



Fiscal Year 2021 Annual Report



Collier Metropolitan Planning Organization
2885 Horseshoe Drive S.
Naples, FL 34104
CollierMPO.com
(239) 252-5814

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.colliermppo.org



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Collier MPO Board



**Commissioner
Rick LoCastro
District 1**



**Commissioner
Andy Solis
District 2**



**Commissioner
Burt Saunders
District 3**



**Commissioner
Penny Taylor
District 4**



**Commissioner
William McDaniel
District 5**



**Council Member
Paul Perry
City of Naples**



**Council Member
Mike McCabe
City of Naples**



**Council Member
Greg Folley
City of Marco Island**



**Chair
Council Member
Elaine Middelstaedt
Everglades City**

Annual Report Overview

The 2021 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 presents to the MPO Board after the close of the Federal Fiscal Year.



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.

Collier Metropolitan Planning Area Map



Collier MPO FY2014/15 - 2018/19 T1P

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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 Naples Daily News published early results from the 2020 U.S. Census (May 5, 2021, Phil Fernandez) stating that Southwest Florida led the state with immigration during the pandemic and that Collier County now has 392,973 inhabitants. The U.S. Census Bureau's 2015-2019 American Community Survey (ACES) estimates the Median Household Income in Collier County at \$69,653, Persons living in Poverty at 9.4%, and Median age at 42.0 years compared to 38.1 in the United States.

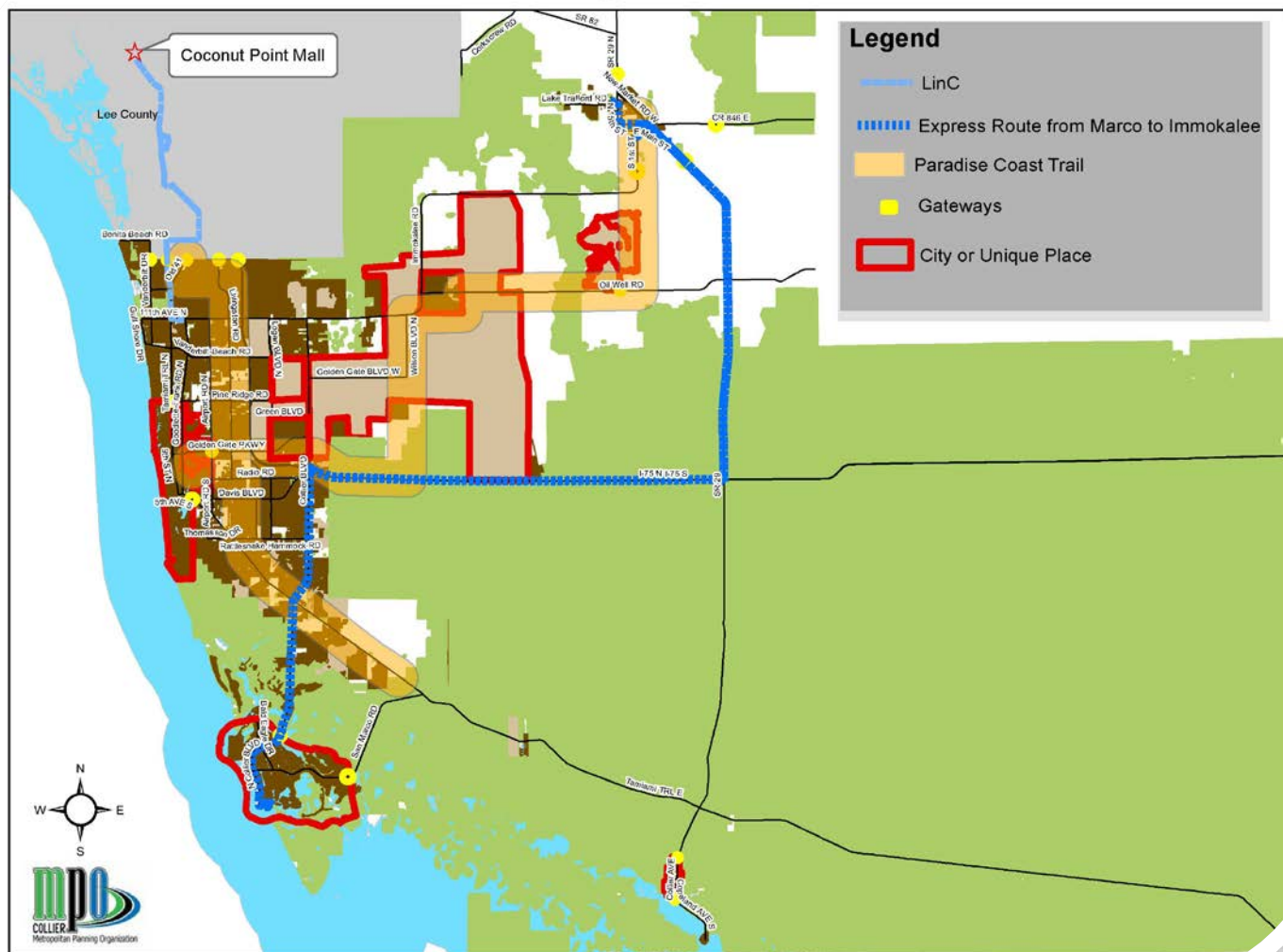
All of Collier County - including the cities of Naples, Marco Island, and Everglades City – experiences a large, seasonal increase in population and traffic between October and April, with the highest traffic volumes occurring in the months of February and March.

Collier County has a large land area preserved under various conservation mechanisms in addition to State and Federal conservation lands, shown in green on the maps on page 5. Urban form characteristics that affect transportation planning, such as regional transit and cycling connections, special places and gateways on major arterials are identified in the map on page 6. 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 7.

The MPO's 2020 Strategic Plan follows on page 8. The Strategic Plan is updated annually to guide the activities of MPO staff under the leadership of the MPO Executive Director.

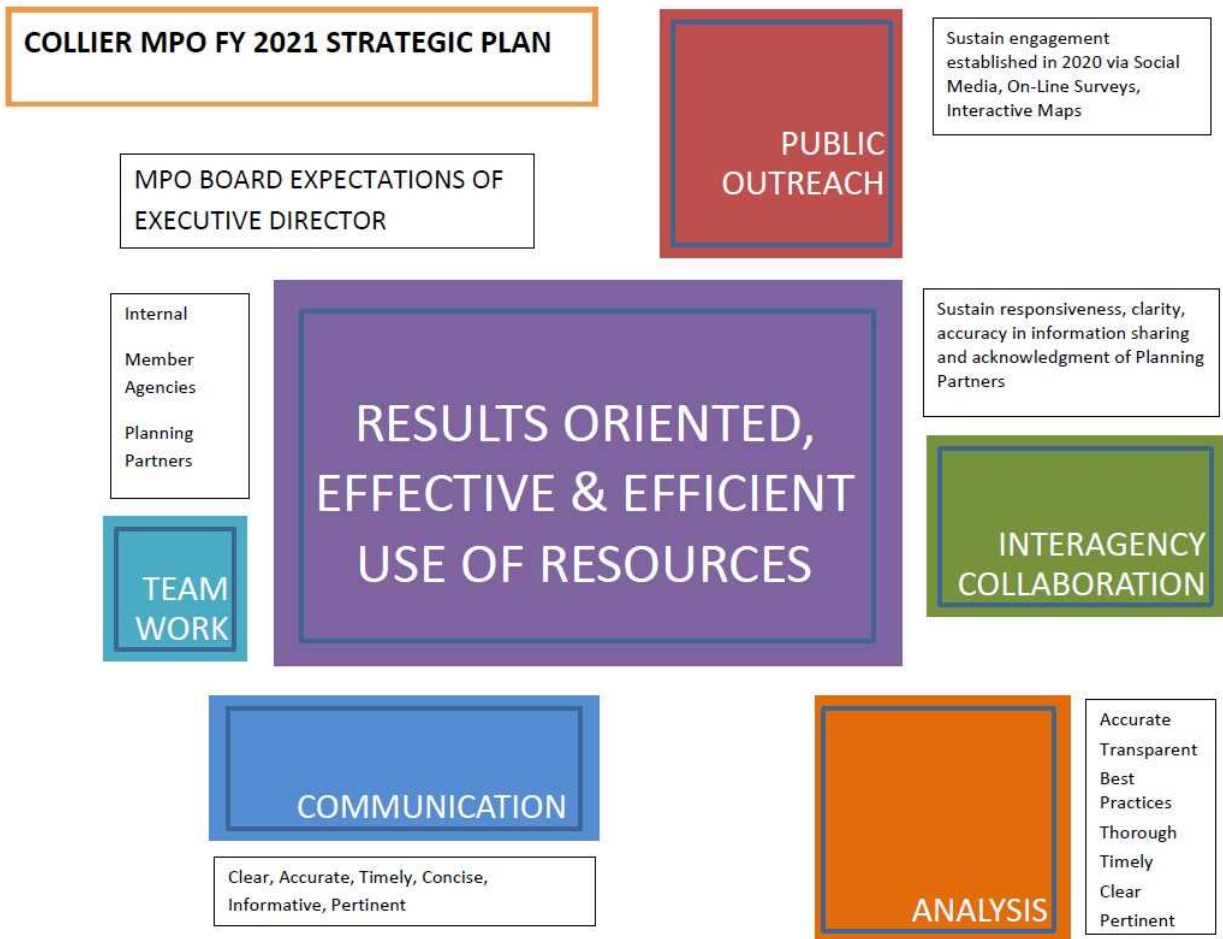


2045 LRTP Regional Connections





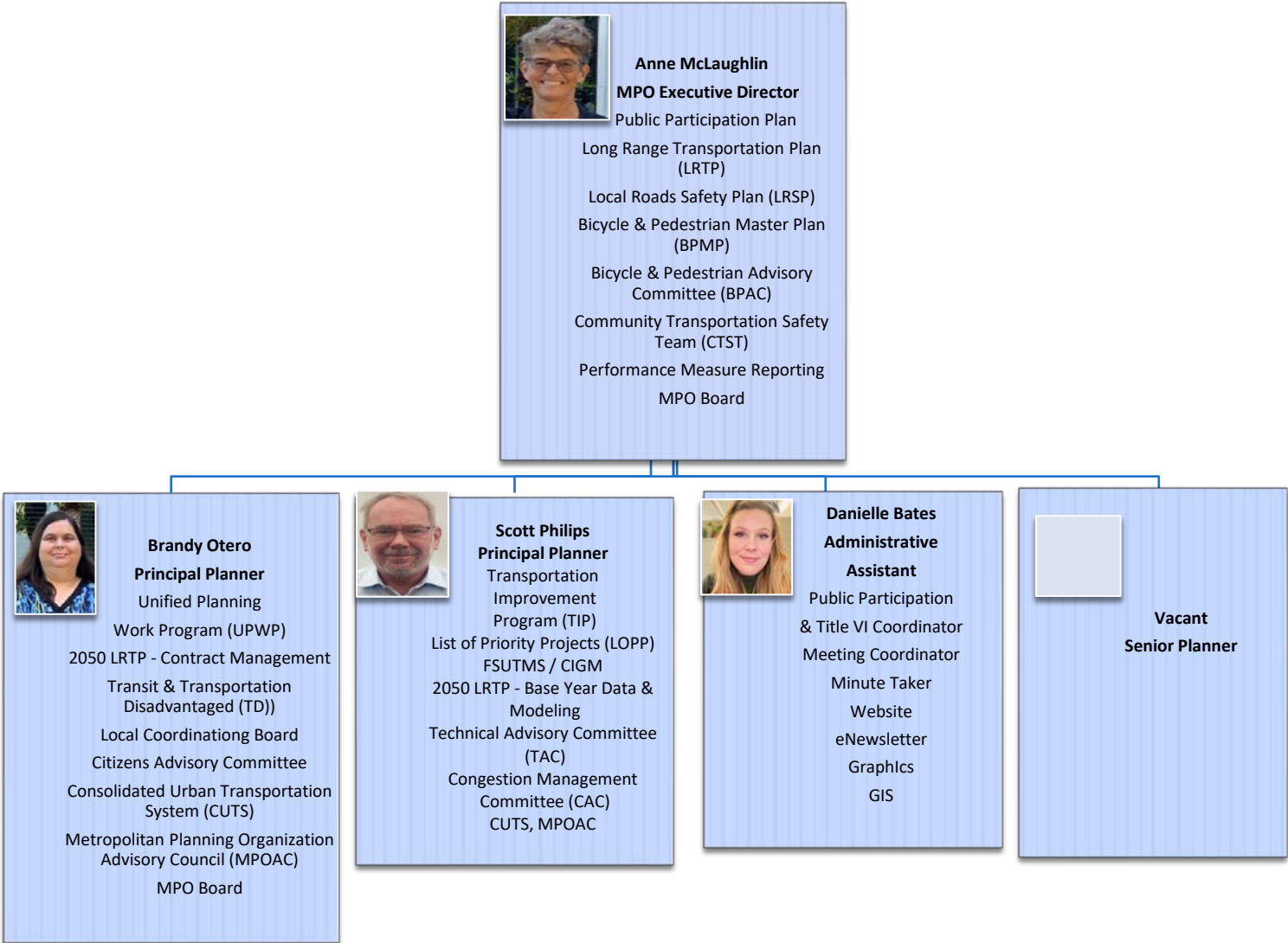
MPO Strategic Plan for FY 2020



MPO Operations

Staffing

Current MPO staffing is shown in the organizational chart below. The MPO Director, Anne McLaughlin, and Principal Planner, Brandy Otero, assumed the responsibilities of the vacant Principal Planner and Administrative Assistant positions for much of the reporting period. Danielle Bates joined our staff as Administrative Assistant in June 2021, and Scott Philips, Principal Planner, came on-board at the end of August 2021. The Senior Planner position will remain vacant for the foreseeable future to reduce operational costs.

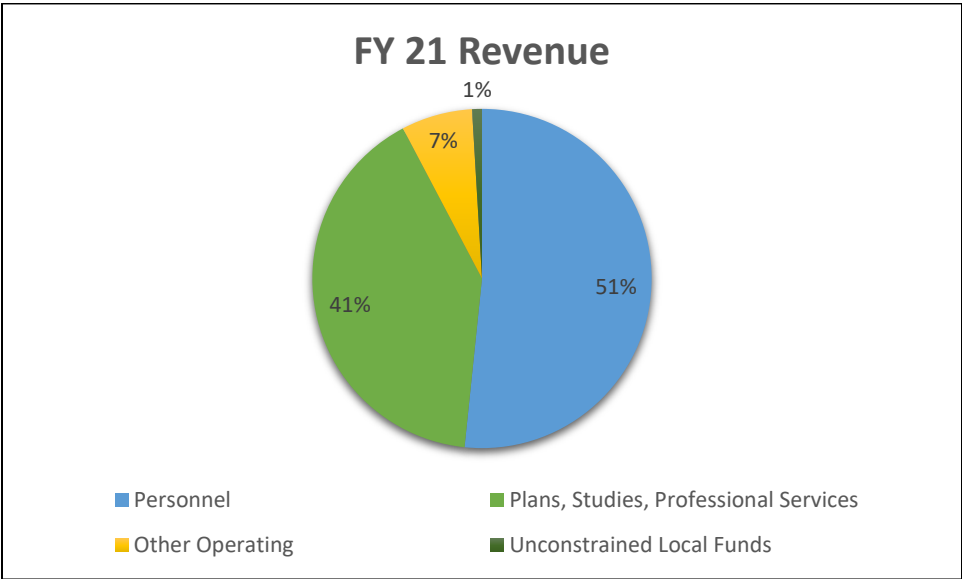


2021 Operating Budget

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 with Collier County were amended in May 2019 for concurrent three-year terms and are scheduled to be updated in May 2022.

The Unified Planning Work Program (UPWP) establishes the 2-year operating budget for the MPO. The MPO Agreement between the Collier MPO and FDOT is the primary MPO funding source and runs concurrent with the MPO’s 2-year UPWP cycle. For this annual report and future reports, the MPO budget and incurred expenditures will be reported by fiscal year, however in the UPWP’s second year (FY 21/22) the 2-year budget and incurred expenditures will be shown. This is done because UPWP year one funds can be spent in the second year as long as the budgeted task is identified in the second year of the UPWP.

FY 2021 Revenue	Amount	%
Personnel	\$440,044	51%
Plans, Studies, Professional Services	\$346,285	41%
Other Operating	\$57,760	7%
Unconstrained Local Funds	\$8,000	1%
Total	\$852,089	100%

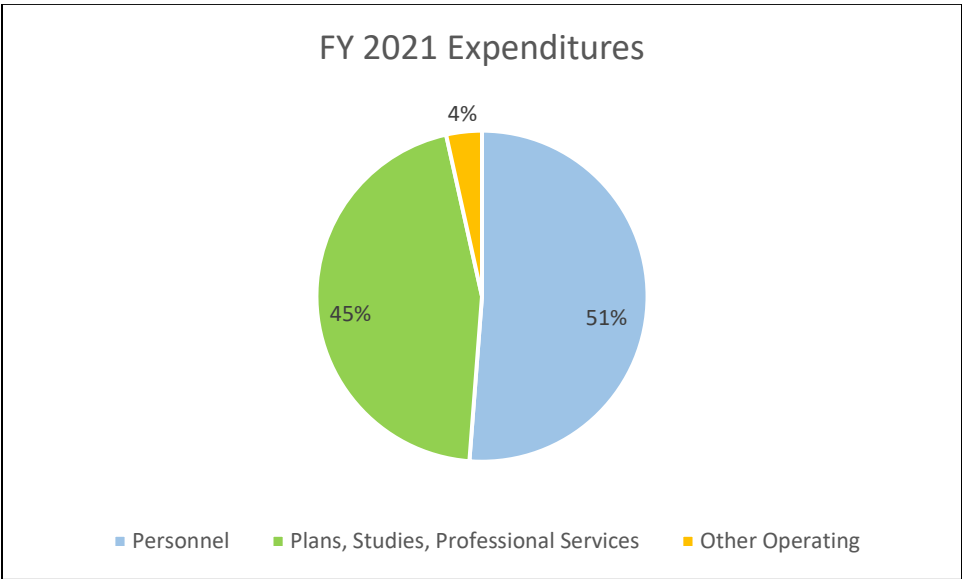


In addition to the federal funds provided to the MPO through the MPO Agreement, the MPO also receives FTA 5305 Metropolitan Planning funds on an annual basis. These funds are allocated to the MPO through the FDOT Public Transit Grant Agreement (PTGA) by the FDOT Public Transit Office. These funds are not allocated to the MPO on the same 2-year UPWP and MPO Agreement cycle and are excluded from the MPO revenues shown on page 11. This funding is provided to the MPO to support transit planning and related activities performed by the MPO. The MPO is currently concentrating on expending previously awarded 5305 funds.

2021 MPO Expenditures

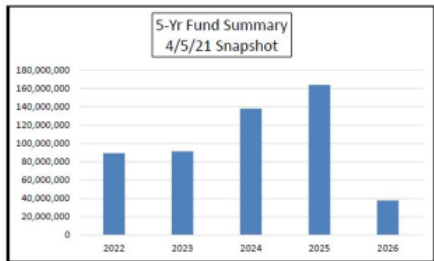
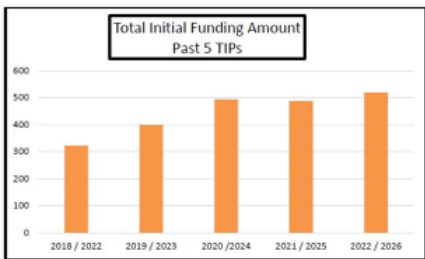
FY 21 MPO expenditures shown in the table below include the MPO’s operating and professional services provided to the MPO in its charge to perform. Personnel expenses comprised a slightly larger share of the MPO’s 2021 operating budget due to the six major planning studies being completed last fiscal year. One planning study is scheduled to begin in this fiscal year (Congestion Management Process Update). Incurred expenditures are on target with the allocated budget.

FY 2021 Expenditures	Amount	%
Personnel	\$ 396,309	51%
Plans, Studies, Professional Services	\$ 350,520	45%
Other Operating	\$ 26,955	4%
Total	\$773,784	100%



2021 - 2025 Transportation Improvement Program (TIP)

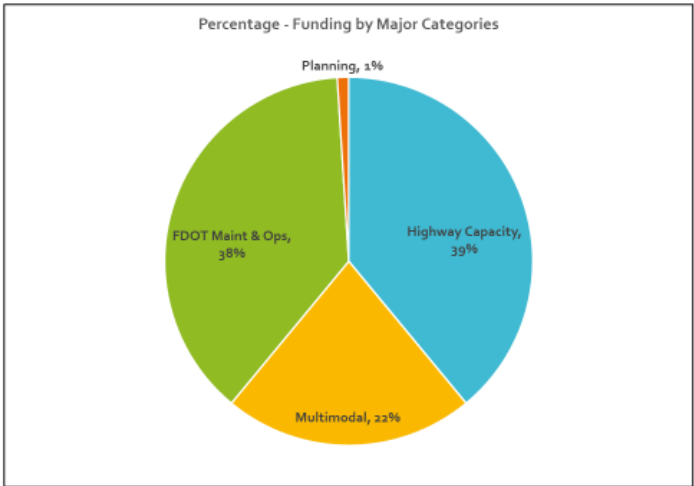
The MPO Board adopted the FY 2022 - 2026 TIP on June 11, 2021. Total funding identified in the TIP fluctuates from one fiscal year to another based on the phase that projects are in, duration of the phase, and the size and number of projects programmed in that year. Total funding for the FY 2022 – 2026 TIP was \$519 million, a slight increase over the prior year. The TIP is well-balanced in terms of expenditures within the major categories of Maintenance, Capacity, and Multimodal.



Updated to match 4/5/21 Work Program Snapshot

\$519 million

How balanced is the TIP between Maintenance Capacity & Multimodal?





SU “Box Funds”

- \$2.08 million FY22
- \$0.131 million FY23
- \$0 FY24
- \$0.643 million FY25
- \$2.2 million FY26

ON THE HORIZON

- **CARES ACT** (Coronavirus Aid, Relief and Economic Security Act 3/2020) \$1.9 million; available for obligation until 9/30/24; FAA and FTA have issued guidance; awaiting FDOT guidance.
- **American Rescue Plan** – signed into law 3/11/21. FDOT proceeding with normal Work Program until know what additional funding will receive.
- **American Jobs Plan** – Focus on Infrastructure: fix highways, rebuild bridges, upgrade ports, airports and transit systems (may be signed into law by late summer, early fall).

Equity Assessment

MPO staff participated in an FHWA hosted Peer Exchange on Transportation Equity held in June 2021 to gain insight into current Best Practices for MPOs nationwide and assess the extent to which the MPO’s programmed improvements are equitably distributed. For the purpose of this assessment, “equity” is defined as providing safe, reliable access to jobs, services, education and recreation.



Like many coastal Florida Counties, Collier County is made up of a mix of high and low income households. The coastal areas tend to largely consist of high income/high wage households, while inland area households demonstrate greater variations in income levels. Additionally, gated communities within the inland areas often skew income averages and mask the true demand for services. The MPO's Bicycle and Pedestrian Master Plan (2019) used the following methodology to identify Environmental Justice (EJ) communities based on five socio-economic factors from the Census Bureau's 2015 American Community Survey (ACS) 5-year estimates:

1. Percent of low-income households: low-income persons are defined as persons whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. For the purpose of this analysis, any household with an income at or below the threshold for a 4-person household (\$24,250) was counted as low-income.
2. Percent of minority population: percentage of the population that identify themselves as a race other than white or of Hispanic origin.
3. Percent of population that does not speak English: percentage of people five years of age or older who identified as speaking English less than 'very well.'
4. Percent of population who are older adults: percentage of population age 65 or older.
5. Percent of zero vehicle households: percent of population without access to a vehicle.

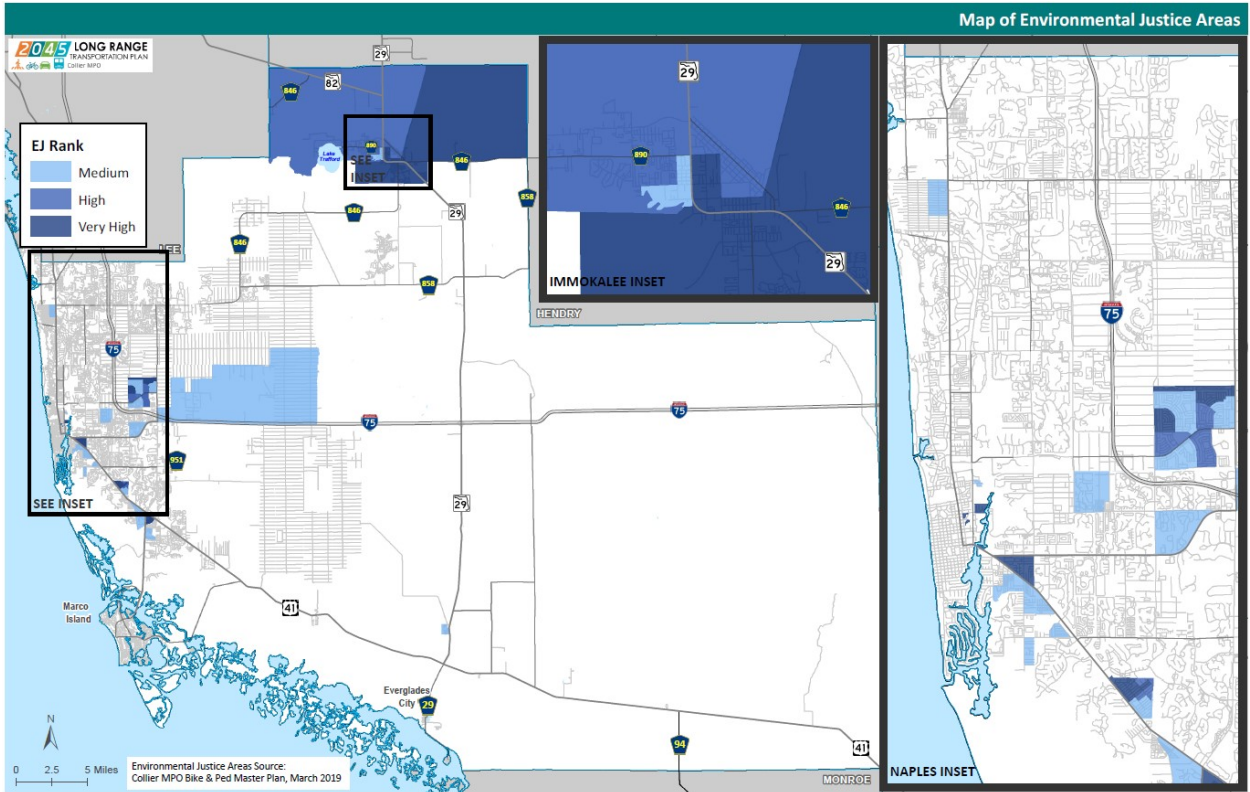
An EJ area was defined as a block group where the proportion of the population who identify as one of the above factors is meaningfully greater ($\geq 10\%$ points) than the countywide percentage. The block groups were ranked "Low", "Medium", "High", or "Very High" based on how many EJ factors overlap within the block group. The Bicycle and Pedestrian Master Plan (2019) and the 2045 Long Range Transportation Plan (2020) incorporated the EJ Communities in evaluation criteria and the scoring used to prioritize projects.

There are a number of ways to achieve transportation equity within a region, the majority of which MPOs can influence through investment decisions. For example:

1. Increase jobs close to EJ Communities
2. Provide affordable housing close to jobs
3. Improve transit services
4. Provide other commuting options and services such as van, car pool, shuttles
5. Reduce time loss due to congestion through Travel Demand Management, capacity enhancements, park & ride facilities
6. Provide safe travel in all modes and in all locations
7. Provide safe pedestrian and bicycle access to essential services, recreation and jobs, including provisions for electric bikes, micromobility options



TIP investments located within or of direct benefit to EJ communities total approximately \$247 million, which is 87% of the \$283 million in funding allocated in the Collier MPO’s TIP for Highways, Bike-Ped, and Transit improvements..



Equity Analysis Program Areas

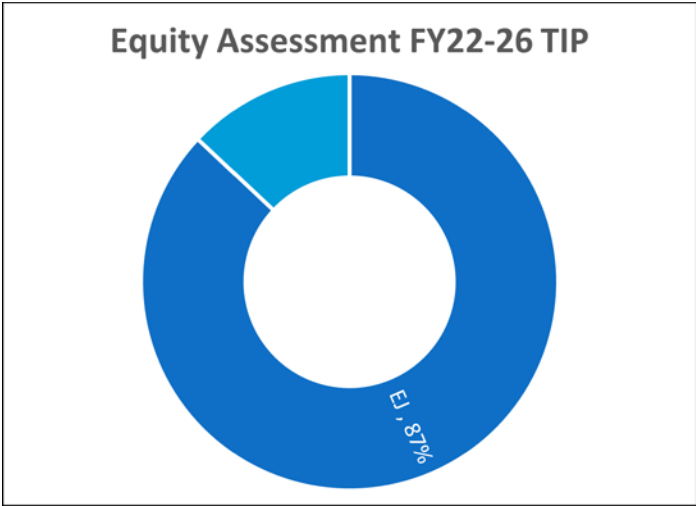
Project Type	\$million
Highway Capacity	204.2
Safety	1.2
Bridge	11.7
Bike-Ped	17.1
Transit	49.1
TOTAL	283.3



FY22-26 TIP		
HIGH/VERY HIGH EJ COMMUNITIES (Meet 3-5 Criteria)		
Immokalee	FPN	Funded Amt
Immokalee City Sidewalks	4481251	\$ 880,143
Eden Park Elem Sidewalks SRTS	4414801	\$ 719,071
Corkscrew Rd Safety Project	4463232	\$ 1,321,000
SR 29 Widening	multiple	\$ 15,918,319
SR 82	4308481	\$ 38,640,141
Multiple EJ Communities East Collier County (East of Santa Barbara)		
I-75/SR 951 Interchange Improvements	4258432	\$ 97,447,770
I-75/Pine Ridge Interchange Improvements	4452962	\$ 5,450,000
CR 951 from GG Canal to Green Blvd	4464121	\$ 3,200,000
Golden Gate City		
Golden Gate Sidewalks	4481301	\$ 267,511
Green Blvd Bike lane/Sidewalk	4380931	\$ 1,084,670
Triangle/Bayshore CRA		
Pine St Sidewalks from Becca Ave to US 41	4481281	\$ 329,230
Shadowlawn Elem Sidewalks SRTS	4465501	\$ 862,459
Naples Manor/East Naples		
Naples Manor Sidewalks	4481291	\$ 1,663,478
Collier Blvd/US41 South Medium & High/Very High		
Marco Loop Trail Study	4480281	\$ 300,000
SR 951 from Manatee Rd to N of Tower Rd	4351112	\$ 14,932,566
City of Naples (Bounded by US41/Gordon River, 1st Ave N/14th ST N)		
No projects in TIP		



MEDIUM EJ COMMUNITIES (Meet 2 Criteria)		
Golden Gate Estates		
16th St. Bridge	4318953	\$ 4,993,943
Bridge Replacement CR 846 over drainage canal	4441851	\$ 4,918,592
Bridge Scour Countermeasures	4350431	\$ 1,881,294
County "Pockets" of Low-Medium EJ Communities		
Livingston FPL Trail Extension from Radio Rd to County Line	4475141	\$ 1,100,000
Wiggins Pass SW from Vanderbilt Dr to US 41	4480691	\$ 1,429,213
Everglades City (Low EJ)		
Copeland Ave SW	4370961	\$ 594,349
Subtotal, Million\$		\$ 197,933,749
TIP expenditures benefiting EJ Communities		197.9
Transit		49.1
Subtotal, Million\$		247.0
Total TIP Funding excluding Maintenance, Aviation, Plng		283.3
Percent Funding Benefiting EJ Communities		87%



STRATEGIC PLAN PERFORMANCE MEASURES

Public Outreach

GOAL: Sustain the level of engagement established in calendar year 2020 using social media, on-line surveys, website postings, email notifications, and the MPO's eNewsletter.

ACCOMPLISHMENTS

Public outreach during the first three quarters of Federal Fiscal Year (FFY) 2021 - October 1, 2020 through June 30, 2021) continued the shift to electronic communications and hybrid in-person/virtual meeting formats necessitated by the the COVID-19 pandemic. The MPO met all state and federal deadlines during this challenging time, culminating in the Board's approval of the 2045 Long Range Transportation Plan (LRTP) in December, followed by approval of the Local Roads Safety Plan in May, a series of amendments to the Unified Planning Work Program (UPWP), the FY 2022-2026 Transportation Improvement Program (TIP) and 2021 Project Priorities in June.

MPO staff continued public outreach initiatives established in calendar year 2020, such as posting monthly safety videos on the MPO's website and County's Facebook page in collaboration with FDOT's Community Traffic Safety Team; conducting public surveys using the County's Qualtrics platform on the County's Facebook page, Twitter and Neighborhood News; distributing the monthly eNewsletter to the MPO's Adviser Network, advisory committees, member agency staff and partner agencies.

Two weeks after posting a survey to social media 182 responses were received. 124 respondents had never heard of the MPO prior to the survey, approximately half believed the MPO was responsible for growth management, while a quarter believed it was city planning, and the last quarter correctly selected transportation planning. When asked about the the issue they're most concerned about 112 respondents answered traffic congestion, 24 answered traffic safety, 15 answered bike/ped facilities and safety, 5 answered transit services, and 21 answered other. 53 respondents provided their email for the newsletter and meeting notices. The full report is published on the MPO website and will be in the eNewsletter.

Inter-agency Collaboration

GOAL: Sustained responsiveness, clarity, accuracy in information sharing and acknowledgement of the MPO's Planning Partners.

ACCOMPLISHMENTS

The MPO Director and staff strive to acknowledge all requests for information within a 24-hour time period. At times the MPO is able to quickly respond to requests, while other requests may require additional response time based on the nature of the inquiry. This may include providing MPO staff sufficient time to conduct research, gather information, and connect with stakeholders or others to obtain additional input as needed. All MPO plans, studies and meetings are developed in a collaborative fashion and require constant communication with member agency staff, FDOT, our advisory committees, Board members and other regional planning partners.

The MPO Director makes a deliberate practice of acknowledging the valuable contributions made by our planning partners during Board and advisory committee meetings.



Analysis

GOAL: Provide accurate information that is thorough and timely. Describe methodology and data sources for transparency. Research and incorporate Best Practices that have been vetted by other MPOs within the state.

ACCOMPLISHMENTS

The 2045 Long Range Transportation Plan, approved in December 2020, was the culmination of a two-year effort that incorporated population and employment projections generated by the Bureau of Business and Economic Research and the County Interactive Growth Model, FDOT's Freight Plan and Strategic Intermodal System Cost Feasible Plan and MPO led plans including the Transit Development Plan, the Transportation System Performance Report and the Local Roads Safety Plan.

Immediately following completion of the LRTP, MPO staff began compiling the new FY 2022-2026 Transportation Improvement Program (TIP). This involved updating the narrative component to reflect the new LRTP and updating reporting on performance measures to address a new template provided by FDOT and the MPO Advisory Council (MPOAC). The MPO Director gave the Board a presentation that included an assessment of the balance in expenditures between maintenance, capacity, multimodal and safety. For the Local Roads Safety Plan, the MPO Director added an overview of local practices and prepared the final recommendations. The Director is developing an equity assessment of the FY22-26 TIP for inclusion in the 2021 Annual Report, reflecting Best Practices learned through participation in an Equity in Transportation Peer Exchange in June 2021.

Communication

GOAL: Communications should be clear, accurate, timely, concise, informative, pertinent.

ACCOMPLISHMENTS

The MPO Director spends a great part of each work day engaged in active communication with MPO staff, member agency staff, advisory committee members, state and federal planning partners, Board members and the general public. The formal communications made during Board meetings often summarize weeks of coordination with interested parties via email, phone and video conferences and in-person meetings.

The MPO's website and eNewsletter continue to evolve as tools of communication. MPO staff welcome requests to present on MPO activities to interested groups of citizens and local elected officials. The Director presented information on the 2045 LRTP, project priorities and the TIP to the Collier Citizens Council and Naples City Council during the first three quarters of FFY21.

In order to assess the effectiveness of MPO communications, the Director developed two surveys – a general public awareness survey posted on the County's Facebook and Twitter accounts, and a customer satisfaction survey targeting the MPO's planning partners. The results, shown on the following page, were reported in the MPO's August eNewsletter and posted on the MPO's website. Having learned that 70% of respondents had never heard of the MPO and only 25% knew what an MPO does, our Administrative Assistant/Public Outreach Coordinator, Danielle Bates, developed the public information campaign – see the four social media posts that follow the survey results.



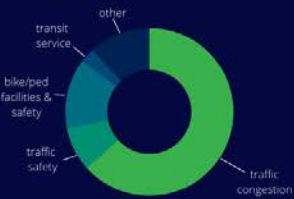
MPO Survey Results

Collier MPO puts a great emphasis on public involvement. To see how we can better serve the public Collier MPO sent 3 surveys out in July in search of feedback. One was posted on Collier County's social media channels, one went to the Adviser Network, and the last one went to our Partner Agencies.

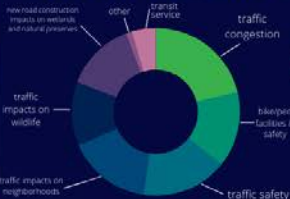
The results of these surveys will be taken into account by Collier MPO to improve our public involvement section.

Areas of Concern

Social Media



Adviser Network



Social Media
Have never heard of the MPO



Social Media
Knew MPO was responsible for transportation planning
48% believed MPO was responsible for growth management, 27% believed MPO was responsible for city planning



Adviser Network
Submitted Comments on MPO plans in the past 12 months

Partner Agencies

Rating how Collier MPO did last year



Insights Goals

53 out of 182 respondents to the Social Media Survey asked to be included in the Adviser Network.

A few of the Partner Agency respondents noted that they wish virtual meetings could continue.

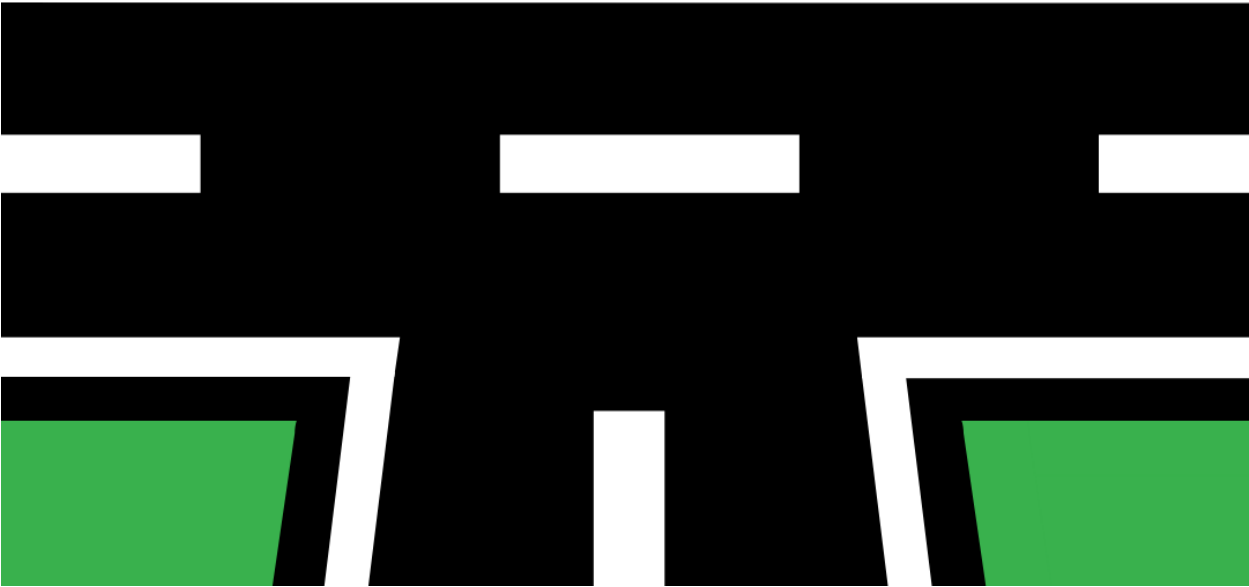
One conclusion is that social media is a good tool for expanding public awareness.

Our ratings are high but we always strive for excellence.

- 1) Reach out to anyone who requested follow-up regarding a concern that has not been addressed.
- 2) Conduct more frequent surveys as a public engagement tool.
- 3) Improve in areas of weakness highlighted in the surveys such as responses & accessibility.

Learn more at www.colliermopo.org





Member Governments

Collier County | City of Naples | City of Marco Island | City of Everglades City

Advisory Committees

BPAC | TAC | CAC | CMC | LCB

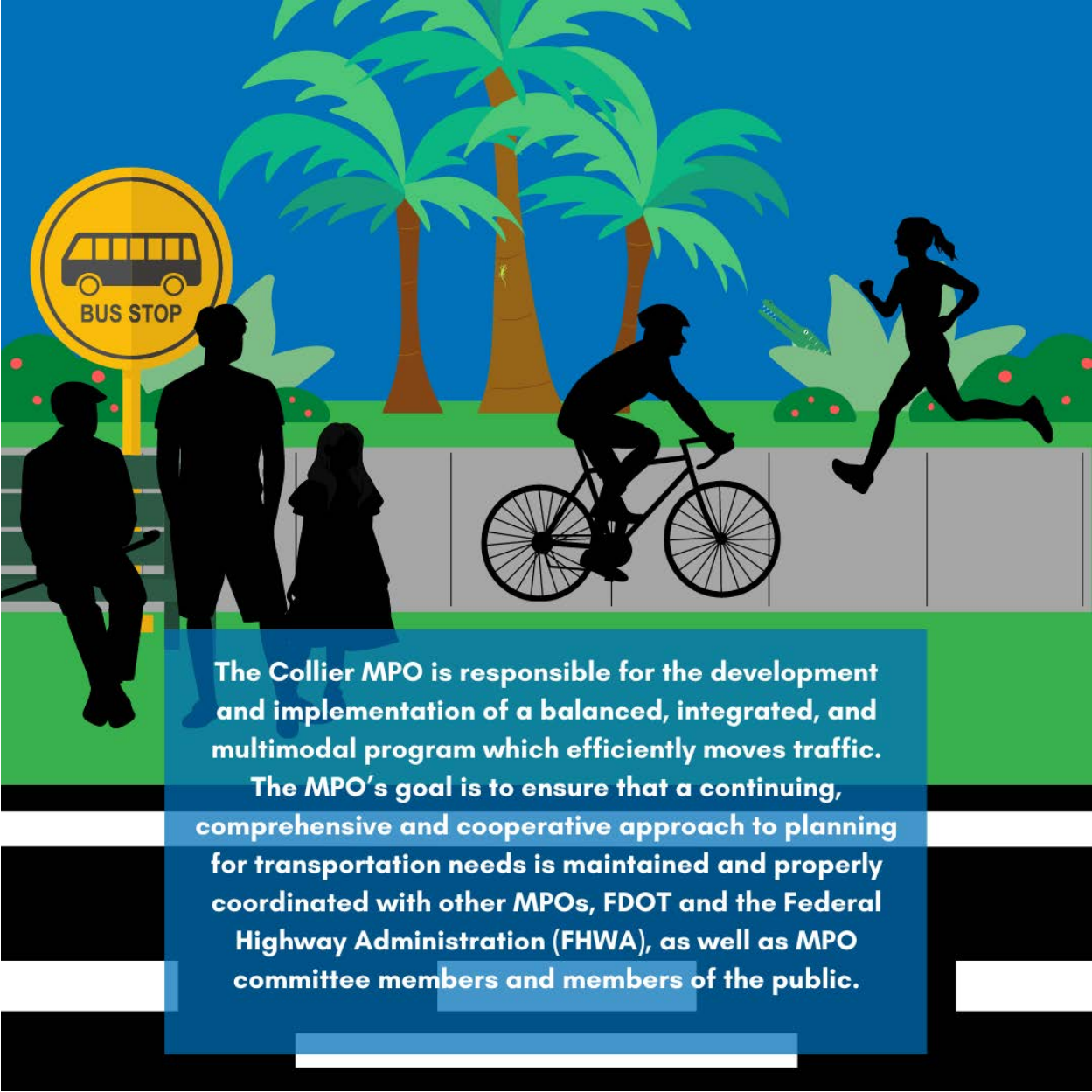
Partner Agencies

FDOT | FHWA | FTA | CCSO | DEP | Collier Area Transit
State & Federal Land Management Agencies | DOH | Tribes

Staff

The Collier MPO was established in 1982 following the Federal Highway Act that requires urbanized areas to develop transportation plans and programs as a condition to receive federal capital or operating assistance. The Collier MPO is currently governed by a nine member board.

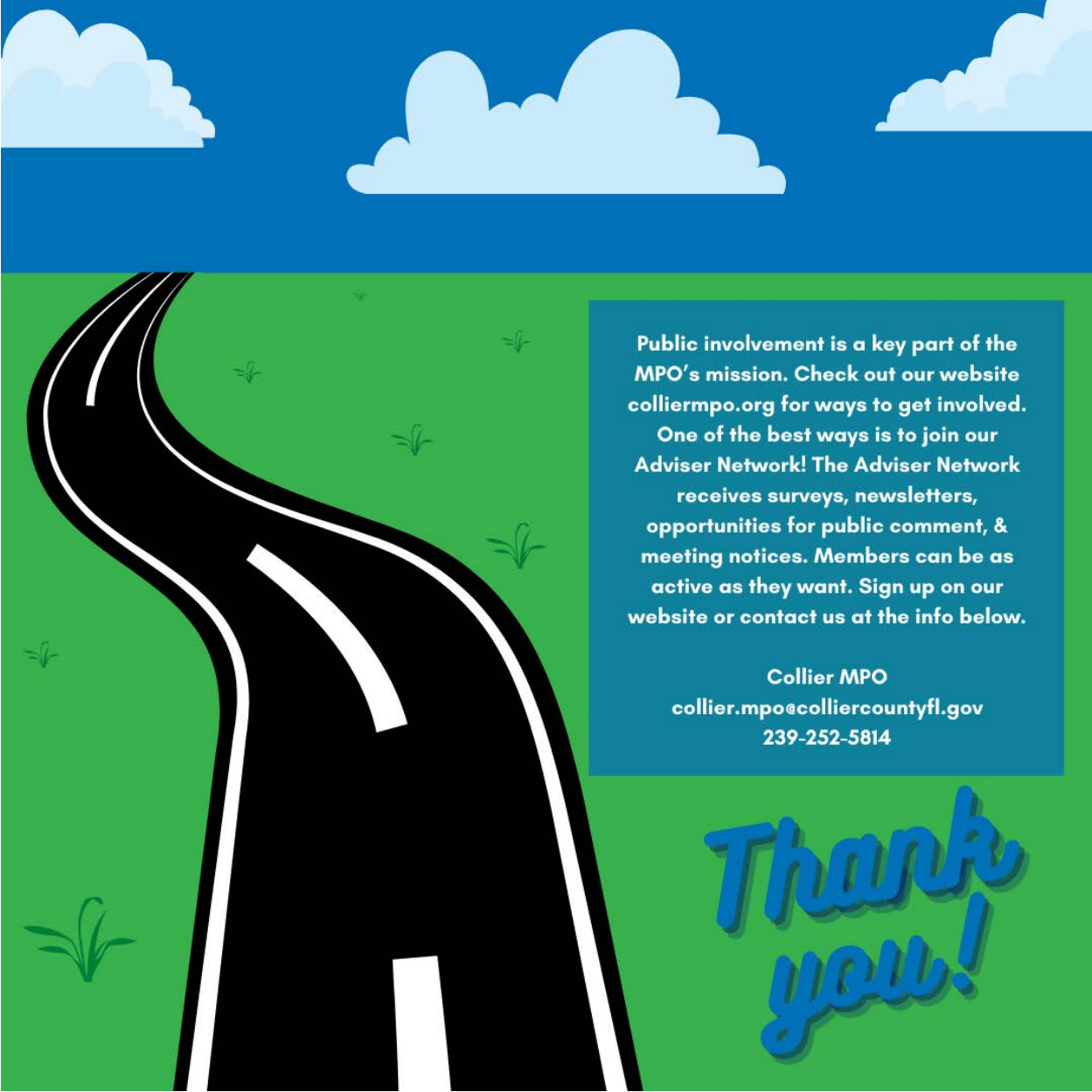




The Collier MPO is responsible for the development and implementation of a balanced, integrated, and multimodal program which efficiently moves traffic.

The MPO's goal is to ensure that a continuing, comprehensive and cooperative approach to planning for transportation needs is maintained and properly coordinated with other MPOs, FDOT and the Federal Highway Administration (FHWA), as well as MPO committee members and members of the public.





Public involvement is a key part of the MPO's mission. Check out our website colliermpo.org for ways to get involved. One of the best ways is to join our Adviser Network! The Adviser Network receives surveys, newsletters, opportunities for public comment, & meeting notices. Members can be as active as they want. Sign up on our website or contact us at the info below.

Collier MPO
collier.mpo@colliercountyfl.gov
239-252-5814

Thank
you!



Team Work

GOAL: Promote a spirit of team work internal to the organization and externally involving member agencies, advisory committee members, Board members, state and federal agencies and the general public.

ACHIEVEMENTS

The MPO Director actively seeks to promote team work by being responsive to all requests for assistance from member governments and planning partners as well as members of the public. Advisory committee meetings offer another forum for tackling issues and making recommendations in a spirit of team work and collaboration. The work of the the MPO could not be completed without it. Here are just a few examples:

- Close collaboration with member agencies on development of 2045 LRTP, 2020 Project Priorities
- Proactively sought technical input from member agencies on development of Local Roads Safety Plan, and received input from City of Naples, Collier County, County Sheriff's Office
- Close collaboration with FDOT on programming project priorities, maintaining fiscal constraint in the TIP, amending the LRTP, TIP, and UPWP
- Active participation in Lee TAC, MPOAC, and CUTS (Coordinated Urban Transportation Studies) meetings for District 1 MPO's and FDOT.



The United States are the current Women's World Cup champions. Photograph: Zhizhao Wu/Getty Images



LOCALLY ADOPTED PERFORMANCE MEASURES

Congestion Management Process 2017 - Multimodal Performance Measures

The Board's adoption of the 2017 Congestion Management Process (CMP) 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.

Benefit/Cost Summary Traffic Signal Timing and Coordination – Cost/Benefit Report

Reporting on before/after conditions is a requirement of the 2017 CMP as a condition for receiving MPO prioritized SU funds. Collier County Growth Management Department - Traffic Operations contracted with Faller, Davis and Associates, Inc. to conduct a traffic signal retiming effort along Pine Ridge Road, Airport-Pulling Road, Vanderbilt Beach Road and Livingston Road. As part of this effort, before and after Travel Time and Delay Studies (TTDS) were performed for the weekday morning, midday, and afternoon peak periods during the In Season and Off Season periods to evaluate the operational benefit of the retiming effort. The cost used to determine the B/C ratio was the cost of the retiming effort. The analysis was completed for the weekday morning, midday, and afternoon peak periods to determine the change in delay and fuel consumption. The full report is posted on the MPO's website. This is the first such report the MPO has received.

Below is a sampling of TTDS results in the study, followed by Overall Operational Benefit and Overall Fuel Consumption Benefit. Although the reduction in delay measures only in seconds, the cumulative effect in terms of reduced delay and fuel consumption regionally.



Pine Ridge Road In Season Travel Time Results

Period	Delay (sec)		Stops (per vehicle)		EB Average Travel Speed (mph)		WB Average Travel Speed (mph)	
Morning	163	Reduced	2.3	Reduced	7.1	Increased	1.2	Increased
Midday	194	Reduced	2.8	Reduced	6.2	Increased	2.1	Increased
Afternoon	288	Reduced	4.8	Reduced	8.0	Increased	2.6	Increased

Pine Ridge Road Off Season Travel Time Results

Period	Delay (sec)		Stops (per vehicle)		EB Average Travel Speed (mph)		WB Average Travel Speed (mph)	
Morning	108	Reduced	1.2	Reduced	4.0	Increased	1.3	Increased
Midday	168	Reduced	2.8	Reduced	7.4	Increased	2.0	Increased
Afternoon	124	Reduced	3.4	Reduced	0.7	Increased	5.6	Increased

Airport-Pulling Road In Season Travel Time Results

Period	Delay (sec)		Stops (per vehicle)		NB Average Travel Speed (mph)		SB Average Travel Speed (mph)	
Morning	164	Reduced	2.5	Reduced	4.3	Increased	4.3	Increased
Midday	258	Reduced	4.6	Reduced	6.6	Increased	5.5	Increased
Afternoon	172	Reduced	2.7	Reduced	0.3	Increased	7.2	Increased

Airport-Pulling Road Off Season Travel Time Results

Period	Delay (sec)		Stops (per vehicle)		NB Average Travel Speed (mph)		SB Average Travel Speed (mph)	
Morning	118	Reduced	1.8	Reduced	4.7	Increased	1.4	Increased
Midday	102	Reduced	1.8	Reduced	-1.9	Reduced	7.1	Increased
Afternoon	139	Reduced	3.6	Reduced	1.2	Increased	6.1	Increased



Overall Operational Benefit

Pine Ridge Road	In Season Operational Benefit from Change in Network Delay	\$3,427,814.06
	Off Season Operational Benefit from Change in Network Delay	\$2,316,429.30
Airport-Pulling Road	In Season Operational Benefit from Change in Network Delay	\$2,524,445.00
	Off Season Operational Benefit from Change in Network Delay	\$1,780,682.70
Vanderbilt Beach Road	In Season Operational Benefit from Change in Network Delay	\$2,894,983.74
	Off Season Operational Benefit from Change in Network Delay	\$1,268,162.40
Livingston Road	In Season Operational Benefit from Change in Network Delay	\$13,288.00
	Off Season Operational Benefit from Change in Network Delay	\$1,398,589.50
Total		\$15,624,394.70

Overall Fuel Consumption Benefit

Pine Ridge Road	In Season Operational Benefit from Change in Fuel Consumed	\$320,819.84
	Off Season Operational Benefit from Change in Fuel Consumed	\$281,876.10
Airport-Pulling Road	In Season Operational Benefit from Change in Fuel Consumed	\$256,509.77
	Off Season Operational Benefit from Change in Fuel Consumed	\$204,039.00
Vanderbilt Beach Road	In Season Operational Benefit from Change in Fuel Consumed	\$216,533.24
	Off Season Operational Benefit from Change in Fuel Consumed	\$131,251.35
Livingston Road	In Season Operational Benefit from Change in Fuel Consumed	\$2,493.81
	Off Season Operational Benefit from Change in Fuel Consumed	\$98,275.35
Total		\$1,511,798.46

Bicycle & Pedestrian Master Plan (2019) 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 (TSPR) on Baseline Conditions (September 2020). The baseline conditions 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

(Pedestrian/Bicycle Facilities data is based on the TSPR Road Network – Arterials and Collectors, does not include local roads)



Transit Performance Measures (CMP 2017 and TSPR 2020)

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

(Collier County’s report on 2020 Transit Travel measures pending as of publication of this report.)

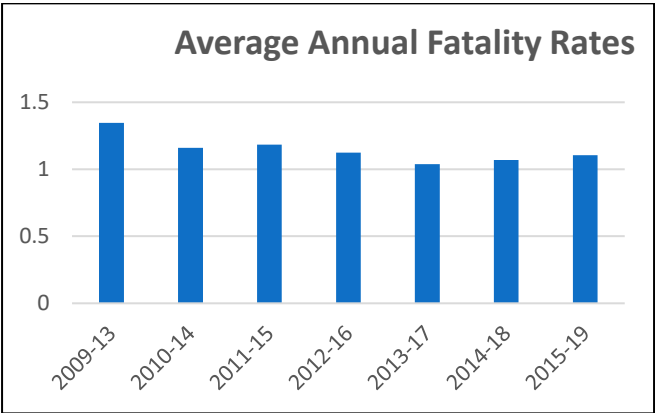
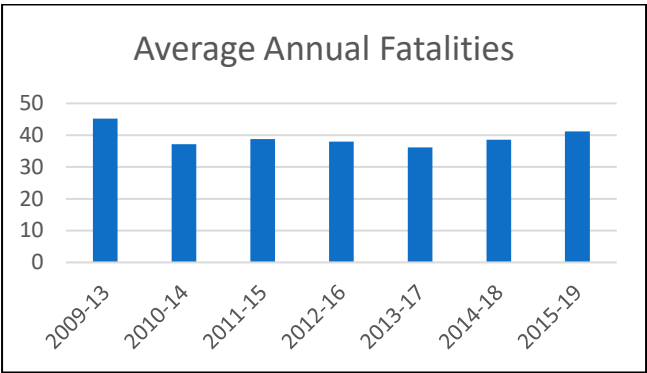


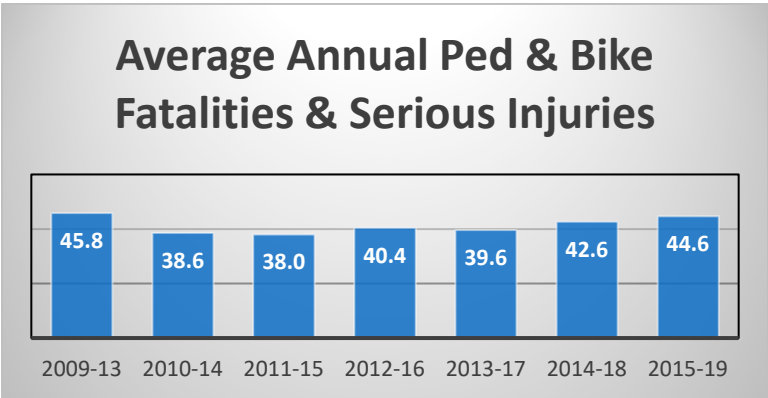
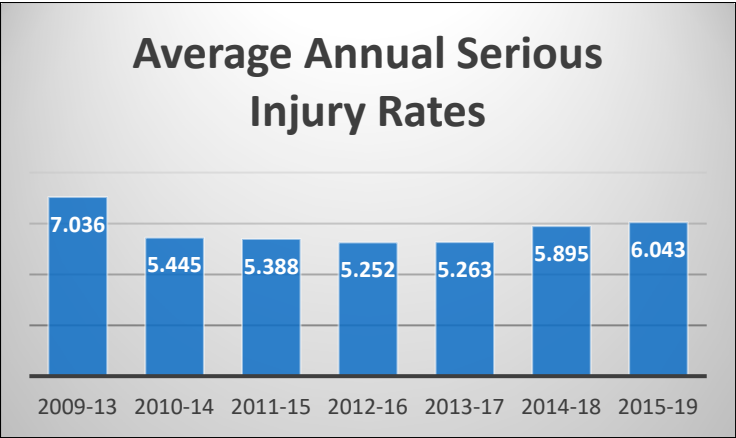
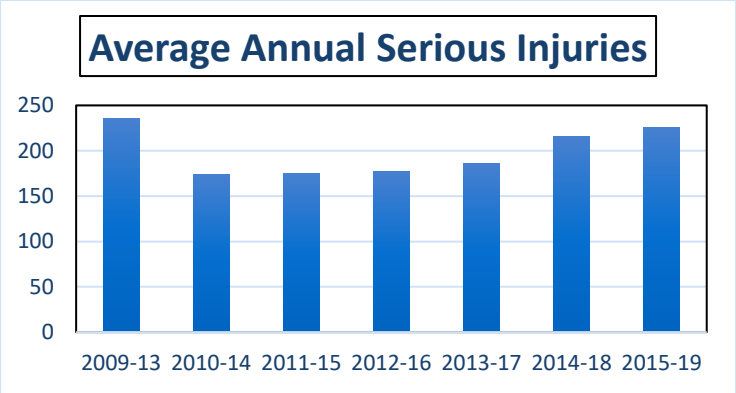
NATIONAL PERFORMANCE MEASURES

Safety

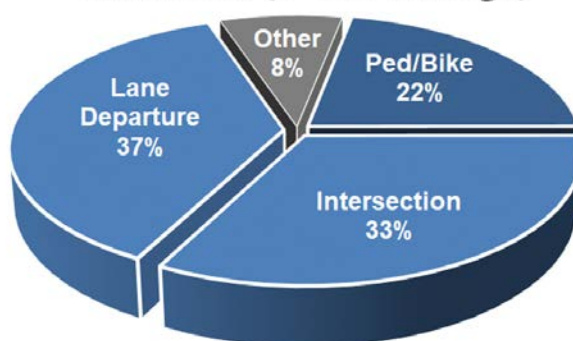
The MPO voted in November 2020 to continue to support FDOT’s Vision Zero safety performance targets for the following national measures:

- 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
-





Fatalities (3-Year Average)



Source: FDOT report to Community Traffic Safety Team 5/27/21

Local Roads Safety Plan – Implementation Status

Collier MPO Local Road Safety Plan

Approved by MPO Board on May 14, 2021



The MPO Board approved the Local Roads Safety Plan (LRSP) on May 14, 2021. The Implementation Plan (Chapter 4) establishes the following:

- High crash corridor and intersection locations included in 2045 LRTP project prioritization and in Transportation System Performance Report and Action Plan project prioritization
- High crash corridor/intersection locations eligible for MPO TMA SU Funds in addition to Collier County Traffic Operations annual update on locations; FDOT's annual reporting system; MPO BPMP
- Establishes funding for safety projects using TMA SU funds, MPO will issue Call for Safety Projects (periodically)
- Encourages formation of Traffic Safety Coalition such as Naples Bike/Ped Safety Coalition, CTST – MPO participates
- Enhanced Practices endorsed by MPO Board:
 - Speed management in high crash locations identified in LRSP



- **Proactive Bike-Ped Safety Education and outreach, including safety material giveaways available free of charge from FDOT and NHTSA**
- Coordinate with FDOT on programming Road Safety Audits
- Include safety analysis in project scoping and design for road improvement projects and stand-alone bike/ped facility projects in high crash locations identified in LRSP and BPMP
- **Monitor and report on LRSP Implementation to MPO Board as part of safety performance report in Annual Report, TIP**
- Update LRSP every 5 years prior to LRTP

The Public Education and Outreach component is in effect and is as summarized below:

➤ **Training and Special Events – Announcements**

1. Road Safety Survey - Local Roads Safety Plan (August 2020 Newsletter)
2. Love to Ride Florida – FDOT Mobility Week (October 2020 Newsletter)
3. FDOT Non-motorized Counters – Locations in Collier County (December 2020 Newsletter)
4. Ride Like MADD NW Florida (May 2021 Newsletter)
5. Summertime Safety (July 2021 Newsletter)
6. Lely Resort Traffic Safety Committee distributed MPO safety videos (Feb. 2021 Newsletter)

➤ **Bike/Ped Safety Videos IN NEWSLETTER, POSTED ON WEBSITE AND ON SOCIAL MEDIA**

Naples Velo Share the Road – Save Lives

1. Share the Road - Saves Lives (January 2021 Newsletter and February 2021 Facebook)

Bike Safe - www.BikeSafe.US – University of Miami, funded by FDOT

2. Dangers of Riding Against Traffic (February 2021 Newsletter)
3. Riding on the Sidewalk (February 2021 Adviser Network email + Lely Resort Traffic Safety Committee)

Ped Bike Information Center (PBIC) Crash Video Series (Provided by FDOT)

www.pedbikeinfo.org Understanding Common Crash Scenarios

4. Driver turning left into a pedestrian (August 2021 Newsletter)
5. PBIC - Driver Striking Pedestrian in a Crosswalk on a Multilane Road (September 2021 Newsletter)



TRANSPORTATION PERFORMANCE MEASURES & TARGETS - COLLIER MPO ANNUAL REPORT OCTOBER 2021

	Measure	Target	2020* Conditions	Meets
PAVEMENT	NHS Interstate Pavements	≥ 60% Good in 4yrs	64.1%	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	91.56%	Yes
		≤10% Poor in 2&4yrs	0%	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	1.12	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	41.2	No
	Serious Injuries	0	225.8	No
	Fatality Rate per Annual 100 MVMT	0	1.105	No
	Injury Rate per Annual 100 MVMT	0	6.043	No
	Nonmotorized Fatalities & Serious Injuries	0	44.6	No

*Safety data 2015-2019, FDOT won't release new data until Nov/Dec 2021; Pavement Data is 2020 for NHS Interstate pavements; 2019 for NHS non-interstate pavements (2020 data pending from FDOT)



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
Fatality Rate per 100,000 VRM	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

(Collier County’s report for calendar yr 2020 pending at time of publication of this report.)



Source of image: MPO’s 2045 Long Range Transportation Plan



MPO DIRECTOR'S SUMMARY

A Year of Transition from Planning to Implementation

The 2045 Long Range Transportation Plan (LRTP) approved in December 2020 represented the culmination of a two-year effort that incorporated population and employment projections generated by the Bureau of Business and Economic Research and Collier County's Interactive Growth Model, FDOT's Freight Plan and Strategic Intermodal System Cost Feasible Plan and MPO-led plans including the Transit Development Plan (TDP), the Transportation System Performance Report (TSPR) and the Local Roads Safety Plan (LRSP).

Immediately following completion of the 2045 LRTP, MPO staff began compiling the new FY 2022-2026 Transportation Improvement Program (TIP). This required updating the narrative component and project sheets to address the new LRTP and updating performance measure reporting to incorporate a new template provided by FDOT and the MPO Advisory Council. Staff also revised the draft annual Highways and Freight Priorities to match the priorities outlined in the new LRTP's Cost Feasible Plan. The Board approved the FY 2022-2026 TIP and 2021 List of Project Priorities (LOPP) in June 2021.

By incorporating the preliminary findings and recommendations in the project evaluation criteria in the LRTP, implementation actually began on the LRSP while the final draft was under review and staff got a jump start in posting public safety messaging on the MPO's website and in the MPO's eNewsletter. In a similar vein, the TSPR was incorporated by reference into the LRTP and MPO staff revised the evaluation criteria when issuing a Call for Projects to reflect the recommendations in the draft report. The TDP was also incorporated in the LRTP and the 2021 LOPP for transit are consistent with both the LRTP and the TDP.

The projected reductions in state and federal revenues that we anticipated would impact the outer years of the TIP and trigger amendments to the 2045 LRTP have not yet materialized. Last but not least, we received a favorable Certification Report from FHWA and FTA in December of 2020, having already addressed the only corrective action by incorporating the FY 21 - 25 TIP in the 2045 LRTP. The federal certification remains in effect until December 2024.

It bears repeating that we are fortunate in having good planning partnerships with FDOT, the MPOAC, FHWA, FTA, our member agencies, tribal governments, advisory committees and the many community groups that participate in our planning process.

PREPARING FOR 2022

Having filled two vacancies, we are in a much better position staffing-wise to meet the challenges the new FY brings. For the moment we are focusing on re-invigorating joint planning with Lee County MPO at the advisory committee and Board level and gearing up for the 2050 LRTP. Our new Administrative Assistant, Danielle Bates, has made great strides improving the quality of our public outreach and our new Principal Planner, Scott Philips, is taking charge of the TIP and maintaining document consistency between the TIP and the LRTP. The US Census Bureau data roll-out will continue throughout the next year or two. We'll know more concerning how that affects our [unified] planning work program (UPWP) in the coming months.



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