a balanced, multimodal transportation system.

### **PREVIOUS WORK:**

- Staff support to the citizen-based Bicycle & Pedestrian Advisory Committee.
- Development of annual Work Program priorities for construction of new sidewalks, pathways and bike lanes.
- Served as liaison to FDOT to communicate the need for bicycle and pedestrian facilities on State roads.
- Completed an update of the Comprehensive Pathways Plan in 2012. Began the Bicycle and Pedestrian Master Plan in 2017. The plan is expected to be completed in the 2<sup>nd</sup> quarter of 2018.
- Coordinated with the City of Naples, Marco Island, Everglades City, and Collier County Staff to complete an inventory of the current bike and pedestrian facilities.
- Incorporated the inventory into the Collier County Bicycle and Pedestrian Facilities Map which will be published in 2018.
- Completed the Naples Manor Walkable Community Study (March 2010), Immokalee Walkable Community Study (December 2011), and the Golden Gate Walkable Community Study (June 2018).
- Participated in the US 41 (Commercial Drive to Guilford Road) and Airport Pulling Road (US 41 to Estey Avenue) Pedestrian/ Bicycle Safety Audit.
- The MPO first adopted CMS priorities in August 2003.
- Developed the CMC Stakeholders Committee which developed the concept for the update of the CMP in 2006.
- Updated CMP in 2008 and in 2017 to better define the CMP performance measures and process for projects.

### **REQUIRED TASKS:**

#### **BICYCLE AND PEDESTRIAN PLANNING SUPPORT:**

- Consultant services to complete the Bicycle and Pedestrian Master Plan .
- Conduct an annual project prioritization process, if needed.
- Participate in special events that promote bicycle/pedestrian activities and safety education.
- Continue outreach to Naples Pathway Coalition, Community Traffic Safety Team and Healthy Community Coalition of Collier County to gain community support of Bicycle and Pedestrian initiatives.
- Coordinate with MPO member governments and School District regarding data collection activities to quantify number of bicyclists and pedestrians at specific locations around Collier County.



- Coordinate with FDOT and local governments to ensure that roadway expansion and retrofit projects work towards meeting the bicycle/pedestrian goals identified in the Bicycle and Pedestrian Master Plan.
- Work with the Technical Advisory Committee (TAC) and School District to identify candidate projects for Safe Routes to Schools Program.
- Analyze bicycle/pedestrian facilities and crashes
- Update the multi-modal components of the LRTP, and LOS analysis as needed.
- Incorporate bicycle and pedestrian facilities plans and programs into multi-modal and mode-shift efforts.
- Coordinate with, and coordinate support for, the transit modal interface.
- Attend and participate in workshops and seminars sponsored by FHWA, FDOT and other professional organizations as appropriate.
- Coordinate with FDOT and member agencies to address integration of MAP-21 and FAST Performance Management Measures into Bicycle and Pedestrian planning in the move towards performance based planning.
- Consultant services may be used on this task.

#### **CONGESTION MANAGEMENT PROCESS SUPPORT:**

- Review CMP 2017 Update with the Congestion Management Committee (CMC) and prioritize CMP projects for funding from Federal, State or local sources.
- Complete a biannual Transportation System Performance Report to provide a thorough system assessment in order to identify where priority investments should be made.
- Staff will continue to coordinate with the Lee County MPO by attending their Traffic Management and Operations Committee (TMOC) and on the Collier/Lee/Charlotte Traffic Incident Management Committee to the extent necessary and feasible.
- Continue to coordinate with Collier Area Transit (CAT) and LeeTran with the LinC system which connects CAT and LeeTran; thereby connecting two counties over an expansive geographical area.
- Coordinate with FDOT and member agencies to address Congestion Management Planning in an effort to move towards performance based planning.
- Consultant and/or MPO staff will continue to review the current CMP and will update or revise the plan to reflect the latest strategies and performance measures as necessary.
- Attend and participate in local, jurisdictional, agency, municipality, FDOT and Lee MPO technical meetings and workshops related to CMC, CMP, and congestion relief strategies.
- Consultant and/or MPO staff to gather traffic volume, traffic signal, and roadway geometry information and crash statistics to facilitate the MPO's assessment of congestion for the Metropolitan Area.
- Facilitate "best practices" approach for incorporating CMP measures into existing plans and programs, including preliminary engineering, traffic simulation modeling, and project prioritization.
- Staff will continue to research alternative transportation choices to include Transportation Demand Management (TDM) strategies in the CMP.
- Consultant and MPO staff will prepare a Countywide Strategic Highway Safety Plan.

**END PRODUCT:**

**(TARGET DATE)**

- Prioritized Transportation Alternative Program Projects (as needed)
- Prioritized Bicycle and Pedestrian Projects for inclusion in FDOT’s Work Program. (as needed)
- Coordinated efforts with member governments. (ongoing)
- Pathways element of the Regional Transportation Network. (annually)
- Community Traffic Safety Team (CTST) meetings and activities (monthly)
- Updated Bike/Ped Users Map (as needed)
- Bicycle and Pedestrian crash data (as needed)
- Bicycle and Pedestrian Master Plan (2<sup>nd</sup> quarter)
- Transportation System Performance Report (7<sup>th</sup> quarter)
- Updated Congestion Management Process (as necessary)
- Updated CMP project identification and prioritization Methodology. (as necessary)
- Updated transportation project information. (ongoing)
- Updated traffic volume, signal and roadway geometry information (as necessary)
- Prioritized Congestion Management projects for funding. (as necessary)
- Strategic Highway Safety Plan (4<sup>th</sup> quarter)

**RESPONSIBLE AGENCY:**

	<b>FY 2018/19</b>	
Collier MPO	FHWA (PL)	\$117,000
Consultant Services	FHWA (SA)	\$200,000
	<b>FY 2019/20</b>	
Collier MPO	FHWA (PL)	\$67,000
Consultant Services		

## Task 5 - Financial Tables

Task 5 - Special Projects & Systems Planning Estimated Budget Detail for FY 2018/19							
Budget Category & Description	FHWA (PL)	FHWA (SA)	FTA 5303	FTA State Match	FTA Local Match	Trans. Disad.	Total
<b>A. Personnel Services</b>							
MPO staff salaries, fringe benefits, and other deductions	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
<b>Subtotal:</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>
<b>B. Consultant Services</b>							
Transportation System Performance Report	\$61,000	\$0	\$0	\$0	\$0	\$0	\$61,000
Bicycle and Pedestrian Master Plan	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000
Strategic Highway Safety Plan	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
<b>Subtotal:</b>	<b>\$67,000</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$267,000</b>
<b>Total:</b>	<b>\$117,000</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$317,000</b>

Task 5 - Special Projects & Systems Planning Estimated Budget Detail for FY 2019/20							
Budget Category & Description	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	FTA Local Match	Trans. Disad.	Total
<b>A. Personnel Services</b>							
MPO staff salaries, fringe benefits, and other deductions	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
<b>Subtotal:</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>
<b>B. Consultant Services</b>							
Transportation System Performance Report	\$17,000	\$0	\$0	\$0	\$0	\$0	\$17,000
<b>Subtotal:</b>	<b>\$17,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,000</b>
<b>Total:</b>	<b>\$67,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$67,000</b>

**TASK 6**

**TRANSIT AND TRANSPORTATION  
DISADVANTAGED PLANNING**

## **TRANSIT & TRANSPORTATION DISADVANTAGED PLANNING**

### **PURPOSE:**

To develop the LRTP, TIP and other plans, programs and technical studies relating to public transportation at a system level for Collier County. To oversee and provide planning services for a coordinated Transportation Disadvantaged (TD) Program in Collier County, in accordance with Chapter 427 of the Florida Statutes (FS) and Florida Administrative Code (F.A.C.) Rule 41-2.

### **PREVIOUS WORK:**

- Compilation of transit operations data, including ridership, fare revenues, and other pertinent data to evaluate efficiency and effectiveness of the transit system.
- Major Update and Annual Progress reports for the TDP.
- Coordinated with PTNE to address Transit Asset Management (TAM).
- Long Range Transit Needs section as part of the adopted 2040 LRTP.
- Completed the Comprehensive Operational Analysis (COA) which includes a complete evaluation of programmed services to determine the most effective approach to providing transportation service in Collier County within the current financial and operating constraints.
- Completed the Transit Development Plan (TDP) major update which was adopted in August 2015.
- Completed the American's with Disabilities Act (ADA) Bus Stop Assessment / Study.
- Completed the Transit Fare Analysis Study addressing fixed route and paratransit.
- Participated in the development of Rule 41-2, F.A.C.
- Attended meetings of the TD Commission.
- Provided staff services to the Local Coordinating Board (LCB).
- Managed the TD services and prepared grant applications.
- As the Designated Official Planning Agency (DOPA), completed the Community Transportation Coordinator renewal in 2018.
- Completed the Annual Community Transportation Coordinator (CTC) evaluations.
- Began the TDSP major update in 2018.
- Completed the TDSP Minor Updates.
- Began the Transit Fare Analysis Study (expected to be completed in June 2018)
- Coordinated with PTNE to review a scope of work for the Transit Impact Analysis.

### **REQUIRED TASKS:**

#### **TRANSIT:**

- Conduct and maintain the operations of the MPO including providing administrative support activities such as financial management, contract management, public outreach, personnel matters, procurement of equipment and supplies and general management of Transit Planning at the system level within the MPO. (Technical Code (TC) # 44.21.00)

- MPO staff and Board, and PTNE staff will attend and participate in meetings, seminars, training and workshops related to public transportation service which may include fixed route, ADA and ParaTransit Services. (TC # 44.21.00)
- Coordinate with transportation partners to identify transit projects for various State and Federal funding programs. (TC # 44.27.00)
- Prepare Transit Joint Participation Agreements and Section 5305(d) Grant Applications for submittal with biannual UPWP and during the interim year. (TC # 44.21.00)
- Update of annual Disadvantaged Business Enterprise (DBE) goals (TC #44.21.00).
- Annual preparation of TIPs and TIP Amendments (TC #44.25.00).
- Coordinate with the planning departments of the municipalities to ensure that a multi-modal aspect is included in their plans or projects (TC #44.22.00).
- MPO and PTNE staff will provide project management for consultant work activities associated with the major update and annual reports to the TDP. (TC # 44.24.00)
- MPO staff will coordinate with PTNE staff on the major updates and annual reports to the TDP. (TC # 44.24.00)
- Consultant and staff activities for the 2045 Long Range Transportation Plan. (TC #44.23.01 and 44.23.02)
- Consultant and staff activities for the Minor Annual Updates to the TDSP which also may serve as the Locally Coordinated Human Services Transportation Plan (LCHSTP) as required for FTA §5307, §5310 and §5311 and the programs previously known as Job Access and Reverse Commute (JARC) and New Freedom programs. (TC #44.26.12)
- If the BCC becomes the designated recipient of additional FTA funds, the MPO staff will coordinate as needed with the designated recipient regarding the grants. (TC #44.26.12)
- MPO staff will coordinate with PTNE and consultants regarding any multi-modal safety initiatives. (TC# 44.26.00 and 44.26.16)
- MPO staff will coordinate with PTNE to address transit performance measures as required. (TC #44.26.00)
- Consultant and staff activities to conduct a Transit Impact Analysis Study which will evaluate the demand placed on the community's transit network by development, which is an important dimension of the overall transportation network that is overlooked when assessing the impacts of development. (TC # 44.23.01 and 44.24.00)
- Consultant and staff activities to prepare the Transit Element of the 2045 Long Range Transportation Plan. (TC #44.22.00)
- Consultant and staff activities to prepare a Collier Area Transit Park and Ride Study. (TC # 44.26.15)
- Consultant and staff activities to prepare a major update to the CAT Transit Development Plan. (TC #44.24.00)

**TRANSPORTATION DISADVANTAGED (TC#44.26.12, 44.26.13, 44.26.14 and 44.26.15):**

- Monitor and evaluate performance of the CTC.
- Monitor Unmet Needs as determined by the TDSP Major Update.
- Cooperate with the CTC in developing funding applications.
- Coordinate with TD Commission and the LCB to ensure the maintenance of the Paratransit System.

- Attend and participate in meetings, seminars and workshops sponsored by the CTD and FDOT.
- Provide staff support to the LCB Board. Technical assistance includes preparation of meeting materials, meeting notices including legal advertisements of meetings and meeting advertisements in the Department of State Florida Administrative Register, official minutes, and maintaining permanent meeting records.
- Coordinate TD planning with the Transit Development Plan
- Insure effective coordination of non-emergency transportation services in metropolitan and Immokalee rural areas.
- Review system safety and security considerations.

**END PRODUCT:**

**(TARGET DATE)**

- Various grant applications throughout the year. (ongoing)
- Annual Transit Performance Report by PTNE. (annually)
- FTA Section 5305(d) Grant application (annually)
- FTA Section 5305(d) Funding Agreement (as needed)
- TDP Annual Updates (PTNE and MPO) (2<sup>nd</sup> and 8<sup>th</sup> Quarter)
- Major TDP Update (7<sup>th</sup> quarter)
- Transit Element of the TIP (2<sup>nd</sup> and 8<sup>th</sup> Quarter)
- Transit Impact Analysis (4<sup>th</sup> Quarter)
- Park and Ride Study (6<sup>th</sup> Quarter)
- Transit Element of the Long Range Transportation Plan (8<sup>th</sup> Quarter)
- TD Services Program (maintained by CTC). (ongoing)
- Major Update of the TDSP (2<sup>nd</sup> Quarter)
- Minor Update of TDSP (8<sup>th</sup> Quarter)
- Updated Memoranda of Agreements, service contracts. (as required)
- Agendas and minutes for LCB meetings. (quarterly)
- FY 2018/19 annual evaluation of the CTC. (4<sup>th</sup> Quarter)
- FY 2019/20 annual evaluation of the CTC. (8<sup>th</sup> Quarter)

**RESPONSIBLE AGENCY:**

**FY 2018/19**

Public Transit & Neighborhood Enhancement	FHWA (PL)	\$ 25,000
Collier MPO	FTA (Sec. 5305) FY 17/18	\$113,655
Collier Area Transit	State (cash match) FY 17/18	\$ 14,207
Consultant Services	Local match (FY 17/18)	\$ 14,207
	FTA (Sec. 5305) FY 18/19	\$113,655
	State (cash match) FY 18/19	\$ 14,207
	Local match FY 18/19	\$ 14,207
	State TD Trust Fund	\$ 26,915

**FY 2019/20**

Public Transit & Neighborhood Enhancement	FTA (Sec. 5305)	\$113,655
Collier MPO	State (cash match)	\$ 14,207
Collier Area Transit	Local match	\$ 14,207
Consultant Services	State TD Trust Fund	\$ 26,915



## Task 6 - Financial Tables

Task 6 - Transit & TD Planning Estimated Budget Detail for FY 18/19									
Budget Category & Description	FTA 5305 FY 17/18	FTA State Match FY 17/18	FTA Local Match FY 17/18	FHWA (PL)	FTA 5305 FY 18/19	FTA State Match FY 18/19	FTA Local Match FY 18/19	Trans. Disad.	Total
<b>A. Personnel Services</b>									
MPO staff salaries, fringe benefits, and other deductions	\$74,965	\$9,370	\$9,370	\$0	\$19,264	\$2,408	\$2,408	\$21,055	\$21,055
<b>Subtotal:</b>	<b>\$74,965</b>	<b>\$9,370</b>	<b>\$9,370</b>	<b>\$0</b>	<b>\$19,264</b>	<b>\$2,408</b>	<b>\$2,408</b>	<b>\$21,055</b>	<b>\$138,840</b>
<b>B. Consultant Services</b>									
Transit Impact Analysis	\$32,800	\$4,100	\$4,100	\$0	\$0	\$0	\$0	\$0	\$41,000
Park and Ride Study	\$0	\$0	\$0	\$0	\$48,000	\$6,000	\$6,000	\$0	\$60,000
TDP Major Update	\$0	\$0	\$0	\$0	\$43,671	\$5,459	\$5,459	\$0	\$54,589
TDSP Major Update	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$6,000	\$25,000
<b>Subtotal:</b>	<b>\$32,800</b>	<b>\$4,100</b>	<b>\$4,100</b>	<b>\$25,000</b>	<b>\$91,671</b>	<b>\$11,459</b>	<b>\$11,459</b>	<b>\$6,000</b>	<b>\$180,589</b>
<b>C. Travel</b>									
MPO Staff and PTNE staff attendance at training and conferences	\$3,887	\$486	\$486	\$0	\$1,600	\$200	\$200	\$2,000	\$8,859
<b>Subtotal:</b>	<b>\$3,887</b>	<b>\$486</b>	<b>\$486</b>	<b>\$0</b>	<b>\$1,600</b>	<b>\$200</b>	<b>\$200</b>	<b>\$2,000</b>	<b>\$8,859</b>
<b>D. Other Direct Expenses</b>									
Legal Ads	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,760	\$2,760
Website	\$240	\$30	\$30	\$0	\$240	\$30	\$30	\$0	\$600
Fed Ex/ Postage	\$120	\$15	\$15	\$0	\$80	\$10	\$10	\$1,100	\$1,350
Office Supplies	\$1,643	\$206	\$206	\$0	\$800	\$100	\$100	\$0	\$3,055
<b>Subtotal:</b>	<b>\$2,003</b>	<b>\$251</b>	<b>\$251</b>	<b>\$0</b>	<b>\$1,120</b>	<b>\$140</b>	<b>\$140</b>	<b>\$3,860</b>	<b>\$7,765</b>
<b>Total:</b>	<b>\$113,655</b>	<b>\$14,207</b>	<b>\$14,207</b>	<b>\$25,000</b>	<b>\$113,655</b>	<b>\$14,207</b>	<b>\$14,207</b>	<b>\$26,915</b>	<b>\$336,053</b>

**Task 6 - Transit & TD Planning**

**Estimated Budget Detail for FY 19/20**

<b>Budget Category &amp; Description</b>	<b>FHWA (PL)</b>	<b>FHWA (SU)</b>	<b>FTA 5305</b>	<b>FTA State Match</b>	<b>FTA Local Match</b>	<b>Trans. Disad.</b>	<b>Total</b>
<b>A. Personnel Services</b>							
MPO staff salaries, fringe benefits, and other deductions	\$0	\$0	\$19,264	\$2,408	2,408	\$21,055	\$45,135
<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,264</b>	<b>\$2,408</b>	<b>\$2,408</b>	<b>\$21,055</b>	<b>\$45,135</b>
<b>B. Consultant Services</b>							
Transit Element of 2045 LRTP	\$0	\$0	\$36,000	\$4,500	\$4,500	\$0	\$45,000
TDP Major Update	\$0	\$0	\$52,501	\$6,562	\$6,562	\$0	\$65,625
<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$88,501</b>	<b>\$11,062</b>	<b>\$11,062</b>	<b>\$0</b>	<b>\$110,625</b>
<b>C. Travel</b>							
MPO Staff and PTNE staff attendance at training and conferences	\$0	\$0	\$3,887	\$486	\$486	\$2,000	\$6,859
<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,887</b>	<b>\$486</b>	<b>\$486</b>	<b>\$2,000</b>	<b>\$6,859</b>
<b>D. Other Direct Expenses</b>							
Legal Ads	\$0	\$0	\$0	\$0	\$0	\$2,760	\$2,760
Website	\$0	\$0	\$240	\$30	\$30	\$0	\$300
Fed Ex/ Postage	\$0	\$0	\$120	\$15	\$15	\$1,100	\$1,250
Office Supplies	\$0	\$0	\$1,643	\$206	\$206	\$0	\$2,055
<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,003</b>	<b>\$251</b>	<b>\$251</b>	<b>\$3,860</b>	<b>\$6,365</b>
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$113,655</b>	<b>\$14,207</b>	<b>\$14,207</b>	<b>\$26,915</b>	<b>\$168,984</b>

**TASK 7      REGIONAL COORDINATION**

## **REGIONAL COORDINATION**

### **PURPOSE:**

Provide for the creation of a region-wide multimodal transportation planning process in accordance with Federal and State guidelines to ensure the coordination of transportation planning and policy activities in FDOT District One.

### **PREVIOUS WORK:**

- Represented the MPO at local, regional, State and Federal meetings.
- Attended quarterly Coordinated Urban Transportation Studies (CUTS) meetings, MPOAC meetings.
- Developed and updated an interlocal agreement between the Collier MPO and the Lee County MPO coordinating regional transportation solutions.
- Development and adoption of Lee-Collier Bi-County Regional Transportation Network that includes Strategic Intermodal System (SIS) and other important cross-county connections and intermodal facilities.
- Developed, adopted, and updated the Regional Transportation Network Priorities for Statewide Discretionary funding.
- Developed the evaluation criteria for and ranking of candidate Transportation Regional Incentive Program (TRIP) projects.
- The 2040 District wide model.

### **REQUIRED ACTIVITIES:**

- Participation in the Lee County MPO and advisory committee meetings.
- Participation and coordination of Joint MPO Board and Joint Advisory Committee meetings with Lee County.
- Coordinate with FDOT, Lee County MPO, other adjoining MPOs and adjoining jurisdictions, municipalities or agencies to ensure that regional needs are being addressed and planning activities are consistent. Such coordination includes but is not limited to discussion of regional plans, review of the Strategic Intermodal System (SIS) plan, evaluation and ranking of TRIP projects, and update of Joint priorities for regional and statewide funding.
- Develop, adopt and update regional transportation priorities, including the Regional Transportation Network Priorities, the Transportation Regional Incentive Program (TRIP) projects and Regional Enhancement Priorities.
- Manage consultant services as required.
- Participation and membership in, the Association of Metropolitan Planning Organizations (AMPO), MPOAC, District One CUTS, FDOT / FHWA quarterly conference calls and regional quarterly meetings, and Florida's Heartland Regional Economic Development Initiative (FHREDI) meetings. Travel may be required for this activity.
- Analysis of State and Federal laws and regulations for MPOs, committees and local government officials to aid them in the application of regional transportation policy strategies.

**END PRODUCT:**

**(TARGET DATE)**

- An enhanced regional transportation planning process. (ongoing)
- Participation in the statewide MPOAC, the quarterly MPO Staff Directors' Advisory Committee and MPOAC subcommittees, and FDOT District One CUTS meetings. (quarterly)
- Participation in the Lee County TAC meetings. (monthly)
- Joint meetings with the Lee County MPO advisory committees and MPO Board. (annually)
- Participation in SWFRPC planning process. (as necessary)
- TRIP Priorities. (as necessary)
- Joint MPO Priorities for Statewide Discretionary Funding (as needed)
- Updated regional transportation priorities. (as needed)
- FHWA/FTA/FDOT meetings and trainings (as needed)

**RESPONSIBLE AGENCY:**

Collier MPO	<b>FY 2018/19</b> FHWA (PL)	\$35,000
Collier MPO	<b>FY 2019/20</b> FHWA (PL)	\$30,000

## Task 7 - Financial Tables

Task 7- Regional Coordination							
Estimated Budget Detail for FY 2018/19							
Budget Category & Description	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	FTA Local Match	Trans. Disad.	Total
<b>A. Personnel Services</b>							
MPO staff salaries, fringe benefits, and other deductions	\$28,000	\$0	0	0	0	0	\$28,000
<b>Subtotal:</b>	<b>\$28,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,000</b>
<b>B. Travel</b>							
Travel to MPOAC and any other out of county activities as necessary	\$7,000	\$0	\$0	\$0	\$0	\$0	\$7,000
<b>Subtotal:</b>	<b>\$7,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000</b>
<b>Total:</b>	<b>\$35,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,000</b>

Task 7- Regional Coordination							
Estimated Budget Detail for FY 2019/20							
Budget Category & Description	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	FTA Local Match	Trans. Disad.	Total
<b>A. Personnel Services</b>							
MPO staff salaries, fringe benefits, and other deductions	\$25,000	\$0	0	0	0	0	\$25,000
<b>Subtotal:</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>
<b>B. Travel</b>							
Travel to MPOAC and any other out of county activities as necessary	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
<b>Subtotal:</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>
<b>Total:</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>

## **TASK 8**

## **LOCALLY FUNDED ACTIVITIES**

**LOCALLY FUNDED ACTIVITIES**

**PURPOSE:**

To cover any MPO expenses deemed not eligible or reimbursable by FHWA PL, TD or FTA Section 5305(d) funding.

**PREVIOUS WORK:**

- Preparation of resolutions and policy positions with respect to legislative issues.
- Reimbursement of travel and training expenses not eligible for reimbursement from the FHWA PL, TD or FTA Section 5305(d) Grants.

**REQUIRED TASKS:**

Requests are often made of MPO staff to prepare resolutions and policy position statements which are not eligible for grant reimbursement. Travel expenses will be reimbursed consistent with the MPO’s adopted policy, and any expenses that are not eligible for grant reimbursement will be funded from this task.

**TASK ACTIVITIES:**

- Preparation of resolutions and policy positions with respect to legislative issues.
- Payment for training and travel that is not eligible for FHWA PL, TD or FTA Section 5305(d) reimbursement.
- Payment of any shortfall of Consultant or Personnel costs.
- Payment of funds to operate the MPO until reimbursement by the grantor.

**END PRODUCT:**

**(TARGET DATE)**

- Resolutions and policy position statements. (as necessary)
- Membership to AICP, AMPO, and other organizations. (as necessary)
- Training and travel. (as necessary)
- Funds necessary to operate the MPO. (as necessary)

**RESPONSIBLE AGENCY:**

	<b>FY 2018/19</b>	
Collier MPO	Local Funds	\$ 8,000
	<b>FY 2019/20</b>	
Collier MPO	Local Funds	\$ 8,000



## Task 8 - Financial Tables

Task 8 - Locally Funded Activities Estimated Budget Detail for FY 2018/19								
Budget Category & Description	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	FTA Local Match	Trans. Disad.	Other	Total
<b>A. Miscellaneous Expenses</b>								
Resolutions and policy positions, travel, membership dues, and any other expenses not eligible for grant reimbursement	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$8,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>	<b>\$8,000</b>

Task 8 - Locally Funded Activities Estimated Budget Detail for FY 2019/20								
Budget Category & Description	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	FTA Local Match	Trans. Disad.	Other	Total
<b>A. Miscellaneous Expenses</b>								
Resolutions and policy positions, travel, membership dues, and any other expenses not eligible for grant reimbursement	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$8,000
<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>	<b>\$8,000</b>

**TASK 9 STATE SUPPORT**

## **STATE SUPPORT FOR FTA SECTION 5305(D)**

### **PURPOSE:**

To provide guidance, technical assistance and one-half the cash match to the MPO, in support of the transit planning activities; provide one-half the local cash match for the FTA Section 5303 or 5305(d) funds supporting UPWP Tasks.

### **PREVIOUS WORK:**

- Annual State support since FY 1997-1998.

### **METHODOLOGY:**

The FDOT will assist the MPO staff in the guidance and support of transit project planning efforts. Management efforts include State support in the form of a cash match. Funding in this category is contingent upon execution of a Joint Participation Agreement (JPA) between FDOT and the MPO.

### **END PRODUCT:**

**(TARGET DATE)**

- Cash match and assistance with management and technical tasks funded with FTA Section 5303/5305(d) funds. (Ongoing)

### **RESPONSIBLE AGENCY:**

FDOT	<b>FY 2018/19</b>	
	FDOT (17/18)	\$14,207
	FDOT (18/19)	\$14,207
FDOT	<b>FY 2019/20</b>	
	FDOT	\$14,207

# TABLES

**TABLE 1  
AGENCY PARTICIPATION**

**FY2018/19**

Task #	Task Description	De-obligation from 17/18	FHWA (PL)	FHWA (SA)	FTA Section 5305*	FDOT		Local	TD Trust	Total	Amount to Consultant
						Soft Match	Cash Match				
1	Administration	\$ 85,000	\$ 245,000		\$ -	\$ 72,783	\$ -	\$ -	\$ -	\$ 402,783	\$ 30,000
2	Data Collection/ Development	\$ -	\$ 20,000		\$ -	\$ 4,411	\$ -	\$ -	\$ -	\$ 24,411	\$ 10,000
3	Transportation Improvement Program (TIP)	\$ -	\$ 20,000		\$ -	\$ 4,411	\$ -	\$ -	\$ -	\$ 24,411	
4	Long Range Planning	\$ -	\$ 162,379		\$ -	\$ 35,813	\$ -	\$ -	\$ -	\$ 198,192	\$ 122,379
5	Special Projects and Systems Planning	\$ 67,000	\$ 50,000	\$ 200,000	\$ -	\$ 25,805	\$ -	\$ -	\$ -	\$ 342,805	\$ 267,000
6	Transit and Transportation Disadvantaged	\$ 20,000	\$ 5,000		\$ 227,310	\$ 5,514	\$ 28,414	\$ 28,414	\$ 26,915	\$ 341,567	\$ 180,589
7	Regional Coordination	\$ 5,000	\$ 30,000		\$ -	\$ 7,719	\$ -	\$ -	\$ -	\$ 42,719	
8	Locally Funded Activities	\$ -	\$ -		\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ 8,000	
	Total fiscal year 2018/19 funds for all tasks	\$ 177,000	\$ 532,379		\$ 227,310	\$ 156,456	\$ 28,414	\$ 36,414	\$ 26,915	\$ 1,184,888	
	Total De-obligation from prior fiscal years	\$ 177,000	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 177,000	
	Total cost, including carryover, for all tasks	\$ 177,000	\$ 532,379	\$ 200,000	\$ 227,310	\$ 156,456	\$ 28,414	\$ 36,414	\$ 26,915	\$ 1,384,888	\$ 609,968

	FHWA PL	FHWA SA	FDOT	FTA 5305	TD Trust	Collier Co.	Naples	Everglades	Marco Is.	Total
State Support/Match for MPO (1)	\$ -		\$ 156,456	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 156,456
FY 18/19 State and Local Support for FTA Program (2)	\$ -		\$ 14,207	\$ -	\$ -	\$ 8,879	\$ 3,552	\$ -	\$ 1,776	\$ 28,414
FY 2018/19 Funding	\$ 532,379	\$ 200,000	\$ -	\$ 113,655	\$ 26,915	\$ -	\$ -	\$ -	\$ -	\$ 872,949
FY 2018/19 Local Funding	\$ -		\$ -	\$ -	\$ -	\$ 5,000	\$ 2,000	\$ -	\$ 1,000	\$ 8,000
5305 Carryover	\$ -		\$ 14,207	\$ 113,655	\$ -	\$ 8,879	\$ 3,552	\$ -	\$ 1,776	\$ 142,069
De-Obligation from Prior Fiscal Years	\$ 177,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 177,000
Total cost, including carryover, for all tasks	\$ 709,379	\$ 200,000	\$ 184,870	\$ 227,310	\$ 26,915	\$ 22,759	\$ 9,104	\$ -	\$ 4,552	\$ 1,384,888

- (1) For FY 2018/2019, FDOT will "soft match" the MPP/PL Funds using toll revenue expenditures as a credit toward the non-Federal matching share. The amount identified on this line represent the amount of "soft match" required (both State and local) for the amount of Federal PL section 112 funds requested in this UPWP.
- (2) This amount identified on this line represents the amount of FTA 5305 funding and the amount of local match (10%) required.
- \* - FTA Section 5305 includes 2017/18 and 18/19 funding

**TABLE 2**  
**FUNDING SOURCE TABLE**  
**FY 2018/19**

Task #	Task Description	De-obligated Funding from 17/18	FHWA PL Federal	FHWA SA Federal	FDOT Soft Match	Total Federal Funding	FTA 5305 2017-18 (Carry Forward)			FTA 5305 2018-19			State TD Trust	Local Funding	Total	
							Federal	State	Local	Federal	State	Local				
1	Administration	\$ 85,000	\$ 245,000		\$ 72,783	\$ 330,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 402,783
2	Data Collection/Development		\$ 20,000		\$ 4,411	\$ 20,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,411
3	Transportation Improvement Program (TIP)		\$ 20,000		\$ 4,411	\$ 20,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,411
4	Long Range Planning		\$ 162,379		\$ 35,813	\$ 162,379		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 198,192
5	Special Projects and Systems Planning	\$ 67,000	\$ 50,000	\$ 200,000	\$ 25,805	\$ 317,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 342,805
6	Transit and Transportation Disadvantaged	\$ 20,000	\$ 5,000		\$ 5,514	\$ 25,000	\$113,655	\$ 14,207	\$ 14,207	\$ 113,655	\$ 14,207	\$14,207	\$ 26,915	\$ 8,000	\$ 349,567	
7	Regional Coordination	\$ 5,000	\$ 30,000		\$ 7,719	\$ 35,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,719
8	Locally Funded Activities	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Total fiscal year 2018/19 funds for all tasks</b>	<b>\$ 177,000</b>	<b>\$ 532,379</b>	<b>\$ 200,000</b>	<b>\$ 156,456</b>	<b>\$ 909,379</b>	<b>\$113,655</b>	<b>\$ 14,207</b>	<b>\$ 14,207</b>	<b>\$ 113,655</b>	<b>\$ 14,207</b>	<b>\$14,207</b>	<b>\$ 26,915</b>	<b>\$ 8,000</b>	<b>\$ 1,384,888</b>	
	State Support/Match for MPO (1)	\$ -	\$ -	\$ -	\$ 156,456	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 156,456
	State and Local Support for FTA Program (2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 14,207	\$14,207	\$ -	\$ -	\$ -	\$ 28,414
	FY 2018/19 Funding	\$ -	\$ 532,379	\$ 200,000	\$ -	\$ -	\$ -	\$ -		\$ 113,655	\$ -		\$ -	\$ -	\$ -	\$ 846,034
	FY 2018/19 Local Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,915	\$ 8,000	\$ 34,915	
	Roll Forward from Prior Fiscal Year	\$ 177,000			\$ -	\$ -	\$113,655	\$ 14,207	\$ 14,207	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 319,069
	<b>Total cost, including carryover, for all tasks</b>	<b>\$ -</b>	<b>\$ 532,379</b>	<b>\$ 200,000</b>	<b>\$ 156,456</b>	<b>\$ 909,379</b>	<b>\$113,655</b>	<b>\$ 14,207</b>	<b>\$ 14,207</b>	<b>\$ 113,655</b>	<b>\$ 14,207</b>	<b>\$14,207</b>	<b>\$ 26,915</b>	<b>\$ 8,000</b>	<b>\$ 1,384,888</b>	

**TABLE 3  
AGENCY PARTICIPATION  
FY 2019/20**

Task #	Task Description	FHWA (PL)	FTA Section 5305	FDOT		Local	TD Trust	Total	Amount to Consultant
				Soft Match	Cash Match				
1	Administration	\$ 259,185	\$ -	\$ 57,164	\$ -	\$ -	\$ -	\$ 316,349	\$ 5,000
2	Data Collection/ Development	\$ 20,000	\$ -	\$ 4,411	\$ -	\$ -	\$ -	\$ 24,411	\$ 10,000
3	Transportation Improvement Program (TIP)	\$ 20,000	\$ -	\$ 4,411	\$ -	\$ -	\$ -	\$ 24,411	\$ -
4	Long Range Planning	\$ 150,379	\$ -	\$ 33,167	\$ -	\$ -	\$ -	\$ 183,546	\$ 120,379
5	Special Projects and Systems Planning	\$ 67,000	\$ -	\$ 14,777	\$ -	\$ -	\$ -	\$ 81,777	\$ 17,000
6	Transit and Transportation Disadvantaged	\$ -	\$ 113,655	\$ -	\$ 14,207	\$ 14,207	\$ 26,915	\$ 168,984	\$ 110,625
7	Regional Coordination	\$ 30,000	\$ -	\$ 6,617	\$ -	\$ -	\$ -	\$ 36,617	\$ -
8	Locally Funded Activities	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ 8,000	\$ -
	Total fiscal year 2017/18 funds for all tasks	\$ 546,564	\$ 113,655	\$ 120,547	\$ 14,207	\$ 22,207	\$ 26,915	\$ 844,095	\$ -
	Total De-obligation from prior fiscal years	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Total cost, including carryover, for all tasks</b>	<b>\$ 546,564</b>	<b>\$ 113,655</b>	<b>\$ 120,547</b>	<b>\$ 14,207</b>	<b>\$ 22,207</b>	<b>\$ 26,915</b>	<b>\$ 844,095</b>	<b>\$ 263,004</b>

	FHWA PL	FDOT	FTA 5305	TD Trust	Collier Co.	Naples	Everglades	Marco Is.	Total
State Support/Match for MPO (1)	\$ -	\$ 120,547	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,547
State and Local Support for FTA Program (2)	\$ -	\$ 14,207	\$ -	\$ -	\$ 8,879	\$ 3,552	\$ -	\$ 1,776	\$ 28,414
FY 2019/20 Funding	\$ 546,564	\$ -	\$ 113,655	\$ 26,915	\$ -	\$ -	\$ -	\$ -	\$ 687,134
FY 2019/20 Local Funding	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 2,000	\$ -	\$ 1,000	\$ 8,000
5305 Carryover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PL Roll Forward from Prior Fiscal Years	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Close-Out from FY 2017/18	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total cost, including carryover, for all tasks</b>	<b>\$ 546,564</b>	<b>\$ 134,754</b>	<b>\$ 113,655</b>	<b>\$ 26,915</b>	<b>\$ 13,879</b>	<b>\$ 5,552</b>	<b>\$ -</b>	<b>\$ 2,776</b>	<b>\$ 844,095</b>

- (1) For FY 2019/2020, FDOT will "soft match" the MPP/PL Funds using toll revenue expenditures as a credit toward the non-Federal matching share.  
The amount identified on this line represent the amount of "soft match" required (both State and local) for the amount of Federal PL section 112 funds requested in this UPWP.
- (2) This amount identified on this line represents the amount of FTA 5305 funding and the amount of local match (10%) required.

**TABLE 4**  
**FUNDING SOURCE TABLE**  
**FY 2019/20**

Task #	Task Description	FHWA PL	FDOT	TOTAL	FTA 5305 2019-20			State TD	Local	Total
		Federal	Soft Match	FEDERAL PL	Federal	State	Local	Trust	Funding	
1	Administration	\$ 259,185	\$ 57,164	\$ 259,185	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 316,349
2	Data Collection/Development	\$ 20,000	\$ 4,411	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,411
3	Transportation Improvement Program (TIP)	\$ 20,000	\$ 4,411	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,411
4	Long Range Planning	\$ 150,379	\$ 33,167	\$ 150,379	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 183,546
5	Special Projects and Systems Planning	\$ 67,000	\$ 14,777	\$ 67,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,777
6	Transit and Transportation Disadvantaged	\$ -	\$ -	\$ -	\$ 113,655	\$ 14,207	\$ 14,207	\$ 26,915	\$ -	\$ 168,984
7	Regional Coordination	\$ 30,000	\$ 6,617	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,617
8	Locally Funded Activities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ 8,000
	Total fiscal year 2017/18 funds for all tasks	\$ 546,564	\$ 120,547	\$ 546,564	\$ 113,655	\$ 14,207	\$ 14,207	\$ 26,915	\$ 8,000	\$ 844,095
	State Support/Match for MPO	\$ -	\$ 120,547	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,547
	State and Local Support for FTA Program	\$ -	\$ -	\$ -	\$ -	\$ 14,207	\$ 14,207	\$ -	\$ -	\$ 28,414
	FY 2019/20 Funding	\$ 546,564	\$ -	\$ -	\$ 113,655	\$ -	\$ -	\$ 26,915	\$ -	\$ 687,134
	FY 2019/20 Local Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ 8,000
	PL Roll Forward from Prior Fiscal Year	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total cost, including carryover, for all tasks	\$ 546,564	\$ 120,547	\$ -	\$ 113,655	\$ 14,207	\$ 14,207	\$ 26,915	\$ 8,000	\$ 844,095



TABLE 5

The Planning Factors listed below are priority themes for the FHWA, the FTA and the FDOT. The matrix identifies which of the Planning Factors and Emphasis Areas that will be considered in each of the UPWP Task activity.

	Administration	Data Collection	TIP Maintenance & Development	Long Range Planning	Special Projects & Systems Planning	Transit & Transportation Disadvantaged Planning	Regional Coordination	Locally Funded Activities
<b>MAP -21 Federal Planning Factors</b>								
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.			✓	✓	✓		✓	
2. Increase the safety of the transportation system for motorized and non-motorized users.		✓	✓	✓	✓		✓	
3. Increase the security of the transportation system for motorized and non-motorized users.		✓		✓	✓		✓	
4. Increase the accessibility and mobility of people and for freight.		✓		✓	✓	✓	✓	
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	✓	✓	✓	✓	✓	✓	✓	✓
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.		✓		✓	✓	✓	✓	
7. Promote efficient system management and operation.		✓		✓	✓	✓	✓	
8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.		✓	✓	✓	✓		✓	
<b>FAST Planning Factors</b>								
9. Enhance travel and tourism.			✓	✓	✓	✓	✓	✓
10. Emphasize the preservation of the existing transportation system.		✓	✓	✓				✓
<b>FDOT Planning Emphasis Areas</b>								
11. Rural Transportation Planning		✓	✓	✓	✓	✓	✓	
12. Transportation Performance Measures		✓	✓	✓	✓	✓	✓	
13. ACES (Automated/Connected/Electric/Shared-use) Vehicles		✓		✓				

# **APPENDIX A**

**FY 2018/19 & 2019/2020**

## **FEDERAL PLANNING FACTORS AND FDOT'S PLANNING EMPHASIS AREAS (PEA)**

# Appendix ‘A’

## Federal Planning Factors and FDOT Planning Emphasis Area (PEA) for FY 2018/2019 & 2019/2020

The FTA and FHWA have in the past identified PEAs annually to promote priority themes for consideration, as appropriate, in metropolitan and statewide Unified Planning Work Programs proposed for FTA and FHWA funding. SAFETEA-LU, MAP-21 and the subsequent rulemaking have specified eight specific planning factors that FTA and FHWA will use in determining MPO and UPWP compliance with federal and state requirements. These factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of transportation system.

In addition to the existing factors, the Fixing America’s Surface Transportation (FAST) Act added two planning factors:

1. Enhance travel and tourism.
2. Emphasize the preservation of the existing transportation system.

## FDOT Planning Emphasis Areas

The Florida Department of Transportation Office of Policy Planning develops *Planning Emphasis Areas* on a two-year cycle in coordination with the development of Metropolitan Planning Organizations’ respective unified planning work programs. Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources.

Metropolitan Planning Organizations should consider the following topics when updating their Unified Planning Work Plan.

## Rural Transportation Planning

MAP-21 defined the structure and responsibilities of designated regional transportation planning organizations in federal regulations for the first time. Florida Statutes include several provisions that require coordination with local governments including those in rural areas. Some rural communities in Florida face significant development



pressures and need transportation investments to handle growing populations and economic activities. Others simply struggle to maintain their existing transportation system and with providing services to a spread-out community. MPOs are encouraged to plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

## **Transportation Performance Measures**

FHWA has finalized six interrelated performance rules to implement the transportation performance measures framework established by MAP-21 and the FAST Act. Collectively, the rules address challenges facing the transportation system, including: improving safety, maintaining the condition of the infrastructure, reducing traffic congestions, improving the efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. Planning documents will identify the strategies and investments used to reach the targets. Progress towards meeting the targets will be reported through new and existing mechanisms. MPOs need to account in their UPWP for the effort necessary to satisfy the federal requirements. As MPOs and Florida DOT venture into this first round of target setting and adopting performance measures into our planning products, more emphasis will be placed on this topic area. The cooperative efforts of Florida's MPOs and DOT to insure this new planning tool will be effective and well-coordinated will need to be shown in the upcoming UPWPs.

## **ACES (Automated/Connected/Electric/Shared-use) Vehicles**

According to the Federal Highway Administration, "Transportation is in the midst of disruptive change from new technologies (automated and connected vehicles); new institutions (shared mobility firms); and changing attitudes (reduced car ownership). Across the nation, transportation planners are under pressure to develop performance-oriented policies, plans, and investment decisions that consider an increasingly complex transportation landscape. In the process, planners need to consider, but cannot yet reliably predict, the potential impact of disruptive and transformational Connected Vehicle (CV) and Automated Vehicle (AV) technologies on safety, vehicle ownership, road capacity, VMT, land-use, roadway design, future investment demands, and economic development, among others. While some forms of CV and AV are already being deployed across the United States, significant unknowns exist regarding the rate of technology adoption, which types of technologies will prevail in the marketplace, the interaction between CV/AV vehicles and various forms of shared mobility services, and the impacts of interim and widespread levels of CV/ AV usage."

Adopting and supporting innovative technologies and business practices supports all seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to great improvements in safety, transportation choices, and quality of life for Floridians, our visitors and the Florida economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.

**APPENDIX B**

**FTA Grant Application**

## RESOLUTION 2018-03

### **RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION AUTHORIZING THE FILING OF AN APPLICATION WITH THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION, FOR A GRANT UNDER THE URBAN MASS TRANSIT TRANSPORTATION ACT OF 1964, AS AMENDED**

**WHEREAS**, federal transit laws, codified in sections of Titles 49 and 23, United States Code, authorize the Secretary of Transportation to make grants for a transportation program that emphasizes a multi-modal approach; and

**WHEREAS**, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of the project costs in the program; and

**WHEREAS**, it is required by the U.S. Department of Transportation in accord with the provisions of Title VI of the Civil Rights Act of 1964, as amended, that the applicant gives an assurance that it will comply with Title VI of the Civil Rights act of 1964 and the U.S. Department of Transportation requirements thereunder; and

**WHEREAS**, it is the desired goal of the applicant that disadvantaged business enterprises be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that disadvantaged businesses shall have the maximum feasible opportunity to compete for contracts and purchase orders when procuring construction contracts, supplies, equipment contracts, or consultant and other services; and

**WHEREAS**, the total project allocation is attributed to an 80% share from the Federal Transit Administration a 10% share from local funds for the planning grant provided in a cash match by the Collier Metropolitan Planning Organization and a 10% match provided in cash by the Florida Department of Transportation.

**NOW, THEREFORE BE IT RESOLVED** by the Collier Metropolitan Planning Organization (MPO):

1. That the MPO Chairperson is authorized to execute and file an application on behalf of the Collier Metropolitan Planning Organization with the U.S. Department of Transportation, through the Florida Department of Transportation, to aid in the financing of planning projects pursuant to Section 5305 (d) of the Urban Mass Transportation Act of 1964, as amended.
2. That the MPO Chairperson is authorized to execute and file with such applications an assurance or any other document required by the U.S. Department of Transportation and/or the Florida Department of Transportation effectuating the purpose of this grant including Title VI of the Civil Rights Act of 1964.
3. That the MPO Chairperson is authorized to execute and file a Joint Participation Agreement (JPA) between the Collier Metropolitan Planning Organization and the Florida Department of Transportation for receipt of the federal funds and state cash match upon presentation to the MPO Board.

**RESOLUTION 2018- 03**

**Page Two**

4. That the MPO Director or staff designee is authorized to amend the FTA 5305(d) application, project budget and corresponding Unified Planning Work Program pages related to the 5305(d) allocation, including but not limited to the Task, Sub-Task, Financial Tables, Funding Source Tables and Agency Tables should the total funding allocated to Collier County deviate from the amount for which the County applied.
  
5. That the MPO Director or staff designee is authorized to furnish such additional information as the U.S. Department of Transportation and/or the Florida Department of Transportation may require in connection with the application and/or the project.

**This Resolution PASSED and duly adopted by the Collier Metropolitan Planning Organization after majority vote on this 11<sup>th</sup> day of May 2018.**

COLLIER METROPOLITAN  
PLANNING ORGANIZATION

ATTEST: \_\_\_\_\_

Anne McLaughlin  
MPO Executive Director

By: \_\_\_\_\_

Commissioner William L. McDaniel, Jr.  
MPO Chair

Approved as to form and legality:

\_\_\_\_\_  
Scott R. Teach  
DEPUTY COUNTY ATTORNEY



## PROJECT DESCRIPTION FOR 2018/19-2019/20 FTA SECTION 5305(d) FUNDS

This application for FTA Section 5305(d) funds pertains to a study to be conducted by the Collier MPO staff in the 2018/19-2019/20 fiscal year.

A consultant to the MPO will prepare a major update to the Transit Development Plan. This plan was last adopted in 2015 and is scheduled to be updated in 2020. The update will ensure consistency with *the Florida Transportation Plan* and the *Florida Transportation Plan* in order to reflect changes in local policy direction and input gained from public involvement activities.

A consultant to the MPO will complete a Transit Impact Analysis. The purpose of this study is to understand the demand placed on the community's transit network by development, which is an important dimension of the overall transportation network that is often overlooked when assessing the impacts of development.

A consultant to the MPO will conduct a Park and Ride study. The intent of this analysis is to evaluate the fare box recovery for the fixed route and ADA services to ensure that any increase will not create a reduction in the use of the service.

In addition, a consultant to the MPO will complete the transit element of the 2045 Long Range Transportation Plan. The purpose of this study is to understand the demand placed on the community's transit network by development, which is an important dimension of the overall transportation network that is often overlooked when assessing the impacts of development.



## Application for Federal Assistance SF-424

## \* 1. Type of Submission:

- Preapplication  
 Application  
 Changed/Corrected Application

## \* 2. Type of Application:

- New  
 Continuation  
 Revision

\* If Revision, select appropriate letter(s):

\* Other (Specify):

## \* 3. Date Received:

## 4. Applicant Identifier:

## 5a. Federal Entity Identifier:

## 5b. Federal Award Identifier:

FL-80-0009

## State Use Only:

## 6. Date Received by State:

## 7. State Application Identifier:

## 8. APPLICANT INFORMATION:

## \* a. Legal Name:

Collier Metropolitan Planning Organization

## \* b. Employer/Taxpayer Identification Number (EIN/TIN):

59-6000558

## \* c. Organizational DUNS:

## d. Address:

## \* Street1:

2885 South Horseshoe Drive

## Street2:

## \* City:

Naples

## County/Parish:

## \* State:

FL: Florida

## Province:

## \* Country:

USA: UNITED STATES

## \* Zip / Postal Code:

34104

## e. Organizational Unit:

## Department Name:

Collier MPO

## Division Name:

Collier MPO

## f. Name and contact information of person to be contacted on matters involving this application:

## Prefix:

## \* First Name:

Anne

## Middle Name:

## \* Last Name:

McLaughlin

## Suffix:

## Title:

Executive Director

## Organizational Affiliation:

MPO

## \* Telephone Number:

239-252-5884

## Fax Number:

## \* Email:

Anne.McLaughlin@colliercountyfl.gov

**Application for Federal Assistance SF-424**

**\* 9. Type of Applicant 1: Select Applicant Type:**

X: Other (specify)

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

MPO

**\* 10. Name of Federal Agency:**

Federal Transit Administration

**11. Catalog of Federal Domestic Assistance Number:**

20.505

CFDA Title:

Section 5305(d)

**\* 12. Funding Opportunity Number:**

FL-80-009

\* Title:

Metropolitan Transportation Planning

**13. Competition Identification Number:**

Not Applicable

Title:

Not Applicable

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

Add Attachment

Delete Attachment

View Attachment

**\* 15. Descriptive Title of Applicant's Project:**

Support of transit planning activities identified in the 2018/19-2019/20 Unified Planning Work Program. This includes a transit impact analysis study, a park and ride study and a TDP major update.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="113,655.00"/>
* b. Applicant	<input type="text" value=""/>
* c. State	<input type="text" value="14,207.00"/>
* d. Local	<input type="text" value="14,207.00"/>
* e. Other	<input type="text" value=""/>
* f. Program Income	<input type="text" value=""/>
* g. TOTAL	<input type="text" value="142,069.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

- Yes  No

If "Yes", provide explanation and attach

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:

Middle Name:

\* Last Name:

Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

**Section 5305(d)**  
**GMIS PLANNING LINE ITEM CODES – FFY 2018-19**  
(FTA Funds Only)

<b>Technical Classifications:</b>	<b>ITEM</b>	<b>FTA Funds</b>
44.21.00	Program Support and Administration	\$26,742
44.22.00	General Development and Comprehensive Planning	\$13,371
44.23.01	Long Range Transportation - System Level	\$6,686
44.23.02	Long Range Transportation - Project Level	\$6,686
44.24.00	Short Range Transportation Planning	\$13,371
44.25.00	Transportation Improvement Program	\$6,686
44.26.00	Planning Emphasis Areas	\$6,686
44.26.12	Coordination of Non-Emergency Human Service Transportation	\$13,371
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management / Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	\$6,686
44.27.00	Other Activities	\$13,371
	<b>TOTAL NET PROJECT COST</b>	<b>\$113,655</b>
 <b>ACCOUNTING CODE NUMBER</b>		
44.30.01	Personnel	\$14,848
44.30.02	Fringe Benefits	\$4,416
44.30.03	Travel	\$1,600
44.30.04	Equipment	\$0
44.30.05	Supplies	\$800
44.30.06	Contractual	\$91,911
44.30.07	Other	\$900
44.30.08	Indirect Charges	\$0
	<b>TOTAL NET PROJECT COST</b>	<b>\$113,655</b>
 <b>FUND CODE NUMBER</b>		
44.40.01	MPO Activities	\$113,655
44.40.02	Transit Operator Activities	
44.40.03	State and /or Local Agency Activities	
	<b>TOTAL NET PROJECT COST</b>	<b>\$113,655</b>



**Section 5305(d)**  
**Approved Project Budget for FFY 2018-19**  
(Total Dollars)

<b>TECHNICAL CLASSIFICATIONS:</b>	<b>ITEM</b>	<b>FTA Funds</b>
44.21.00	Program Support and Administration	\$33,428
44.22.00	General Development and Comprehensive Planning	\$16,714
44.23.01	Long Range Transportation - System Level	\$8,357
44.23.02	Long Range Transportation - Project Level	\$8,357
44.24.00	Short Range Transportation Planning	\$16,714
44.25.00	Transportation Improvement Program	\$8,357
44.26.00	Planning Emphasis Areas	\$8,357
44.26.12	Coordination of Non-Emergency Human Service Transportation	\$16,714
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management / Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	\$8,357
44.27.00	Other Activities	\$16,714
	TOTAL Net Project Cost	\$142,069
<b>ACCOUNTING CODE NUMBER</b>		
44.30.01	Personnel	\$18,560
44.30.02	Fringe Benefits	\$5,520
44.30.03	Travel	\$2,000
44.30.04	Equipment	\$0
44.30.05	Supplies	\$1,000
44.30.06	Contractual	\$114,889
44.30.07	Other	\$100
44.30.08	Indirect Charges	
	TOTAL Net Project Cost	\$142,069
<b>FUND CODE NUMBER</b>		
44.40.01	MPO Activities	\$142,069
44.40.02	Transit Operator Activities	\$0
44.40.03	State and/or Local Agency Activities	\$0
	TOTAL Net Project Cost	\$142,069
	Federal Share (80%)	\$113,655
	Local Share (20%)	\$28,414

Accounting  
Classification  
91.37.08.8P-2

FPC  
02

Description  
Technical Studies - Planning



**Section 5305(d)**  
**GMIS PLANNING LINE ITEM CODES – FFY 2019-20**  
(FTA Funds Only)

<b>Technical Classifications:</b>	<b>ITEM</b>	<b>FTA Funds</b>
	44.21.00 Program Support and Administration	\$26,742
	44.22.00 General Development and Comprehensive Planning	\$13,371
	44.23.01 Long Range Transportation - System Level	\$6,686
	44.23.02 Long Range Transportation - Project Level	\$6,686
	44.24.00 Short Range Transportation Planning	\$13,371
	44.25.00 Transportation Improvement Program	\$6,686
	44.26.00 Planning Emphasis Areas	\$6,686
	44.26.12 Coordination of Non-Emergency Human Service Transportation	\$13,371
	44.26.13 Participation of Transit Operators in Metropolitan Planning	
	44.26.14 Planning for Transit Systems Management / Operations to Increase Ridership	
	44.26.15 Support Transit Capital Investment Decisions through Effective Systems Planning	
	44.26.16 Incorporating Safety & Security in Transportation Planning	\$6,686
	44.27.00 Other Activities	\$13,371
	<b>TOTAL NET PROJECT COST</b>	<b>\$113,655</b>
<b>ACCOUNTING CODE NUMBER</b>		
	44.30.01 Personnel	\$14,848
	44.30.02 Fringe Benefits	\$4,416
	44.30.03 Travel	\$3,887
	44.30.04 Equipment	\$0
	44.30.05 Supplies	\$1,643
	44.30.06 Contractual	\$88,741
	44.30.07 Other	\$120
	44.30.08 Indirect Charges	\$0
	<b>TOTAL NET PROJECT COST</b>	<b>\$113,655</b>
<b>FUND CODE NUMBER</b>		
	44.40.01 MPO Activities	\$113,655
	44.40.02 Transit Operator Activities	
	44.40.03 State and /or Local Agency Activities	
	<b>TOTAL NET PROJECT COST</b>	<b>\$113,655</b>



**Section 5305(d)**  
**Approved Project Budget for FFY 2019-20**  
(Total Dollars)

**TECHNICAL CLASSIFICATIONS:**

ITEM	FTA Funds
44.21.00 Program Support and Administration	\$33,428
44.22.00 General Development and Comprehensive Planning	\$16,714
44.23.01 Long Range Transportation - System Level	\$8,357
44.23.02 Long Range Transportation - Project Level	\$8,357
44.24.00 Short Range Transportation Planning	\$16,714
44.25.00 Transportation Improvement Program	\$8,357
44.26.00 Planning Emphasis Areas	\$8,357
44.26.12 Coordination of Non-Emergency Human Service Transportation	\$16,714
44.26.13 Participation of Transit Operators in Metropolitan Planning	
44.26.14 Planning for Transit Systems Management / Operations to Increase Ridership	
44.26.15 Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16 Incorporating Safety & Security in Transportation Planning	\$8,357
44.27.00 Other Activities	\$16,714
TOTAL Net Project Cost	\$142,069

**ACCOUNTING CODE NUMBER**

44.30.01 Personnel	\$18,560
44.30.02 Fringe Benefits	\$5,520
44.30.03 Travel	\$4,859
44.30.04 Equipment	\$0
44.30.05 Supplies	\$2,055
44.30.06 Contractual	\$110,925
44.30.07 Other	\$150
44.30.08 Indirect Charges	
TOTAL Net Project Cost	\$142,069

**FUND CODE NUMBER**

44.40.01 MPO Activities	\$142,069
44.40.02 Transit Operator Activities	\$0
44.40.03 State and/or Local Agency Activities	\$0
TOTAL Net Project Cost	\$142,069

Federal Share (80%)	\$113,655
Local Share (20%)	\$28,414

Accounting Classification  
91.37.08.8P-2

FPC  
02

Description  
Technical Studies - Planning



**FTA FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES**

**FEDERAL FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES FOR  
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

*(Signature page alternative to providing Certifications and Assurances in TEAM-Web)*

**Name of Applicant:** Collier Metropolitan Planning Organization

**The Applicant agrees to comply with applicable provisions of Categories 01 – 23.   X**

OR

**The Applicant agrees to comply with applicable provisions of the Categories it has selected:**

<u>Category</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement and Procurement Systems.	_____
04.	Private Sector Protections.	_____
05.	Rolling Stock Reviews and Bus Testing.	_____
06.	Demand Responsive Service.	_____
07.	Intelligent Transportation Systems.	_____
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
09.	Transit Asset Management Plan, Public Transportation Safety Program, and State Safety Oversight Requirements.	_____
10.	Alcohol and Controlled Substances Testing.	_____
11.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity Improvement).	_____
12.	State of Good Repair Program.	_____
13.	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs.	_____
14.	Urbanized Area Formula Grants Programs and Passenger Ferry Grant Program.	_____
15.	Enhanced Mobility of Seniors and Individuals with Disabilities Programs.	_____
16.	Rural Areas and Appalachian Development Programs.	_____
17.	Tribal Transit Programs (Public Transportation on Indian Reservations Programs).	_____
18.	State Safety Oversight Grant Program.	_____
19.	Public Transportation Emergency Relief Program.	_____
20.	Expedited Project Delivery Pilot Program.	_____
21.	Infrastructure Finance Programs.	_____
22.	Paul S. Sarbanes Transit in Parks Program.	_____
23.	Construction Hiring Preferences	_____





## FTA FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES

### FEDERAL FISCAL YEAR 2018 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for federal assistance to be awarded by FTA and all FTA Grantees with an active Capital or Formula Award)

#### AFFIRMATION OF APPLICANT

Name of Applicant: Collier Metropolitan Planning Organization (MPO)

Name and Relationship of Authorized Representative: Commissioner William L. McDaniel, Jr., MPO Chair

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2017, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2018.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature \_\_\_\_\_ Date: \_\_\_\_\_  
Name Commissioner William L. McDaniel, Jr., MPO Chair  
Authorized Representative of Applicant

#### AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Collier Metropolitan Planning Organization (MPO)

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature \_\_\_\_\_ Date: \_\_\_\_\_  
Name Scott R. Teach, Deputy County Attorney  
Attorney for Applicant

*Each Applicant for federal assistance to be awarded by FTA and each FTA Recipient with an active Capital or Formula Project or Award must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within FTA's electronic award and management system, provided the Applicant has on file and uploaded to FTA's electronic award and management system this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.*



# APPENDIX C

## RESPONSE TO COMMENTS – FHWA & FTA

## FHWA & FTA Comments and MPO Responses

Page #	Comment Type	Comment Description
viii & x	Critical	"Titles 23 and 49 of the Federal Transit Act" is not accurate – these titles do not just pertain to transit. It would be better stated as Titles 23 and 49, U.S.C.
Response		<i>The statements have been revised as suggested.</i>
Page 6	Editorial	Some End Products are listed in past tense. For example: Developed, maintained and enhanced MPO website and web pages
Response		<i>The end tasks have been revised to remove the past tense verbs.</i>
Page 19	Critical	Many of the End Products are targeted towards the end of Year 2 of the UPWP, yet less funding is planned than Year 1. Please review to ensure this is accurate.
Response		<i>Section 3.10 of the MPO Handbook states that if the MPO has an unexpended balance on a task in year one of the UPWP and they wish to continue with that task in year 2, the MPOs must leave the balance in the first fiscal year of the two-year UPWP. The funds and budget would be available July 1<sup>st</sup> of the second fiscal year of the UPWP. Many of the projects that have been identified in the UPWP are expected to take more than 12 months for completion. Funding from year one will be available to complete these tasks. In addition, the MPO expects to have carry over funding from the close-out of the FY 16/17-17/18 UPWP which will be added to the 2<sup>nd</sup> year.</i>
General	Editorial	Good information about the performance measures in the introduction! I also like that you include a section to show responses to comment received. Overall, very comprehensive document!
Response		<i>Thank you for your positive comments.</i>
General	Editorial	Tasks that involve consultant participation should provide enough detail (such as project scope, work to be accomplished for each project, anticipated completion dates, and project costs) about what the consultant responsibilities are concerning the activities to be undertaken using federal-aid funds. If that is not possible at this time, prior to the MPO's use of PL funds for these types planning projects or activities, the District should forward a copy of the scope of services, the anticipated cost, and completion date to the FHWA for review. It will continue to be the responsibility of the District and MPO to ensure that all activities undertaken as part of these tasks are eligible and are allowable costs.
Response		<i>Understood. The scope of work for projects identified with consultant participation is not available at this time. The MPO will send all scopes of work to the District for review and approval prior to issuing a purchase order.</i>

General	Editorial	All Agreements or Certifications, including Debarment and Suspension, Contracts, Grants, and Cooperative Agreements, Title VI agreements and DBE statements should be signed and dated, and included in the final document.
Response		<i>All agreements will be executed and included in Appendix H of the final document.</i>
General	FTA Region IV	If planning activities are proposed for funding under the 49 USC 5307 program or any other FTA program, please ensure they are listed and programmed in the UPWP. (FTA Circular 9030.1E, p. IV-1)
Response		<i>The MPO has not been notified of any planning activities proposed for funding under the 49 USC 5307 program. Staff will coordinate with Collier County PTNE Division and ensure that any future planning activities funded with 5307 funding are included in the UPWP.</i>
General	FTA Region IV	If the programmed 5305(d) funds are estimates, coordination with the State DOT may be required for UPWP modification or amendment after the release of the FTA FY18 Apportionment Notice.
Response		<i>Understood. The MPO will coordinate with the State DOT to ensure that accurate amounts are reflected in the UPWP as actual funding is updated.</i>

## **APPENDIX D**

### **Response to Comments – FDOT**

# FDOT Comments and MPO Responses

## General Comments:

## Specific Comments:

1. Please ensure that the MPO uses the revised Cost Analysis Certification in their final UPWP. The liaison will sign this form when the Board signs the final UPWP and Resolution. This Draft UPWP contains the older version that needs to be “switched out” for the revised version)

- a. This form is attached and available at the following link: <https://fms.fdot.gov/Anonymous/SendDocumentToClient?documentId=1788> (**Alex's Recommendation**)

*The Cost Analysis Certification form has been revised and included in the final UPWP.*

2. APPENDIX H Certification and Statements and Assurances -in response to the MPO's request for direction, please note the following: (**Alex's Recommendation**)

- a. The Joint Cert package is not *required* to be included in the UPWP, however, the MPO may include it *if* they wish.

- b. Please ensure that the MPO includes the **signed** UPWP Statements and Assurances (Debarment and Suspension, Lobbying, DBE, Title IV/, and Appendices A and E) in their final UPWP.

- c. The form that includes all of the required Statements and Assurances is attached and available at the following link: <https://fms.fdot.gov/Anonymous/SendDocumentToClient?documentId=1795>

*The signed UPWP Statements and Assurances will be included in Appendix H of the final UPWP.*

3. Table 1, Agency Participation and Table 2, Funding Source Table (both the Task Tables & Summary Tables on both pages T-1 and T-2): The De-Obligation from Prior Fiscal years, should be updated to reflect the revised requested amount of \$177,000. (it is currently showing \$132,000 which has been revised since this Draft UPWP was submitted and has been reviewed initialed by FDOT Attorney Don Conway and should be resolved by the Collier Board on Friday, April 13, 2018.

*Table 1 and Table 2 have been updated to reflect the approved de-obligation amount.*

4. It appears that there may be a typographical error at the very top of the pages for T-3 and T-4. The FY reads **FY 2017/2018** on both pages but shouldn't the dates listed on the top of the pages be updated to reflect the two new fiscal years in which this UPWP will be adopted?

*The fiscal years for Table 3 and Table 4 have been corrected.*

5. Please include a brief narrative as to the percentage and explanation of the Collier “Soft Match”. Here is an example of what the narrative might look like:

### **FDOT Soft Match**



Section 120 of Title 23, U.S.C., permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a “soft-match” provision that allows the federal share to be increased up to 100% to the extent credits are available. The “soft match” amount being utilized to match the FHWA funding in the UPWP is \_\_\_\_\_ of FHWA program funds for a total of \_\_\_\_\_ in FY 18/19 and \_\_\_\_\_ in FY 19/20 for a total of \_\_\_\_\_.

*The narrative is included on page viii and has been updated to illustrate the amount of “soft-match” funding in each fiscal year.*

6. If the MPO intends to manage a PL Study, it shall be included in their UPWP for the year(s) in which it will be carried out. If the Collier MPO intends on managing the County Wide Strategic Highway Safety Plan, previously programmed in the Work Program (WP) as FPN 4350411 and programmed with SA funds for FY2019, it shall be listed in their UPWP. Due to the fact that this project is funded with SA funds and not PL funds, it should have its own column to separately identify this planning study with the fund source (SA) and the year(s) in which it will be completed. Specifically, on page T-1, *Agency Participation Table*, a column should be added in-between the 2 columns of FHWA PL and FTA Section 5305\* that reads: FHWA SA; funds to be listed in the Task #5 row; Special Projects. Similarly, a column should be added on page T-2 in the *Funding Source Table* with the column labeled as FHWA SA and placed in-between the 2 columns of FHWA PL and FDOT Soft Match, also listing the funds in the Task #5 row; Special Projects. It shall also remain in both the Work Program and the Collier TIP and a Modification will need to be processed to reflect the update of the Responsible Agency from Collier County to the Collier MPO upon the UPWP approval.

*Funding for the Strategic Highway Safety Plan has been identified in Task 5, and included in T-1 and T-2.*

7. Planning Studies In The MPO Area: The last sentence in this paragraph reads “An update will occur in 2016”. Since 2016 has passed, this language should be updated to reflect that an update will occur in the future, currently occurring or that an update already occurred.

*The reference to 2016 has been removed.*

## Recommendations

8. An interactive table of contents, or section index would be very helpful to navigate the UPWP. **(Alex’s Recommendation).**

*Thank you for the recommendation. MPO staff will look into creating an interactive table of contents during the next update.*

9. Just a recommendation to update the Executive Director’s email address at the bottom of the SF-424 form- it currently reflects the older address.

*The email address has been corrected.*

10. Under the Planning Studies in the MPO Area: The narrative for some of the projects includes the agency who is completing the study (responsible agency mentioned) while some of the examples of the planning studies on this list do not. For example, the first one listed is the SR29 (in Collier County) and that it involves a PD&E study, however, it doesn't mention that it is being completed by FDOT. The next Planning Study listed is Old US 41 (Lee/Collier County) and that it is being completed by FDOT. It is optional, but the MPO may wish to mention the agency conducting the study for consistency purposes with this list.

*The narrative has been updated to reflect the agency responsible for completing each study.*



# **APPENDIX E**

## **Response to Comments – Board and Advisory Committee Members**

## Comments received from the TAC

1. Page xiii – What is the status of the full redesign and update of the website? Will that be complete before the new UPWP starts (7/1/18)?

*The website redesign is currently in the procurement process. Funding has been moved to Fiscal Year 2018/19. Redesign is expected to be completed in Fiscal Year 2018/19.*

2. Page xxiii – Correct the name of the MPO = Collier Metropolitan Planning Organization not Collier County...
  - a. What is the status of the Vacant Planner position? When will it be filled?

*Corrected. The vacant planner position is being held at this time. There is not sufficient funding to hire another full time position and fund essential studies over the next two years.*

3. Page xxiv – BPAC membership was amended. The paragraph describing the membership should be edited to reflect changes.
  - a. Please review and edit as appropriate the current chair and vice-chair of the committee so there are not 2 chairs and 2 vice-chairs listed.
  - b. Please review and edit as appropriate the font and spacing of bullets on this page

*The above referenced items have been corrected as suggested.*

4. Page xxv – Some of the advisory members of the CMC are listed as (Advisory) and some are not. Is there a difference?

*All advisory members are non-voting. The list has been corrected to list all members similarly.*

5. Page xxvii – Was the Interlocal Agreement revised or is the 3/20/09 the most recent document?

*The 3/20/09 Interlocal agreement is the current document. The agreement is in the process of being updated.*

6. Page 5 – Pursue a MPO Internship Program is listed as an end product – Is this a current initiative or left over from prior MPO initiative?

*The MPO is currently pursuing an internship program.*

7. Page 6 – Status of the MPO Website – will the full redesign be completed by 7/1/18 and if not, is \$5,000 for consultant services in this task enough?

*The website redesign is currently in the procurement process. Funding in the amount of \$30,000 has been allocated in Fiscal Year 2018/19. Redesign is expected to be completed in Fiscal Year 2018/19.*

8. General comment about all End Products – throughout the UPWP - Some items are verbs/action words – complete, develop, participate in, present.... and others are just lists of items - minutes of meetings, MPO Newsletters, etc. Should it be standard? Recommend to use verbs – Create, Distribute, Conduct...
9. Page 10 – Required Activities – does the MPO review and develop comments on DRIs?

*Review of DRIs has been removed from the required activities for this task.*

10. Page 11 – Is the MPO planning to review and update the functional classifications etc.? Is this a separate task or part of the LRTP or only if FDOT initiates it?

*The functional classifications will only be addressed on an as needed basis. The MPO is not planning to update the functional classifications at this time.*

11. Page 11 – Analysis for the LRTP 2045 update – what is this end product – is this analysis of land use, traffic, TAZ, functional classification? Explain what is being analyzed.
  - a. Once defined as to what the end products are - Is \$20,00 for this task enough and is \$10,000 for consultant enough?

*This was a duplicated effort. It has been removed from this task.*

12. Page 14-16 – No consultant services – what about DTS?

*The TIP is being completed in house. No consultant services are required.*

13. Page 19 – Please explain under required tasks what “Potential” means. Potential projects are not listed in the end product.
  - a. End Product – how is Data Development for the 2045 LRTP different from the end products in Task 2 – Analysis for 2045 LRTP?
  - b. Lack of verbs make the tasks confusing. Is the MPO developing the Financial Revenues for 2045 or just reviewing and incorporating them into the LRTP? Bullet 5 and 7 maybe repetitious. Similarly, bullets 4 and 6 are confusing.

*The reference to “potential” has been removed. The Origin/Destination study has been modified to be a task and end product. The verbs have been removed from end products. The repetitive bullets have been deleted.*

14. Page 24 – Some end products are italicized. If placing names of reports or plans in italic, please be consistent throughout document.
  - a. What is the status of the Bike/Ped Master Plan Update – will it be completed before 7/1/18?

*The italics have been removed. The Bike/Ped Master Plan has been revised to show completion in the 2<sup>nd</sup> quarter.*

15. Page 28 – “Annual preparation of TIPs and TIP Amendment with the assistance of a consultant” – Previously it was indicated that the MPO was not using a consultant. This is not consistent, please explain. The reference to assistance of a consultant has been removed.

- a. References are to CAT staff – is this the transit provider or should there be a reference to PTNE staff?

*The references to CAT staff have been corrected. The statements now reflect coordination with PTNE staff.*

16. Page 29 – End Product – Add Major TDP to be consistent with the tables.
  - a. What is “Increased access to medical, social, recreational, shopping and jobs for the TD”?
  - b. What is the difference between bullet 6 and 19?
  - c. Typo in responsible agency – Collier MPO 1

*Major TDP has been added as an end product. The statement referenced in “a”. (Increased access to medical, social...) was a carryover from a previous UPWP and has been removed. Bullet 6 and 19 both refer to the TIP so bullet 19 was removed. The typo in responsible agency has been corrected.*

17. T-3 and T-4 – should be FY19/20 not FY17/18

*The typo has been corrected.*

18. Appendix “A” – please be consistent as to fonts, sizing, spacing, etc.

*Formatting and font has been corrected.*

## **Comments received from the CAC**

No comments received.

## **Comments received from the MPO Board**

No comments received.

**APPENDIX F**  
**Response to Comments –Public**

## Comments received from the Public

No comments received.

# APPENDIX G

## Planning Studies in the MPO Area

## PLANNING STUDIES IN THE MPO AREA

This list is compiled and/or updated by the Collier MPO staff for the purposes of regional planning. It is included here for reference.

**SR 29 (in Collier County)** – FDOT is completing a PD&E study that looks at several alternatives to provide more capacity through Immokalee. An alternative has been endorsed by the MPO Board but the PD&E has not been approved by FHWA. This project has been going on since 2007. The Collier MPO 2040 Needs Plan and Cost Feasible Plan include this project.

**Old US 41 (Lee/Collier County)**– FDOT will be completing a PD&E study to evaluate alternatives for capacity and sidewalk improvements.

**Triangle Blvd. Traffic Study** – Collier County recently completed this study which analyzed the traffic impacts and improvement concepts on Triangle Blvd. between US41 and SR951 (Collier Blvd.).

**Pine Ridge Road Corridor Congestion Study** – Pine Ridge Road between Livingston Road and I-75 was identified as having a level of service “F”, failing, in the 2016 and 2017 Annual Update and Inventory Reports (AUIRs). Collier County began the Corridor Congestion Study to identify existing and future conditions in the corridor, to develop and evaluate options to relieve the congestion, to engage the public in presenting the study findings and take input, and to develop recommendations to guide decision-makers in advancing future improvements. The recommendations of the study included several innovative intersection improvements and design concepts which will be presented to the Board of County Commissioners (BCC) for approval. Ultimately, the County will pursue preliminary engineering and environmental assessment to further evaluate the design features, right-of-way needs, and costs of the chosen concept for the intersection of Pine Ridge Road and Livingston Road. The additional intersections at Whipoorwill Lane and I-75 are within Limited Access Right-of-Way Limits. The County will pursue an Interchange Modification Report (IMR) with FDOT for the intersections in that portion of the corridor.

**Randall Boulevard/Oil Well Road Study** – This study surrounds the Randall Boulevard and Oil Well Road corridors and it is intended that this study clearly define the most appropriate corridor for needed multi-lane improvements to facilitate east-west travel. Collier County is currently studying the corridors and will be considering several alternatives to provide more capacity for the area.

**Green Boulevard Extension/ North Belle Meade Study** – Collier County has not commenced this study, but it is intended to evaluate the area that extends eastward from CR – 951 to surround the North Belle Meade area from Golden Gate Estates to I-75 and eastward to Everglades Boulevard. The purpose of this study is to more clearly define the future collector roadway network in this area. Several east-west and north-south needs-based corridors have been identified that would enhance circulation throughout the area. The study effort would include determining the feasibility and preferred alignment for the identified corridors or alternatives that may be developed during the study.

**CR951 Congestion Relief Study** – Collier County has not commenced this study, but it is intended to identify an alternative travel route to the existing CR951 corridor due to forecasted high congestion levels by 2040. The study area extends from CR951 to City Gate North Boulevard to Benfield Road on its eastern limits to US41 at its southern limits. The limits of this study area are subject to change. The study will consider multiple travel routes, improvements to CR951, a no-build option, and evaluate other alternative planning strategies to alleviate future congestion on CR951.

**Transportation System Performance Report** - This report will be completed by the Collier MPO with the assistance of a consultant. It is intended to provide a thorough system assessment in order to identify where priority investments should be made. The report will begin in 2018 and will be completed by March of 2020.

**CAT Transit Development Plan (TDP)** – The major update is due in September 2020. The major update will be completed as a joint project with the Collier MPO/ Collier County PTNE and the assistance of a consultant. The update is programmed to begin with the next fiscal year. The 2018 TDP Minor Update is due September 2018 and will be completed by Collier County PTNE staff.

**Park and Ride Study** – This study will identify sites for park and ride locations for CAT. The park and ride study will be a joint project with the Collier MPO/ Collier County PTNE and the assistance of a consultant. The study is expected to be completed in the fall of 2019.





**Transit Impact Analysis** – This study is intended to help understand the demand placed on the community’s transit network by development. This study will be a joint project with the Collier MPO/ Collier County PTNE and the assistance of a consultant. It is expected to begin by the summer of 2018.

**Transportation Disadvantaged Service Plan (TDSP in Collier County)** – The 2018 TDSP Annual Update is due to the Commission for the Transportation Disadvantaged by July 1, 2018. The minor update will be completed as a joint project with the Collier MPO and Collier County PTNE. The next major update to the TDSP must be completed by October 1, 2018. The major update will be completed as a joint project with the Collier MPO/ Collier County PTNE and the assistance of the Center for Urban Transportation Research. The update is expected to begin by May 2018.

**Strategic Highway Safety Plan** – The County Wide Strategic Highway Safety Plan was funded through the Congestion Management priority process. It is included in the TIP for funding in FY 18/19. The study will be managed by the MPO and completed by a consultant. It is expected to begin in the fall of 2018.

# APPENDIX H

## Statements and Assurances

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)  
STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
02/18

**DEBARMENT and SUSPENSION CERTIFICATION**

As required by the USDOT regulation on Governmentwide Debarment and Suspension at 49 CFR 29.510

- (1) The Collier MPO hereby certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
  - (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
  - (d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.
- (2) The Collier MPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.

\_\_\_\_\_  
Name: Commissioner William L. McDaniel, Jr.  
Title: MPO Chair

\_\_\_\_\_  
Date



FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)**  
**STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
02/18

**LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS**

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the Collier MPO that:

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Collier MPO, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The Collier MPO shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

\_\_\_\_\_  
Name: Commissioner William L. McDaniel, Jr.  
Title: MPO Chair

\_\_\_\_\_  
Date



FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)  
STATEMENTS AND ASSURANCES**

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**DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION**

It is the policy of the Collier MPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Collier MPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Collier MPO, in a non-discriminatory environment.

The Collier MPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code

\_\_\_\_\_  
Name: **Commissioner William L. McDaniel, Jr.**  
Title: MPO Chair

\_\_\_\_\_  
Date



FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)  
STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
02/18

**TITLE VI/ NONDISCRIMINATION ASSURANCE**

Pursuant to Section 9 of US DOT Order 1050.2A, the Collier MPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Collier MPO further assures FDOT that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendices A and E* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

\_\_\_\_\_  
Name: Commissioner William L. McDaniel, Jr.  
Title: MPO Chair

\_\_\_\_\_  
Date

FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)  
STATEMENTS AND ASSURANCES**

525-010-08  
POLICY PLANNING  
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**APPENDICES A and E**

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
  - a. Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
  - b. Cancellation, termination or suspension of the contract, in whole or in part.



FLORIDA DEPARTMENT OF TRANSPORTATION  
**UNIFIED PLANNING WORK PROGRAM (UPWP)  
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525-010-08  
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02/18

- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq)



**EXECUTIVE SUMMARY**  
**Committee Action**  
**Item 7C**

**Endorse 2018 Project Priorities**

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**OBJECTIVE:** For the Committee to endorse the 2018 Project Priorities

**CONSIDERATIONS:** The MPO Board adopted a policy regarding allocation of its Transportation-Management Area (TMA) Surface Transportation – Urban (SU) funds over a five-year period according to the following priorities:

- FY2023 – 100% to Bike and Pedestrian
- FY2024 – 100% to Bridges
- FY2025 – 100% to Congestion Management
- FY2026 – 100% to Bike and Pedestrian
- FY2027 – 100% to Congestion Management

Thus, the MPO Board has directed that 100% of the MPO’s TMA funds should be programmed to bridge projects in FY 2024 (the new 5<sup>th</sup> year of the next FDOT Work Program.) MPO staff has updated the 2017 Project Priority lists to indicate which projects have been funded and for which phases, as shown in **Attachment 1**.

The Technical Advisory Committee received a presentation from Collier County on potential new bridge priorities at its January 29<sup>th</sup> meeting. According to Collier County Transportation Planning staff, the prioritized list remains the same.

MPO staff is coordinating with the Lee County MPO to bring forward a revised list of regional priorities to be funded by the Transportation Regional Incentive program (TRIP) and Strategic Intermodal System (SIS). Staff anticipates bringing these regional priorities forward for committee endorsement in May.

**STAFF RECOMMENDATION:** That the Committee endorse the 2018 Project Priorities shown in the attachment

**Attachment 1**

- a) Highway Priorities 2018
- b) Bridge Priorities 2018
- c) Congestion Management Priorities 2018
- d) Bicycle & Pedestrian Priorities 2018
- e) Transit Priorities 2018

Prepared by: Anne McLaughlin

# Collier MPO 2018 Priorities for Highway Projects from 2040 LRTP

## HIGHWAY PRIORITIES 2018

7C Attachment 1

LRTP Priority Ranking	Facility	Limit From	Limit To	Final Proposed Improvement - 2040 LRTP	Link in Miles	Total Project Cost (PDC)	Construction Time Frame	5-Year Window in which CST is Funded by Source				FUNDING STATUS
								2021-25			Projects Funded in CFP	
								Phase	Source	YOE Cost	YOE	
2	Golden Gate Parkway	I-75 Interchange	I-75 Interchange	Eastbound on-ramp - New 2 lane Ramp		\$2,000,000	2021-2025	PE	OA	\$590,000	\$3,130,000	FDOT conducting "interim" solution study in-house
								CST	OA	\$2,540,000		
3	Pine Ridge Rd	I-75 Interchange	I-75 Interchange	Intersection Traffic Signalization		\$5,000,000	2021-2025	PE	OA	\$800,000	\$7,150,000	FDOT conducting "interim" solution study in-house
								CST	OA	\$6,350,000		
5	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4 to 6 lane roadway	2.0	\$30,000,000	2021-2025	PE	OA	\$3,600,000	\$41,700,000	\$0 \$0
								CST	OA	\$38,100,000		
7	Immokalee Rd	I-75 Interchange	I-75 Interchange	Intersection Traffic Signalization		\$2,750,000	2021-2025	PE	OA	\$510,000	\$4,000,000	FDOT conducting "interim" solution study in-house
								CST	OA	\$3,490,000		
12	Old US 41	US 41 (SR 45)	Lee/Collier County line	Add Lanes and Reconstruct	1.5	\$15,030,000	2026-2030	PE	OA	\$2,720,000		PD&E #4351101 SU \$838,297 FY19 SU \$1,170,000 FY20
19a	Critical Needs Intersection (Randall Blvd at Immokalee Rd)	Immokalee Rd	8th Street	Interim At-Grade Improvements, including 4 laning 8th Street		\$4,000,000	2021-2025	CST	OA	\$5,080,000	\$5,080,000	Randall Corridor Study County Local Funds \$XXXX FY19
21	US 41	Goodlette Rd	N/A	Intersection Improvements (was on-hold pending outcome of Naples Downtown Mobility Study)		\$2,000,000	2021-2025	PE	OA	\$370,000	\$2,912,000	\$0 \$0
								CST	OA	\$2,542,000		
41	SR 951 (Collier Blvd)	South of Manatee Rd	North of Tower Rd	4 to 6 lane roadway	1	\$13,350,000	2026-2030	PE	OA	\$2,020,000	\$22,050,000	\$0

## 2018 Bridge Priorities

Rank	Location	Proposed Improvement	Cost Estimate	Status
1	16th Street NE, south of 10th Ave NE	New Bridge Construction	\$8,000,000	PD&E completed
2	47th Avenue NE, west of Everglades Boulevard	New Bridge Construction	\$8,000,000	PD&E completed
3	Wilson Boulevard, south of 33rd Avenue NE	New Bridge Construction	\$8,000,000	
4	18th Ave NE, between Wilson Boulevard N and 8th Street NE	New Bridge Construction	\$8,000,000	
5	18th Ave NE, between 8th Street NE and 16th Street NE	New Bridge Construction	\$8,000,000	
6	13th Street NW, north end at proposed Vanderbilt Beach Road Extension	New Bridge Construction	\$8,000,000	
7	16th Street SE, south end	New Bridge Construction	\$8,000,000	
8	Wilson Boulevard South, south end	New Bridge Construction	\$8,000,000	
9	Location TBD, between 10th Avenue SE and 20th Avenue SE	New Bridge Construction	\$8,000,000	
10	62nd Avenue NE, West of 40th Street NE	New Bridge Construction	\$8,000,000	

**2018 CONGESTION MANAGEMENT PRIORITIES**

			<b>Requested funding</b>	<b>Total Project</b>	<b>Submitting Agency/ Jurisdiction</b>	<b>Funding Status</b>
1	Traffic Operations Center Co-Location Study	Project to study the existing conditions for the City of Naples TOC and Collier County TOC and evaluate the advantages and disadvantages for consolidation	\$250,000	\$350,000	City of Naples	completed by FDOT using state funds \$46,545
2	Collier County Traffic Management Center Expansion	Construct a new two-story, 4500 sq. ft. freestanding building to house the new Traffic Management Center	\$3,611,000	\$3,611,000	Collier County Traffic Ops	County Ops move to EOC will be paid for by Collier County
3	New Video Wall for Traffic Control Center	Provide 12 - 48" monitors, 3 - 30' cables for monitors, 3 servers and new video software for City's traffic operations center	\$400,000	\$400,000	City of Naples	monitors provided by FDOTw/ state funds; servers & software still needed

**2018 Bike/Ped Priorities**

Rank	Project Name	Project Description	Limits		Amount Requested	Submitting Agency/ Jurisdiction	Phase/Amount Funded in Work Program	FPN
1	County Barn Rd	10' Shared Use Path - west side	Davis Blvd	Rattlesnake Hammock Rd	\$1,411,482	Collier County	PE \$176,000 CST \$1,879,376	4380911
2	Vanderbilt Drive	Sidewalk and crosswalk	VBR & 109th Ave North	109th Ave. North & 111th Ave North	\$272,248	Collier County	PE \$151,000 CST \$709,075	4380921
3	Green Blvd	5' Bike Lanes - both sides	Santa Barbara Blvd	Sunshine Blvd	\$567,750	Collier County	PE \$279,363 CST \$1,084,670	4380931
5	S. Golf Dr	5-ft sidewalks, crosswalks, bike lanes, parking on north side	500' West of US 41 & 7th St N	7th St. N. & '400 east of Gulf Shore Blvd N	\$880,000	City of Naples	PE \$279,363	4404371
6	Pine Ridge Road	6' sidewalk - south side	Whippoorwill Lane	Napa Blvd	\$561,800	Collier County	PE \$229,418	4404251
7	111th Ave N	5' Bike Lanes/Paved Shoulders - both sides	U.S. 41	East of Bluebill Bridge	\$480,000	Collier County	PE \$64,740	4418461
8	Mandarin Greenway Sidewalk Loop	Sidewalks	Banyan Blvd & on Pine Ct	Orchid Dr	\$299,500	City of Naples	PE \$45,311 CST \$349,407	4404361
9	Bald Eagle Dr	8' Shared Use Pathway - west side	Collier Blvd.	Old Marco Lane	\$344,030	City of Marco Island	PE \$36,000	4418781
10	Everglades City - Copeland Ave S	Sidewalks	Traffic Circle by Everglades City Hall	Chokoloskee Bay Causeway	\$410,000	Everglades City	PE \$235,000 CST \$520,391	4370961
11	Lake Trafford Rd	6' Sidewalks	Carson Rd	Laurel St	\$492,800	Collier County	PE \$71,209	4418452
12	Inlet Dr. - Addison Court Pathway	8' Shared Use Pathway - east and south side	Travida Terr. Along Addison Ct	Lee Court	\$299,707	City of Marco Island	PE \$31,000	4418791
13	Lake Trafford Rd	5' Bike Lanes	Little League Rd	Laurel St	\$780,500	Collier County	PE \$92,245	4418451
14	Immokalee Rd	10' Shared Use Pathway	Strand Blvd	Northbrooke Dr	\$1,209,219	Collier County		

## 2018 Transit Priorities

Priority Ranking	Requested Funding / Project Estimates	Location	Description
1	\$200,000	Throughout Collier County	Enhance accessibility to bus stops to meet Americans with Disabilities Act (ADA) requirements. (10 / year)
2	\$480,000	Throughout Collier County	Construction of bus shelters & amenities (bike rack, bench, trash can, etc.) (12 / year)
3	\$396,000****	US 41 at the Lee County line	Required Environmental & Design Phases for future construction of a Park and Ride Facility
4	\$396,000****	Collier Boulevard and Immokalee Road	Required Environmental & Design Phases for future construction of a Park and Ride Facility at the intersection
5	\$2,520,180**	Throughout Collier County	Extended Service Hours on existing routes - 1 additional run - 7 days a week.
6	\$3,686,400**	US 41 & Airport Road	Reduce headways to 30 minutes during peak hours on routes 11 & 12
7	\$1,339,400**	Collier County	Lee/Collier Connection
8	\$2,887,200**	Golden Gate City & East Naples	Reduce headways to 45 minutes during peak hours on routes 15, 17 & 24
9	\$1,476,900**	Central Naples & Bayshore	Reduce headways to 30 minutes during peak hours on route 13 & 14
10	\$1,004,538**	Golden Gate Estates	Implement Flex Service for the Golden Gate Estates Area

\*\* Includes cost for 3 years based on existing routes costs, this cost does not include bus purchase.

\*\*\*\* Cost estimate does not include right-of-way acquisition or construction

**COMMITTEE PRESENTATION**  
**ITEM 8A**

**Review of Draft Golden Gate Walkable Community Study**

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**OBJECTIVE:** For the Committee to review the Golden Gate City Walkable Community Study and provide comments.

**CONSIDERATIONS:** The Golden Gate City Walkable Community Study is intended to assess and prioritize pedestrian facility needs for the Golden Gate City area. The consultant has conducted two public outreach events and has completed the draft report which identifies recommendations for improvements in the area. Jacobs Engineering will provide a brief presentation on the ongoing study and address any comments.

The final study will be presented at the May 21<sup>st</sup> TAC and CAC meetings and will be presented to the MPO Board for adoption on June 8<sup>th</sup>.

**STAFF RECOMMENDATION:** That the Committee review the draft Golden Gate City Walkable Community Study and provide comments.

**Attachments:**

1. Draft GGC Walkable Community Study

Prepared By: Brandy Otero, Senior Planner





# Golden Gate City Walkable Community Study

DRAFT April 2018





# Golden Gate City Walkable Community Study

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## Introduction

The Golden Gate City Walkability Study assesses the pedestrian conditions (walkability) in the community today through existing conditions review and working directly with stakeholders and members of the community that live and work there. Understanding what is on the ground today and how the community currently travels provides a foundation for the analysis, based on both quantitative and qualitative factors, used to prioritize projects and programs to ultimately improve walkability.

A walkable community is defined as having compact residential development, a mix of land uses, a well-connected street network, bus stops, sidewalks, bicycle lanes, and mixed use paths. It is a community where one can safely and efficiently get to the store, school, park, or other destinations within the neighborhood without the use of an automobile.

- Collier County MPO

## Background

In 2008, the Collier Metropolitan Planning Organization (MPO) and the Bicycle and Pedestrian Advisory Committee (BPAC) identified the need to explore bicycle and pedestrian mobility issues throughout Collier County and specifically assess and improve walkability conditions in specific communities and neighborhoods. Walkability Studies were identified for the following areas:

- |                     |          |
|---------------------|----------|
| 1) Naples Manor     | ✓        |
| 2) Immokalee        | ✓        |
| 3) Naples Park      | ✓        |
| 4) Golden Gate City | Underway |

The results of the three completed studies have been incorporated into the Collier County MPO's Comprehensive Pathways Plan. The Plan is used by the Bicycle and Pedestrian Advisory Committee to prioritize bicycle and pedestrian projects for future funding considerations. The results may also be used by Collier County, its cities, Community Redevelopment Agencies (CRAs), and Municipal Service Taxing Units (MSTU) to develop their capital improvement programs.

## Purpose of this Document

This report documents the information-gathering, analysis, and result phases of Golden Gate City's walkable community study. It contains a description of the existing conditions in the study area, infrastructure, demographics, review of relevant existing plans, a summary of the public outreach events, Pedestrian Level of Service analysis, Areas of Focus methodology, and recommendations for improvements in Golden Gate City.

## Existing Conditions

Golden Gate City is a safe, diverse, family-oriented community that offers easy access to education, parks, shopping and services within a vibrant, walkable community. It is a close-knit community east of downtown Naples in Collier County. Many residents walk and bike around the community on a daily basis, even though the layout is mainly auto-centric. This makes the community unique to Florida.

Golden Gate City doesn't need to work to encourage its residents to venture out on foot. However, there are challenges here shared with most communities in Florida: how to make sure residents are comfortable and safe when they are traveling on foot or bike.



A pedestrian in Golden Gate City

## History

Golden Gate City was platted for development in the 1960s. Small residential lots line the curvilinear roads with commercial and governmental services clustered on the major and minor arterials. While the original development did not include amenities like sidewalks and walking paths, the county has worked to add sidewalks around the community, particularly around the many schools in Golden Gate City.

Despite a lack of infrastructure, the rates of walking and biking in Golden Gate City are very high. Bike corrals at schools are full, sidewalks overflow at times, and crossing guards are busy. People walk in Golden Gate City not always because they choose to, but often because it is their only mode of transportation.

## Study Area

The Golden Gate City Walkable Community study area is shown in **Figure 1** and generally matches the borders of the community. The boundaries are Collier Boulevard (CR 951) to the east, Golden Gate Canal to the south, Santa Barbara Boulevard to the west, and Green Boulevard to the north. The study area covers four square miles. Analysis was completed for the entire area. However, due to the large geographic scale of the community, the schools and their quarter-mile walking distance (shown with a shaded buffer) are emphasized in much of the analysis and recommendations and appear on many of the maps in this document.



Bike corral at Golden Gate Middle School



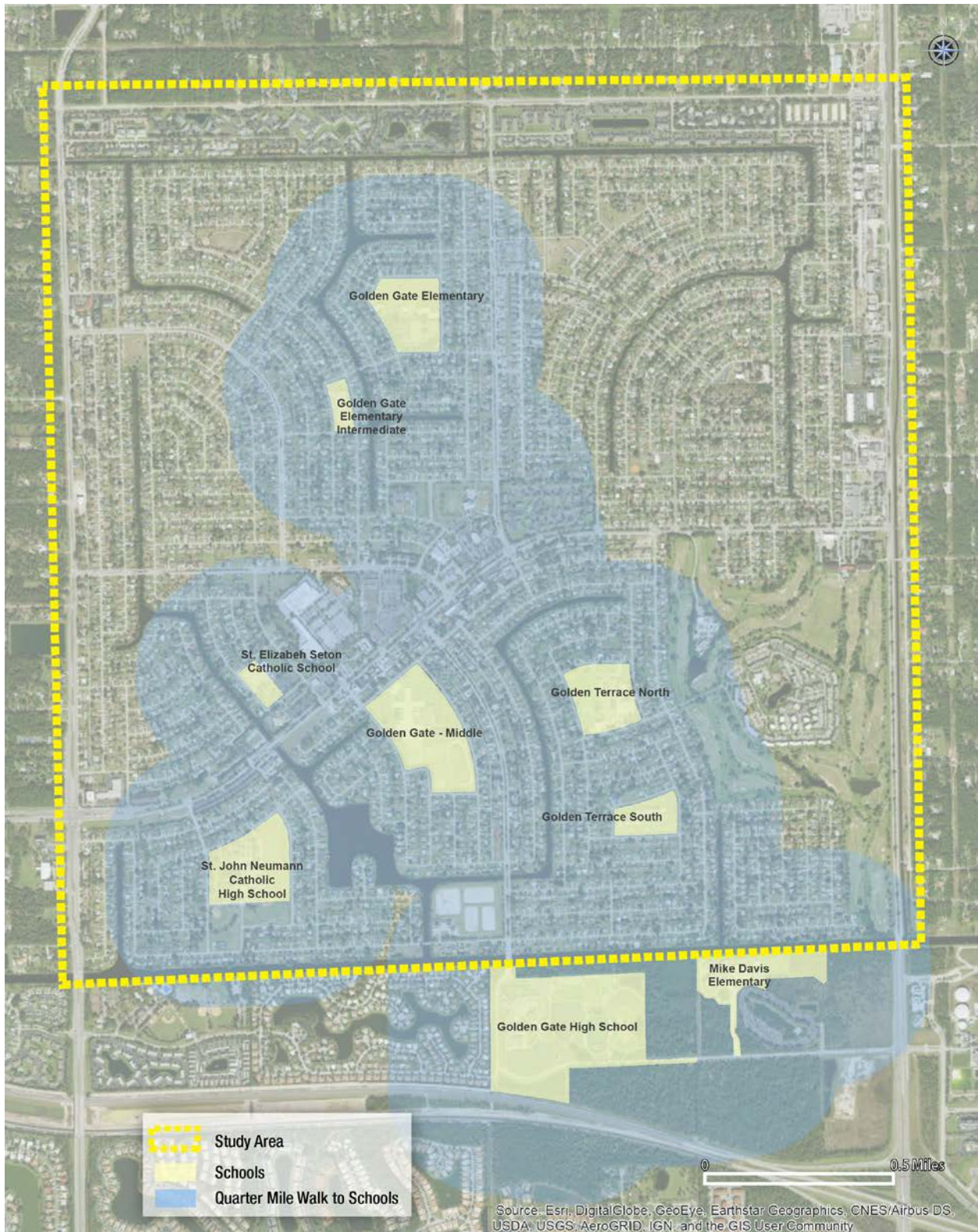


Figure 1. The Golden Gate City Walkable Community Study Area

## Road Network

The study area contains a total of 76 miles of roads. The majority are classified as local roads and have a typical cross-section of two travel lanes, no sidewalks, and no curbs. **Table 1** shows the breakdown of the remaining miles in the road network.

A road's **Level of Service** compares the amount of traffic that is on the road and the amount of traffic for which it was designed. Level of service for other modes, like walking, measures the comfort and safety of the infrastructure.

**Table 1. Roadway Miles by Classification in Golden Gate City**

Total	Road Classification			
	Collector	Local	Arterial*	Service Road
76	3.9	61.7	8.0	3.3

*\*Includes Minor and Major Arterial*

Most of the roads operate at an acceptable Level of Service (LOS), although Golden Gate Parkway is expected to be deficient by 2026. Traffic volumes along Golden Gate Parkway have increased between five and ten percent since 2016.<sup>1</sup>

### Planned and recent improvements

Golden Gate City, like many communities in southwest Florida, has a stormwater system that relies on swales and catch basins, with outflow to canals and is aging. Construction is planned to start in the spring of 2018 in the northwest quadrant of Golden Gate City to replace nearly 4,000 feet of failing stormwater drainage pipe. Another 4,000 feet of pipe is expected to need relining. More rehabilitation of the stormwater system is expected to be needed over approximately the next ten years as funding becomes available. The upgrades are planned to improve stormwater flow, help to alleviate flooding, and to address safety issues. The stormwater improvements present opportunities for coordination as walking and biking needs and solutions are identified.

## Multimodal Network

The study area's multimodal network consists of sidewalks, bike lanes, and transit service. There are no multi-use paths or pathways. The sidewalk and bike lane network is shown in **Figure 2**.

### Sidewalks

In the study area, there are 4.3 miles of road with sidewalks on both sides and 22.9 miles of road with a sidewalk on one side. Approximately 36 percent of road miles have some sidewalk coverage. Roads with sidewalks on both sides include:

- Coronado Boulevard
- Sunshine Boulevard
- Golden Gate Parkway (majority)
- Green Boulevard (Santa Barbara Boulevard to Sunshine Boulevard)



**Welcoming sidewalk on Golden Gate Parkway**

<sup>1</sup> Collier County 2017 Annual Update and Inventory Report, [www.colliercountyfl.gov/home/showdocument?id=75305](http://www.colliercountyfl.gov/home/showdocument?id=75305)



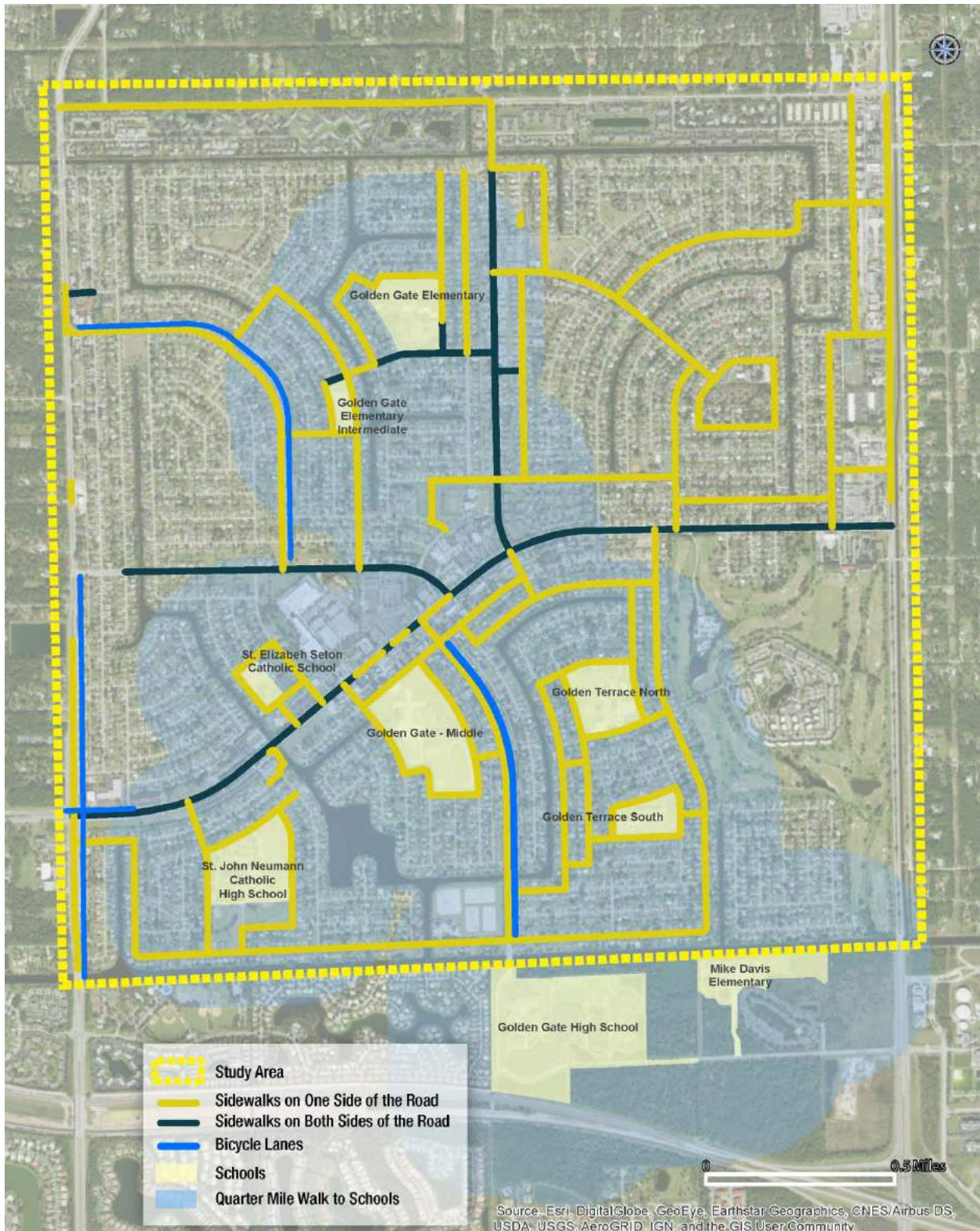


Figure 2. Existing Bicycle and Pedestrian Network

## Bike Lanes

There are 1.2 miles of roads with bike lanes on both sides, and 1.8 miles of road with bike lanes on one side. Approximately four percent of road miles within the study area have some bike lane coverage. Bike lanes are found at the following locations:

- Hunter Boulevard from Coronado Parkway to Santa Barbara Boulevard
- Santa Barbara Boulevard from Coronado Parkway to the south study area limits
- Tropicana Boulevard from 25<sup>th</sup> Place SW south to 32<sup>nd</sup> Avenue SW



Buffered bike lanes on Santa Barbara Boulevard

Collier County as a whole has approximately 442 miles of major roads, and approximately 65 percent of those contain bicycle facilities in the form of bike lanes, paved shoulders, or multi-use paths, and 51 percent have pedestrian facilities in the form of sidewalks.<sup>2</sup>

## Multi-use Trails

Multi-use trails, pathways, or greenways are typically eight- to 12-foot wide paved paths separated from the roadway by a buffer. They are ideal for people on foot as well as on bicycles and rollerblades. While there are no multi-use trails in the study area, some examples in Collier County include the Gordon River Greenway, Naples Bay Greenway, and the Rich King Memorial Greenway. Multi-use trails can be used for both recreation and transportation.



Gordon River Greenway opened in 2014

*Image source: Naples Daily News*

## Planned Multimodal Improvements

The 2017 Transportation Improvement Program (TIP) lists the following multimodal improvements in the study area (**Table 2**).

---

<sup>2</sup> Collier MPO Comprehensive Pathways Plan, 2012.



Table 2. Funded Multimodal Projects

Project Location	Description	FY2019	FY2020	FY2021	FY2022	FY2023
Green Boulevard from Santa Barbara to Sunshine Boulevard	Five-foot bike lanes on both sides			\$226k for Preliminary Engineering		\$1.1M for Construction
49 <sup>th</sup> Terrace SW from 20 <sup>th</sup> Place SW to 19 <sup>th</sup> Place SW	Sidewalk	\$183k for Construction				
Golden Gate Parkway from Tropicana to 50 <sup>th</sup> Street SW	Six-foot sidewalks	\$610k for Construction				
Santa Barbara from Cedar Tree Lane to Copper Leaf Lane						
51 <sup>st</sup> Street SW from 20 <sup>th</sup> Place SW to 20 <sup>th</sup> Court SW						
51 <sup>th</sup> Terrace SW from 22 <sup>nd</sup> Avenue SW to 20 <sup>th</sup> Court SW	Six-foot sidewalks	\$280k for Construction				
20 <sup>th</sup> Court SW from Hunter Boulevard to 50 Terrace SW						
Sunshine Boulevard from 17 <sup>th</sup> Ave SW to Green Boulevard	Sidewalk	\$517k for Construction				

### Transit

Collier Area Transit (CAT) serves the Golden Gate City area with 37 bus stops and eight transit routes; CAT has a total of 20 transit routes. The ridership of the routes serving the study area (**Table 3**) accounts for 35 percent of CAT’s system-wide ridership, according to the 2017 Transit Development Plan.

Table 3. Ridership of Routes Serving Study Area

Route	FY16 Ridership
15	113,238
16	56,673
19	67,502
20	10,133
25	38,367
26	8,955
27	27,114
28	22,683
<b>Total</b>	<b>344,665</b>

**Transit coverage.** The route coverage is shown in **Figure 3**, and individual routes are described below. While many routes only touch on the edge of Golden Gate City, the routes provide access for its residents to destinations and services throughout the county:

- **Route 15** is the CAT's best performing route. Route 15 serves the Golden Gate City area making connections at both CAT Operations and Administration Facility, located just south of the Golden Gate City study area, and the Intermodal Transfer Facility at the Collier County Government Center near Airport Pulling Road and Tamiami Trail. Route 15 provides fixed route service seven days a week. The route has demonstrated steady ridership consistent with a maturing fixed route service.
- **Route 16** serves the Golden Gate City area making connections at both CAT Operations and Administration and Intermodal Transfer facilities. Route 16 provides fixed route service six days a week.
- **Route 19** currently connects Immokalee with Naples making connections at the Intermodal Transfer Facility and Immokalee Health Department; it has stops along Collier Boulevard. Route 19 provides fixed route service seven days a week. Route 19 has the same origin and destination as Route 28 but travels on different roads.
- **Route 20** serves the Pine Ridge Road area making connections at CAT Operations and Administration and on Santa Barbara Boulevard in Golden Gate City. Route 20 provides fixed route service seven days a week with limited frequency.
- **Route 25** serves the Golden Gate Parkway and Goodlette-Frank Road corridors. Route 25 provides fixed route service seven days a week, with limited service on Sundays.
- **Route 26** serves the Pine Ridge Road and Golden Gate City area, including Naples Boulevard, Santa Barbara Boulevard, Coronado Parkway, Clam Pass Park. Route 26 provides fixed route service seven days a week, with limited hours throughout the day.
- **Route 27** is a new route that starts at the Golden Gate Community Center and provides access to Immokalee Road, the Sun 'n' Fun Lagoon, and connections with Routes 11, 12, and LinC at Creekside Super Stop. Route 27 provides fixed route service seven days a week.
- **Route 28** is a new route that serves Oil Well Road and Everglades Boulevard; it serves Collier Boulevard in the Golden Gate City study area. Route 28 was created after a reduction in service hours to Route 19. The origins and destinations for the two routes are the same, but the routes travel on different roads.

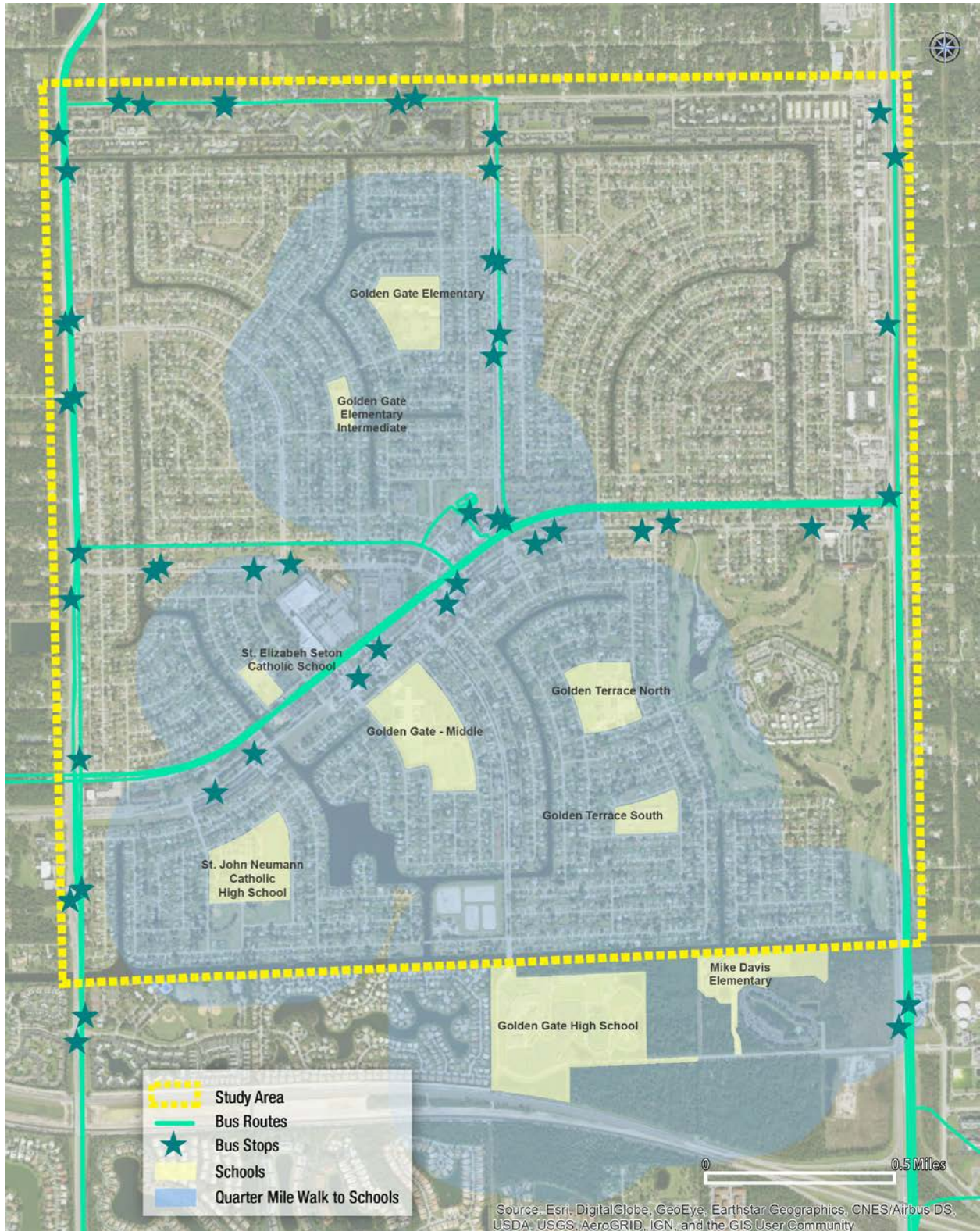


Figure 3. Transit service coverage within the study area



**Service characteristics.** CAT service schedules are dependent on the route and begin as early as 3:45 a.m. and run past 8:00 p.m. A one-way fare is \$1.50, and a 30-day pass is \$35.00. Reduced fares are available to those using Medicare, members of the disabled community, those 65 years or older, and children 17 and under; a reduced fare is half of the full fare cost.

**Bus stops.** As of March 2018, 12 enhanced bus shelters are being designed for installation throughout Collier County and each will include the shelter infrastructure, bench, bike rack, and boarding and lighting pad. In addition, 35 bus stops are being upgraded to meet ADA accessibility standards. While it's unknown which of these may be built in Golden Gate City, enhanced standards mean that the shelters that do get installed will be a similar design and comfort. In Golden Gate City, bus shelters are seen along Tropicana Boulevard, Sunshine Boulevard, and Golden Gate Parkway. A covered shelter provides a comfortable place to await the bus, but it also allows those walking and bicycling a place to pull over to either rest or escape from the heat or a sudden Florida downpour.



CAT bus stop on Green Boulevard



CAT shelter on Collier Boulevard

## Safety

Safety while walking in a community is reflected with a crash analysis of the study area, the personal perception of residents, and the presence of pedestrian-oriented lighting. Analysis included review of crashes over a five-year period as well as a discussion with residents at the January 2018 workshop.

**Crashes.** On average between 2012 and 2017, seven bicyclists a year were injured in crashes in Golden Gate City, and five pedestrians a year were injured. One pedestrian was killed in a crash in Golden Gate City over the six years measured; there were one bicyclist fatalities in this same time frame. Crashes are summarized in **Table 4** and shown in **Figure 4**. While most of the crashes are along Golden Gate Parkway, Collier Boulevard, and Santa Barbara Boulevard, there are also many on local streets within the community. Crashes involving pedestrians and bicyclists made up 13 percent of all crashes in the study area in the timeframe.

Table 4. Crashes involving bicycles or pedestrians, 2012 - 2017

Mode	Crashes with Injuries	Crashes with Serious Injuries	Crashes with Fatalities	Total Crashes 2012-2017
Bicycle	39	3	1	43
Pedestrian	27	2	1	30

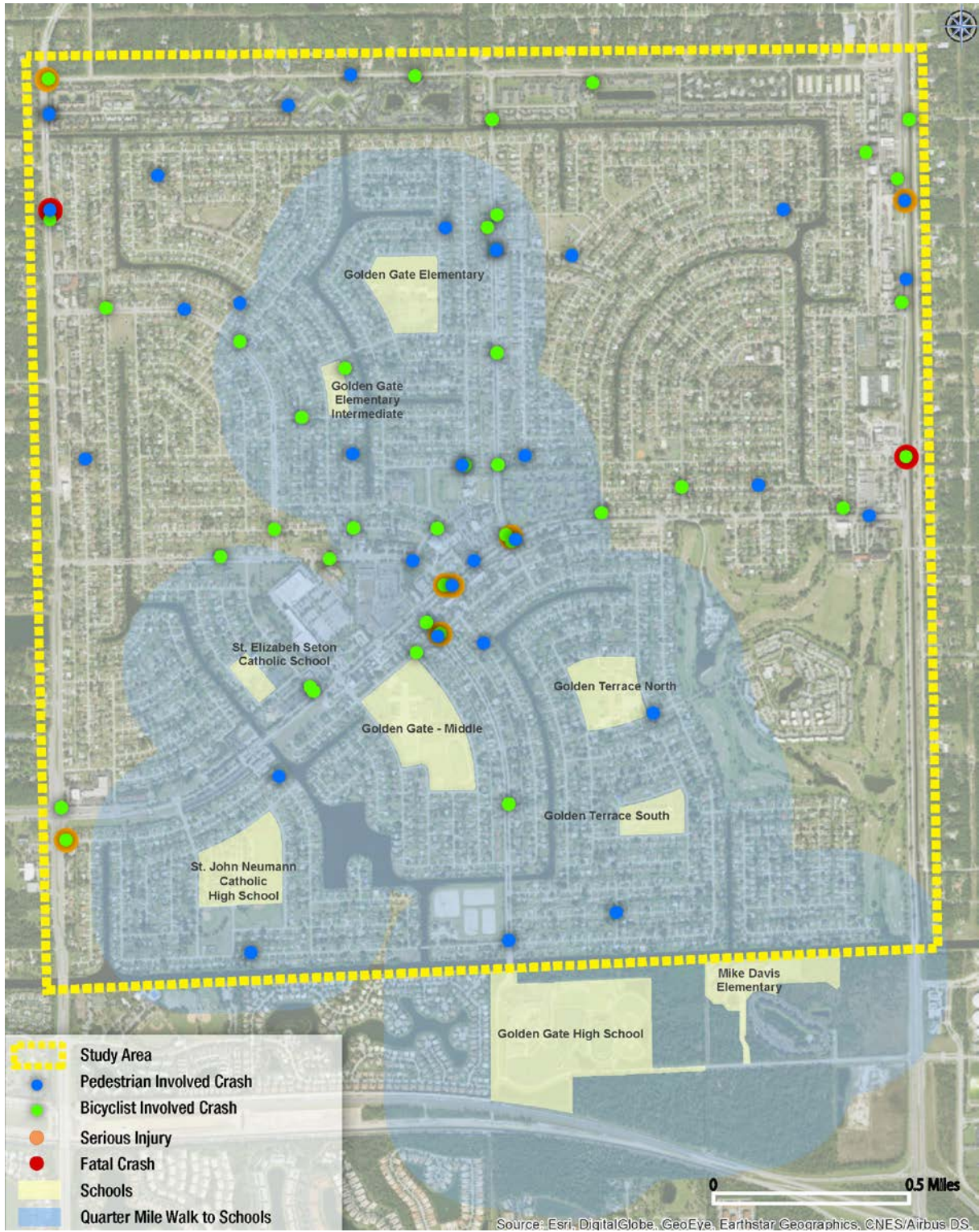


Figure 4. Crashes in Golden Gate City, 2012 - 2017



This study relies on reported data, but research and comparisons of hospital records show that only a fraction of bicycle and pedestrian crashes causing injury are ever recorded by the police, possibly as low as 10 percent. Assuming that only 10 percent of hospital-treated pedestrian and bicyclist crashes make it to official police data appears reliable and has been observed during 30 years of local, state, and national crash analysis comparisons. So while we have some understanding of the safety issues, we have to assume more crashes are happening than are reported and mappable.

Still, walking and bicycling is good for community health. The public health community recognizes that lack of physical activity, and a decline in bicycling and walking in particular, is a major contributor to the hundreds of thousands of deaths caused by heart attacks and strokes—this number dwarfs the 32,675 total deaths due to motor vehicle crashes and the relatively small 4,884 pedestrian deaths in 2014. In fact, the number of deaths in 2000 caused by poor diet and physical inactivity increased by approximately 66,000, accounting for about 15.2 percent of the total number of deaths<sup>3</sup>.

**Pedestrian lighting.** One of the most frequent comment topics heard at the outreach events in January was the poor lighting conditions for pedestrians. This comment came from residents and stakeholders throughout the study area, and many said it is the hurdle that prevents them from walking in the evenings.

Florida Power and Light installs and maintains the streetlights in Golden Gate City. Other, decorative lighting planted in the medians of some roads, such as Tropicana Boulevard, is installed and maintained by the Municipal Service Taxing Unit (MSTU).

This topic is discussed further in the Pedestrian Level of Service section of the report.

**Perception.** The perception of safety was discussed during outreach events in January 2018. Overall, the perception of safety was related to geographic locations and lighting rather than infrastructure like sidewalks. One parent walking her son to school cited cars speeding near the elementary school and failing to stop at stop signs as reasons why she feels unsafe as a pedestrian.

### **Land Use**

Golden Gate City has a relatively mixed land use composition. The following land use designations (shown in **Figure 5**) are tools that can help encourage a more walkable community through developing destinations in proximity to or within residential areas.

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<sup>3</sup> Source: Pedestrian and Bicycle Information Center

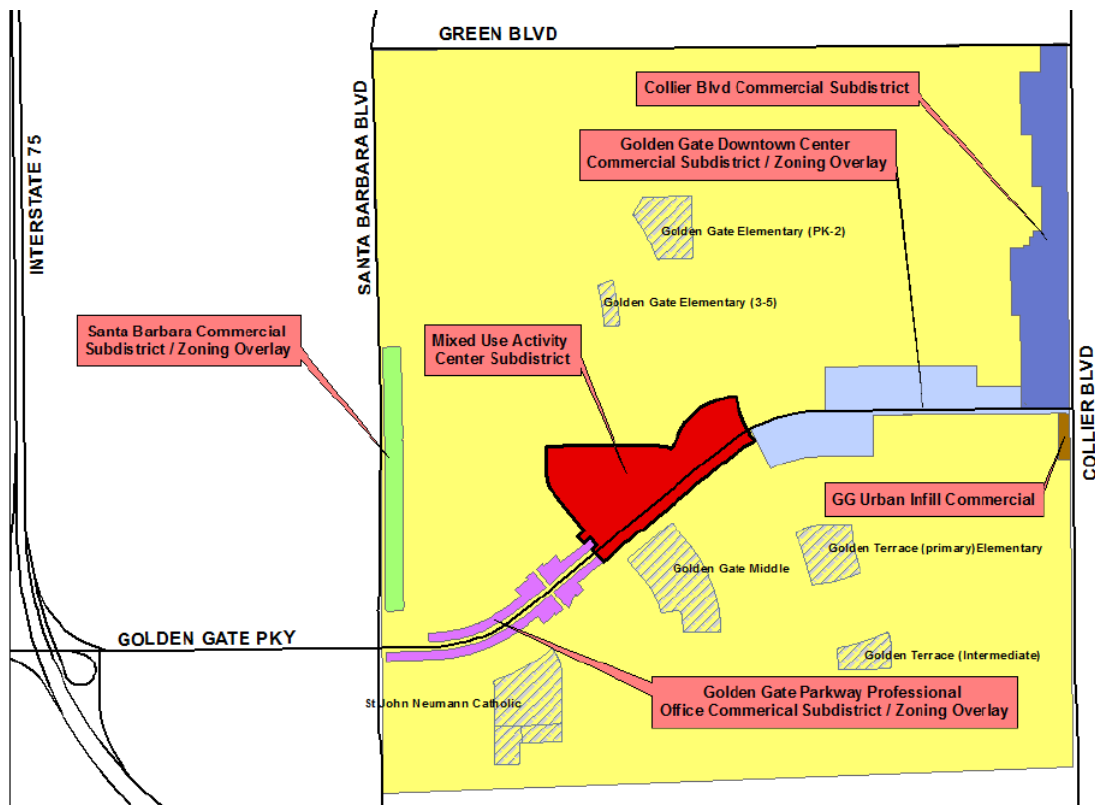


Figure 5. Golden Gate City Future Land Use designations

**Urban-Mixed Use District.** This district is intended to accommodate various residential and commercial land uses including single-family, multi-family, duplex, and mixed-use.

**High Density Residential Subdistrict.** To encourage higher density residential and promote mixed uses in close proximity to Activity Centers, these residential zoned areas permit up to 12 dwelling units per acre.

**Downtown Center Commercial Subdistrict.** The primary purpose of the Downtown Center Commercial Subdistrict is to encourage redevelopment along Golden Gate Parkway to improve the physical appearance of the area and create a viable downtown district for the residents of Golden Gate City and Golden Gate Estates.

**Mixed-use Activity Center Subdistrict.** The Activity Center designation of the Future Land Use Map is intended to accommodate commercial zoning within the Urban Designated Area. Activity Centers are intended to be mixed-use in character.

**Golden Gate Urban Commercial In-fill Subdistrict.** This subdistrict is located at the southwest quadrant of CR 951 and Golden Gate Parkway. Commercial uses are limited to low intensity and intermediate commercial uses similar to C-1, C-2, or C-3 zoning.

**Santa Barbara Commercial Subdistrict.** The intent of the Santa Barbara Commercial Subdistrict is to provide Golden Gate City with an area that is primarily commercial, with an allowance for certain

conditional uses. The types of uses permitted within this subdistrict are low intensity retail, offices, personal services, and institutional.

**Golden Gate Parkway Professional Office Commercial Subdistrict.** The provisions of this subdistrict are intended to provide Golden Gate City with a viable professional office district with associated small-scale retail.

**Collier Boulevard Commercial Subdistrict.** The primary purpose of the Collier Boulevard Commercial Subdistrict is to encourage redevelopment along Collier Boulevard in order to improve the physical appearance of the area. This subdistrict is intended to allow a mix of uses, including heavy commercial within those areas presently zoned C-5.



## Socioeconomic Data

Golden Gate City is a Census Designated Place whose boundaries match the study area boundaries. The following socioeconomic data came from the 2040 Long Range Transportation Plan Update and/or from the American Community Survey Five-Year estimates.

### Population

There are approximately 29,000 people living in the Golden Gate City study area. Approximately 8,220 or 28 percent of the population are children under the age of 18. To compare, only 18.3 percent of Collier County’s population is children under the age of 18.

Conversely, approximately 2,525 or 8.7 percent of the people living in Golden Gate City are 65 years old and older, while that age bracket’s share of Collier County’s population is 29.6 percent.

There is a large and diverse Hispanic or Latino population in Golden Gate City. Sixty percent, or nearly 17,500 people, in Golden Gate City identify as either Hispanic or Latino. Collier County’s Hispanic or Latino community makes up 26 percent of the County’s total population.

There are a total of 7,109 households with an average size of 4.3 people per household. The average household size in Collier County is 2.4 people.<sup>4</sup>

### Jobs

There are approximately 4,850 jobs in the Golden Gate City study area, but there are almost 15,000 workers. **Table 5** shows the breakdown of the mode of transportation employees use to get to work and how that compares to Collier County. The data does not reflect the field observations of many people walking, bicycling, and using transit. Without travel surveys, the study team speculates that people in Golden Gate City walk, bike, and use transit to get places other than to work.

**Table 5. Mode to work in Golden Gate City and Collier County**

	Golden Gate City	Percent	Collier County	Percent
Workers 16 years and over	14,645	--	141,497	--
Car, truck, or Van – Drive Alone	10,418	71	104,891	74
Carpooled	3,039	21	16,103	11.4
Public Transportation	251	1.7	3,822	2.7
Biked	243	1.7		
Walked	57	0.04	2,125	1.5
Other*	637	4.3	14,265	10.2

*\*Other includes: Taxicab, Motorcycle, Other Means Not Listed, Works at Home*

*Source: US Census Bureau 2012-2016 ACS 5-year estimate*

<sup>4</sup> 2012-2016 ACS 5-year estimate

### **Zero vehicle households**

Of the 7,109 households in Golden Gate City, 967 do not have a car.<sup>5</sup> Members of these “zero vehicle households” rely on public transportation and active transportation, such as walking and biking, for all of their trips: to work, school, shopping, doctors, and recreation.

### **Poverty**

The poverty line for a family of four in Collier County is \$25,100<sup>6</sup>. In Golden Gate City, approximately 1,800 households or 25 percent of the households, earn less than \$25,000 annually.

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<sup>5</sup> 2012-2016 ACS 5-year estimate

<sup>6</sup> <https://aspe.hhs.gov/poverty-guidelines>

## Points of Interest and Key Destinations

### Schools

There are two elementary schools, one middle school, and two private schools in the study area. Golden Gate High School and a third elementary school are immediately adjacent to the study area to the south. The high number of schools reflects the young population of Golden Gate City.

The two elementary schools are each split into two campuses. Golden Gate Elementary has a larger campus to the north of 20<sup>th</sup> Place SW for kindergarten through second grade. A second campus to the west and south of 20<sup>th</sup> Place SW is for third through fifth grade. The campuses are separated by a canal running north and south. A pedestrian bridge was built over the canal and adjacent to 20<sup>th</sup> Place SW using Safe Routes to School funds for the students and parents traveling between the two schools.

Golden Terrace Elementary is organized in a similar way. The primary campus is located at 2711 44<sup>th</sup> Terrace SW and the secondary campus is located at 2965 44<sup>th</sup> Terrace SW.

Observations were made during morning drop-off and afternoon dismissal at Golden Gate Elementary, Golden Terrace Elementary, Golden Gate Middle School, and Golden Gate High School to better understand how students and parents access the schools. Many students walk and bicycle to school or are accompanied by their parents and sometimes younger siblings in strollers.

### Commercial locations

A variety of shopping centers are located along Golden Gate Parkway and Collier Boulevard. Some are larger developments while others are strip development. There is one grocery store in Golden Gate City, a Winn Dixie between Golden Gate Parkway and Coronado Parkway. Nearby, a large commercial development used to be home to a Kmart, but is now vacant, leaving an opportunity for redevelopment that can serve the community.



Morning carline at Golden Terrace Elementary's north campus



Parents observed walking and biking to multiple school campuses



Commercial sites on Golden Gate Parkway are strip malls located closer to the road

### Government services

Government services are located in the heart of Golden Gate City on Golden Gate Parkway between Coronado Parkway and Sunshine Boulevard. This location is home to a fire station, sheriff's office, county tax collector, public library, senior center, community center, as well as parks and a large BMX bike and skate park. The community regularly hosts festivals and farmer's markets in the parking lot in front of the community center.

### Parks

There are two large parks in Golden Gate City: Wheels BMX Skate Park on Sunshine Boulevard adjacent to the community center, and the Golden Gate Community Park on Santa Barbara Boulevard just south of the Golden Gate Canal (outside of the study area). Its geographic location makes walking or biking to the park difficult, and its borders (the canal, a major road, and the interstate to its south) isolate the park from the community.

Two small neighborhood parks are at the following locations:

- Rita Eaton Park, 18<sup>th</sup> Court SW
- Aaron Lutz Park, 23<sup>rd</sup> Avenue SW

### Summary of Existing Conditions

Golden Gate City has the potential to be an ideal walkable community. The present conditions – a population with lots of young and old residents, many households with no vehicles, a compact community with proximity to amenities and schools, and a community culture of walking and biking for daily needs – mean that already people walk in Golden Gate City at rates unseen in other Florida communities. Yet the present conditions also include a lack of infrastructure that make walking safe, secure, and comfortable. This study concludes with recommendations for treatments and programs that will help Golden Gate City fulfill its potential as a truly walkable community.



Golden Gate Community Center is a popular destination



Rita Eaton Park is a passive neighborhood park

## Existing Plans Review

To gain a better understanding of the policies in place and what has been studied in Golden Gate City, relevant plans and studies were reviewed and are summarized below.

### Collier County Comprehensive Plan Policies and Objectives

**Policy 6.2.3:** Sidewalks and bike lanes shall provide access to government facilities, schools, commercial areas and the planned County greenway network.

**Objective 6.3:** Coordinate with local emergency services officials in planning and constructing road improvements within Golden Gate Estates and Golden Gate City to ensure that the access needs of fire department, police and emergency management personnel and vehicles are met.

**Objective 7.3:** Develop strategies through the County Growth Management Division – Planning and Regulation for the enhancement of roadway interconnection within Golden Gate City and the Estates Area including interim measures to assure interconnection.

### Collier MPO 2012 Comprehensive Pathways Plan

The Collier MPO 2012 Comprehensive Pathways Plan (CPP) serves as the bicycle and pedestrian master plan for Collier County. The CPP was first developed in 1994 and was last updated in 2012; it is being replaced by a new plan, the Collier MPO Bicycle and Pedestrian Master Plan, which is currently under development. Its purpose is to provide a framework for developing a first-class bicycle and pedestrian network on major roads throughout Collier County. This plan includes prioritized lists of bicycle and pedestrian needs, as well as general policy and program recommendations that may be used by the cities and Collier County when planning new and redevelopment projects. A specially-designed Stakeholders Working Group worked with MPO staff to identify the following issues:

- Safety
- Existing Roadway Network – High Volume, High Speed
- Access & Transportation Mode Parity
- Connectivity and Continuity
- Link to Transit
- Facility Type & Diversity
- Facility Design
- Development & Land Planning Practices
- Promoting Livable Communities & Increasing the Number of Bicyclists & Pedestrians

In response to these issues, the plan presents a comprehensive set of recommendations to strategically develop a county-wide bicycle and pedestrian network comprised of sidewalks, bike lanes, paved shoulders and shared-use paths. The recommendations include:

- Construct new bicycle and pedestrian facilities
- Adopt a bicycle and pedestrian accommodation policy
- Encourage local jurisdictions to adopt Complete Streets policies

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- Evaluate existing street design and safety enhancement opportunities
- Take advantage of regularly-scheduled maintenance and resurfacing
- Consider strategic “network quality” improvements
- Encourage facility diversity
- Establish a greenways and trail program
- Implement education, encouragement and enforcement strategies, campaigns and programs
- Promote and facilitate the design of livable and walkable communities

It also includes a Prioritized Needs Plan, and the following Golden Gate City roadways were identified. **Table 6** shows the bicycle needs identified in the plan. **Table 7** shows the pedestrian needs identified.

**Table 6. Comprehensive Pathways Plan Prioritized Bicycle Needs in Golden Gate City**

Facility	From	To	Length (miles)	Need Rank	Improvement	Estimated Construction Cost
Collier Boulevard	Golden Gate Parkway	City Gate Boulevard N	4.16	High	Bike lanes on 2 sides	\$1.1 M
Golden Gate Parkway	Collier Boulevard	55 <sup>th</sup> Street SW	2.07	High	Bike lanes on 2 sides	\$550k
Green Boulevard	Sunshine Boulevard	Logan Boulevard S	1.04	High	Bike lanes on 2 sides	\$278k
Sunshine Boulevard	Green Boulevard	Golden Gate Parkway	1.09	High	Bike lanes on 2 sides	\$291k

**Table 7. Comprehensive Pathways Plan Prioritized Pedestrian Needs in Golden Gate City**

Facility	From	To	Length (miles)	Need Rank	Improvement	Estimated Construction Cost
Collier Boulevard	Green Boulevard	Vanderbilt Beach Road	3.05	Medium	Sidewalks on 1 side	\$350k (funded for construction FY 2013/14)
Collier Boulevard	Davis Boulevard	Green Boulevard	3.08	High	Sidewalks on 1 and 2 sides	\$588k
Golden Gate Parkway*	Tropicana Boulevard	53rd Terrace SW	0.39	High	Sidewalks on 1 side	\$45k
Golden Gate Parkway	Collier Boulevard	Sunshine Boulevard	0.93	High	Sidewalks on 1 and 2 sides	\$120k
Green Boulevard	Collier Boulevard	Logan Boulevard S	2.00	High	Sidewalks on 1 and 2 sides	\$339k
Sunshine Boulevard*	Green Boulevard	17 <sup>th</sup> Ave SW	0.16	High	Sidewalks on 1 side	\$18k

\*These projects or portions of these projects have construction funds programmed in Fiscal Year 2019.

The new Bicycle and Pedestrian Master Plan is currently underway and will incorporate some of the 2012 CPP and will integrate the MPO’s vision with local jurisdictions’ existing plans and policies with the goal of a safe, convenient bicycle and pedestrian network that will yield economic, recreational, and

quality of life benefits for Collier County residents and visitors. The Plan will address current best practices and include policies and guidelines pertaining to the preservation of rights-of-way and/or public access easements and bicycle/pedestrian design guidelines.

## Other Walkable Community Studies

### Naples Manor Walkability Study (2010)

Collier County Transportation Planning (CTTP) staff worked with the Collier County MPO and residents to explore bicycle and pedestrian mobility issues and overall walkability of Naples Manor. This study created an inventory of all bicycle and pedestrian facilities in the neighborhood. This study also analyzed the layout and design of Naples Manor, a 0.7-square mile Census Designated Place, as a walkable community. The study found that Naples Manor has an overall level of service of D. This level of service is very low due to the overall lack of a pedestrian network in Naples Manor. Of 31 streets there is only one section of one street that currently has sidewalks on both sides. The highest priorities in need of bicycle and pedestrian facilities are Broward Street and Carolina Avenue. This is due to their close proximity to Lely High School and Parkside Elementary School.

### Bayshore Walkability Study (2010)

At the request of the Bayshore Beautification MSTU and Bayshore Gateway Triangle CRA, staff explored bicycle and pedestrian mobility issues and overall walkability of both jurisdictions. This included a desk audit and a complete field study of the area. The resulting area-wide level of service, as defined by the report, is C. This level of service is low due to the overall lack of a pedestrian network on side streets in the area. Overall, the highest priorities in need of bicycle and pedestrian facilities are Shadowlawn Drive and Thomasson Drive. This is due to their close proximity to elementary schools. The needs were organized into tiered priorities.

### Immokalee Walkability Study (2011)

Staff conducted extensive walking surveys of almost every roadway in Immokalee. On-the-ground conditions were documented, level of service scores assigned, and physical improvements recommended. The report ranks each roadway (or segment) and then



A recent improvement project funded by the Bayshore Beautification Municipal Service Taxing Unit (MSTU) provided green painted bike lanes on a 1.4 mile stretch of Bayshore Drive in East Naples from U.S. 41 East to Thomasson Drive. With the completion of this project, the Bayshore Community joins a select few cities in Florida in providing colorful bike lanes to improve safety for cyclists and pedestrians. An estimated 120 cyclists travel along Bayshore Drive daily, including employees who commute to work, children who cycle to school and others who cycle for recreational purposes. Adding the green colored lanes will improve cyclists' visibility for motorists.

Many local jurisdictions will be monitoring the Bayshore project and its effect on safety for potential use elsewhere in the future. The MSTU paid \$90,000 for the project with local taxes set aside for beautification improvements, which includes bicycle and pedestrian improvements.

This example taken from the 2012 CPP shows that the Bayshore community is seeing results like these painted bike lanes.

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groups them into three tiers: Tier 1—short term priorities, Tier 2—mid-term priorities, and Tier 3—long-term/wish list priorities. The individual scores for each roadway and the resulting tiers were determined by evaluating the location of the proposed pedestrian facilities and the impact those locations would have on the neighborhood. The highest priority areas are concentrated around Main Street; the triangle formed by SR 29 and New Market Road where there are numerous schools, parks and public facilities; and highly traveled roadways such as Lake Trafford Road, New Market, and Immokalee Drive.

## Golden Gate Area Master Plan Restudy

The Golden Gate Area Master Plan Restudy covers three diverse geographic areas: the eastern or rural estates west of CR 951, the western or urban estates west of CR 951, and Golden Gate City. More than 300 people took part in a series of workshops for the Golden Gate Area Master Plan Restudy, still in development, and many are volunteering to stay active with planning.<sup>7</sup> Some of the results specific to Golden Gate City include:

- According to a community questionnaire, 63 percent never walk. Five percent reported walking monthly, eight percent weekly, and 22 percent walk daily.
- 80 percent of the population has never used the local transit service.
- School related trips are higher than the Florida or national average, with about 37 percent of students reported to be walking or biking to school.
- Traffic calming, sidewalks, and bike routes/lanes are the highest priority improvements sought by participants.

The following were identified as things that would most improve the future of Golden Gate City:

- Code enforcement
- Safety of pedestrian, bicyclists
- Infrastructure
- Create a CRA
- Reduce public transit headways
- Create a community trolley
- Lighting
- Preserve green space
- Increase homeownership

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<sup>7</sup> [www.colliergov.net/home/showdocument?id=74810](http://www.colliergov.net/home/showdocument?id=74810)



## Public Engagement

A major element of this study is hearing from the public and other stakeholders. The study team organized a series of events over two days on January 11 and 12, 2018. The events included two evening public workshops; observing morning drop-off and afternoon dismissals at schools; windshield tours, walking audits, and bicycling audits with agency staff to experience Golden Gate City's walking environment; and focus groups with staff from local agencies, schools, and local non-profits to gather insight on access issues and walking in Golden Gate City.

The main theme of these workshops and the solutions which will be presented in the final report is to improve the safety and level of comfort for all citizens of Golden Gate City who are walking and biking. The following is a summary of the events.

### Focus Groups

*January 11, 9:45 am - 12:00 pm*

Three focus groups were held to talk to unique groups of stakeholders: Golden Gate City's schools and educational institutions; the agencies who oversee and interact with the delivery and maintenance of infrastructure, and the business community. The following highlights some of the comments received:

- The Golden Gate Middle School principal helps direct students who are on-foot at dismissal time due to the high number of students that walk or bike to school.
- Around 50 percent of the 900 kids in after school programs at Grace Place walk home from their campus.
- The lack of sidewalks beyond the school grounds is a major concern because many kids wind up walking in streets and ditches. Another problem is cars parking on the sidewalks.
- In regards to street lighting, it was noted that many lighting poles and lamps are inadequate, more decorative than functional. A discussion was held regarding the Municipal Service Taxing Unit (MSTU) funds. At this time, MSTU funds are used for beautification, not pedestrian lighting, and its regulations would have to be changed to allow funds to go toward improved pedestrian lighting.
- Lack of pedestrian lighting is of concern—both in the morning for kids walking to school and in the evening as they come home from afterschool activities and sports events.



- In Golden Gate City more people walk for transportation.
- Bus service is limited, stopping between 6:30 pm and 8:00 pm, depending on the line.
- Roundabouts on busy streets might slow down traffic speeds.
- More multi-purpose pathways should be considered for both sides of major streets.
- Research shows that residents want Golden Gate City to be a vibrant, walkable, family-friendly community. Improving biking and walking conditions was a higher priority in the survey than easing auto congestion.
- Golden Gate Community Center—featuring the library, county offices, park, BMX bike course, and band shell—functions well as a town square—where the community comes together for public meetings, arts events, festivals, and food assistance programs.

## Walking Audits

Three walking audits were held over the two days near the Golden Gate Community Center along Golden Gate Parkway and Sunshine Boulevard. Participants engaged with a crossing guard and residents.

The study team asked participants to consider “How do you reward people who walk and bike, rather than punish them?” Participants and the walkability team came up with a menu of options to make walking safe, comfortable, and convenient for all.

Golden Gate City has a good program with adult crossing guards at major intersections at school dismissal time, some of whom have the ability to control traffic signals.



## Bike Tour

*January 11, 2018, 3:00 pm*

The study team led a group on bikes through the neighborhood beginning at the Community Center, north on Sunshine Boulevard (a four-lane road with sidewalks and no marked bike lanes), to 17<sup>th</sup> Avenue SW. The group paused at an intersection, and the study team described the benefits of road diets for roads like Sunshine Boulevard. The group then toured a residential neighborhood with narrow streets, no sidewalks, and little traffic which the study team said could be perfect for a Shared Street (see callout box for a description).

**Shared Streets** are one of the newest ideas in walkability and are appropriate for residential blocks. One car lane is marked in paint in the middle of the street, with the rest of the street space available for walkers and bikers. There are generally no sidewalks or bike lanes. If two cars meet on the street, one simply moves out of the car lane until the other passes, which poses no risk to people on foot or bike because motor vehicles travel slowly (5-10 mph). See the Recommendations for more information.

The team stopped at several road crossings and described how right angles at intersections can reduce vehicle rolling stops, increasing safety for bicyclists and walkers. The group observed how the canals create obstructions to direct travel in the neighborhood. The team suggested that canal crossings could reduce the length of walking or biking trips and provide better connectivity.

One benefit of Home Streets is that they can be done one block at a time, wherever a “champion” emerges who educates neighbors about the advantages of the plan. A strategic strength of the idea is that homeowners readily embrace it because it reduces speed and noise, and improves quality of life on their own block.

## Windshield Tours

During the two windshield tours, staff from the study team and Collier County investigated places discussed in meetings and events. The following observations were made:

- Because there are sidewalks on just one side of Tropicana Boulevard, students walking to schools are forced to walk on the pavement in the bicycle lane.
- Even though there is a locked gate between Golden Gate High School and the Forest Park gated community, access is possible via a somewhat hidden walkway and bridge across the canal. The gate to the community park at the west end of Forest Park is also open, making it possible for students to walk between the school and the park.
- Sidewalks and bike lanes are limited near schools and Grace Place, even though a high percentage of students regularly walk or bike.
- Winn-Dixie, the only supermarket in the community, has poor pedestrian access.





- Street connectivity can be improved with pedestrian bridges over canals in several locations.
- The sidewalk disappears on Santa Barbara Boulevard, with people being forced to walk in the buffered bike lane.
- Lack of shade on many sidewalks deters walking.
- Parents line up way ahead of time for school pick up, aggravating congestion and pollution.
- Posted speed limits on the streets bordering Golden Gate City are 45 mph while most local streets interior to the study area are much lower Golden Gate Parkway is 35 mph. There are very few speed limit signs posted on local streets.



## Evening Public Events

Publicly advertised workshops were held to engage with the community. A presentation was followed by group work on maps and discussions about problems and desired outcomes.

*January 11 and 12, 2018, 5:00 - 7:00 pm*

The study team asked people to share thoughts on how to transform Golden Gate City from a place where auto traffic defines the community to one that exhibits the feel of a village, where people can easily and safely get around on foot. He invited the audience for ideas on how to “make walking the natural and the easy choice” in transportation. The following highlights some of the comments received:

- One solution may be to reduce speeding in school zones where the speed limit is 20 mph. Lower speeds dramatically increase public safety.
- Golden Gate City families have less access to automobiles and therefore people walk here because they don’t have a choice.
- It was suggested that bike and pedestrian safety becomes a subject for health classes in the schools.
- Street crime is an issue in some neighborhoods, especially after dark due to poor lighting.



## Break Out Session

January 12, 2018

Attendees of the public workshop gathered around tables with a large Golden Gate City map where they highlighted problems and solutions in the community with blue stickers and post-it notes.

Group #1 emphasized the following:

- Bad design for pedestrian crossing at Golden Gate Parkway and 44<sup>th</sup> Street SW
- No sidewalks on Santa Barbara Boulevard
- Sidewalk abruptly ends on Golden Gate Parkway at 55<sup>th</sup> Street SW
- People drive off the road at Santa Barbara Boulevard and Green Boulevard
- Incomplete sidewalks near Winn-Dixie, only grocery store in the community

Group #2 emphasized the following:

- Crossing guard at Sunshine Boulevard and 20<sup>th</sup> Place SW is hampered in helping people get across street safely
- Locked gates in the Forest Park gated community discourage kids from walking from the high school to recreational facilities and aquatic center in Golden Gate Community Park; the only alternative route is much longer because of canals, and involves crossing very busy streets
- Dismissal time at Grace Place can create traffic problems in the neighborhood

## School Observations

### Morning Visit to Golden Gate Elementary

Thursday, January 11

#### Observations

Golden Gate Elementary is divided into two campuses that are geographically separated. Kindergarten through second grade attend one campus north of 20<sup>th</sup> Place SW, while third through fifth grade are located a few blocks to the west, south of 20<sup>th</sup> Place SW. There is a relatively new pedestrian bridge along 20<sup>th</sup> Place SW over a canal that separates the campuses. The surrounding sidewalks are filled with kids on foot, a few on bikes, parents walking with strollers, etc. School is in session from 7:55 a.m. to 2:50 p.m.

#### Concerns

- 4-5-foot sidewalks are too narrow for the heavy volume of kids walking
- Limited number of entrances increases walking distance and time; at K-2 school, only one entrance on a roughly ½-mile superblock is safe for kids and parents to use; kids and parents use unsafe entrances to save time and steps
- Very few sidewalks on streets away from immediate vicinity of schools
- Heavy auto traffic of parents dropping off kids makes walking more risky
- Sidewalk pavement and buffer strips deteriorating in some places

## Assets

- Zebra-striped crosswalks at some intersections
- New pedestrian bridge over the canal and funded by Safe Routes for Schools
- Locked bike corrals available at both campuses (K-2 and 3-5)
- Youth crossing guards
- Narrow streets slow speed of traffic

## Morning Visit to Golden Terrace Elementary School

Thursday, January 11

### Observations

Like Golden Gate Elementary School, Golden Terrace is divided into two campuses. Kindergarten through second grades are at the northern campus on 27<sup>th</sup> Court SW, and third through fifth grades are at the campus to the south on 30<sup>th</sup> Avenue SW. School is in session from 7:55 a.m. to 2:50 p.m.



### Concerns

- Very few sidewalks on streets away from immediate vicinity of school
- Sidewalks are narrow, not comfortable for two people to walk abreast
- There is no direct connection on the street network between the two campuses; parents walking children to school at both campuses have to travel further than necessary
- Speeding observed; a parent said she observes speeding and running stop signs regularly
- Limited entrance to school grounds requires walkers and cyclists to walk further
- Crossings directly adjacent to the school are faded and in poor condition

## Assets

- Surrounding streets are narrow, good potential for controlling speeds and for pedestrian crossings
- High rates of walking and biking observed
- Well-designed system for parents in cars dropping off kids

## Morning Visit to Golden Gate High School

Friday, January 12

### Observations

School starts at 7:05 am. Many students walk or bike to school, and vehicle traffic was heavy going south on Tropicana Boulevard. While there are buffered bike lanes on Tropicana Boulevard and sidewalks on the west side, many students were walking and biking southbound in the northbound travel lanes. Traveling correctly requires them to cross Tropicana Boulevard with low-lighting and heavy vehicle traffic.



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## Concerns

- Very few sidewalks on streets away from immediate vicinity of school
- On heavily-traveled Tropicana Boulevard, no crossing lights or sidewalk on one side of street
- Median lighting on Tropicana Boulevard is ineffective
- Two entrances to school grounds: Tropicana Boulevard and Magnolia Pond Drive (outside study area); creates congestion and reduces directness

## Assets

- Tropicana Boulevard is a road with a good cross-section and has room for improvements
- High bicycling and pedestrian use
- Medians can act as good pedestrian refuge

## Morning and Afternoon Visit to Golden Gate Middle School

*Friday, January 12*

### Observations

School is in session from 9:05 a.m. to 3:50 p.m. It is estimated that 800-900 of the 1,100 student body walk or bike at least part of the time. These are extraordinary numbers and a great advantage. In the afternoon, the principal escorts walkers and cyclists to the intersection of Tropicana Boulevard and 26<sup>th</sup> Place SW and encourages safe walking and biking.



## Concerns

- Very few sidewalks on streets away from immediate vicinity of school
- On heavily-traveled Tropicana Boulevard, two blocks from school, no crossing lights or sidewalk on one side of street
- Limited number of entrance to school grounds, which means further walking or biking for some kids

## Assets

- Well-designed system for parents in cars dropping off kids
- Buses have separate drop-off zone
- Cones placed at the exit restrict left turns as cars leave the school grounds (roughly 90-95 percent honor it)
- Zebra-stripes at some crossings near school
- Large corral for storing bikes, with ample bike racks so kids can lock their bikes
- Sidewalks all at least five feet wide
- School administration is dedicated to keeping kids on foot and on bikes safe

## Team Meetings

*January 12, 2018 8:00 am*

An in-depth, follow-up discussion looked deeper at the concerns and solutions that surfaced in meetings and events. Of note are the following issues:

- MSTU could be a potential source for funding installing pedestrian lighting.
- There is need for engaging more constituencies in the Golden Gate community on walkability issues.
- Faith communities and civics classes in the schools could be used for outreach possibilities.
- The development of a private golf course into a large multi-family housing project raises traffic and other issues for the neighborhood. Could some of it be preserved as parkland?

Numerous site visits were also conducted during this time to review areas noted by community members during the previous evening's public meetings. School sites were explored as well as the connections between the schools and the surrounding neighborhoods.



## Pedestrian Level of Service

Pedestrian Level of Service (PLOS) for Golden Gate City was determined through field observations, data collection, and desktop review of the entire study area. Five PLOS categories were used for this study, based on the categories used in other Walkable Community Studies adopted in Collier County and in other similar pedestrian planning studies around the country.

The PLOS letter grades A through F are not comparable to school grades A through F. The FDOT Quality/Level of Service Handbook explains that LOS letter grades are not comparable across different modes of transportation (i.e., automobile level of service D is not equivalent in meaning to pedestrian level of service D, and the same segment may have drastically different levels of service for automobile traffic and pedestrian traffic). Different communities find different levels of services to be acceptable. At the time of this study there is no PLOS standard adopted by the Collier MPO or by Collier County.

Therefore, the PLOS outcomes for this study should be considered as an inventory of observed conditions only and should not be compared to LOS scales for other transportation modes nor with PLOS standards established for other communities.

Given the scope of the walkable community studies and the context of the neighborhoods, the Collier MPO uses the five PLOS categories of Directness, Continuity, Street Crossings, Visual Interest and Amenities, and Security, described further below.

### Directness

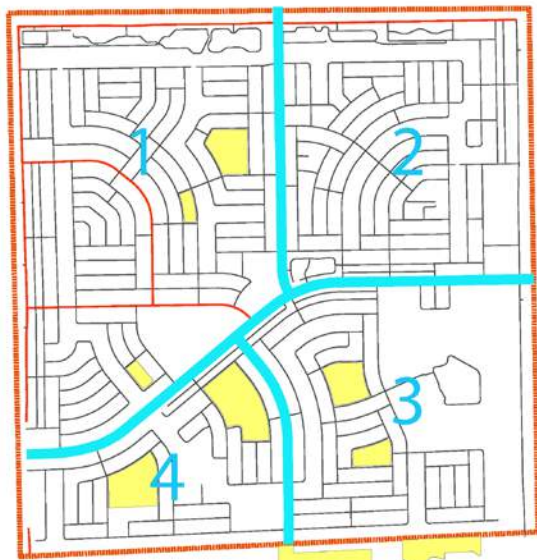
Directness measures pedestrian trip length via the network and compares it to the straightline or “as the crow flies” distance. Directness quantifies how walking trip length is affected by the development pattern and its related transportation network. Even where destinations are geographically close to residents, someone on foot may have to walk a much greater distance to reach the destination if the route is intersected by a barrier like a canal. Pedestrians are able to reach destinations more directly on gridded street systems. Alternatively, street systems of long, winding roads with fewer intersections and buffers between different uses typically provide less direct pedestrian connections to destinations.

The following formula is used to determine a Directness score:

$$\text{Directness} = \frac{\text{Actual distance pedestrian must walk}}{\text{Minimum measured distance}}$$

A road's **Level of Service (LOS)** compares the amount of traffic that is on the road and the amount of traffic for which it was designed. LOS for other modes, like walking, measure the comfort and safety of the infrastructure. The FDOT Quality/Level of Service Q/LOS Handbook (2009) affirms that “for most situations in Florida, bicycle and pedestrian Q/LOS has little relationship to the number of other bicyclists and pedestrians on a facility; other factors are more important.” The FDOT uses a Pedestrian LOS Model based on four metrics: existence of a sidewalk, lateral separation of pedestrians from motorized vehicles, motorized vehicle volumes, and motorized vehicle speeds.

The Directness calculation compares: (a) the actual distance a pedestrian must travel from that origin using available infrastructure to reach a destination, and (b) the minimum distance measured from the origin to the destination. For this study, Directness was measured using a destination within each quadrant of the study area as a destination and a sampling of residential street segments within the quadrant as origins. The average PLOS score was then assigned to the general quadrant of the study area. **Figure 6** shows the quadrants used to determine Directness PLOS.



**Figure 6.** The study area was divided into quadrants for the purpose of determining the Directness PLOS

Quadrant 1 used Golden Gate Elementary (north campus) as its destination; Quadrant 2 used Grade Place as its destination; Quadrant 3 used Golden Terrace Elementary (the north campus) as its destination, and Quadrant 4 used Golden Gate Middle School. Due to the large number of origins and destinations in the four-square-mile study area, this study's methodology uses sampling to demonstrate directness and how barriers, like canals and the street pattern, can make it harder for people on foot to reach their destinations. The directness scores ranged from 1.6 to 2.1, with some of the biggest differences between measured distance and straight-line distance found near Grace Place for Children and Families and the northern portion of Collier Boulevard.



Figure 7 shows the results of the Directness PLOS analysis.

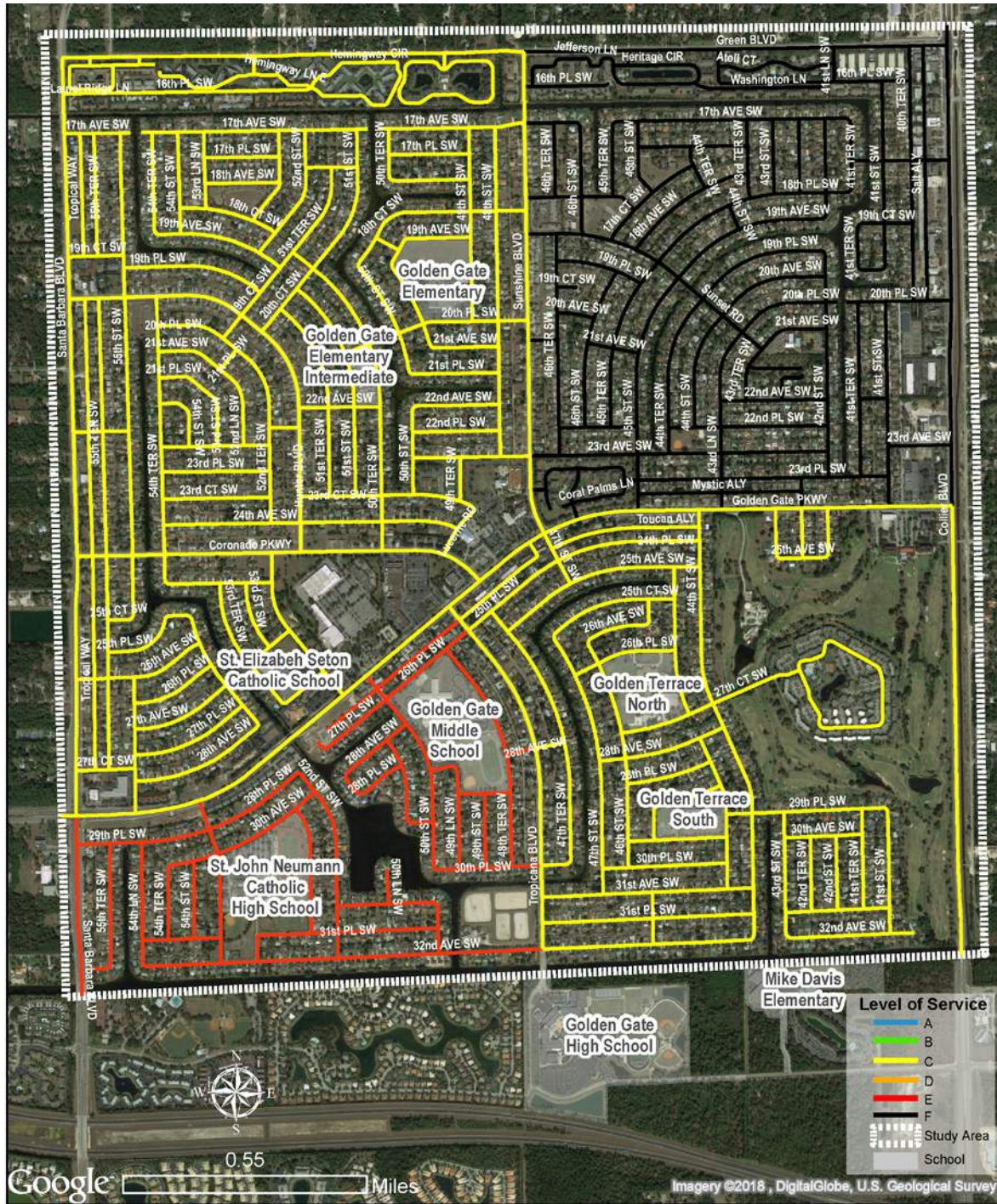


Figure 7. Directness PLOS

The Directness value has a corresponding PLOS score shown in **Table 8**.

**Table 8. Directness PLOS Scoring**

Directness PLOS	Directness Value
A	<1.2
B	1.3 – 1.4
C	1.5 – 1.6
D	1.7 – 1.8
E	1.9 - 2.0
F	>2.0

Source: City of Fort Collins Pedestrian Plan

## Continuity

Continuity measures the condition and completeness of the existing pedestrian network. The Continuity PLOS scores inventory whether pedestrian facilities exist and where the existing network has gaps, breaches, or breaks. The Continuity PLOS score is assigned relative to the conditions listed in **Table 9**.

**Table 9. Continuity PLOS Scoring**

Continuity PLOS	Continuity Value
A	Pedestrian facilities are unified as a single entity providing complete access including public spaces
B	Pedestrian facilities are continuous and buffered from vehicle traffic with landscaping
C	Pedestrian facilities are on both sides of the street, but may not meet current standards
D	Pedestrian facility exists on only one side of the street; breaks or breaches may exist
E	Pedestrian facility exists but has significant condition problems
F	No pedestrian facility exists

Source: City of Fort Collins Pedestrian Plan

**Figure 8** shows the results of the Continuity PLOS analysis. Most of the local, residential streets in the study area do not have sidewalks. This is not necessarily a problem that needs to be remedied. A PLOS of F may be perfectly acceptable on small local streets with low speeds and safe crossings.

There are sidewalks on both sides of the street, although with gaps, along most of Golden Gate Parkway, as well as the collectors of Sunshine Boulevard and Coronado Parkway. A good portion of the roads, 36 percent, have sidewalks on at least one side of the street; this is particularly true for the streets near schools. However, the vast majority of sidewalks were observed to be of substandard width, often five feet wide or less. A wider sidewalk allows two people to walk abreast more comfortably as well as walkers to pass each other.



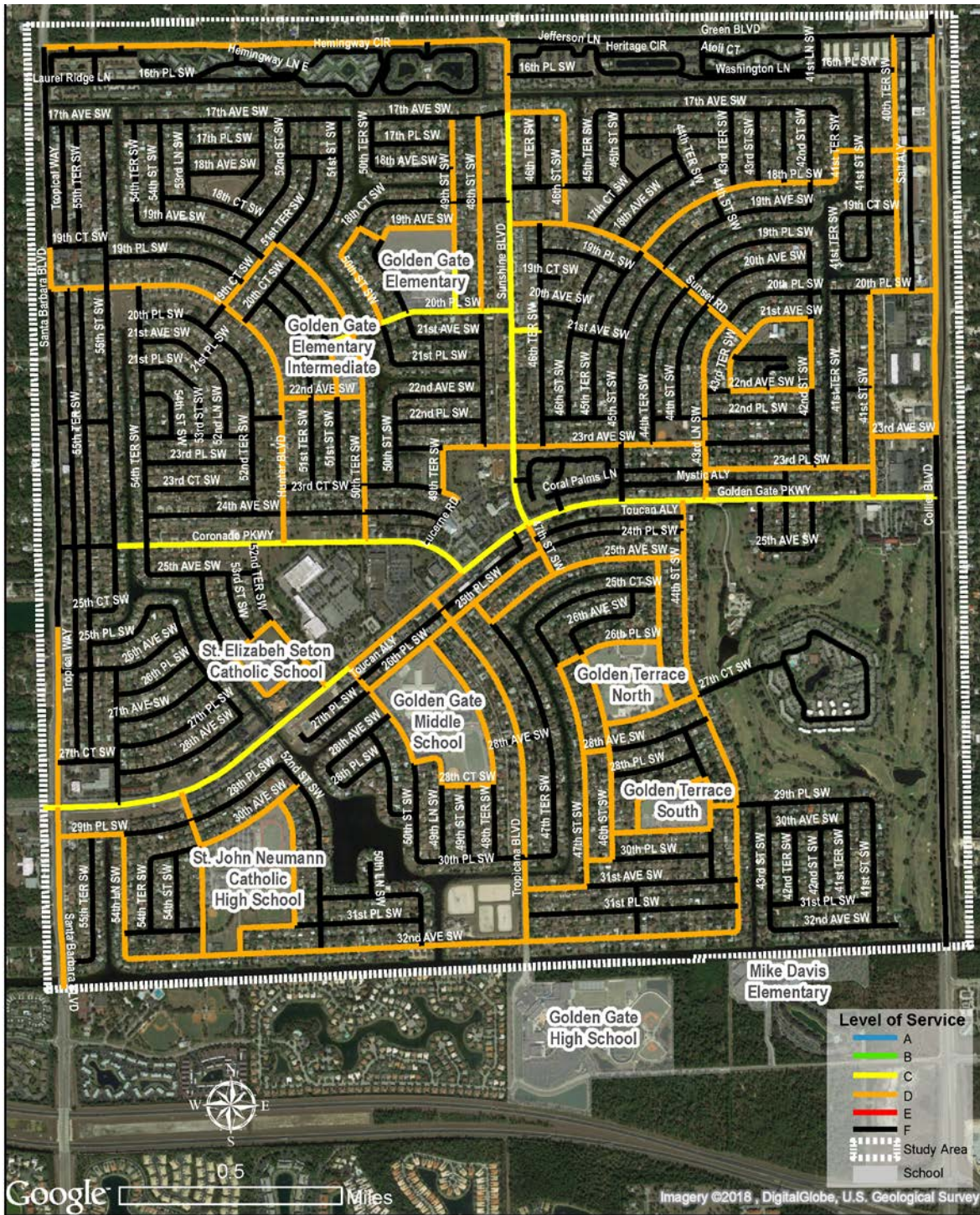


Figure 8. Continuity PLOS

## Street Crossings

Street Crossings PLOS reflects the conditions of street intersections and other pedestrian facilities. Safe intersection conditions for pedestrians are necessary for a walkable community. The fewer vehicle lanes a pedestrian must cross, the lower the risk of conflicts.

Street Crossings PLOS was based on assessing the seven attributes listed below. The presence of each of the following attributes equals one point.

- Delineated crosswalk
- Vehicular traffic signal
- Pedestrian traffic signal
- Street lighting
- Signage for pedestrians
- Unobstructed view from motorists to pedestrians
- Curb ramps for pedestrians

The total points per intersection determine the corresponding Street Crossings PLOS as shown in **Table 10**.

**Table 10. Street crossings PLOS**

Street Crossings PLOS	Total Street Crossings Attributes
A	5+
B	4
C	3
D	2
E	1
F	0

The results of the Street Crossings PLOS are shown in **Figure 17**. Most of the roads in Golden Gate City have two lanes of traffic, making the crossings a very reasonable distance for pedestrians. Exceptions include Golden Gate Parkway, Collier Boulevard, Santa Barbara Boulevard, and Green Boulevard. Still, even the roads with a greater crossing distance have well-marked crossings, and often on all four legs of the intersection. Many crossings on Golden Gate Parkway are staffed by professional crossing guards who have the ability to control the lighted intersection and increase safety for pedestrians. This feature increased the PLOS for Golden Gate Parkway. Substandard and faded marked crossings were also observed and particularly noted around schools. There are very few signs specifically for pedestrians, and street lighting was lacking.



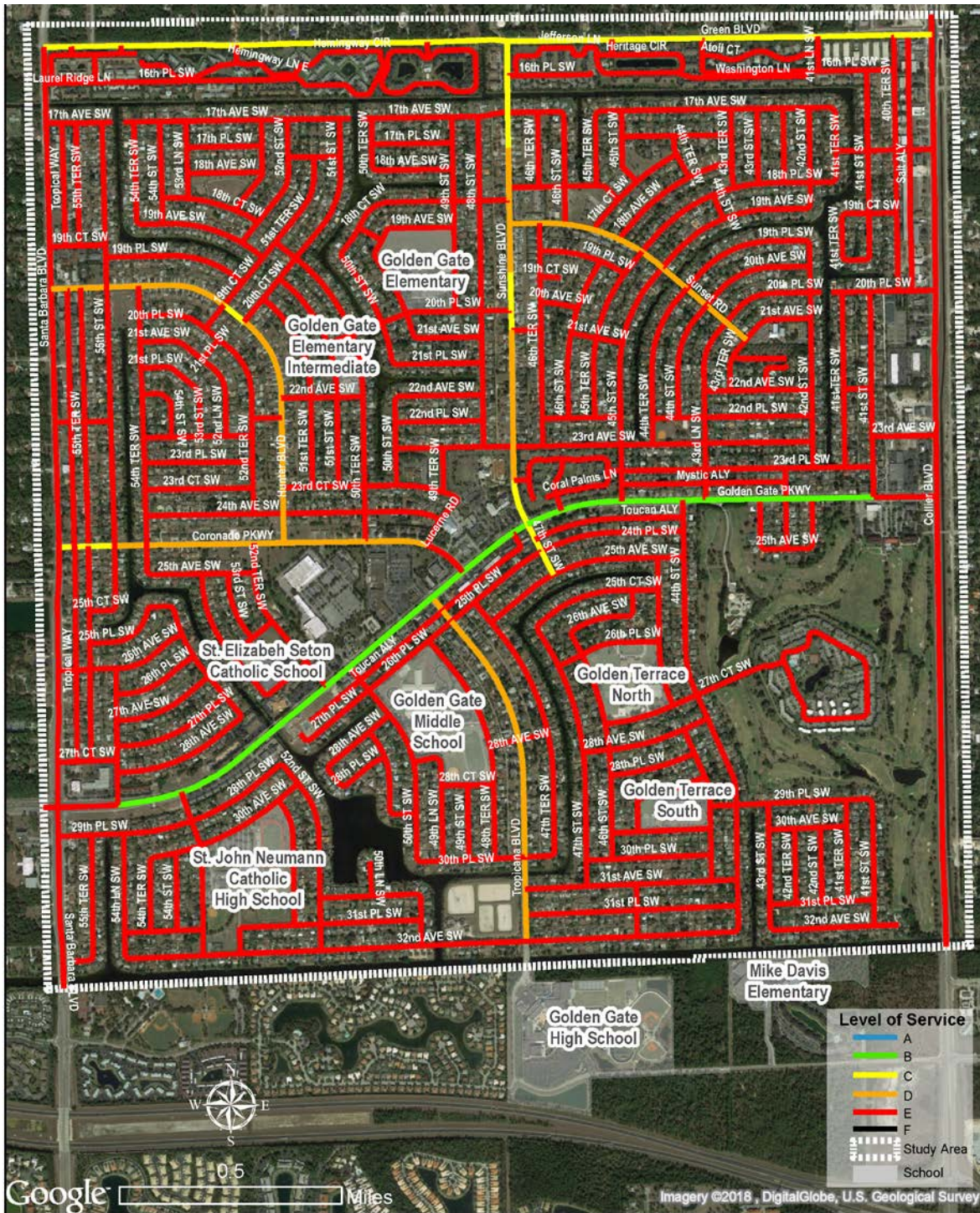


Figure 9. Street crossings PLOS

## Visual interest and amenities

Measuring the visual interest and amenities of the pedestrian realm indicates the pedestrian comfort level. The presence of visually interesting features and pedestrian amenities, such as art, pedestrian oriented building design, benches, decorative paving and pedestrian level lighting, enhance the walking experience for people of all ages and abilities. A built environment that is designed to be pedestrian oriented provides visual cues to both motorists and pedestrians. Motorists are more aware that walkers are accommodated, and walkers are more comfortable.

The five attributes listed below were assessed for each segment in the Study Area to determine the Visual Interest and Amenities PLOS. The presence of each of the following attributes equals one point.

- Building frontages that are oriented toward the public right-of-way
- Benches
- Decorative pavement
- Shade trees along the street
- Pedestrian level lighting

The total points per segment determine the corresponding Visual Interest and Amenities PLOS for the segment, as shown in **Table 11**.

**Table 11. Visual Interest and Amenities PLOS**

Visual Interest and Amenities PLOS	Total Visual Interest and Amenities Attributes
A	5+
B	4
C	3
D	2
E	1
F	0

The results of the Visual Interest and Amenities PLOs are shown in **Figure 18**. They indicate much of Golden Gate City lacks pedestrian amenities. The major exception is the central portion of Golden Gate Parkway – development is nearer to the roadway, there are shade trees, and some transit shelters offer benches. The areas around the schools and parks offer visual amenities and the chance to interact with the public realm.



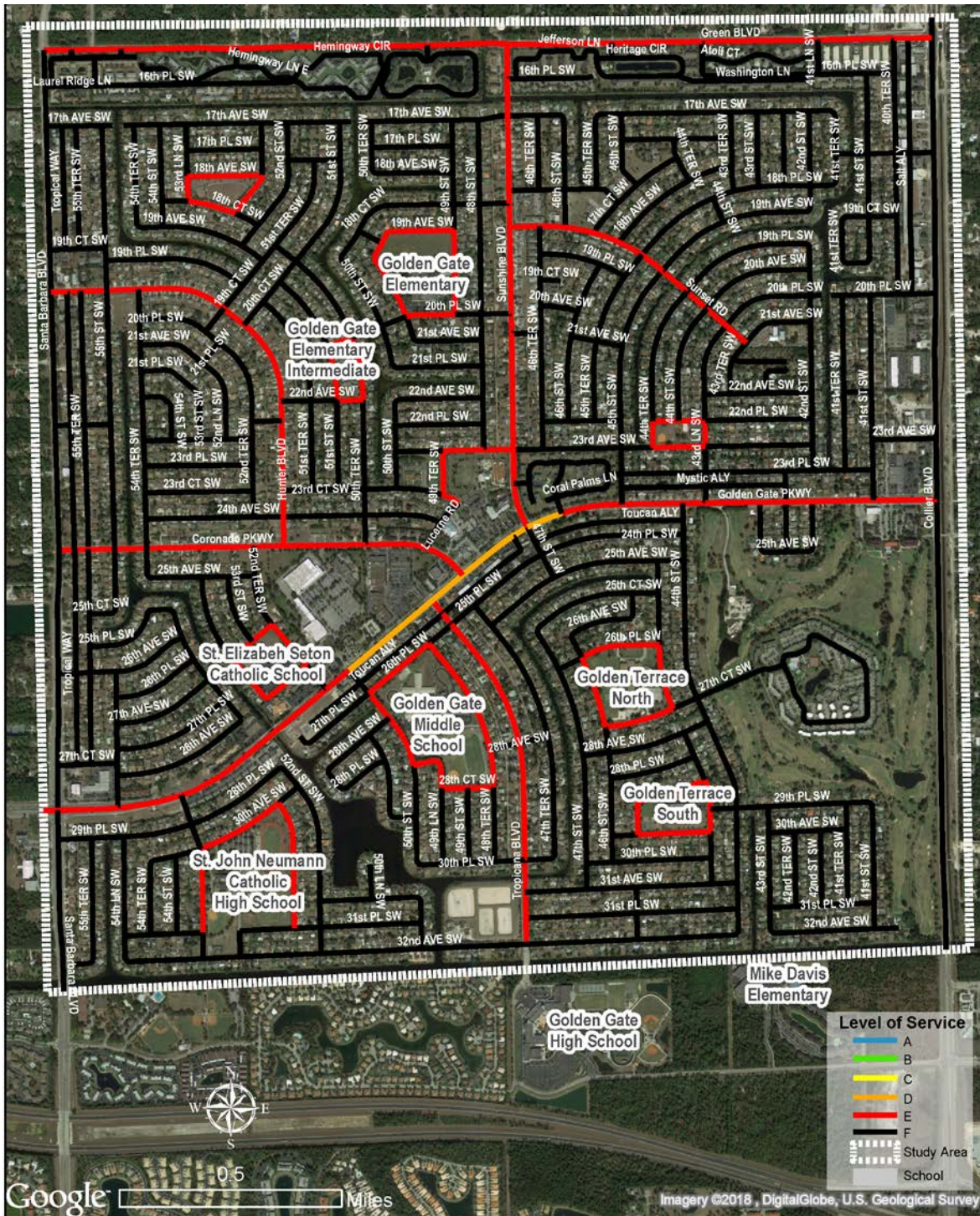


Figure 10. Visual Interest and Amenities PLOS

## Security

Security measures how well pedestrians can walk free of hazards. Hazards for pedestrians may be in the form of vulnerability to crime and vulnerability to injury. Walkability is limited in settings where the surroundings are perceived as unsafe due to lack of visibility, darkness at night, and sightline obstructions that put pedestrians at risk of conflict with bikes or vehicles. Five qualifiers listed below were assessed for each segment in the Study Area to determine the Security PLOS. The presence of each of the following attributes equals one point:

- Is the public realm of the street active with pedestrians to enhance the sense of security?
- Are the occupants of buildings along the street actively engaged with the public realm of the street?
- Is the public realm of the street visible to residents or shops along the street?
- Is lighting adequate for safe nighttime walking?
- Are lines of sight clear between motorists and pedestrians?

The total points per segment determine the corresponding Security PLOS for the segment, as shown in **Table 12**.

Security PLOS	Total Security Attributes
A	5+
B	4
C	3
D	2
E	1
F	0

Again, much of the Golden Gate City study area earned a low PLOS for this metric (**Figure 19**), mostly due to the lack of effective street lighting. While Florida Power and Light maintains many streetlights in the area, observations and interactions with residents confirmed they are not adequate. Other decorative landscaping lights are maintained by a Municipal Service Taxing Unit (MSTU), for example, along Tropicana Boulevard, but the lights illuminate portions of a planted median and not where pedestrians are walking. This was particularly notably due to the large numbers of students observed walking to Golden Gate City High School at the southern terminus of Tropicana Boulevard in the pre-dawn hours. Few of the roads have development near enough to create a relationship between those in the building and those walking by on the street. These “eyes on the street,” as coined by Jane Jacobs, create a feeling of security.



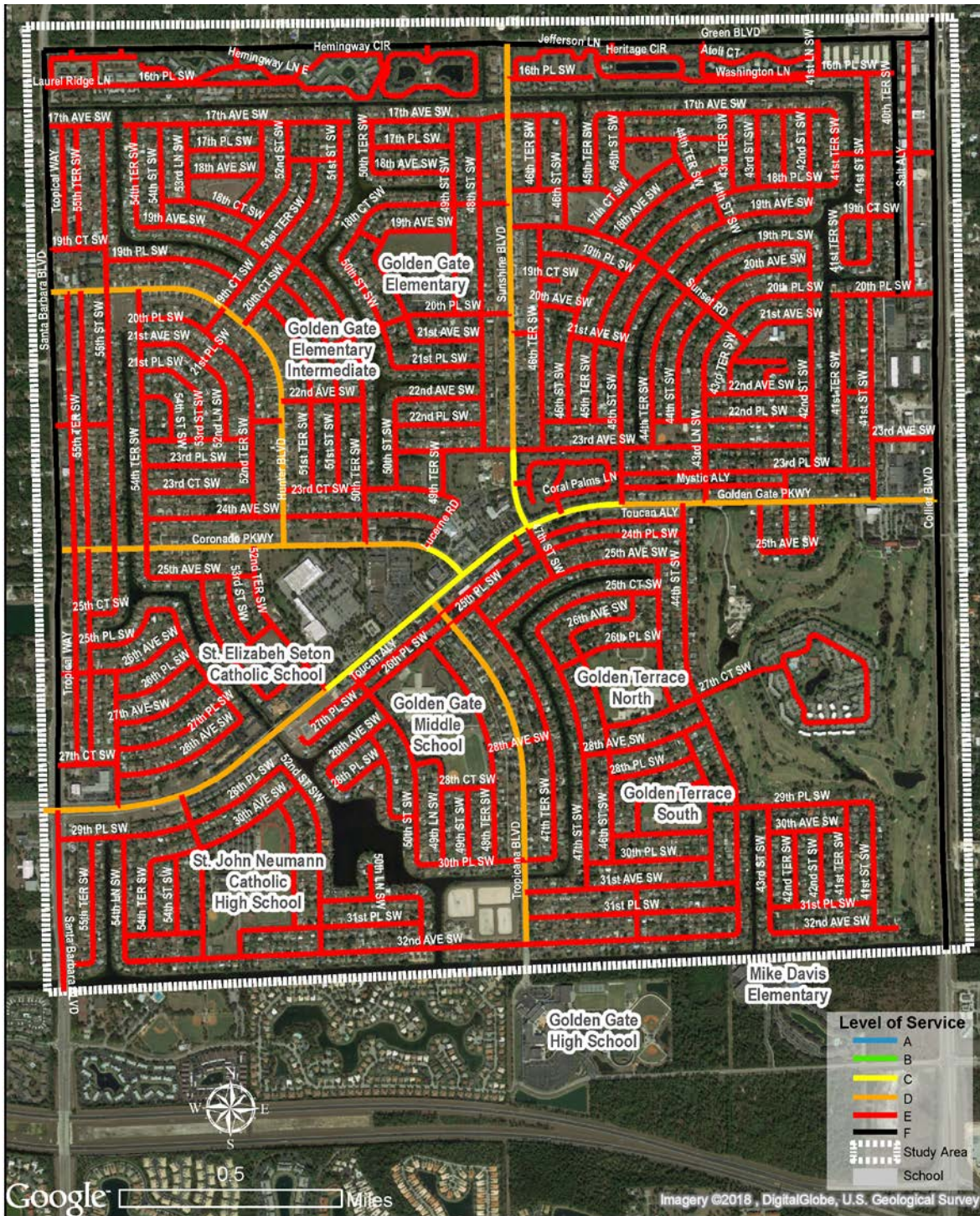


Figure 11. Security PLOS



## Cumulative PLOS

A cumulative PLOS score is calculated by averaging the five PLOS factors and is displayed in **Figure 20**. Overall, Golden Gate City has a PLOS of E.



Figure 12. Golden Gate City's cumulative PLOS

## Priorities

Preliminary priorities were developed by consulting the priority scoring system used in prior Walkable Community Studies of the Collier MPO. These priorities factored the following criteria:

- Crash incidents
- Proximity (within ¼ mile) to parks, commercial areas, transit stops
- Special emphasis on proximity to schools (within ¼ mile)



Figure 21. Sidewalks in Golden Gate City were impacted by Hurricane Irma in 2017.

The scoring system assigned points to geographic areas within the Study Area for each of the criteria as follows:

- 1 point for areas within close proximity to public transit stops
- 5 points for areas within close proximity to crashes involving bicyclists or pedestrians
- 5 points for areas within ¼-mile of schools

Points were accumulated, and the total scores were then sorted into three tiers to determine the Priority Areas and therefore the areas with the greatest need for improvements. The Priority Areas were compared to the Continuity PLOS to determine the presence or absence of pedestrian facilities.

The result, as shown in **Figure 22** and identified as areas A through G, is a concentration of Tier I Priority Areas near Golden Gate Elementary School, Golden Gate Middle School, and Golden Terrace Elementary School. Tier II areas are visible just east of Tropicana Boulevard, along portions of Golden Gate Parkway, and near Golden Gate Elementary's two campuses.

This is consistent with accepted principles of prioritization:

Highest priority for improvements should be given to locations with high concentrations of pedestrian activity and where connections are needed to ensure easy access between transportation modes, with *particular attention to bicycle and pedestrian access to schools*, transit stops and regional greenway or trail systems<sup>8</sup>.  
(italics added for emphasis)

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<sup>8</sup> University of South Florida Center for Urban Transportation Research's Mobility Review Guide, March 2011



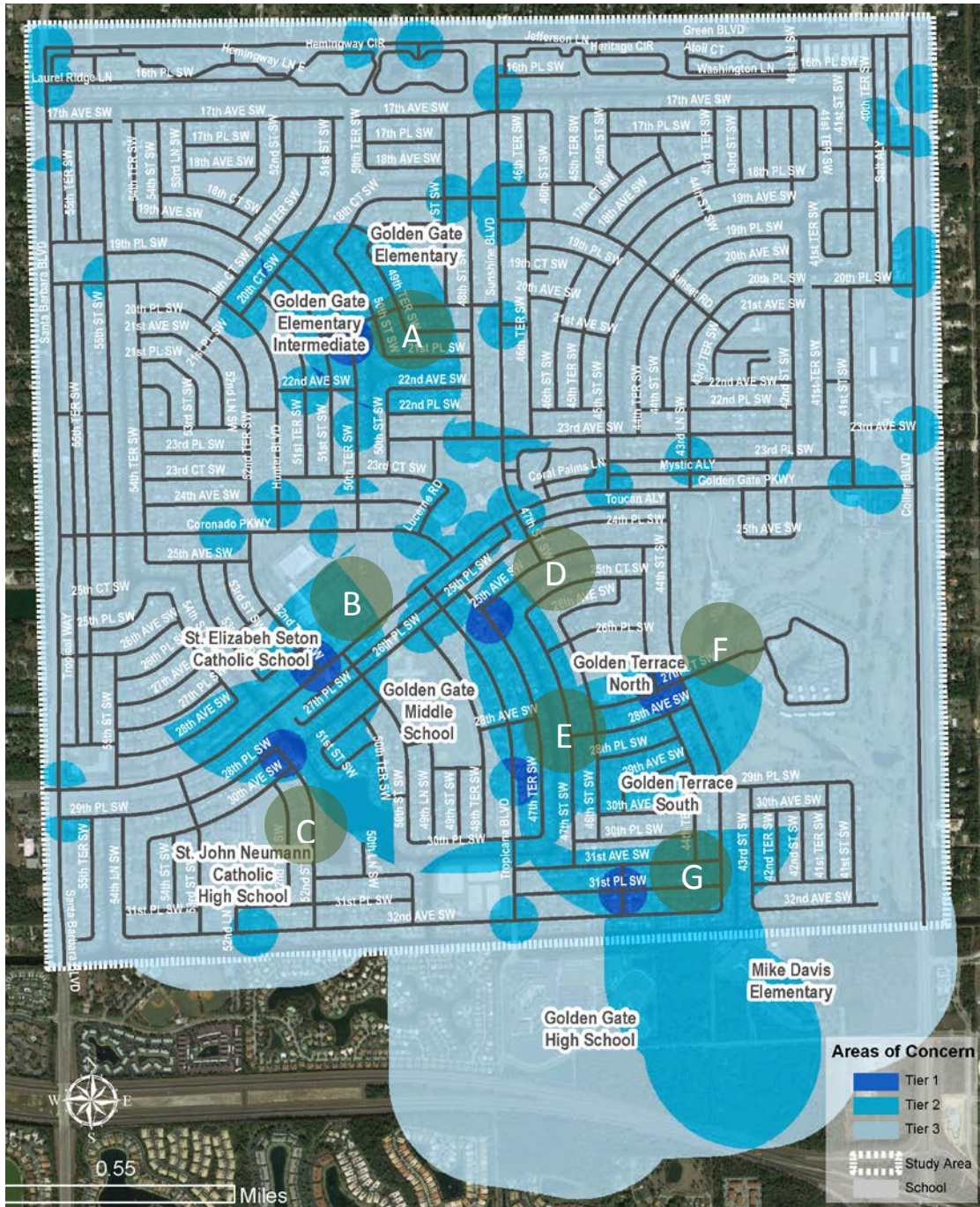


Figure 13. Golden Gate City Walkable Community Study Priority Areas

## **Recommendations (these are draft recommendations that will be updated following the April 19 community meeting)**

The following draft recommendations are based on understanding the conditions on the ground, the desires of the community, and the locations of the greatest needs. The recommendations are refined through public and agency review, and final recommendations reflect, in the interest of efficiency, upcoming and ongoing drainage improvements in Golden Gate City.

### **Tier One Recommendations**

The following recommendations were identified for the Tier One Priority Areas in no particular order.

#### **Area A**

Vicinity of 50<sup>th</sup> Terrace SW and 20<sup>th</sup> Place SW, near Golden Gate Elementary (south campus)

- Fill missing sidewalk on 23<sup>rd</sup> Court SW and 49<sup>th</sup> Terrace
- Install painted intersection at Sunshine Boulevard and 20<sup>th</sup> Place SW
- Double face crosswalk signs in and around all school zones
- Conduct a neighborhood charrette for road diet on Sunshine Boulevard, discuss buffered bike lanes
- Fill-in all sidewalk gaps within 1,000 feet of school on the side closest to the school. See Table 6.
- Install mini-circles in intersections of 49<sup>th</sup> Terrace SW at 19<sup>th</sup> Street SW and 20<sup>th</sup> Place SW
- Study road diet on Hunter Boulevard

#### **Area B**

Vicinity of Golden Gate Parkway and 52<sup>nd</sup> Terrace SW, near St Elizabeth Seton Catholic School

- Double face crosswalk signs in and around all school zones
- Reduce lane width on Golden Gate Parkway to 10 feet
- Fill-in all sidewalk gaps within 1,000 feet of school on the side closest to the school. See Table 6.
- Install mini-circles in intersection of 25<sup>th</sup> Place and 50<sup>th</sup> Street
- Complete sidewalks on both sides of Golden Gate Parkway

#### **Area C**

Vicinity of 52<sup>nd</sup> Street SW from 30<sup>th</sup> Avenue SW to 28<sup>th</sup> Place SW, near St John Neumann Catholic High School

- Double face crosswalk signs in and around all school zones
- Fill-in all sidewalk gaps within 1,000 feet of school on side closest to the school. See Table 6.
- Complete sidewalks on both sides of Golden Gate Parkway

#### **Area D**

Vicinity of 25<sup>th</sup> Avenue SW and 47<sup>th</sup> Terrace SW, two blocks from Golden Gate Middle School

- Install 10-foot-wide zebra/international crosswalks on all four legs of intersections within 1,000 feet of school as pilot project



# Painted Intersections

What are painted intersections and how could they work in Golden Gate City?

## Golden Gate City A Walkable Community

The **Golden Gate City Walkable Community Study** addresses safety, access, and mobility for people of all ages and abilities who walk, bike, drive, and use transit in our community.

Painted intersections are murals painted on the street that create a sense of place through designs. They often reflect the character of an area and add to the social and economic fabric of a community. In addition, they offer traffic-calming through colorful, visual public art displays and provide safer experiences for pedestrians through well-marked crosswalks incorporated into the art design. Painted intersections also provide motorists with a tangible, visible reminder that they are traveling in a public thoroughfare and should be on the lookout for pedestrians, joggers, and bicyclists in the area. This treatment is appropriate for low-volume, local streets.

**How would Golden Gate City benefit from this?** Golden Gate City is a close-knit neighborhood with personality. Painted intersections can help highlight that sense of place and community, add neighborhood pride, and help create a safer, more comfortable walking and biking environment. A painted intersection says, "This is a place, you're in a community that cares." **Specific locations that may be great candidates for painted intersections are Sunshine Boulevard and 20th Place SW and 32nd Avenue SW and Tropicana Boulevard.** These could be the first painted intersections in Collier County and neighboring counties.

**Where is this already being done?** While there are many examples around the country, painted intersections are also found closer to Golden Gate City. Fort Lauderdale has completed three stunning examples as part of its "Connecting the Block Painted Intersection Program" that is intended to create a safer balance between cars and people. Tampa's South Seminole Heights neighborhood installed a colorful painted intersection in July 2017. Both cities developed supportive programs and guidelines that allow neighborhoods to design, create, and install painted intersections. The guidelines also specify the kind of paint to be used, suggest fundraising ideas, and offer templates for gathering support and even "Paint Day" event planning.

**What are some regulations?** The Manual of Uniform Traffic Control Devices doesn't directly apply to painted intersections because they are not considered traffic control devices. However, it states that painted intersections have the potential to compromise motorist safety and encourage pedestrians and bicyclists to loiter in the street. Painted intersections should not interfere with or obscure crosswalks, which are traffic control devices.



Fort Lauderdale



Tampa



St Petersburg



Fort Lauderdale

See the City of Tampa's Paint the Intersection: A Policy for Painting the Intersection created by the Transportation and Stormwater Services Department at [www.tampagov.net/sites/default/files/transportation/files/paint\\_the\\_intersection\\_complete.pdf](http://www.tampagov.net/sites/default/files/transportation/files/paint_the_intersection_complete.pdf) and the City of Fort Lauderdale's Painted Intersection Project at [www.fortlauderdale.gov/departments/transportation-and-mobility/transportation-division/building-community-today/painted-intersections-project](http://www.fortlauderdale.gov/departments/transportation-and-mobility/transportation-division/building-community-today/painted-intersections-project).



- Double face crosswalk signs in and around all school zones
- Conduct a neighborhood charrette for road diet on Coronado Parkway, including buffered bike lanes
- Look into pedestrian lead intervals (PLI) on traffic lights on Golden Gate Parkway at Sunshine Boulevard and Coronado Boulevard
- Due to the heavy pedestrian traffic, consider removing on-demand walk signals in favor of automatic ones on Golden Gate Parkway at Sunshine Boulevard and Coronado Parkway
- Reduce lane width on Golden Gate Parkway to 10 feet
- Create mid-block crossing on Coronado Parkway 300 feet back from Golden Gate Parkway intersection
- Fund and fill in gaps on all sidewalks within 1,000 feet of school on the side closest to the school, starting with Tropicana Boulevard. See Table 6.
- Install mini-circles in intersection of 25<sup>th</sup> Place SW and 48<sup>th</sup> Terrace SW
- Widen sidewalks near school to eight to 10 feet
- Consider roundabouts for Golden Gate Parkway at Coronado Parkway and Sunshine Boulevard
- Complete sidewalks on both sides of Golden Gate Parkway
- Mid-block HAWK signal at Tropicana Boulevard and Golden Gate Parkway

### Area E

Vicinity of Tropicana Boulevard and just south of 28<sup>th</sup> Avenue SW, two blocks from Golden Gate Middle School

- Install 10-foot-wide zebra/international crosswalk on all four legs of intersections within 1,000 feet of school
- Double face crosswalk signs in and around all school zones
- Fund and fill in gaps on all sidewalks within 1,000 feet of school on the side closest to the school
- Widen sidewalks near school to eight to 10 feet

### Area F

Vicinity of 27<sup>th</sup> Court SW and 44<sup>th</sup> Terrace SW, and 27<sup>th</sup> Court SW and 44<sup>th</sup> Street SW, near Golden Terrace Elementary School's north campus

- Double face crosswalk signs in and around all school zones
- Fund and fill in gaps on all sidewalks within 1,000 feet of school on the side closest to the school
- Widen sidewalks near Golden Terrace Elementary School to eight to 10 feet

### Area G

Vicinity of 45<sup>th</sup> Street SW from 31<sup>st</sup> Avenue SW to 32<sup>nd</sup> Avenue SW, near Golden Gate High School

- Install 10-foot-wide zebra/international crosswalk on all four legs of intersections within 1,000 feet of high school as pilot project
- Double face crosswalk signs in and around all school zones



# Pedestrian Signals

What are pedestrian signals and how could they work in Golden Gate City?

## Golden Gate City A Walkable Community

The **Golden Gate City Walkable Community Study** addresses safety, access, and mobility for people of all ages and abilities who walk, bike, drive, and use transit in our community.

Leading Pedestrian Interval (LPI) and High Intensity Activated Crosswalk (HAWK) beacons are two examples of tools that allocate time to pedestrians and bicyclists and increase roadway safety. LPI typically gives people on foot a three to seven second head start when entering an intersection with a corresponding green signal in the same direction of travel. LPIs enhance the visibility of people on foot in the intersection and reinforce their right-of-way over turning vehicles, especially in locations with a history of conflict. HAWK beacons add traffic signal displays on both sides of the road that stop traffic in both directions when push buttons are pressed by someone wishing to use the crosswalk. HAWK beacons, because of their ability to stop traffic with red traffic lights, work well on busy streets where there is a high volume of pedestrian traffic but no traditional traffic signals to periodically stop traffic.

**How would Golden Gate City benefit from this?** Instead of competing with vehicles, pedestrians have their own space and time in which to travel. LPIs have been shown to reduce crashes between pedestrians and vehicles by as much as 60 percent at treated intersections. HAWKs in Phoenix, AZ, have resulted in a 29 percent reduction of total crashes; 69 percent reduction of pedestrian crashes; and 15 percent reduction of severe crashes. **Specific locations that could be considered for these treatments include Tropicana Boulevard near 32nd Avenue SW; Golden Gate Parkway near Tropicana Boulevard; Sunshine Boulevard near 23rd Avenue SW; and 49th Terrace SW and 23rd Avenue SW.**

**Where is this already being done?** Phoenix, AZ, began installing HAWKs in 2004, and more than 90 are now throughout the city. Floridian examples can be found in Tampa near the University of South Florida and on East Hillsborough Avenue after a number of pedestrian deaths in recent years, as well as on Bayshore Drive in East Naples. LPI have been implemented in Tallahassee, Ocala, Fort Lauderdale, and Gainesville.

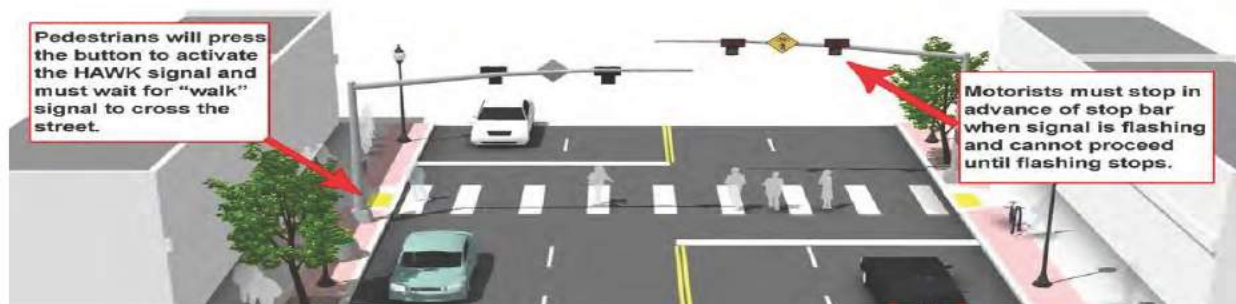
**What are some regulations?** The Manual of Uniform Traffic Control Devices (MUTCD) allows for pedestrian signals or beacons to warn or control vehicle traffic at an unsignalized location to help people on foot cross a street at a marked crosswalk. They are recommended on street with speeds no greater than 35 mph. The Florida Department of Transportation (FDOT) has installed HAWKs on FDOT maintained roads as an experimental traffic control device. The MUTCD offers guidance on implementing LPI, including a minimum lead time of three seconds, which signs may be appropriate, and suggests turns across the crosswalk should be prohibited during the leading pedestrian interval.



Tampa



Phoenix



NACTO schematic

See a December 2017 Center for Urban Transportation Research study on LPI guidelines in Florida at [www.fdot.gov/research/completed\\_proj/summary\\_TE/FDOT-BDV25-977-22-rpt.pdf](http://www.fdot.gov/research/completed_proj/summary_TE/FDOT-BDV25-977-22-rpt.pdf)



- Address poor connectivity on 32<sup>nd</sup> Avenue SW and Tropicana Boulevard with a painted intersection or other means
- Improve wayfinding for pedestrian routes to High School, including Forest Park community which is the safest route to Golden Gate Community Park
- Fund and fill-in gaps on all sidewalks within 1,000 feet of school on the side closest to the school
- Widen sidewalks near school to eight to 10 feet
- Mid-block HAWK signal at Tropicana Boulevard and 32<sup>nd</sup> Avenue SW

The following recommendations for pedestrian-friendly signal timing practices at all principal roadway intersections are applicable throughout Golden Gate City, including Tier One target areas:

- Lead Pedestrian Interval (LPI)
- Maximize walk release phase for crossings at all side streets
- Provide automatic recall
- Consider removal of on-demand signals, and go to fully automated signals in light of the volume of pedestrians in some locations, such as Golden Gate Parkway at Coronado Parkway and Sunshine Boulevard intersections to improve pedestrian safety
- Study and apply protected left phase signals, and go to “lagging,” where appropriate
- Provide transit signal priority at key signals where not already in practice
- Reduce vehicle speeds to match sight distance as recommended by NACTO, rather than enlarging the intersection or removing obstructions
- Eliminate left or right turns where they cause safety problems, especially around schools where the street grid permits
- In off-peak hours set signals to reduce pedestrian wait times by using shorter cycles (long cycle lengths discourage active transportation)

**Table 6** documents the gaps in the sidewalk network on collectors, arterials, and local roads bordering public schools in the study area. Filling in these gaps will result in a more complete and cohesive sidewalk network. The table also contains opportunities to extend the pedestrian network by using low-speed and often informal alleys.

**Table 6. Sidewalk Gaps**

	Road	From	To		
No sidewalk present	Santa Barbara Boulevard	n of 26 Ave SW	Hunter Boulevard		
	Santa Barbara Boulevard	19 Court SW	Green Boulevard		
	Green Boulevard	Sunshine Boulevard	Collier Boulevard		
	Collier Boulevard	23 Avenue SW	s boundary of study area		

	Coronado Parkway	54 Terrace SW	Santa Barbara Boulevard		
	48 Street SW	20 Place SW	23 Avenue SW		
	55 Terrace SW	Hunter Boulevard	27 Court SW		
	45 Street SW	Golden Gate Parkway	Sunset Road		
	19 Avenue SW	Sunset Road	42 Street SW/18 Place SW		
	20 Place SW	Sunset Road	41 Street SW		
	50 Street SW	Golden Gate MS	30 Place SW		
	48 Terrace SW	28 Court SW	48 Terrace SW		
	49 Terrace SW	19 Place SW	20 Place SW		
Sidewalk on one side (unless otherwise noted)	Golden Gate Parkway	Tropicana Boulevard	50th Street SW		
	Tropicana Boulevard	Golden Gate Parkway	Golden Gate High School		
	Collier Boulevard	Green Boulevard	23 Avenue SW		
	Hunter Boulevard	Coronado Parkway	Santa Barbara Boulevard		
	Roads bordering Golden Gate MS	26 Place SW	48 Terrace SW	28 Court SW	50 Street SW
	Roads bordering Golden Terrace Elem - north campus	26 Place SW	44 Terrace SW	27 Court SW	46 Street SW
	Roads bordering Golden Terrace Elem - south campus	29 Avenue SW	44 Terrace SW	30 Avenue SW	45 Street SW
	Roads bordering Golden Gate Elem - north campus	19 Avenue SW	49 Street SW	20 Place SW (sidewalks on two sides)	49 Terrace SW (no sidewalks)
	Roads bordering Golden Gate Elem - south campus	20 Place SW (sidewalks on two sides)	50 Terrace SW	22 Ave SW	51 Street SW
Opportunities	Tropical Way is a paved alley immediately parallel to Santa Barbara Boulevard.				
	There is an unnamed, paved alley immediately parallel to and south of Golden Gate Parkway from west of 50 Street to 44 Street SW.				
	There is an unpaved informal path immediately east of and parallel to Hunter Boulevard from 23 Court SW to 55 Street SW.				
	There is an unpaved informal path immediately east of and parallel to Sunshine Boulevard from 23 Avenue SW to Sunset Road.				
	There is an unpaved informal path immediately west of and parallel to Sunshine Boulevard from 23 Avenue SW to 17 Avenue SW.				



# Shared Streets

What are shared streets and how could they work in Golden Gate City?

## Golden Gate City A Walkable Community

The **Golden Gate City Walkable Community Study** addresses safety, access, and mobility for people of all ages and abilities who walk, bike, drive, and use transit in our community.

Low-volume residential streets often have narrow, crumbling, or non-existent sidewalks. Many of these streets operate as shared spaces, in which children play and people walk, sharing the roadway with drivers. Depending on the street's volume and role in the traffic network, these streets have the potential to be redesigned and enhanced as shared streets. Shared streets, also known as home streets or woonerfs, can meet the desires of adjacent residents and function foremost as a public space for recreation, socializing, and leisure.

**How would Golden Gate City benefit from this?** Some local streets in Golden Gate City lend themselves to a shared street demonstration project – they are narrow, have low posted speed limits, are home to many people traveling on foot and on bicycle, and are within a tight-knit community. Shared streets let residents reclaim the public realm of the street for recreation and social gathering. **A strong candidate for this improvement is 18th Avenue SW between Sunset Road and 43rd Terrace SW.**

**Where is this already being done?** Many cities that grew before the advent of the automobile have streets that serve naturally as shared spaces. Cities considering the implementation of a shared space should consider the adoption of a specific definition of a shared street in their city code. Seattle and Cambridge, MA, have both officially incorporated a definition of shared street into their city code.

**What are some regulations?** While the Manual of Uniform Traffic Control Devices has no references to home streets, woonerfs, or shared streets, the National Association of City Transportation Officials (NACTO) has developed detailed design and policy guidance for “residential shared streets.” NACTO recommends:

- Textured pavements that are flush with the curb reinforce the pedestrian-priority nature of the street. The design of the surface should be the prominent feature.
- Street furniture, including bollards, benches, planters, and bicycle parking, can help define a shared space, subtly delineating the traveled way from the pedestrian-only space.
- A shared street sign should be used at the entrance to a shared street. Shared streets should generally be designed to operate intuitively as shared spaces without the need of signage. Signage serves to educate the public in the early stages of a conversion.
- Provide tactile warning strips at the entrance to all shared spaces to alert drivers and pedestrians.
- Shared streets generally allow motorists and bicyclists to operate in a two-way fashion. Designers should strive to make these behaviors implicit through the design details of the street itself.



Asheville, NC



Santa Monica, CA



Seattle, WA



Manhattan Beach, CA

See [nacto.org/publication/urban-street-design-guide/streets/residential-shared-street/](http://nacto.org/publication/urban-street-design-guide/streets/residential-shared-street/)



## Full Menu of Strategies

The following is a complete menu of strategies that are appropriate for increasing the comfort and safety of walking and biking in Golden Gate City. Some are physical projects while others are programs or policy changes, such as developing volunteer groups to measure street lighting to determine where improvements are needed. The strategies listed below should be considered for future inspiration and implementation even if they haven't been identified as a recommendation at this time.

### Short Term Priorities (immediately – five years)

1. Explore an early release (six to eight minutes before parent pickup) for all children who walk or bike home from Golden Gate Middle School. This offers students choosing active transportation a reward for walking and biking. More importantly, it provides them a greater margin of safety crossing streets near schools because they have a head start before the arrival of most parents in cars picking up kids.
2. Monitor this program, and expand to area elementary schools, as appropriate. For instance, the grade Three through Five campus of Golden Gate Elementary School seems one obvious next step.
3. Train a volunteer group (including parents, teachers, students and neighbors) to measure street and sidewalk light illumination, and create a light map identifying places that need additional lighting. Prioritize lighting inside the Tier One and Tier Two areas. Sidewalks used by students walking home from school and after-school activities are a particular priority.
4. Improve safety and compliance with the law at street crossings by taking the following actions:
  - Use minimum 10-foot-wide international (high emphasis) crosswalk markings on all four legs of intersections within 1,000 feet of each school. Start with the Golden Gate High School, Golden Gate Middle School, Grace Place, and other schools with high walking rates. Over time, incorporate this practice at all schools.
  - Map out and create “first and last mile” wayfinding that announces walking distance in minutes (up to ten minutes or ½-mile) from major transit pick up/drop off stops
  - Double face crosswalk signs in and around all school zones.
5. Start a shade tree planting program at select schools and create a nursery to supply trees. Work with the county forester and volunteer groups of students, scouts, or citizens to plant shade trees around the perimeter of select school campuses within three years. Expand this program to all schools within five years.
6. For areas with high elder populations or significant multi-family housing, add benches along key walking routes, spaced roughly 400 feet apart.
7. Identify missing links in the active transportation network, and create action plans that will inspire neighborhood/public support to fund and build one or two which will serve as successful models for other projects. Suggestions: missing sidewalks on Santa Barbara Blvd; missing sidewalk at Golden Gate Parkway and 55<sup>th</sup> Street SW; poor connectivity at 32<sup>nd</sup> Avenue SW and Tropicana Boulevard; missing crosswalk at Hunter Boulevard and Coronado Boulevard; missing crosswalk at 23<sup>rd</sup> Avenue SW and Sunshine Boulevard; missing crosswalk at 23<sup>rd</sup> Avenue SW and 49<sup>th</sup> Terrace SW. A bridge at 20<sup>th</sup> Place SW over the canal will connect residents to nearby retail and transit.
8. Create a painted intersection near Golden Gate Middle School, Grace Place, or Golden Gate High School following the Portland model (city guidelines [here](#) and examples [here](#)). Get at least one



project on the ground by early 2019. Suggestions: 32<sup>nd</sup> Avenue SW and Tropicana Boulevard; Sunshine Boulevard and 20<sup>th</sup> Place SW.

9. Plan and conduct a neighborhood charrette about a road diet for Coronado Parkway (entire length).
10. Plan and conduct a neighborhood charrette about a road diet for Sunshine Boulevard.
11. Provide higher quality, easily visible bike parking at the Golden Gate Community Center.
12. Improve walkability in parking lots at Golden Gate Community Center. Plan for and fund new sidewalks along the 23<sup>rd</sup> Court SW road and continue this walking route to Golden Gate Parkway with highly visible markings.
13. Hold a neighborhood charrette to consider converting one or more low-volume streets lacking sidewalks into shared streets (also known as home streets, living streets or woonerf), in which modest design changes create a place where motorists, pedestrians and bicyclists can all safely travel. A strong candidate for this improvement would be 18<sup>th</sup> Avenue SW.
14. Develop a campaign and recruit volunteers to place unofficial “tickets” on parked cars blocking sidewalks, pointing out they are in violation of the law. Start this on all sidewalks within 1,500 feet of schools and then expand this to all roads in Golden Gate City. Keep watch for repeat offenders, and report their license plate numbers and location to code enforcement/law enforcement officials.
15. Look into pedestrian lead intervals (PLI) for traffic signals on Golden Gate Parkway at the Coronado Parkway and Sunshine Boulevard intersections to improve pedestrian safety.
16. Improve wayfinding for pedestrian routes leading to Golden Gate High School, particularly the path to and from the Forest Park gated community (access is still permitted). Work to make this an official walk and bike route, which will give students a much shorter and safer direct route to all the recreational facilities in Golden Gate Community Park.
17. Enhance walkability throughout Golden Gate City community with the following pedestrian-friendly signal timing practices at all principal roadway intersections:
  - Lead Pedestrian Interval (LPI)
  - Maximize walk release phase for crossings at all side streets
  - Provide automatic recall
  - Consider removal of on-demand signals, and go to fully automated signals in light of the volume of pedestrians in some locations, such as Golden Gate Parkway at the Sunshine and the Coronado intersections
  - Study and apply protected left phase signals, and go to “lagging,” where appropriate
  - Provide transit signal priority at key signals where not already in practice
  - Reduce vehicle speeds to match sight distance as recommended by NACTO, rather than enlarging the intersection or removing obstructions,
  - Eliminate left or right turns where they cause safety problems, especially around schools (where the street grid permits)
  - In off-peak hours set signals to reduce pedestrian wait times by using shorter cycles (long cycle lengths discourage active transportation)

### **Mid Term Priorities (five to ten years)**

1. Work with Collier County to require better street connectivity for all future developments through the adopted Land Development Code. Avoid building additional super-blocks and walled or gated communities.
2. Adopt a program to create a 10-foot lane width for Golden Gate Parkway within one mile (or the full length) of the community center. Current lane widths are 12 feet.
3. Study the feasibility of a painted road diet for Coronado Parkway (full length). The outer lanes can be altered to include buffered bike lanes.
4. Provide a mid-block crossing on Coronado Parkway approximately 300 feet back from intersection with Golden Gate Parkway. With the recommended road diet (see above), the travel lane exposure will be changed to a 10-foot lane, a wide median, then another 10-foot lane. This could be considered for a raised crossing.
5. Fund a neighborhood charrette to explore a road diet for Sunshine Boulevard. The outer lanes can be repainted as buffered bike lanes.
6. Consider removal of on-demand signals, and go to fully automated signals in light of the volume of pedestrians in some locations, such as Golden Gate Parkway at the Sunshine Boulevard and the Coronado Parkway intersections.
7. Fund and complete sidewalk gaps on the side nearest the school of all sidewalks within 1,000 feet of all schools.
8. Explore with the county engineer ways to slow traffic in and around the civic center complex with off-peak signal phasing cycles.
9. Build community approval for a home street design, ideally on a low-volume street that lacks sidewalks, such as 18<sup>th</sup> Avenue SW between Sunset Road and 43<sup>rd</sup> Terrace SW.
10. Launch a program to install mini-circles in intersections of streets with long block lengths (above 600 feet) with first consideration near schools, in deep blue mapped areas. Suggestions: 25<sup>th</sup> Place SW and 48<sup>th</sup> Terrace SW; 25<sup>th</sup> Place SW and 50<sup>th</sup> Street.; 49<sup>th</sup> Terrace SW and 19<sup>th</sup> Street SW; 49<sup>th</sup> Terrace SW and 20<sup>th</sup> Place SW.
11. Study Hunter Boulevard and Tropicana Boulevard for road diets.
12. Complete sidewalk gaps on Tropicana Boulevard and Santa Barbara Boulevard.

### **Long Term (ten+ years)**

1. Widen sidewalks around the high school and middle school to eight to 10 feet in width.
2. Enhance key parkway and other transit stops for improved placemaking and comfort.
3. Consider roundabouts for intersections at Coronado Parkway and Golden Gate Parkway and Sunshine Boulevard and Golden Gate Parkway. Only single lane operations are needed for Coronado Boulevard and Golden Gate Parkway approaches.
4. Study, fund, and complete all sidewalks on both sides of Golden Gate Parkway.
5. Consider one or more midblock HAWK signals at locations such as Tropicana Boulevard and 32<sup>nd</sup> Avenue SW; Golden Gate Parkway and Tropicana Boulevard; Collier Boulevard and Santa Barbara Boulevard; Sunshine Boulevard and 23<sup>rd</sup> Avenue SW; 49<sup>th</sup> Terrace SW near 23<sup>rd</sup> Avenue SW.

**REPORTS AND PRESENTATIONS**  
**ITEM 8B**

**Review and Provide Comments for the Collier Area Transit (CAT) Fare Study.**

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**OBJECTIVE:** For the committee to review the CAT Fare Study and provide comments related to the recommendations.

**CONSIDERATIONS:** The Collier County Public Transit & Neighborhood Enhancement Division (PTNE) administers Collier County's public transportation system, known as Collier Area Transit (CAT). The system consists of a fixed-route network comprised of 19 routes and partners with Lee County Transit (LeeTran) to provide the LinC express route between the two counties. A paratransit service known as Collier Area Paratransit (CAP), is also a part of the public transportation system which includes complementary Americans with Disabilities Act (ADA) service and Transportation Disadvantaged (TD) services.

Collier County has the responsibility to ensure that a financially-sound and fiscally-accountable transit system is available to citizens and visitors. Although fixed-route and paratransit fares only fund a portion of CAT's services, they are a critical component of the budget. It is appropriate for CAT to periodically review and evaluate its fare structure to ensure the fares are fair and equitable, while also generating revenue needed to operate the services. Federal regulations outlined by FTA in Circular 4702.1B require that service modifications and fare changes be fair and equitable to all citizens, regardless of race color, or national origin. To accomplish the above, CAT, in partnership with the Collier County Metropolitan Planning Organization (MPO), has undertaken this study to evaluate its fixed-route and paratransit fare structures and to perform a service equity analysis of the recommendations.

The fares for fixed-route were last modified in 2009 and in 2012 for the paratransit system. As part of the study a ridership and fare revenue trend analysis was completed to review system ridership and fare revenue growth prior to and after the most recent fixed-route and paratransit fares. A peer review to compare and evaluate how systems within a similar environment or with similar characteristics are operating was also conducted. This fare study included a comparative analysis of transit systems similar to CAT to assist in determining the appropriateness of specific fare policies and fare structures.

Based on analyses completed during early stages of the fare study and discussions with CAT staff, 14 fare change scenarios were prepared. Each scenario was designed to measure potential changes in ridership and revenue to ensure that low-income or minority riders are not disproportionately or adversely affected, as required by federal Environmental Justice (EJ) regulations.

Each fixed-route scenario was designed to measure potential changes in ridership and revenue with the overall objective of defining a scenario that increases ridership or encourages the use of fare passes instead of cash fares. The ADA fare is controlled by the amount of the fixed-route fare and cannot exceed twice the base fixed-route fare. The TD fare does not have a similar restriction, therefore there is more flexibility in the amount that can be charged for that service. However, both programs serve a population where the potential financial impacts of a modification in fares must be carefully considered as part of the decision.

The public was surveyed and a public meeting was conducted to receive input on the proposed scenarios. The study was reviewed by the Public Transit Advisory Committee (PTAC) on January 16<sup>th</sup>, 2018 and endorsed by the PTAC on March 20<sup>th</sup>, 2018. The Local Coordinating Board also reviewed and endorsed the study on March 7<sup>th</sup>, 2018.

The following scenarios are being recommended for modifications to the Fixed-route and Paratransit fare structure and policies.

#### Fixed-route:

- Increase the Fixed Route fare by \$0.50 (\$2.00 proposed full-fare); and increase the reduced fare by \$0.25 (\$1.00 proposed reduced fare); Provide a free 90-minute transfer; Reduce the day pass to \$3 as part of a consolidated package to optimize use of the day pass while reducing possible ridership reduction associated with increasing the one-way fare;
- Eliminate the existing 7-day pass and replace with a 15-day pass at 50% of the cost of the 30-day pass. The 15-day pass would be priced at \$20 (\$10 for reduced fare) based on increasing the cost of the 30-day pass to \$40 as the next bullet describes;
- Increase the cost of the 30-day pass from \$35 to \$40 (\$20 for reduced fare).
- Increase the cost of the Marco Express single fare from \$2.50 to \$3 (\$1.50 for reduced fare) to bring it more in line with the cost of the Marco Express monthly pass.
- Eliminate the cost of the smartcard in conjunction with the fare increase for the 30-day pass.
- Combine the cost of the smartcard and the full or reduced 30-day pass price into one fare when a customer needs to purchase or replace a smart card. (\$42 full fare or \$22 reduced fare)

#### Fixed Route Policy Recommendations:

- Explore the potential for sale of passes at third party vendors (such as grocery and convenience stores). This had considerable support by the public.
- Explore the potential to use a phone/computer app to purchase passes/fares. This concept was also desired by the public.
- Implement a policy to include college-age students and active/retired military personnel as eligible for reduced fare with valid ID.
- Further incentivize the Business Pass Program by maintaining the currently corporate 30-day pass rate of \$29.75 if the 30-day pass fare is increased to \$40.
- Implement a promotional “Try Transit” day where fixed-route fares are waived on a designated day to encourage infrequent or new riders to try CAT’s service.

Fare Category	Current		Proposed	
	Full Fare	Reduced Fare	Full Fare	Reduced Fare
One-way Fare	\$1.50	\$0.75	\$2.00	\$1.00
Children 5 years of age & under	Free	Free	Free	Free
Transfer	\$0.75	\$0.35	Free/90 min.	Free/90 min.
Day Pass	\$4.00	\$2.00	\$3.00	\$1.50
7-Day Pass	\$15.00	\$7.50	NA	NA
15-Day Pass	NA	NA	\$20.00	\$10.00
30-Day Pass	\$35.00	\$17.50	\$40.00	\$20.00
Marco Express One-way Fare	\$2.50	\$1.20	\$3.00	\$1.50
Marco Express 30-Day Pass	\$70.00	\$35.00	\$70.00	\$35.00

**Paratransit:**

- Maintain the existing ADA fare structure and consolidate the TD fare structure from five to three income-based categories to include:
  - \$1 for riders at or below the poverty level
  - \$3 for riders 101-150% of the poverty level
  - \$4 for riders with income 151% or higher above the poverty.

**Paratransit Policy Recommendations:**

- Update the definition of “household income” and required documentation as recommended in the “Definition of Household for Low Income Fare Qualification”
- Consider implementing a fare increase of up to \$1 for the ADA and TD fares within the next two years. The PTAC members did not want this to be an automatic increase without further review and evaluation of the impacts on the users.

The study and recommendations will be presented to the MPO Board on May 11<sup>th</sup> and to the Collier County Board of County Commissioners (BCC) on May 22<sup>nd</sup>. The BCC will decide whether or not to adopt the proposed rates and recommendations.

**STAFF RECOMMENDATION:** That the committee review the Fare Study and recommendations and provide comments for consideration.

Prepared By: Michelle Arnold, PTNE Director

**ATTACHMENTS:**

1. CAT Fare Study Executive Summary
2. CAT Fare Study



COLLIER AREA TRANSIT

# Fare Study Executive Summary

March 2018







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## Introduction

The Collier County Public Transit & Neighborhood Enhancement Division (PTNE) administers Collier County’s public transportation system, known as Collier Area Transit (CAT). CAT provides a fixed-route network comprised of 19 routes and also partners with Lee County Transit (LeeTran) to provide the LinC express route between the two counties. CAT provides paratransit service under the Collier Area Paratransit (CAP) program that includes complementary Americans with Disabilities Act (ADA) service and Transportation Disadvantaged (TD) services.

Collier County has the responsibility to ensure that a financially-sound and fiscally-accountable transit system is available to citizens and visitors. Although fixed-route and paratransit fares only fund a portion of CAT’s services, they are a critical component of the budget. It is appropriate for CAT to periodically review and evaluate its fare structure to ensure the fares are fair and equitable, while also generating revenue needed to operate the services. Federal regulations outlined by FTA in Circular 4702.1B require that service modifications and fare changes be fair and equitable to all citizens, regardless of race color, or national origin. To accomplish the above, CAT, in partnership with the Collier County Metropolitan Planning Organization (MPO), is undertaking this study to evaluate its fixed-route and paratransit fare structures and to perform a service equity analysis of the recommendations.

CAT last modified its fixed-route fares in 2009 and paratransit fares in 2012. The most recent major update of the County’s Transit Development Plan (TDP), completed in 2015, recommends that CAT’s fare structure be evaluated every five years, starting in 2017. This will help Collier County ensure that it is maximizing potential farebox recovery in a fair and equitable manner.

## Existing and Historical Fare Structure

**Table 1: CAT Fare Structure History**

Fare Category	2005 & Prior	August 2006	March 2009	October 2012
<b>Fixed-Route Fares</b>				
Base Fare—Full	\$1.00	\$1.25	\$1.50	\$1.50
Base Fare—Reduced	\$0.50	\$0.60	\$0.75	\$0.75
Transfer—Full	Free	Free	\$0.75	\$0.75
Transfer—Reduced	Free	Free	\$0.35	\$0.35
Children	Age 6 & Under Free	Age 6 & Under Free	Age 5 & Under Free	Age 5 & Under Free
Day Pass—Full	\$3.00	\$4.00	\$4.00	\$4.00
Day Pass—Reduced	\$1.50	\$2.00	\$2.00	\$2.00
7-Day Pass—Full	-	-	\$15.00	\$15.00
7-Day Pass—Reduced	-	-	\$7.50	\$7.50
30-Day Pass—Full	\$30.00	\$35.00	\$35.00	\$35.00
30-Day Pass—Reduced	\$15.00	\$17.50	\$17.50	\$17.50
Marco Express Base Fare—Full	\$2.00	\$2.50	\$2.50	\$2.50
Marco Express Base Fare—Reduced	\$1.00	\$1.20	\$1.20	\$1.20
Marco Express 30-Day Pass—Full	\$60.00	\$70.00	\$70.00	\$70.00
Marco Express 30-Day Pass—Reduced	\$30.00	\$35.00	\$35.00	\$35.00
Summer Paw Pass (17 and younger to ride June-August)	-	-	-	\$30.00 (implemented April 2015)
<b>Paratransit Fares</b>				
ADA Fare Full/At or Under the PL	\$2.00	\$2.00	\$2.00	\$3.00/\$1.00
TD Fare—At or Under the PL	\$0.00	\$0.00	\$0.00	\$1.00
TD Fare - 101% to 150% of PL	\$2.00	\$2.00	\$2.00	\$3.00
TD Fare - 151% to 225% of PL	\$3.00	\$3.00	\$3.00	\$4.00
TD Fare - 226% to 337% of PL	\$4.00	\$4.00	\$4.00	\$5.00
TD Fare - +337% of PL	\$6.00	\$6.00	\$6.00	\$7.00

Source: Collier Area Transit  
PL = Poverty Level

## Trend Analysis

A ridership and fare revenue trend analysis was completed to review system ridership and fare revenue growth prior to and after the most recent fixed-route and paratransit fares.

### Fixed-Route Trends

- > Ridership initially declined following the March 2009 fare increase but peaked in 2019 at 1.36 million riders. Ridership has since declined and is currently just under 1 million annual riders.
- > Ridership during the peak tourist/seasonal resident season (October-March) averages 5% higher than non-peak ridership.
- > The base fare (including full and reduced) provides the highest percentage of fare revenue (Figure 1), corresponding to the highest percentage of riders paying the base fare. The 30-day pass generates the second highest revenue and ridership, followed by the day pass.
- > While fare revenue decreased slightly (3%) between FY 2008 and FY 2016 (Figure 2), operating costs continued to increase. As a result, the annual fixed-route farebox recovery ratio decreased by 10% overall during this period.

### Paratransit Trends

- > Paratransit ridership peaked in FY 2011 at nearly 123,000 passengers prior to the fare increase in October 2012 (from \$2 to \$3). Ridership then decreased by 29% between FY 2011 and FY 2013, primarily due to Collier County ceasing Medicaid service in July 2012. By FY 2016, ridership had increased by 15% (Figure 3).
- > There is negligible difference in peak season versus non-peak season ridership, indicating that paratransit riders are primarily permanent, year-round residents.
- > While the paratransit fares were not increased until October 2012, the revenue increased by approximately 19% between FY 2008 and FY 2011 due to the ridership growth. Despite an 8% decline in paratransit ridership, fare revenue increased by more than 89% during this trend period (Figure 4).
- > The ADA program generates an average of 77% of the monthly total revenue for both the ADA and TD programs.
- > Due to increases in operating costs outpacing revenue growth, the paratransit farebox recovery ratio only increased by 10% between FY 2008-2016 despite revenue increasing by 89% during this period.

Figure 1: Fixed-Route Fare Revenue by Fare Type, FY 2016

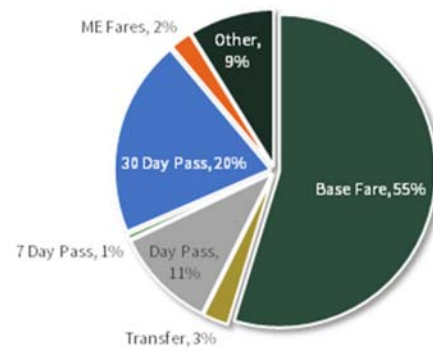
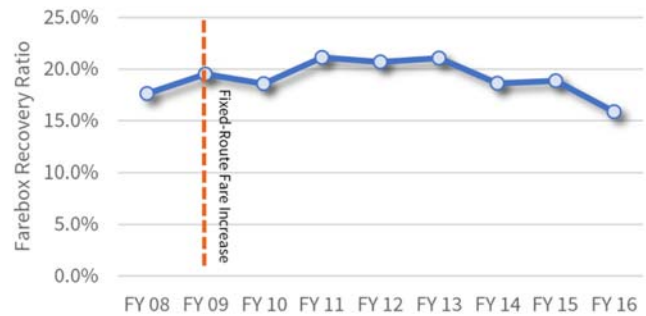
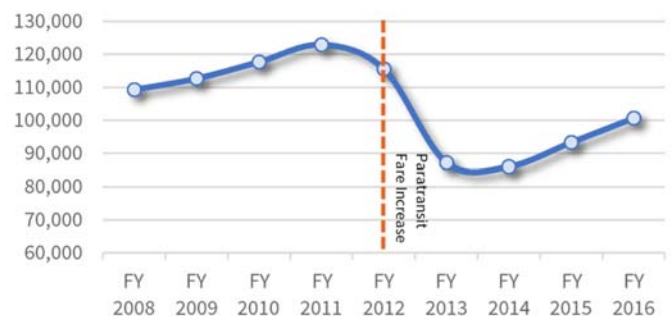


Figure 2: Fixed-Route Farebox Recovery Ratio, FY 2008-FY 2016



Source: National Transit Database (FYs 2008–2015), Collier Area Transit (FY 2016)

Figure 3: Paratransit Ridership, FY 2008-FY 2016



Source: Collier Area Transit

Figure 4: Paratransit Fare Revenue, FY 2008-FY 2016



Source: Collier Area Transit



## Peer Review

A peer review is a common tool used by transit agencies to compare and evaluate how systems within a similar environment or with similar characteristics are operating, which can help inform the decision-making process. This fare study included a comparative analysis of transit systems similar to CAT to assist in determining the appropriateness of specific fare policies and fare structures. Table 2 lists the selected peer agencies included in this analysis.

Highlights of the information gathered from this peer review are presented in Table 3 for fixed-route and ADA services and Table 4 for TD services. Key observations made from this review include:

- > CAT's base fare, daily pass, and 30-day pass are all less than the peer mean at 10%, 5%, and 25% less, respectively. Only CAT's 7-day pass is higher than the peer mean (4% greater).
- > Only one peer agency charges a transfer fare, which at \$0.25 is one third the cost of a CAT regular fare transfer of \$0.75.
- > CAT's ADA fare at \$3.00 is in line with the peer mean ADA fare of \$2.94 per one-way trip.
- > CAT does not offer any discounts for military or college/university students, while several of the peers do.
- > CAT charges the most widely ranging fares for TD services compared to the selected peers. Also of note is CAT does not provide a bus transit pass for TD eligible riders, while most other peers do.

**Table 2: Selected Peer Systems**

Peer System	Location
Cape Fear Public Transportation Authority (WAVE)	Wilmington, NC
Escambia County Area Transit (ECAT)	Escambia County, FL
Citrus Connection	Polk County, FL
Lee County Transit (LeeTran)	Lee County, FL
Manatee County Area Transit	Manatee County, FL
Emerald Coast Rider (EC Rider)	Okaloosa County, FL
Pasco County Public Transporta-	Pasco County, FL
Volusia County Transit (Votran)	Volusia County, FL
St. Lucie County	St. Lucie County, FL

**Table 3: Peer Comparison of Fixed-Route and ADA Fares**

Transit System	Fixed-Route Fares						ADA Fare (One-Way)
	Base One-Way Fare	Daily Pass	Weekly/ 7-Day Pass	Monthly/ 30-Day Pass	Transfers	Base Transfer Fare	
<b>CAT</b>	<b>\$1.50</b>	<b>\$4.00</b>	<b>\$15.00</b>	<b>\$35.00</b>	<b>Y</b>	<b>\$0.75</b>	<b>\$3.00</b>
ECAT	\$1.75	\$5.25	\$14.50	\$47.00	Y	\$0.00	\$3.50
Citrus Connection	\$1.50	\$3.00	\$12.00	\$47.00	Y	\$0.00	\$2.00
LeeTran	\$1.50	\$4.00	\$15.00	\$40.00	N	-	\$3.00
MCAT	\$1.50	\$4.00	\$12.00	\$40.00	Y	\$0.25	\$2.00
EC Rider	\$1.50	-	-	\$30.00	Y	\$0.00	Varies <sup>2</sup>
PCPT	\$1.50	\$3.75	-	\$37.50	N	-	\$4.00
Votran	\$1.75	\$3.75	\$13.00	\$46.00	N	-	\$3.00
WAVE	\$2.00	\$5.00	\$20.00	\$80.00	Y	\$0.00	\$4.00
St Lucie County	\$2.00	\$5.00	-	\$50.00	Y	\$0.00	\$2.00
<b>Peer Group Mean</b>	<b>\$1.67</b>	<b>\$4.22</b>	<b>\$14.42</b>	<b>\$46.39</b>	<b>-</b>	<b>-</b>	<b>\$2.94</b>
<b>CAT % from Mean</b>	<b>-10%</b>	<b>-5%</b>	<b>4%</b>	<b>-25%</b>	<b>-</b>	<b>-</b>	<b>2%</b>

**Table 4: Peer Comparison of Transportation Disadvantaged Fares**

Transit System	Eligibility Requirements	Fare/Fee	TD Bus Pass
<b>CAT</b>	<b>Income-based</b>	<b>Varies from \$1 to \$7 per one-way trip depending on rider's household income</b>	<b>No</b>
ECAT	Income-based	\$2.50 per one way trip flat fee	Yes
Citrus Connection	Income-based	Base fare \$2.00 per one way trip, plus 25% to 100% of base fare, depending on rider's income	Yes
LeeTran	Income-based	\$2.00 per one way trip flat fee	No
MCAT	Income-based	\$4.00 per one way trip flat fee	Yes
EC Rider	Income-based	<ul style="list-style-type: none"> <li>• TD 1 (Shoppers): \$1.00 one-way flat fee (shared-ride shopping trips; scheduled 6 times a week to/from different locations)</li> <li>• TD 5 (Rural): \$1.00 one-way flat fee</li> <li>• TD (Urban): per mile fee</li> </ul>	Yes
PCPT	Income-based	\$2.00 per one way trip flat fee	Yes
Votran	Income-based	\$3.00 per one way trip flat fee	No
WAVE	N/A	N/A	N/A
St. Lucie County	Income-based	\$1.00 per one way trip flat fee	No

## Conceptual Fare Alternatives

Based on analyses completed during early stages of the fare study and discussions with CAT staff, 14 fare change scenarios were prepared. Each scenario was designed to measure potential changes in ridership and revenue to ensure that low-income or minority riders are not disproportionately or adversely affected, as required by federal Environmental Justice (EJ) regulations.

### Fixed-Route Fare Change Scenarios

Seven fixed-route fare change scenarios were developed. Each scenario was designed to measure potential changes in ridership and revenue with the overall objective of defining a scenario that increases ridership or encourages the use of fare passes instead of cash fares in the case of fixed-route service.

The fixed-route fare change scenarios are presented in Table 5.

## Paratransit Fare Change Scenarios

As the ADA fare cannot exceed twice the base fixed-route fare for the same trip, there are limited options for changing this fare structure. In several of the fixed-route scenarios presented, the base fixed-route fare is proposed to increase from \$1.50 to \$2.00. This would allow for an increase from the current ADA fare of \$3.00 to a maximum new fare of \$4.00. Collier County also offers a reduced ADA fare of \$1.00 for households whose income is at or below the poverty level.

Since TD fares are not tied to the base fixed-route fare, there is more flexibility in terms of changing them; however, it is acknowledged that potential financial impacts to both ADA and TD riders must be carefully considered as part of any recommendation.

For paratransit services, seven additional scenarios were developed, which are presented in Table 6.

**Table 5: Summary of Fixed-Route Fare Change Scenarios**

Fare Category	Current	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7
Base Fare – Full	\$1.50	\$1.50	\$1.50	<b>\$2.00</b>	<b>\$2.00</b>	<b>\$2.00</b>	<b>\$2.00</b>	<b>\$2.00</b>
Base Fare – Reduced	\$0.75	\$0.75	\$0.75	<b>\$1.00</b>	<b>\$1.00</b>	<b>\$1.00</b>	<b>\$1.00</b>	<b>\$1.00</b>
Transfer – Full	\$0.75	n/a	n/a	n/a	n/a	n/a	Free 90 min	Free 90 min
Transfer – Reduced	\$0.35	n/a	n/a	n/a	n/a	n/a	Free 90 min	Free 90 min
Day Pass – Full	\$4.00	<b>\$3.00</b>	\$4.00	<b>\$4.00</b>	<b>\$3.00</b>	<b>\$3.00</b>	<b>\$3.00</b>	<b>\$4.00</b>
Day Pass – Reduced	\$2.00	<b>\$1.50</b>	\$2.00	<b>\$2.00</b>	<b>\$1.50</b>	<b>\$1.50</b>	<b>\$1.50</b>	<b>\$2.00</b>
7-Day Pass – Full	\$15.00	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7-Day Pass – Reduced	\$7.50	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15-Day Pass – Full (new)	n/a	<b>\$18.00</b>	<b>\$18.00</b>	<b>\$18.00</b>	<b>\$18.00</b>	<b>\$20.00</b>	<b>\$20.00</b>	<b>\$20.00</b>
15-Day Pass – Reduced (new)	n/a	<b>\$9.00</b>	<b>\$9.00</b>	<b>\$9.00</b>	<b>\$9.00</b>	<b>\$10.00</b>	<b>\$10.00</b>	<b>\$10.00</b>
30-Day Pass – Full	\$35.00	\$35.00	\$35.00	\$35.00	\$35.00	<b>\$40.00</b>	<b>\$40.00</b>	<b>\$40.00</b>
30-Day Pass – Reduced	\$17.50	\$17.50	\$17.50	\$17.50	\$17.50	<b>\$20.00</b>	<b>\$20.00</b>	<b>\$20.00</b>
Marco Express Base Fare	\$2.50	\$2.50	\$2.50	<b>\$3.00</b>	<b>\$3.00</b>	<b>\$3.00</b>	<b>\$3.00</b>	<b>\$3.00</b>
Marco Express Base Fare – Reduced	\$1.20	\$1.20	\$1.20	<b>\$1.50</b>	<b>\$1.50</b>	<b>\$1.50</b>	<b>\$1.50</b>	<b>\$1.50</b>

Changes in fares indicated in **bold**.

**Table 6: Summary of Paratransit Fare Change Scenarios**

Fare Category	Current	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14
ADA (Low-Income)	\$1	\$1	<b>\$1.25</b>	\$1	\$1	n/a	n/a	\$1
ADA	\$3	<b>\$4</b>	<b>\$4</b>	\$3	\$3	n/a	n/a	\$3
TD At or Under Poverty Level (PL)	\$1	\$1	\$1	<b>\$1.50</b>	<b>\$2</b>	n/a	n/a	\$1
TD 101% to 150% of PL	\$3	\$3	\$3	<b>\$3.50</b>	<b>\$4</b>	n/a	n/a	\$3
TD 151% to 225% of PL	\$4	\$4	\$4	<b>\$4.50</b>	<b>\$5</b>	n/a	n/a	\$4
TD 226% to 337% of PL	\$5	\$5	\$5	<b>\$5.50</b>	<b>\$6</b>	n/a	n/a	<b>\$4</b>
TD +337% of PL	\$7	\$7	\$7	<b>\$7.50</b>	<b>\$8</b>	n/a	n/a	<b>\$4</b>
Single ADA/TD Fare (At or Under PL)	n/a	n/a	n/a	n/a	n/a	<b>\$1</b>	<b>\$1</b>	n/a
Single ADA/TD Fare (Above PL)	n/a	n/a	n/a	n/a	n/a	<b>\$3</b>	<b>\$4</b>	n/a

Changes in fares indicated in **bold**.



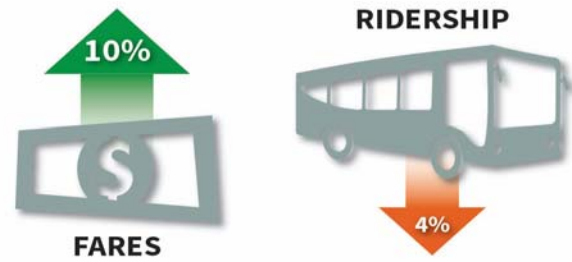
## Estimated Impacts

To recognize potential changes in rider behavior resulting from fare changes, a range (low to high) of likely behavioral impacts was examined. For both fixed-route and paratransit services, the low end of the range assumes that the full impact of measured elasticity is applied to the ridership and those riders will initially leave the system, resulting in greater initial impacts to annual ridership and revenue. Elasticity calculated for this study is -0.40, which implies that for every 10% decrease in fare, the ridership is anticipated to also decline by 4% (Figure 5).

For fixed-route service, the high end of the range assumes that either the existing ridership will be maintained or only a portion of the riders will leave the system due to elasticity impacts. Depending on the scenario/fare category, it is assumed the remaining riders impacted will shift to other, more attractive fare categories.

The ridership and revenue impacts for the paratransit scenarios assume that the elasticity is applied in the case of a fare increase; however, in instances of a fare decrease, it is assumed that a person's travel behavior does not necessarily change and the number of trips does not increase, nor does the ridership increase due to a lower fare offered as eligibility requirements stay the same. For the low-end range when elasticity is applied and ridership is assumed to decrease, it is assumed that CAT's overall operating costs will also decrease accordingly given the nature of paratransit service. This estimated net operating cost reduction, which is the reduced operating expense anticipated due to ridership loss less estimated state revenue for non-sponsored paratransit trips that would also decrease if these trips are no longer provided, is also accounted for in estimating the low-end paratransit revenue impacts. Although this provides an overall net revenue increase to CAT, it is not recognized as a benefit, as it is based on a reduction of service and likely negative impact to these riders.

Figure 5: Elasticity Concept



Tables 7 and 8 illustrate the ridership and revenue impacts for the low-end range (elasticity fully applied) and the high-end range (elasticity partially applied), respectively, for each fixed-route scenario. It should be noted that the fixed-route ridership and revenue figures in these tables represent only the fare types affected by each scenario and do not reflect system-wide ridership and revenue figures. Tables 9 and 10 illustrate the ridership and revenue impacts for the low-end range (elasticity fully applied and operating cost reduction assumed) and the high-end range (no ridership loss or operating cost reduction assumed), respectively, for each paratransit scenario.

The low-end assumptions present the “worst case” scenario while the high-end assumptions produce less impacts to ridership and therefore higher annual revenue estimates. The actual ridership and revenue impacts are likely somewhere in the middle of the ranges presented, as assumptions must be made regarding ridership behavior for each scenario. Important in the fare model assumptions is the recognition that mobility is largely an essential commodity for most riders, especially those on the low end of the income spectrum. Thus, by providing a range of scenarios that attempt to counter increased costs in certain fare categories with reduced costs in alternative fare categories, the scenarios attempt to provide attractive and reasonable options for riders other than to simply stop using the CAT services.

Table 7: Low-End Ridership and Revenue Estimates for Fixed-Route Fare Change Scenarios (Elasticity Fully Applied Resulting in Ridership Loss)

Scenario	Base: FY 2016		Estimated Ridership and Revenue			
	Existing Ridership	Existing Revenue	Estimated Ridership	Difference from Base	Estimated Revenue	Difference from Base
Scenario 1	891,606	\$873,694	869,679	(21,927)	\$816,874	(\$56,820)
Scenario 2	891,606	\$873,694	864,755	(26,851)	\$846,616	(\$27,078)
Scenario 3	911,114	\$912,120	820,470	(90,644)	\$953,077	\$40,957
Scenario 4	911,114	\$912,120	830,880	(80,234)	\$933,170	\$21,050
Scenario 5	911,114	\$912,120	816,194	(94,920)	\$956,624	\$44,504
Scenario 6	911,114	\$912,120	845,489	(65,625)	\$980,135	\$68,015
Scenario 7	911,114	\$912,120	840,109	(71,005)	\$991,510	\$79,390

**Table 8: High-End Ridership and Revenue Estimates for Fixed-Route Fare Change Scenarios (Elasticity Applied with Estimate of Likely Shift of Riders to More Favorable Fare Options)**

Scenario	Base: FY 2016		Estimated Ridership and Revenue			
	Ridership	Revenue	Ridership	Difference from Base	Revenue	Difference from Base
Scenario 1	891,606	\$873,694	872,052	(19,554)	\$818,804	(\$54,890)
Scenario 2	891,606	\$873,694	868,513	(23,093)	\$850,979	(\$22,715)
Scenario 3	911,114	\$912,120	914,652	3,538	\$1,078,138	\$166,018
Scenario 4	911,114	\$912,120	925,853	14,739	\$1,052,875	\$140,754
Scenario 5	911,114	\$912,120	932,816	21,702	\$1,089,134	\$177,013
Scenario 6	911,114	\$912,120	964,792	53,678	\$1,120,682	\$208,562
Scenario 7	911,114	\$912,120	959,842	48,728	\$1,142,987	\$230,867

**Table 9: Low-End Ridership and Revenue Estimates for Paratransit Fare Change Scenarios (Elasticity Fully Applied Resulting in Ridership Loss)**

Scenario	Base: FY 2016		Estimated Ridership and Revenue				Net Revenue with Reduced Operating
	Ridership	Revenue	Ridership	Difference from Base	Fare Revenue	Difference from Base	
Scenario 8	75,961	\$192,470	68,203	(7,758)	\$219,477	\$27,007	\$262,117
Scenario 9	75,961	\$192,470	66,425	(9,536)	\$221,699	\$29,229	\$318,222
Scenario 10	24,686	\$57,004	21,676	(3,010)	\$62,266	\$5,262	\$96,473
Scenario 11	24,686	\$57,004	18,667	(6,019)	\$64,844	\$7,840	\$190,263
Scenario 12	100,647	\$249,474	n/a	n/a	n/a	n/a	n/a
Scenario 13	100,647	\$249,474	99,673	(974)	\$273,657	\$24,183	\$288,825
Scenario 14	100,647	\$249,474	n/a	n/a	n/a	n/a	n/a

**Table 10: High-End Ridership and Revenue Estimates for Paratransit Fare Change Scenarios (Assumes No Ridership Loss or Operating Cost Reduction)**

Scenario	Base: FY 2016		Estimated Ridership and Revenue			
	Ridership	Revenue	Ridership	Difference from Base	Revenue	Difference from Base
Scenario 8	75,961	\$192,470	75,961	0	\$250,507	\$58,037
Scenario 9	75,961	\$192,470	75,961	0	\$254,952	\$62,482
Scenario 10	24,686	\$57,004	24,686	0	\$68,010	\$11,006
Scenario 11	24,686	\$57,004	24,686	0	\$79,016	\$22,012
Scenario 12	100,647	\$249,474	100,647	0	\$238,244	(\$11,230)
Scenario 13	100,647	\$249,474	100,647	0	\$308,163	\$58,689
Scenario 14	100,647	\$249,474	100,647	0	\$243,610	(\$5,864)

## Public Outreach

As part of this fare study, a rider intercept survey and public workshops were conducted to gather input on potential fare changes from both fixed-route and paratransit riders.

### Rider Intercept Surveys

CAT staff conducted an intercept survey via tablet of 80 riders at the CAT Transfer Center on January 18–19, 2018. Highlights of the survey findings are as follows:

- > If the base fare increases from \$1.50 to \$2, most fixed-route respondents stated they would switch to either a day pass or the new 15-day pass if offered.
- > If transfers are eliminated, respondents were split between switching to a day pass and staying with the base fare.
- > If the 30-day pass increases from \$35 to \$40, riders were split between continuing to use the same fare versus switching to a 15-day pass. A few respondents indicated that a \$5 increase on the 30-day pass is too high.
- > Of the respondents who currently use the reduced fixed-route base fare, two-thirds would keep using that fare and the remaining one-third would switch to the reduced day pass if the price was lowered to \$1.50.
- > Of the respondents who use the reduced 30-day pass, nearly all would keep using it if the price was increased, given how often they ride.
- > Of the paratransit riders who responded, most would continue to use the service if the fare was increased from the current \$3 fare because they have no other choice, but they felt this would be a financial hardship and could try to find financial assistance.

### Public Workshops

Two public workshops were held on January 30, 2018, to solicit feedback from the public on potential fare changes for CAT’s fixed-route and paratransit services. The workshops were noticed on CAT buses in English, Spanish, and Creole. The first workshop was held at the CAT Transfer Center in Naples from 10:00 AM–2:00 PM, and the second was held at CareerSource Southwest Florida in Immokalee from 4:00–7:00 PM. Workshop participants were asked to complete an exercise sheet to provide feedback on potential fixed-route and paratransit fare change scenarios. Highlights of the public input received include are illustrated in Figures 6-9.

Figure 6: Would you support a fare increase if ...?

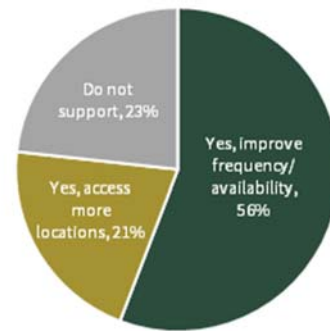


Figure 7: How much do you think the fares should be increased to cover the cost to provide ADA service?

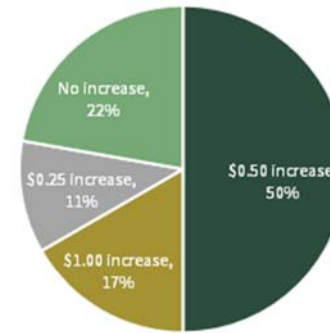


Figure 8: How much do you think the TD fares should be increased to cover the cost to provide TD services?

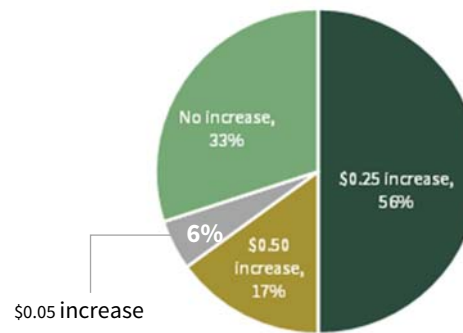
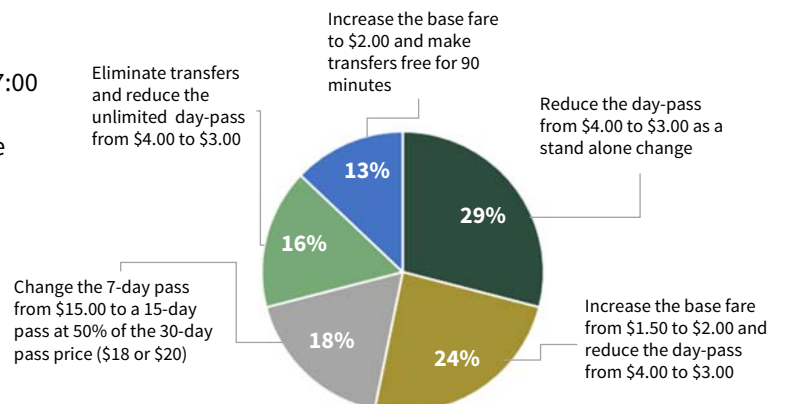


Figure 9: Which fare changes should CAT institute first?



## Fare Change Recommendations

Based on the analysis and public outreach completed during this study, fixed-route and paratransit fare change recommendations are recommended. If the proposed fare changes are implemented as recommended, they do not appear to create any disparate impacts for minority communities, nor do they create any disproportionate burden on low-income communities

For fixed-route fares, it is recommended that Scenario 6 is be implemented. This will increase the base fare to \$2 (\$1.50 reduced), provide a 90-minute free transfer, reduce the day pass to \$3 (\$1.50 reduced) eliminate the 7-day pass in favor of a new 15-day pass priced at \$20 (\$10 reduced), increase the price of the 30-day pass to \$40 (\$20 reduced), and increase the Marco Express full base fare to \$1.50 (\$1.20 reduced).

For paratransit fares, it is recommended that Scenario 14 be implemented at this time. This will maintain existing ADA and TD fares for most riders while consolidating the number of TD fares categories from five to three, thereby decreasing the fares for TD riders who currently pay \$5 or \$7 to \$4. It is also recommended that CAT implement a fare increase of up to \$1 for all ADA and TD riders within the next two years. Providing considerable advance notice of a future fare change to riders should reduce potential ridership loss while generating the additional fare revenue needed to maintain existing service levels as operating costs continue to increase.

The recommended fixed-route and paratransit fare changes are illustrated in Table 11. It is also recommended that CAT explore implementing the following policy changes:

- > Eliminate the \$2 cost of the smartcard in conjunction with the fare increase for the 30-day pass.
- > Sell passes at third-party vendors (such as grocery and convenience stores).
- > Use a phone/computer app to purchase passes/fares.
- > Allow reduced fares for college students and active/retired military personnel with valid ID.
- > Further incentivize the Business Pass Program by maintaining the current corporate 30-day pass rate of \$29.75 if the 30-day pass fare is increased to \$40.
- > Implement a promotional “Try Transit” day where fixed-route fares are waived on a designated day to encourage infrequent or new riders to try CAT’s service.
- > Review the average fare and subsidy per passenger and the farebox recovery ratio during the annual budgeting process. If all three ratios are declining and operating costs are increasing, consider a fare adjustment.

- > Monitor the local Consumer Price Index; if increases are greater than 5% in any given year, consider increasing fares to keep pace with inflation.
- > Maintain the requirement that qualification for the reduced/low-income fare be tied to household income rather than individual income. Documentation used to demonstrate this should prove household income meets the required threshold.

**Table 11: Recommended Fare Structure**

Fare Category	Existing Fares	Recommended Fare
<b>Fixed-Route Fares</b>		
Base Fare—Full	\$1.50	<b>\$2.00</b>
Base Fare—Reduced	\$0.75	<b>\$1.00</b>
Transfer—Full	\$0.75	<b>n/a (90 minutes free)</b>
Transfer—Reduced	\$0.35	<b>n/a (90 minutes free)</b>
Children	Age 5 & Under Free	Age 5 & Under Free
Day Pass—Full	\$4.00	<b>\$3.00</b>
Day Pass—Reduced	\$2.00	<b>\$1.50</b>
7-Day Pass—Full	\$15.00	<b>n/a (eliminate)</b>
7-Day Pass—Reduced	\$7.50	<b>n/a (eliminate)</b>
<b>15-Day Pass - Full</b>	n/a	<b>\$20.00</b>
<b>15-Day Pass - Reduced</b>	n/a	<b>\$10.00</b>
30-Day Pass—Full	\$35.00	<b>\$40.00</b>
30-Day Pass—Reduced	\$17.50	<b>\$20.00</b>
Marco Express Base Fare—Full	\$2.50	<b>\$3.00</b>
Marco Express Base Fare—Reduced	\$1.20	<b>\$1.50</b>
Marco Express 30-Day Pass—Full	\$70.00	\$70.00
Marco Express 30-Day Pass—Reduced	\$35.00	\$35.00
Summer Paw Pass	\$30.00	\$30.00
<b>Paratransit Fares</b>		
ADA Fare Full/At or Under the PL	\$3.00/\$1.00	\$3.00/\$1.00
TD Fare—At or Under the PL	\$1.00	\$1.00
TD Fare - 101% to 150% of PL	\$3.00	\$3.00
<b>TD Fare—+151% of PL</b>	n/a	<b>\$4.00</b>
TD Fare - 151% to 225% of PL	\$4.00	<b>n/a (consolidate)</b>
TD Fare - 226% to 337% of PL	\$5.00	<b>n/a (consolidate)</b>
TD Fare - +337% of PL	\$7.00	<b>n/a (consolidate)</b>



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# Collier Area Transit (CAT) Fare Study *Final Report*

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March 2018

Prepared for



Prepared by





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## Acronyms

ACS—American Community Survey

ADA—Americans with Disabilities Act

APTA—American Public Transportation Association

ARIMA—Autoregressive Integrated Moving Average Model

BOCC— (Collier County) Board of County Commissioners

CAP—Collier Area Paratransit

CAT—Collier Area Transit

CTC—Community Transportation Coordinator

CTD— (Florida) Commission for the Transportation Disadvantaged

EJ—Environmental Justice

FDOT—Florida Department of Transportation

FTA—Federal Transit Administration

FY—Fiscal Year

LCB—Local Coordinating Board

LeeTran—Lee County Transit

MPO— (Collier County) Metropolitan Planning Organization

PTAC— (Collier County) Public Transit Advisory Committee

PTNE—(Collier County) Public Transit & Neighborhood Enhancement Division

TD—Transportation Disadvantaged

TDP—Transit Development Plan

TDSP—Transportation Disadvantaged Service Plan

YTD—Year to Date

## Section 1 Introduction

### 1.1 Background and Study Purpose

The Collier County Public Transit & Neighborhood Enhancement Division (PTNE) administers Collier County's public transportation system, known as Collier Area Transit (CAT). CAT provides a fixed-route network comprising 19 routes and also partners with Lee County Transit (LeeTran) to provide the LinC express route between the two counties. CAT provides paratransit service under the Collier Area Paratransit (CAP) program that includes complementary Americans with Disabilities Act (ADA) service and transportation disadvantaged (TD) services. Medicaid transportation services previously provided by CAT are now provided through a network of transportation providers overseen by MTM, Inc., the County's Medicaid transportation services broker. The County also serves as the Community Transportation Coordinator (CTC) under Chapter 427 of the Florida Statutes. As the CTC, the PTNE Division administers the coordination of countywide transportation services for individuals who are transportation disadvantaged.

Funding for transit services in Collier County is provided by a variety of sources, including the Florida Commission for the Transportation Disadvantaged (CTD), the Florida Department of Transportation (FDOT), the Federal Transit Administration (FTA), local funding, and directly-generated revenue that consists primarily of passenger fares.

Collier County has the responsibility to ensure that a financially-sound and fiscally-accountable transit system is available to citizens and visitors. Although fixed-route and paratransit fares fund only a portion of CAT's services, they are a critical component of the budget. It is appropriate for CAT to periodically review and evaluate its fare structure to ensure the fares are fair and equitable while also generating revenue needed to operate the services. Federal regulations outlined by FTA in Circular 4702.1B require that all service modifications and fare changes be fair and equitable to all citizens, regardless of race, color, or national origin. To accomplish the above, CAT, in partnership with the Collier County Metropolitan Planning Organization (MPO), conducted this study to evaluate its fixed-route and paratransit fare structures and to perform a service equity analysis of the recommendations.

CAT last modified its fixed-route fares in 2009 and paratransit fares in 2012. The most recent major update of the County's Transit Development Plan (TDP), completed in 2015, recommends that CAT's fare structure be evaluated every five years, starting in 2017. This will help Collier County ensure that it is maximizing potential farebox recovery in a fair and equitable manner and that passenger fares are consistent with "peer" transit agencies similar to services provided in Collier County.



## 1.2 Report Organization

This report documents the findings of the fare study completed for CAT for its fixed-route and paratransit services and, including this introduction, is organized as follows:

**Section 2** includes an overview of CAT’s current and historical fare structure.

**Section 3** provides an evaluation of CAT’s fixed-route and paratransit ridership and revenue trends since the most recent fare modifications occurred. An assessment of fare policies for selected peer systems compared to CAT also is documented.

**Section 4** provides a profile of Collier County demographic variables used to develop and evaluate a series of subsequent fare policy concepts.

**Section 5** presents initial fixed-route and paratransit fare concepts that were evaluated and presented to the public for comment prior to determining final recommendations. For each fare scenario identified, ridership and revenue impacts are estimated based on fare elasticity and a fare analysis model developed for this study to reflect likely behavioral responses by riders.

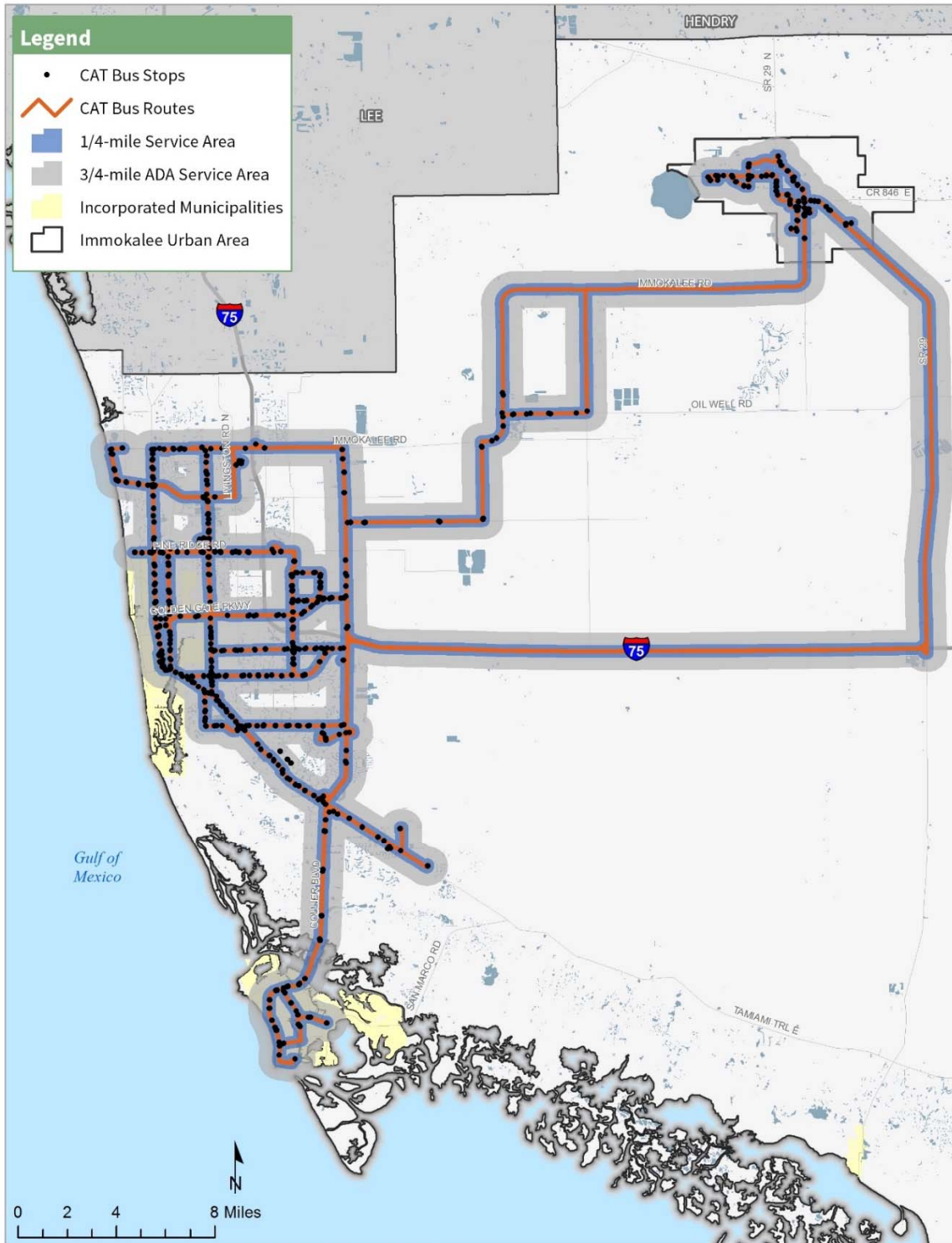
**Section 6** documents the public input gathered during this study on the potential fare changes.

**Section 7** documents the recommended changes to CAT’s fixed-route and paratransit fare structures and provides other policy recommendations for consideration.

## 1.3 CAT Service Area

The CAT service area fixed-routes and bus stops are shown in Map 1-1. Paratransit service is provided countywide, and the majority of paratransit trips are provided for travel to medical appointments, nutrition sites, and employment. CAT’s fixed-route services are available to the general public, whereas customers using ADA or TD paratransit services must be approved for service through an eligibility process.

Map 1-1: Study Area and Existing Bus Routes



## Section 2 Existing and Historical Fare Structures

CAT’s fixed-route service has a base fare of \$1.50 per one-way trip for all routes except the Marco Island Express route, which has a \$2.50 base fare. CAT also provides fare options for a daily, 7-day, or 30-day pass for more frequent customers. Reduced fares are provided for members of Medicare, persons with disabilities, passengers age 65 and older or children age 17 and under, and TD passengers. Children age 5 and under ride for free. Appropriate ID is required to receive the reduced fare rate. CAT began charging for transfers on the fixed-route system when the fixed-route fare increase was implemented in 2009. The base fare transfer is \$0.75 (\$0.35 for a reduced fare transfer) and must be used within 90 minutes on a different route.

The one-way fare for ADA-eligible riders is \$3.00 or \$1.00 for persons whose household income is at or below the poverty level. FTA regulations prohibit the ADA fare from being increased to more than twice the regular fixed-route fare for the same trip. CAT’s TD fare is income-based, with customers at or below the poverty level paying a fare of \$1.00 and ranging up to \$7.00 for persons 337% or above the poverty level. CAT has the ability to increase the TD fare to any level it deems appropriate, pending the completion of an equity analysis, as required by FTA, and approval of the Local Coordinating Board (LCB) and the Collier County Board of County Commissioners (BOCC). As previously noted, all paratransit customers must be certified as eligible to use the system under the ADA and/or TD programs.

Table 2-1 presents CAT’s historical and current fixed-route and paratransit fare structures. Fare structure updates were instituted in 2006 and 2009 for fixed-route service and in 2012 for paratransit service.

**Table 2-1: CAT Fare Structure History**

Fare Category	2005 & Prior	August 2006	March 2009	October 2012
<b>Fixed-Route Fares</b>				
Base Fare – Full	\$1.00	\$1.25	\$1.50	\$1.50
Base Fare – Reduced	\$0.50	\$0.60	\$0.75	\$0.75
Transfer – Full	Free	Free	\$0.75	\$0.75
Transfer – Reduced	Free	Free	\$0.35	\$0.35
Children	Age 6 & under free	Age 6 & under free	Age 5 & under free	Age 5 & under free
Day Pass – Full	\$3.00	\$4.00	\$4.00	\$4.00
Day Pass – Reduced	\$1.50	\$2.00	\$2.00	\$2.00
7-Day Pass – Full	-	-	\$15.00	\$15.00
7-Day Pass – Reduced	-	-	\$7.50	\$7.50
30-Day Pass – Full	\$30.00	\$35.00	\$35.00	\$35.00
30-Day Pass – Reduced	\$15.00	\$17.50	\$17.50	\$17.50
Marco Express Base Fare – Full	\$2.00	\$2.50	\$2.50	\$2.50
Marco Express Base Fare – Reduced	\$1.00	\$1.20	\$1.20	\$1.20
Marco Express 30-Day Pass – Full	\$60.00	\$70.00	\$70.00	\$70.00
Marco Express 30-Day Pass – Reduced	\$30.00	\$35.00	\$35.00	\$35.00
Summer Paw Pass (age 17 & younger to ride June-August)	-	-	-	\$30.00 (implemented April 2015)
<b>Paratransit Fares</b>				
ADA Fare	\$2.00	\$2.00	\$2.00	\$3.00 (\$1.00 at or under PL)
Medicaid Fare	\$1.00 fare or co-payment; services managed by Collier County	\$1.00 fare or co-payment; services managed by Collier County	\$1.00 fare or co-payment; services managed by Collier County	Services managed by MTM, Inc.
TD Fare – At or Under PL	\$0.00	\$0.00	\$0.00	\$1.00
TD Fare – 101% to 150% of PL	\$2.00	\$2.00	\$2.00	\$3.00
TD Fare – 151% to 225% of PL	\$3.00	\$3.00	\$3.00	\$4.00
TD Fare – 226% to 337% of PL	\$4.00	\$4.00	\$4.00	\$5.00
TD Fare – +337% of PL	\$6.00	\$6.00	\$6.00	\$7.00

PL = poverty level

Source: Collier Area Transit

## Section 3 Fare Policy and Structure Assessment

This section presents the results of a trend analysis completed to examine historical fixed-route and paratransit ridership and revenue changes. A peer review also was completed to benchmark CAT’s existing fixed-route and paratransit fare structures against selected peer transit agencies.

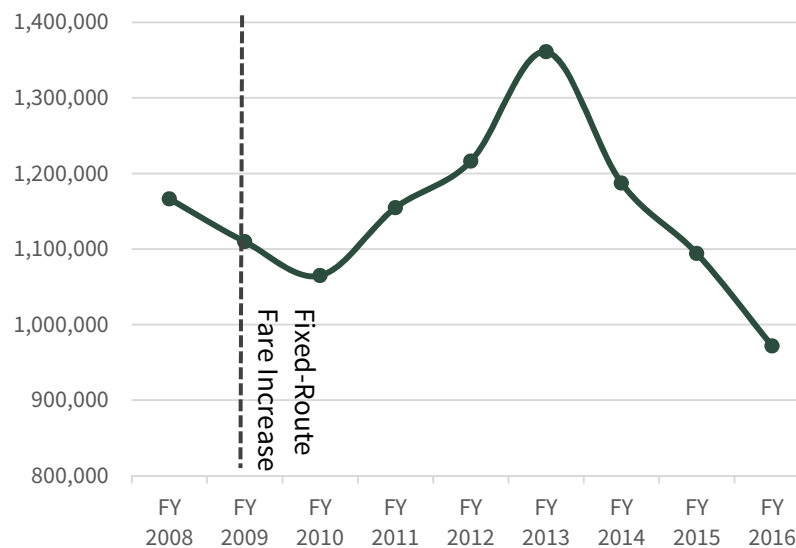
### 3.1 Trend Analysis

A ridership and fare revenue trend analysis was completed to review system ridership and fare revenue growth prior to and after the most recent fare increase for both fixed-route and paratransit services. Data through FY 2016 were used, as they were the most recent complete year of data available at the time the analysis was undertaken.

#### Fixed-Route Trends

Figure 3-1 provides the trend in annual ridership for CAT’s fixed-route service between Fiscal Years (FY) 2008 and FY 2016. CAT’s last fixed-route fare increase occurred in March 2009. Ridership steadily decreased between FY 2008 and FY 2010, with an overall loss of approximately 9%. Ridership gradually increased starting in FY 2010, peaking in FY 2013 at 1,361,232 passengers. Since peaking, ridership has been declining, with an overall reduction of 17% between FY 2008 and FY 2016.

**Figure 3-1: Annual Fixed-Route Ridership Trends, FY 2008–FY 2016**

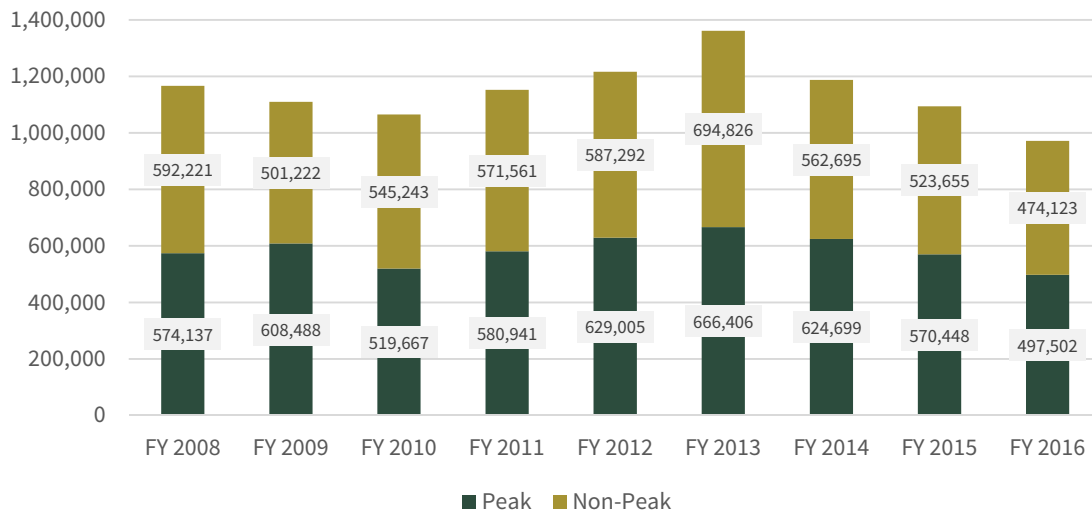


Source: Collier Area Transit

Given that Collier County’s significant peak population consists of visitors and seasonal residents during October through March, the fixed-route ridership also was examined during peak versus non-peak months. As shown in Figure 3-2, the peak ridership for FY 2008–FY 2016 is higher than the non-

peak ridership for most years, ranging from 95% to 121% of peak ridership and averaging 5% more than non-peak ridership over the entire nine-year period. The Comprehensive Planning Section of the County’s Growth Management Division estimates the countywide population increases approximately  $\pm 20\%$  during the peak season.

**Figure 3-2: Fixed-Route Ridership for Peak and Non-Peak Months, FY 2008–FY 2016**



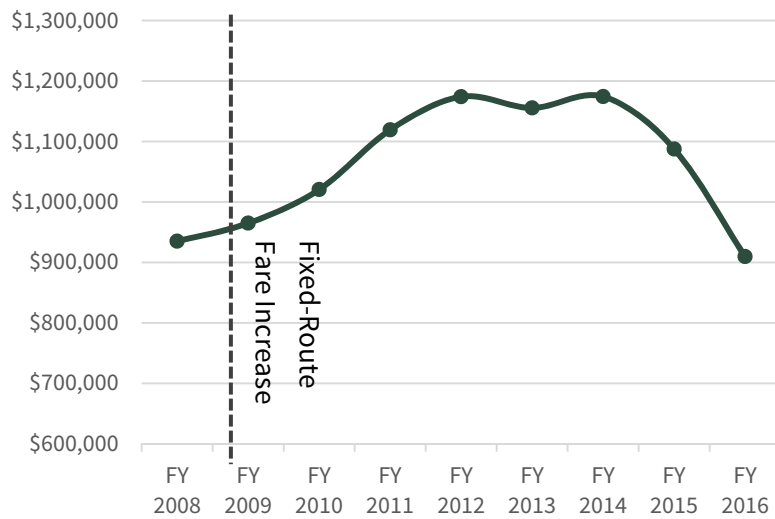
Source: Collier Area Transit

Figure 3-3 provides the trend in annual fare revenue for CAT’s fixed-route service between FY 2008 and FY 2016. Fixed-route fare revenue increased 26% between FY 2008 and FY 2012 following implementation of the fare increase in 2009, despite the decrease in ridership during that time period. However, fare revenue has been steadily declining since FY 2014, consistent with the ridership decrease experienced during this same period. CAT experienced a slight overall decrease in fare revenue of 3% between FY 2008 and FY 2016.

Figure 3-4 illustrates the distribution of fixed-route fare revenue by fare type using FY 2016 as a proxy. The base fare (including full and reduced) provides the highest percentage of fare revenue, corresponding to the highest percentage of riders paying the base fare (44% in FY 2016). The 30-day pass generates the second-highest revenue, and the day pass generates the third-highest revenue (20% and 11% of the FY 2016 total fare revenue, respectively).



**Figure 3-3: Fixed-Route Fare Revenue, FY 2008–FY 2016**



Source: Collier Area Transit

**Figure 3-4: Fixed-Route Fare Revenue by Fare Type, FY 2016**

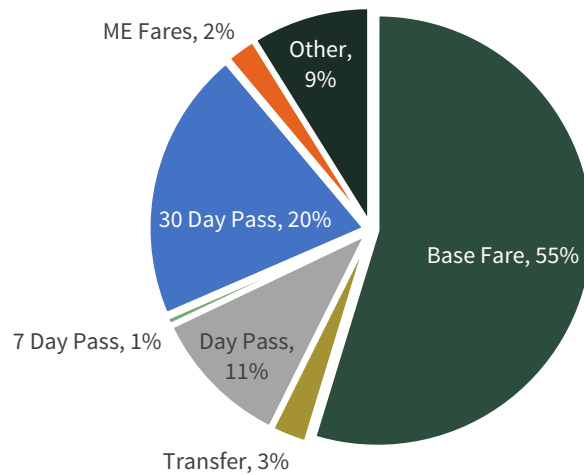
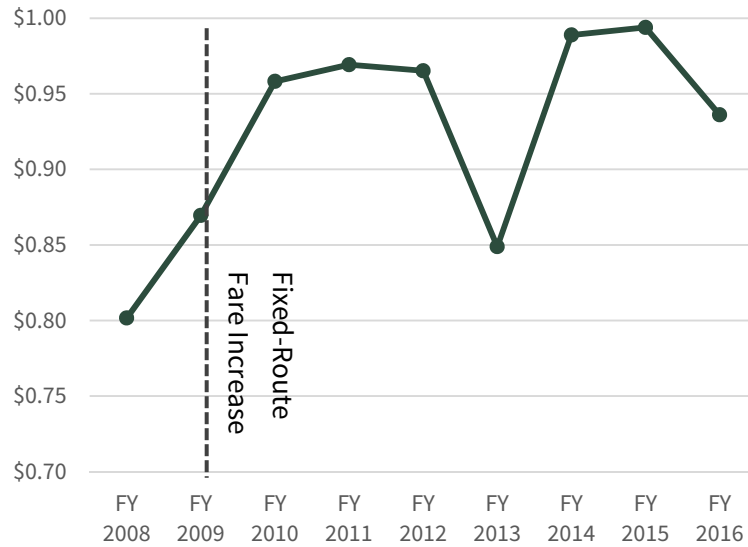


Figure 3-5 provides the trend in annual fixed-route fare revenue per passenger for FY 2008 through FY 2016. As the reduction in ridership was greater than the reduction in fare revenue, the revenue per passenger increased by 16% overall between FY 2008 and FY 2016, averaging \$0.83 per passenger during this nine-year period.

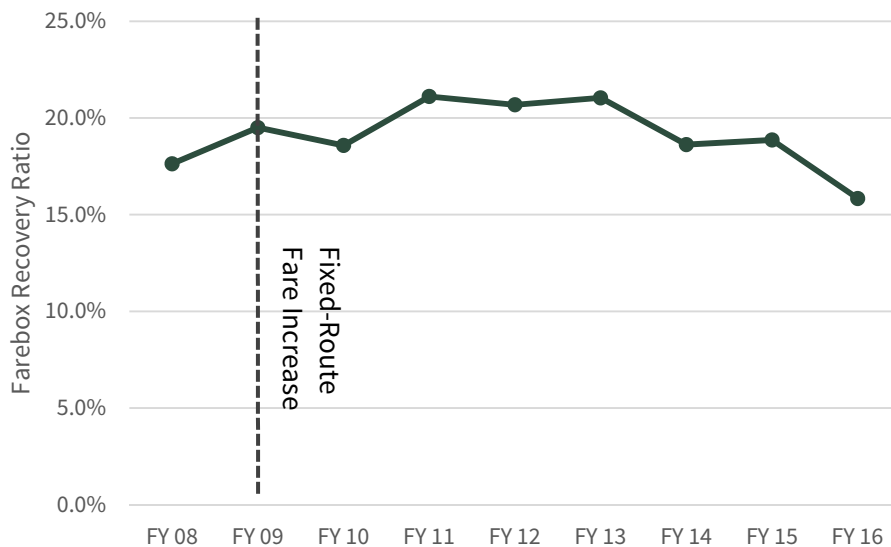
**Figure 3-5: Fixed-Route Fare Revenue per Passenger, FY 2008–FY 2016**



Source: Collier Area Transit

Although fare revenue decreased slightly (3%) between FY 2008 and FY 2016 (see Figure 3-3), operating costs continued to increase. As a result, the annual farebox recovery ratio decreased by 10% overall, or from 17.6% in FY 2008 to 15.8% in FY 2016, during this period, as demonstrated in Figure 3-6.

**Figure 3-6: Fixed-Route Farebox Recovery Ratio, FY 2008–FY 2016**



Source: National Transit Database (FYs 2008–2015), Collier Area Transit (FY 2016)

The historical trends in type of fare media used also were analyzed. Table 3-1 displays the percentage of riders using each type of fare option since the last fare study, FY 2012–FY 2016. The full base fare is the predominant type of fare paid, followed by 30-day pass, day pass, and transfers; the 7-day pass is used very infrequently by CAT passengers compared to other fare media options. Over the last two years, the percentage of customers using full fare media have declined slightly, whereas the percentage of customers using reduced fare media has held steady or increased slightly. Since 2012, only the reduced base fare and reduced 30-day pass have seen an increase in overall ridership during the five-year period. Although overall ridership has declined during this period, these fare types have increased in popularity among CAT customers.

**Table 3-1: Distribution of Ridership by Fare Used, FY 2012–FY 2016**

FY	Base Fare–Full	Base Fare–Reduced	Transfer–Full	Transfer–Reduced	Day Pass–Full	Day Pass–Reduced	7-Day Pass–Full	7-Day Pass–Reduced	30-Day Pass–Full	30-Day Pass–Reduced	Other*
2012	33.2%	9.0%	3.4%	0.8%	8.5%	4.9%	0.5%	0.3%	16.8%	10.9%	11.7%
2013	37.8%	8.3%	2.7%	0.6%	7.3%	4.0%	0.4%	0.2%	16.4%	9.4%	13.0%
2014	32.4%	9.8%	2.8%	0.5%	6.9%	4.2%	0.5%	0.1%	19.7%	12.3%	10.7%
2015	31.9%	11.0%	2.7%	0.5%	6.0%	4.7%	0.5%	0.2%	17.9%	15.0%	9.5%
2016	30.5%	13.7%	2.5%	0.5%	5.5%	4.7%	0.4%	0.3%	16.8%	16.6%	8.5%

\*Other includes CAT employee/family, county employee, child 5 and under, free/voucher, Marco Express (full and reduced), and youth summer pass.

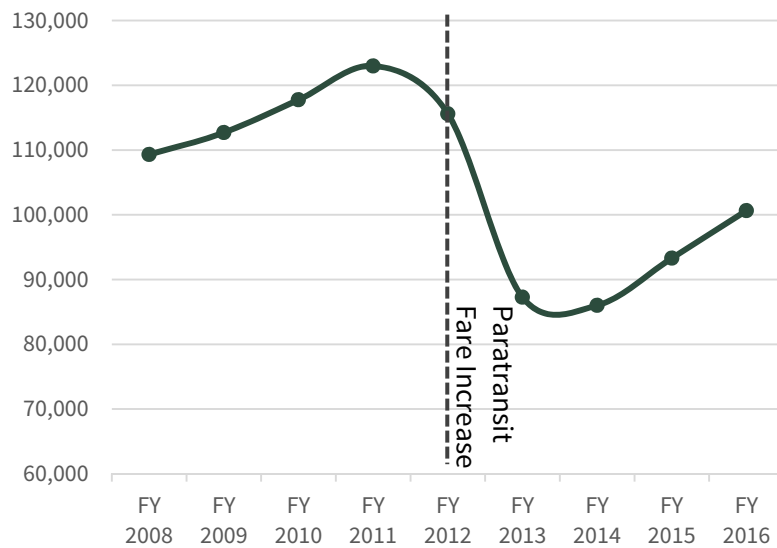
Source: Collier Area Transit

### Paratransit Trends

Figure 3-7 shows the trend in total paratransit ridership between FY 2008 and FY 2016. Paratransit ridership peaked in FY 2011 at 122,977 passengers prior to the fare increase (from \$2 to \$3) in October 2012. Ridership then decreased by 29% between FY 2011 and FY 2013 to 87,263 passengers, primarily due to Collier County ceasing Medicaid service in July 2012. By FY 2016, ridership had increased by 15%, resulting in an overall decrease in paratransit ridership of -8% between FY 2008 and FY 2016.

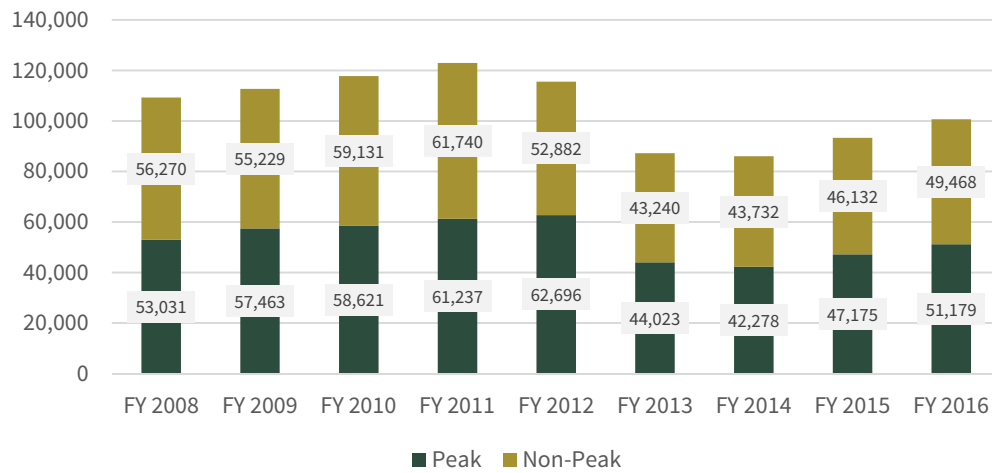
Figure 3-8 shows the paratransit ridership by peak and non-peak months for FY 2008–FY 2017. There is a smaller difference in paratransit ridership during peak and non-peak than for fixed-route ridership, with the peak season ridership averaging a 2% increase over non-peak season ridership during this nine-year period. This indicates that paratransit riders primarily are permanent rather than seasonal residents. According to Census data, the percentage of Collier County residents age 65 and over has increased 27% since 1990. This trend is expected to continue as the baby boomer generation continues to age and could result in increased paratransit service demand.

**Figure 3-7: Paratransit Ridership, FY 2008–FY 2016**



Source: Collier Area Transit

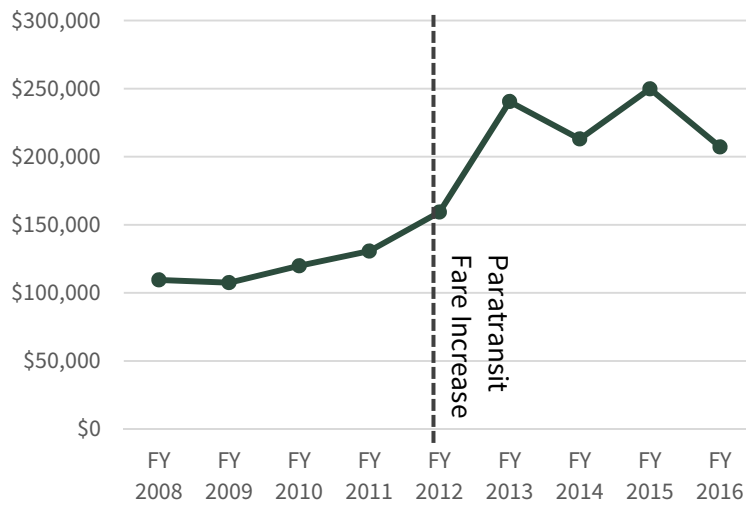
**Figure 3-8: Paratransit Ridership for Peak & Non-Peak Months, FY 2008–FY 2016**



Source: Collier Area Transit

Figure 3-9 displays the trend in total paratransit revenue between FY 2008 and FY 2016. Although the paratransit fares were not increased until October 2012, the revenue increased by approximately 19% between FY 2008 and FY 2011 due to ridership growth. Despite an 8% decline in paratransit ridership, fare revenue increased by more than 89% during this trend period.

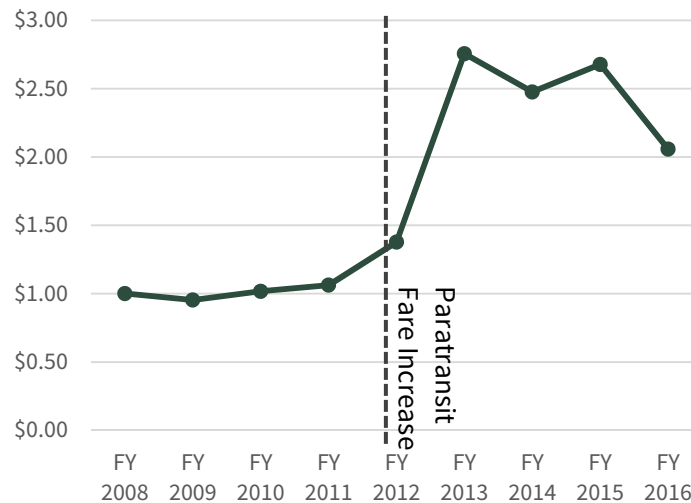
**Figure 3-9: Paratransit Fare Revenue, FY 2008–FY 2016**



Source: Collier Area Transit

Figure 3-10 shows the trend in annual paratransit fare revenue per passenger for FY 2008 through FY 2016. Given the minimal ridership decline and relative high revenue increase, revenue per passenger increased overall by 105% during this period.

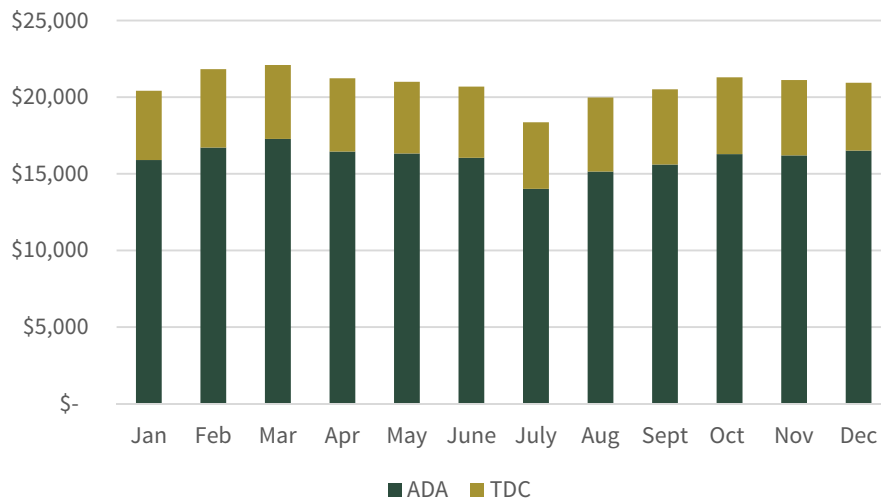
**Figure 3-10: Paratransit Fare Revenue per Passenger, FY 2008–FY 2016**



Source: Collier Area Transit

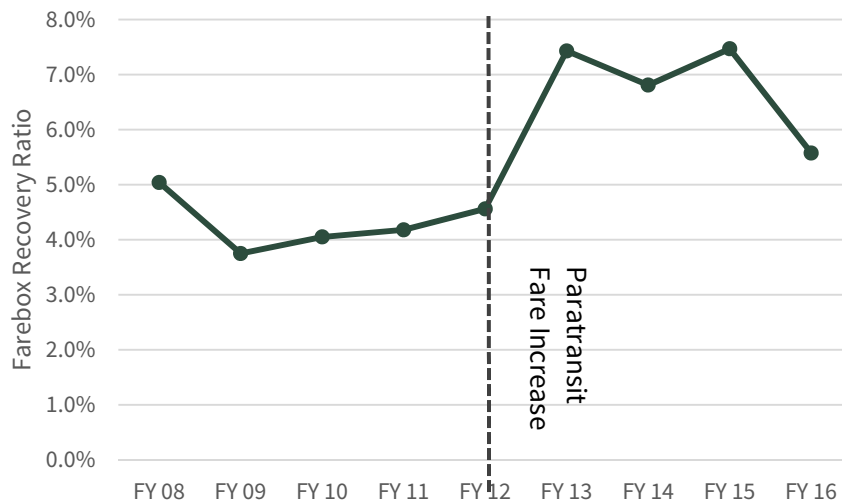
Figure 3-11 illustrates the distribution of paratransit fare revenue by fare type using FY 2016 as a proxy. The ADA program generates an average of 77% of the monthly total revenue, including both ADA and TD revenue.

**Figure 3-11: Paratransit Fare Revenue by Fare Type, FY 2016**



As previously noted, the paratransit fare change had a significant positive impact on fare revenue despite an overall decline in ridership (see Figures 3-8 and 3-9). However, higher annual operating costs during this period tempered the effect of the fare revenue increase on the farebox recovery ratio. Although the paratransit fare revenue increased by more than 89% during this period, the paratransit farebox recovery ratio only increased by 10%, as demonstrated in Figure 3-12.

**Figure 3-12: Paratransit Farebox Recovery Ratio, FY 2008–FY 2016**



Source: National Transit Database (FYs 2008–2015), Collier Area Transit (FY 2016)



### 3.2 Peer Review

A peer review is a common tool used by transit agencies to compare and evaluate how systems within a similar environment or with similar characteristics are operating, which can help inform the decision-making process. This fare study included a comparative analysis of transit systems similar to CAT to assist in determining the appropriateness of specific fare policies and fare structures.

#### Selection of Peer Agencies

For this fare policy review, peer systems were selected by reviewing transit systems from the most recent CAT TDP, CAT Transportation Disadvantaged Service Plan (TDSP), and input from CAT staff. Table 3-2 presents the transit systems included in this peer review.

**Table 3-2: Selected Peer Systems**

Peer System	Location
Cape Fear Public Transportation Authority (WAVE)	Wilmington, NC
Escambia County Area Transit (ECAT)	Escambia County, FL
Citrus Connection	Polk County, FL
Lee County Transit (LeeTran)	Lee County, FL
Manatee County Area Transit (MCAT)	Manatee County, FL
Emerald Coast Rider (EC Rider)	Okaloosa County, FL
Pasco County Public Transportation (PCPT)	Pasco County, FL
Volusia County Transit (Votran)	Volusia County, FL
St. Lucie County	St. Lucie County, FL

#### Peer Fixed-Route and ADA Fare Structure Comparison

Information on each system’s fare policy and fare structures was collected either directly from the transit agency’s website or by contacting each agency via telephone. Table 3-3 summarizes the fare structure, fares, and transfer policies for each peer transit agency compared to CAT, the peer group mean, and the percentage of CAT’s fare from the peer group mean, when applicable. It is important to note that St. Lucie County recently received a grant from FDOT, making all fares free for the next two years (2017-2019). The fares used in this peer review were in place before the grant was received since it is likely the previous fares will return when the grant expires.

From this peer review, the following observations are made:

- CAT’s base fare, daily pass, and 30-day pass are all less than the peer mean at 10%, 5%, and 25% less, respectively. Only CAT’s 7-day pass is higher than the peer mean (4% greater).
- Only one peer agency charges a transfer fare, which at \$0.25 is one third the cost of a CAT regular fare transfer of \$0.75.
- CAT’s ADA fare at \$3.00 is in line with the peer mean ADA fare of \$2.94.

**Table 3-3: Peer Comparison of Fixed-Route & ADA Fare Structures**

Transit System	Fixed-Route Fares						ADA Fare (One-Way)
	Base One-Way Fare	Daily Pass	Weekly/ 7-Day Pass	Monthly/ 30-Day Pass	Transfers	Base Transfer Fare	
<b>CAT</b>	<b>\$1.50</b>	<b>\$4.00</b>	<b>\$15.00</b>	<b>\$35.00</b>	<b>Y</b>	<b>\$0.75</b>	<b>\$3.00</b>
ECAT	\$1.75	\$5.25	\$14.50	\$47.00	Y	\$0.00	\$3.50
Citrus Connection	\$1.50	\$3.00	\$12.00	\$47.00	Y	\$0.00	\$2.00
LeeTran <sup>(1)</sup>	\$1.50	\$4.00	\$15.00	\$40.00	N	-	\$3.00
MCAT	\$1.50	\$4.00	\$12.00	\$40.00	Y	\$0.25	\$2.00
EC Rider	\$1.50	-	-	\$30.00	Y	\$0.00	Varies <sup>2</sup>
PCPT	\$1.50	\$3.75	-	\$37.50	N	-	\$4.00
Votran	\$1.75	\$3.75	\$13.00	\$46.00	N	-	\$3.00
WAVE	\$2.00	\$5.00	\$20.00	\$80.00	Y	\$0.00	\$4.00
St. Lucie County	\$2.00	\$5.00	-	\$50.00	Y	\$0.00	\$2.00
<b>Peer Group Mean</b>	<b>\$1.67</b>	<b>\$4.22</b>	<b>\$14.42</b>	<b>\$46.39</b>	<b>-</b>	<b>-</b>	<b>\$2.94</b>
CAT % from Mean	-10%	-5%	4%	-25%	-	-	2%

<sup>1</sup> LeeTran also has a \$0.75 base trolley fare. For comparison purposes, base bus fare of \$1.50 used in peer analysis.

Source: Transit agency fare schedules.

Using the fare information from Table 3-3, the base fare multiplier for each type of pass was calculated. The base fare multiplier refers to the number that is multiplied by the cash fare to determine the price of the pass. Table 3-4 compares the base fare multiplier for each of CAT’s fare pass options to those offered by the peer agencies and the peer agency mean, when applicable. Based on this analysis, the following conclusions are drawn:

- Whereas CAT’s base fare and daily pass prices are slightly less (-5%) than the peer mean, the daily pass multiplier is slightly higher (7%), resulting in a spread of 12%. This suggests that the price of a daily pass price is slightly high in relation to the base fare compared to those of CAT’s peer agencies.
- Similarly, the fare for CAT’s 7-day pass is 4% higher than the peer agency mean, and its multiplier is 15% higher than the average for the peer agencies, resulting in an 11% spread. This suggests that the price of the 7-day pass is slightly high in relation to the base fare compared to those of CAT’s peer agencies.
- The cost of CAT’s 30-day pass is considerably lower (25%) than the average price of the peer agency 30-day/monthly pass options, resulting in a lower multiplier of 15% less than the average multiplier for the peer agencies.

**Table 3-4: CAT & Peer Fixed-Route Base Fare Multipliers**

Agency	Base Fare	Daily Pass		Weekly/7-Day Pass		Monthly/ 30-Day Pass	
		Fare	Multiplier	Fare	Multiplier	Fare	Multiplier
<b>CAT</b>	<b>\$1.50</b>	<b>\$4.00</b>	<b>2.67</b>	<b>\$15.00</b>	<b>10.00</b>	<b>\$35.00</b>	<b>23.33</b>
ECAT	\$1.75	\$5.25	3.00	\$14.50	8.29	\$47.00	26.86
Citrus Connection	\$1.50	\$3.00	2.00	\$12.00	8.00	\$47.00	31.33
LeeTran	\$1.50	\$4.00	2.67	\$15.00	10.00	\$40.00	26.67
MCAT	\$1.50	\$4.00	2.67	\$12.00	8.00	\$40.00	26.67
EC Rider	\$1.50	n/a	n/a	n/a	n/a	\$30.00	20.00
PCPT	\$1.50	\$3.75	2.50	n/a	n/a	\$37.50	25.00
Votran	\$1.75	\$3.75	2.14	\$20.00	11.43	\$46.00	26.29
WAVE	\$2.00	\$5.00	2.50	\$13.00	6.50	\$80.00	40.00
St. Lucie County	\$2.00	\$5.00	2.50	n/a	n/a	\$50.00	25.00
<b>Peer Group Mean</b>	<b>\$1.67</b>	<b>4.22</b>	<b>2.50</b>	<b>\$14.42</b>	<b>8.70</b>	<b>\$46.39</b>	<b>27.53</b>
% CAT from Mean	-10%	-5%	7%	4%	15%	-25%	-15%

CAT currently does not provide discounts to college students or military personnel, but it is interested in considering a discounted fare for either/both groups as part of this study. Therefore, information on student and military discounted fares for each of the peers was collected and is summarized in Table 3-5. The majority of the selected peers provide base fare discounts in addition to multi-day/ride passes to college students with a valid student ID, and four of the nine selected peers provide discounts on base fare and/or multi-day/ride passes for active duty military and veterans.

**Table 3-5: Peer Comparison of College/University Student and Military Discounts**

Transit System	Student Discounts		Military Discounts	
	Base Fare	Passes	Base Fare	Passes
ECAT	\$1.25 (28.5% discount)	\$12.00 (10 rides) (specialty fare available for students only)	Free (in uniform); \$1.00 w/ ID (43% discount); \$1.25 w/ ID (Routes 59A, 59, 60, 61) (28.5% discount)	No discount
Citrus	\$1.25 (16.6% discount)	\$2.50 (day pass) (17% discount); \$22.00 (10 days) (12% discount)	No discount	No discount
LeeTran	\$0.75 (50% discount)	\$12.00 (7 days) (20% discount); \$6.50 (12 rides) (51.8% discount); \$25.00 (31 days) (37.5% discount)	No discount	No discount
MCAT	No discount	\$2.00 (day pass); \$6.00 (7 days) \$20.00 (31 days) (50% discount all)	\$0.75 (50% discount)	\$2.00 (day pass); \$6.00 (7 days); \$20.00 (31 days); (50% discount all)
EC Rider	No discount	No discount	No discount	No discount
PCPT	\$0.75 (50% discount)	\$1.85 (day pass) \$18.75 (31 days) \$12.50 (20 rides) (50% discount all)	\$0.75 (50% discount)	\$1.85 (day pass); \$18.75 (31 days); \$12.50 (20 rides); (50% discount all)
Votran	No discount	No discount	No discount	No discount
WAVE	Free	No discount	\$1.00 (50% discount)	No discount
St. Lucie Paratransit	No discount	No discount	No discount	No discount

### Peer Transportation Disadvantage Program Fare Structure Comparison

Table 3-6 presents TD eligibility, TD services, and TD fares for CAT and the selected peer transit systems based on information obtained from these systems. TD mobility services in Florida are a program-based support for persons with qualifying incomes below and/or relative to poverty level. Although TD is a state-based program, TD services are deployed at the county level, and policy varies county to county. Table 3-5 shows that TD eligibility is income-based, but that the type of services and fares vary across the peers. CAT charges the most widely-ranging fares for TD services compared to the selected peers. Also of note is that CAT does not provide a bus transit pass for TD-eligible riders, whereas most other peers do.

**Table 3-6: Peer Comparison of Transportation Disadvantaged Fares**

Transit System	Eligibility Requirements	Fare/Fee	TD Bus Pass
CAT	Income-based	Varies from \$1 to \$7 per one-way trip depending on rider's household income	No
ECAT	Income-based	\$2.50 per one way trip flat fee	Yes
Citrus Connection	Income-based	Base fare \$2.00 per one-way trip, plus 25% to 100% of base fare, depending on rider's income	Yes
LeeTran	Income-based	\$2.00 per one-way trip flat fee	No
MCAT	Income-based	\$4.00 per one-way trip flat fee	Yes
EC Rider	Income-based	<ul style="list-style-type: none"> <li>• TD 1 (shoppers): \$1.00 one-way flat fee (shared-ride shopping trips; scheduled 6 times/week to/from different locations)</li> <li>• TD 5 (rural): \$1.00 one-way flat fee</li> <li>• TD (urban): per mile fee</li> </ul>	Yes
PCPT	Income-based	\$2.00 per one-way trip flat fee	Yes
Votran	Income-based	\$3.00 per one-way trip flat fee	No
WAVE	n/a	n/a	n/a
St. Lucie County	Income-based	\$1.00 per one-way trip flat fee	No

## Section 4 Demographics

### 4.1 Title VI and Environmental Justice Considerations

Transit providers within service areas containing more than 200,000 residents are required under Title VI of the Civil Rights Act of 1964 to complete an equity analysis of any major service change or fare change. The analysis must be completed during the programming stages, regardless of the proposed fare increase or decrease amount. Requirements for major service changes differ based on the magnitude of changes and established thresholds. The purpose of this equity analysis is to ensure that any potential fare structures are consistent with Title VI of the Civil Rights Act of 1964 and are fair and equitable to all citizens, regardless of race, color, or national origin. The objectives of FTA's Title VI Program, as set forth in FTA Circular 4702.1B, "Title VI Program Guidelines for Federal Transit Administration Recipients," are:

- To ensure that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin.
- To ensure that the level and quality of FTA-assisted transit services are sufficient to provide equal access and mobility for any person without regard to race, color, or national origin.
- To ensure that opportunities to participate in the transit planning and decision-making process are provided to persons without regard to race, color, or national origin.
- To ensure that decisions on the location of transit services and facilities are made without regard to race, color, or national origin.
- To ensure that corrective and remedial action is taken by all applicants and recipients of FTA assistance to prevent discriminatory treatment of any beneficiary based on race, color, or national origin.

An equity analysis was completed to determine whether the planned changes will have a disparate impact on minority populations. Although low-income populations are not a protected class under Title VI, it is recognized that there is an inherent overlap of environmental justice (EJ) principles in this area. Additionally, because it is important to evaluate the impacts of service and fare changes on passengers who are transit-dependent, FTA requires transit providers to evaluate proposed service and fare changes to determine if low-income populations will bear a disproportionate burden of the changes. Therefore, the equity analysis determines whether there is a disproportionate burden between the existing fare and the proposed fare change on low-income riders.

This section presents demographic data from the 2011–2015 American Community Survey (ACS) 5-year Estimates used to map the low-income and minority populations throughout the CAT service



area at the Census block group level. These results are used in the equity analysis to assess the fare change impacts on low-income and minority populations within Collier County.

## 4.2 Low-Income and Minority Demographics

Table 4-1 shows the percentage of Collier County’s low-income households, defined as 200% of the federal poverty level. Map 4-1 depicts all low-income block groups where the number of below-poverty households is greater than the County average of 10.7%. As shown by the map, the block groups with greater numbers of households below the poverty level are located in the more rural northern-most and southern-most portions of the county, along with several in the denser areas within Naples. All low-income block groups have full or partial fixed-route transit service in addition to ADA and TD services, except for the block group in which Everglades City is located.

**Table 4-1: Collier County Low-Income Households, 2015**

Total Households	Households Below Poverty	% Below Poverty
129,888	13,917	10.7%

Source: 2011–2015 ACS 5-year Estimates

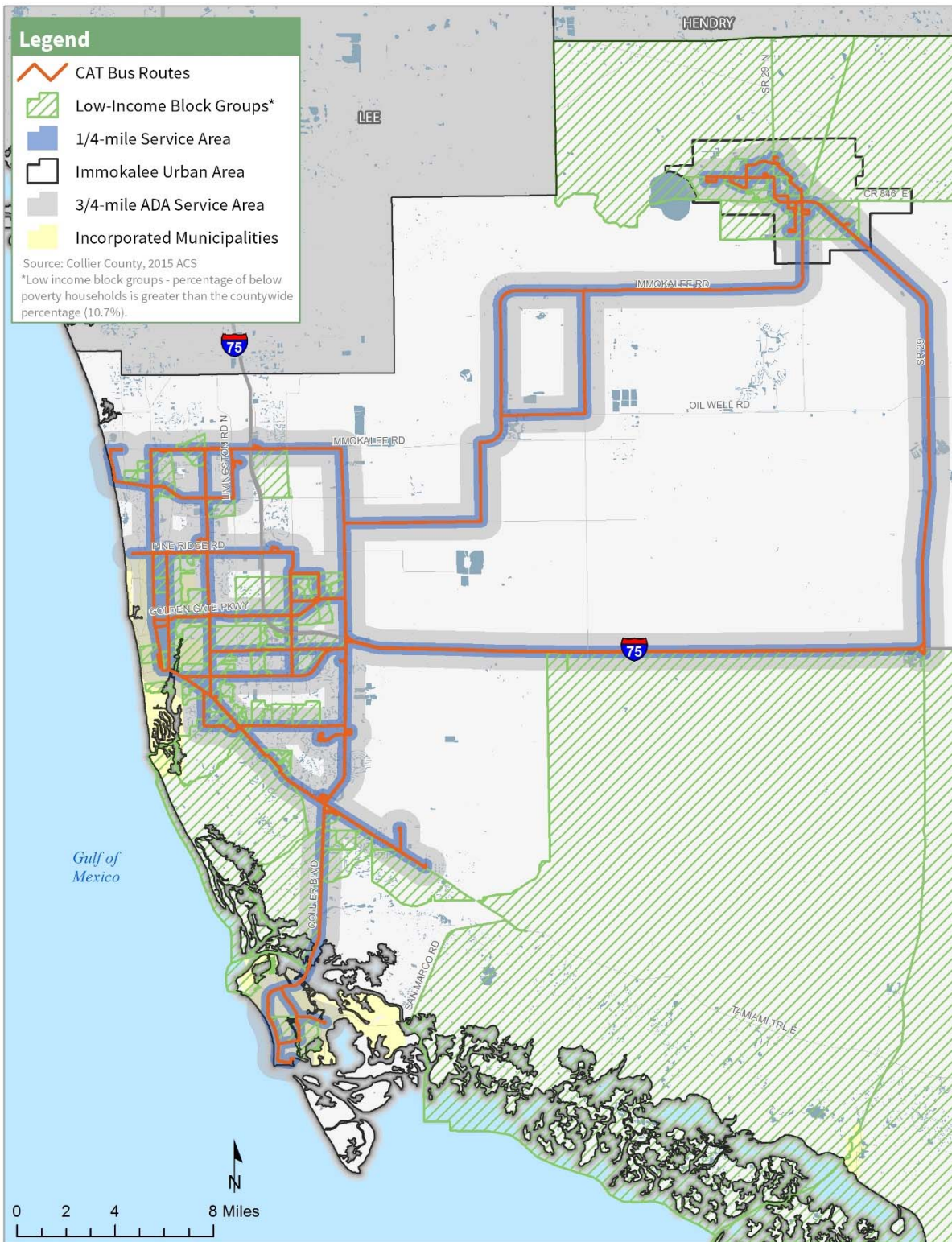
Table 4-2 shows the percent of Collier County’s population that identify as a minority. Map 4-2 depicts all minority block groups where the minority population is greater than the county average of 35.5%. Block groups with the highest minority populations are located in the northern-most portion of the county and to the south and east of the urban area. These block groups all have full or partial fixed-route transit service in addition to ADA and TD services.

**Table 4-2: Collier County Minority Populations, 2015**

Total Population	Minority Population	% Minority
341,091	121,070	35.5%

Source: 2011–2015 ACS 5-year Estimates

**Map 4-1: Low-Income Households**







### 4.3 Geographic Analysis of Ridership by Fare Type

An analysis of the fixed-route fares paid by riders when boarding a bus at each stop in the CAT service area was conducted to understand what proportion of boardings are occurring in low-income block groups (previously identified on Map 4-1) and what fare types are being paid by these riders.

Based on a GIS analysis of CAT bus stop data for FY 2013–FY 2017 year-to-date (YTD) (October 2016–July 2017), 55% of all bus stops are located in a low-income block group. Further, 70% of all riders board the bus at one of these bus stops, indicating that the majority of CAT riders live within or near a low-income area within the county and ride the bus.

**Table 4-3: Distribution of Ridership in Low-income Block Groups by Fare Type (FY 2013–FY 2017 YTD)**

Fare Type	Total Ridership	Ridership in Low-income Block Groups	% Ridership in Low-income Block Groups
Base Fare – Full	260,432	176,430	68%
Day Pass – Full	44,192	32,369	73%
7-Day Pass – Full	3,162	2,383	75%
30-Day Pass – Full	139,770	97,836	70%
Transfer – Full	19,314	17,120	89%
Base Fare – Reduced	136,023	94,357	69%
Day Pass – Reduced	41,192	29,495	72%
7-Day Pass – Reduced	2,137	1,601	75%
30-Day Pass – Reduced	167,134	124,837	75%
Transfer – Reduced	3,966	3,266	82%
Other Fare <sup>(1)</sup>	510,255	346,009	68%
<b>Total</b>	<b>1,327,577</b>	<b>925,703</b>	<b>70%</b>

<sup>(1)</sup> Of the 68% of riders in the low-income block groups under the “Other Fare” category, 36% are children age 5 and under who ride free, 41% are free rides; the remaining 23% are other fares under this category (Marco Express fares, Summer Paw Passes, etc.).

Source: Collier Area Transit

The results of the Equity Analysis on the proposed fare structure changes are provided in Section 7.2.

## Section 5 Fare Scenarios and Potential Impacts

### 5.1 Conceptual Fare Alternatives

This section presents initial fare concepts for both fixed-route and paratransit services. These concepts were then evaluated and presented to the public for comment prior to determining final recommendations. For each fare scenario identified, ridership and revenue impacts were estimated based on fare elasticity and a fare analysis model developed for this study.

#### Fixed-Route Fare Concepts

Key findings related to each of CAT's existing fixed-route fares are noted below. Unlike paratransit service, fixed-route riders do not need to qualify for service or for a specific fare category (although they do need to qualify for a reduced price). With fixed-route service, riders have flexibility in which fare they choose, based on price and the frequency with which they use the service. When evaluating potential changes to the fixed-route fare structure, how the fares compare to each other in terms of value to riders must be considered. Changing the price of existing fares or introducing new fare categories may influence rider behavior in several ways: ridership decreases, as cost is too high for some existing riders; ridership increases by attracting new riders through new fare options; or riders shift from one fare category to another because the value of a different fare is now more attractive.

- **Base Fare**—CAT's base fare of \$1.50 is slightly less (10%) than the average base fare of its peer agencies (see Table 3-4). CAT has also not increased the fixed-route fare structure since 2009. In that time, the farebox recovery ratio has decreased by 10%, as fare revenue has not increased at the same rate as operating costs (see Figure 3-6).
- **Transfers**—The industry-wide trend is to move away from providing transfers. The primary reasons for this are to increase efficiency by reducing boarding times and reduce costs by eliminating transfer fraud. By removing transfers, passengers must pay the base fare twice, resulting in a higher cost for the overall trip. Passes that are priced competitively incentivize the use of smart card passes as opposed to cash fares, reducing the cash-counting costs associated with paid transfers. However, CAT is currently evaluating operational changes to split some routes to increase frequency and providing a free 90-minute transfer would allow riders to transfer between these routes without paying any additional fare over the existing route structure. Therefore, consideration also was given to evaluate the potential impacts of providing a free 90-minute transfer between routes along with other potential fare changes.
- **Day Pass**—CAT's full/reduced day pass is used by an average of 11% of riders annually (see Table 3-1), and the spread between the day pass cost and its multiplier is 12% compared to the average of its peers (see Table 3-4). This suggests that the price of the daily pass price is

slightly high in relation to the base fare compared to those of CAT's peer agencies, and there is room to reduce the price of the day pass to make it a more attractive fare, particularly if transfers are eliminated.

- **7-Day Pass**—CAT's 7-day full/reduced pass is its least-used fare option, averaging less than 1% of riders annually (see Table 3-1). Further, its multiplier is 15% higher than the peer 7-day/weekly pass option, indicating it is over-priced compared to CAT's base fare price. However, it is recognized that the 7-day pass creates a more affordable option if paying the higher cost of the 30-day pass is not financially feasible. Replacing the low-used 7-day pass with a 15-day pass that costs 50% of the 30-day pass would allow low-income riders who cannot afford the up-front cost of a 30-day pass to ride at the same cost per trip as a 30-day pass while spreading the cost out over two passes per month. Currently, a 7-day pass purchased weekly to avoid the higher up-front cost of a 30-day pass ends up costing nearly double that of 4 weekly 7-day passes + 2 single-day passes to create a 30-day pass (\$68 versus \$35 for a 30-day pass). Introducing a 15-day pass would benefit low-income customers who are more frequent riders and cannot afford a 30-day pass.
- **30-Day Pass**—CAT's 30-day full/reduced pass is its most-used fare pass option, averaging around 30% of riders annually (see Table 3-1). However, its price is 25% less and its multiplier is 15% less than peer 30-day/ pass options, indicating being underpriced compared to CAT's base fare price.
- **Marco Express Fares**—Marco Express fares are set to fund a specialized service for a small segment of CAT's annual ridership. The multiplier for the Marco Express 30-day pass is considerably higher, at 28.0, compared to the multiplier for the regular 30-day pass of 23.33. Increasing the Marco Express base fare while keeping the Marco Express 30-day pass price the same could encourage the use of the 30-day pass while bringing the multiplier for the Marco Express 30-day pass more in line with the multiplier for the regular 30-day pass.
- **Children**—CAT changed its policy in 2009 when it lowered the age at which children ride free from 6 to 5. Although there is no indication that this policy should be changed at this time, it is important for CAT to recognize that this provides financial assistance to low-income families with children. Of the children who ride for free, 36% board the bus within a low-income block group (see Table 4-3) and may be part of households with more limited transportation options that greatly benefit from younger children in the household riding for free.
- **Summer Paw Pass**—Implemented in April 2015, the Summer Paw Pass gives students age 17 and younger the ability to use CAT unlimited from June 1–August 31. Although only 125 or fewer passes have been sold annually since this pass was implemented, it benefits youths who may not have other transportation options to travel in the summer. Increasing the cost of the pass beyond \$30 likely would make it more unaffordable for some riders and have no

measurable increase in revenue due to the low number of passes sold each year. Therefore, no change to the Summer Paw Pass cost is recommended at this time.

### ADA Fares

Federal regulations stipulate that the fare for a one-way ADA trip must not exceed twice the full fare charged for a similar trip on the fixed-route system.<sup>1</sup> Therefore, increasing the ADA fare is limited by whatever changes are made to the base fare or other applicable fares to provide a similar trip on the fixed-route system.

### TD Fares

CAT’s TD fare structure is tiered based on income, with persons falling into the lowest income brackets paying the least. CAT operators/staff and evaluating peer agencies indicate that the number of income categories (five) within the current TD fare structure causes an increased amount of administrative work. Consolidating the number of income categories and fares assessed could alleviate some of this burden. However, any changes to the TD fare structure to generate additional revenue to maintain or expand services should be made across the board so impacts are equitable among all income levels or in a way that does not disproportionately impact lower-income riders.

CAT bases the TD income brackets on household income, and customers can provide proof of eligibility using personal income statements. To avoid this in the future, a clearer definition of “household” and eligible proof of income should be explored as part of the TD fare recommendations.

## 5.2 Potential Ridership and Revenue Impacts

As part of this study, a fare model was developed to estimate ridership and the revenue impacts of potential fare changes to CAT’s existing fare structures. This model takes into consideration the following:

- Fare elasticity or the sensitivity to ridership based on fare increases or decreases
- Potential shifts in fare usage
- Existing CAT ridership and revenue data for FY 2016 (the most recent full year of data available at the time of the analysis)

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<sup>1</sup> U.S. Department of Transportation, 49 CFR Part 73.131(4)(c).



## Model Assumptions

### Elasticity

A rule of thumb often used in fare elasticity is the Simpson-Curtin formula, which provides that ridership will decrease 0.3 percent for every 1 percent of transit fare increase above the current fare.<sup>2</sup> However accurate this may be on a global scale, this estimate is based on an average of all riders and does not provide an accurate assessment of fare-to-rider elasticity for any given location and demographic combination.<sup>3</sup> The American Public Transportation Association (APTA) found that the Simpson-Curtin formula was simplistic in nature and that a more complex econometric model would be necessary to incorporate a wide array of factors into the model. APTA adapted the Autoregressive Integrated Moving Average (ARIMA) model to estimate ridership up to 24 months after a fare change. Data used for the ARIMA model include service levels (measured by revenue vehicle miles), transit costs (measured by average fares), costs of alternative modes (measured by gasoline prices), market characteristics (approximated by the number of people employed locally), intervening factors (including any abrupt changes that may occur), and time. APTA found an average elasticity of -0.43 in areas with populations of less than 1 million.

As part of this fare study, an elasticity analysis was conducted by Dr. Brad Kamp of the Economics Department at the University of South Florida. Following methodology suggestions provided in the APTA study, he calculated the elasticity for CAT’s fixed-route and paratransit ridership at -0.40, in line with research findings previously noted. This implies that for every 10% decrease in fare, the ridership is anticipated to also decline by 4%. This is also consistent with the paratransit elasticity estimated by Dr. Kamp during the fare study completed prior to the 2012 changes to the paratransit fare structure.

### Cost per Trip Assumptions

Assumptions must be made about the number of daily trips made, on average, for each type of fare pass to determine how implementing other new fares, and resulting cost per trip, may influence a rider’s choice to switch. Table 5-1 documents the assumptions made for the number of trips made and the resulting cost per trip included in the fare analysis model.

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<sup>2</sup> Curtin, J. F., “Effects of Fares in Transit Riding,” *Highway Research Record*, 213, 1968.

<sup>3</sup> Perk, V., J. Voliniski, and N. Kamp, “Impacts of Transfer Fares on Transit Ridership and Revenue,” National Center for Transit Research (NCTR), 2004.

**Table 5-1: Number of Trips by Fare Type**

Fare Type	Current Fare	Assumptions	Cost per Trip
Base Fare – Full	\$1.50	1 trip made per fare	\$1.50
Base Fare – Reduced	\$0.75	1 trip made per fare	\$0.75
Base Fare + Transfer – Full	\$2.25	2 trips made per fare	\$1.13
Bare Fare +Transfer – Reduced	\$1.10	2 trips made per fare	\$0.55
30-Day Pass – Full Fare	\$35.00	2 round trips + transfers per day for 22 weekdays (88 trips total)	\$0.40
30-Day Pass – Reduced	\$17.50	Same as 30-day full fare	\$0.20
7-Day Pass – Full Fare	\$15.00	2 round trips + transfers per day for 7 days (28 trips total)	\$0.54
7-Day Pass – Reduced	\$7.50	Same as 7-day full fare	\$0.27
Day Pass – Full Fare	\$4.00	2 round trips + transfers for 1 day (4 trips total)	\$1.00
Day Pass – Reduced	\$2.00	Same as day pass full fare	\$0.50
Marco Express Base Fare – Full	\$2.50	1 trip made per fare	\$2.50
Marco Express Base Fare – Reduced	\$1.25	1 trip made per fare	\$1.25
Marco Express 30-Day Pass – Full	\$70.00	2 round trips + transfers per day for 22 weekdays (88 trips total)	\$0.80
Marco Express 30-Day Pass – Reduced	\$35.00	Same as Marco Express 30-day full fare	\$0.40

Cost per trip = fare ÷ number of trips for each fare type

### Ridership Shifts between Fare Categories

In addition to assumed ridership increases or decreases based on fare elasticity in the fare model, assumptions also are made regarding potential ridership shifts between the various fixed-route fare categories. The extent of these shifts depends on the relative value of the ride in terms of the assumed cost per trip in a given scenario. For example, if the price of the base fare increases and the price of the day pass decreases, it is assumed that a percentage of riders currently purchasing the base fare for a round trip will now find the lower-priced day pass more attractive. These assumptions are made to calculate more realistic ridership and revenue impacts each scenario.

Fare elasticity and ridership for ADA and TD services is more difficult to apply, as travel behavior is different for fixed-route riders and eligibility requirements must be met to use paratransit services. The ridership and revenue impacts for the paratransit scenarios assume that the elasticity is applied in the case of a fare increase; however, in instances of a fare decrease, it is assumed that a person’s travel behavior does not necessarily change and the number of trips does not increase, nor does the ridership increase due to a lower fare offered as eligibility requirements stay the same.

## Fare Model Scenarios

### Fixed-Route Fare Scenarios

Based on analyses completed during early stages of the fare study and discussions with CAT staff, seven initial fixed-route fare change scenarios were prepared. Each scenario was designed to measure potential changes in ridership and revenue with the overall objective of defining a scenario that increases ridership or encourages the use of fare passes instead of cash fares, increases revenue for CAT to enhance/expand services, and does not disproportionately adversely impact low-income or minority riders as required by federal Environmental Justice regulations. The seven scenarios initially developed are presented in Table 5-2, and a description of each scenario is provided.

#### **Scenario 1**

- 1.A Eliminate transfers; no change to base fare price
- 1.B Decrease cost of day pass from \$4 to \$3/reduced day pass from \$2 to \$1.50
- 1.C Eliminate 7-day pass and replace with 15-day pass at 50% of 30-day pass price

#### **Scenario 2 (same as Scenario 1 but no change to cost of day pass)**

- 2.A Eliminate transfers; no change to base fare price
- 2.B No change to cost of day pass
- 2.C Eliminate 7-day pass and replace with 15-day pass at 50% of 30-day pass price

#### **Scenario 3 (same as Scenario 2 but increase base fare and Marco Express fares)**

- 3.A Eliminate transfers
- 3.B No change to cost of day pass
- 3.C Eliminate 7-day pass and replace with 15-day pass at 50% of 30-day pass price
- 3.D Increase base fare to \$2/reduced base fare to \$1
- 3.E Increase Marco Express base fare to \$3/reduced ME base fare to \$1.50

#### **Scenario 4 (same as Scenario 1 but reduce cost of day pass)**

- 4.A Eliminate transfers
- 4.B Decrease cost of day pass from \$4 to \$3/reduced day pass from \$2 to \$1.50
- 4.C Eliminate 7-day pass and replace with 15-day pass at 50% of 30-day pass price
- 4.D Increase base fare to \$2/reduced base fare to \$1
- 4.E Increase Marco Express base fare to \$3/reduced Marco Express base fare to \$1.50

#### **Scenario 5 (same as Scenario 4 but increase cost of 30-day pass)**

- 5.A Eliminate transfers
- 5.B Decrease cost of day pass from \$4 to \$3/reduce day pass from \$2 to \$1.50
- 5.C Eliminate 7-day pass and replace with 15-day pass at 50% of 30-day pass price
- 5.D Increase base fare to \$2/reduce base fare to \$1

- 5.E Increase Marco Express base fare to \$3/reduce ME base fare to \$1.50
- 5.F Increase 30-day pass fare to \$40/reduce 30-day pass to \$20

**Scenario 6 (same as Scenario 5 but allows for free 90-minute transfer)**

- 6.A Free 90-minute transfer to different route
- 6.B Decrease cost of day pass from \$4 to \$3/reduced day pass from \$2 to \$1.50
- 6.C Eliminate 7-day pass and replace with 15-day pass at 50% of 30-day pass price
- 6.D Increase base fare to \$2/reduced base fare to \$1
- 6.E Increase Marco Express base fare to \$3/reduced ME base fare to \$1.50
- 6.F Increase 30-day pass fare to \$40/reduced 30-day pass to \$20

**Scenario 7 (same as Scenario 6 but no increase to cost of day pass)**

- 7.A Free 90-minute transfer to different route
- 7.B No change to cost of day pass
- 7.C Eliminate 7-day pass and replace with 15-day pass at 50% of 30-day pass price
- 7.D Increase base fare to \$2/reduced base fare to \$1
- 7.E Increase Marco Express base fare to \$3/reduced ME base fare to \$1.50
- 7.F Increase 30-day pass fare to \$40/reduced 30-day pass to \$20

**Paratransit Fare Scenarios**

As the ADA fare cannot exceed twice the base fixed-route fare for the same trip, there are limited options for changing this fare structure. In the fixed-route scenarios presented, the base fixed-route fare is proposed to increase from \$1.50 to \$2.00 in Scenarios 3, 4, and 5. This would allow for an increase from the current ADA fare of \$3.00 to a maximum new fare of \$4.00. Collier County also offers a reduced ADA fare of \$1.00 for households whose income is at or below the poverty level. Since TD fares are not tied to the base fixed-route fare, there is more flexibility in terms of changing them; however, it is acknowledged that potential financial impacts to both ADA and TD riders must be carefully considered as part of any recommendation.

For paratransit services, seven additional scenarios were developed, and the ridership and revenue impacts of each were assessed. The paratransit fare change scenarios are presented in Table 5-3, and a description of each scenario follows.

**Scenario 8 (\$4 full and \$1 reduced ADA fare)**

This scenario provides for an increase of the ADA fare from \$3 to \$4 (assuming the fixed-route fare is increased to \$2), but maintains the \$1 fare for qualified low-income individuals to minimize financial hardship on the most vulnerable riders.

***Scenario 9 (\$4 full and \$1.25 reduced ADA fare)***

This scenario assumes an increase in the ADA fare from \$3 to \$4 as in Scenario 8, but also increases the \$1 fare to \$1.25 for qualified low-income individuals. Although a low-income fare of \$1.33 would equate to the same percentage increase as the regular ADA fare (33%), a fare of \$1.25 is assumed for ease of fare collection.

***Scenario 10 (\$0.50 increase to all TD fare categories)***

This scenario assumes an increase of \$0.50 in the TD fare for all income-based fare categories. It is recognized that increasing the TD fare the same amount among all five fare categories results in a higher percentage change in fares for riders at or below the poverty level, as they are paying the lowest fare; however, the range in current fares collected (\$1 to \$7) provides a challenge in creating a more equitable distribution unless the amount of the proposed increase was considerably higher for TD riders in higher income categories.

***Scenario 11 (\$1 increase to all TD fare categories)***

This scenario assumes an increase of \$1.00 in the TD fare for all income-based fare categories. As with the previous scenario, it is recognized that increasing the TD fare the same amount among all five fare categories results in a higher change in overall fare for riders at or below the poverty level, as they are paying the lowest fare.

***Scenario 12 (single fare of \$3 full and \$1 reduced for TD and ADA services)***

This scenario provides a single ADA and TD fare based on income to simplify the paratransit fare structure, in which individuals at or below the poverty level (currently paying \$1 for either ADA or TD services) will continue to pay \$1 and all others will pay \$3. Maintaining the \$1 fare for the lowest-income tier will eliminate impacts on most vulnerable riders.

***Scenario 13 (single fare of \$4 full and \$1 reduced for TD and ADA services)***

This scenario is similar to Scenario 12 in that it provides a single ADA and TD fare based on income, in which individuals at or below the poverty level (currently paying \$1 for either ADA or TD services) will continue to pay \$1; however, this scenario assumes that all others will pay \$4. Similar to Scenario 12, maintaining the \$1 fare for the lowest-income tier will eliminate impacts on most vulnerable riders.

***Scenario 14 (maintain existing ADA fare and consolidate TD fare structure)***

This scenario assumes that the existing ADA fare structure is maintained, but simplifies the TD fare structure by consolidating the existing five income-based categories into three with fares of \$1, \$3, or \$4. This scenario results in no fare increase for any paratransit rider and the TD passengers currently paying the highest fares (\$5 and \$7) will now pay a lower fare of \$4.

**Table 5-2: Summary of Fixed-Route Fare Change Scenarios**

Fare Category	Current	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7
Base Fare – Full	\$1.50	\$1.50	\$1.50	<b>\$2.00</b>	<b>\$2.00</b>	<b>\$2.00</b>	<b>\$2.00</b>	<b>\$2.00</b>
Base Fare – Reduced	\$0.75	\$0.75	\$0.75	<b>\$1.00</b>	<b>\$1.00</b>	<b>\$1.00</b>	<b>\$1.00</b>	<b>\$1.00</b>
Transfer – Full	\$0.75	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>Free 90 min</b>	<b>Free 90 min</b>
Transfer – Reduced	\$0.35	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>Free 90 min</b>	<b>Free 90 min</b>
Children	Age 5 & under free	Age 5 & under free	Age 5 & under free	Age 5 & under free	Age 5 & under free	Age 5 & under free	Age 5 & under free	Age 5 & under free
Day Pass – Full	\$4.00	<b>\$3.00</b>	\$4.00	<b>\$4.00</b>	<b>\$3.00</b>	<b>\$3.00</b>	<b>\$3.00</b>	<b>\$4.00</b>
Day Pass – Reduced	\$2.00	<b>\$1.50</b>	\$2.00	<b>\$2.00</b>	<b>\$1.50</b>	<b>\$1.50</b>	<b>\$1.50</b>	<b>\$2.00</b>
7-Day Pass – Full	\$15.00	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
7-Day Pass – Reduced	\$7.50	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
15-Day Pass – Full (new)	n/a	<b>\$18.00</b>	<b>\$18.00</b>	<b>\$18.00</b>	<b>\$18.00</b>	<b>\$20.00</b>	<b>\$20.00</b>	<b>\$20.00</b>
15-Day Pass – Reduced (new)	n/a	<b>\$9.00</b>	<b>\$9.00</b>	<b>\$9.00</b>	<b>\$9.00</b>	<b>\$10.00</b>	<b>\$10.00</b>	<b>\$10.00</b>
30-Day Pass – Full	\$35.00	\$35.00	\$35.00	\$35.00	\$35.00	<b>\$40.00</b>	<b>\$40.00</b>	<b>\$40.00</b>
30-Day Pass – Reduced	\$17.50	\$17.50	\$17.50	\$17.50	\$17.50	<b>\$20.00</b>	<b>\$20.00</b>	<b>\$20.00</b>
Marco Express Base Fare	\$2.50	\$2.50	\$2.50	<b>\$3.00</b>	<b>\$3.00</b>	<b>\$3.00</b>	<b>\$3.00</b>	<b>\$3.00</b>
Marco Express Base Fare – Reduced	\$1.20	\$1.20	\$1.20	<b>\$1.50</b>	<b>\$1.50</b>	<b>\$1.50</b>	<b>\$1.50</b>	<b>\$1.50</b>
Marco Express 30-Day Pass	\$70.00	\$70.00	\$70.00	\$70.00	\$70.00	\$70.00	\$70.00	\$70.00
Marco Express 30-Day Pass – Reduced	\$35.00	\$35.00	\$35.00	\$35.00	\$35.00	\$35.00	\$35.00	\$35.00

Changes in fares indicated in **bold**.

**Table 5-3: Summary of Paratransit Fare Change Scenarios**

Fare Category	Current	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14
ADA (Low-Income)	\$1	\$1	<b>\$1.25</b>	\$1	\$1	n/a	n/a	\$1
ADA	\$3	<b>\$4</b>	<b>\$4</b>	\$3	\$3	n/a	n/a	\$3
TD At or Under Poverty Level (PL)	\$1	\$1	\$1	<b>\$1.50</b>	<b>\$2</b>	n/a	n/a	\$1
TD 101% to 150% of PL	\$3	\$3	\$3	<b>\$3.50</b>	<b>\$4</b>	n/a	n/a	\$3
TD 151% to 225% of PL	\$4	\$4	\$4	<b>\$4.50</b>	<b>\$5</b>	n/a	n/a	\$4
TD 226% to 337% of (PL)	\$5	\$5	\$5	<b>\$5.50</b>	<b>\$6</b>	n/a	n/a	<b>\$4</b>
TD +337% of PL	\$7	\$7	\$7	<b>\$7.50</b>	<b>\$8</b>	n/a	n/a	<b>\$4</b>
Single ADA/TD Fare (At or Under PL)	n/a	n/a	n/a	n/a	n/a	<b>\$1</b>	<b>\$1</b>	n/a
Single ADA/TD Fare (Above PL)	n/a	n/a	n/a	n/a	n/a	<b>\$3</b>	<b>\$4</b>	n/a

Changes in fares indicated in **bold**.



## Estimated Ridership and Revenue Impacts by Fare Scenario

### ***Defining Low and High End Impacts***

In an effort to recognize potential changes in rider behavior resulting from fare changes, a range (low to high) of likely behavioral impacts was examined. The low end of the range assumes that the full impact of measured elasticity is applied to the ridership and those riders will initially leave the system, resulting in greater initial impacts to annual ridership and revenue. The high end of the range assumes that either the existing ridership will be maintained or only a portion of the riders will leave the system due to elasticity impacts. Depending on the scenario/fare category, it is assumed the remaining riders impacted will shift to other, more attractive fare categories.

The low-end assumptions present the “worst case” scenario while the high-end assumptions produce less impacts to ridership and therefore higher annual revenue estimates. The actual ridership and revenue impacts are likely somewhere in the middle of the ranges presented, as assumptions must be made regarding ridership behavior for each scenario. Important in the fare model assumptions is the recognition that mobility is largely an essential commodity for most riders, especially those on the low end of the income spectrum. Thus, by providing a range of scenarios that attempt to counter increased costs in certain fare categories with reduced costs in alternative fare categories, the scenarios attempt to provide attractive and reasonable options for riders other than to simply stop using the CAT services.

As previously noted, the ridership and revenue impacts for the paratransit scenarios assume that the elasticity is applied in the case of a fare increase; however, in instances of a fare decrease, it is assumed that a person’s travel behavior does not necessarily change and the number of trips does not increase, nor does the ridership increase due to a lower fare offered as eligibility requirements stay the same.

### ***Fixed-Route Ridership and Revenue Impacts***

Tables 5-4 and 5-5 illustrate the ridership and revenue impacts for the low-end range (elasticity fully applied) and the high-end range (elasticity partially applied), respectively, for each fixed-route scenario. It should be noted that the ridership and revenue figures in these tables represent only the fare types affected by each scenario and do not reflect system-wide fixed-route ridership and revenue figures.

**Table 5-4: Low-End Ridership and Revenue Estimates for Fixed-Route Fare Change Scenarios (Elasticity Fully Applied Resulting in Ridership Loss)**

Scenario	Base: FY 2016		Estimated Ridership and Revenue			
	Existing Ridership	Existing Revenue	Estimated Ridership	Difference from Base	Estimated Revenue	Difference from Base
Scenario 1	891,606	\$873,694	869,679	(21,927)	\$816,874	(\$56,820)
Scenario 2	891,606	\$873,694	864,755	(26,851)	\$846,616	(\$27,078)
Scenario 3	911,114	\$912,120	820,470	(90,644)	\$953,077	\$40,957
Scenario 4	911,114	\$912,120	830,880	(80,234)	\$933,170	\$21,050
Scenario 5	911,114	\$912,120	816,194	(94,920)	\$956,624	\$44,504
Scenario 6	911,114	\$912,120	845,489	(65,625)	\$980,135	\$68,015
Scenario 7	911,114	\$912,120	840,109	(71,005)	\$991,510	\$79,390

**Table 5-5: High-End Ridership and Revenue Estimates for Fixed-Route Fare Change Scenarios (Elasticity Applied with Estimate of Likely Shift of riders to More Favorable Fare Options)**

Scenario	Base: FY 2016		Estimated Ridership and Revenue			
	Ridership	Revenue	Ridership	Difference from Base	Revenue	Difference from Base
Scenario 1	891,606	\$873,694	872,052	(19,554)	\$818,804	(\$54,890)
Scenario 2	891,606	\$873,694	868,513	(23,093)	\$850,979	(\$22,715)
Scenario 3	911,114	\$912,120	914,652	3,538	\$1,078,138	\$166,018
Scenario 4	911,114	\$912,120	925,853	14,739	\$1,052,875	\$140,754
Scenario 5	911,114	\$912,120	932,816	21,702	\$1,089,134	\$177,013
Scenario 6	911,114	\$912,120	964,792	53,678	\$1,120,682	\$208,562
Scenario 7	911,114	\$912,120	959,842	48,728	\$1,142,987	\$230,867

Based on the analysis conducted, Scenarios 1 and 2 are anticipated to produce less revenue than the base year (FY 2016), primarily due to minimal proposed changes to the fare structure. Scenarios 2, 4, and 5, which propose to eliminate transfers, are projected to generate additional revenue ranging from approximately \$41,000–\$166,000 in Scenario 3, \$21,000–\$141,000 in Scenario 4, and \$37,500–\$179,000 in Scenario 5. The higher revenue generated in Scenarios 3, 4, and 5 is influenced primarily by the increase in the base fare, which carries the highest percentage of riders (44% of ridership in FY 2016, including full and reduced fare customers).

Scenarios 6 and 7, which provide a free 90-minute transfer to another route along with other fare changes, generate the highest revenue of all the scenarios. In FY 2016, approximately \$25,000 was generated by full and reduced transfer fares. If the current fare structure remains unchanged and a 90-minute free transfer is allowed, then it is assumed the \$25,000 annual transfer revenue would disappear, as most (if not all) riders make a transfer to another route within a 90-minute window.

If a free 90-minute transfer is offered along with other fare changes, it is estimated that more revenue will be generated, as the free transfer encourages riders to remain in the highest cost-per trip base

fare category rather than shifting to another fare options. Under Scenarios 6 and 7, although the transfer revenue disappears, more riders remain in the base fare category, which has a higher average cost per trip than a day pass. This generates more revenue than if those riders shift to a pass option. Therefore, it is estimated that Scenario 6 could generate up to an additional 53,700 annual trips and \$68,000–\$209,000 annually in revenue over the base year (or \$23,000–\$31,000 more than Scenario 5). Scenario 7 could generate up to an additional 48,700 annual trips and \$79,000–\$231,000 annually over the base year (or \$35,000–\$54,000 more than Scenario 5, as the cost of a day pass is not reduced).

### **Paratransit Ridership and Revenue Impacts**

A similar analysis of ridership and revenue impacts was completed for the paratransit fare change scenarios. Tables 5-6 and 5-7 illustrate the ridership and revenue impacts for the low-end range (elasticity fully applied) and the high-end range (elasticity partially applied), respectively, for each paratransit scenario. Unlike fixed-route service in which the costs of service are set to a certain economy of scale, the operating costs of paratransit service are variable, in that as trips are added, additional costs are incurred and when trips decrease, these costs are not incurred. Further, CAT receives revenue from the Florida CTD for non-sponsored trips to fund ADA and TD services in Collier County that are reimbursed on a per-trip basis, so if the number of trips provided decreases, this revenue is not provided to CAT. For the low-end range when elasticity is applied and ridership is assumed to decrease, it is assumed that CAT’s overall operating costs will also decrease accordingly given the nature of paratransit service. This estimated net operating cost reduction, which is the reduced operating expense anticipated due to ridership loss less estimated state revenue for non-sponsored paratransit trips that would also decrease if these trips are no longer provided, is also shown in Table 5-6. Although this provides an overall net revenue increase to CAT, it is not recognized as a benefit, as it is based on a reduction of service and likely negative impact to these riders.

Based on the analysis conducted, the paratransit fare scenarios generate a wide range of potential ridership and revenue impacts. For Scenarios 8 and 9, which reflect only a change to ADA fares, increasing the fare from \$3 to \$4 is anticipated to generate between \$27,000 and \$63,000 more annually, depending on if the low-income ADA fare is increased from \$1 to \$1.25. Scenario 10, which assumes a \$0.50 across-the-board increase to all five TD income-based fare categories, is anticipated have the least financial impact, estimated to generate \$5,000 annually if elasticity is applied or \$11,000 annually if ridership is maintained. Similarly, Scenario 11, which assumes a \$1 across-the-board TD fare increase, is estimated to generate just under \$8,000 annually if elasticity is applied or \$22,000 annually if ridership is maintained.

**Table 5-6: Low-End Ridership and Revenue Estimates for Paratransit Fare Change Scenarios (Elasticity Fully Applied Resulting in Ridership Loss)**

Scenario	Base: FY 2016		Estimated Ridership and Revenue				Net Revenue with Reduced Operating Costs
	Ridership	Revenue	Ridership	Difference from Base	Fare Revenue	Difference from Base	
Scenario 8	75,961	\$192,470	68,203	(7,758)	\$219,477	\$27,007	\$262,117
Scenario 9	75,961	\$192,470	66,425	(9,536)	\$221,699	\$29,229	\$318,222
Scenario 10	24,686	\$57,004	21,676	(3,010)	\$62,266	\$5,262	\$96,473
Scenario 11	24,686	\$57,004	18,667	(6,019)	\$64,844	\$7,840	\$190,263
Scenario 12	100,647	\$249,474	n/a	n/a	n/a	n/a	n/a
Scenario 13	100,647	\$249,474	99,673	(974)	\$273,657	\$24,183	\$288,825
Scenario 14	100,647	\$249,474	n/a	n/a	n/a	n/a	n/a

**Table 5-7: High-End Ridership and Revenue Estimates for Paratransit Fare Change Scenarios (Assumes No Ridership Loss or Operating Cost Reduction)**

Scenario	Base: FY 2016		Estimated Ridership and Revenue			
	Ridership	Revenue	Ridership	Difference from Base	Revenue	Difference from Base
Scenario 8	75,961	\$192,470	75,961	0	\$250,507	\$58,037
Scenario 9	75,961	\$192,470	75,961	0	\$254,952	\$62,482
Scenario 10	24,686	\$57,004	24,686	0	\$68,010	\$11,006
Scenario 11	24,686	\$57,004	24,686	0	\$79,016	\$22,012
Scenario 12	100,647	\$249,474	100,647	0	\$238,244	(\$11,230)
Scenario 13	100,647	\$249,474	100,647	0	\$308,163	\$58,689
Scenario 14	100,647	\$249,474	100,647	0	\$243,610	(\$5,864)

Of the scenarios that recommend a single ADA/TD fare schedule, impacts to ridership are minimal, and the estimated annual revenue impacts vary greatly, depending on whether the \$3 or \$4 fare option is selected. Scenario 12, which proposes a \$3 ADA/TD fare (maintaining the \$1 low-income fare option for qualified individuals), is anticipated to generate \$11,000 less annual than current, due to TD riders who currently pay \$4, \$5, or \$7 paying the lower amount. However, under Scenario 13, if the ADA/TD fare is set at \$4 (maintaining the \$1 fare option for qualified individuals), then the estimated revenue could range from \$24,000 to \$58,000 depending on whether a ridership loss occurs. Scenario 14, which does not propose any change to the ADA fare structure and consolidates the TD fare structure into three income-based categories, has the least impacts. No ridership loss is anticipated under this scenario, as no riders will experience a fare increase and minimal impacts to annual revenue will occur. This is due to only 12% of riders currently paying the highest TD fares of \$5 or \$7 and paying a lower fare of \$4 under this scenario.

## Section 6 Public Outreach Results

### 6.1 Rider Intercept Surveys

CAT staff conducted an intercept survey via tablet of 80 riders at the CAT Transfer Center on January 18–19, 2018. Survey questions are provided in Appendix A. Highlights of the survey findings are as follows:

- If the base fare increases from \$1.50 to \$2, most fixed-route respondents stated they would switch to either a day pass or the new 15-day pass if offered.
- If transfers are eliminated, respondents were split between switching to a day pass and staying with the base fare.
- If the 30-day pass increases from \$35 to \$40, riders were split between continuing to use the same fare versus switching to a 15-day pass. A few respondents indicated that a \$5 increase on the 30-day pass is too high.
- Of the respondents who currently use the reduced fixed-route base fare, two-thirds would keep using that fare and the remaining one-third would switch to the reduced day pass if the price was lowered to \$1.50.
- Of the respondents who use the reduced 30-day pass, nearly all would keep using it if the price was increased, given how often they ride.
- Of the paratransit riders who responded, most would continue to use the service if the fare was increased from the current \$3 fare because they have no other choice, but they felt this would be a financial hardship and could try to find financial assistance.
- Of those who responded to the demographic questions:
  - Most use the bus for life-sustaining trips or as their primary mode of transportation.
  - There is a fairly even distribution of riders ages 25–65 years and age 65+.
  - Approximately 80% of respondents have an annual household income of less than \$25,000.

### 6.2 Public Workshop Results

Based on the survey results and discussions with staff, the County’s Public Transit Advisory Committee (PTAC) recommended that Scenarios 1, 4, 5, and 6 be presented to the public for further review and comment.

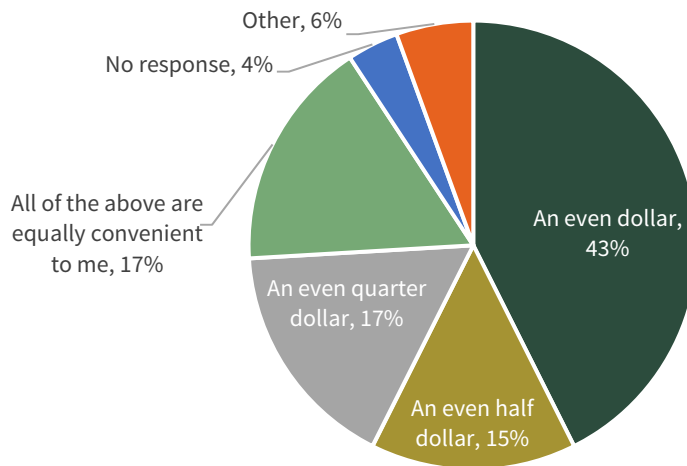
Two public workshops were held on January 30, 2018, to solicit feedback from the public on potential fare changes for CAT’s fixed-route and paratransit services. The workshops were noticed on CAT buses

in English, Spanish, and Creole. The first workshop was held at the CAT Transfer Center in Naples from 10:00 AM–2:00 PM, and the second was held at CareerSource Southwest Florida in Immokalee from 4:00–7:00 PM. The workshops were open-house style with three stations. The first station included a narrated presentation running a continuous loop providing information about CAT’s current fare structure, historic ridership and revenue trends, and the four proposed fare scenarios. Following the presentation, participants were asked to move to a second station to complete an exercise sheet seeking information about their use of CAT’s fixed-route and paratransit services and the different fare scenarios. The third station provided an opportunity to discuss the fare study with and ask questions of CAT and Tindale Oliver staff. The presentation and exercise sheet from the public workshops are provided in Appendix B.

A total of 54 people completed the exercise sheet to provide feedback for use in developing fare study recommendations. Highlights of the public workshop feedback are noted below.

As shown in Figure 6-1, most respondents (43%) stated that a fare rounded to a whole dollar is most convenient.

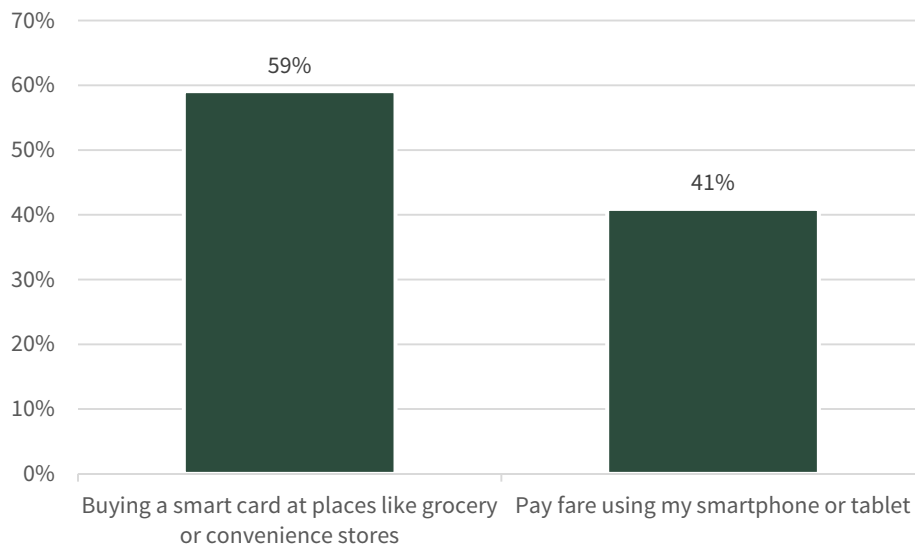
**Figure 6-1: Which fare increments make paying with cash most convenient for you?**



Nearly 60% of all respondents stated that the ability to buy a smart card at a third-party location (such as a convenience or grocery store) would be convenient. Just over 40% stated that being able to pay the fare using their smartphone or tablet also would be convenient (see Figure 6-2).

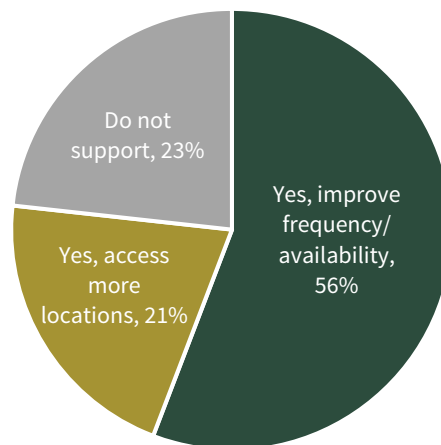


**Figure 6-2: Which new fare purchase/payment options would be convenient to you?**



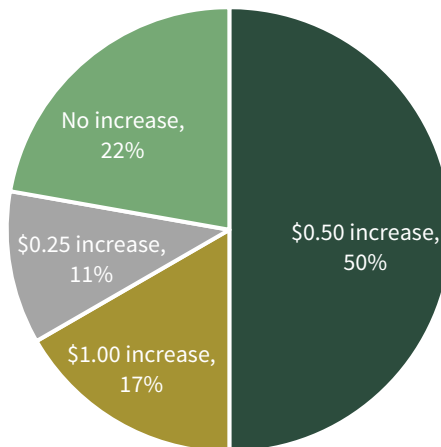
As shown in Figure 6-3, 77% of all respondents stated that they would support a fare increase if the revenue was used to improve service frequency/availability or provide better access to other locations. The remaining 23% stated they do not support a fare increase. Additional service to Vanderbilt Beach, better locations of stops, and later/more frequent service were specific comments received.

**Figure 6-3: Would you support a fare increase if ...?**



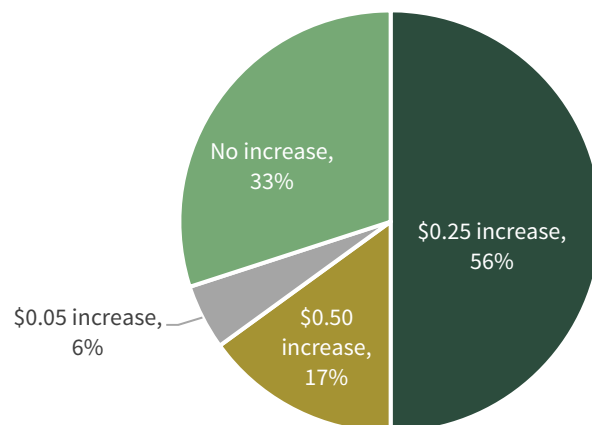
Of respondents who use ADA service, 50% said they would support a fare increase of \$0.50, 11% would support an increase of \$0.25, and 17% would support an increase of \$1. The remaining 22% stated they did not support an ADA fare increase (Figure 6-4).

**Figure 6-4: How much do you think the fares should be increased to cover the cost to provide ADA service?**



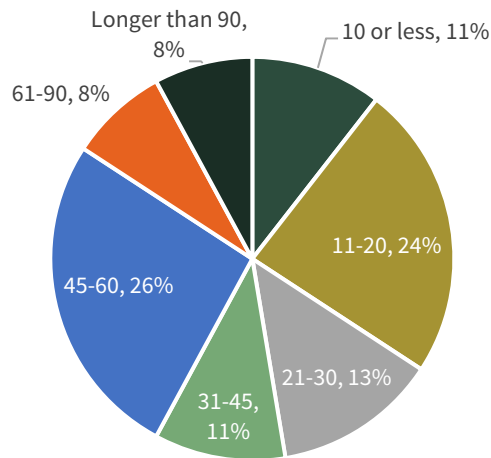
As shown in Figure 6-5, 56% of respondents who use TD service said they would support a fare increase of \$0.25, and 17% would support an increase of \$0.50. Respondents indicated different amounts they would support other than the options supplied; one person stated they would support an increase of \$0.05, and the remaining 33% stated they did not support a TD fare increase.

**Figure 6-5: How much do you think the TD fares should be increased to cover the cost to provide TD services?**

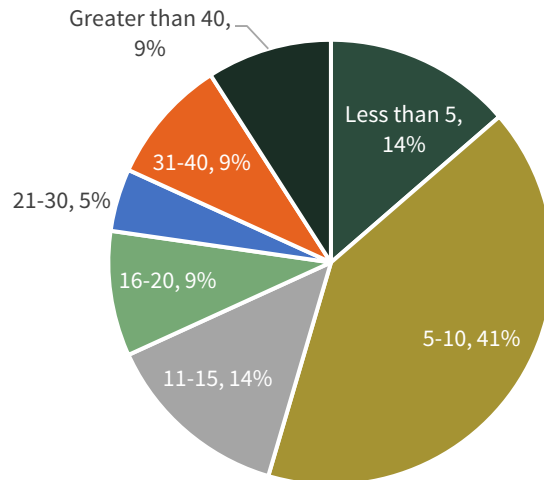


Respondents who use fixed-route service were asked how long their typical trip is in time and distance. As shown in Figures 6-6 and 6-7, the distribution of responses was varied; however, more than half of riders indicated spending 30 minutes or more on their typical trip, and nearly one-quarter have an average trip distance of greater than 20 miles.

**Figure 6-6: How long is your typical one-way trip? (minutes)**

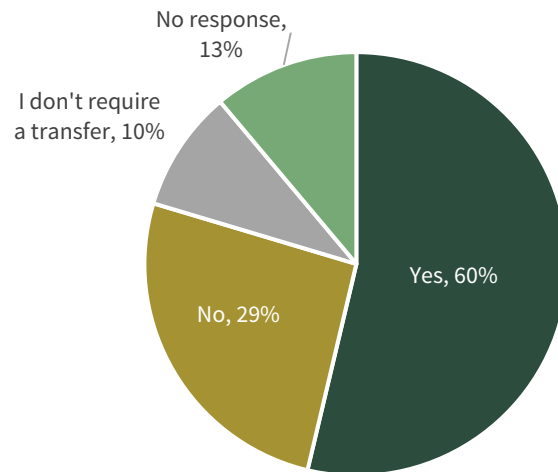


**Figure 6-7: How long is your typical one-way trip? (miles)**



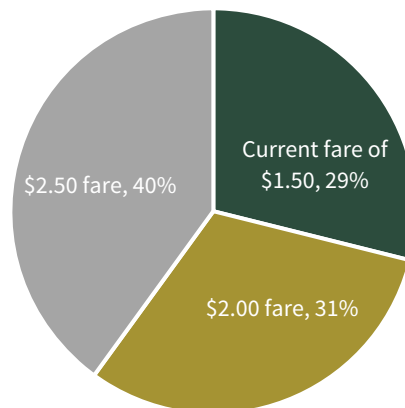
Of the respondents who use the fixed-route system, 60% indicated they would support paying a slightly higher one-way fare if it includes a free transfer (Figure 6-8).

**Figure 6-8: Would you support paying a slightly higher one-way fare if it includes a free transfer?**



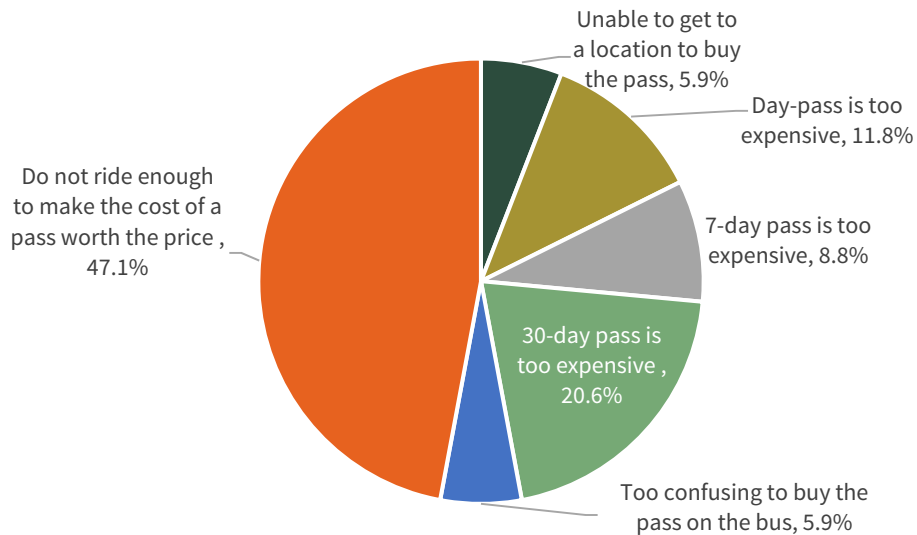
As shown in Figure 6-9, of the respondents who use the fixed-route system, 31% indicated that a fare of \$2.00 would be too expensive and 40% indicated that a fare of \$2.50 would be too expensive. The remaining 29% indicated that the current fare of \$1.50 is already too expensive.

**Figure 6-9: At what price is fixed-route bus service too expensive?**



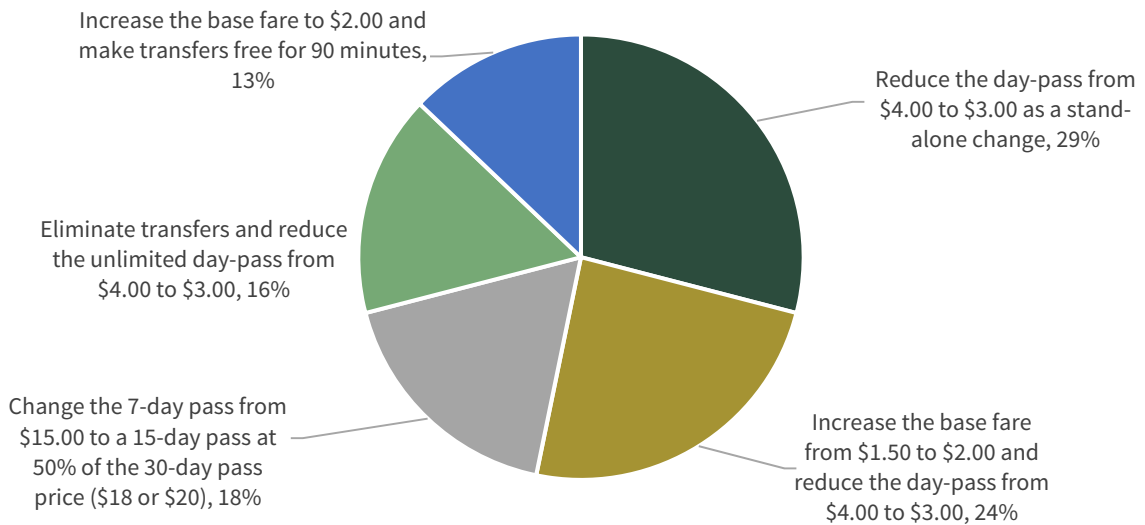
When asked about fare passes, 47% of fixed-route riders indicated that they do not ride the bus enough to make the cost of a pass worthwhile, and 41% stated that one of the pass options was too expensive (20% for the 30-day pass, 12% for the day pass, and 9% for the 7-day pass). The remaining 12% indicated they are either unable to get to a location to buy a pass or it is too confusing for them to buy a pass on the bus (Figure 6-10).

**Figure 6-10: If you do not currently use passes, why?**



As shown in Figure 6-11, when asked which three fixed-route fare pass options CAT should institute first, the top choice was reducing the day-pass from \$4.00 to \$3.00 as a stand-alone change, followed by increasing the base fare from \$1.50 to \$2.00 and with reducing the day-pass from \$4.00 to \$3.00.

**Figure 6-11: Which fare changes should CAT institute first?**



Other comments received from the public workshop include:

- Provide a two-hour fare with transfer.
- Provide 1-day, 7-day, and 30-day pass options for service between Lee and Collier counties.
- Have a frequent-user program or other ways of purchasing a 30-day pass.
- Extend summer season student Paw pass for athletes/college students during sports.
- Allow payment options for the 30-day pass.
- Provide reduced passes for college students.
- Provide Wi-Fi in buses.
- Provide a simpler (more user-friendly) website and a smartphone/tablet app with a trip planner.



## Section 7 Recommended Fare Changes

### 7.1 Recommended Changes Fare Structure

Based on the analysis completed during this study and the public outreach conducted through intercept surveys and public workshops in January 2018, the following recommendations were identified and presented to the Collier County LCB for further consideration. The LCB concurred with these recommendations as presented.

#### Fixed-Route Fare Structure Recommendations

For fixed-route fares, Scenario 6 is recommended as the preferred scenario. This includes the changes described below, which are also illustrated in Table 7-1).

- Increase the fixed-route base fare to \$2 (\$1 reduced), provide a 90-minute free transfer, and reduce the cost of the day pass to \$3. This consolidated package of fare changes is designed to optimize use of the day pass while reducing possible ridership reduction associated with increasing the one-way fare.
- Eliminate the existing 7-day pass and replace it with a 15-day pass at 50% of the cost of the 30-day pass. This will provide a better option for low-income riders if the 30-day pass is too expensive and a better cost-per-trip value than the 7-day pass, which is used the least and generates the least revenue of all pass types. Under this scenario, the 15-day pass would be priced at \$20 (\$10 reduced) based on increasing the cost of the 30-day pass to \$40, as described below.
- Increase the cost of the 30-day pass from \$35 to \$40 (\$20 reduced). Input from the public did not indicate that this would be a considerable hardship for existing riders, and it will put the cost per trip for the 30-day pass more in line with the cost per trip for the other passes offered while still providing the lowest cost per trip for all CAT's fare options.
- Increase the cost of the Marco Express base fare from \$2.50 to \$3 (\$1.50 reduced) to bring it more in line with the cost of the Marco Express 30-day pass based on its multiplier. Increase the Marco Express reduced base fare from \$1.20 to \$1.50 for ease of collection, as a \$0.50 increase consistent with the regular fare would be \$1.80.

**Table 7-1: Recommended Fixed-Route Fare Structure**

Fare Category	Current Fare	Recommended Fare
Base Fare – Full	\$1.50	<b>\$2.00</b>
Base Fare – Reduced	\$0.75	<b>\$1.00</b>
Transfer – Full	\$0.75	<b>n/a (90 minutes free)</b>
Transfer – Reduced	\$0.35	<b>n/a (90 minutes free)</b>
Children	Age 5 & under free	Age 5 & under free
Day Pass – Full	\$4.00	<b>\$3.00</b>
Day Pass – Reduced	\$2.00	<b>\$1.50</b>
7-Day Pass – Full	\$15.00	<b>n/a (eliminate)</b>
7-Day Pass – Reduced	\$7.50	<b>n/a (eliminate)</b>
<b>15-Day Pass – Full</b>	n/a	<b>\$20.00</b>
<b>15-Day Pass – Reduced</b>	n/a	<b>\$10.00</b>
30-Day Pass – Full	\$35.00	<b>\$40.00</b>
30-Day Pass – Reduced	\$17.50	<b>\$20.00</b>
Marco Express Base Fare – Full	\$2.50	<b>\$3.00</b>
Marco Express Base Fare – Reduced	\$1.20	\$1.50
Marco Express 30-Day Pass – Full	\$70.00	\$70.00
Marco Express 30-Day Pass – Reduced	\$35.00	\$35.00
Summer Paw Pass	\$30.00	\$30.00

Changes to fares shown in **bold** text.

### Fixed-Route Smartcard Recommendations

The cost of a smartcard-based pass currently involves two transactions—a \$2 transaction to purchase the smartcard and a purchase for the 30-day pass, for a combined cost of \$37. This process takes time and adds a disincentive for riders to purchase the 30-day pass. Regarding the current purchase of the smartcard, there are two recommendations:

- Eliminate the cost of the smartcard in conjunction with the fare increase for the 30-day pass.
- If the smartcard purchase fee is maintained, fare options should be added that combine the cost of the smartcard and the full or reduced 30-day pass price into one fare.

The primary recommendation is that CAT eliminate the cost of the smartcard in conjunction with the fare increase for the 30-day pass. The revenue impacts for new card purchases are anticipated to be minimal, but the added initial cost may discourage new riders. Although smartcard purchases have generated \$2,500–\$3,000 annually over the last two years, this is due primarily to the influx of initial purchases of 30-day passes upon introduction of this fare media. In the future, the cost of the smartcard should be included in the price of the pass. If the price of a 30-day pass increases from \$35 to \$40, then the net effect is a \$3 fare increase for new 30-day pass users. Eliminating the smartcard fee may encourage new riders who otherwise feel an initial \$42 cost for a 30-day pass is too high.

If CAT maintains a fee to purchase a smartcard, additional fare options should be introduced that combine the cost of the smartcard and the full or reduced 30-day pass price into one fare when a customer needs to purchase a smart card. For example, to reload a 30-day pass costs \$35 currently (\$40 if the pass price changes). To purchase a new or replacement card in conjunction with a 30-day pass, the price is \$37 currently (\$42 if the 30-day pass price changes as recommended). This eliminates the need for the two transactions currently required to purchase the smartcard and pass separately, thereby saving time (especially when purchasing the pass onboard the bus).

### Paratransit Fare Structure Recommendations

Given that the last fare increase in 2012 applied only to paratransit fares, and public outreach indicates that a fare increase at any level would provide a financial hardship to many paratransit riders, it is recommended that Scenario 14 be implemented at this time. This will maintain existing ADA and TD fares for most riders while consolidating the number of TD fares provided, thereby decreasing the fares for TD riders who currently pay \$5 or \$7 to \$4 (Table 7-2). The purpose of this change is to simplify the administration and collection of TD fares. When/if ADA and TD fares are increased, it is recommended that CAT explore implementation of an unlimited paratransit monthly pass or discounted ticket book (10 or 20 ride tickets at reduced cost per trip from single fare) to offset the overall financial impacts for frequent ADA or TD users. CAT also could explore providing a fixed-route pass at no cost to TD riders who are able to use the fixed-route system.

In conjunction with the above, it is also recommended that CAT implement a fare increase of up to \$1 for all ADA and TD riders within the next two years. Providing considerable advance notice of a future fare change to riders should reduce potential ridership loss while generating the additional fare revenue needed to maintain existing service levels as operating costs continue to increase.

**Table 7-2: Recommended Paratransit Fare Structure**

Fare Category	Current Fare	Recommended Fare
Reduced ADA Fare	\$1.00	\$1.00
ADA Fare	\$3.00	\$3.00
TD Fare – At or Under Poverty Level	\$1.00	\$1.00
TD Fare – 101% to 150% of Poverty Level	\$3.00	\$3.00
<b>TD Fare – +151% of Poverty Level</b>	n/a	<b>\$4.00</b>
TD Fare – 151% to 225% of Poverty Level	\$4.00	<b>n/a (consolidate)</b>
TD Fare – 226% to 337% of Poverty Level	\$5.00	<b>n/a (consolidate)</b>
TD Fare – +337% of Poverty Level	\$7.00	<b>n/a (consolidate)</b>

Changes to fares shown in **bold** text.

## Documentation for Required Low-Income Fare Qualification

Reduced ADA and TD fares are available for riders who qualify based on their annual household income, and proof of income is required. Currently, acceptable types of proof of income are pension benefit statements, unemployment benefit statements, or current paystubs. These documents all tie to individual income rather than household income, which may allow individuals to qualify for reduced fares based on their individual income when household income is high enough to support paying the full fare. Also, it should be recognized that individuals may live in a physical household with other family members but still maintain separate finances, such as an older parent living with his/her child but who is independent financially and supported by his/her own retirement/Social Security income.

It is recommended that CAT maintain the requirement that qualification for the reduced/low-income fare be tied to household income rather than individual income. Documentation used to demonstrate this should prove that the household income meets the required threshold; proof of income should be tied to a person's federal income tax return from the prior year (or State filing if from outside Florida). This will ensure that the most current annual household income figure is used to determine eligibility and will reduce potential abuse of eligibility if the documentation provided does not reflect the true household income. At the same time, it will ensure that a person physically living in a household who is otherwise financially independent may still qualify for a reduced fare as long as her/she has filed their own taxes reflecting their own "household" income.

It is recognized that not all individuals file federal taxes or can provide a federal tax return. To provide flexibility in these instances, it is recommended that CAT also adopt a policy to consider other types of proof of income such as year-end Social Security statement, etc., on a case-by-case basis for individuals who either cannot provide a federal income tax form or to document that their income has changed since their last tax statement, such as due to job change or loss, now qualifying them for the reduced fare.

## Other Policy Recommendations

It is recommended that CAT explore implementing the following policy changes:

- Sell passes at third-party vendors (such as grocery and convenience stores).
- Use a phone/computer app to purchase passes/fares.
- Allow reduced fares for college students and active/retired military personnel with valid ID.
- Further incentivize the Business Pass Program by maintaining the current corporate 30-day pass rate of \$29.75 if the 30-day pass fare is increased to \$40. The federal tax incentive for private employers to subsidize employee commuter benefits, including transit passes, was eliminated under the federal tax reform signed into law in December 2018. To overcome the

loss of this tax incentive, a 25% reduced 30-day pass may re-incentivize private employers to offer transit passes for their employees.

- Implement a promotional “Try Transit” day—fixed-route fares are waived on a designated day to encourage infrequent or new riders to try CAT’s service. Revenue impacts for providing a free transit day likely will be minimal, as revenue only from single rides or day passes that otherwise would have been purchased that day will not be generated.
- Review the average fare and subsidy per passenger and the farebox recovery ratio when developing the annual operating budget; if all three ratios are declining and costs to operate the service are increasing, consider a fare adjustment.
- Monitor the local Consumer Price Index; if increases are greater than 5% in any given year, consider increasing fares to keep pace with inflation.

## 7.2 Fare Change Equity Analysis Findings

As discussed in Section 4, CAT is required to complete an equity analysis in consideration of a fare change, regardless of the proposed fare increase or decrease amount. The equity analysis determines if proposed changes have a disparate impact on minority populations or do not disproportionately burden low-income persons.

While any changes to CAT fares will have a greater impact on low income and minority populations simply because these groups comprise the disproportionate share of the population using CAT services, the proposed fare changes do not appear to have a disproportionate adverse impact on these groups. If the proposed fare changes discussed in this section are implemented as recommended, they do not appear to create any disparate impacts for minority communities, nor do they create any disproportionate burden on low-income communities due to the following:

- Whereas an increase in the base fare is proposed, it is justified by rising operating costs. Further, the base fare increase is presented as a package, with a lowered day-pass price and free 90-minute transfer, mitigating the burden that would be felt if the base fare was increased independently. High use riders are able to shift to more affordable fare options.
- In addition, the infrequently used 7-day pass is proposed to be eliminated, in favor of a 15-day pass priced at 50% of the price of the 30-day pass. The 15-day pass is a far better value than the 7-day pass in terms of the cost per trip and offers a lower cost point of entry alternative for low-income riders unable to afford the higher up-front cost of a 30-day pass. Further, riders would be able to purchase two 15-day passes back-to-back at a cost equal to the 30-day pass.
- All fixed-route fare changes are designed to affect all riders within a fare category equally while providing more fare choice at a higher value per ride. The fare changes proposed do not appear to adversely affect any protected class of people more than another.

- No increase in fares for ADA and TD riders are proposed at this time. Fares for TD riders in the highest income brackets will decrease to consolidate the number of income brackets on which the fares are based- reducing fare brackets to \$1, \$3, and \$4.

# Appendix A

## Intercept Survey Questions



## CAT Fare Study Intercept Survey Questions

*Note: Italicized text for instructional purposes only and not to be included in survey questions.*

Collier County is investigating ways to maintain and improve services to customers and balance these services with the necessary revenues to close funding gaps. The County recognizes that transit services are essential for persons who do not have access to a car, especially residents whose income is limited. As part of this investigation, Collier County staff have identified potential changes to the fare structure with the goals of expanding ridership, limiting negative financial impact on low income residents, and increasing revenue to maintain and expand transit services. To assist the County in this analysis, please take a few minutes to complete the following questions.

1. Do you qualify for reduced fares? Yes\_\_\_ No \_\_\_  
(Reduced fares are available for persons who are age 65 or over or age 17 and younger, disabled, or)
  
2. *If no to Q1:* What fare do you usually use?
  - a. Base Fare \$1.50
  - b. Base Fare \$1.50 Plus Transfer \$0.75
  - c. Day Pass \$4.00
  - d. 7-Day Pass \$15.00
  - e. 30-Day Pass \$35.00
  - f. Marco Express Single Fare \$2.50
  - g. Marco Express 30-Day Pass \$70.00
  - h. Other
  
3. *If yes to Q1:* What fare do you usually use?
  - a. Reduced Fare \$0.75
  - b. Reduced Fare \$0.75 Plus Transfer \$0.35
  - c. Reduced Day Pass \$2.00
  - d. Reduced 7-Day Pass \$7.50
  - e. Reduced 30-Day Pass \$17.50
  - f. Reduced Marco Express Single Fare \$1.20
  - g. Reduced Marco Express 30-Day Pass \$35.00
  - h. Other
  
4. *If Yes to Q2(a) (base fare):* If the cost of a one-way fare increased from \$1.50 to \$2.00, I would:
  - a. Switch to the Day Pass at the current price of \$4 because I make at least two trips a day
  - b. Switch to the Day Pass only if lowered to \$3 as I typically only make one trip per day
  - c. Switch to a new 15-Day Pass offered at \$18
  - d. I would not make any change
  - e. I would no longer use the system
  - f. Other, explain: \_\_\_\_\_
  
5. *If Yes to Q3(a) (reduced fare):* If the cost of a one-way fare increased \$0.75 to \$1.00, I would:
  - a. Switch to the Day Pass at the current price of \$2 because I make at least two bus trips a day

- b. Switch to the Day Pass only if lowered to \$1.50 as I typically make fewer than two bus trips per day
  - c. Switch to a new 15-Day Pass offered at \$9
  - d. I would not make any change
  - e. I would no longer use the system
  - f. Other, explain: \_\_\_\_\_
6. *If Yes to Q2(b) (base fare plus transfer):* If transfers are eliminated, I would:
- a. Switch to the Day Pass at the current price of \$4 because I make at least two bus trips a day
  - b. Switch to the Day Pass only if lowered to \$3 as I typically make fewer than two bus trips per day
  - c. Switch to a new 15-Day Pass at \$18
  - d. I would not make any change
  - e. I would no longer use the system
  - f. Other, explain: \_\_\_\_\_
7. *If Yes to Q3(b) (reduced fare plus transfer):* If transfers are eliminated, I would:
- a. Switch to the Day Pass at the current price of \$2
  - b. Switch to the Day Pass only if lowered to \$1.50 for reduced fare as I typically make fewer than two bus trips per day
  - c. Switch to a new 15-Day Pass at \$9
  - d. I would not make any change
  - e. I would no longer use the system
  - f. Other, explain: \_\_\_\_\_
8. *If Yes to Q2(c) or Q3(c) (full or reduced day pass):* If the price of a day pass was lowered to \$3 for regular fare and \$1.50 for reduced fare if transfers were eliminated I would:
- a. Switch to the lower price Day Pass
  - b. Other, explain: \_\_\_\_\_
9. *If Yes to Q2(d) (full 7 day pass):* If the 7 day pass were eliminated, I would:
- a. Switch to the Day Pass either at the current price of \$4 or at a lower fare of \$3
  - b. Switch to a new 15 day pass that is half the cost of the 30 day pass at \$18 (based on the current 30 day pass price)
  - c. I would no longer use the system
  - d. Other, explain: \_\_\_\_\_
10. *If Yes to Q3(d) (reduced 7 day pass):* If the 7 day pass were eliminated, I would:
- a. Switch to the Day Pass either at the current price of \$2 or at a lower fare of \$1.50
  - b. Switch to a new 15 day pass that is half the cost of the 30 day pass at \$9 reduced fare (based on the current 30 day pass price)
  - c. I would no longer use the system
  - d. Other, explain: \_\_\_\_\_
11. *If Yes to Q2(e) (full 30 day pass):* If the price of the 30 day pass were increased from \$35 to \$40, I would:

- a. Switch to the new 15 day pass that is half the cost of the 30 day pass at \$18 (based on the current 30 day pass price)
  - b. I would no longer use the system
  - c. Other, explain: \_\_\_\_\_
12. *If Yes to Q3(e) (reduced 30 day pass):* If the price of the 30 day pass were increased from \$17.50 to \$20, I would:
- a. Switch to the new 15 day pass that is half the cost of the 30 day pass at \$9 (based on the current 30 day pass price)
  - b. I would no longer use the system
  - c. Other, explain: \_\_\_\_\_
13. *If Yes to Q2(f) (Marco Express base fare):* If the cost of a one-way fare increased from \$2.50 to \$3.00, I would:
- a. Switch to the 30 day pass offered at the existing price of \$70 as I am a frequent user
  - b. I would not make any change
  - c. Would prefer there is a reasonably priced day pass for Marco Express service
  - d. I would no longer use the system
  - e. Other, explain: \_\_\_\_\_
14. *If Yes to Q3(f) (Marco Express reduced fare):* If the cost of a one-way fare increased from \$1.20 to \$1.50, I would:
- a. Switch to the 30 day pass offered at the existing price of \$35 as I am a frequent user
  - b. I would not make any change
  - c. Would prefer there is a reasonably priced day pass for Marco Express service
  - d. I would no longer use the system
  - e. Other, explain: \_\_\_\_\_
15. If you ride the CAP paratransit services and the CAP fare is increased from \$3.00 to \$4.00, what are you likely to do?
- a. I do not ride the CAP service
  - b. I would pay the new fare
  - c. I would file for reduced fare eligibility
  - d. I would stop riding CAP
  - e. Other, explain: \_\_\_\_\_

*Once finished with Q4-15 or if select Q2(g), Q2(h), Q3(g), or Q3(h) answer the following:*

16. I primarily ride the bus:
- a. To/from work
  - b. For shopping/recreation trips
  - c. Necessary trips like grocery/medical, etc.
  - d. For everything—the bus is my primary mode of transportation
17. My age is
- a. under 18 years
  - b. 18-25

- c. 25-65
- d. Over 65

18. My income level is:

- a. Less than \$10,000
- b. \$10,000-\$24,999
- c. \$25,000-\$49,999
- d. \$50,000-\$74,999
- e. \$75,000-\$99,999
- f. \$100,000-\$149,999
- g. \$150,000 or more

19. My race/ethnicity is:

- a. Caucasian/White
- b. Black or African American
- c. Hispanic or Latino
- d. American Indian or Alaska Native
- e. Asian
- f. Native Hawaiian or Other Pacific Islander
- g. Other
- h. Two or More Races

# Appendix B

## Public Workshop Notice, Presentation, and Exercise Response Form



# **PUBLIC MEETING NOTICE**

## **POTENTIAL FARE CHANGES TO FIXED-ROUTE AND PARATRANSIT SERVICES**

<b>Tuesday, January 30, 2018</b>	
<b>10:00 a.m. to 2:00 p.m.</b> Collier Area Transit Transfer Center 3229 Tamiami Trail East Naples, FL 34112	<b>4:00 p.m. to 7:00 p.m.</b> CareerSource Southwest Florida 750 South 5th Street Immokalee, FL 34142

Collier Area Transit (CAT) provides fixed-route and paratransit transportation services to the residents of Collier County and is evaluating a potential fare increase for both services. Please join us at one of the two public meetings noted above to discuss the proposed changes, ask questions, and share your thoughts. Both workshop locations are accessible by fixed-route service. Please check route schedules for details. Paratransit customers interested in attending either workshop should make reservations in advance.

Members of the Board of County Commissioners may be in attendance.

*In accordance with the Americans with Disabilities Act of 1990, persons needing a special accommodation at this meeting because of a disability or physical impairment should contact Matthew Livinghouse at Collier Area Transit, 3299 Tamiami Trail East, Suite 103, Naples, Florida 34104 or at (239) 252-5849 no later than 48 hours before the meeting*



# **AVISO DE REUNIÓN PÚBLICA**

## **CAMBIOS POTENCIALES A LAS TARIFAS DE SERVICIOS DE RUTA FIJA Y PARATRÁNSITO**

**Martes, 30 de Enero del 2018**

<b>10:00 a.m. - 2:00 p.m.</b> Collier Area Transit Transfer Center 3229 Tamiami Trail East Naples, FL 34112	<b>4:00 p.m. - 7:00 p.m.</b> CareerSource Southwest Florida 750 South 5th Street Immokalee, FL 34142
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Collier Area Transit (CAT) proporciona servicios de transporte de ruta fija y paratrásito a los residentes del Condado de Collier y está evaluando un posible aumento de tarifas para ambos servicios. Por favor asista a una de las dos reuniones públicas mencionadas anteriormente para analizar los cambios propuestos, hacer preguntas y/o compartir sus ideas. Ambas ubicaciones son accesibles por el servicio de ruta fija. Por favor revise los horarios de las rutas para más detalles. Los clientes de Paratrásito interesados en asistir a cualquiera de las reuniones deberán hacer sus reservaciones con anticipación.

Los miembros de la Junta de Comisionados del Condado pueden estar presentes.

*De acuerdo con la Ley de Estadounidenses con Discapacidades de 1990, las personas que necesiten un alojamiento especial en esta reunión debido a una discapacidad o impedimento físico deberán comunicarse con Matthew Liveringhouse en Collier Area Transit, 3299 Tamiami Trail East, Suite 103, Naples, Florida 34104 o (239) 252-5849 con 48 horas de anticipación a la reunion.*





# AVI POU REYINYON PIBLIK

## CHANJMAN POTANSYÈL NAN PRI

## POU WOUT FIKS AK SÈVIS PARATRANSIT

Madi, 30 janvye, 2018

Madi, 30 janvye, 2018	
<p><b>De 10:00 a.m. a 2:00 p.m.</b>            Collier Area Transit Transfer Center            3229 Tamiami Trail East            Naples, FL 34112</p>	<p><b>De 4:00 p.m. a 7:00 p.m.</b>            CareerSource Southwest Florida            750 South 5th Street            Immokalee, FL 34142</p>

Collier Area Transit (CAT), ki bay sèvis transpò wout fiks e transpò pou moun ki andikapè ki abite nan Collier County, ap evalye yon ogmantasyon nan pri tikè pou tou de sèvis yo. Tanpri vini nan youn de reyinyon piblik kap fet nan dat ki bay anlè a pou diskite chanjman ki pwopoze yo, poze kesyon, epi di sa ou panse. Tou de kote pou reyinyon yo aksesib ak sèvis –wout fiks. Tanpri tcheke orè wout pou plis detay. Kliyan transpò pou moun ki andikap ki enterese patisipe nan youn de reyinyon yo dwe fè rezèvasyon davans.

Manm Konsèy Komisyonè a ka nan youn nan reyinyon piblik yo.

akò la Lwa 1990 Ameriken ak Enfimite yo, moun ki bezwen yon aranjman espesyal nan reyinyon sa a poutèt yon andikap oswa andikap fizik dwe kontakte Matthew Livinghouse nan Transit Area Collier, 3299 Tamiami Trail East, Suite 103, Naples, Florida 34104 oswa nan (239) 252-5849 pa pita pase 48 èdtan anvan reyinyon an.

# Fare Study Public Workshop

## Exercise Responses

Please view the workshop presentation at the designated station then answer the following questions. This information will provide valuable input on the proposed fare recommendations and other aspects of Collier Area Transit's (CAT) fare policies. You may use the space on the backside of this sheet to expand your responses or to provide additional comments, as needed. Thank you in advance for your input!

1. Which fare increments make paying with cash most convenient for you?
  - a) An even dollar – like \$1.00, \$2.00, etc.
  - b) An even half dollar – like \$0.50, \$1.50, etc.
  - c) An even quarter dollar – like \$0.25, \$0.50, \$0.75, etc.
  - d) All of the above are equally convenient to me
  - e) Other increments? \_\_\_\_\_
  
2. Which new fare purchase/payment options would be convenient to you?
  - a) Buying a smart card at places like grocery or convenience stores
  - b) Pay fare using my smartphone or tablet
  - c) Other? Please explain: \_\_\_\_\_
  
3. Would you support a fare increase if the revenue was used for the following? (pick all that apply)
  - a) Yes, to improve service frequency/availability
  - b) Yes, to provided better access to locations you wish to go
  - c) Yes, for: \_\_\_\_\_
  - d) No, I do not support a fare increase
  
4. Please answer only if you ride CAP paratransit (ADA) service. If not, skip to the next question. How much do you think the fares should be increased to cover the cost to provide ADA service?
  - a) \$0.50 increase
  - b) \$1.00 increase
  - c) Other increase \_\_\_\_\_
  
5. Please answer only if you are a TD eligible rider. If not, skip to the next question. How much do you think the TD fares should be increased to cover the cost to provide TD services? (pick one)
  - a) \$0.25 increase
  - b) \$0.50 increase
  - c) Other increase \_\_\_\_\_

The remaining questions should be answered by riders who use fixed-route service.

6. How long is your typical one-way trip?
 

\_\_\_\_\_ minutes      \_\_\_\_\_ miles

- 7. Would you support paying a slightly higher one-way fare if it includes a free transfer?
  - a) Yes
  - b) No, keep as is
  - c) Does not matter since my travel does not require a transfer.
  
- 8. At what price is fixed-route bus service too expensive?
  - a) Current fare of \$1.50 (or \$0.75 for riders qualifying for reduced fare)
  - b) \$2.00 fare (or \$1.00 for riders qualifying for reduced fare)
  - c) \$2.50 fare (or \$1.25 for riders qualifying for reduced fare)
  - d) Other? \_\_\_\_\_
  
- 9. If you do not currently use passes, why? (pick all that apply)
  - a) I am not able to get to a location to buy the pass
  - b) The day-pass is too expensive
  - c) The 7-day pass is too expensive
  - d) The 30-day pass is too expensive
  - e) It is too confusing to buy the pass on the bus
  - f) I do not ride enough to make the cost of a pass worth the price
  
- 10. Which fare changes should CAT institute first? (please pick 3)
  - a) Reduce the day-pass from \$4.00 to \$3.00 as a stand-alone change
  - b) Increase the base fare from \$1.50 to \$2.00 and reduce the day-pass from \$4.00 to \$3.00
  - c) Change the 7-day pass from \$15.00 to a 15-day pass at 50% of the 30 day pass price (\$18 or \$20)
  - d) Eliminate transfers and reduce the unlimited day-pass from \$4.00 to \$3.00
  - e) Increase the base fare to \$2.00 and make transfers free for 90 minutes
  - f) Other options? \_\_\_\_\_
  
- 11. In addition to existing pass types, are there any other fare options should CAT consider?  
List/describe up to 3 if applicable.
  - a) \_\_\_\_\_
  - b) \_\_\_\_\_
  - c) \_\_\_\_\_

Please provide any additional comments, questions, or thoughts in the space below.

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**Thank you!**

# Fare Study

Public Workshop  
January 30, 2018

## Workshop Overview

- Workshop Goals
- Existing Fare Structure
- Ridership & Revenue Trends
- Conceptual Fare Alternatives
- Workshop Exercises
- Questions & Comments

## Workshop Goals

- Educate the Public about CAT Fares and Potential Fare Changes
- Gather Feedback concerning Potential Fare Changes
- Develop Consensus about Potential Fare Change Alternatives
  - Fixed-route fares
  - ADA fares
  - Transportation Disadvantaged (TD) fares

## Existing Fare Structure

Fixed-Route Fares		Paratransit Fares	
Full Fixed Route Fare	\$1.50	ADA Fare	\$3.00 (\$1.00 at or under poverty level)
Reduced Fixed-Route Fare	\$0.75	Medicaid Fare	Services managed by MTM, Inc.
Transfer	\$0.75	TD Fare - At or Under Poverty Level	\$1.00
Reduced Transfer	\$0.35	TD Fare - 101% to 150% of Poverty Level	\$3.00
Children Age 5 & Under Free		TD Fare - 151% to 225% of Poverty Level	\$4.00
All Day Pass	\$4.00	TD Fare - 226% to 337% of Poverty Level	\$5.00
Reduced All Day Pass	\$2.00	TD Fare - +337% of Poverty Level	\$7.00
Weekly Pass	\$15.00		
Reduced Weekly Pass	\$7.50		
Monthly Pass	\$35.00		
Reduced Monthly Pass	\$17.50		
Marco Express (ME) Single Fare	\$2.50		
Reduced ME Single Fare	\$1.20		
ME Monthly Pass	\$70.00		
Reduced ME Monthly Pass	\$35.00		

## Existing Fare Structure

- Value of Existing Fixed-Route Fare Passes

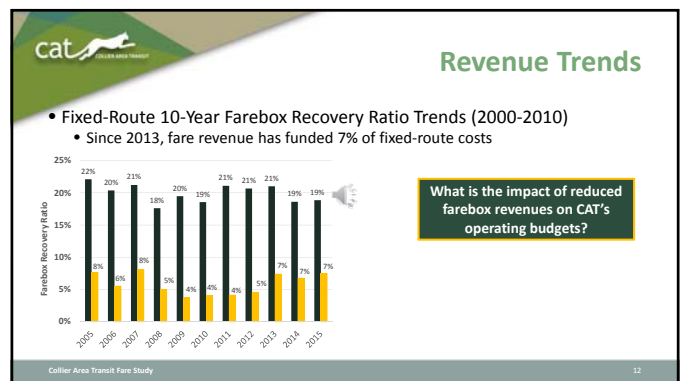
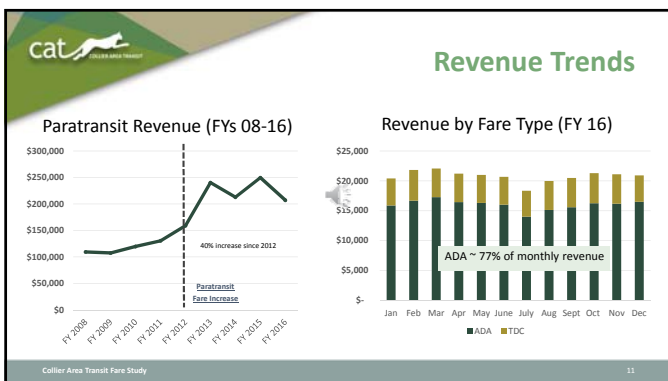
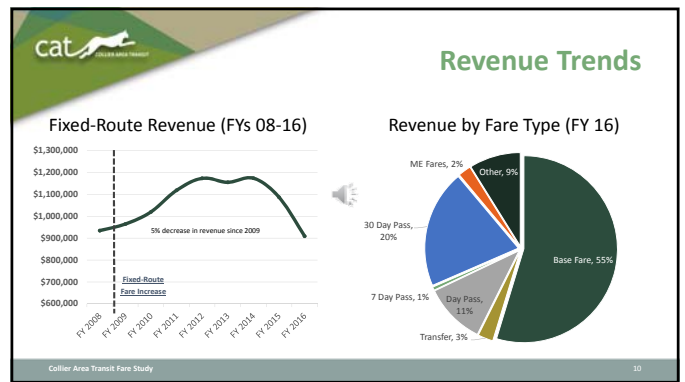
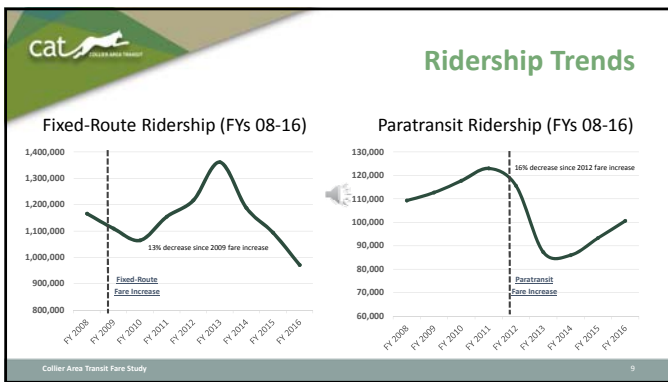
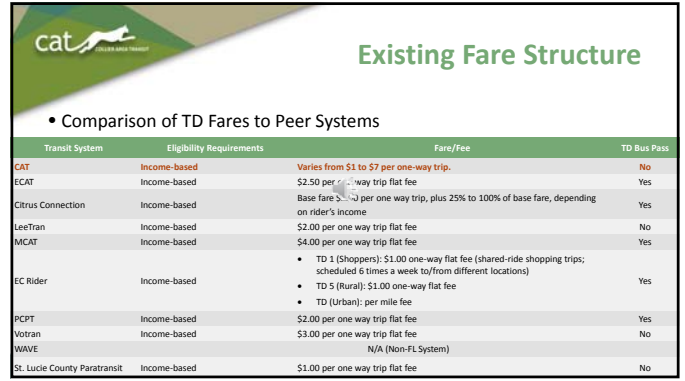
Fare Type	Fare	Assumed # Trips	Fare/Trip
Cash Fare - Full	\$1.50	1	\$1.50
Day Pass - Full	\$4.00	4	\$1.00
7 Day Pass - Full	\$15.00	28	\$0.54
30 Day Pass - Full	\$35.00	88	\$0.40
Cash Fare - Reduced	\$0.75	1	\$0.75
Day Pass - Reduced	\$2.00	4	\$0.50
7 Day Pass - Reduced	\$7.50	28	\$0.27
30 Day Pass - Reduced	\$17.50	88	\$0.20

## Existing Fare Structure

- Fare per Trip vs. Cost per Trip (FY 16)

Service	Average Fare/Trip	Cost/Trip	Cost Recovery
Fixed-Route	\$1.05	\$5.91	18%
Paratransit	\$2.48	\$36.92	7%

Year	Fixed-Route (%)	Paratransit (%)
2011	21.1%	4.2%
2012	20.7%	4.6%
2013	21.0%	7.4%
2014	18.6%	6.8%
2015	18.9%	7.5%
2016	16.8%	6.7%



### Conceptual Fare Alternatives

- Fare Elasticity Factor
  - Statistical model
  - Experience of other systems
  - Elasticity is -0.40

Economic elasticity shows that for each 10% increase in fare cost, we are likely to see a 4.3% decrease in ridership

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### Conceptual Fare Alternatives

- Increase Base Fare
  - Base fare fixed at \$1.50 full/ \$0.75 reduced
  - Operating costs have increased 14% between 2009 and 2016
- Transfers
  - Eliminate transfers to reduce fare abuse, cash counting costs
  - Offer free 90-minute transfer, does not penalize need to transfer
- Day-Pass
  - Reduce cost of day pass to provide more affordable alternative to increased base fare
  - Day pass offers unlimited rides

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### Conceptual Fare Alternatives

- Replace 7 Day Pass with 15 Day Pass Priced at 50% cost of 30 Day Pass
  - 7 day pass is under utilized, 30 day pass may be unaffordable to some
  - 15 day pass adds significant value to rider (more travel) at an affordable price
- Increase Price of 30 Day Pass
  - Very low cost per trip compared to base fare and peers
  - Resulting value per trip remains significant for rider at a slightly high priced 30 day pass
- Military and College Students Eligible for Reduced Fare (Policy)

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### Conceptual Fare Alternatives

Fare Category	Current	Scenario A	Scenario B	Scenario C	Scenario D
Full Fixed Route Fare	\$1.50/\$0.75	\$1.50/\$0.75	<b>\$2.00/\$1.00</b>	<b>\$2.00/\$1.00</b>	<b>\$2.00/\$1.00</b>
Transfer Full/Reduced	\$0.75/\$0.35	N/A	N/A	N/A	Free 90 min
Children	Age 5 & Under Free	Age 5 & Under Free	Age 5 & Under Free	Age 5 & Under Free	Age 5 & Under Free
Day Pass Full/Reduced	\$4.00/\$2.00	<b>\$3.00/\$1.50</b>	<b>\$3.00/\$1.50</b>	<b>\$3.00/\$1.50</b>	<b>\$3.00/\$1.50</b>
7 Day Pass Full/Reduced	\$15.00/\$7.50	N/A	N/A	N/A	N/A
15 Day Pass Full/Reduced (new)	N/A	<b>\$18.00/\$9.00</b>	<b>\$18.00/\$9.00</b>	<b>\$20.00/\$10.00</b>	<b>\$20.00/\$10.00</b>
30 Day Pass Full/Reduced	\$35.00/\$17.50	\$35.00/\$17.50	\$35.00/\$17.50	<b>\$40.00/\$20.00</b>	<b>\$40.00/\$20.00</b>
Marco Express Single Fare Full/Reduced	\$2.50/\$1.20	\$2.50/\$1.20	<b>\$3.00/\$1.50</b>	<b>\$3.00/\$1.50</b>	<b>\$3.00/\$1.50</b>
Marco Express 30 Day Pass Full/Reduced	\$70.00/\$35.00	\$70.00/\$35.00	\$70.00/\$35.00	\$70.00/\$35.00	\$70.00/\$35.00
Summer Paw Pass	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00

\*Proposed change to fares bolded

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### Workshop Exercises

1. Which fare increments make paying with cash most convenient for you?

- An even dollar – like \$1.00, \$2.00, etc.
- An even half dollar – like \$0.50, \$1.50, etc.
- An even quarter dollar – like \$0.25, \$0.50, \$0.75, etc.
- All of the above are equally convenient to me
- Other increments? \_\_\_\_\_


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### Workshop Exercises

2. Which new fare purchase/payment options would be convenient to you?

- Buying a smart card at places like grocery or convenience stores
- Pay fare using my smartphone or tablet
- Other? Please explain: \_\_\_\_\_


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 **Workshop Exercises**

3. Would you support a fare increase if the revenue was used for the following? (pick all that apply)

- a) Yes, to improve service frequency/availability
- b) Yes, to provide better access to locations you wish to go
- c) Yes, for: \_\_\_\_\_
- d) No, I do not support a fare increase


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 **Workshop Exercises**

4. Please answer only if you ride CAP paratransit (ADA) service. If not, skip to the next question. How much do you think the fares should be increased to cover the cost to provide ADA service?

- a) \$0.50 increase
- b) \$1.00 increase
- c) Other increase \_\_\_\_\_


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 **Workshop Exercises**

5. Please answer only if you are a TD eligible rider. If not, skip to the next question. How much do you think the TD fares should be increased to cover the cost to provide TD services? (pick one)

- a) \$0.25 increase
- b) \$0.50 increase
- c) Other increase \_\_\_\_\_

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 **Workshop Exercises**

The remaining questions should be answered by riders who use fixed-route service.

6. How long is your typical one-way trip?

\_\_\_\_\_ minutes \_\_\_\_\_ miles


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 **Workshop Exercises**

7. Would you support paying a slightly higher one-way fare if it includes a free transfer?

- a) Yes
- b) No, keep as is
- c) Does not matter since my travel does not require a transfer.

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 **Workshop Exercises**

8. At what price is fixed-route bus service too expensive?

- a) Current fare of \$1.50 (or \$0.75 for riders qualifying for reduced fare)
- b) \$2.00 fare (or \$1.00 for riders qualifying for reduced fare)
- c) \$2.50 fare (or \$1.25 for riders qualifying for reduced fare)
- d) Other? \_\_\_\_\_

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## Workshop Exercises

9. If you do not currently use passes, why? (pick all that apply)

- a) I am not able to get to a location to buy the pass
- b) The day-pass is too expensive
- c) The 7-day pass is too expensive
- d) The 30-day pass is too expensive
- e) It is too confusing to buy the pass on the bus
- f) I do not ride enough to make the cost of a pass worth the price

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## Workshop Exercises

10. Which fare changes should CAT institute first? (please pick 3)

- a) Reduce the day-pass from \$4.00 to \$3.00 as a stand-alone change
- b) Increase the base fare from \$1.50 to \$2.00 and reduce the day-pass from \$4.00 to \$3.00
- c) Change the 7-day pass from \$15.00 to a 15-day pass at 50% of the 30 day pass
- d) Eliminate transfers and reduce the unlimited day-pass from \$4.00 to \$3.00
- e) Increase the base fare to \$2.00 and make transfers free for 90 minutes
- f) Other options? \_\_\_\_\_

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## Workshop Exercises

11. In addition to existing pass types, are there any other fare options should CAT consider? List/describe up to 3 if applicable.

- a) \_\_\_\_\_
- b) \_\_\_\_\_
- c) \_\_\_\_\_

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## Workshop Exercises

12. Please provide any additional comments, questions, or thoughts using a comment card which are available from the staff.

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## Questions & Comments

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## Thank You For Participating!!

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