



CHAPTER 2

VALUES, GOALS & OBJECTIVES

The Values, Goals, and Objectives adopted for the update of the Louisiana Statewide Transportation Plan are based upon those contained in the 1996 Plan with revisions as appropriate. The revisions resulted from a consultant team review, a review of *Louisiana: Vision 2020*, the 2000 Louisiana Transportation Conference, the first round of Advisory Council meetings, a review by the LIIEP Commission, and from a review of the most recent federal transportation planning requirements.

What follows is a presentation of the revised values, goals and objectives, based on this input from the statewide transportation planning process. Having incorporated these revisions, this set of values, goals and objectives was submitted to and adopted by the Commission during their meeting on March 4, 2002.

Values

- **Mobility:** Movement of people and freight on the statewide transportation system without undue restriction;
- **Accessibility:** Equitable and strategic access to transportation facilities, terminals and services;
- **Choice/Flexibility:** Access to all feasible transportation alternatives and the right to select the most advantageous alternative on an on-going basis;
- **Safety:** Ability to travel or transport products at a reasonable level of risk commensurate with the prudence of the users;
- **Environmental Responsibility:** Travel or transport which is compatible with environmental values and which seeks to enhance the natural and human environment;
- **Visionary:** A view of the future that goes beyond the ability to predict from current trends. Pursuing a set of actions that minimizes pre-emption of future choices;
- **Partnering/Interdependence:** Use of the strengths of the component transportation systems to the greatest advantage of the whole;
- **Innovation/Adaptability:** Pursuit, implementation and integration of the best technological and organizational advancements available;
- **Balance/Equity:** Provision for fair and honest competition and impartial system access;
- **Market Responsiveness:** Ability to react to quantitative and qualitative changes in transportation supply and demand;
- **Service Quality:** System effectiveness in meeting user needs and expectations;



- **Economic Vitality:** Promotion of the growth of a diverse, vigorous and durable marketplace and business community;
- **Fiscal Responsibility:** Prudent acquisition and allocation of resources without unduly restricting future investment opportunities;
- **Beauty/Aesthetic Quality:** Compatibility with urban and rural landscape and pleasing to the human senses; and
- **Social Responsibility:** Providing transportation services to meet basic human needs.

Goals and Objectives

Goal 1: To develop and maintain an innovative, balanced, safe, equitable, integrated system of transportation facilities and services.

- Develop a multimodal Statewide Transportation Plan which can be used to guide statewide transportation policy and investment decisions;
- Promote the coordinated and efficient use of available and future modes of transportation;
- Promote a balanced spatial distribution of activity and equitable opportunities for all groups;
- Develop innovative management practices, new intelligent transportation system (ITS) technologies, and other techniques to improve transportation facilities and services;
- Develop intermodal connections to facilitate transfers among transportation modes;
- Identify underutilized facilities and services to avoid redundant investments; and
- Provide connectivity among state, local, and private transportation facilities and services.

Goal 2: To provide essential passenger-transportation services at reasonable public expense, meeting the diverse needs of the people of Louisiana regardless of their geographic location, physical condition, economic status or service requirements.

- Define appropriate minimum levels of passenger-transportation service, considering reasonable public expenditure, to provide access to, and within all regions of the State;
- Increase accessibility of individuals to employment, educational/vocational training opportunities, and to high-quality health-care services; and
- Develop special programs to address the needs of the elderly and handicapped.

Goal 3: To provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism through prudent investment in facilities and

services that improve mobility and access. The system should be responsive to free markets, to user needs and expectations, through flexibility and choice, in a competitive, multimodal environment.

- Develop a multimodal Statewide Transportation Plan consistent with statewide economic goals;
- Ensure public investment is consistent with, and does not degrade, market-driven private investment;
- Improve the level of service of freight and passenger transportation throughout the State;
- Develop and implement programs to improve access to intermodal facilities and the efficiency of intermodal transfers;
- Improve access to major existing industrial, commercial, agricultural, and recreational facilities;
- Open new areas for industrial use, commercial use, tourist and other productive uses;
- Where feasible, provide a meaningful choice of travel modes for freight and passengers;
- Provide resources necessary for Louisiana to promote itself as a gateway for Latin American Trade; and
- Recognize and promote the strategic importance of Louisiana's intermodal transportation system to the nation's energy supply, and secure and provide the resources necessary to support and enhance that role.

Goal 4: To provide a regulatory and comprehensive policy framework that promotes partnerships, coordination, and cooperation among transportation users and providers in a competitive multimodal environment.

- Promote effective public and private transportation partnerships;
- Develop and implement a marketing program to educate providers and users about the capabilities of each mode, in order to foster partnerships and competition;
- Develop and effectively communicate the State's position on federal policies and regulations as they relate to a broad range of transportation issues;
- Cooperate with metropolitan planning organizations and other local agencies in the development of multimodal plans and improvement programs to ensure consistency between their plans and programs, and statewide goals, needs, and priorities;
- Identify and eliminate regulatory barriers to partnerships among transportation users and providers, while maintaining a competitive environment; and



- Provide the opportunity for stakeholder input and involvement in the development and implementation of the multimodal Statewide Transportation Plan.

Goal 5: To improve safety in all transportation modes through timely maintenance of existing infrastructure, development of new infrastructure, enhancement of operational controls of both passenger and freight movements, and through expanded public education and awareness.

- Design and implement Pavement and Bridge Management Systems to address pavement and bridge maintenance and rehabilitation in a timely manner;
- Design and implement a Safety Management System that will assist the State in reducing injury and property damage accidents;
- Design and implement a Congestion Management System for selected metropolitan areas to manage the efficiency of the existing transportation system and minimize the need for investment in new infrastructure;
- Review safety awareness, education, and training programs in order to improve their effectiveness and to achieve increased cooperation among state and local governments, and private organizations. Develop and implement new programs where necessary; and
- Enhance transportation operations control and communications systems to improve safety, convenience and efficiency.

Goal 6: To develop an efficient transportation system that improves air, water and noise indices to acceptable levels as defined by regulatory standards, reduces dependency on foreign energy sources, preserves historic, cultural, and environmentally sensitive sites, promotes the natural beauty of the State, raises the quality of life for Louisiana's citizens, use land resources efficiently by incorporating smart growth development principles, and promote and implement the context-sensitive design of transportation infrastructure.

- Develop transportation facilities and services that encourage the conservation of energy resources and enhance the State's environmental, historic, and scenic values;
- Develop criteria for evaluation and selection of transportation enhancement projects for historic, cultural, scenic, or environmental preservation in transportation corridors;
- Develop transportation projects and programs that conform to the State Implementation Plan (SIP) for air-quality non-attainment and maintenance areas;
- Develop and implement a Congestion Management System in selected metropolitan areas to alleviate congestion and improve air quality;
- Mitigate transportation-related water pollution, especially in wetland areas, to maintain acceptable ground and surface water quality as defined by regulatory standards;
- Mitigate noise pollution from transportation sources to maintain an acceptable acoustical environment as defined by regulatory standards;

- Identify and seek to resolve contradictions between federal and state environmental regulations pertaining to transportation; and
- Promote a strong dialogue between state and federal resource agencies, as well as the private sector, to help advance a planning process that supports environmental streamlining.

Goal 7: To develop stable but flexible transportation financing that provides adequate funds for both the preservation of existing and the construction/implementation of new facilities and services.

- Support fair and equitable treatment of public and private transportation modes in terms of public subsidies and taxation;
- Support public investment that complements private investment, and vice-versa;
- Encourage focused private-sector investments in Louisiana's transportation infrastructure and services by creating financial incentives;
- Identify and utilize non-traditional public funding sources to improve transportation facilities and services;
- Identify and eliminate regulatory barriers to financing intermodal facilities;
- Designate a portion of transportation revenues exclusively for preservation of existing facilities and services;
- Limit new facilities and services to those economically justified based on user benefits and true economic development. Recognize the intangible social benefits in the economic valuation of public transportation facilities and services;
- Develop a cross-modal evaluation capability to establish priorities among competing projects;
- Initiate a comprehensive review of innovative financing options, such as toll financing, local option taxes, private financing, tax increment financing, and local state infrastructure/land banks;
- Initiate a comprehensive review of tax and fiscal reform; and
- Create/advocate creation of a State toll authority.



TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21)

The most recent federal transportation legislation, TEA-21, revised and amended federal planning requirements. The statewide transportation planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State and is administered jointly by Federal Highway Administration and Federal Transit Administration.

Continuing Provisions

Among the most significant continuing provisions are the following:

- Federal reliance on the statewide transportation planning process, established under Intermodal Surface Transportation Efficiency Act (ISTEA), as the primary mechanism for cooperative transportation decision-making throughout the State.
- Coordination of statewide planning with metropolitan planning.
- Opportunity for public involvement provided throughout the planning process.
- Emphasis on fiscal constraint and public involvement in the development of a three-year Statewide Transportation Improvement Program.
- Emphasis on involving and considering the concerns of Tribal governments in planning.
- State development of statewide transportation plans and programs.

Key Modifications

TEA-21 consolidates the previous 23 planning factors into seven broad areas to be considered in the planning process (same as for metropolitan planning): [1204(c)]

- Support the economic vitality of the United States, the States, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety and security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

The Federal/State partnership is very important to transportation planning; the DOTD has nurtured its relationship with the FHWA and other federal transportation agencies, and has made every reasonable effort to comply with the intent of Congress and with the federal regulations resulting from TEA-21.