3 | Goals, Objectives, Strategies, Performance Measures, and Targets

Move 2042 has been developed in a multi-layered process. The first step was creating a broad, overarching and shared vision for transportation in the Capital Region. The vision statement was then broken down into eight goals and objectives that cover all aspects of the regional transportation system, from alleviating rush hour traffic on interstate highways, to supporting and promoting cycling and improving pedestrian safety. The strategies described in this chapter serve as a work plan and building blocks for implementing these goals.

Guidance provided by the Federal Highway Administration (FHWA) suggests that ideal regional objectives should follow the "SMART" formula:

- Specific
- Measurable
- Agreed Upon
- Realistic
- Time-Bound

3.1 | Move 2042 Vision Statement

In 2042, the Capital Region will be a place where all residents have efficient, well-maintained, safe, convenient, and affordable choices for traveling from place to place. Our transportation system will:

✓ Move people and goods in a manner that supports the region's quality of life, natural beauty, and economic vitality;

✓ Support land use policies that encourage development at appropriate densities and reduce the expansion of urban sprawl;

✓ Promote energy conservation, economic sustainability, and resiliency from both natural disasters and changes in climate patterns.

3.2 | Goals & Objectives

The Move 2042 Vision has been broken down into eight goals and objectives: Congestion, Safety and Security; Livability; Equity; Economic Competitiveness; Clean and Green Communities; and, Education. These goals will guide future planning efforts and implementation of the plan, through effective project selection.

3.3 | Strategies

The CRPC-MPO worked with stakeholders and regional partners to devise a variety of strategies to advance the objectives specific to each goal. Whether it is prioritizing funding for sustainable transportation projects, educating the public on transportation topics, or implementing traffic management solutions, these strategies constitute the bulk of the day-to-day work to improve the transportation system across the region.

3.4 | Measures and Targets

The Federal Highway Administration, LA-DOTD and the MPOs work together to establish performance metrics and specific performance targets to implement and measure the effectiveness of transportation strategies. These targets will also gauge our progress toward meeting the goals and achieving the regional vision. Establishing measures and performance targets is an ongoing process. Some have already been agreed upon and adopted, while others are still in development. As indicated by the table below, the State of Louisiana DOTD has adopted its Highway Safety Improvement Plan, (HSIP) and Safety Performance Measures (August 2017). The CRPC-MPO has until February 27, 2018 to adopt its own performance measures and targets for HSIP and Safety. DOTD has until May 20, 2018 to adopt the remaining performance measures. From that day, the MPO has 180 days to draft its own measures.

CRPC-MPO measures are "adopted" once they are incorporated into the MTP and TIP, and voted upon by the regional Transportation Policy Committee (TPC).

Table 3-1: Transportation Performance Measure Time Frame

TPM Timeframe			
Performance Measure	**FHWA Effective Date**	**State Required Date**	**MPO Date**
HSIP	4/14/16	4/14/17 (8/31/17, actual adoption date)	10/11/17 (2/27/18)
Safety Performance Management	4/14/16	4/14/17 (8/31/17, actual adoption date)	10/11/17 (2/27/18)
Pavement Condition	5/20/17	5/20/18	11/16/18
Bridge Condition	5/20/17	5/20/18	11/16/18
Freight	5/20/17	5/20/18	11/16/18
CMAQ	5/20/17	5/20/18	11/16/18
System Performance	5/20/17	5/20/18	11/16/18

More information on the Performance Measures timeline can be found at (www.fhwa.dot.gov/tpm/rule/timeline.pdf)

Goal 1: Congestion

Objective: Allow people to travel throughout the region conveniently, predictably, and with minimal delay.

Strategies:

- Promote and implement Travel Demand Management (TDM) strategies such as carpooling, vanpooling, park and ride, and flexible work schedules;
- Establish mode share commuter goals;
- Utilize Intelligent Transportation Systems (ITS) to manage congestion;
- Re-activate the CRPC-MPO ITS advisory group to set policy and guide initiatives;
- Foster a regional dialogue about the role of emerging technologies, such as autonomous and connected vehicles;
- Support and plan for Baton Rouge to New Orleans rail;
- Enhance Mississippi River Crossings;
- Decrease incident clearance time;
- Act on IBM Smarter Cities recommendations;
- Increase roadway capacity where other measures are inadequate.

How will we measure success?
- Total peak hour excessive delay in person hours on NHS roads; *
- Percentage of non-single occupancy vehicle commuters; *
- Percent person miles traveled on the interstate that are reliable; **
- Percent person miles traveled on non-interstate NHS that are reliable; **
- Incident clearance time.

Targets
- Pending LA DOTD target setting

*FHWA established CMAQ performance measure.

** FHWA established System Reliability Performance Measure.

Goal 2: Safety & Security

Objective: Improve the safety and security of the regional transportation system for all users.

Strategies:

- Reduce the number of fatalities and serious injuries;
- Reduce the number of fatalities and serious injuries of non-motorized users;
- Assist transit agencies in reducing preventable transit accidents;
- Support and staff the Capital Region Safety Coalition; and, implement 'Destination Zero Deaths" (DZD);
- Identify known single points of failure for all transportation modes.
- Identify known single points of failure in the system that have experienced repetitive flooding;
- Identify single points of failure of interdependency infrastructure.

How will we measure success?

- Number of fatalities during a calendar year in the study area;
- Rate of fatalities per 100 million VMT during a calendar year in the study area; *
- Number of serious injuries during a calendar year.
- Rate of serious injuries per 100 million VMT during a calendar year in the study area; *
- Number of non-motorized fatalities and serious injuries during a calendar year; *
- Number of preventable transit vehicle accidents;
- Security Measures Map.

Targets:

- 1% reduction in fatalities from a 2016 baseline of 148 to a target of 132 in 2018;
- 1% reduction in serious injuries from a 2016 baseline of 252 to a target of 269 in 2018;
- 1% reduction in fatality rate from a 2016 baseline of 1.80 to a target of 1.74 in 2018;
- 1% reduction in serious injury rate from a 2016 baseline of 3.67 to a target of 3.54 in 2018;
- 1% reduction in non-motorized fatalities and serious injuries from a 2016 baseline of 49 to a target of 48 in 2018.

*FHWA established safety and security metric.

Goal 3: Livability

Objective: Create a transportation system which promotes accessibility, quality of life, and healthy living.

Strategies:

- Develop a regional, non-motorized transportation plan which emphasizes Complete Streets and connectivity;
- Support the development and adoption of local bicycle and pedestrian plans;
- Support and fund the implementation of pedestrian and bicycle infrastructure projects;
- Support and fund bikeshare projects;
- Work with transit agencies to provide residents with greater access to quality transit service;
- Help municipalities better understand the relationship between land use and transportation, and assist them in the selection of context-sensitive transportation solutions for their communities.

How will we measure success?

- Miles of ADA-compliant sidewalk completed;
- Miles of protected bike lanes completed;
- Miles of recreational trails completed;
- Percent of population within ¼ mile of a transit route with 30-minute or better headways;
- Housing and Transportation Index Scores;
- Percent of planned projects implemented.

Goal 4: State of Good Repair

Objective: Maintain and protect existing transportation investments.

Strategies

- Prioritize low-cost / high benefit maintenance using a deterioration curve and Life Cycle Cost Analysis (LCCA);
- Develop life cycle cost estimates for adding new lane miles of pavement;
- Educate decision makers on the benefits of low-cost and preventive maintenance;
- Develop a protocol for regular data collection on pavement conditions of non-state roads.

How will we measure success?

- Percent of NHS bridges in good condition using National Bridge Inventory (NBI) methodology; *
- Percent of NHS bridges in poor condition using National Bridge Inventory (NBI) methodology; *
- Percent of pavements of the Interstate in good condition using Highway Performance Monitoring System (HPMS); **
- Percent of pavements of the Interstate in poor condition using HPMS; **
- Percent of pavements of non-Interstate NHS in good condition using HPMS; **
- Percent of pavements of non-Interstate NHS in poor condition using HPMS. **

Targets

Pending LA DOTD target setting

*FHWA established bridge condition performance metric.

** FHWA established pavement condition performance metric.

Goal 5: Equity

Objective: Ensure that minority, low income, and aging populations have access to reliable and convenient transportation.

Strategies:

- Map planned transportation projects to minority and low-income neighborhoods;
- Prioritize projects which improve mobility and job access in minority and low-income neighborhoods;
- Prioritize projects which serve elderly and disabled residents;
- Provide targeted outreach to communities about projects relevant to them and their neighborhoods.

How will we measure success?

- Engagement of minority residents in the planning process.

Goal 6: Economic Competitiveness

Objective: Ensure the transportation system provides a strong foundation for economic vitality by improving freight movement.

Strategies:

- Evaluate the feasibility of truck-only lanes on the interstate;
- Support major infrastructure projects such as a loop/bypass;
- Maximize rail and waterways for freight movement;
- Continue collaboration with the Louisiana Supply Chain and Transportation Council to address supply chain issues;
- Identify public/private partnerships which could provide funding for key capacity projects;
- Support an increase in transportation funding for all modes at the federal and state level.

How will we measure success?

- Travel time reliability will be measured by the Truck Travel Time Reliability (TTTR) index for five weekly peak periods; *
- Percentage of TIP projects completed on time;
- Percent increase in state and federal funding for regional transportation projects.

Targets

Pending LA DOTD target setting

Goal 7: Clean & Green Communities

Objective: Create an environmentally friendly transportation system.

Strategies:

- Reduce emissions from single occupancy vehicles;
- Assist transit agencies and other fleets in transitioning their vehicles to alternative fuels;
- Coordinate with stakeholders to improve alternative fuel infrastructure along key corridors;
- Use project level screening, best practices, and planning tools to assess direct, indirect, and cumulative effects of proposed alternatives;
- Consider public health in transportation during project planning stages;
- Continue to sustain regional air quality maintenance status and avoid falling into non-attainment, to prevent potential sanctions and limits on development.

How will we measure success?

- Total reduction of on-road mobile source emissions; *
- Percent change in CO_2 emissions compared to calendar year 2017 on the NHS; **
- Utilize DOT and CDC Transportation Health tools to measure regional improvement in implementing active transportation projects.

Targets

- Pending LA DOTD target setting

*FHWA established CMAQ metric

** FHWA established system performance metric

Goal 8: Education and Outreach

Objective: Help residents, business owners, and elected officials better understand, and more effectively engage with, the transportation planning process and increase awareness of transportation safety initiatives.

Strategies:

- Provide guidance on regional transportation planning, including cost feasibility and fiscally constrained options;
- Target minority, low income, and elderly populations to ensure they are included in the planning process;
- Maintain an engaging online presence through the world wide web and social media.

How will we measure success?

- Number of participants in educational opportunities;
- Number of website hits and increase in social media followers.

3.5 | Federal Planning Factors

The FAST Act, (CFR 450.306), requires metropolitan plans to consider ten planning factors. The table below illustrates the relationship of Move 2042's planning goals with the Federal requirements.

Table 3-2: FAST Act & Goals

	FAST ACT	MOVE 2042
1	Support the economic vitality of the metropolitan area, especially enabling global competitiveness, productivity, and efficiency	Goal 6
2	Increase the safety of the transportation system for motorized and non-motorized users	Goal 2
3	Increase the security of the transportation system for motorized and non-motorized users	Goal 2
4	Increase accessibility and mobility of people and freight	Goals 1, 3
5	Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	Goals 3, 7
6	Enhance integration and connectivity of the transportation system, across and between modes, for people and freight	Goals 3, 6
7	Promote efficient system management and operation.	Goals 4, 6
8	Emphasize preservation of the existing transportation system	Goal 4
9	Improve the resilience and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation	Goals 1, 2
10	Enhance travel and tourism	Goals 1, 3