
Chapter 3:

Plan Goals, Objectives, and Performance

One of the first steps in the Plan process is the establishment of a purpose. Establishing a clear and well-defined purpose for the Plan ensures that the overall goals, objectives and performance measures, as well as the resulting transportation investments, are the result of a comprehensive, cooperative, and continuing transportation planning program and process.

The purpose of the 2045 Regional Transportation Plan is:

- To establish a performance-based planning process that guides the selection of projects and advances progress toward the regional goals;
- To formally identify and coordinate the investments of the various public agencies that provide transportation facilities and services in the Fayette/Raleigh MPO region, including local governments, West Virginia Department of Transportation, New River Transit Authority, Regions 1 and 4 Planning & Development Councils, and the Raleigh County Airport Authority;
- To identify the projects and programs needed to provide an efficient, effective and functional transportation system to serve residents, businesses, and visitors to the region;
- To coordinate land use and transportation activities to ensure functional efficiency and a compatible relationship; and
- To support and encourage private enterprise participation in the development and maintenance of an efficient, effective regional transportation system, in part by providing a proposed schedule for transportation improvements with which private entities can coordinate their investments.

GOALS AND OBJECTIVES

The goals and objectives outlined here for the 2045 Plan are intended to facilitate the development, management, and operation of an integrated multimodal transportation system that enables the safe, efficient, and economical movement of people and goods.

National Emphasis

The FAST Act provides the guiding principles for transportation decision-making in metropolitan areas throughout the United States. One of the major requirements is for MPOs to consider projects and strategies that will:

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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 the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned 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.

These factors provide the framework for FRMPO's goals and objectives and supporting performance measures and targets.

Regional/Local Emphasis

The Fayette/Raleigh MPO has established its own goals and objectives, building from the FAST Act planning factors above, stakeholder engagement, analysis, and the local and regional plans (outlined in Chapter 2) .

Below are the goals adopted by the Fayette/Raleigh MPO to guide future transportation decisions and a corresponding set of objectives to help the region move closer to its goals.

GOAL 1: Support the economic vitality of the region.

A. Provide improved access to commercial areas and tourist destinations.

- Provide access to employment-generating locations.
- Construct regional links between gateway communities, The Bechtel Summit National Scout Reserve and the New River Gorge National River parklands.

B. Provide connections among residential areas, employment locations and community services.

- Provide a multimodal transportation system that can be used by people of all ages to access opportunities to work, shop, learn and take part in civic life and area recreation.

C. Make transportation decisions that capitalize on the resources of the regional airport.

GOAL 2: Improve safety/security for all users of the transportation system.

A. Enhance safety for pedestrians and bicyclists.

- Construct safety improvements at locations where bicycle/pedestrian traffic and auto traffic frequently intersect. Use pavement markings, signs and other tools to alert motorists to these areas.
- In areas of heavy pedestrian traffic and in residential areas, choose street designs that encourage auto traffic to drive at slower speeds.

B. Use access management and grade separations to improve safety on roads intended for higher speeds.

- Encourage the construction of frontage roads along major highways at locations where significant development is underway or desired.

C. Make targeted improvements to locations with a high number of accidents.

- Work with the West Virginia Division of Highways (WVDOH) to map crash data and identify locations where the crash rate is significantly above average. Work with WVDOH to perform Roadway Safety Audits to identify engineering improvements to address these locations.

GOAL 3: Preserve and maintain the existing transportation system.

A. Set aside adequate funds for maintenance before expanding the system.

- Give priority to projects that upgrade substandard infrastructure, since a quality transportation system is one of the tools for attracting new development and other investment.
- Expand efforts to regularly assess hillside stability along major routes, adding stabilization or using proactive blasting when necessary to prevent unexpected slips and slides.

B. Extend road and sidewalk life through preventive measures.

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- Improve stormwater management along roads through the addition (or more frequent maintenance) of ditches, culverts, storm drains, and curb and gutter in urban areas.
 - Keep vegetation cleared to ensure clear sight distance at intersections, maintain a clear path along sidewalks, and prevent broken surfaces.

GOAL 4: Increase accessibility and mobility for both people and goods.

A. Improve access to and from the region.

- Improve interstate linkages and access, including congestion relief at key interchanges.
- Support completion of regional transportation initiatives to expand the market area within one day's drive of the region.

B. Improve access to commercial and industrial areas for freight movement.

- Ensure roads that serve as heavy truck routes are adequately designed, constructed and maintained for the proper vehicle weight and dimensions.
- Make improvements needed to accommodate local delivery vehicles, particularly in downtown and higher-density residential areas.

C. Improve mobility within and among communities.

- Make public transit available to support the needs of residents of all ages, including transportation to work and educational institutions.
- Build links between major community trails and the surrounding neighborhoods, shopping and employment areas so that bicycling and walking are an option for traveling to more places.
- As streets and roadways are repaved or reconstructed, add sidewalks and other features needed to comply with ADA.

GOAL 5: Manage an efficient transportation system.

- Select and implement transportation projects based on need, cost effectiveness, and the MPO's established goals, objectives and performance measures.
- Work with WVDOH to improve traffic flow through operational improvements such as better signal timing, access management, and changes to key intersections.

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- Expand the use of Intelligent Transportation Systems (ITS) technology, such as the monitoring of traffic through video surveillance, provision of information on dynamic message signs, or use of automatic vehicle tracking for transit.
 - Address special transportation needs in areas where schools, colleges and other community facilities are located.
 - Study and implement the use of signage at gateways and key destinations, along with a system of wayfinding signs, to provide guidance and information to visitors.
 - Consider ways to improve the overall resiliency of the transportation system by providing redundancy necessary to meet essential travel needs.

GOAL 6: Protect and enhance the environment and quality of life, and coordinate transportation decisions with the region’s goals for land use and economic development, including travel and tourism.

- Encourage transportation choices that are sustainable in terms of finances, community equity, and the environment.
- Improve management of the use, appearance, and safety of key routes, especially those that serve as visitor gateways or provide access to tourism destinations in the area.
- Promote transportation decisions that respect the integrity of historic areas and enhance tourism.
- Encourage clustered development to minimize the number of access points on major corridors while maximizing development potential.
- Promote roadway design, construction and maintenance practices that safeguard the area’s natural resources, including water quality.

GOAL 7. Enhance system connectivity, including connections between different modes of transportation.

- Enhance access to the region’s airport via roadway, public transit and non-motorized modes of transportation.
- Promote projects that lead to “Complete Streets” and ensure this policy is followed as part of new roadway construction or reconstruction.
- Provide public transit service, as well as a system of hiking/biking trails, between the region’s passenger rail stations and local cities.

- Work with the Bechtel Summit National Scout Reserve to expand transportation modes to support Jamborees and other major events.

Table 3-1 illustrates how the 2045 Plan goals address each of the planning factors set forth in the FAST ACT.

Table 3-1: Relationship of National FAST Act Planning Factors to 2045 Plan Goals

FAST Act Planning Factor	2045 Plan Goal
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.	1, 3, 4, 5, 6, 7
Increase the safety of the transportation system for motorized and non-motorized users.	2, 3, 4
Increase the security of the transportation system for motorized and non-motorized users.	2, 4
Increase the accessibility and mobility options available to people and for freight.	1, 4, 7
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	1, 4, 5, 6, 7
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	1, 4, 7
Promote efficient system management and operation.	1, 3, 5
Emphasize the preservation of the existing transportation system.	3, 5
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	5, 6
Enhance travel and tourism.	1, 5, 6, 7

PERFORMANCE BASED PLANNING

The FAST Act transportation legislation requires MPOs to use a performance-based planning process (PBPP) to develop their long-range regional transportation plans (RTP). The purpose is to ensure resources are being invested in programs and projects to help planning agencies achieve national and regional transportation goals. FRMPO applies PBPP principles when making decisions for the RTP, Transportation Improvement Program (TIP), and Unified Planning Work Program (UPWP) development processes. The purpose and elements of the Federal PBPP framework, and how those are integrated in the FRM RTP are shown in **Table 3-2**.

Table 3-2: Performance Based Planning Framework

FHWA PBPP	PBPP Elements	FRM RTP
<i>Strategic Direction</i>	Goals	Chapter 3 – Goals and Objectives
	Performance Measures	
<i>Performance Based Analysis</i>	Trends and Targets	Chapter 2 – Develop Trends Chapter 4 – Analysis of the Transportation System
	Strategies/Objectives and Investment Priorities	
<i>Performance Based Programming</i>	Investment Plan	Chapter 5 – Recommended Plan and Funding
	Program of Projects	Chapter 6 – Potential Impacts
<i>Implementation and Evaluation</i>	Investment Plan	Chapter 5 – Recommended Plan and Funding
	Program of Projects	Chapter 6 – Potential Impacts
<i>Cross-Cutting Elements</i>	Engagement	Chapter 7 – Public and Stakeholder Participation
	Data Management and Analysis	

This remainder of this chapter describes the elements of the PBPP and how FRMPO is implementing those to meet Federal requirements, but more importantly, to ensure policies, programs and projects are on track to achieve transportation priorities.

Strategic Direction

The goals in FRM’s RTP outline the transportation priorities over the next five years. To determine the level of progress to which FRM is achieving its goals, performance measures have also been established. The FAST Act identifies seven national goals for the nation’s highway system and accompanying performance measure to track results. These goals provide a national transportation framework and it’s up to agencies, like FRM, to determine how to support and meet these critical transportation outcomes in the region.

Table 3-3 shows the national goals and performance measures and how FRM’s goals and performance measures align.

Table 3-3: National and MPO Goals and Performance Measures

National Goal	National /FRM Performance Measures	FRM Goal Alignment
Safety —To achieve a significant reduction in traffic fatalities and serious injuries on all public roads	Safety Performance Measures (PM1)	Goal 2 – Improve safety/security for all users
Infrastructure condition —To maintain the highway infrastructure asset system in a state of good repair	Pavement/Bridge Performance Measures (PM2)	Goal 3 – Preserve and maintain the existing transportation system
System reliability —To improve the efficiency of the surface transportation system	System Performance Measures (PM3)	Goal 4 – Increase accessibility and mobility Goal 5 – Manage and efficient transportation system Goal 7 – Enhance system connectivity
Congestion reduction —To achieve a significant reduction in congestion on the National Highway System	System Performance Measures (PM3)	Goal 4 – Increase accessibility and mobility Goal 5 – Manage and efficient transportation system Goal 7 – Enhance system connectivity
Freight movement and economic vitality —To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	System Performance Measures (PM3)	Goal 1 – Support economic vitality of region Goal 4 – Increase accessibility and mobility Goal 5 – Manage and efficient transportation system Goal 7 – Enhance system connectivity
Environmental sustainability —To enhance the performance of the transportation system while protecting and enhancing the natural environment	Not applicable	Goal 6 – Protect and enhance the environment and quality of life
Reduced project delivery delays	Not applicable	Not applicable

Performance Based Analysis

An important step in the PBPP is to analyze the system data and determine the best solutions (strategies/objectives) to achieve FRMPO's goals and develop targets to be able to evaluate progress toward those goals. Using inputs including trend analysis and forecasting/scenario planning, FRMPO developed objectives and targets.

In addition to the analysis, state and local plans were reviewed to identify goals, objectives, and performance measures, applicable to the region. Results from the West Virginia LRTP, West Virginia Strategic Highway Safety Plan, West Virginia Asset Management Plan, and West Virginia State Freight Plan were incorporated into this plan.

The final set of objectives can be found earlier in this chapter and are in place to further guide project selection. Projects that address these specific objectives rank well in FRM's resource allocation process.

To evaluate the success of FRMPO's regional goals, targets have been established to track and evaluate performance (see **Table 3-4**). FHWA requires targets to be set for 24 performance measures, 14 of which are applicable to FRM since the region is in air quality attainment and New River Transit establishes and monitors the transit asset and transit safety targets. FRM has submitted a letter for the past two years adopting the state targets for PM1, 2, and 3. Table 3-4 summarizes the targets. These will be updated in accordance with FHWA's timelines and in coordination with WVDOH and the WV FHWA Division Office and progress documented in an annual Performance Report.

Table 3-4: FRM Supported Targets

Goal: Safety (PM1)	2021 Target
Number of fatalities	263.7
Number of serious injuries	1.46
Rate of fatalities per 100 million VMT	1002.4
Rate of serious injuries per 100 million VMT	5.02
Number of nonmotorized fatalities and nonmotorized serious injuries	86.2

Goal: Pavement/Bridge Conditions (PM2)	2-Year Target	4-Year Target
% of Interstate pavements in Good condition	n/a	≥ 75.0%
% of Interstate pavements in Poor condition	n/a	≤ 4.0%
% of non-Interstate NHS pavements in Good condition	≥ 40.0%	≥ 45.0%
% of non-Interstate NHS pavements in Poor condition	≤ 5.0%	≤ 5.0%
% of NHS bridges by deck area classified in Good condition	≥ 14.0%	≥ 11.0%
% of NHS bridges by deck area classified in Poor condition	≤ 10.0%	≤ 13.0%

Goal: System Performance (PM3)	2-Year Target	4-Year Target
% of reliable person-miles traveled on the Interstate	≥ 96.0%	≥ 96.0%
% of reliable person-miles traveled on the noninterstate NHS	n/a	≥ 87.0%
Truck travel time reliability on the Interstate system (average truck reliability index)	≤1.25	≤ 1.40

Performance Based Programming

FRM prioritizes projects in the MTP and TIP based on whether they will make progress toward regional transportation goals and performance targets. Using highway and transit revenue forecasts, FRM projects annual revenue to baseline available funding and ensure the plan is fiscally constrained. Analysis results by issue area (streets and highways, operations, freight, rail, safety and security, transit, and bicycle and pedestrian), public input, Technical and Policy Committee input, and other evaluation criteria, such as implementation readiness and available funding, are then factored into the decision-making to refine the project list. *Chapter 5, Funding and Fiscal Constraint* identifies the investments to be advanced to meet FRM’s transportation goals and targets. Each project includes a reference to the goal(s) and performance measure(s) it addresses.

Implementation and Evaluation

Performance measures and targets help decisionmakers understand the impacts of transportation investment decisions and equip FRM with the ability to change course when goals are trending the wrong way. An annual system performance report will describe the condition and performance of the transportation system with respect to the performance targets in Table 3-4. FRM will coordinate with WVDOH on this, evaluating progress and making any necessary changes to targets or project decisions.