

Collier Area Transit & Collier Area Paratransit Transit Impact Analysis & Funding Strategies Scope of Work

Updated March 16, 2020

Background

The Public Transit & Neighborhood Enhancement Division (PTNE) is responsible for the management of the Collier Area Transit (CAT) System. CAT provides Fixed Route and Paratransit transportation services to the residents of Collier County. The Fixed Route system provides public transit service to the urbanized areas of the County, including Naples, Marco Island and Immokalee. Limited Fixed Route service is also provided in the Golden Gate Estates area. CAT also partners with Lee County Transit (LeeTran) to provide an express route between the two counties. The Collier Area Paratransit (CAP) system provides passenger door to door trips funded by two different programs; Transportation Disadvantaged (TD) and Americans with Disabilities Act (ADA).

Through the years the service to the community has grown in response to the development that has occurred in the area. The transit system has been responding to development rather than being a part of the planning process so that the service can be provided as an alternative mode when then development is completed. For Transit to be included as part of the development process it is necessary to understand the demand placed on the community's transit network by development when assessing the effects of development.

All development generates traffic, and some may generate enough traffic to create congestion on the existing roadways system requiring the community to invest more capital in the form of new roads, added lanes, traffic signals or turn lanes. Currently as new development or redevelopment is proposed, there are traffic impact studies that are required of the petitioner to analyze the impacts on the roadway network but not the transit system as a component of the overall transportation network. Understanding traffic impacts becomes even more important as budgets for public facility and infrastructure improvements become increasingly strained. It is important to ensure that the evaluation of the traffic impacts includes a multi-modal aspect to help expand the capacity of the existing roadway system.

In a community like Collier County, there are considerable numbers of elderly and young residents that do not have access to a vehicle and may be willing to use public transportation. The community has a very seasonal population that are used to public transportation as an option in the communities that they are visiting from or would like the option of a transit system to take them to destinations they are not familiar with. The Collier County, Cities of Marco Island, Naples & Everglades Growth Management Plans and land development regulations do not contemplate transit impacts during the typical transportation impact statement review. Without this alternative mode being considered as an option during the development process, the transit agency is faced with finding a way to accommodate the demand after the fact and without the necessary resources.

The PTNE Division would like to have a study which assesses the effects that a development's traffic will have on the transit network in the community and provide criteria for determining the capital or operating improvements required to the transit system in the form of stop improvements, route modifications or additions based on the defined impacts. By preparing this study the transit system will be provided the nexus required to include measurable Goals, Objectives and policies in the Growth Management Plan and applicable land development codes to support the need to conduct a Transit Impact Analysis prior to approving future developments inclusive of the incorporated and unincorporated areas of Collier County. The study will help answer the questions of the implications of land use decisions on the transit system.

The responsibility to upgrade transit network and associated amenities in conjunction with new development is currently the sole responsibility of the Transit agency. Yet Transit agencies often lack funding for improvements necessary to keep pace with development.

This study should provide information and analysis that can be used to develop funding strategies for the benefit of enhancing transit to meet the development demands. These funding strategies may include the development of parameters that can be applied to developments based on the land use being developed (residential units; commercial use; # of jobs generated; etc.) to determine the improvement that would be needed to support the impact (bus route; bus stop/shelter; park-n-ride lot; etc.). The funding strategies could also include the establishment of funding sources that could support improving the "backlog" of operational improvements and infrastructure as well as new improvements/infrastructure. The research for the development of funding strategies should include an evaluation of what other Counties/Transit Agencies are doing within this realm.

SCOPE OF SERVICES

The following tasks are requested as part of this scope and will correspond with the project schedule and budget:

1. ***A kick-off meeting will be held via conference call.*** The kick-off meeting will confirm project objectives, schedule, and deliverables. The meeting will also provide an opportunity to introduce staff and identify roles and responsibilities for this project.
2. ***Data Collection and analysis.*** Data shall be collected of the transit service (system coverage, hours of operations; headways; etc.) and cost; existing development and associated transit uses; analysis of enhanced transit service and anticipate cost increase; anticipated components of capital cost increase based on added service (buses/bus stops/shelters, transfer stations, park-n-ride facilities, fleet maintenance etc.); and any other data and analysis needed to develop transit planning parameters to be utilized during the development review to identify the impact on transit. The data collected should also be usable to develop a nexus for the potential establishment funding strategies for transit. If a fee structure is contemplated the nexus could be structured in a way that for the desired development pattern being proposed, the amount of Transportation impact fee would be lower and/or transferred to promote transit development rather than adding another fee. Conversely, if the proposed development is low density urban sprawl or in a rural area where it would be more expensive to provide transit service, the fee would be higher.

The Consultant should develop a standard where trip generation rates and trip reduction factors include calculations whereby if Transit is introduced along a corridor adjacent to the proposed

development what impacts that would have on their traffic impact statement and what contributions to the service the development would be required to make; and determine how to obtain funding from existing developments that already impact transit and as a result, require implementation of enhanced service to improve the service delivery to that area.

3. ***Prepare draft findings and analysis.*** A draft report of the findings, analysis and recommendation for the Transit parameters, impact assessment and mobility nexus should be prepared and presented to staff for their review and comments. The document shall be modified to incorporate staff comments and input where applicable.
4. ***Prepare documentation and present to committees/boards.*** A final draft report will be prepared to document recommendations for how Transit should be included in the development review process, including discussion of potential funding strategies, as appropriate. Staff will be allotted a minimum of two weeks to review the final draft and provide comments back to the Consultant for incorporation into a final report. Presentations will be given based on direction from CAT. It is anticipated that these presentations will be given to the Development Services Advisory Committee, the Collier County Planning Commission, the Public Transit Advisory Committee (PTAC), the MPO Technical Advisory Committee (TAC), the Collier MPO Board, and the Collier County Board of County Commission.
5. ***Provide implementation support for recommendations.*** Support will be provided to implement the recommendations documented in the report and based on direction received from the presentations conducted under the prior task. Implementation support includes activities such as drafting updated Comprehensive Plan policy language, modifying development review procedures, or similar efforts.

The consultant should be prepared to include County stakeholders throughout the process, including Comprehensive Planning and Transportation Planning. Any other tasks respondents to this scope of services believe are necessary to produce the best quality report and analysis should be included in the proposal. This scope of work will be completed by December 31, 2020, and a schedule identifying individual tasks will be provided.