

7. Implementation

The Collier MPO is responsible for implementing the investments and strategies included in this LRTP. This chapter describes how the MPO will implement the LRTP investments in coordination with federal, state, and local partners. Major planning partners for the Collier MPO 2050 LRTP update include the Collier MPO Board and committees; Collier County, the cities of Naples, Marco Island, and Everglades City; FDOT; MPO Adviser Network; local tribal governments; and Lee County (through the Lee County MPO Interlocal Agreement).

7.1 Implementation Framework

The LRTP reflects and guides Collier MPO's commitment to ensuring the priority projects, programs, and policies are carried out successfully, while complying with transportation planning and requirements as described in federal authorizing legislation. As noted in Chapter 1, the MPO carries out a *Continuing, Cooperative, and Comprehensive* long-range planning process that establishes a countywide vision for the transportation system. As part of this process, FHWA and FTA jointly issued a Planning Rule¹ requiring MPOs to establish targets for federally developed performance measures to evaluate the regional transportation system presented in their LRTPs. Performance-based planning ensures the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to the seven national goals outlined in Chapter 1.

Under this framework, the three FHWA performance measures (PMs) rules and the FTA transit asset management and transit safety rules established various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management, and transit safety. The Planning Rule and the PM rules also specify how MPOs should set targets, report performance, and integrate performance management into their LRTP and TIP. [Table 7-1](#) presents the federal PMs and the targets adopted by the Collier MPO Board.

7.1.1 System Performance Report

FHWA requires that MPOs prepare a System Performance Report (SPR) every 5 years and include PMs required for all MPOs across the country, which allows for planning consistency. FDOT developed an SPR template for each Florida MPO which evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress in meeting the targets in comparison with baseline data and previous reports. The SPR includes five categories of system performance. The following measures are focused largely on the highway and major roadway network receiving the majority of federal transportation funding:

- Highway Safety
- Bridge and Pavement

¹ The Final Rule modified 23 CFR Part 450 and 49 CFR Part 613.

Table 7-1. Collier MPO Adopted Performance Measures and Targets

	Measure	Target
Safety (PM1)	Fatalities	0
	Serious Injuries	0
	Fatality Rate	0
	Injury Rate	0
	Nonmotorized Fatalities & Serious Injuries	0
Pavement (PM2)	Condition of NHS Interstate Pavements	≥60% in <i>good</i> condition in 2 & 4 years ≤5% in <i>poor</i> condition in 2 & 4 years
	Condition of NHS Non-Interstate Pavement	≥40% in <i>good</i> condition in 2 & 4 years ≤5% in <i>poor</i> condition in 2 & 4 years
	NHS Bridge Deck Area Condition	≥50% in <i>good</i> condition in 2 & 4 years
		≤10% in <i>poor</i> condition in 2 years ≤5% in <i>poor condition</i> in 4 years
System Performance & Freight Reliability (PM3)	% of Person-Miles on the Interstate that are reliable	≥75% in 2 & 4 years
	% Person-Miles on Non-Interstate NHS that are reliable	≥50% in 2 years ≥60% in 4 years
	Truck Travel Time Reliability Index	≤1.75 in 2 years ≤2.0 in 4 years

Notes:
NHS = National Highway System
ULB = Useful Life Benchmark

	Measure	Target		
Transit Asset Management	Transit Rolling Stock	Over the road bus (30): ≤4% have met or exceeded ULB		
		Cutaway bus (28): ≤4% have met or exceeded ULB		
		Mini van (5) : ≤25% have met or exceeded ULB		
		Automobiles (1): ≤100% have met or exceeded ULB		
	Transit Facilities	≥25% of facilities <3.0 on FTA's Transit Economic Requirements Model scale (1 [Poor] to 5 [Excellent])		
Transit Safety Performance	Safety Performance Target Category		Motor Bus (Fixed Route)	Demand Response (Paratransit)
	Total No. of Fatalities		0.0	0.0
	Fatality Rate/100,000 Vehicle Revenue Miles (VRM)		0.0	0.0
	Total No. of Injuries		3.67	3.0
	Injury Rate/100,000 VRM		0.27	0.23
	Total No. of Safety Events		4	3
	Safety Event Rate/100,000 VRM		0.29	0.23
	System Reliability (mean distance between major mechanical failures in miles)		13,234.98	64,510.32

- System Performance, Freight, Congestion Mitigation, and Air Quality
- Transit Asset Management

- Transit Safety (planning only)

MPO partners and constituents can review current and past SPRs by visiting the respective MPO website and by attending public MPO meetings in which the reports are reviewed and adopted.

The Collier MPO SPR is included in this 2050 LRTP update as **Appendix F**. The SPR is comparable to the Collier MPO *Fiscal Year 2024 Annual Report*, which also presents ongoing improvements and monitoring.

7.1.2 Federal Planning Factor Consistency

The LRTP goals and objectives discussed in Chapter 3 incorporate the federal planning factors required for all MPOs to address through planning. **Table 7-2** illustrates which 2050 LRTP goals meet the federal planning factor requirements.

7.2 Planning Programs

The Collier MPO implements the LRTP through short- and long-term transportation plans and through programs and projects, which is done in partnership with the County and associated municipalities that design, develop, and deliver policies, programs, and infrastructure projects identified in the LRTP.

As noted previously, this LRTP update incorporates other plans by reference including the BPMP, TDP, CMP, TSPR, and SAP. Each plan creates foundations for the LRTP by containing in-depth analysis and public processes from which the long-range planning builds a comprehensive and coordinated regional, multimodal vision. The LRTP reflects the needs and prioritized strategies identified in these plans in the needs and cost feasible project lists. Planning partners will look to these plans for implementation analysis and guidance.

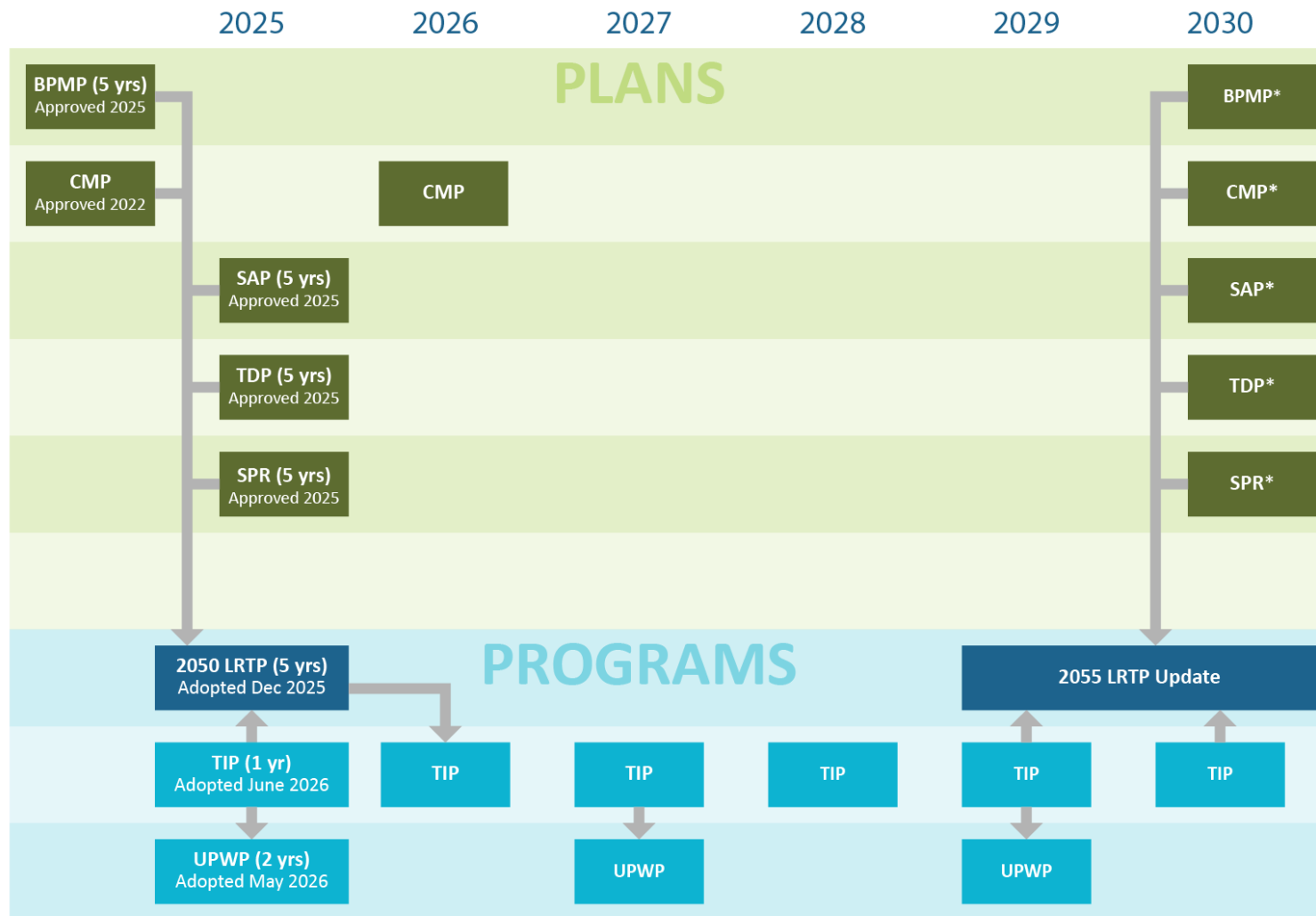
Figure 7-1 presents the plans that are incorporated by reference into the LRTP, their update cycle, and how they ultimately inform the TIP and UPWP. **Figure 7-1** also presents a timeline of Collier MPO's programs and plans from the 2045 LRTP adoption to the 2050 LRTP update and adoption.

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Table 7-2. LRTP Goals and Federal Planning Factors

	 Goal 1: Ensure the Security of the Transportation System for Users	 Goal 2: Protect Environmental Resources	 Goal 3: Improve System Continuity and Connectivity while Maintaining Existing Facilities	 Goal 4: Reduce Roadway Congestion	 Goal 5: Promote Freight Movement	 Goal 6: Increase the Safety of the Transportation System for Users	 Goal 7: Promote Multimodal Solutions	 Goal 8: Promote the Integrated Planning of Transportation and Land Use	 Goal 9: Promote Sustainability and Equal Access in Transportation Planning and Land Use for Transit Dependent Communities	 Goal 10: Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making	 Goal 11: Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System
Safety						✓					
Security	✓										
Accessibility & Mobility			✓	✓			✓	✓			✓
Multimodal Connectivity			✓				✓		✓		✓
System Preservation										✓	
Economic Vitality					✓		✓				
Environmental Quality		✓							✓		
System Efficiency				✓	✓			✓			✓
Resiliency & Reliability	✓			✓						✓	
Transit & Tourism							✓	✓			

Figure 7-1. Collier MPO Plans and Programs Timeline



(yrs) = Update Cycle

* Approval should be at least 6 months prior to LRTP adoption.

7.2.1 Other Implementing Programs

Collier MPO provides six programs to implement planning and development strategies identified in the LRTP. These programs typically result in the plans that are incorporated by reference into the LRTP, but may also include funding grant programs, initiatives, data collection, public information, and other activities and resources for local and partner agencies. Each is described briefly as follows.

7.2.1.1 Traffic Safety

Collier MPO leads initiatives and planning processes to continually improve motorized and nonmotorized transportation safety on federal, state, and local facilities. The MPO produced the SAP, which will support the MPO's and FDOT's Target Zero goals, provide a framework to eliminate fatalities and serious injuries on roadways, and improve the safety, health, and well-being of residents and visitors. This plan replaces the Local Roads Safety Plan (LRSP).

7.2.1.2 Bicycle and Pedestrian

In addition to developing the BPMP, the MPO also has completed multiple walkable community studies as well as the Pedestrian and Bicycle Safety Study that analyzed travel trends and crashes to better plan for future investments. Critical information gathered during the course of these studies is shared with its planning partners.

7.2.1.3 Congestion Management

Collier MPO convenes the CMC to oversee implementation of the CMP and related planning activities. The CMP along with the TSPR inform multimodal traffic safety concerns within the County and its municipalities. The MPO coordinates with state

partners to update data and modeling tools to better understand traffic demand and safety conditions.

7.2.1.4 Transit

Collier MPO works with the County to ensure that CAT plans are coordinated with partner agencies' plans and comply with federal and state requirements that ensure sustainable operations and maintains compliance with state and federal funding program requirements. The MPO also coordinates with CAT to produce transit-related plans and studies, including comprehensive operational analyses, transit impact analyses, Public Transit-Human Service Transportation Plan (referenced as the Collier MPO Transportation Disadvantaged Service Plan), a Park-and-Ride Study, a Regional Service and Regional Fare Study, a Zero Emission Vehicle Transition Plan, and the TDP.

7.2.1.5 Freight

Collier MPO works to enhance the integration and connectivity of transportation systems and the movement of goods and commodities through freight. The Collier MPO staff participate in regional meetings with freight industry representatives hosted by the FDOT District One Freight Coordinator. The *FDOT District One Freight Mobility & Trade Plan* (FDOT 2023a) notes that Collier County's top import commodity is furniture or fixture, while the top export commodity is instruments, photo, and optical equipment. Additionally, Collier County is the third largest producer of vegetables in District One.

7.2.1.6 Aviation

As noted in Chapter 4, four public airports serve the Collier MPO planning area. The Collier MPO coordinates

with airport authorities for off-airport transportation needs. Further, the Naples and Collier County Airport Authorities submit annual aviation project priorities to the MPO via Joint Automated Capital Improvement Programs for each airport within the Collier MPO's planning area.