

CHAPTER 3 GOALS, OBJECTIVES, AND MEASURES

This chapter summarizes the 2040 SJATSO MTP goals and objectives and includes a discussion of MAP-21. A significant requirement of MAP-21 is the move toward a performance-based policy and programmatic framework for the Federal-aid highway and transit programs.

3.1. Moving Toward Performance Based Planning

MAP-21 establishes a performance-based Federal program, reflecting a national movement toward transportation performance management that promotes performance-based planning practices and data-driven decision-making for both state DOTs and MPOs. The SJATSO is committed to performance measures and targets as FHWA and DOT guidance becomes available.

Performance-based planning refers to the application of performance management – a “strategic approach that uses performance data to support decisions to help achieve desired performance outcomes.” Performance-based planning occurs within the context of established transportation planning and programming processes used by agencies to deliver a multimodal transportation system. Carrying forward performance-based planning and programming is meant to be ongoing process informed by quality data and public involvement throughout. This balance of technical analysis combined with public input has been the guiding principle of transportation planning activities for the SJATSO for several years. Balancing technical analysis along with public input is the core principle used to develop the 2040 MTP (Chapter 12 provides additional detail on how the SJATSO utilizes both the technical evaluation and public input to inform the MTP project development).

The regulatory changes to the planning process are intended to improve transportation investment decision-making through increased transparency (through the requirement of performance targets) and accountability (via a requirement to report on progress toward meeting targets) and to support a core set of national goals. The key elements of the performance-based planning process include:

- Performance Measures – USDOT will establish a limited set of performance measures with input through the rulemaking process. State DOTs and MPOs are free to adopt additional locally defined performance measures and targets.
- Performance Targets – State DOTs and MPOs set targets through a coordinated process that also includes transit service providers.
- Performance Plans – As part of the LRTP, MPOs must evaluate the condition and performance of the transportation system, establish performance targets, and report on progress toward the achievement of these performance targets. The performance-based planning process should be carried forward through the project selection process and linked to the fiscally constrained Transportation Improvement Program (TIP) developed at both the statewide and the metropolitan level. MAP-21 strengthens the linkage between investment priorities and performance outcomes, as both the Statewide (STIP) and Metropolitan (TIP) are now required to describe the anticipated effect of transportation system investments in making progress toward the targets. In other words, the S/TIP should show a connection between the policy direction in the Statewide and the Metropolitan Transportation Plan and the programming decisions in the S/TIP.

Additional performance plans now required under MAP-21 that are germane to MPOs include: Metropolitan System Performance Report (included as part of the Metropolitan Transportation Plan); Transit Asset



Management Plan; and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) Performance Plan.

- Target Achievement – State DOT and MPO planning processes are intended to guide program and project selection to make progress toward the achievement of targets.
- Special Performance Rules – Special rules apply to the performance elements related to safety (high-risk rural roads and older drivers and pedestrians); Interstate Pavement Condition; and National Highway System Bridge Condition.
- Performance Reporting – State DOTs and MPOs must report to USDOT on progress toward achieving targets and USDOT will assess such progress.

MAP-21 identifies seven national goal areas and requires DOTs and MPOs to develop a performance-based approach to support the national goals. Also prescribed in MAP-21, are a limited set of performance measure areas that DOTs and MPOs must report. Table 3-1 documents the national goals and the performance assessment areas that are anticipated. As part of this process, USDOT in consultation with state DOTs, MPOs, and other stakeholders will establish performance measures corresponding to the national goals. State DOTs and MPOs are free to identify additional measures, but all statewide transportation plans and metropolitan transportation plans will need to address the MAP-21 measures and targets associated with those measures, at a minimum. Moreover, state DOTs, MPOs, and public transportation service providers are required to establish performance targets and to coordinate development of these targets to ensure consistency. The SJATSO is committed to making the transition to developing performance measures as final guidance becomes available from FHWA and state DOT’s.

Table 3-1: National Goals and Performance Measure Assessment Areas

National Goal Area	National Goal	National Performance Measure Assessment Area
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads Transit safety
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair.	Pavement condition on the Interstate System and on remainder of the NHS Bridge condition on the NHS Transit state of good repair
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System	Traffic congestion
System Reliability	To improve the efficiency of the surface transportation system.	Performance of the Interstate System and the remainder of the NHS
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	Freight movement on the Interstate System
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	On-road mobile source emissions
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project	None/TBD.

National Goal Area	National Goal	National Performance Measure Assessment Area
	completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices	

MAP-21 Performance-Based Planning Implementation

MAP-21 performance requirements are being implemented through eleven rulemakings, which are being released in phases and are expected to become effective in 2015. Based on these rulemakings, MPOs are required to establish a performance-based planning process, including performance targets for the Federal-aid highway program as well as targets using the measures and standards that FTA will develop. Given that the rulemaking process is ongoing, many state DOTs and MPOs are experiencing a degree of uncertainty with implementing the new performance-based planning requirements.

It should be noted that, while performance management as a best practice is widely acknowledged in published literature and professional discourse on the topic, the state of the practice at state DOTs and MPOs varies widely. Some agencies have limited data analysis and reporting capabilities, while other agencies have expended significant resources to develop their performance management programs. Therefore, it is generally understood by the transportation planning community that performance-based planning processes are likely to evolve over time.

3.2. 2040 MTP Goals and Objectives

Goals and objectives describe in general what the 2040 MTP is striving to accomplish. Goals depict the general programmatic outcomes, while objectives specify more specific outcomes. It is common to have several objectives for each goal. As with previous MTP updates, the SJATSO staff and MTP Steering Committee reviewed the goals and objectives to ensure they reflect the desired vision of the region. With the exception of minor edits, the goals and objectives were confirmed for by staff and the MTP Steering Committee.

A new goal and corresponding objectives addressing safety were also added to the 2040 MTP. While previous MTPs included objectives that promote a safe transportation system, this MTP identifies safety as a separate goal with corresponding objectives. Consistent with MAP-21, the primary safety focus is on reducing the number of fatalities and serious injuries within the planning area. The SJATSO will refine and update the goals and objectives accordingly as state DOTs develop guidance on performance measures and targets. The 2040 MTP goals and objectives are as follows:

- Safety
- Economic Vitality
- Regionalism
- Accessibility
- Funding
- Natural Environment
- Transportation / Land Use
- Environmental Protection
- Public Involvement
- System Management

Safety

Provide a safer transportation system that balances the travel needs of all users, including the general public and area businesses.

1. Improve travel safety within the region by prioritizing transportation improvements that reduce fatalities and serious injuries.
2. Incorporate Complete Streets principles into project designs to accommodate all users of all abilities.
3. Reduce modal conflicts to enhance safety in the movement of people and goods.
4. Utilize innovative design strategies to reduce crash exposure and improve traffic flow along major roadway segments and intersections.

Economic Vitality

Ensure the St. Joseph metropolitan area's economic growth and competitiveness by providing a safe, secure, reliable and efficient transportation system.

1. Improve the operating efficiency of the existing infrastructure and transportation assets.
2. Reduce travel time, delays and traffic hazards.
3. Reduce the amount of vehicle miles traveled on congested roads.
4. Foster strategies that reduce the growth in peak period travel.

Regionalism

Support local and regional transportation and land use planning needs.

1. Promote the efficient movement of people and goods by linking the various modes of transportation.
2. Promote connections between transportation modes that support the effective shipment of freight.
3. Preserve and develop corridors for future transportation systems.
4. Ensure compatibility with the transportation facilities of adjacent municipalities and counties.
5. Support statewide transportation initiatives that affect the St. Joseph Metropolitan area.
6. Utilize mutual aid agreements to help address transportation needs.

Accessibility

Promote alternative transportation options for area residents and employees that are reliable and accessible to all users.

1. Enhance transit services by providing more reliable service, improved passenger information and additional routes to communities outside of the city core.
2. Establish regional transit services by providing intra-regional service to metropolitan area communities and interregional service to areas outside of the metropolitan area.
3. Encourage the development of complete streets that accommodate the transportation needs of all users including vehicular traffic, transit, bikes and pedestrians.
4. Strengthen bicycle and pedestrian access to roadways and transit facilities.

5. Promote transit service to major activity and employment centers.
6. Place a high priority on serving the needs of transportation disadvantaged including the elderly and low-income residents.

Funding

Develop innovative funding sources and strategies for transportation improvements.

1. Ensure adequate funding to preserve and maintain the integrity of the existing transportation infrastructure.
2. Develop transportation investment decisions that maximize the full benefits of the system while considering the full costs.
3. Give priority to funding those transportation needs identified in state, regional and local transportation system plans.
4. Consider the funding implications of federal and state actions on the regional transportation system and services.
5. Promote public / private partnerships in addressing transportation needs.

Transportation / Land Use

Improve transportation and land use coordination.

1. Strengthen the connection between land use and transportation planning to develop a more efficient transportation system.
2. Encourage the concentration of employment and activity sites within transit corridors to maximize transportation efficiency.
3. Encourage local and regional land use planning to promote smart growth.
4. Emphasize the importance of access management in preserving corridor capacity and enhancing travel safety.
5. Focus transportation system improvements to support and promote tourism.

Environmental Protection

Protect the environment, promote energy conservation, increase safety and improve the quality of life.

1. Avoid disproportionate adverse impacts on low income and minority communities.
2. Support alternative transportation modes to improve air quality and community health.
3. Encourage use of alternative fuels and technologies in motor vehicle, fleet and transit applications.
4. Preserve and enhance scenic views of and access to historic, cultural and other attractive features.
5. Minimize impacts to the environment by avoiding sensitive environmental features or by identifying relevant mitigation measures early in corridor development.



System Management

Preserve and maintain the existing transportation system.

1. Encourage new programs designed to preserve and maintain the regional infrastructure.
2. Utilize Intelligent Transportation System (ITS) measures to maximize existing transportation system resources.
3. Utilize transportation system management (TSM) improvements when more cost effective than facility expansion.
4. Manage access along corridors to preserve corridor capacity and travel safety.

Public Involvement

Support community involvement in the transportation planning process.

1. Inform the public about transportation issues in a clear and concise manner.
2. Involve the public in a number of ways – early and often – to encourage their participation in the planning process.
3. Conduct the plan in an inclusive manner to ensure the process is fair and open to all individuals.
4. Ensure that plans respond to the diversity of community needs.
5. Encourage local government agencies to formally adopt the MTP recommendations.