



Federal Fiscal Year 2022 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.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



MPO CHAIR
Council Member
Paul Perry
City of Naples



Council Member
Ted Blankenship
City of Naples



MPO VICE-CHAIR
Council Member
Greg Folley
City of Marco Island



Council Member
Tony Pernas
Everglades City

Annual Report Overview

This report is based on the Federal Fiscal Year (FFY) which runs from October 1st through September 30th. Thus FFY applies to October 1, 2021 - September 30, 2022. The 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 (CMP) 2017 Update. (Beginning in FY 2023, the CMP 2022 Update will provide the basis for reporting on performance measures.)



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; however, FDOT typically provides safety statistics in January or February. For that reason, the safety statistics in the Annual Report are in arrears.

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 TIP

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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.

Collier County had a population of 375,752 according to the 2020 Decennial Census. Collier County led the state with immigration during and after the COVID 19 pandemic. The U.S. Census Bureau's 2021 American Community Survey (ACS) 1-Year Estimates places the Median Household Income in Collier County at \$74,215 compared to \$67,521 nationally; and Median age at 52.7 years compared to 38.2 in the United States. 11% of the population for whom poverty status is determined in Collier County (41.2k out of 376k people) live below the poverty line, a number that is lower than the national average of 12.8%.

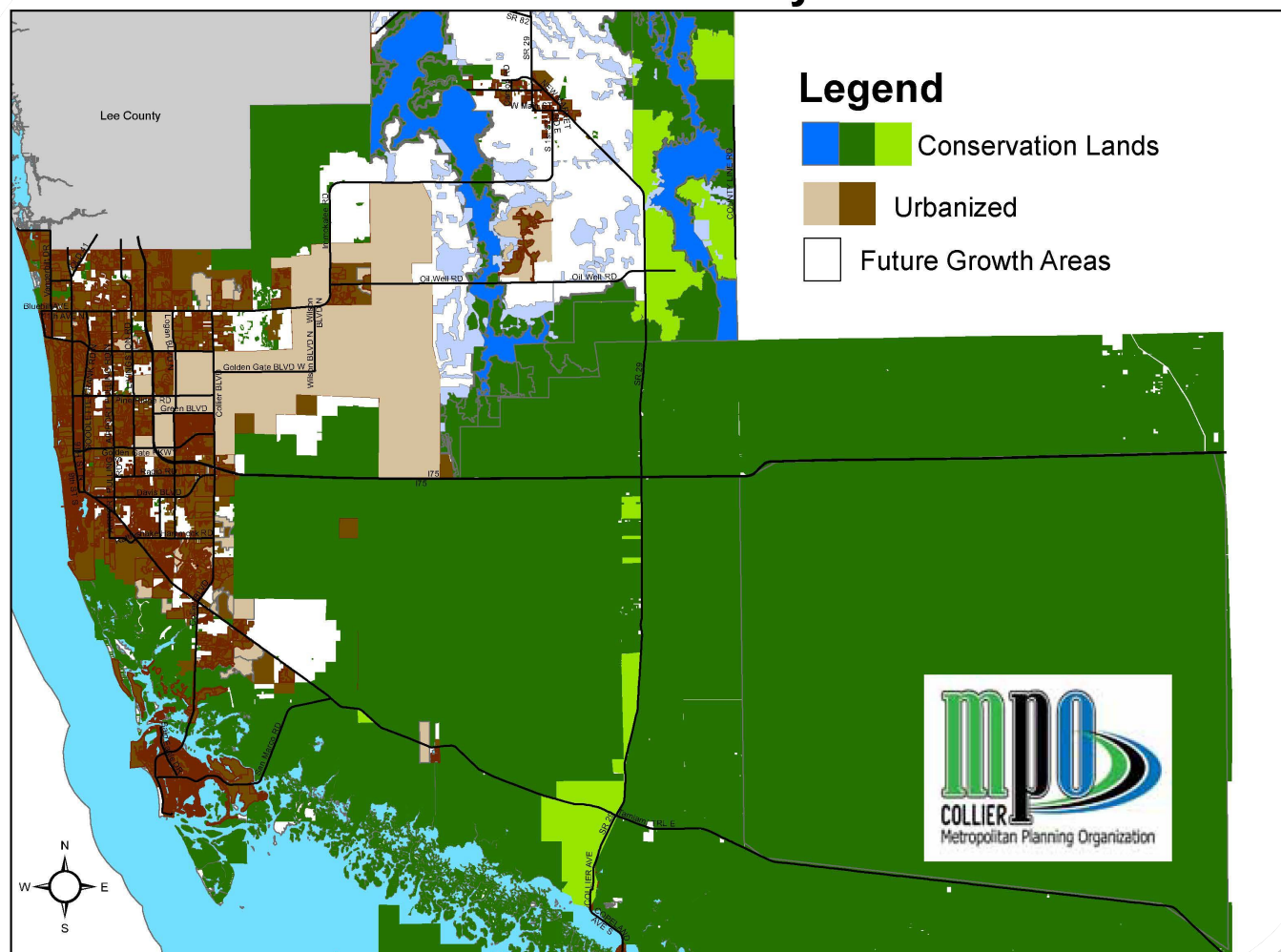
All of Collier County - including the cities of Naples, Marco Island, and Everglades City – experiences a large, seasonal increase in population and traffic between October and April, with the highest traffic volumes occurring in the months of February and March.

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 map on page 6. 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 7. 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 8.

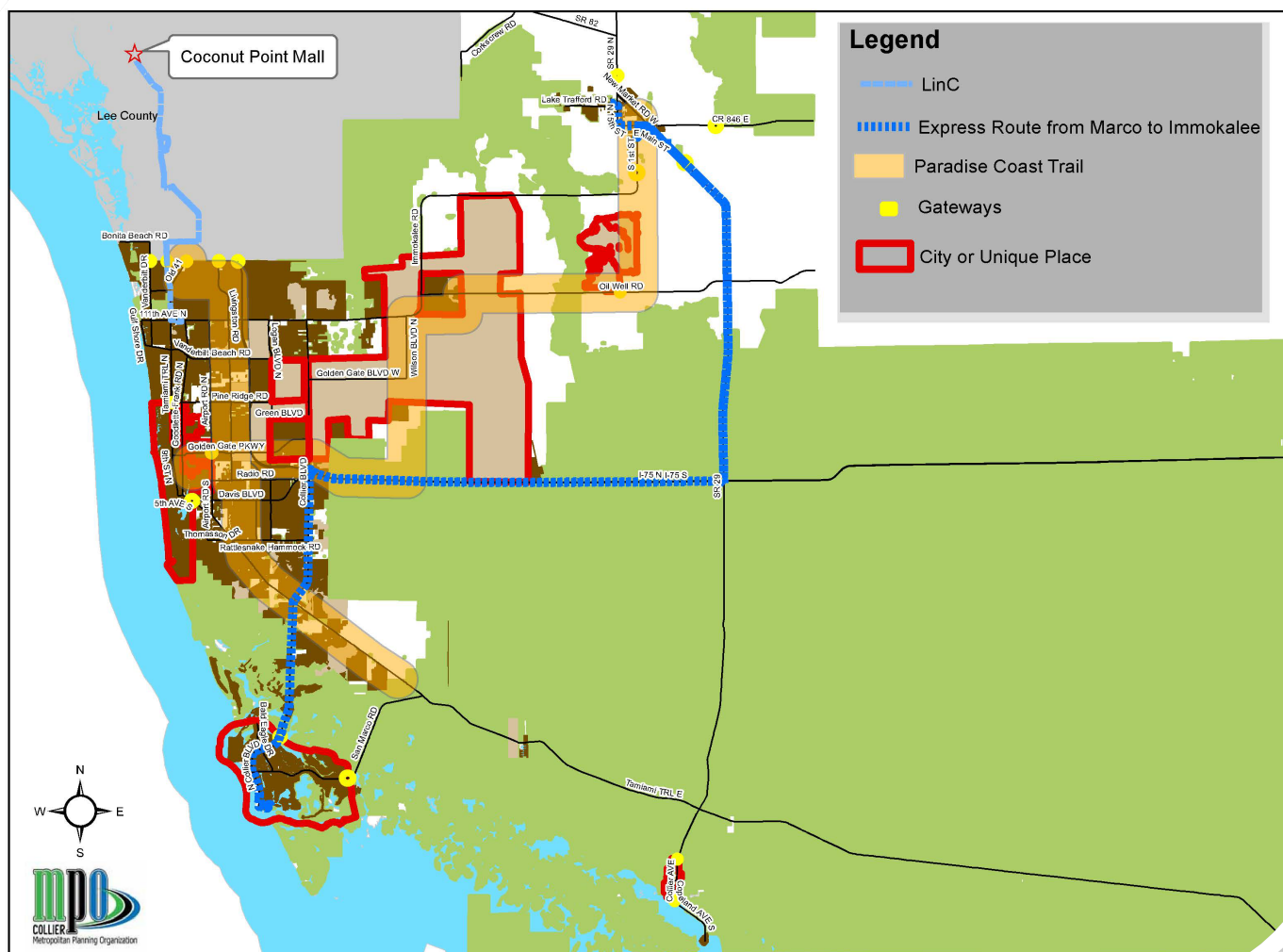
The MPO's 2022 Strategic Plan follows on page 9. The Strategic Plan is updated annually to guide the activities of MPO staff under the leadership of the MPO Executive Director.



Collier County Land Use Characteristics

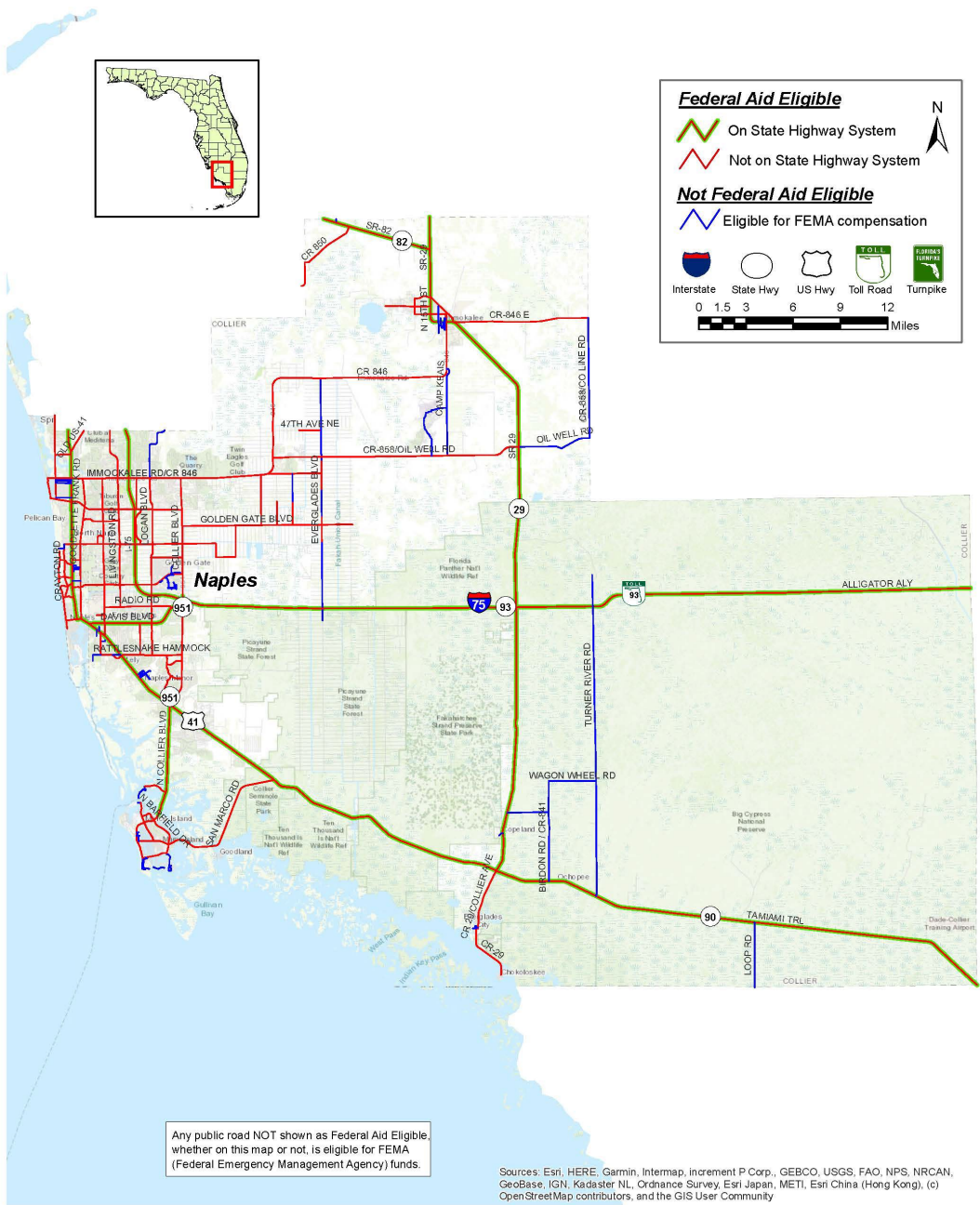


2045 LRTP Regional Connections



Federal Aid Eligibility Map
COLLIER COUNTY
- FLORIDA -

August 2, 2022



**FLORIDA DEPARTMENT
OF TRANSPORTATION**
Transportation Data & Analytics



MPO Strategic Plan for FFY 2022

COLLIER MPO FFY 2022 STRATEGIC PLAN

October 1, 2021 - September 30, 2022

MPO BOARD EXPECTATIONS OF
EXECUTIVE DIRECTOR

PUBLIC
OUTREACH

Sustain community
engagement via Social
Media, On-Line Surveys, &
Interactive Maps.

Internal
Member
Agencies
Planning
Partners

RESULTS ORIENTED,
EFFECTIVE & EFFICIENT
USE OF RESOURCES

Reinvigorate regional
coordination at the Board level
with Lee County MPO and
investigate potential to include
additional MPO partners.

TEAM
WORK

REGIONAL
COORDINATION

COMMUNICATION

Clear, Accurate, Timely, Concise,
Informative, Pertinent

ANALYSIS

Accurate
Transparent
Best
Practices
Thorough
Timely
Clear
Pertinent



MPO Operations

Staffing

Current MPO staffing is shown in the organizational chart below. The Administrative Assistant position was vacant for 4 months from mid-April to mid-August. Ms. Dusty Siegler joined the MPO staff as Administrative Assistant on August 15, 2022. The MPO Director has intentionally held the Senior Planner position vacant since 2016 to keep operational costs at a minimum. Maintaining the position in the organizational chart provides flexibility in hiring additional staff should the need arise.



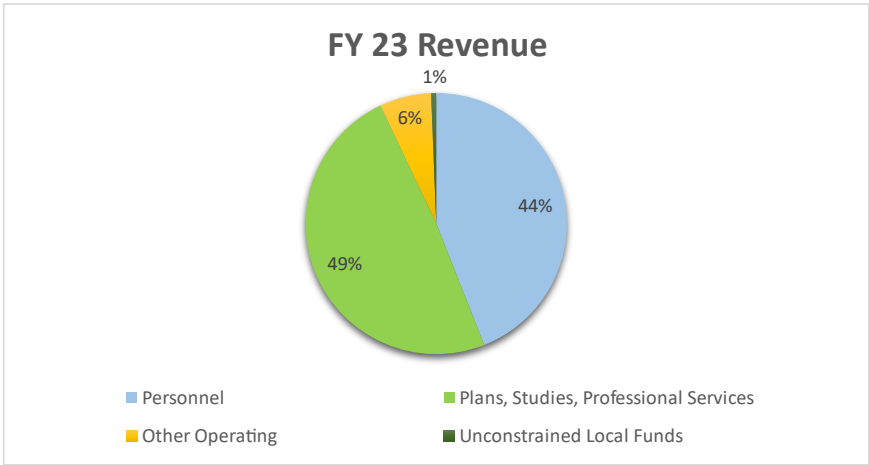
State Fiscal Year 2022/23 and 2023/2024 Operating Budget

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 2022 for concurrent three-year terms.

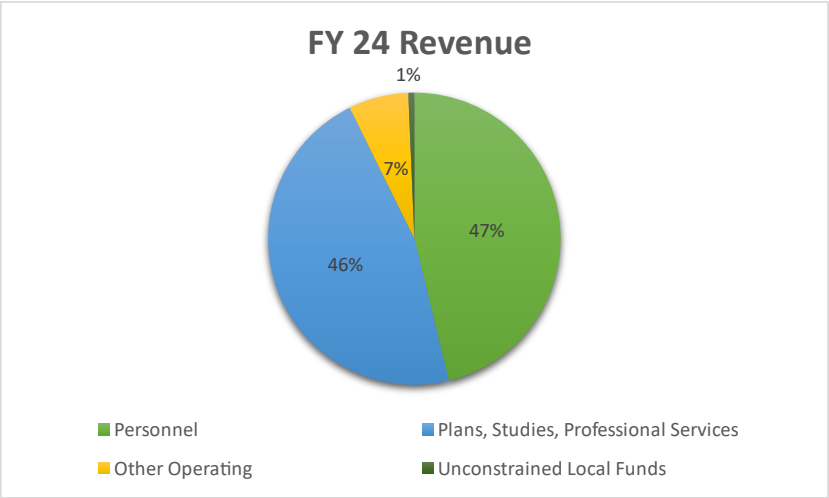
The Unified Planning Work Program (UPWP) establishes the 2-year operating budget for the MPO. The MPO Agreement between the Collier MPO and FDOT is the primary MPO funding source and runs concurrent with the MPO’s 2-year UPWP cycle. The MPO budget is reported by State Fiscal Year (SFY). Note that UPWP 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.

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. In the past, these funds were allocated to the MPO through a Public Transit Grant Agreement (PTGA) by the FDOT Public Transit Office on a different cycle and therefore were not included in prior Annual Reports. FDOT changed to a Consolidated Planning Grant process effective SFY 2023 which brings 5305 funds into play concurrently with PL funds to simplify the UPWP development and reporting process. Nonetheless, 5305 funds allocated prior to FY 2023 still require PTGAs.

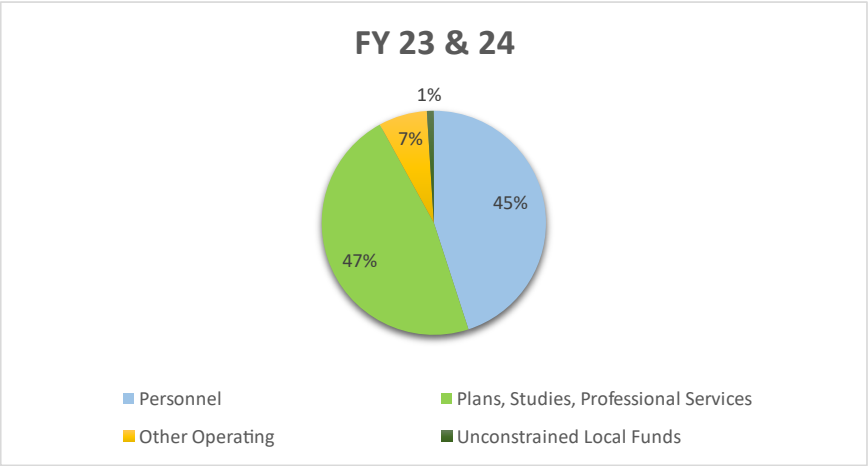
FY 2023 Revenue	Amount	%
Personnel	\$559,084	44%
Plans, Studies, Professional Services	\$622,016	49%
Other Operating	\$81,190	6%
Unconstrained Local Funds	\$8,000	1%
Total	\$1,270,290	100%



FY 2024 Revenue	Amount	%
Personnel	\$552,084	46%
Plans, Studies, Professional Services	\$555,554	47%
Other Operating	\$79,190	6%
Unconstrained Local Funds	\$8,000	1%
Total	\$1,194,828	100%

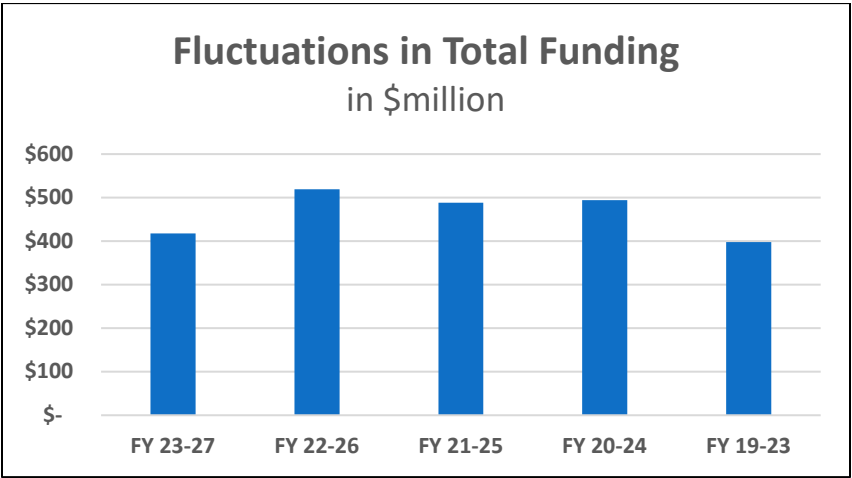


FY 23-24	Amount	%
Personnel	\$1,111,168	45%
Plans, Studies, Professional Services	\$1,177,570	47%
Other Operating	\$160,380	7%
Unconstrained Local Funds	\$16,000	1%
Total	\$2,465,118	100%

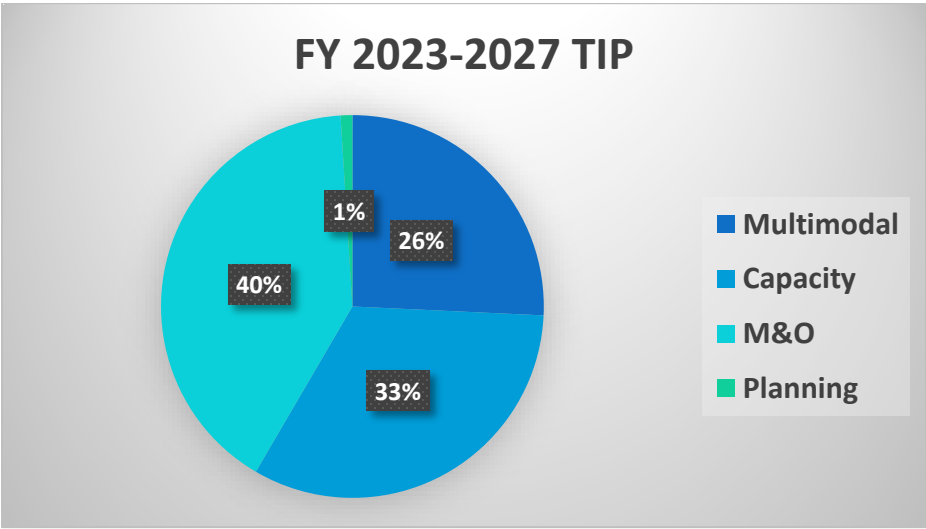


2023 - 2027 Transportation Improvement Program (TIP)

The MPO Board adopted the FY 2023 - 2027 TIP on June 10, 2022. 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 2023 – 2027 TIP was \$418 million, a decrease of \$101 million over the prior year, which is largely attributable to advancing construction of major interchange improvements at I-75 and SR 951 - a \$97.3 million project.



The TIP is well-balanced in terms of expenditures within the major categories of Maintenance, Capacity, and Multimodal.



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.

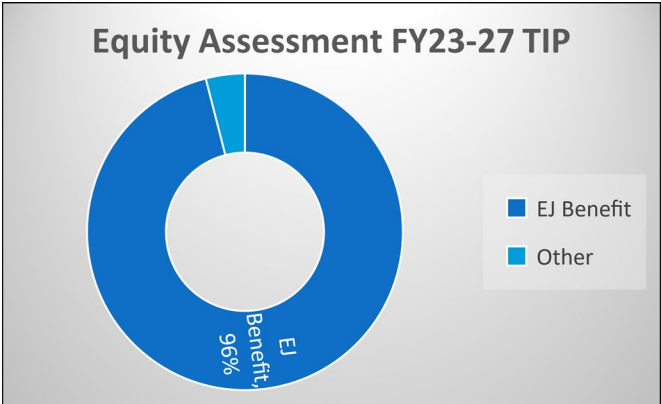
An EJ area was defined as a block group where the proportion of the population who identify as one of the above factors is meaningfully greater ($\geq 10\%$ points) than the countywide percentage. The block groups were ranked "Low", "Medium", "High", or "Very High" based on how many EJ factors overlap 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:

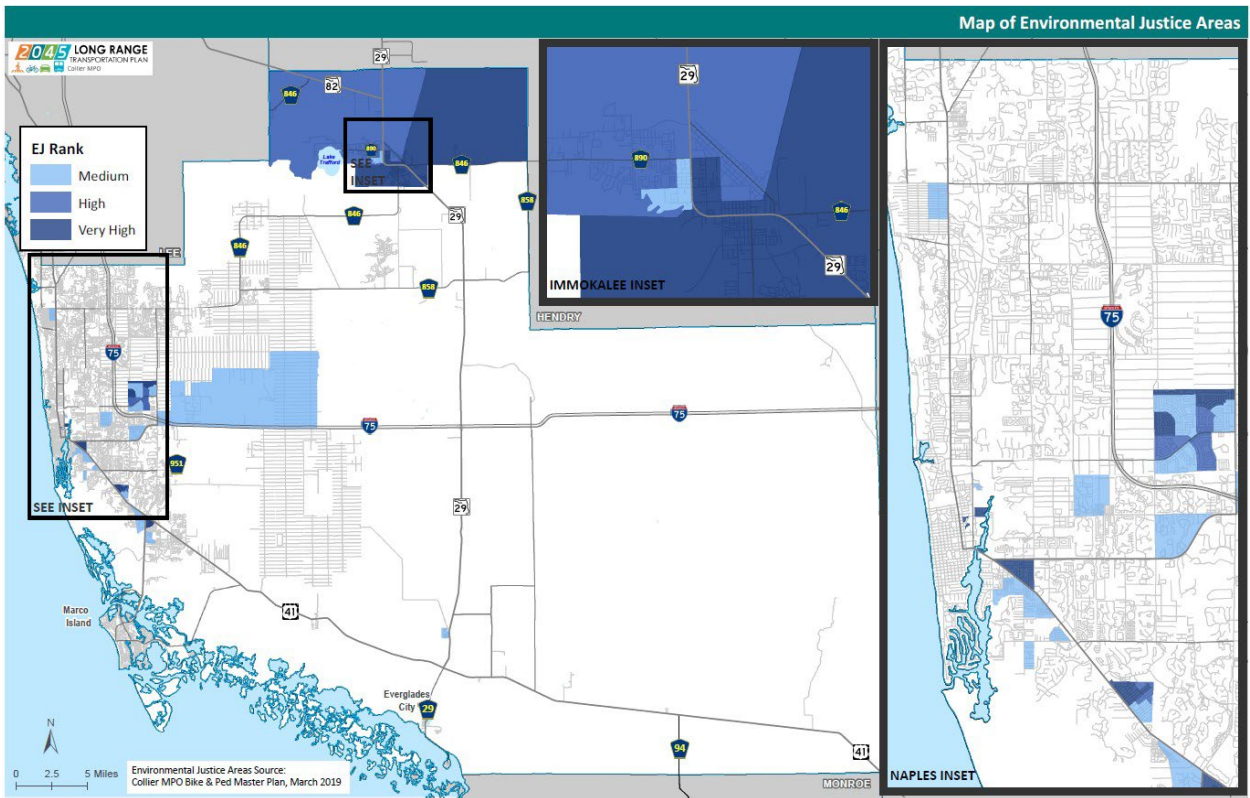
1. Increase jobs close to EJ Communities
2. Provide affordable housing close to jobs
3. Improve transit services
4. Provide other commuting options and services such as van, car pool, shuttles
5. Reduce time loss due to congestion through Travel Demand Management, capacity enhancements, park & ride facilities
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 \$194 million, which is 96% of the \$202 million in funding allocated in the Collier MPO’s FY23-27 TIP for Highways, Bike-Ped, and Transit improvements.



EQUITY ANALYSIS	Total Funding
Highway Capacity	\$ 121,092,286
Safety	\$ 4,310,461
Bike-Ped	\$ 18,312,041
Transit	\$ 51,687,752
CM SU Box	\$ 6,993,905
	\$ 202,396,445
Expenditures benefiting EJ Communities	\$ 193,908,677
Other	\$ 8,487,768



STRATEGIC PLAN PERFORMANCE MEASURES

Public Outreach

GOAL: Sustain the level of engagement using social media, on-line surveys, and interactive maps, also website postings, email notifications, and the MPO's eNewsletter.

ACTIVITIES



Public outreach during the first three quarters of Federal Fiscal Year (FFY) 2022 (October 1, 2021 through July 30, 2022) combined electronic communications, in-person committee meetings, hybrid in-person/remote MPO Board and Local Coordinating Board (LCB) meetings and in-person public outreach events as well as virtual meetings. Here's a sampling of MPO staff activities over the past nine months:

- hosted a booth at the annual White Cane Event on 5th Ave in downtown Naples on 10/15/21
- hosted booth at YMCA on 11/10/21 as part of Collier County public information meeting on Whippoorwill Lane Extension
- gave a presentation to the Naples Park Area Association on the Bike/Ped Master Plan evaluation criteria and County sidewalk projects on 1/21/22
- participated in Paradise Coast Trail Feasibility Study Open House

hosted by Naples Pathways Coalition on 1/26/22

- hosted a booth on 4/6/22 at Golden Gate Community Center as part of County's public information meeting on Collier Blvd Road Widening, Bridge Location Study
- Director served as member of panel that included Lee County and Charlotte-Punta Gorda Directors on regional transportation planning hosted by the Southwest Florida Inc President's Club in Bonita Springs on 4/19/22
- participated in Immokalee Transportation Network Plan virtual Kickoff Meeting on 3/1/22 and team meeting on 5/6/22
- hosted a booth on 4/6/22 at Golden Gate Community Center as part of County's public information meeting on Collier Blvd Road Widening, Bridge Location Study
- hosted a booth in Immokalee on 5/25/22 as part of County's Complete Street Design/Build public information meeting
- participated in Lee MPO Rail Trail Study public meeting in Estero on 6/2/22

MPO staff continued public outreach initiatives established in recent years, 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.



Regional Coordination

GOAL: Reinvigorate regional coordination at the Board level with Lee County MPO and investigate potential to include additional MPO partners.

ACTIVITIES

Following up on the February MPO board meeting, the MPO Director coordinated with the Deputy County Attorney to prepare an amendment to the Lee County and Collier MPO Interlocal Agreement for Joint Regional Transportation Planning for the purpose of streamlining and updating references to current legislation, practices and planning products and establishing a new regional collaborative subcommittee.

- attended the joint meeting of the Charlotte County-Punta Gordo MPO and Lee County MPO on February 18th to report on the proposed subcommittee
- coordinated with the two Executive Directors on the proposal, which ultimately failed to gain support
- coordinated with Lee MPO to schedule joint TAC/CAC meetings in October and a joint Board meeting in November
- Director served as member of panel that included Lee County and Charlotte-Punta Gorda Directors on regional transportation planning hosted by the Southwest Florida Inc President's Club in Bonita Springs on 4/19/22

Joint CAC/TAC meetings were held on October 7, 2021 and are scheduled for October 24, 2022 and a joint MPO Board meeting is scheduled for November 28, 2022.

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.

ACTIVITIES

- The Director oversaw the compilation of 2019 Base Year data for the 2050 Long Range Transportation Plan (LRTP). Metro Forecasting Methods produced socioeconomic data using the County Interactive Growth Model (CIGM) and submitted the data to FDOT in June 2022. Stantec Consulting compiled the roadway network, traffic count, transit and other related data and submitted it to FDOT in July 2022.
- The Congestion Management Process 2022 Update has been completed and approved by the MPO Board. Fact Sheets on 10 corridors are in process of development at this time.
- Staff has attended two rounds of training on the Florida Standard Urban Transportation Model Structure (FSUTMS) in preparation for the travel modeling component of the 2050 LRTP.
- The FY 2023-2027 Transportation Improvement Program (TIP) was completed and adopted by the Board in June 2022. This involved updating the reporting on performance measures and providing an analysis of the TIP from various approaches, including the balance in expenditures between maintenance, capacity enhancements and multimodal; equity; and prior year TIPs.
- FHWA requested the MPO Director's participation as a Subject Matter Expert in the development of updated curricula on three topics: Road Safety Audits, Traffic Calming and Bike/Pedestrian Safety. The work is ongoing at this time.



Communication

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

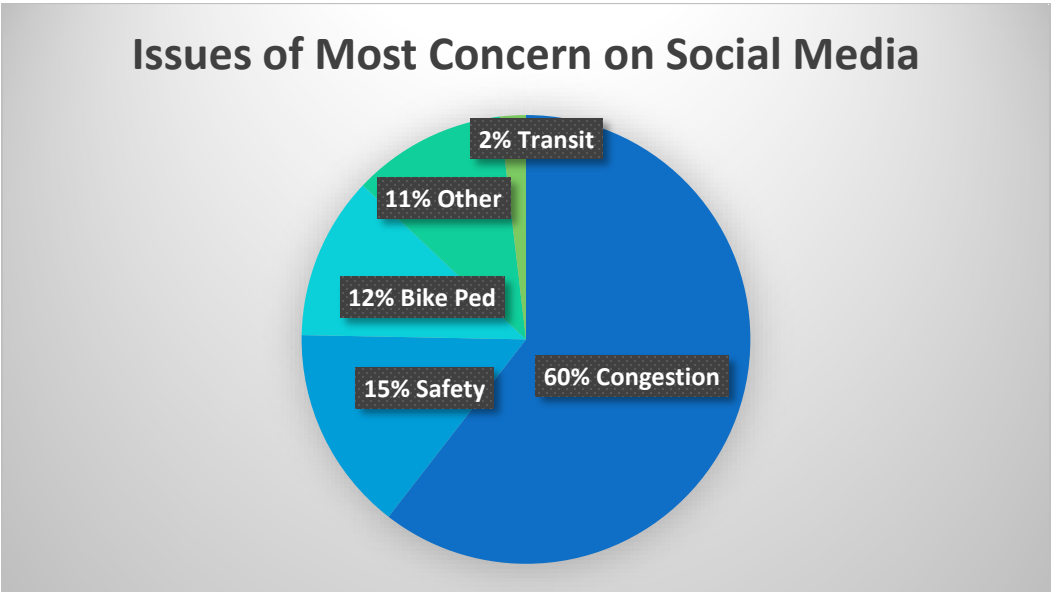
ACTIVITIES

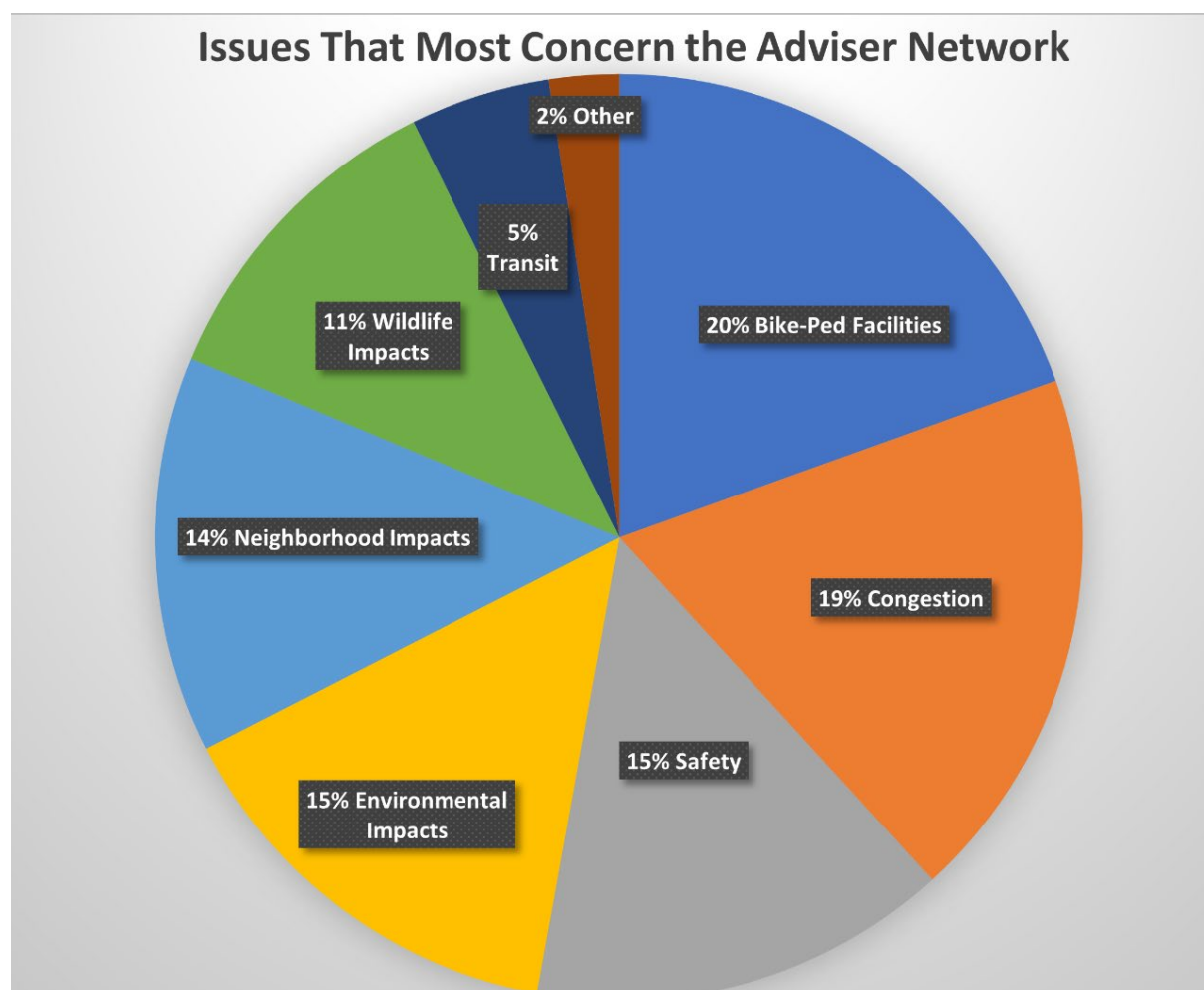
The MPO Director spends a great part of each workday engaged in active communication with MPO staff, member agency staff, advisory committee members, state and federal planning partners, Board members and the general public. The formal communications made during Board meetings often summarize weeks of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

Maintaining current information on the MPO's website, in eNewsletters and email listservs provides the foundation for the MPO's communication and outreach. Specific public outreach activities are listed under Section 1. Public Outreach

In order to assess the effectiveness of MPO communications, the Director posted two surveys for the second year in a row, one directed to the general public on the County's Facebook and Twitter accounts and one reaching out to the MPO's Adviser Network. Preliminary results were reported in the September eNewsletter.

- Congestion is the transportation issue of most concern on social media; weighing in at 60%, from a pool of 50 respondents. Safety, Bike-Ped facilities and 'Other' are a distant second, ranging from 11-15%, and Transit comes in last at 2%
- In contrast, the 34 respondents from the MPO's Adviser Network weigh multiple concerns nearly equally, with Bike-Ped Facilities and Traffic Congestion nearly neck-and-neck at 20% and 19% respectively, followed closely by Safety, Environmental and Neighborhood Impacts ranging from 11-15%, followed by Transit at 5%, with 'Other' in last place at 2%.





The Social Media Survey generated enough interest in the MPO that 50 more individuals have signed up for the MPO's Adviser Network. One person requested a follow-up email to the survey, which the Director has done.

- 8 Adviser Network members indicated that they had submitted comments on MPO plans over the past 2 months. All 8 indicated that MPO staff acknowledged their comments, and they felt their participation had made a difference in the outcome of the planning process. Specific examples cited were:
 - Sidewalks in District 2 and assisted in prioritizing projects for BPAC
 - The MPO is collecting data from people in the field, not sitting at a desk at a computer
 - The MPO is very responsive and receptive to public and collaborating organizations' comments and ideas to make streets safer and more accessible
 - I connect [with the MPO] only when I have questions on projects
- Although only 5 Adviser Network members said they had contacted the MPO office to request information over the past twelve months, 8 members responded they were satisfied with the response they received and 1 person said they were not. Although the numbers don't quite add up, the majority of respondents were satisfied with the service they received.
- **As a follow-up to the annual social media survey, the Director is working with Collier County Communications Division to run the following public information campaign on Facebook:**

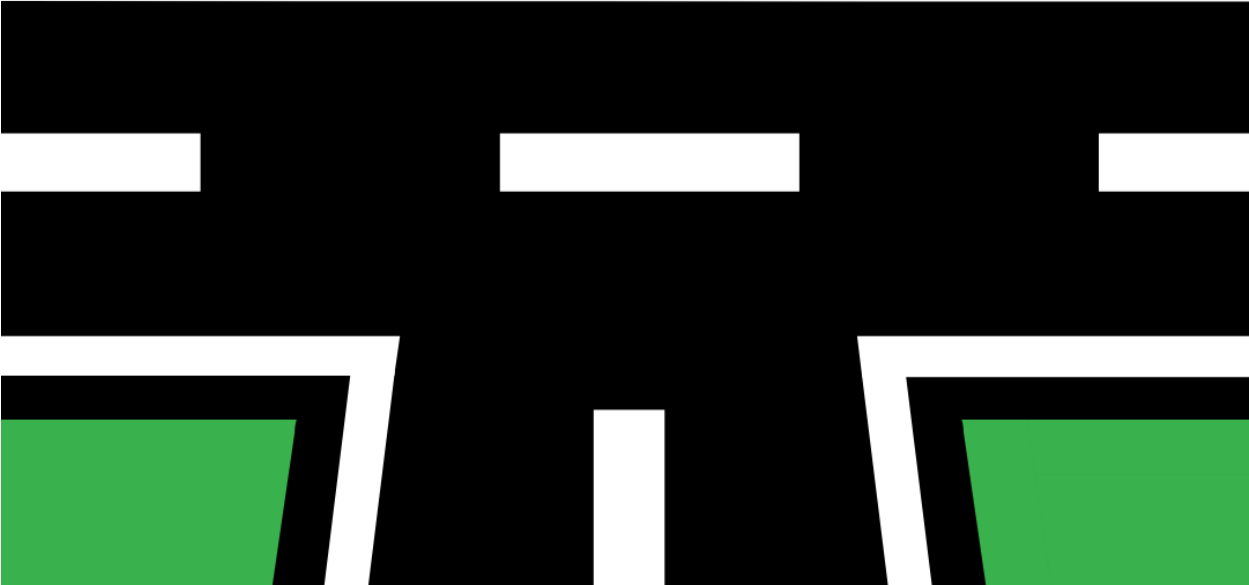




Who We Are **2**

What We Do **3**

More Info **4**



Member Governments

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

Advisory Committees

BPAC | TAC | CAC | CMC | LCB

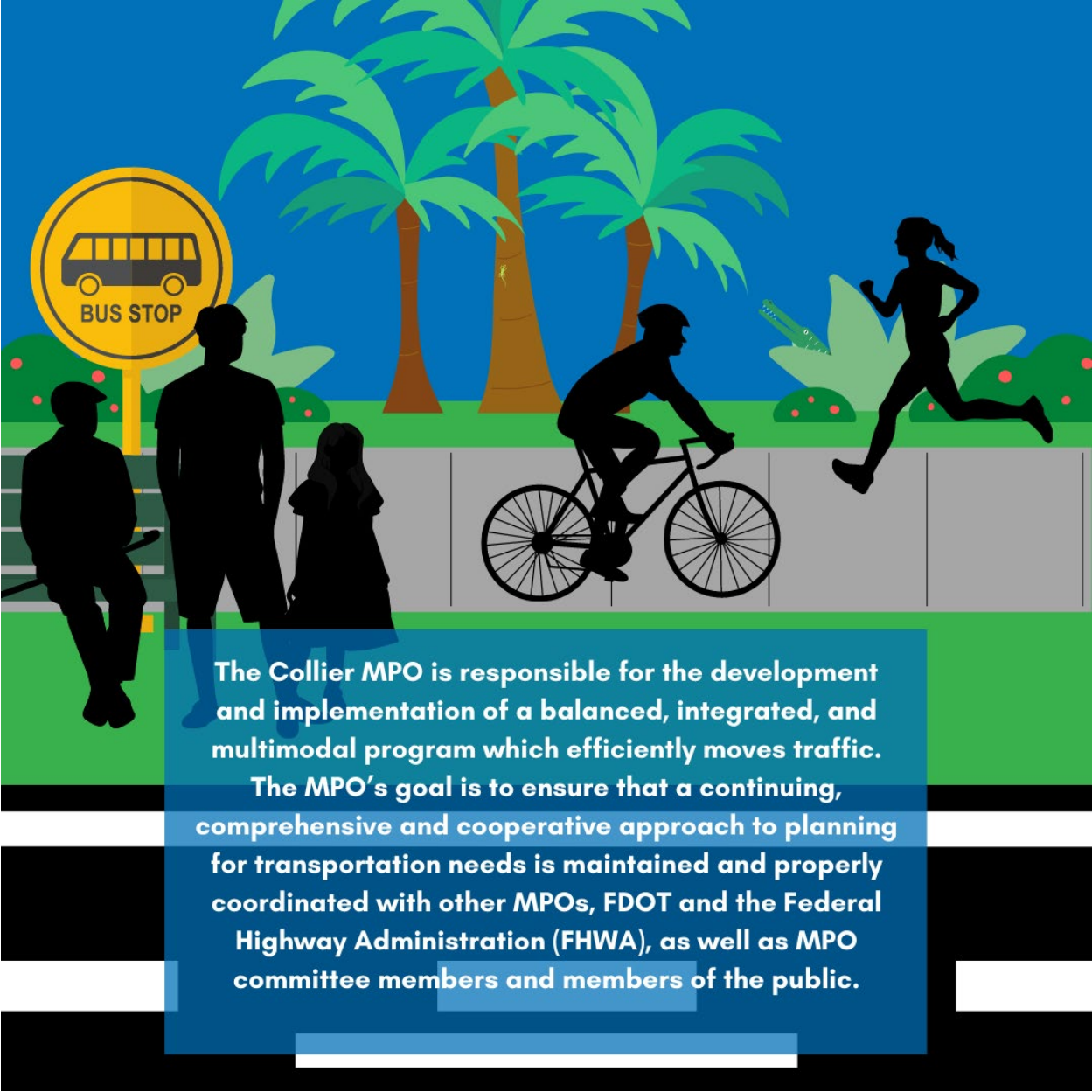
Partner Agencies

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.

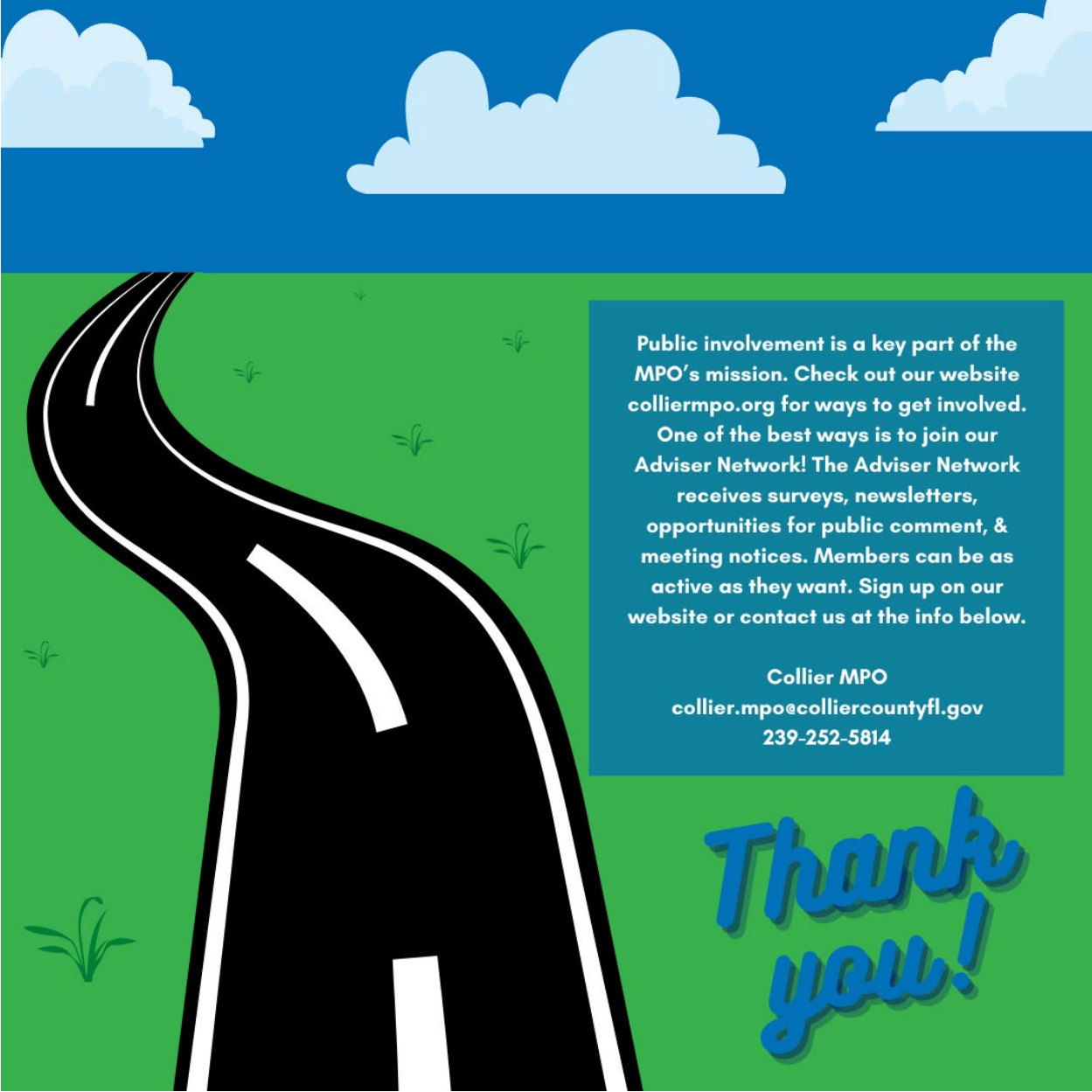




The Collier MPO is responsible for the development and implementation of a balanced, integrated, and multimodal program which efficiently moves traffic.

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.

ACTIVITIES

The Director actively seeks to promote teamwork 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 teamwork and collaboration. The work of the MPO could not be completed without it. Here are just a few examples:

- Close collaboration with member agencies and FDOT on the development of the FY 23-27 TIP, 2022 Project Priorities and FY23-24 Unified Planning Work Program (UPWP)
- Proactively seeking technical input from member agencies on development of Congestion Management Process 2022 Update and Fact Sheets for 10 congested corridors
- Participation in Lee MPO Rail Trail Study public meeting in Estero on 6/2/22
- Participation in Marco Loop Trail Corridor Feasibility Study Team Meetings
- Active participation in Lee TAC, MPOAC, and Coordinated Urban Transportation Studies (CUTS) meetings for District 1 MPO's and FDOT.
- Collaboration with Florida Department of Health in Collier County on addressing two of their performance measures: Percent of population living within a ten-minute walk (1/2 mile) of a park and percent of population living within a ten-minute walk (1/2 mile) of an off-street trail system.



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. The CMP 2022 Update, approved by the Board on April 8, 2022, will form the basis for the next Call for Congestion Management Projects in FFY 2023.

REPORTING

Reporting on before/after conditions is a requirement of the 2017 CMP as a condition for receiving MPO prioritized SU funds.

Only one project was funded through the CMP for completion in FFY2022, and it was postponed to FY2026 – 4379251 Signal Timing County Roads, various locations.

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 (BPMP), 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. A facility inventory will be conducted as part of the next BPMP Update, anticipated to start in FY23 and be completed in FY24 for inclusion in the 2050 LRTP.

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, beginning with 2019 data, updated to 2021 conditions in the table below.

Transit Travel

Measure	2021	2019
Number of routes	19	19
Average bus route service frequency (in minutes)	90	87
Passenger Trips (Total Annual Ridership)	574,101	805,491
Revenue Hours (Annual)	73,375	73,898
Passenger Trips per Revenue Hour	7.8	10.9
On-Time Performance	85.07%	84.79%



Local Roads Safety Plan – Implementation Status

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, and Update LRSP every 5 years prior to LRTP**
- **Public Education & Outreach**
 1. Pedestrian and Bicycle Information Center (PBIC) Video – Driver Turning Right into a Bicyclist *October 2021 Newsletter*
 2. PBIC Video – Driver Passing a Bicyclist *November 2021 Newsletter*
 3. NBC2 News Video – Car Driving in Bike Lane in City of Naples and Bike/Ped Safety Do's and Don'ts *December 2021 Newsletter*
 4. FDOT Alert Today, Alive Tomorrow Campaign Video on Pedestrian Cross Walk Safety *January 2022 Newsletter*
 5. Quebec SAAQ (their MVD) Video – Bone vs Steel – Jaywalking Video *February 2022 Newsletter*
 6. FDOT – Stay at the Scene Video *March 2022 Newsletter*
 7. FDOT Work Zone Safety Messaging *April 2022 Newsletter*
 8. Pinellas Trail Courtesy Campaign Video *May 2022 Newsletter*
 9. FDOT Safe Summer Travel Month Messaging *June 2022 Newsletter*
 10. FDOT's Target Zero Messaging and Safety Advice from the Florida Highway Patrol *July 2022 Newsletter*
 11. Back to School Safe Driving Messaging *August 2022 Newsletter*
 12. FDOT Mobility Week Announcement – Safe Alternative Transportation Options *September 2022 Newsletter*



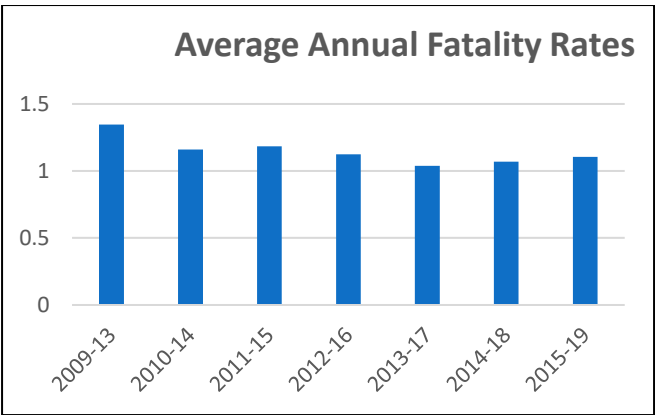
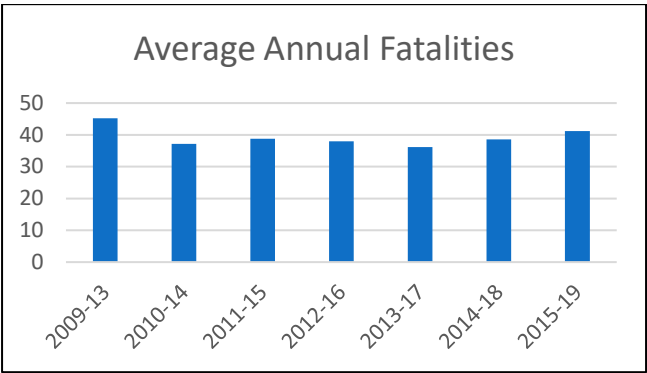
NATIONAL PERFORMANCE MEASURES

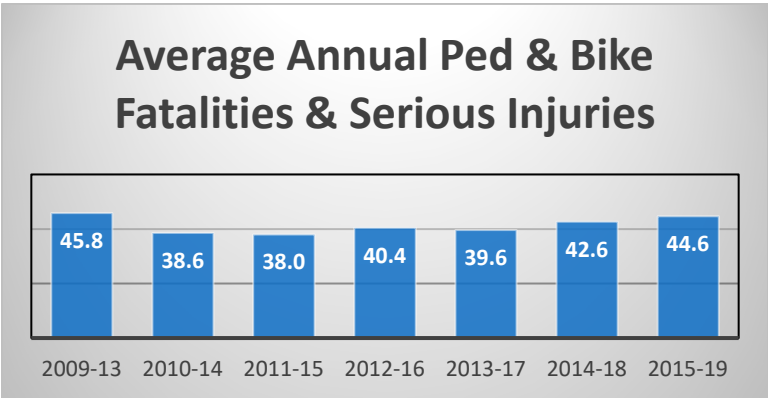
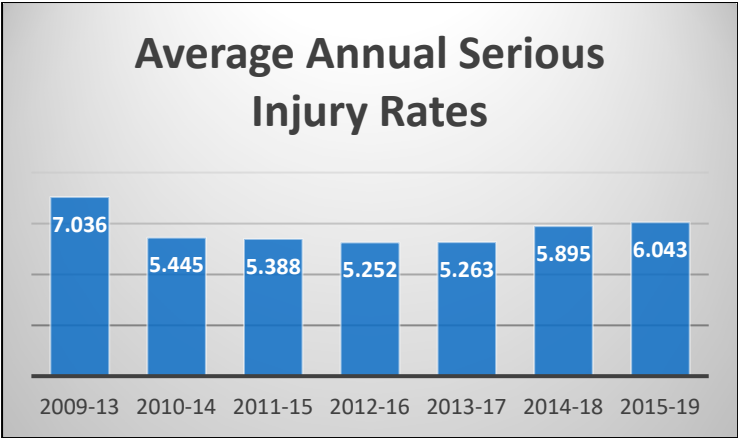
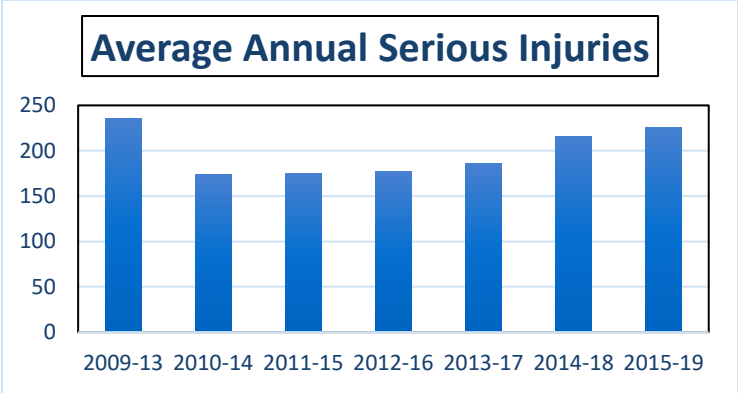
Safety

The MPO voted in December 2021 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

The following charts reflect the data FDOT provided on 12/15/2021.





ADA & SAFETY – BEST PRACTICE

AT BPAC'S REQUEST, THE MPO DIRECTOR ASKED FDOT TO ADD AN ACCESSIBLE PEDESTRIAN SIGNAL TO THE NEW PEDESTRIAN HYBRID BEACON (PHB) TO BE INSTALLED AT SR84 AND RICH KING MEMORIAL GREENWAY TRAIL CROSSING (FPN 449140-1)

FDOT TURNED DOWN THE REQUEST DUE TO COST.

THE MPO DIRECTOR ASKED FDOT TO UPGRADE THE SIGNAL USING \$5,000 OF THE MPO'S SU BOX.

11/17/21 email from Anne McLaughlin to Victoria Peters

*Yes to covering the cost out of our SU box for upgrading to accessible pedestrian detectors at the Rich King Greenway Trail Crossing. **But I'm surprised that FDOT doesn't already require ADA worthy equipment as standard procedure nowadays. Perhaps Collier MPO can teach FDOT a Best Practice?***



TRANSPORTATION PERFORMANCE MEASURES & TARGETS - SUMMARY

	Measure	Target	2021 Conditions	Meets
PAVEMENT	NHS Interstate Pavements	≥ 60% Good in 4yrs	72.30%	Yes
		≤ 5% Poor in 4yrs	0%	Yes
	NHS Non-Interstate Pavements	≥ 40% Good in 2&4yrs	51.40%	Yes
		≤ 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	0.59%	Yes
SYSTEM PERFORMANCE	% NHS Interstate Person-Miles Traveled That Are Reliable	75% in 2yrs, 70% in 4yrs	96%	Yes
	% NHS Non-Interstate Person-Miles Traveled That Are Reliable	n/a in 2yrs, 50% in 4yrs	96%	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	6%	Yes
	Transit Equipment	≤25% have met or exceeded ULB	25%	Yes
	Transit Facilities	≥25% < 3 TERM	20%	No**
SAFETY*	Fatalities	0	41.2	No
	Serious Injuries	0	233.2	No
	Fatality Rate per Annual 100 MVMT	0	1.105	No
	Injury Rate per Annual 100 MVMT	0	6.234	No
	Nonmotorized Fatalities & Serious Injuries	0	45.8	No

*FDOT safety data 2015-2019 as reported in FY23-27 TIP; 2020 update not yet available

**Maintenance facility in need of replacement; partially funded at this time.



Transit Safety Targets Tracking

SPT Category	2019		2020		2021		3-Year Average		Target	
	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Number of Injuries	3.0	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0	2.0
Injury Rate per 100,000 VRM	0.2	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.2	0.2
Total Number of Safety Events	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Safety Event Rate per 100,000 VRM	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Number of Major Mechanical System Failures	15.0	9.0	15.0	9.0	15.0	9.0	15.0	9.0	20.0	20.0
Vehicle Failures Per 100,000 VRM)	1.1	0.6	1.1	0.6	1.1	0.6	1.1	0.6	2.0	2.0
Annual VRM	1,378,866	1,406,149	1,378,866	1,406,149	1,378,866	1,406,149	1,378,866.00	1,406,149.00	1300000	1400000



DIRECTOR’S SUMMARY

FFY 2022 ushered in a new federal highway appropriation bill. In November 2021 the Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL), was signed into law. (Public Law 117-58). This legislation carried forward the policies, programs and initiatives established by preceding legislation and addressed new and emerging issues that face the nation’s transportation system. These issues include mitigating impacts to existing infrastructure due to climate change, developing and maintaining system resiliency, ensuring equity, researching and deploying new technologies, and improving safety for all users. Project eligibility and flexibility were added to existing programs such as the Surface Transportation Block Grant Program (STBG) and the Highway Safety Improvement Program (HSIP). For example, the STBG program project eligibility was expanded to include electric vehicle charging infrastructure and the HSIP was expanded to introduce new eligible project types to calm traffic and reduce vehicle speeds to improve pedestrian and bicycle safety. The legislation also introduced 21 new competitive grant programs that required federal and state governments to develop new guidance before they could be put into effect.

The Discretionary Grant Programs that appear to be most applicable to Collier MPO are:

- **Bridge Investment Program** (replace, rehabilitate bridges on National Bridge Inventory)
- **Prioritization Process Pilot Program**
- **PROTECT Grants** (Transportation Resilience)
- **Reconnecting Communities Pilot Program**
- **Safe Streets and Roads for All** (includes planning grant to develop Vision Zero Action Plan)
- **Strengthening Mobility and Revolutionizing Transportation (SMART)**
- **Wildlife Crossing Pilot Program**
- **Local and Regional Project Assistance Program** (formerly TIGER and BUILD)
- **Charging and Fueling Infrastructure** (includes first 5 yrs operating assistance)

The MPO submitted an application in September to the Safe Streets and Roads for All (SS4A) program for a grant to develop a Safety Action Plan. Adoption of a Safety Action Plan that meets the new federal criteria is a pre-requisite for local governments to be eligible to compete for SS4A Implementation Grants.

Federal Formula Fund apportionments increased by the following amounts for Collier MPO:

- | | |
|------------------------------------|-----------|
| • Transportation Alternatives (TA) | \$389,178 |
| • SU Box Funds | \$422,724 |
| • Planning (PL) Funds | \$150,283 |

And a new Formula Fund program was added:

- | | |
|--------------------|-----------|
| • Carbon Reduction | \$660,447 |
|--------------------|-----------|

For a total increase of: \$1.5 million

FDOT anticipates that these funds will become available beginning in the new FY 2024-2028 Work Program cycle.



LOOKING AHEAD TO FFY 2023

FFY 2022 ended with a catastrophic event as Hurricane Ian made landfall on Sanibel and Captiva Islands followed by Ft. Myers Beach and the City of Ft. Myers on September 28, 2022 as a Category 4 hurricane with wind speeds of 150 mph and storm surge ranging from 3' to 12' along the Gulf Coast in Southwest Florida. The storm surge caused the worst damage to life and property. Transportation infrastructure was especially hard hit in Lee County with the collapse of a section of the Sanibel Island Causeway and the Pine Island Bridge. The Cities of Naples, Marco Island and Everglades City, coastal areas of Collier County suffered devastating damage from storm surge and later in the week, heavy flooding from other parts of the state as Hurricane Ian made its way to the north and east. Damage assessments are underway as this report goes to press.

In addition to the recovery efforts on the part of local governments, the MPO is confronting a challenge many local employers are facing - filling vacant positions at a time when recruitment is difficult due to the high rate of growth and high cost of living in Southwest Florida, particularly with regard to housing. For this reason, I am working on amending the Unified Planning Work Program to move funds from personnel to professional services to augment staff.

Covering construction cost overruns is another challenge that predates Hurricane Ian's arrival. The MPO is working with FDOT to keep a reserve of \$500,000 or more in the SU Box each year in the FY 2024-2028 Draft Tentative Work Program to cover potential cost overruns.

On a more positive note, we are gearing up for the 2050 Long Range Transportation Plan Update (LRTP) on a number of fronts. We are right on-schedule, having submitted the 2019 Base Year Data to FDOT in July 2022, and plans that are critical to updating the LRTP have been completed or are getting underway. The Board approved the 2022 Congestion Management Process Update on April 8, 2022. The CMP's Origin and Destination Report is scheduled for Board review in December 2022. We anticipate that the Request for Professional Services to develop the 2050 LRTP will be published by the end of December 2022. The Scope of Work for an update to the 2019 Bicycle and Pedestrian Master Plan is under discussion by the Bicycle and Pedestrian Advisory Committee. The Technical and Citizens Advisory Committees will weigh in next. We applied for a Safe Streets 4 All Grant to develop a Comprehensive Safety Action Plan, also in preparation for the 2050 LRTP. FFY 2023 started on October 1, 2022 and ends on September 30, 2023. If the first three days are any indication, it promises to be a busy year!

Anne McLaughlin

October 3, 2022



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