



Fiscal Year 2020 Annual Report



Collier Metropolitan Planning Organization
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MPO Vision & Mission

The Collier MPO's Mission is to provide transportation planning leadership through a collaborative effort to maintain a safe, efficient, integrated and multimodal transportation system.

The Collier MPO's Vision is to strive to provide a fully integrated and multimodal transportation system that safely and efficiently moves people and goods while promoting economic development and protecting natural and man-made regional assets.

www.colliermpo.org



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Commissioner
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District 5

Collier MPO Board Members

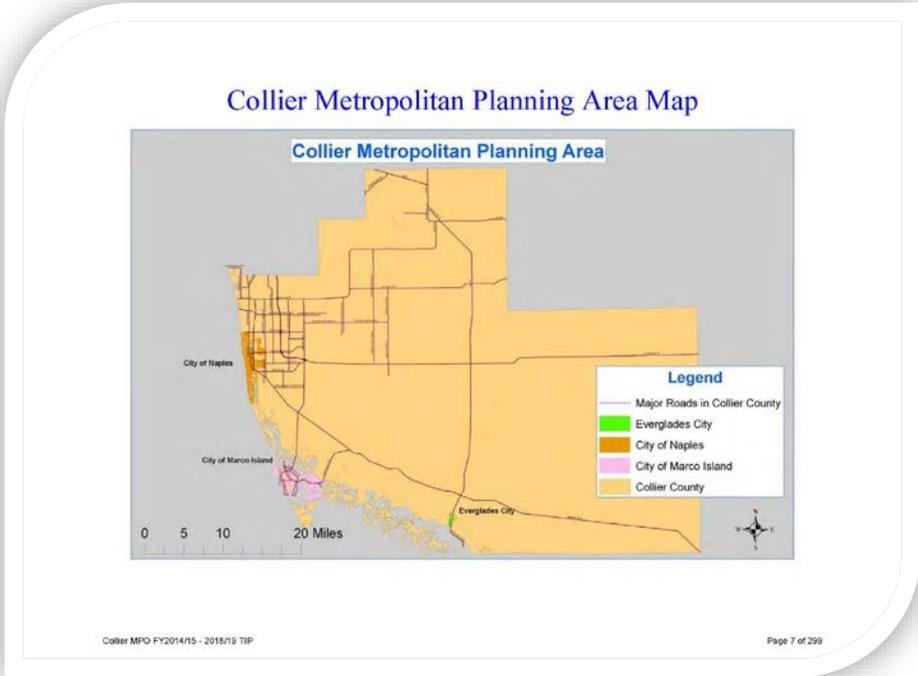


Annual Report Overview

The 2020 Annual Report addresses federal Transportation Performance Measures (TPMs) and the performance measures the MPO Board has adopted in its Strategic Plan, Bicycle and Pedestrian Master Plan (2019) and Congestion Management Process (2017). The Florida Department of Transportation (FDOT) submits annual reports on the federal TPM Targets throughout the year, with updates on safety statistics due at the end of October each year. That information is incorporated into the MPO’s Annual Report, which the MPO Director traditionally presents to the MPO Board in December.

Introduction to Collier MPO

The Collier MPO’s jurisdiction includes Collier County and the cities of Naples, Marco Island and Everglades City. Established in 1982, the Collier MPO is a federally mandated transportation policy-making organization composed of locally elected officials from Collier County, the City of Naples, the City of Marco Island, and the City of Everglades City. The MPO is tasked to provide both the urban and rural areas of the County with a **Continuing, Cooperative, and Comprehensive (3-C) planning process** to ensure that highways, transit, bicycle, pedestrian and other transportation facilities are properly considered within the context of the overall transportation needs of the community.



The MPO staff reports directly to the MPO Board and provides information and technical assistance to the MPO's advisory committees. The advisory committees, along with the MPO staff, provide recommendations to the MPO Board regarding short- and long-range planning, multimodal project prioritization and related issues. The MPO Board and each of its advisory committees operate under bylaws approved by the MPO Board. The advisory committees include the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle and Pedestrian Advisory Committee (BPAC), Local Coordinating Board (LCB) and the Congestion Management Committee (CMC). Members of these committees, various interested parties and citizens make up the MPO Master Database of Contacts. The committees review plans, documents and programs and provide comments and recommendations during the development of plans and major studies. Documents presented to the MPO Board for approval, endorsement or ratification have typically been reviewed by the TAC and CAC, and other committees as appropriate.

As reported in the 2045 Long Range Transportation Plan (LRTP), Collier County is the largest county in Florida by land area. Approximately 67 percent of the County's land area has a land use designation of Conservation, is owned primarily by the federal and state government, and is restricted from development. The County had an estimated population of 376,706 in 2019 according to the Florida Legislature Office of Economic and Demographic Research (EDR 2020). The U.S. Census Bureau's American Community Survey (ACES) lists the Median Household Income in Collier County as \$65,675, the poverty rate at 12.3% Median age at 50.3 years compared to 37.9 in the United States.

All of Collier County - including the cities of Naples, Marco Island, and Everglades City – experiences a large, seasonal increase in population and traffic between October and April, with the highest traffic volumes occurring in the months of February and March. Collier County is expected to continue growing in population.

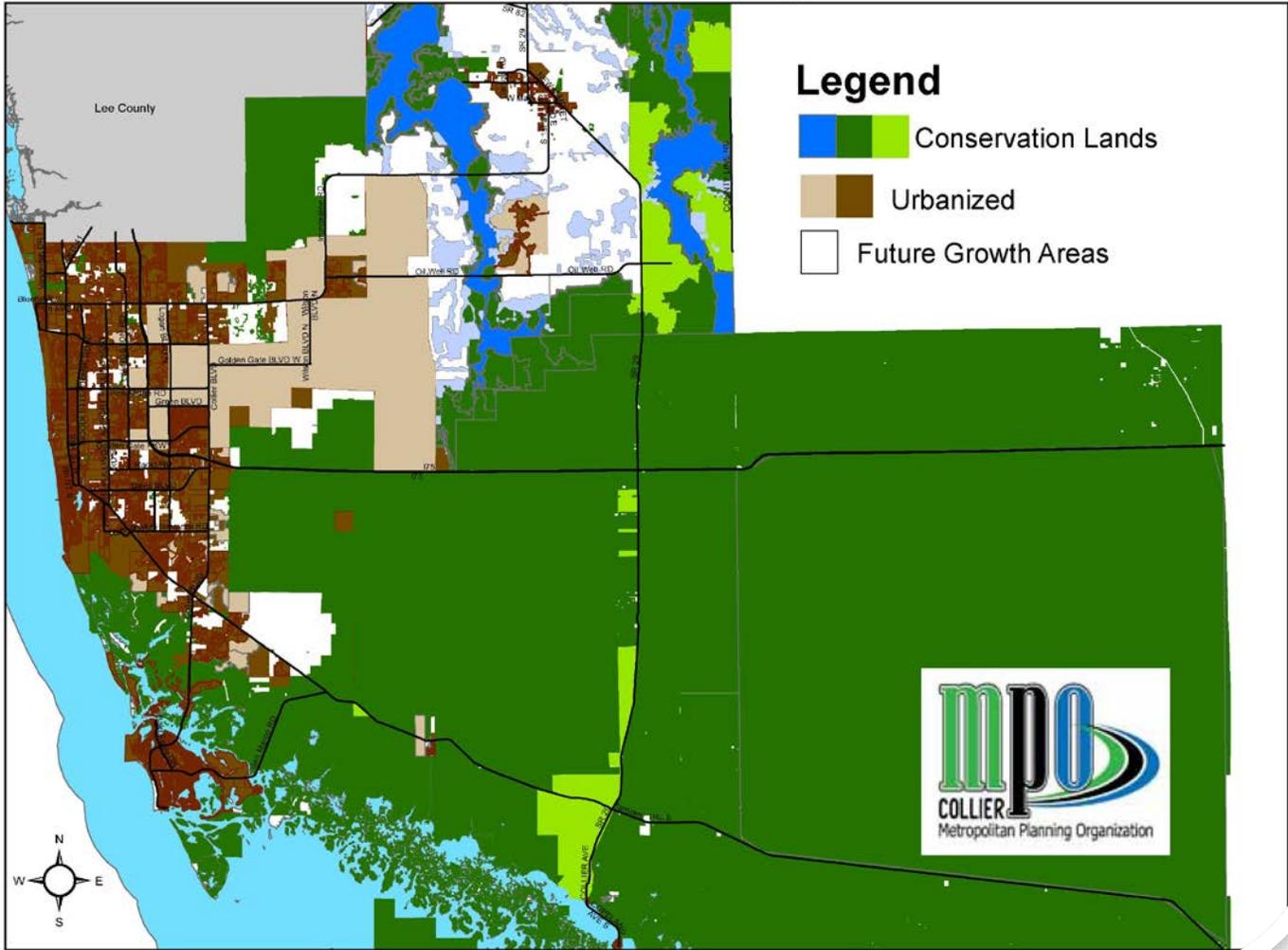
Collier County has a large land area preserved under various conservation mechanisms in addition to State and Federal conservation lands, shown in green on the map on page 5. The conservation lands provide recreational opportunities and help sustain the natural environment. They also form an effective urban growth boundary, creating an edge condition for Collier County that is reflected in the sparse system of Federal Aid eligible roadways shown on the map on page 6.

The MPO's 2019 Strategic Plan follows on page 7. The three major goals are:

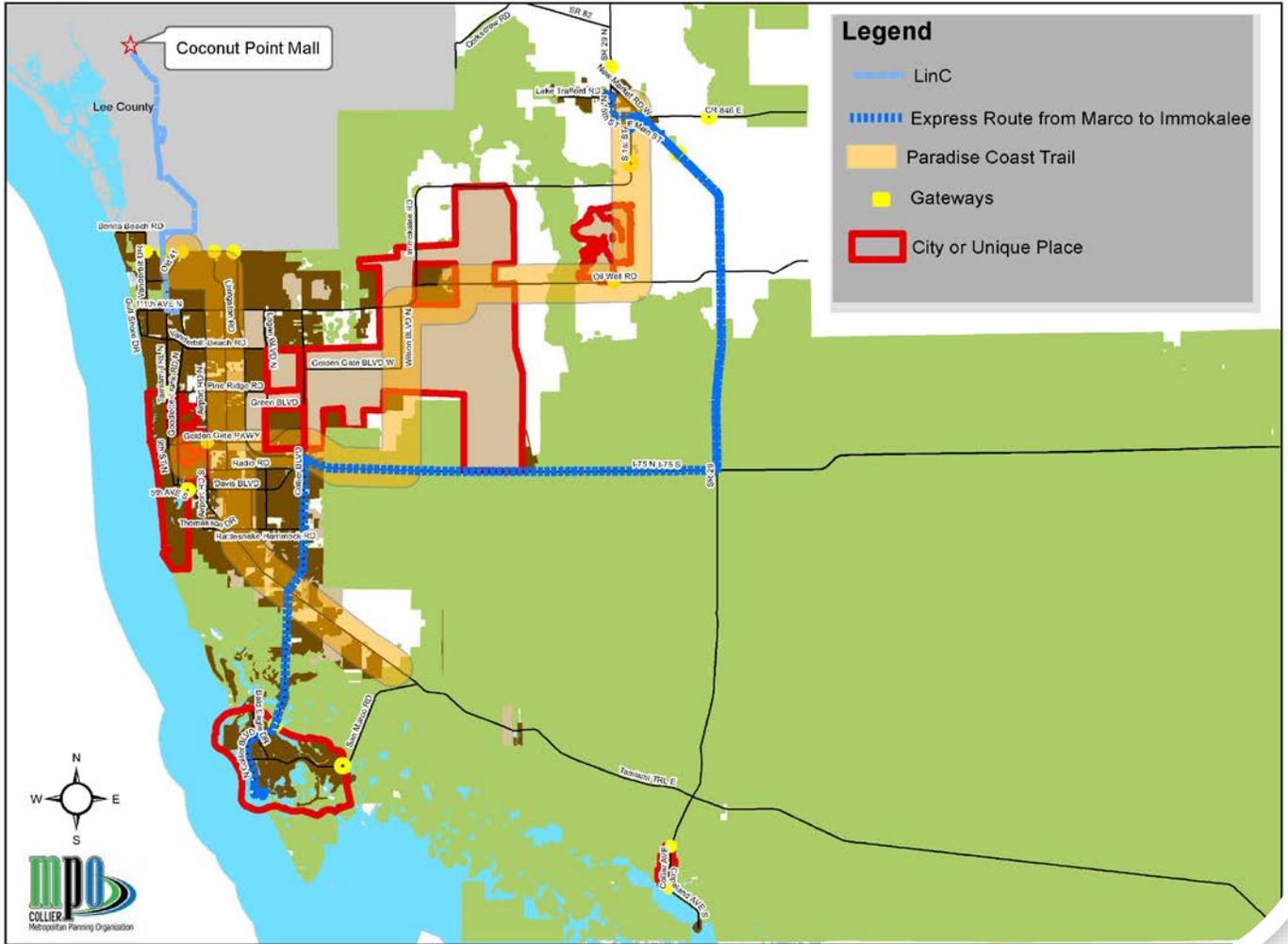
1. Proactive Regional Collaboration
2. Improve Public Outreach
3. Improve Data Gathering, Analysis and Reporting



Collier County Land Use Characteristics



2045 LRTP Regional Connections



Federal Aid Eligibility Map COLLIER COUNTY - FLORIDA -

December 1, 2020



Federal Aid Eligible

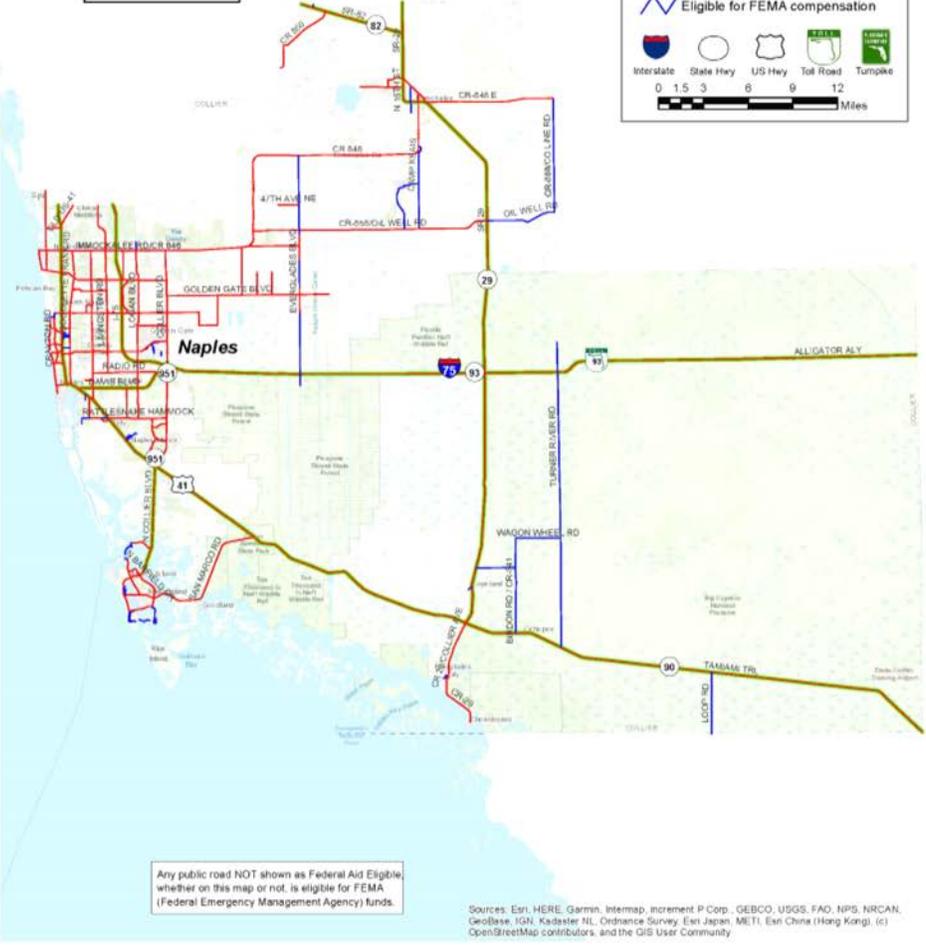
- On State Highway System
- Not on State Highway System

Not Federal Aid Eligible

- Eligible for FEMA compensation

Interstate
 State Hwy
 US Hwy
 Toll Road
 Turnpike

0 1.5 3 6 9 12 Miles



Any public road NOT shown as Federal Aid Eligible, whether on this map or not, is eligible for FEMA (Federal Emergency Management Agency) funds.

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAD, NPS, NRCAN, GeoBasis, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



MPO Strategic Plan

FY 2020 STRATEGIC PLAN FOR COLLIER MPO

October 1, 2019 - September 30, 2020; adopted 12/13/19

GOAL	STRATEGY	MEASURE
<i>Board Expectations of MPO Director:</i>		<i>Annual Report</i>
PROACTIVE REGIONAL COLLABORATION	Maintain constructive relationships with Board, Committees, FDOT, FHWA, MPOAC and other Regional Planning Partners	Updated regional priorities; participation in regional initiatives in keeping with Board policies
IMPROVED PUBLIC OUTREACH	Demonstrate engagement of a broad cross-section of the community in MPO Planning	Deliverables include an updated Public Participation Plan (PPP) and Bylaws as needed; track public comments and responses to those comments; track how public comments resulted in change in reporting issues and existing conditions, change in direction or policy
ACCURATE & TIMELY DATA GATHERING, ANALYSIS AND REPORTING	Develop in-house expertise and MPO-maintained databases as part of 2045 LRTP Update, working with consultants as needed	Staff demonstrates use of GIS as an analytical and reporting tool; participates in updating FDOT D1 Regional Travel Demand Model (RTDM) and is able to run queries as needed



MPO Operations

Staffing

Current MPO staffing is shown in the organizational chart below. The MPO Director, Anne McLaughlin, and Principal Planner, Brandy Otero, have temporarily assumed the responsibilities of the Vacant Principal Planner position. We anticipate additional restructuring of responsibilities in 2021 in order to keep the position vacant and operational costs down until more is known regarding future revenues.



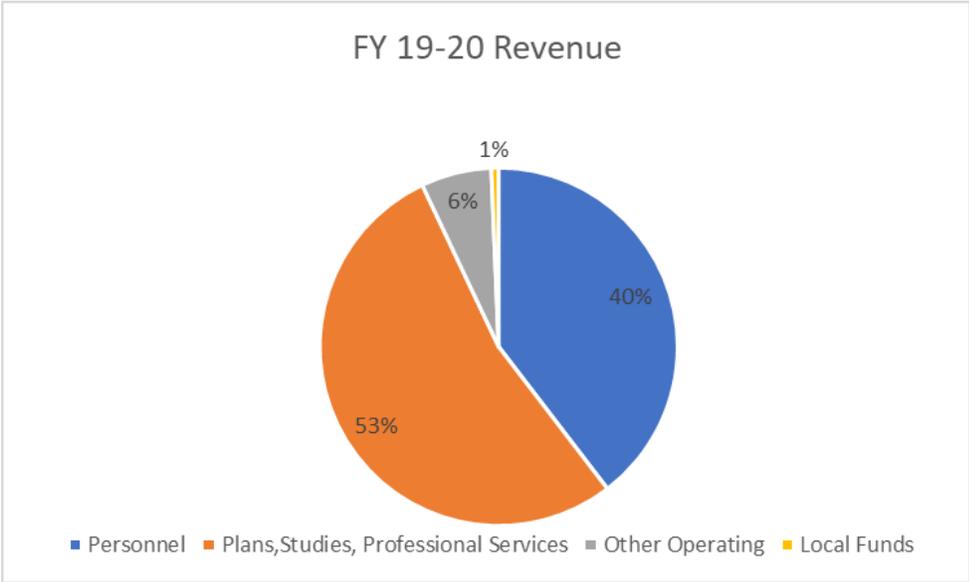
Operating Budget

Collier County serves as the fiscal agent for the MPO and provides extensive support that allows the MPO to keep the member entity contributions quite low. The Staff Services Agreement and Lease Agreement were amended in May 2019 for concurrent three-year terms.

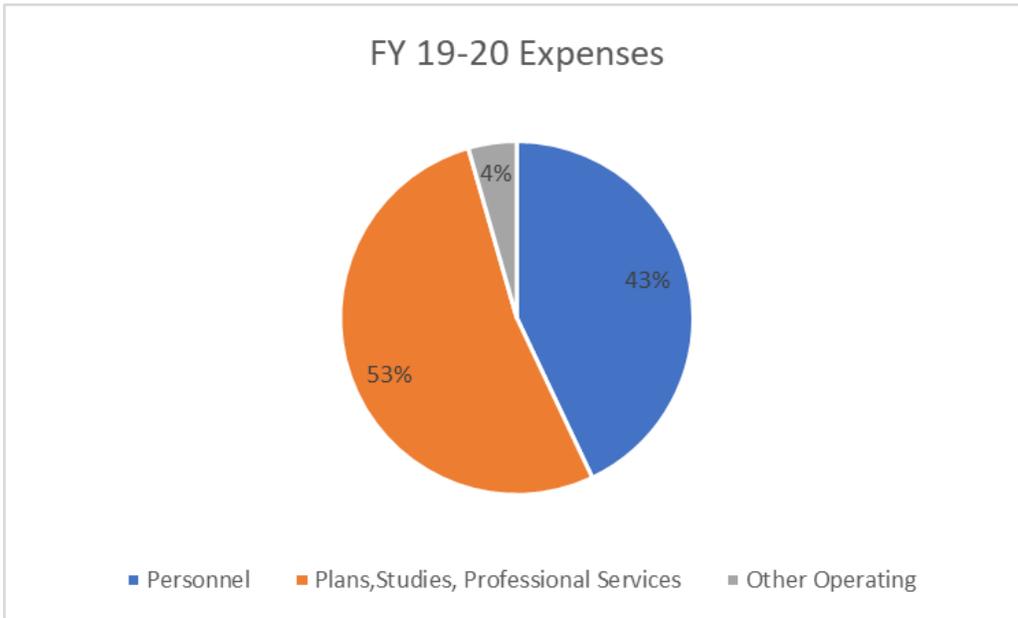
The Unified Planning Work Program (UPWP) establishes the 2-year operating budget for the MPO. Unexpended balances may be rolled over into the second year with FDOT’s concurrence. Plans, Studies and Professional Services comprised a slightly larger share of the MPO’s operating budget this year due to having 6 major planning studies underway simultaneously:

- 2045 Long Range Transportation Plan
- Transportation System Performance Report (Congestion Management)
- Local Roads Safety Plan
- Transit Development Plan – Major Update
- Park and Ride Study
- Transit Impact Analysis

FY 19-20 Revenue	Amount	%
Plans, Studies, Professional Services	\$1,283,600	53%
Personnel	\$952,300	40%
Other Operating	\$153,300	6%
Unconstrained Local Funds	\$16,000	1%
	\$2,405,200	100%

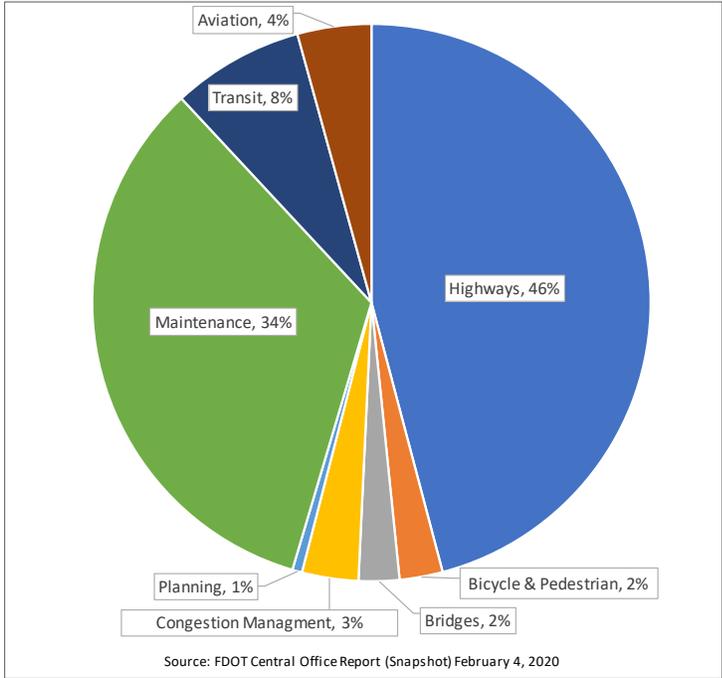


FY 19-20 Expenditures	Amount	%
Plans, Studies, Professional Services	\$1,057,200	53%
Personnel	\$863,500	43%
Other Operating	\$89,300	4%
	\$2,010,000	100%



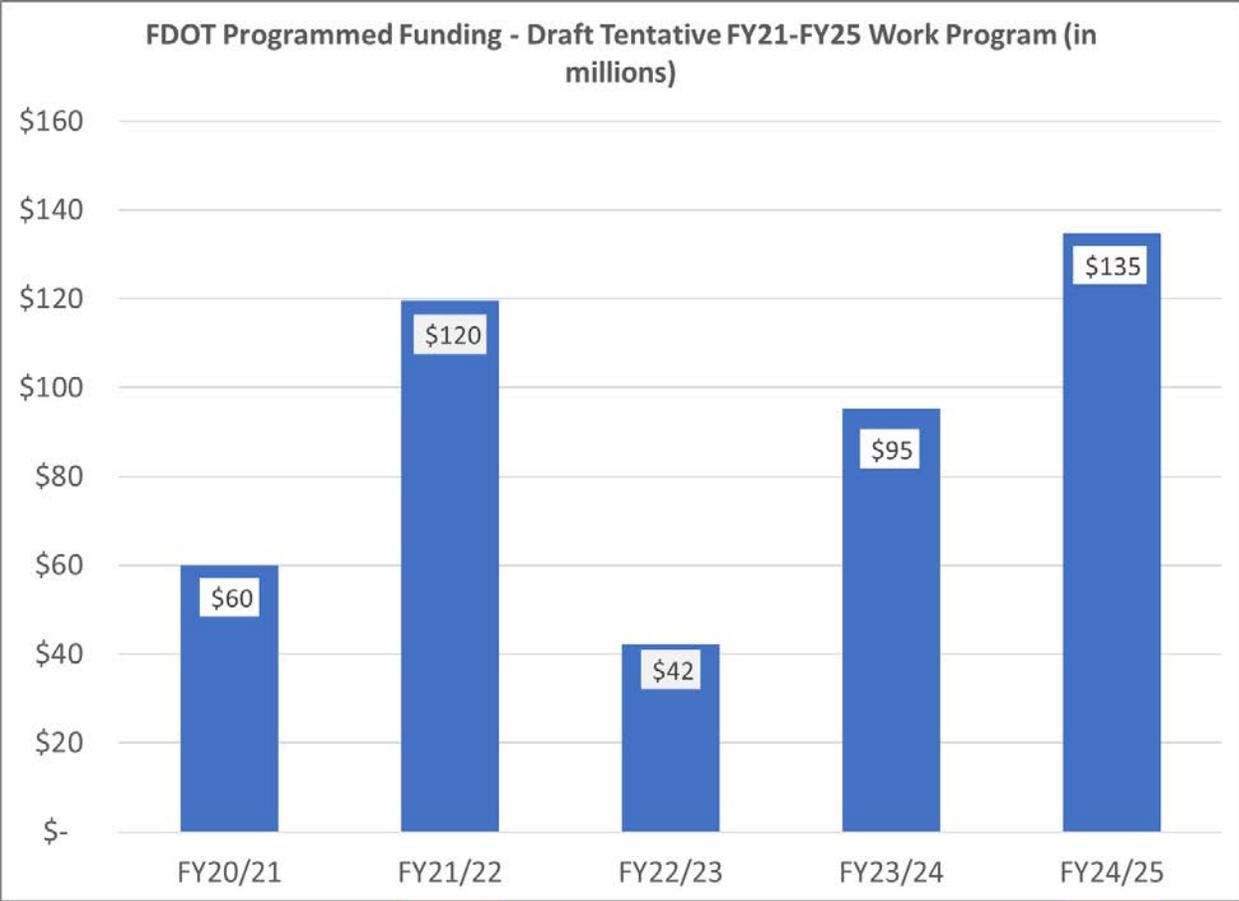
2021 - 2025 Transportation Improvement Program (TIP)

The MPO Board adopted the FY 2021 2025 TIP on June 12, 2020. The total funding fluctuates from one fiscal year to another based on the phases that projects are in and the size and number of projects programmed in that year. Total funding for the FY 2021 – 2025 TIP was \$488 million, a decrease of \$6 million (1%) when compared to the FY2020-FY20245 TIP. The June 2020 total included \$119 million in resurfacing, \$86 million on I-75 and \$33 million on US41.



FY 2021-2025 TIP – Program percentages





FY21-25 TIP Dollar Amounty By Fiscal Year

STRATEGIC PLAN MEASURES

Public Outreach & Involvement

Public Participation Plan – Performance Measures

The COVID19 pandemic had a dramatic impact on the MPO’s public outreach strategies this year. The MPO relied almost exclusviely on virtual meeting platforms, social media, online surveys and interactive tools such as Wikimaps to provide opportunities for the public to comment on plans in process without endangering public health. The Board adopted a series of amendments to the 2019 Public Participation Plan in June 2020 to allow virtual meetings to occur pursuant to the Governor’s Executive Orders

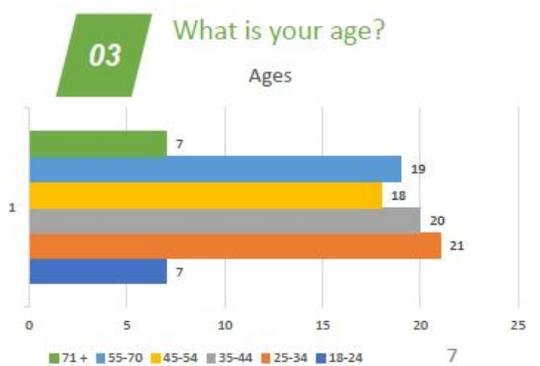
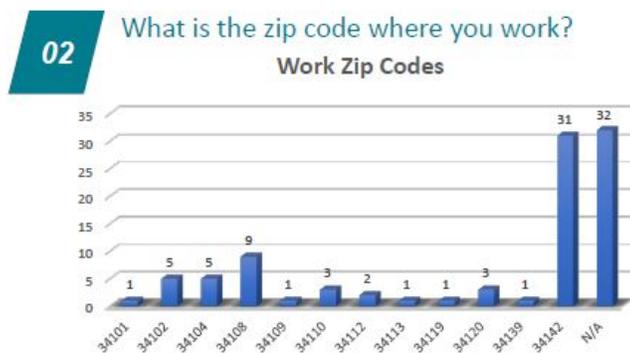
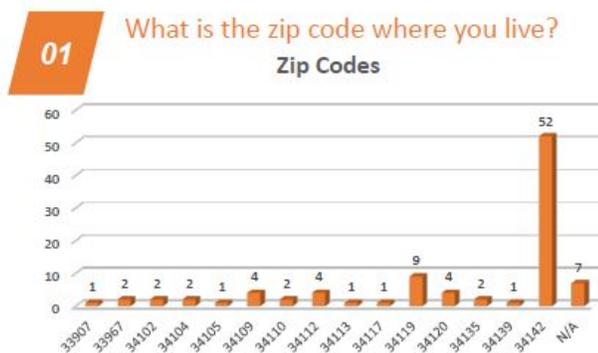
The switch to on-line interaction, use of social media and virtual meeting formats greatly expanded the MPO’s public outreach overall. Highlights included:



- The Adviser Network grew from 52 members in 2019 to 467 in 2020
- Over 5,000 Survey Responses were received (TSPR, LRSP, TDP, LRTP)
- ZIP Code Tracking Shows Broad Geographic Distribution of Respondents, and
- Broad Age Distribution
- Advisory Committees found it easier to achieve quorums when virtual meetings were allowed under Executive Orders of the Governor



Survey Results



Survey Results

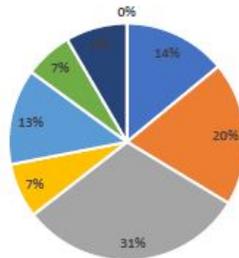
04 Today, which mode of transportation do you mainly use in Collier County?



05 Which mode of transportation would you like to use the most?



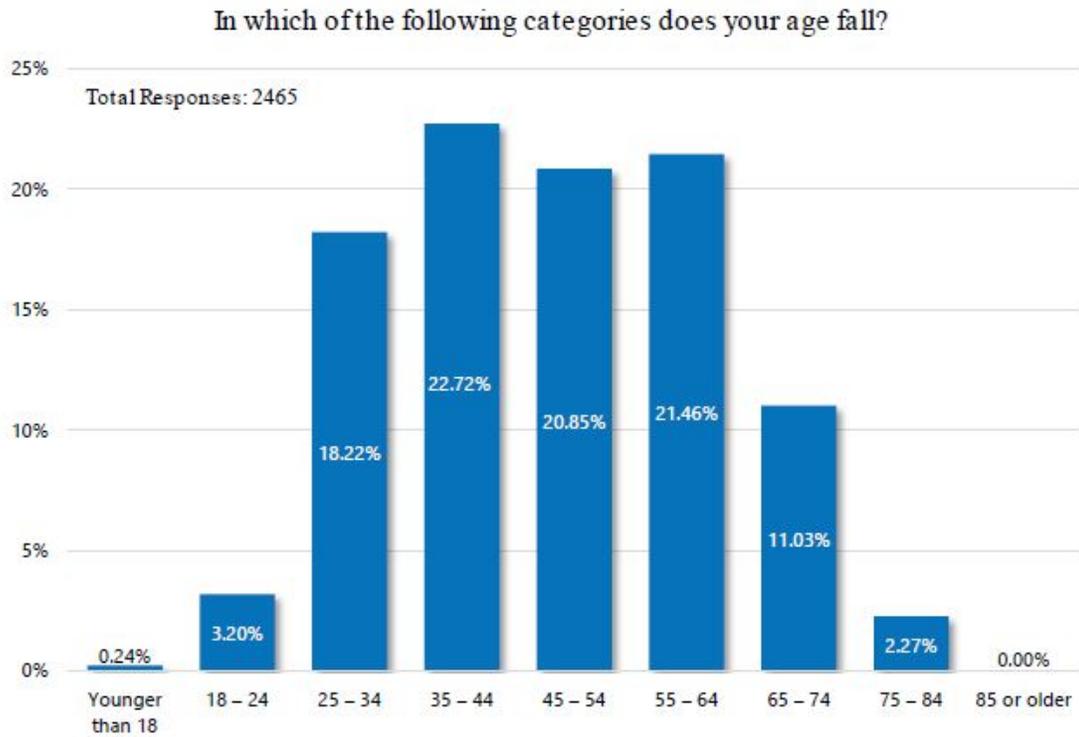
06 What do you think is Collier County's biggest transportation challenge?



- Peak Hour Traffic
- Pedestrian Mobility
- Bus Access and Schedules
- Safety Problems
- Seasonal Activity Increases
- Sprawling Locations
- No Issue



Figure 3-2: Q13 - Age Group Distribution

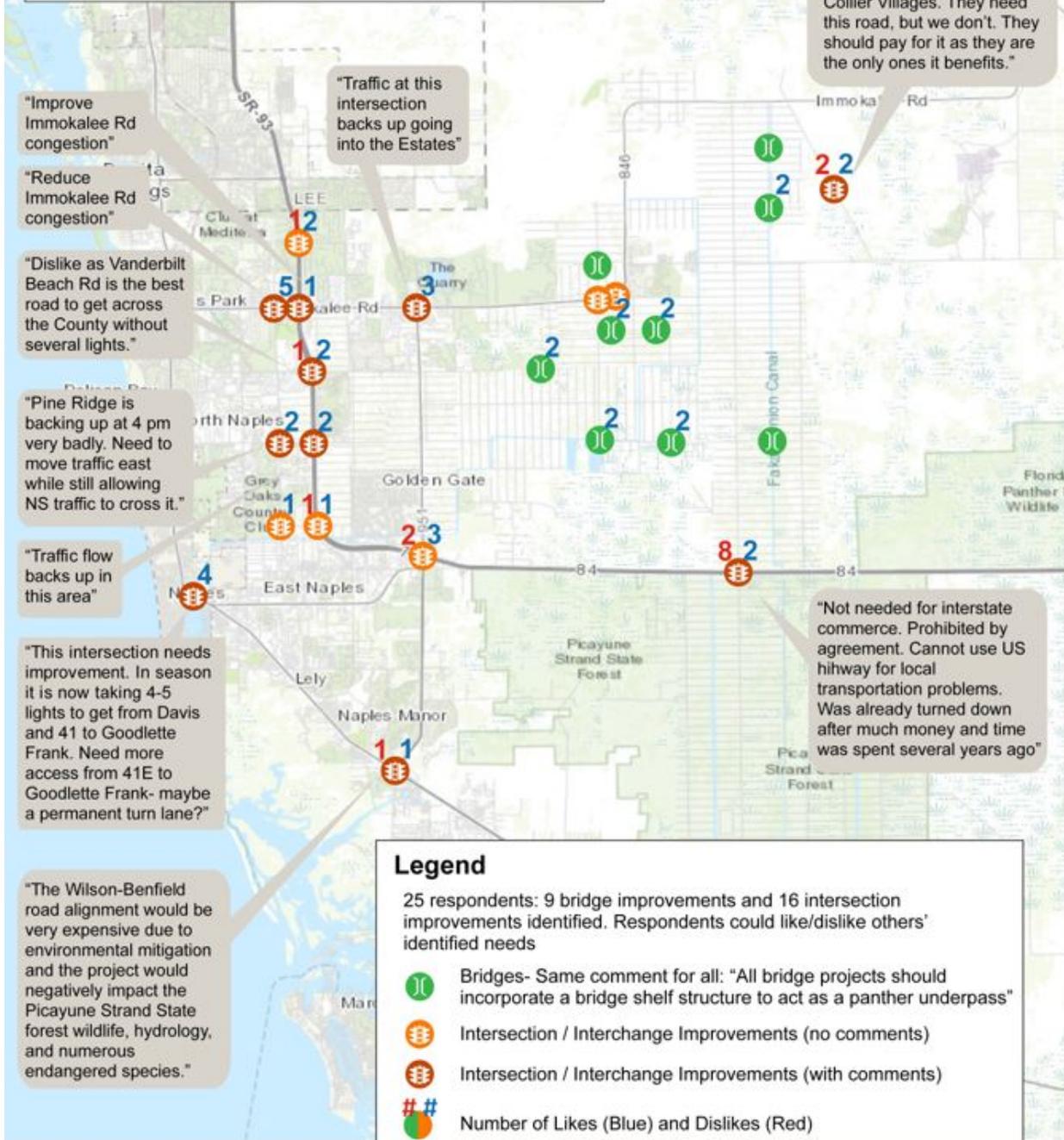


Excerpt from Transportation System Performance Report, Survey Results



Collier Metropolitan Planning Organization Long Range Transportation Plan

Comments Received through the Online Map and Public Survey



Regional Collaboration

FDOT District 1 led the charge on two major regional studies this year: a **Preliminary Design & Environmental (PD&E) study of I-75 from SR 951 (Collier Blvd) north to Tampa** and convening task forces to analyze the Florida Multi-Use Corridors of Regional Economic Significance (M-CORES). CS/SB 7068 created the **M-CORES** program within the Florida Department of Transportation under s.338.2278, Florida Statutes. **Collier MPO is part of the Southwest-Central Florida Connector, which extends from Collier County to Polk County.** The purpose of the M-CORES Program is to revitalize rural communities, encourage job creation, and provide regional connectivity while leveraging technology, enhancing quality of life and public safety and protecting the environment and natural resources.

Board members selected Councilman Mike McCabe to represent the MPO on the Southwest-Central Florida Connector Task Force in June 2020, replacing former City Councilman Reg Buxton. In addition, MPO Board Members and County Commissioners Penny Taylor and William McDaniel represented the Board of County Commissioners and the Southwest Regional Planning Council, respectively. The Task Force has submitted its final report to the Governor and the Legislature.



Data Analysis and Reporting

Staff received training on FDOT D1 Regional Travel Demand Model (RTDM); coordinated closely with 2045 LRTP consultant team and FDOT modeling staff during development and testing of 2045 LRTP alternative road networks. Two staff members are currently attending weekly training sessions on new D1 RTDM VISSIM/VISUM Platform. The training program continues into FY 2021.

Staff also participated in the following training opportunities this year:

- o Florida Standard Urban Transportation Modeling System (FSUTMS) Model Advancement Committee Meeting Webinar
- o FSUTMS training in Ft. Myers
- o FSUTMS Comprehensive Modeling Workshop in Tampa
- o FTA’s Data Sharing in Transit/Shared Mobility Partnership Webinar
- o National Transit Institute’s (NTI) State and Metro Transportation Programming Course in Fort Lauderdale
- o NTI’s Transit Oriented Development Course in Ft. Myers
- o Association of Metropolitan Planning Organization (AMPO) GIS webinar

Congestion Management - Multimodal Performance Measures

The Board’s adoption of the 2017 Congestion Management Process established several performance measures for which benchmarks were established in the 2017 Annual Report. As new congestion management projects come on-line and are fully operational for one year, member agency staff are required to report on performance.

The first Biennial Transportation System Performance Report (TSPR) was completed and approved by the MPO Board in September 2020. The TSPR provides critical benchmarking data for the MPO to track future progress against.



Bicycle & Pedestrian Performance Measures

Tindale Oliver updated the MPO’s GIS inventory of existing bicycle and pedestrian facilities in the process of developing the Bicycle and Pedestrian Master Plan, adopted in March 2019, and updated them again as part of the Transportation System Performance Report on Baseline Conditions (September 2020). The baseline conditions established in the TSPR will be used to track progress made going forward.

Baseline Conditions – 2020

Pedestrian/ Bicycle Facilities

Measure	Result
Centerline miles of bicycle lanes	133
Centerline miles of connector sidewalks on arterial roadways	83
Linear miles of Shared Use Paths adjacent to roadways	4

(Data is based on the TSPR Road Network – Arterials and Collectors, does not include local roads)

Transit Performance

The TSPR also reported baseline conditions for Transit Performance, which will be used to track progress made going forward.

Transit Travel

Measure	2019
Average bus route service frequency and Number of routes	87 minutes 19 Bus Routes
Passenger Trips (Annual Ridership)	805,491
Passenger Trips per Revenue Hour	10.9
Transit on-time performance	84.79%

TSPR Baseline Conditions Report



National Performance Measures

Safety - Note to readers, this section from the prior year’s Annual Report will be updated when FDOT releases safety data report for calendar year 2019, anticipated release date is mid-December 2020.

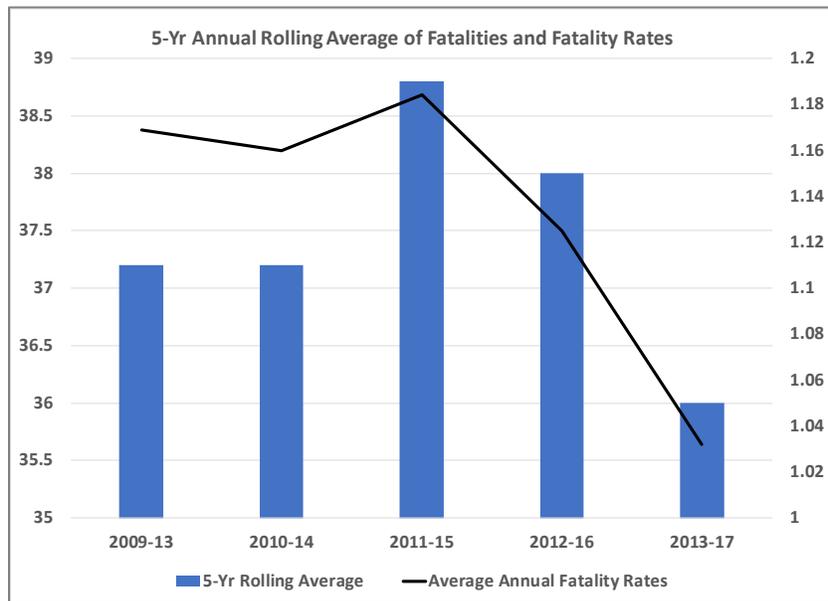
The MPO voted in November 2019 to continue to support FDOT’s Vision Zero safety performance targets for the following national measures:

- Number of Traffic Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Serious Injuries

Since the implementation of National Transportation Performance Measures (TPM), the MPO has annually adopted FDOT’s Safety Performance Measures. These measures need to be considered within the context that, in Collier County, we collectively drove an average of 1.5 million miles per day more in 2017 than in 2009 which impacts the rate of the safety measures. While the absolute number of fatalities and serious injuries is a critical number, it needs to be considered along with the injury rate. Data is provided in rolling five-year averages as they provide a more accurate assessment of trends.

Average Annual Fatalities and Fatality Rate

The chart to the right shows the 5-year rolling average number of fatalities (blue bars, left axis) and the average rate of fatalities (black line, right axis). While the downward trend is good, the 36 fatalities in the last five-year period is just 1.4 fatalities below the average over the all periods.



Average Annual Serious Injuries and Serious Injury Rate

The average number of serious injuries fluctuated between 175 and 186. However, with the 15% increase in miles driven, the rate of serious injuries declined which is a positive trend.

Average Annual Bicycle and Pedestrians Fatalities and Serious Injuries

The graph below shows an increasing trend in bicycle and pedestrian fatalities and serious injuries. However, the average number of fatally and seriously injured bicyclists and pedestrians for each five-year period fluctuated by roughly one person from the average for the entire period. This indicates that if one injury was moved from the 2012-16 period to the 2009-13 period, the trendline would essentially be flat as opposed to the rising trendline shown.

Safety

Measure	5-Year Average Annual (2014-2018)
Total Crashes	6,701
Motor vehicle severe injury crashes	134
Motor vehicle fatal crashes	27
Pedestrian and bicycle severe injury and fatal	28

**Annual average crashes were calculated from crashes occurring between 2014-2018 within 75ft of the CMP network.*

Source: Transportation System Performance Report



**TRANSPORTATION PERFORMANCE MEASURES & TARGETS - COLLIER MPO
ANNUAL REPORT DECEMBER 2020**

	Measure	Target	2019 Conditions	Meets
PAVEMENT	NHS Interstate Pavements	≥ 60% Good in 4yrs	69.00%	Yes
		≤ 5% Poor in 4yrs	0%	Yes
	NHS Non-Interstate Pavements	≥ 40% Good in 2&4yrs	39.40%	No
		≤ 5% Poor in 2&4yrs	0%	Yes
BRIDGE	NHS Bridge Deck Area Condition	≥ 50% Good in 2&4yrs	78.00%	Yes
		≤10% Poor in 2&4yrs	1%	Yes
SYSTEM PERFORMANCE	% NHS Interstate Person-Miles Traveled That Are Reliable	75% in 2yrs, 70% in 4yrs	100%	Yes
	% NHS Non-Interstate Person-Miles Traveled That Are Reliable	n/a in 2yrs, 50% in 4yrs	99%	Yes
	Truck Travel Time Reliability Ratio on NHS Interstate	≤1.75 in 2yrs, 2.0 in 4yrs	1.16	Yes
TRANSIT	Transit Rolling Stock	≤10% have met or exceeded ULB	0%	Yes
	Transit Equipment	≤25% have met or exceeded ULB	0%	Yes
	Transit Facilities	≥25% < 3 TERM	25%	Yes
SAFETY**	Fatalities	0	Pending	No
	Serious Injuries	0	Pending	No
	Fatality Rate per Annual 100 MVMT	0	Pending	No
	Injury Rate per Annual 100 MVMT	0	Pending	No
	Nonmotorized Fatalities & Serious Injuries	0	Pending	No



Transit Safety Targets Adopted by MPO Board 2020

SPT Category	2015		2016		2017		2018		2019		5-Year Average		Target			
	MB	DR	MB	DR	MB	DR	MB	DR	MB	DR	MB	DR	MB	DR		
Total Number of Fatalities	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
Fatality Rate per 100,000 VRM	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0	0.0
Total Number of Injuries	5	0	5	1	3	2	5	1	3	2	4.2	1.2	3.0	1.0		
Injury Rate per 100,000 VRM	0.38	0	0.38	0	0.23	0	0.39	0	0.22	0	0.3	0.1	0.0	0.0		
Total Number of Safety Events	5	0	5	1	3	2	2	1	3	3	3.6	1.4	2.0	1.0		
Safety Event Rate per 100,000 VRM	0.38	0	0.38	0	0.23	0	0.16	0	0.22	0	0.3	0.1	0.0	0.0		
Total Number of Major Mechanical System Failures	31	30	23	26	94	87	98	82	15	9	52.2	46.8	20.0	20.0		
Vehicle Failures Per 100,000 VRM)	2.35	3.15	1.74	2.49	7.31	7.69	7.72	6.49	1.09	0.64	4.0	4.1	2.0	2.0		
Annual VRM	1,320,547	952,694	1,318,931	1,044,873	1,285,354	1,131,859	1,268,696	1,263,684	1,378,866	1,406,149	1,314,479	1,159,852	1,200,000	1,200,000		



MPO Director’s Summary

This has been a challenging year for all of us due to the COVID-19 pandemic which not only raised tremendous public health concerns, but also deeply affected how we conduct public outreach, how much we drive, where and how we work, shop, and recreate. Vehicle Miles Traveled and transit ridership fell while recreational cycling soared. Many became unemployed while working from home became the norm for many office workers. Bricks and mortar retailers and hospitality industry work force members lost their jobs. We had difficulty reaching the transportation disadvantaged while public participation in virtual meetings and on-line forums exploded.

MPO staff and consultants spent the first several months learning how to navigate the dramatic changes, hastily redrafting public outreach strategies for Board approval and learning to conduct virtual meetings while keeping pace with the standard State and Federal calendar year deadlines for delivering the annual transportation planning program.

We are fortunate in having good planning partnerships with FDOT, the MPOAC, FHWA, FTA, our member agencies, tribal governments and the many community groups that participate in our planning process. Our MPO Board and advisory committees rose to the challenge and helped staff and our consultants meet every deadline.

Preparing for 2021

The transportation planning outlook calls for continuous change throughout FY 2021. The MPO Board can expect to see a number of amendments roll out affecting the newly adopted 2045 Long Range Transportation Plan and the MPO’s Transportation Improvement Program. FDOT’s Work Program for FY 2022-2026 will be affected by falling revenues. Project priorities will need re-evaluation and adjustment.

As of the time this Annual Report is being published in the MPO Board’s agenda for December 11, 2020, we are still awaiting a written report on the Federal Quadrennial Certification Review site visit conducted in August 2020. There undoubtedly will be work to be done to address the findings and recommendations contained in that report.

As the new year unfolds, we will learn more about declining revenues at all levels of government, the Legislature’s new funding priorities, the outcome of two regional sea level rise studies, advances in Automated and Connected Vehicle technology, changes in travel behavior and growth resulting from the COVID-19 pandemic. We may begin receiving preliminary reports from the 2020 Census in the upcoming year, but the major new work on Census-related tasks is likely to occur in 2022 and 2023.



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