

3 2050 MTP GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

This chapter first defines what performance based planning means for the ARTS MPO. This chapter then refines and identifies the 2050 MTP Goals, Objectives, and Measures of Effectiveness (GOMs) based on the previous 2040 Long Range Transportation Plan (LRTP), latest federal requirements and statewide guidelines, and public and stakeholder input.

While similar, goals, objectives, and measures of effectiveness are distinct concepts. A **goal** is general, it can be abstract, and is hard to measure; it generally addresses a unique theme. An **objective** is a measurable and precise step that can be taken to meet a goal. There can be multiple objectives within a goal. A **measure of effectiveness** quantitatively assesses the degree to which the stated objectives and goals have been achieved.

3.1 Performance Based Planning

Performance-based planning refers to the application of performance management principles within the planning processes to achieve desired performance outcomes for the region's multimodal transportation system. In addition to the MAP-21 requirements, Federal Highway Administration (FHWA)'s Performance-Based Planning and Programming (PBPP) Guidebook (2013) developed a framework for a PBPP process in order to help practitioners advance performance-based approaches in their own planning and programming activities. **Figure 3-1** illustrates the elements involved in ARTS MPO's performance-based planning process, and how they relate to some of the MPO's existing plans and activities. The cyclical PBPP process includes three phases:

- **Plan and Strategize:** Set the vision, goals, objectives, and performance measures, and identify and acquire necessary data. Then identify trends and targets that will guide ARTS MPO's decision making.
- **Program:** Identify strategies and analyze alternatives to develop investment priorities and allocate ARTS MPO discretionary funds, specifically in the MTP, TIP, and UPWP.
- **Monitor and Evaluate:** Review and report on the outcomes of ARTS investment decisions with respect to performance measures and targets and determine what framework or strategy adjustments are needed.

With the first step of the performance based planning process already defined, the following sections describe setting the vision, goals, objectives, and project evaluation criteria for the MTP update and identify federally mandated performance measures and targets beyond the MTP. In summary, MTP goals and objectives were determined based on national planning goals, and the project evaluation criteria were developed to evaluate progress toward or away from achieving each goal. By implementing prioritized MTP projects, the ARTS MPO should be moving in the right direction toward meeting federally mandated statewide/MPO targets. As part of the performance based planning, the MPO will closely monitor and keep track of the MTP performance with regard to meeting short-term statewide/MPO targets utilizing the big data sources (such as NPMRDS and HERE). A periodical update of a Congestion Management Process (CMP) and its strategies is one of the key activities during the

monitoring and evaluation phase to tackle congestion while the area continues to grow in the future. The latest CMP for the ARTS MPO was adopted and updated in 2018. Depending on the performance evaluation, the MTP goals, objectives, performance measures, and priorities will be updated to continue to meet short/long term targets. It is important to note that PBPP is a continuous process that can be accomplished over several planning cycles.

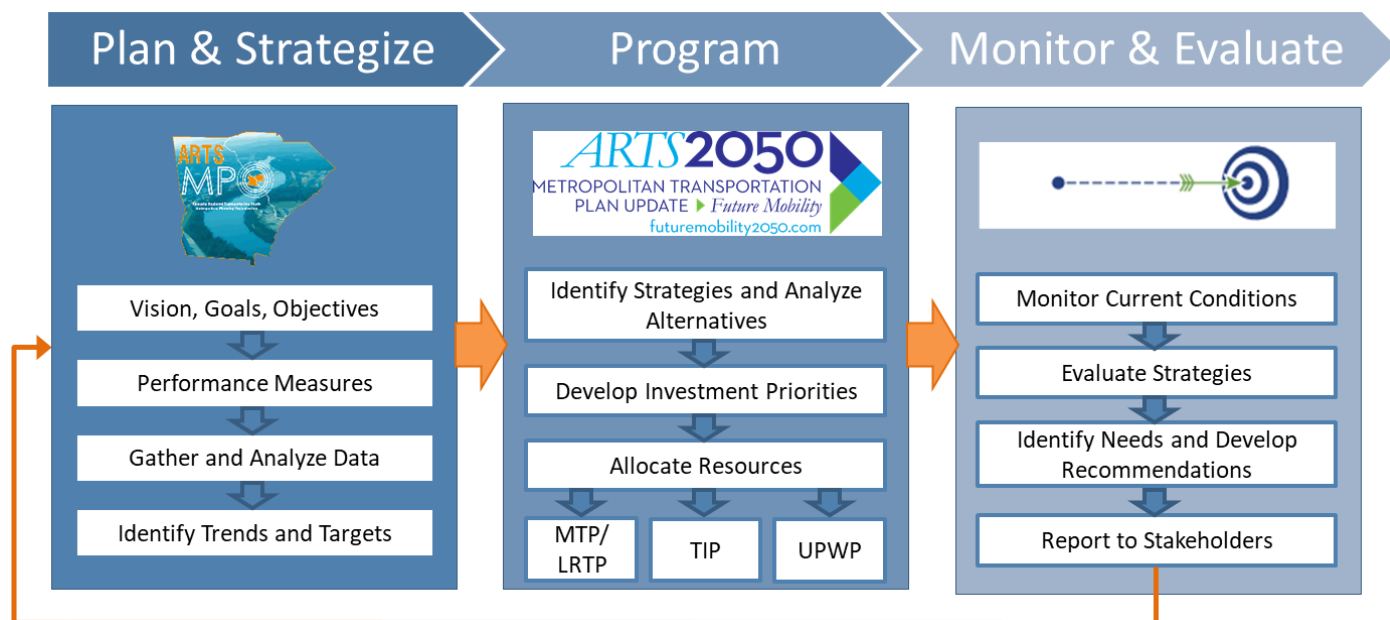


Figure 3-1. Proposed ARTS Performance Based Planning Framework

In addition to the Reference to the most recent CMP would suffice. Recommend referring to the periodical update of the Congestion Management Plan (CMP) and its strategies to tackle congestion while the area continues to grow in the future.

3.2 National Guidance & Historical Context

National guidance on goals and objectives is drawn from the Fixing America's Surface Transportation Act (FAST Act), the federal transportation bill signed into law on December 4, 2015. The FAST Act expanded the scope of metropolitan planning processes to include transportation system resilience and reliability, stormwater impacts, and enhancing travel/tourism. Goals from the FAST Act, listed below, served as a guiding framework during the 2050 MTP Goal Setting process.

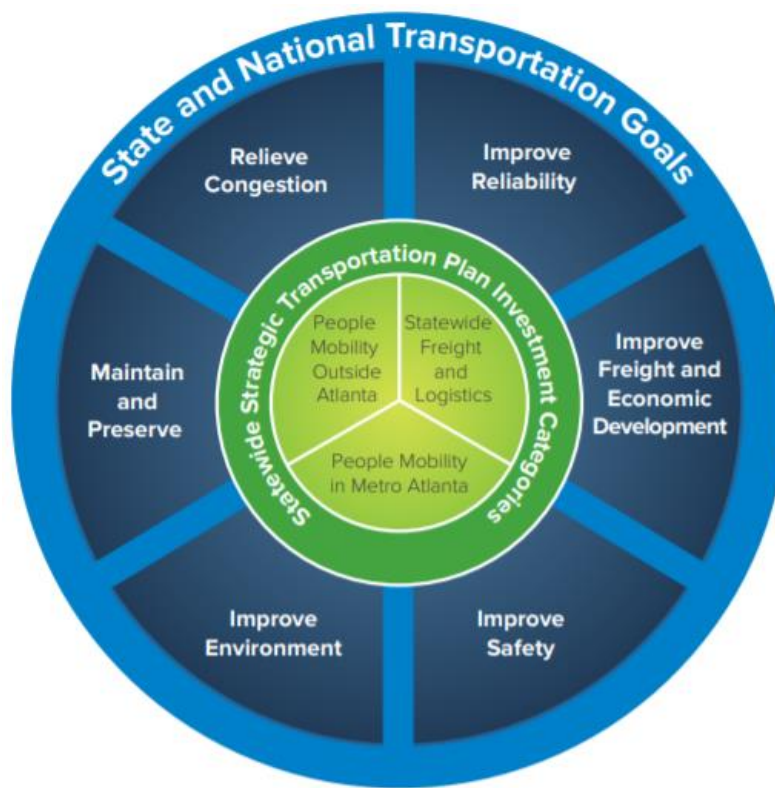
- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on public roads;
- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair;
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System (NHS);
- System Reliability - To improve the efficiency of the surface transportation system;

- 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;
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment including impacts to air quality; and,
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The ARTS MPO stated that goals would transition from the 2012 federal guidance used in the 2040 LRTP to the guidance used in this 2050MTP.

3.3 Statewide Goals

Goals from the Georgia and South Carolina Departments of Transportation (GDOT and SCDOT) also served as a reference in the goal setting process for the 2050 MTP. **Figure 3-2** and **Table 3-1** illustrate GDOT and SCDOT's statewide goals, respectively. Goals from both DOTs offer comparable themes on traffic movement, safety, maintaining the system, protecting the environment, and supporting economic development. While the goals are similar, GDOT specifically highlights freight movement as one of its goals while SCDOT emphasizes equity as a separate goal.



Source: 2040 GDOT Statewide Transportation Plan (2016)

Figure 3-2. Statewide Goals - GDOT

Table 3-1. Statewide Goals - SCDOT

Goal	Description
Mobility and System Reliability	Provide surface transportation infrastructure and services that will advance the efficient and reliable movement of people and goods throughout the state.
Safety and Security	Improve the safety and security of the transportation system by implementing transportation improvements that reduce fatalities and serious injuries as well as enabling effective emergency management operations.
Infrastructure Condition	Maintain surface transportation infrastructure assets in a state of good repair.
Economic and Community Vitality	Provide an efficient and effective interconnected transportation system that is coordinated with state and local planning efforts to support thriving communities and South Carolina's economic competitiveness in global markets.
Environment	Partner to sustain South Carolina's natural and cultural resources by minimizing and mitigating the impacts of state transportation improvements.
Equity	Manage a transportation system that recognizes the diversity of the state and strives to accommodate the mobility needs of all of South Carolina's citizens.

Source: 2040 SCDOT Statewide Multimodal Transportation Plan (2014)

3.4 Federally Mandated Performance Measures & Targets

As required by the current federal transportation legislation, Fixing America's Surface Transportation Act (FAST Act), approved in 2015, MPO's must use a coordinated performance-based planning approach in their MTPs. Each state has established statewide targets for the federally mandated performance measures, PM1 – Highway Safety, PM2 – Pavement and Bridge Condition, and PM3 Freight Movement/Congestion Mitigation Air Quality (CMAQ). Federal regulations also require MPOs to develop a Transit Asset Management Plan (TAM) with the establishment of public transit performance measures and targets.

The following are the FHWA-required performance measures and the associated targets set by Georgia and South Carolina. This section also includes the FTA-required TAM performance measures and targets. The ARTS MPO chose to adopt these targets set by GDOT, SCDOT, and local transit agencies.

3.4.1 Georgia's Statewide Performance Measure Targets

This section presents the Georgia Statewide Performance Measure targets for highway safety (Table 3-2), pavement and bridges (Table 3-3), and freight movement/CMAQ (Table 3-4).

Table 3-2. Georgia Statewide Performance Measure Targets for PM1 - Highway Safety (Maximum)

Performance Measures	Georgia Statewide Performance (5-Year Rolling Average 2012-2016)	Georgia Statewide Performance (5-Year Rolling Average 2013-2017)	2019 Georgia Statewide Performance Target (5-Year Rolling Average 2015-2019)
Number of Fatalities	≤1,305.2	≤1376.6	≤1,655.0
Rate of Fatalities per 100 Million Vehicle Miles Traveled	≤1.148	≤1.172	≤1.310
Number of Serious Injuries	≤17,404.6	≤23,126.8	≤24,324.0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	≤15.348	≤19.756	≤18.900
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	≤1,138.0	≤978.4	≤1,126.0

Source: GDOT FY 2018-2021 Statewide Transportation Improvement Program System Performance Report (2018)

Table 3-3. Georgia Statewide Performance Measure Targets for PM2 - Pavement and Bridge Condition

Performance Measures	Georgia Performance (Baseline)	Georgia 2-Year Target (2019)	Georgia 4-Year Target (2021)
Percent of Interstate Pavements in Good Condition	60%	N/A	≥50%
Percent of Interstate Pavements in Poor Condition	4%	N/A	≤5%
Percent of Non-Interstate NHS Pavements in Good Condition	44%	≥40%	≥40%
Percent of Non-Interstate NHS Pavements in Poor Condition	10%	≤12%	≤12%
Percent of NHS Bridges (by Deck Area) in Good Condition	49.1%	≥60%	≥60%
Percent of NHS Bridges (by Deck Area) in Poor Condition	1.35%	≤10%	≤10%

Source: GDOT FY 2018-2021 Statewide Transportation Improvement Program System Performance Report (2018)

Table 3-4. Georgia Statewide Performance Measure Targets for PM3 - Freight Movement/CMAQ

Performance Measures	Georgia Performance (Baseline)	Georgia 2-Year Target (2019)	Georgia 4-Year Target (2021)
Percent of Person-Miles on the Interstate System that are Reliable	80.4%	≥73.0%	≥67%
Percent of Person-Miles on the Non-Interstate NHS that are Reliable	84.9%	N/A	≥81.0%
Truck Travel Time Reliability Index	1.44	≥1.66	≥1.78
Annual Hours of Peak Hour Excessive Delay per Capita (PHED)	20.4 Hours	N/A	≤24.6 Hours
Percent Non-Single Occupancy Vehicle Travel	22.1%	≥22.1%	≥22.1%
CMAQ VOC Cumulative Emission Reductions	839.000 kg/day	≥205.700 kg/day	≥386.600 kg/day
CMAQ NOx Cumulative Emission Reductions	1,594.000 kg/day	≥563.300 kg/day	≥1,085.000 kg/day

Source: GDOT FY 2018-2021 Statewide Transportation Improvement Program System Performance Report (2018)

3.4.2 South Carolina's Statewide Performance Measure Targets

This section presents the South Carolina Performance Measure targets for highway safety (Table 3-5), pavement and bridges (Table 3-6), and freight movement/CMAQ (Table 3-7).

Table 3-5. South Carolina Statewide Performance Measure Targets for PM1 - Highway Safety

Measure	2016-2020 Targets
Number of Fatalities	≤1,011
Fatality Rate	≤1.82
Number of Serious Injuries	≤2,781
Serious Injury Rate	≤4.98
Number of Non-Motorized Fatalities and Serious Injuries	≤380

Source: FAST Act Safety Performance Narrative (2015)

Table 3-6. South Carolina Statewide Performance Measure Targets for PM2 - Pavement and Bridge Condition

Measure	2-Year Target	4-Year Target
Percent of Pavements of the Interstate System in Good Condition	N/A	≥71.0%
Percent of Pavements of the Interstate System in Poor Condition	N/A	≤3.0%
Percent of Pavements of the Non-Interstate NHS in Good Condition	≥14.9%	≥21.1%
Percent of Pavements of the Non-Interstate NHS in Poor Condition	≤4.3%	≤4.6%
Percent of NHS Bridges in Good Condition	≥42.2%	≥42.7%
Percent of NHS Bridges in Poor Condition	≤4.0%	≤6.0%

Source: FAST Act Safety Performance Narrative (2015)

Table 3-7. South Carolina Statewide Performance Measure Targets for PM3 - Freight Movement/CMAQ

Measure	2-Year Target	4-Year Target
Interstate: Percent of Person-Miles Traveled on the Interstate that are Reliable	≥91%	≥90%
Non-Interstate: Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	N/A	≥81%

Source: FAST Act Safety Performance Narrative (2015)

3.4.3 Transit Asset Management (TAM) Measures and Targets

Federal regulations require that MPOs establish four-year State of Good Repair (SGR) transit performance targets specific to the MPO's planning area. The selection of such performance targets comes through coordination with public transit agencies serving the existing MPO area. In September of 2019, ARTS MPO adopted the following Augusta Transit performance targets as selected from the State of Georgia Group Transit Asset Management Plan and the Lower Savannah Council of Governments (LSCOG) performance targets developed on behalf of the Best Friend Express of Aiken County. The set of TAM targets, shown in **Table 3-8**, are being incorporated into this MTP update.

Table 3-8. Georgia and South Carolina TAM Performance Targets

Asset Category/Class	Performance Measures	Georgia's Augusta Transit FY 19-22 Targets	South Carolina's LSCOG FY 17-21 Targets
Rolling Stock	Age - % of revenue vehicles within a particular asset class that have met or exceed their Useful Life Benchmark (ULB)	Bus: ≥15% Cutaway: ≥10%	14 passenger Cutaway: ≥20%*
Equipment	Age - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Automobile: ≥55% Trucks and other Rubber Tire Vehicle: ≥55%	N/A
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale.	Administration: ≤25% Maintenance: ≤25% Passenger/Parking Facilities: ≤10%	Administration: 0%

* LSCOG has a fleet of 5 revenue vehicles; therefore, only one vehicle would represent 20%.

3.5 Community Vision

Community visioning is an important tool with which the Augusta Regional Transportation Study Metropolitan Planning Organization (ARTS MPO) can define its aspirations and document a roadmap to achievements. The community visioning process entails public and stakeholder engagement and collaboration, fostered through meetings, surveys, and workshops. The community visioning process results in goals and priorities for the future. A community vision describes what the future should look and feel like. Ideally, the community vision creates a sense of ownership of future decision-making and planning processes.

The community visioning process that took place for the 2050 MTP Update guided the document's goals and objectives. The visioning process included discussions with ARTS staff, county leaders, elected officials, and stakeholders to ensure that the new vision and goals maintain the direction established in the previous LRTP and respond to changing conditions and federal requirements. The first phase of the visioning and goal setting process took place in September and October 2019 through a series of four public meetings and outreach to groups such as AARP Age-Friendly Augusta and neighborhood associations. Community members also provided input during events such as the Arts in the Heart of Augusta Festival in September 2019. **There were 976 attendees among 11 engagement events.** For a detailed report presenting the results of the Fall 2019 visioning period, see **Technical Report #1**.

Participants in public meetings indicated their visions for the ARTS planning area's transportation future by placing sticky notes on a poster board. The most common visions were for more and improved greenways, transit routes, bike lanes, and sidewalks. People also noted the importance of reducing vehicle congestion and conflict with at-grade rail crossings. Meeting attendees submitted written comments about what they would like to see in

the region. These comments were similar to those that appeared on the visioning board (see **Figure 3-3**): people wrote about the importance of bicycle infrastructure and greenway implementation. Additional topics included a need to consider jobs and regional development when thinking about transportation needs.

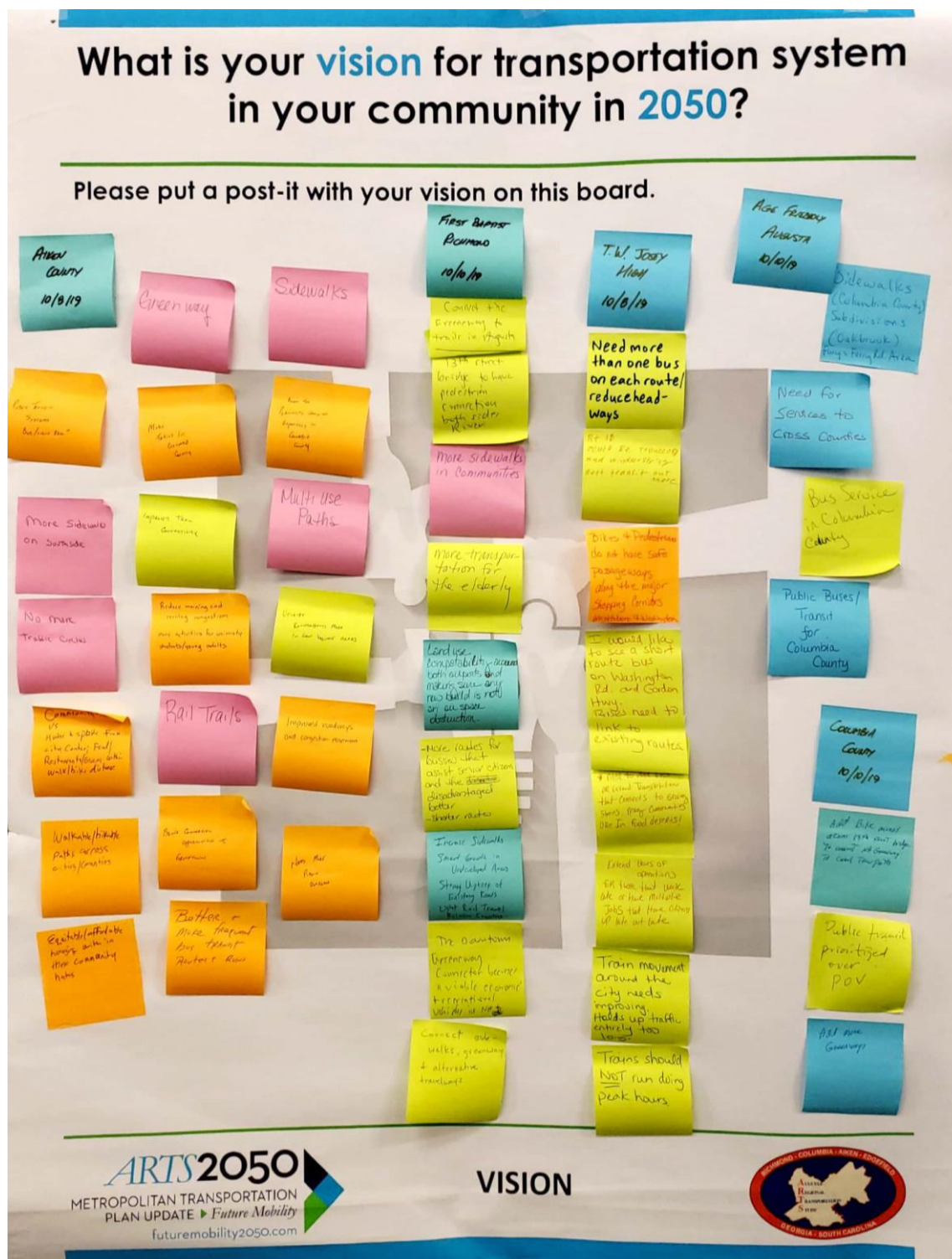


Figure 3-3. Community Vision from Public Meetings in October 2019

When presented with the 11 overarching long range transportation goals, the majority of meeting participants agreed that these are, in fact, priorities. However, some people disagreed with the importance of freight movement, mobility and accessibility, and maintaining the system, as illustrated in **Figure 3-4**.

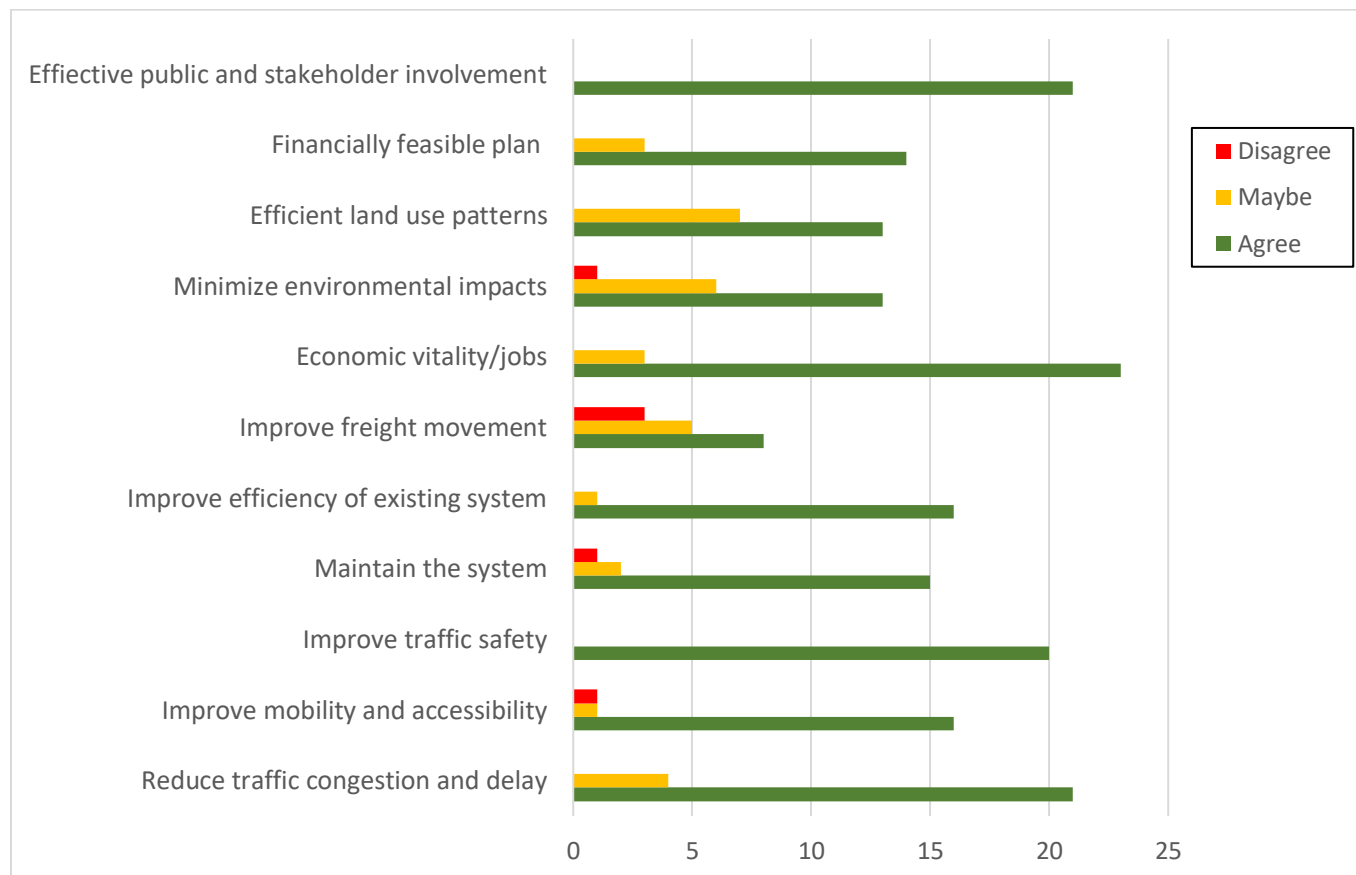


Figure 3-4. Public Input on Goals, October 2019

An online survey tool also collected input. Over 1,000 community members participated in this online survey, which was also made available in digital and paper forms during the in-person public outreach events throughout September and October of 2019.

Figure 3-5 illustrates responses from this survey regarding investment priorities in the ARTS planning area. All seven of the categories presented received responses. Survey responses identified “Improve Safety” and “Reduce Congestion and Delay” as some of the key investment priorities in the region, and nearly one third of the respondents selected these as one of their top two priorities. Most respondents selected “Improve Safety,” “Reduce Congestion and Delay,” “Boost Economic Potential,” “Improve Access to Transit” and “Maintain Existing System” as one of their top 5 investment priorities. Nearly 47 percent of participants added “Connect to Bike/Ped” as one of their top 5 priorities as well. For a detailed report of the Fall 2019 survey results, see **Technical Report #1**.

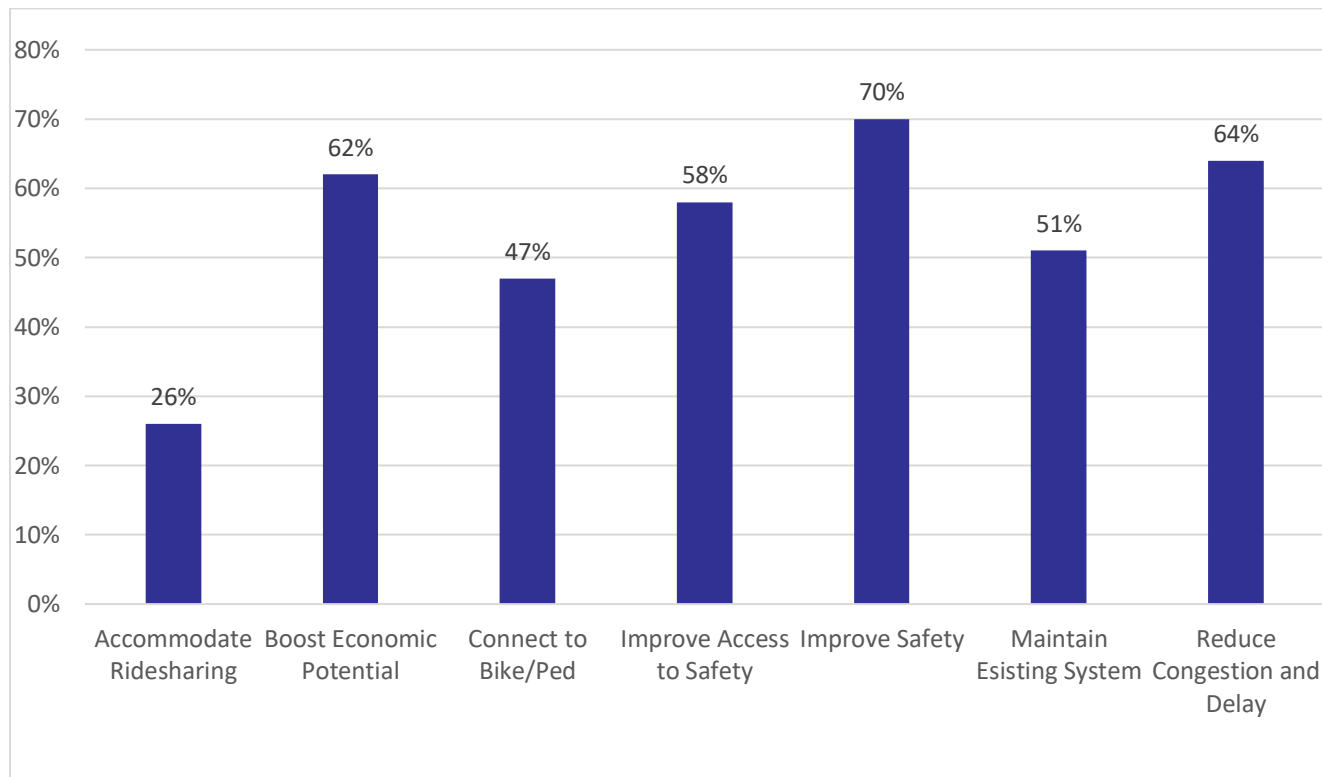


Figure 3-5. Percent Survey Respondents that Ranked each Factor in Top 5 Priorities, October 2019

3.6 Goals, Objectives, and Performance Evaluation Criteria

The goals and objectives from the 2040 LRTP were updated for the 2050 MTP Update based on national guidance, statewide frameworks from Georgia and South Carolina, and local vision. This report presents a higher-level vision for transportation infrastructure in the ARTS planning area and includes measures of effectiveness to use when evaluating projects against these goals and objectives. Future phases of the 2050 MTP update process will focus on defined projects and location-specific priorities. The following sections include nine (9) goals identified for the 2050 MTP, updated to reflect regional priorities. One or more objectives have then been defined to achieve each goal, then performance measures (or measures of effectiveness) were identified to measure individual projects' ability to work towards achieving the goals and objectives as well as the statewide performance measure targets.



Figure 3-6. ARTS 2050 MTP Goals

3.6.1 Goal 1: Reduce Traffic Congestion and Delay

The first goal of the 2050 MTP is to **reduce traffic congestion and delay**. Objectives to achieve this goal include the following:

- Maximize existing transportation facilities through active management and integrated systems in real time.
- Implement projects that improve street network connectivity to provide alternative routes and system redundancy.
- Continue to implement and promote strategies and policies such as Transportation Demand Management (TDM), public transit, and alternative transportation modes to reduce demand for single-occupant motor vehicle travel.
- Support regional connectivity and ridesharing through investment in intercity bus service, intercity bus facilities, and commuter vanpool.

Goal 1 includes four individual project evaluation criteria – three quantitative and one qualitative. The measures are: Operational Efficiency and Reliability; Level of Service (LOS) and Annual Average Daily Traffic (AADT); Travel



Demand Management and Congestion Mitigation; and Intercity Transportation. Further detail on each metric is provided below.

Operational Efficiency and Reliability

Under this evaluation metric, projects receive scores based on whether the project type is anticipated to manage and integrate systems, improve traffic operations and safety, provide accurate real-time information and reduce the demand for single occupant motor vehicle travel.

LOS and AADT

Under this evaluation metric, projects receive scores based on a two-part measure. If the project type is anticipated to promote the reduction of travel delay and congestion, then it gets a score based on the roadways volume to capacity (V/C) ratio and Average Annual Daily Traffic (AADT).

Travel Demand Management and Congestion Mitigation

Under this evaluation metric, projects receive scores based on whether the project type is related to travel demand management, mass transit, or alternative transportation to help reduce single-occupant vehicle trips and thereby mitigate congestion. This metric accounts for 3% of the overall project score.

Intercity Transportation

Under this evaluation metric, projects receive scores based on whether they provide for intercity transportation facilities. This metric accounts for 3% of the overall project score.

3.6.2 Goal 2: Mobility, Accessibility and Connectivity

The second goal of the 2050 MTP is to **improve mobility, accessibility, and connectivity for all users of the transportation network including public transit and non-motorized modes.**

Objectives to achieve this goal include the following:

- Prioritize transportation improvements that support access to the urban core.
- Increase access, expand, and improve the reliability of public transportation.
- Promote investment in infrastructure for non-motorized modes such as bicycles and pedestrians.

Goal 2 includes three individual performance measures – one quantitative and two qualitative. The measures are: Urban Core Proximity; Addresses Public Transportation Improvements; and Supports Bicycles and Pedestrians. Further detail on each measure is provided below.

Urban Core Proximity

Under this evaluation metric, projects receive scores based on whether they are located within the urban core (yes or no), regardless of project type. This metric accounts for 10% of the overall project score.

Addresses Public Transportation Improvements

Under this evaluation metric, projects receive scores based on whether they are of a project type that addresses public transportation routing, scheduling, or system improvements. This metric accounts for 5% of the overall project score.



Supports Bicycles and Pedestrians

Under this evaluation metric, projects receive scores based on whether they are of a type that includes bicycle lane facilities (marked shared lanes, paved shoulders, bicycle lanes, shared use paths, etc.), mid-block crossings, sidewalks, curb ramps, multi-use trails, or other bicycle- or pedestrian-related improvement types. Projects will receive additional points for providing both bicycle and pedestrian facilities and for providing separated multi-use trails. This metric accounts for 5% of the overall project score.

3.6.3 Goal 3: Safety and Security

The third goal of the 2050 MTP is to **improve traffic safety and improve the security** of transportation systems. Objectives to achieve this goal include the following:

- Reduce the number and severity of crashes, injuries, and fatalities across all modes by coordinating safety improvements with planning initiatives.
- Reduce vulnerability of existing transportation infrastructure to natural disaster by supporting development of regional preparedness plans.
- Continue to educate all users of the transportation network on safety and sharing the road.
- Coordinates safety improvements with planning initiatives (Policy-Level).
- Improve transportation system resiliency when (re)constructing roads, highways, and bridges (Policy-Level).

GOAL 3

SAFETY & SECURITY

Goal 3 includes two quantitative performance measures. The measures are: Crashes and Critical Transportation Network. Further detail on each measure is provided below. Goal 3 also includes objectives that are policy-level recommendations and therefore do not have specific performance measures associated with them.

Crashes

Under this evaluation metric, projects located on roadways with high crash rates receive higher scores. Additional points are added for projects located where a fatality has occurred, as these are considered high-priority areas for improvements. If a project is located in a place where at least one fatality has occurred, the project will receive a minimum score of 6 or the score based on crash rate, whichever is greater. If the project is located in a place where more than one fatality has occurred, it automatically gets the maximum score of 10.

Critical Transportation Network

Under this evaluation metric, projects will be evaluated based on whether they are located along the Department of Defense's Strategic Highway Network (STRAHNET). This metric accounts for 5% of the overall project score.

3.6.4 Goal 4: Maintenance and System Preservation

The fourth goal of the 2050 MTP is to **maintain and preserve the existing transportation system** to provide safe and reliable movement of persons and goods/freight. Objectives to achieve this goal include the following:

- Adequately fund routine maintenance and rehabilitation of roadways, pavement, and bridges.

GOAL 4

MAINTENANCE & SYSTEM PRESERVATION

- Provide viable public transportation options to meet daily travel needs.
- Monitor and manage transportation assets to prioritize improvements.

Goal 4 includes four individual performance measures – two quantitative and two qualitative. The measures are: Improvement to Existing Facilities; Bridge Sufficiency Rating; New or Improved Public Transit; and Pavement Quality. Further detail on each measure is provided below.

Improvement to Existing Facilities

Under this evaluation metric, projects receive scores based on whether they are intended to improve or sustain the conditions of existing transportation facilities in order that it may still operate under good conditions. This metric accounts for 3.75% of the overall project score.

Bridge Sufficiency Rating

Under this evaluation metric, projects receive scores based on Bridge Sufficiency Ratings. The thresholds for low, medium, and high scores are based on federal repair/replacement funding thresholds. Therefore, projects with lower sufficiency rating receive higher scores on this measure. This metric accounts for 3.75% of the overall project score.

New or Improved Public Transit

Under this evaluation metric, projects receive scores based on whether they are of a project type that includes new transit routes, facilities, and systems and improvements to existing facilities and systems. This metric accounts for 3.75% of the overall project score.

Pavement Quality

Under this evaluation metric, projects will be evaluated on the International Roughness Index (IRI). This metric accounts for 3.75% of the overall project score.

3.6.5 Goal 5: Economic Vitality

The fifth goal of the 2050 MTP is to **enhance the economic vitality of the region and promote job opportunities**. Objectives to achieve this goal include the following:

- Provide transportation linkages to employment, business, retail activity, and other activity centers.
- Address the needs of the local freight industry and the intermodal movement of goods via rail and truck.
- Promote investments in transportation facilities that provide access to tourist destinations.
- Enhance the appearance of transportation facilities whenever possible (Policy-Level)

Goal 5 includes three quantitative performance measures. The measures are: Employment Density; Freight Volumes; and Travel and Tourism. Goal 5 also includes one policy-level objective that therefore does not have a specific performance measure associated with it. Further detail on each measure is provided below.

Employment Density

Under this evaluation metric, projects receive scores based on the employment density around the project. This metric accounts for 5% of the overall project score.

GOAL 5

ECONOMIC VITALITY

Freight Volumes

Under this evaluation metric, projects receive scores (low, medium, or high) based on the level of truck traffic on the roadway where the project is located. This metric accounts for 5% of the overall project score.

Travel and Tourism

Under this evaluation metric, projects receive scores based on whether they are around activity, travel, or tourism locations. This metric accounts for 5% of the overall project score.

3.6.6 Goal 6: Environmental Stewardship

The sixth goal of the 2050 MTP is to **enhance the social and environmental fabric of the region**. Objectives to achieve this goal include the following:

- Minimize disruption or displacement of residential or commercial areas from restructured or new transportation facilities.
- Minimize impact on environmental resources, wetlands, wildlife, historic properties, and water quality.
- Reduce mobile emissions and meet air quality standards with projects including managed lanes, operational projects, transit, and non-motorized vehicles such as bicycles, and pedestrians.
- Serve Environmental Justice populations through direct benefits or access to the project.
- Reduce or mitigate the stormwater impacts of surface transportation.



Goal 6 includes five individual performance measures – two quantitative and three qualitative. The measures are: Displacement; Environment and History; Emissions Reduction; Environmental Justice; and Stormwater Impacts. Further detail on each measure is provided below.

Displacement

Under this evaluation metric, projects receive a score of low, medium, or high, based on the anticipated level of disruption or displacement that may potentially take place. The projects' proximity to residential and commercial locations is assessed under this performance measure. Projects with lower anticipated impact receive a higher score. This metric accounts for 2% of the overall project score.

Environment and History

Under this evaluation metric, projects receive scores based on whether they are located within a historical or environmentally sensitive buffer area. This metric accounts for 2% of the overall project score.

Emissions Reduction

Under this evaluation metric, projects receive scores based on the degree to which they are anticipated to achieve these outcomes (low, medium, high), based on project type. This metric accounts for 2% of the overall project score.

Environmental Justice

Under this evaluation metric, projects receive scores based on a two-part measure. One measure is the percent of census tracts (CTs) exceeding the MPO average for each Environmental Justice (EJ) category around the projects, and the other is the number of different EJ categories around the projects. A project gets two scores from the two measures, and the higher score is selected as the final score. This metric accounts for 2% of the overall project score.

Stormwater Impacts

Under this evaluation metric, projects receive a score based on whether they are of a project type that is anticipated to improve stormwater impacts (yes or no). This metric accounts for 2% of the overall project score.

3.6.7 Goal 7: Land Use and Transportation Integration

The seventh goal of the 2050 MTP is to **promote efficient land use and development patterns that improve safety and economic vitality to meet existing and future multimodal transportation needs**. Objectives to achieve this goal include the following:

- Provide transportation services that conform with regional and local land use plans.
- Discourage development in conservation or preservation areas by limiting access to those areas (Policy-Level).
- Promote redevelopment of the urban fringe through improved accessibility (Policy-Level).
- Promote the concentration of future employment and other activity centers along existing and planned major travel corridors (Policy-Level).
- Preserve and enhance the natural and built environments through context-sensitive solutions that exercise flexibility and creativity to shape effective transportation solutions (Policy Level).
- Protect adequate rights-of-way in newly developing and redeveloping areas for pedestrian, bicycle, transit, and roadway facilities (Policy-Level).



Goal 7 includes one quantitative performance measure: Growth Projections. Further detail is provided below. Goal 7 also includes objectives that are policy-level recommendations and therefore do not have specific performance measures associated with them.

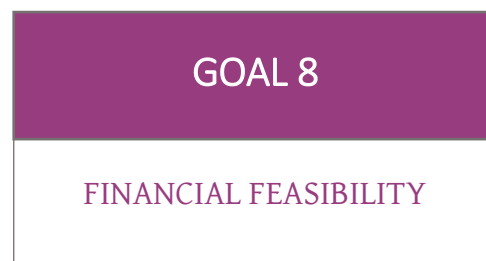
Growth Projections

Under this evaluation metric, projects receive a score based on the expected population growth of the area by 2050. This metric accounts for 5% of the overall project score.

3.6.8 Goal 8: Financial Feasibility

The eighth goal of the 2050 MTP is to **develop a financially and politically feasible plan** and gain broad support by increasing the safety and security of the transportation system for all users. Objectives to achieve this goal include the following:

- Prioritize projects with high project readiness and available funding.



Under Goal 8, one qualitative performance measure is included: Project Readiness. Further detail is provided below.

Project Readiness

Under this evaluation metric, projects receive a score based on whether they are in progress and have allocated funding secured (yes or no). This metric accounts for 5% of the overall project score.

3.6.9 Goal 9: Effective Engagement and Coordination

The ninth goal of the 2050 MTP is to **promote effective public and stakeholder engagement and coordinate strategies throughout the planning process**. Objectives to achieve this goal include the following:

- Foster coordination with local, state, and federal partners to implement community priorities (Policy-Level).
- In partnership with local communities, equitably and strategically focus resources in areas of need and importance (Policy-Level).

Goal 9, Promote Effective Engagement and Coordination, and its associated objectives are policy-level ideas and therefore do not have specific performance measures associated with them.

GOAL 9

EFFECTIVE ENGAGEMENT AND COORDINATION

Chapter 3 Key Points

- This MTP update is one of the important steps in the ARTS MPO's performance-based planning process, defined as the application of performance management principles within the planning processes to achieve desired performance outcomes for the region's multimodal transportation system.
- 2050 MTP Goals, Objectives, and Measures of Effectiveness (GOMs) were selected to align with the Community Vision based on the previous 2040 Long Range Transportation Plan (LRTP), latest federal requirements and statewide guidelines, and public and stakeholder input.
- The nine goals of the MTP are: 1) Reduce Traffic Congestion and Delay, 2) Mobility, Accessibility, and Connectivity, 3) Safety and Security, 4) Maintenance and System Preservation, 5) Economic Vitality, 6) Environmental Stewardship, 7) Land Use and Transportation Integration, 8) Financial Feasibility, and 9) Effective Engagement and Coordination.
- Once the Goals and Objectives were defined, the project evaluation criteria were identified to measure individual projects' ability to work towards achieving the Goals and Objectives as well as the statewide performance measure targets. Goal 9, Effective Engagement and Coordination, and some of the objectives are established for the policy level and do not have associated project evaluation criteria.