Chapter 2
Goals, Objectives, & Performance Measures

Introduction

This chapter describes how the transportation network and systems of the River to Sea TPO will be maintained, enhanced, and expanded. In compliance with federal and state regulations, the R2CTPO will establish a set of goals, objectives, and performance measures to provide a basis for performance-based planning that will best serve the community and environment now and in the future. The R2CTPO has established these goals, objectives, and performance measures that are consistent with federal and state requirements and guidance.

This chapter is divided into the following sections:

- Development of Goals, Objectives, and Performance Measures
- Connect 2045 Goals and Objectives
- Performance-Based Planning [Placeholder section for future content]
Chapter 2: Goals, Objectives, & Performance Measures

Development of Goals, Objectives, and Performance Measures

The Connect 2045 Goals, Objectives, and Performance Measures were developed to be consistent with federal, state, and local guidance. This section highlights Federal requirements and guidance used to develop the Goals and Objectives for the River to Sea TPO’s 2045 Long Range Transportation Plan.

Fixing America’s Surface Transportation (FAST) Act

Signed into law on December 4, 2015, the FAST Act (Public Law No. 114-94), provides support and enhancement to the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act is the first federal law to provide long-term funding for infrastructure planning and investment for surface transportation since the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) became law in 2005.

The FAST Act supports MAP-21 by continuing to create a streamlined, performance-based surface transportation program that builds on many of the multimodal transportation policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Establishing a performance- and outcome-based program requires investment of financial resources in projects that will collectively progress toward achieving national, multimodal transportation goals. The 2045 LRTP has been developed to ensure compliance with the requirements of the FAST Act and includes a performance-based approach to the transportation decision-making process.

FAST Act Planning Factors

The FAST Act has established specific planning factors that call for the recognition of, and address the relationship between, transportation, land use, and economic development. These federal planning factors form the cornerstone for the 2045 LRTP and include the following:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.
The FAST Act prescribes policy requirements and a programmatic framework related to performance measures and targets for the national transportation system in the metropolitan planning process. The FAST Act directly impacts the R2CTPO and its planning activities. As such, the TPO is required to coordinate with state and local agencies, and public transportation providers to establish targets in order to continue developing and assessing a focused, performance-based, multimodal transportation system. In the development and assessment, the R2CTPO must:

- Describe the performance measures and targets used in assessing system performance and its progress in achieving the performance targets within the LRTP, and
- Develop the Transportation Improvement Program (TIP) to make progress toward established performance targets, including a description of the anticipated achievements.

**Connect 2045 Goals and Objectives**

**Goals**

Goals and objectives that reflect the counties’ visions were developed early in the planning process and work together to ensure that the transportation system is sustainable over time. The goals are:

<table>
<thead>
<tr>
<th>Goal</th>
<th>Description</th>
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<tbody>
<tr>
<td>Multimodal</td>
<td>Develop and maintain a balanced, efficient multimodal system</td>
</tr>
<tr>
<td>Economic Development</td>
<td>Support the economic development and growth of the TPO area and region</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Enhance and expand transportation connectivity and choices for all users</td>
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<td>Eliminate or reduce crash-related fatalities and serious injuries (safety) and improve security throughout the transportation network</td>
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<tr>
<td>Public Involvement</td>
<td>Promote equity, transparency, and opportunities for the public to be involved with planning their transportation system</td>
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A matrix showing consistency between the LRTP goals and the ten planning factors from the FAST Act is shown in Table 2-1.
### Connect 2045 Goals and FAST Act Planning Factors Comparison

<table>
<thead>
<tr>
<th>Connect 2045 Goals</th>
<th>FAST Act Planning Factors</th>
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<tr>
<td><strong>Multimodal</strong></td>
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- ● Primary Relationship
- ○ Secondary Relationship
Florida Transportation Plan (FTP)
The Florida Transportation Plan (FTP) is the state’s long-range plan guiding Florida’s transportation future. The plan was created by, and provides direction to, FDOT and all organizations that are involved in planning and managing Florida’s transportation system, including state, regional, and local partners; including the R2CTPO. The FTP Policy Element is Florida’s long-range transportation plan as required by both state and federal law and this element points toward a future transportation system that embraces all modes of travel, innovation, and change.

Connect 2045 must address the goals included in the FTP pursuant to Section 339.175(7)(a), Florida Statutes. These goals include the following:

- **Safety and security** for residents, visitors, and businesses
- Agile, resilient, and quality **infrastructure**
- Efficient and reliable **mobility** for people and freight
- More **transportation choices** for people and freight
- Transportation solutions that support Florida’s global economic competitiveness
- Transportation solutions that support the development of quality places to live, learn, work, and play
- Transportation solutions that enhance Florida’s environment and conserve energy

Connect 2045 must also incorporate any performance targets that are included in the Statewide Freight Plan and Asset Management Plan, however current guidance from FDOT indicates that no additional performance targets will be included in these plans. A matrix showing consistency between the Connect 2045 Goals and the FTP Goals is shown in Table 2-2.
Table 2-2: Connect 2045 Goals and Florida Transportation Plan Goals Comparison

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● Primary Relationship ○ Secondary Relationship
Objectives

Multimodal – Develop and maintain a balanced and efficient multimodal transportation system

Objective 1.1 Develop a multimodal transportation system that improves accessibility and mobility to economic centers for all users (motor vehicle, bicycle and pedestrian) as well as the movement of goods.

Objective 1.2 Minimize congestion/delay and maintain travel time reliability on roadways and intersections through projects that improve capacity, provide for the more efficient use and operation of existing transportation facilities, and reduce transportation demand.

Objective 1.3 Provide public transit systems that deliver efficient and convenient transit service.

Objective 1.4 Develop a plan that maximizes the use of all available existing and alternative revenue sources and is financially feasible.

Objective 1.5 Incorporate measures that give priority to projects that provide high benefit-to-cost value.

Objective 1.6 Adequately fund preservation of transportation assets (National Highway System Pavement Condition, Bridge Condition, and Transit Assets).

Objective 1.7 Address incident management including improving response and mitigating impacts through development of alternative routes and other solutions.

Economic Development – Support the economic development and growth of the TPO area and region

Objective 2.1 Develop a transportation system that supports economic growth and diversity, advances tourism and improves the economic competitiveness of the region.

Objective 2.2 Identify and support safe and efficient truck routes and other facilities that improve the movement of freight and goods.

Objective 2.3 Improve connectivity and access to rail, port, bus and airport facilities.

Objective 2.4 Support funding of transit service that improves access to employment centers.

Connectivity – Enhance and expand transportation connectivity and choice for all users

Objective 3.1 Provide a range of transportation alternatives to improve mobility for all residents and visitors which includes addressing the unique needs of the elderly, people with disabilities, and those unable to drive.

Objective 3.2 Maximize the interconnectivity of roadways, sidewalks, bicycle facilities, trails, transit and other transportation system components to provide safe and convenient pedestrian, bicycle, transit and motor vehicle mobility.

Objective 3.3 Enhance regional connectivity to employment, education, health, entertainment and other major activity centers.
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**Objective 3.4** Enhance connectivity between local government jurisdictions within the region.

**Objective 3.5** Plan for transportation infrastructure resiliency to maintain and ensure system connectivity.

**Safety – Eliminate or reduce crash-related fatalities and serious injuries (safety) and improve security throughout the transportation network.**

**Objective 4.1** Identify and prioritize improvements to reduce the frequency and severity of motorized vehicle crashes, and eliminate fatalities and serious injuries.

**Objective 4.2** Identify and implement safety programs and enhancements to improve the safety of pedestrian and bicycle facilities.

**Objective 4.3** Enhance the safety and security of transit systems and other modes such as airports through appropriate design, monitoring, and enforcement programs.

**Objective 4.4** Develop a transportation plan that supports emergency evacuation, response and post-disaster recovery, and improves national, state and local security and emergency management functions.

**Livability – Promote livability by providing, protecting and enhancing social, cultural, physical and natural environmental places.**

**Objective 5.1** Promote compact, walkable, mixed-use development and redevelopment opportunities that encourage a range of transportation options and maximize the effectiveness of the transportation system.

**Objective 5.2** Develop a transportation plan with components planned and designed to preserve and enhance existing urban areas and communities.

**Objective 5.3** Support local visioning and planning principles by developing a plan that is consistent with local government comprehensive plans to the maximum extent feasible.

**Objective 5.4** Locate and design transportation facilities to avoid or minimize the impact to natural resources including environmentally sensitive areas and critical lands, waters and habitats.

**Objective 5.5** Develop and support a multimodal transportation system that maintains or reduces vehicle greenhouse gas emissions and reduces or mitigates stormwater impacts.

**Objective 5.6** Locate and design transportation facilities to avoid or minimize impacts to historic and cultural assets.

**Public Involvement – Promote equity, transparency, and opportunities for the public to be involved with planning their transportation system.**

**Objective 6.1** Provide opportunities for public participation that are open, inclusive and accessible for all citizens; and develop outreach programs to engage citizens in all jurisdictions as well as the traditionally under-served and under-represented.
Objective 6.2 Include provisions to identify the needs of low income and minority populations and ensure that projects in the plan do not disproportionately burden low income and minority populations, and include measures to avoid, minimize or mitigate adverse impacts.

Objective 6.3 Support transportation investments that improve public transit services for low income and transit-dependent populations in order to gain access to jobs, schools, health services, and other needed services.
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Performance-Based Planning

[Placeholder section for future content]