

2. Vision, Goals, Objectives, and Performance Measures

The Louisiana Statewide Transportation Plan looks back at how the transportation system has evolved and considers, in a broad sense, how the system should evolve to meet changing needs in the years ahead. The Plan’s vision describes an ideal yet achievable transportation future for residents, businesses, and visitors. It answers the question “what are we trying to achieve?” but it is not intended to answer “how will we achieve it”? The goals specify the desired outcomes that reflect the vision. The objectives specify actions and desired trends associated with the goals.

At a visioning workshop in late 2012, the Plan team worked with local and regional stakeholders from the DOTD, MPOs, transportation providers, and economic development leaders to draft the Plan’s vision, goals, and objectives. The visioning workshop engaged stakeholders to discuss future demographic trends, challenges, and possible growth scenarios, and to assess what the transportation system should look like to realize those possible futures.

2.1 Highlights

Moderate Growth

- Louisiana is likely to realize moderate growth in population and employment and continue to rely on resource extraction, professional/ technical services, and leisure activities to drive its economy.

Small to Medium Town Living

- Overall, Louisianians express a clear preference for living in relatively small-to-medium size towns and cities, with open space separating one area from the next. Several urban areas are well-positioned to take advantage of a growing national trend of living in cities with job opportunities and with a rich social and cultural life.

Plan's Vision Sets the Stage

- The Plan outlines a vision for the State's future and describes a set of performance measures to gauge the DOTD's progress toward achieving the Plan's goals and objectives.

2.2 Early Public Outreach

Early public outreach activities helped the DOTD to identify the future transportation scenarios to be analyzed in the Plan. A legislative questionnaire, public telephone survey, and visioning workshop provided key input on the role transportation plays in Louisiana’s communities and the most important transportation issues that citizens are facing. The feedback received from each of these outreach activities, as described below, also helped form the vision, goals, objectives, and performance measures.

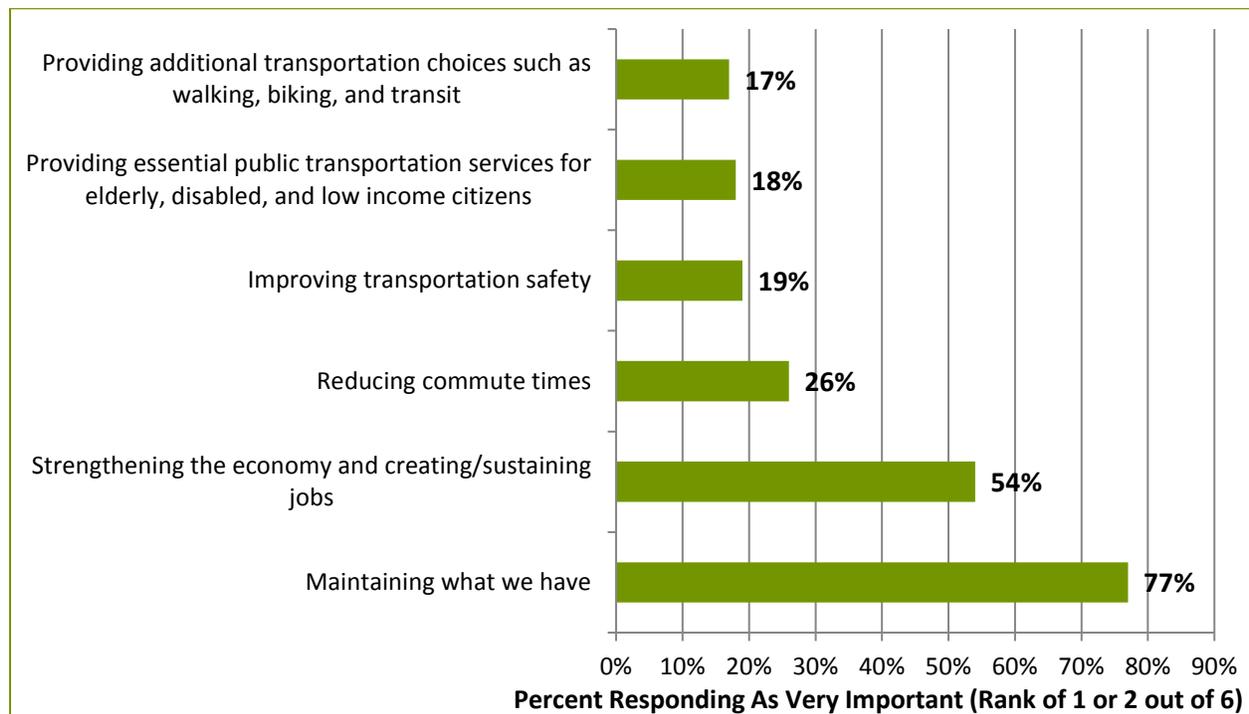
2.2.1 Legislative Questionnaire

The objective of the legislative questionnaire was to gauge Louisiana state legislators’ opinions on the future of transportation in Louisiana. The results helped the DOTD develop the transportation scenarios used in the visioning workshop. **Figures 2-1, 2-2 and 2-3** present the responses to Questions 3, 4 and 5 from the 48 legislators who participated in the questionnaire. The full legislative questionnaire summary is included in **Appendix A**.

Question 3 asked legislators to rank the six activities, in order of importance, where the state should focus transportation funding. A majority of the respondents believe the state should focus funding on *maintaining what we have*.

Figure 2-1: Responses to Question 3 of Legislative Questionnaire

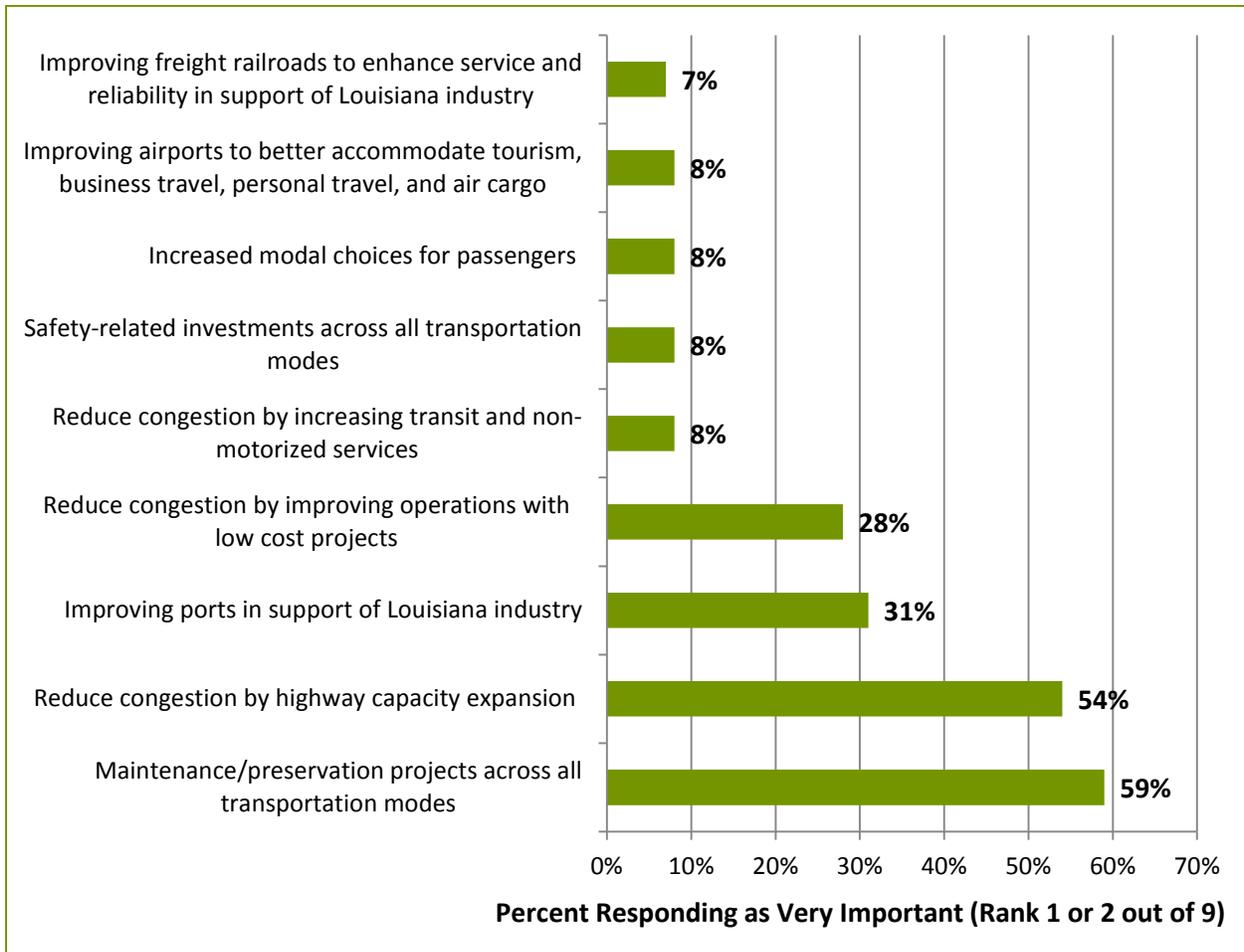
Q3. On what do you believe the state should focus existing transportation funding? (Please rank 1 through 6 in order of importance with 1 being the most important.)



Question 4 asked legislators to rank which types of projects are most needed to improve the performance of the transportation system. Maintenance and preservation projects were ranked most important, followed by highway capacity expansion projects.

Figure 2-2: Responses to Question 4 of Legislative Questionnaire

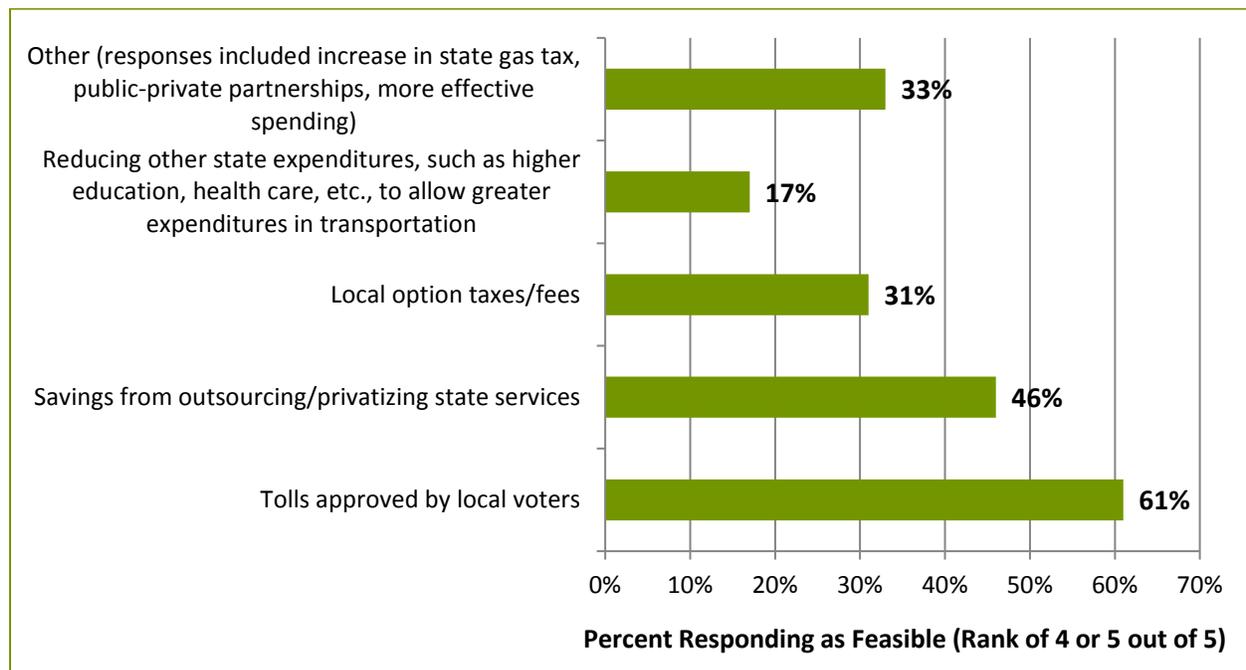
Q4. What types of projects are most needed to improve the performance of Louisiana’s transportation system? (Please rank each project 1 through 9 in order of importance with 1 being the most important.)



Question 5 asked legislators to rank options for increasing transportation funding. Tolls approved by local voters were ranked most feasible, followed by savings from outsourcing or privatizing state services.

Figure 2-3: Responses to Question 5 of Legislative Questionnaire

Q5. What ways do you think are most feasible for increasing transportation funding? (Please rank each option 1 through 5, with 1 being not feasible and 5 being most feasible.)



2.2.2 Public Telephone Survey

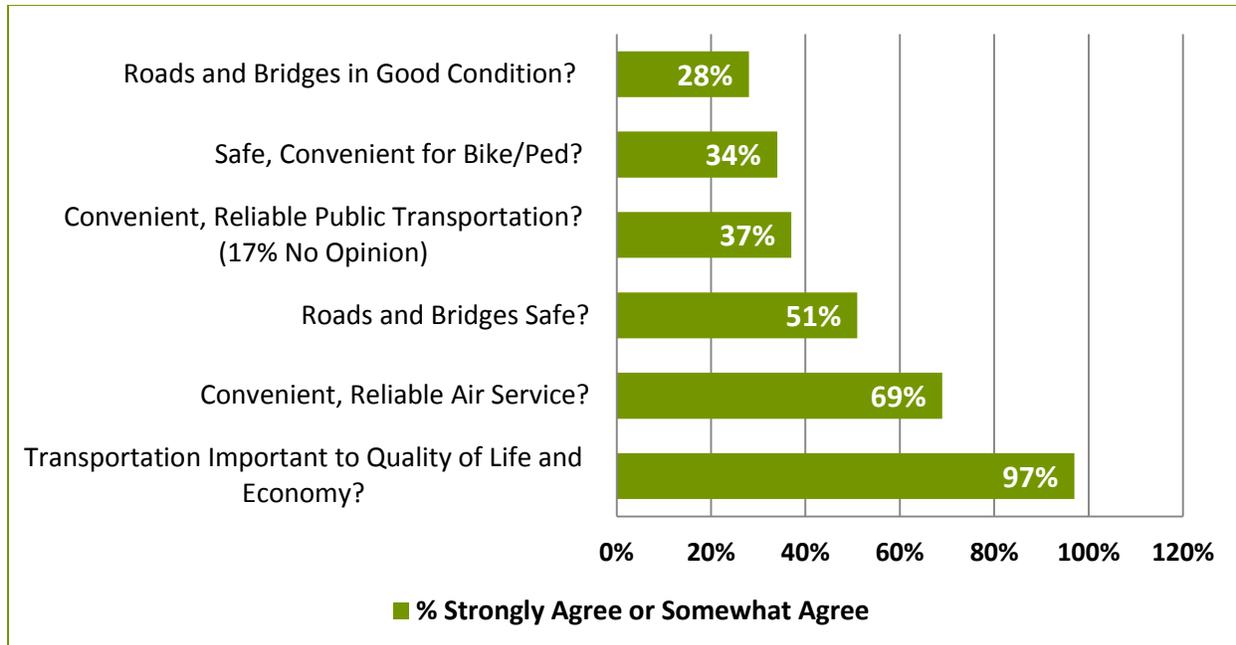
A random public telephone survey was conducted early in the statewide planning effort to gauge current perceptions of transportation conditions as well as preferences about transportation needs and future land uses. The survey was intended to provide a public voice about transportation investments and policies that will best serve Louisiana's residents, businesses, and visitors. The survey gathered responses from 1,013 Louisiana residents statewide. Some results from the survey are provided below. The full public telephone survey is included in **Appendix B**.

Relative Importance of Transportation and Perception of Current Conditions

Louisianians say that transportation is very important to the State's quality of life, as well as its economy (**Figure 2-4**). At the same time, respondents clearly think that every aspect of the State's transportation infrastructure requires improvement. Only 28 percent of respondents believe the public roads and bridges are in good condition, and only half of Louisianians think the roads and bridges are safe. Opinions on alternate means of transportation are even less positive. Fewer than 40 percent of respondents think Louisiana has convenient, reliable public transportation, and only one-third of survey

participants think the state provides a convenient, safe environment for bicyclists and pedestrians. On the positive side, over two-thirds of respondents think Louisiana has convenient, reliable air service.

Figure 2-4: Results of “Relative Importance of Transportation and Perception of Current Conditions” (Public Telephone Survey)



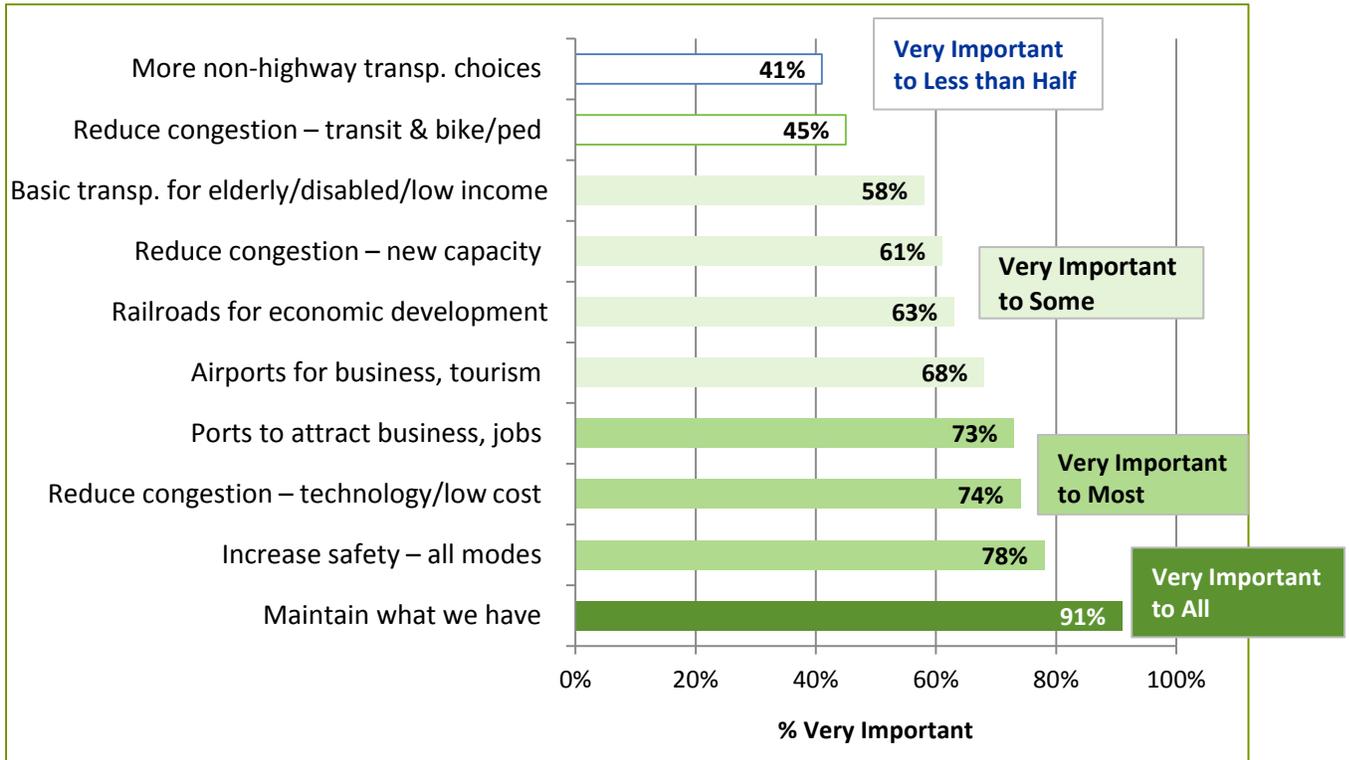
Importance of Investments

The survey asked residents to assign a level of importance to particular categories of transportation improvements. The results are summarized in **Figure 2-5** and below:

- **Very Important to All**
 - Maintaining the State’s current transportation infrastructure (91 percent responded very important)
- **Very Important to Most**
 - Increasing safety of all forms of transportation (78 percent responded very important)
 - Reducing traffic congestion with technology or low-cost improvements (74 percent responded very important)
 - Improving Louisiana's ports to attract new businesses and create new jobs (73 percent responded very important)
- **Very Important to Some**
 - Improving airports to support business and tourism (68 percent responded very important)
 - Improving freight railroads to support economic development (63 percent responded very important)
 - Reducing traffic congestion by building new highways and adding new highway lanes (61 percent responded very important)
 - Providing basic transportation services for the elderly, disabled, and low income citizens (58 percent responded very important)

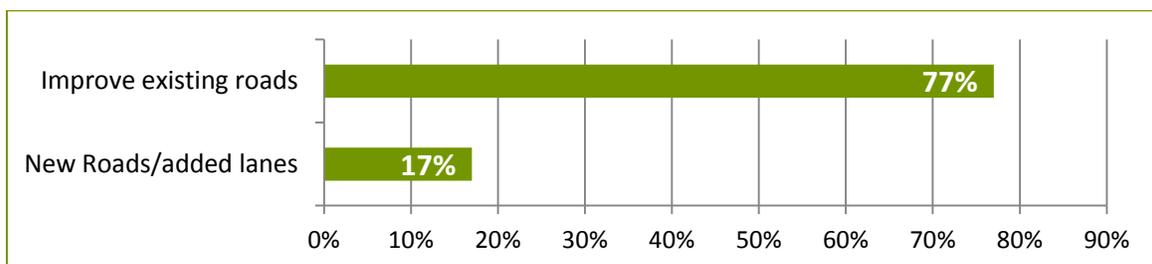
- **Very Important to Less than Half**
 - Reducing congestion by improving public transit and bicycle/pedestrian infrastructure (45 percent responded very important)
 - Providing more transportation choices by investing in better bus service, streetcars, other transit, and bicycle and pedestrian infrastructure (41 percent responded very important)

Figure 2-5: Results of “Importance of Investments” (Public Telephone Survey)



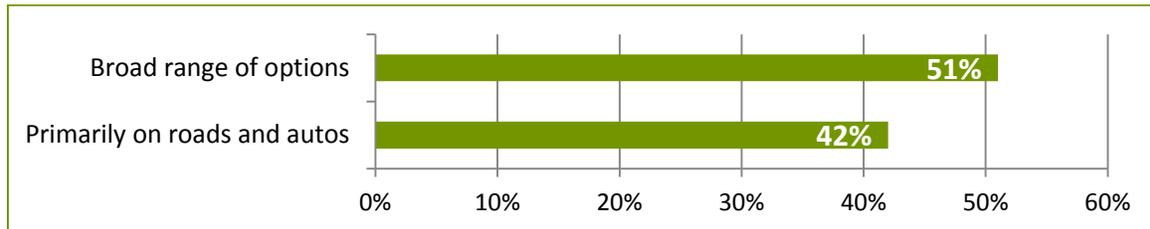
Survey respondents were given the opportunity to voice a preference for a particular type of project. When given the choice between building new roads and improving existing roads, respondents chose improving existing roads by a ratio of more than 4 to 1 (77 percent to 17 percent) as seen in **Figure 2-6**. This echoes results from an earlier section of the survey, where only 28 percent of respondents agreed with the statement that Louisiana’s existing roads are in good condition and are safe.

Figure 2-6: Results of “Choice Between Building New Roads or Improve Existing Roads” (Public Telephone Survey)



When asked to prioritize between a state transportation policy that focused on roads and automobiles and one that focused on a wider array of transportation choices (roads, public transit, and bicycle/pedestrian infrastructure), half (51 percent) preferred a broad range of options, while 42 percent expressed a preference for a road/automobile-focused policy (**Figure 2-7**).

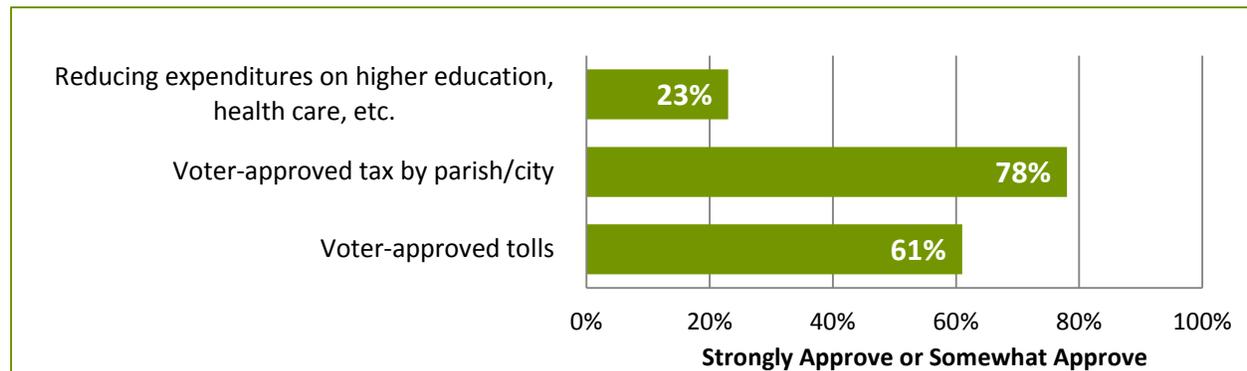
Figure 2-7: Results of “Prioritize between Focused Policy on Roads/Autos or on Broad Options” (Public Telephone Survey)



Revenue Options

Survey respondents voiced the strongest support for allowing voters in a particular parish or city to tax themselves to finance transportation projects, with 78 percent of respondents statewide either strongly supporting or somewhat supporting this option (**Figure 2-8**). The next most highly supported option was establishing tolls on highways and bridges via local voter approval, with 61 percent of respondents supporting this option. Louisianians are generally unwilling to reduce other state expenditures, such as education and health care, to finance higher transportation expenditures; only 23 percent of respondents approved of this approach for generating revenue for increasing transportation expenditures.

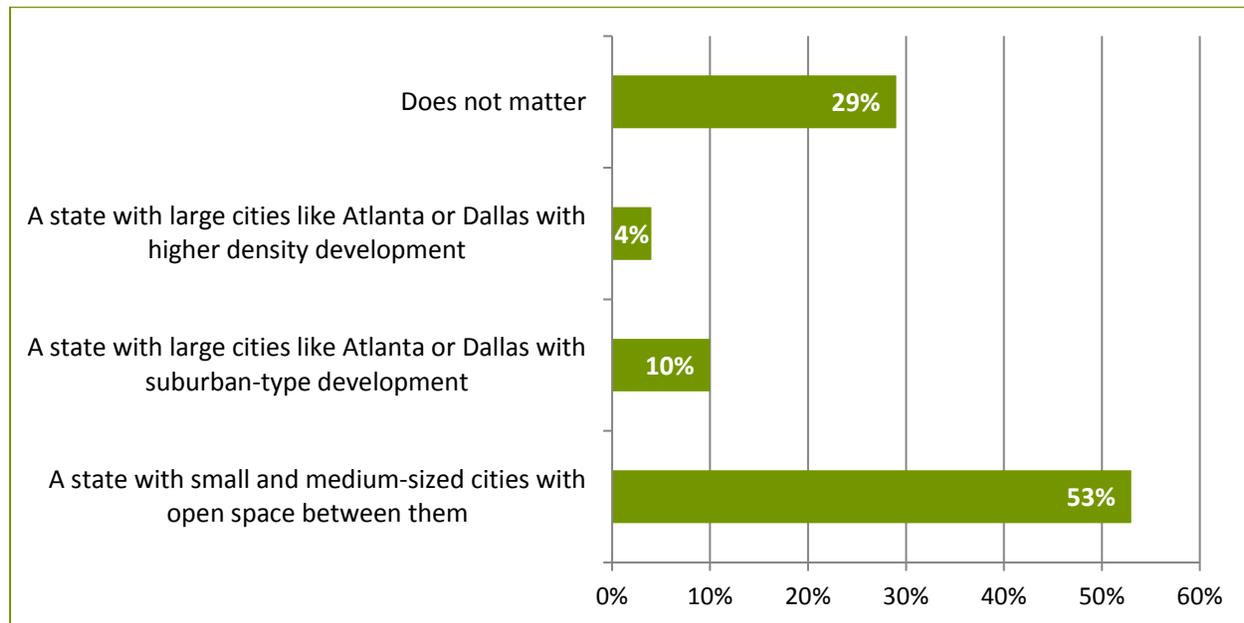
Figure 2-8: Results of “Revenue Options” (Public Telephone Survey)



Future Land Use Patterns

Survey respondents were asked to choose a preferred model for a growth and development pattern that is appropriate for the state. A slight majority of survey respondents (53 percent) expressed a preference for a state with small and medium-sized cities with open space between them (**Figure 2-9**). A substantial share of survey participants was indifferent to this question. Excluding the non-responses, the percentage favoring small and medium-sized cities increases to 79 percent.

Figure 2-9: Results of “Future Land Use Patterns” (Public Telephone Survey)



2.2.3 Visioning Workshop Trends Analysis

During the early stages of the Plan’s development, the Plan team invited stakeholders from across the state to look toward the future and consider the transportation needs of future generations. The visioning workshop asked participants from around the state to describe the role transportation plays in their communities and to discuss the most important mobility issues they encounter. Participants also discussed broad land use and economic development trends and what those trends may mean for Louisiana’s future. The team presented land use and economic development scenarios that represented options for Louisiana’s future growth. The full visioning workshop summary is included in **Appendix C**. A brief description of the scenarios follows.

Land Use Trends Analysis

Three land use scenarios were formulated in terms of development type, urban boundaries, and population density. They include:

- Status-Quo: Continued expansion of suburban development patterns
- Town Centers: Development focused in centers of urban areas (5k + population)
- Urban Centers: Development focused in centers of urbanized areas (50k + population)

Maintaining the *Status Quo* reflects current conditions and assumes a continued growth pattern that is a mix of suburban and urban. The status quo may increase the State’s transportation maintenance burden and it does not support the needs of an aging population.

The *Town Centers* scenario reflects the preferences expressed in a statewide household opinion survey. It would provide a higher quality of life with more sense of community and would support an aging population. Current land use policies would need to change for this scenario to succeed, and it would require more transit investments in small urban areas and refocused growth patterns.

Figure 2-11: Land Use Scenario 2 – Town Centers Development Pattern

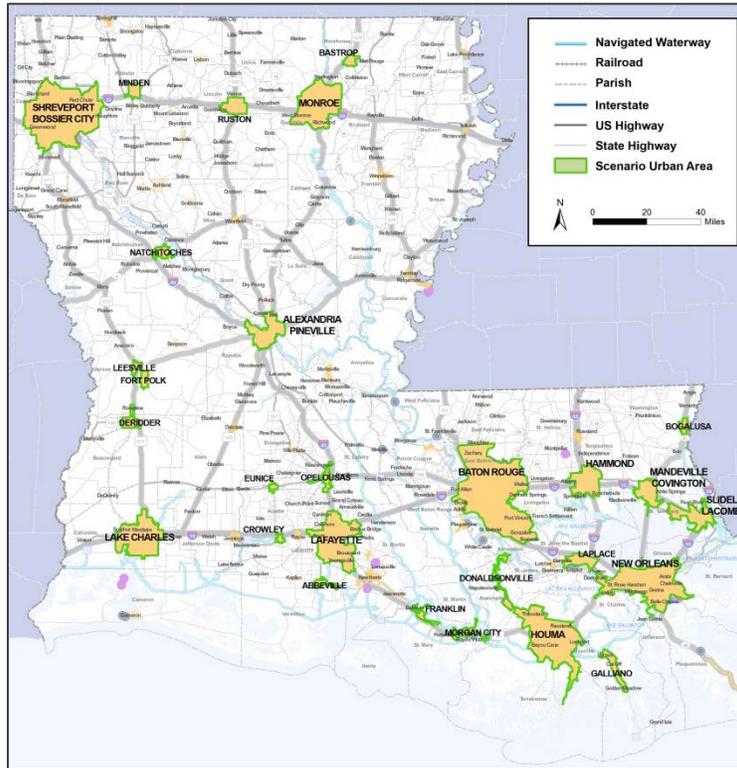
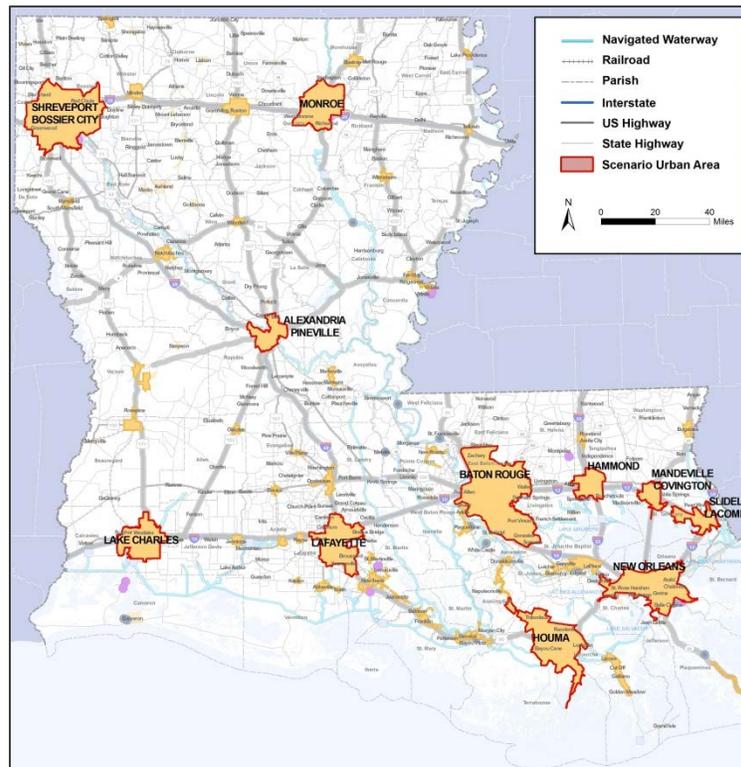


Figure 2-12: Land Use Scenario 3 – Urban Centers Development Pattern



Economic Trends Analysis

Three economic development scenarios were formulated in terms of development type focus, relationship to population centers, and employment density. They include:

- Extractive and resource industry focus
- Arts, entertainment, retirement, and tourism focus
- Research and technology focus

Scenario 1: The extractive industries take off in Louisiana – driven by higher prices for fuel and raw materials produced in Louisiana, some scarcity as emerging market economies continue to grow in Latin America and Asia, and political instability in other parts of the world where competing export production is located.

Continued low U.S. natural gas prices lead to increased petrochemical production and chemicals traded out of Louisiana. This situation creates increased freight activity, including agricultural-related transport (crops and fertilizers) and freight in support of off-shore production and refining /processing activities onshore. This leads, in turn, to increases in volumes of bulk commodities that are transported to and from the inland regions of the U.S. through Louisiana. The State’s industries – oil, gas and chemicals, timber, grain, and sugar cane – prosper.

Scenario 2: Louisiana initiates multiple campaigns to attract retirees, tourists, and visitors. The state promotes art, culture, and the lower cost of living. Non-industrialized, more developed areas with attractive natural resources see growth in retirement communities. The health care industry in the state grows considerably. The State’s natural beauty, opportunities for leisure pursuits such as golf and fishing, and cultural amenities, attract more people of all ages to the state.

An increasingly older driver population may impact traffic performance negatively and increase demand for public transportation and enhanced traffic safety measures. Additionally, regional festivals attract large numbers of visitors, creating bottlenecks and parking issues.

Scenario 3: The state invests heavily in education and research. Firms interested in biotech/tech and marine/coastal research begin to locate in Louisiana, with a concentration of activity in one or more clusters near universities. The employment growth puts pressure on urban networks and adds to aviation-related business travel, as experts from corporations and universities visit and work in the state. **Table 2-2** gives a description of each economic scenario and **Figures 2-13, 2-14, and 2-15** illustrate the areas of concentration for this economic trend.

Table 2-2: Description of Economic Scenarios

	1 – Extractive and Resource Industry Focus	2 – Arts, Entertainment, Retirement and Tourism Focus	3 – Research and Technology Focus
Description	Oil, gas, agriculture development	Festivals, amenities for seniors, new tourism attractions	University-research, hi-tech, coastal management
Relationship to Population Centers	Mostly separated	Mostly integrated	Mix of integrated and separated
Employment Density	Lower density, overall	Increases slightly, overall	Increases most

Figure 2-13: Economic Scenario 1: Extractive and Resource Industry Jobs, 2040

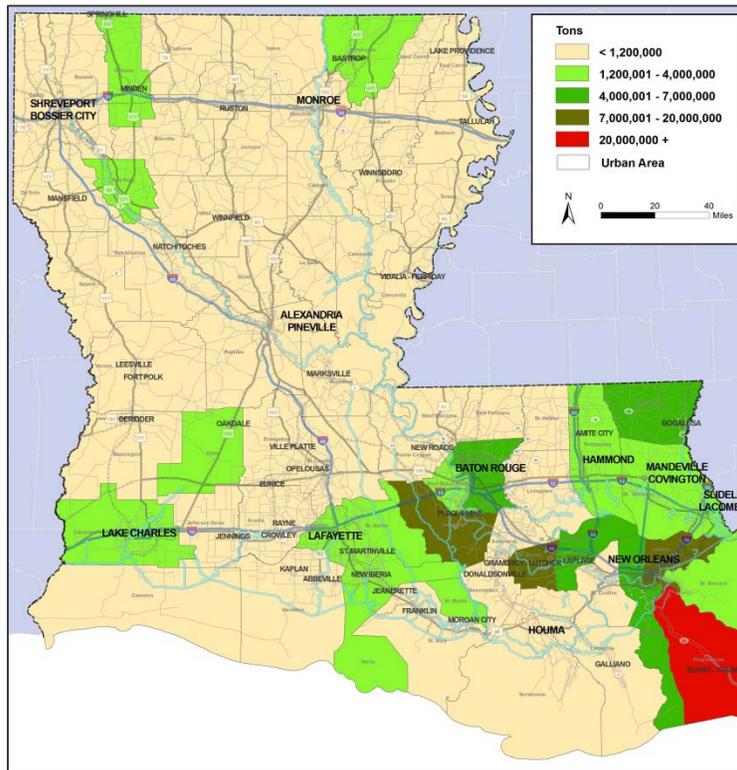


Figure 2-14: Economic Scenario 2: Arts, Entertainment, Health Jobs, 2040

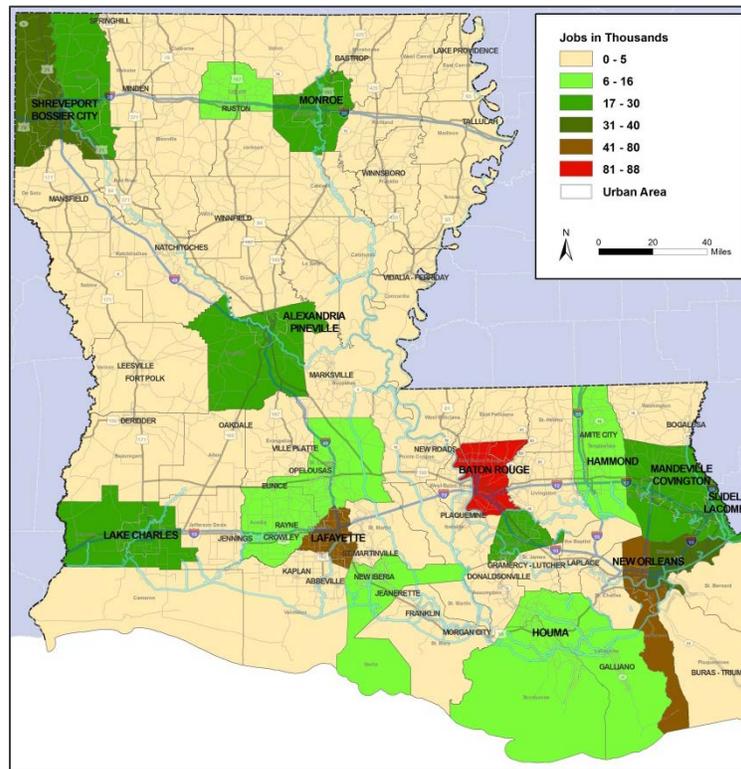
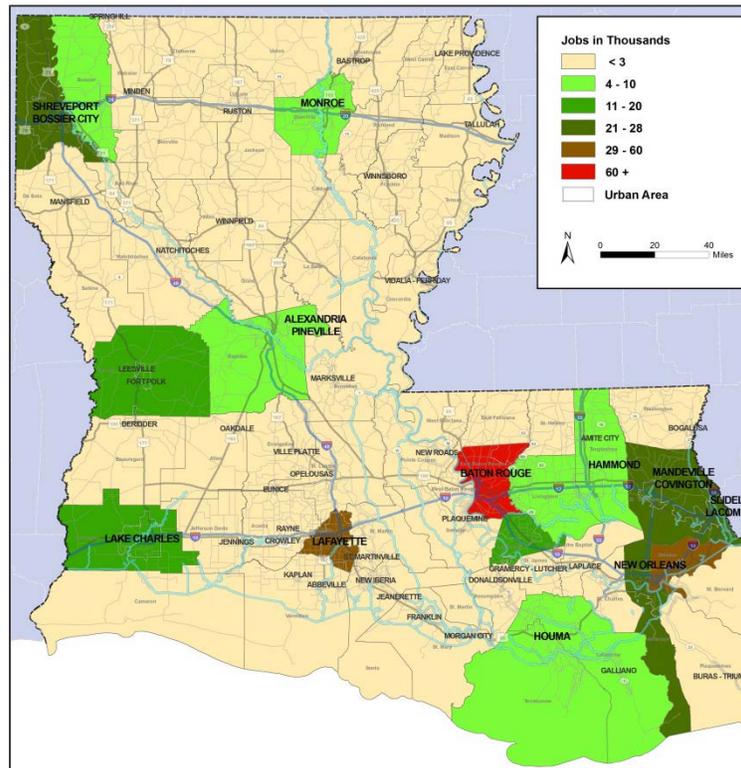


Figure 2-15: Technology Jobs, 2040



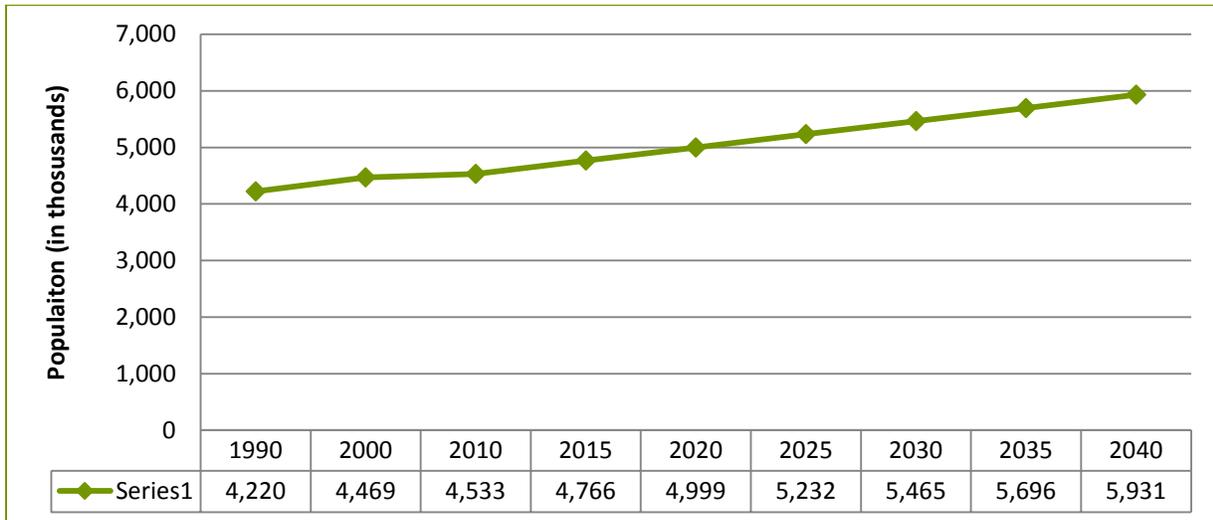
2.3 Trends/Challenges for Louisiana's Transportation Systems

The Plan includes analyses of population and employment trends and their significance for the State's transportation system. The vision, goals, objectives, and performance measures were developed with public input to address these challenges and potential opportunities.

2.3.1 Projected Population and Employment Trends

Projected population growth is forecast to increase approximately 1.02 percent annually. **Figure 2-16** shows both the historic and projected population through year 2040. The forecast growth rate is higher than the current long-term U.S. Bureau of the Census estimate for the nation as a whole. Louisiana's population growth depends on several factors, including in-migration driven by economic growth.

Figure 2-16: Louisiana Population, 1990 to 2040

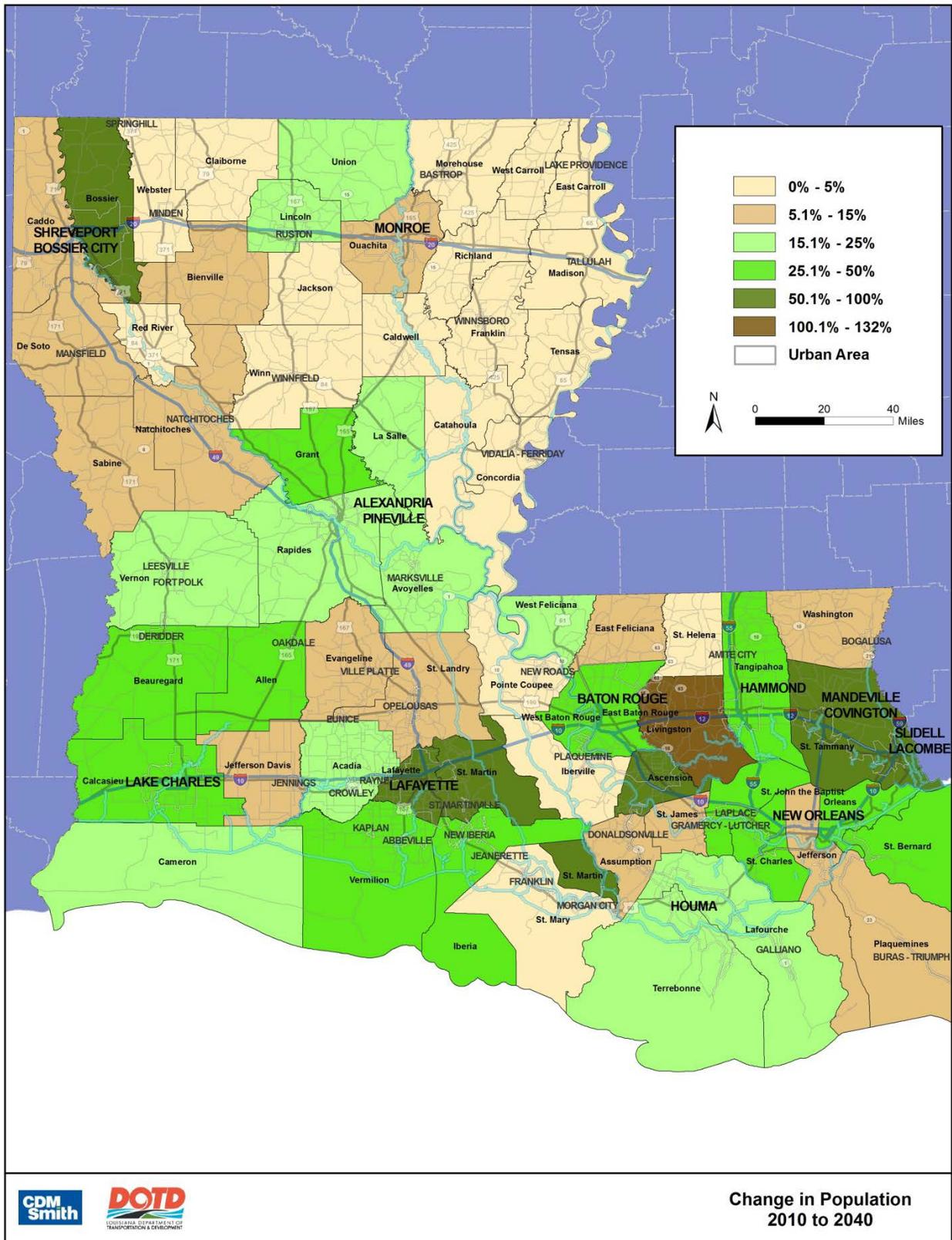


Source: GCR Inc., CDM Smith, and Woods and Poole, Inc. 2014

Note: Louisiana population forecasts reflect historical trends, MPO forecasts and consultant team’s analysis of future growth potential.

According to the 2040 forecasts, Louisiana’s population is expected to grow from 4.5 million to more than 5.9 million over the next 30 years, with most of the growth concentrated along the I-12 and I-10 corridors and in the State’s urbanized areas. **Figure 2-17** presents the estimated change in population from 2010 to 2040, by parish.

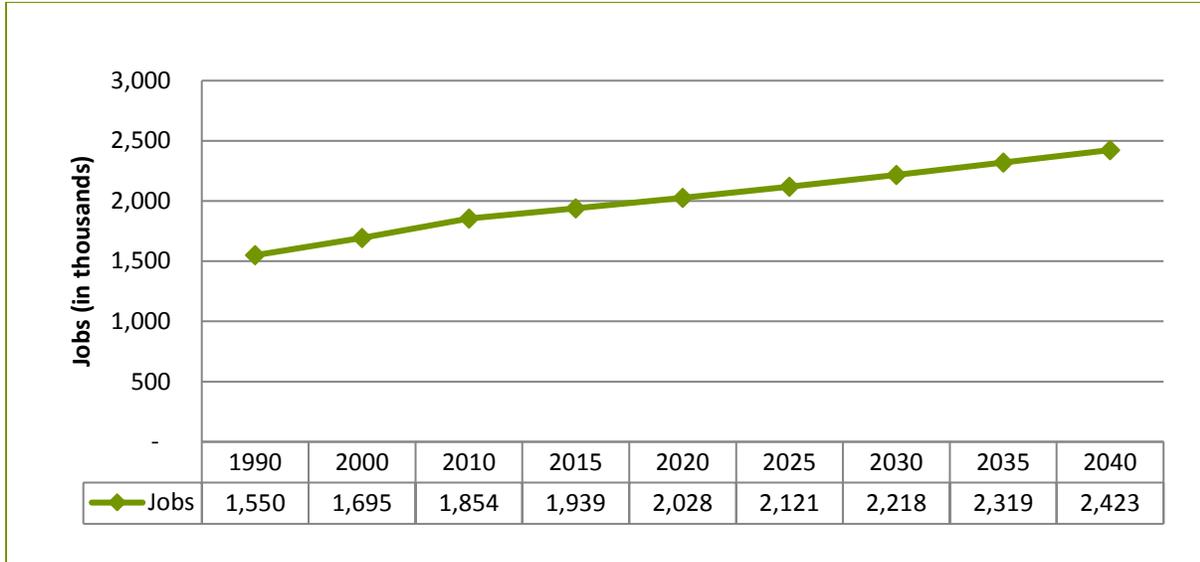
Figure 2-17: Change in Population by Parish, 2010-2040, Louisiana



Source: GCR Inc., CDM Smith, and Woods and Poole Inc., 2015

Louisiana has seen moderate employment growth over the past 2 decades. Between 1990 and 2010, the State’s employment grew at an annual average of 1.02 percent. This moderate pace is expected to continue through the horizon year (**Figure 2-18**).

Figure 2-18: Louisiana Employment, 1990 to 2040

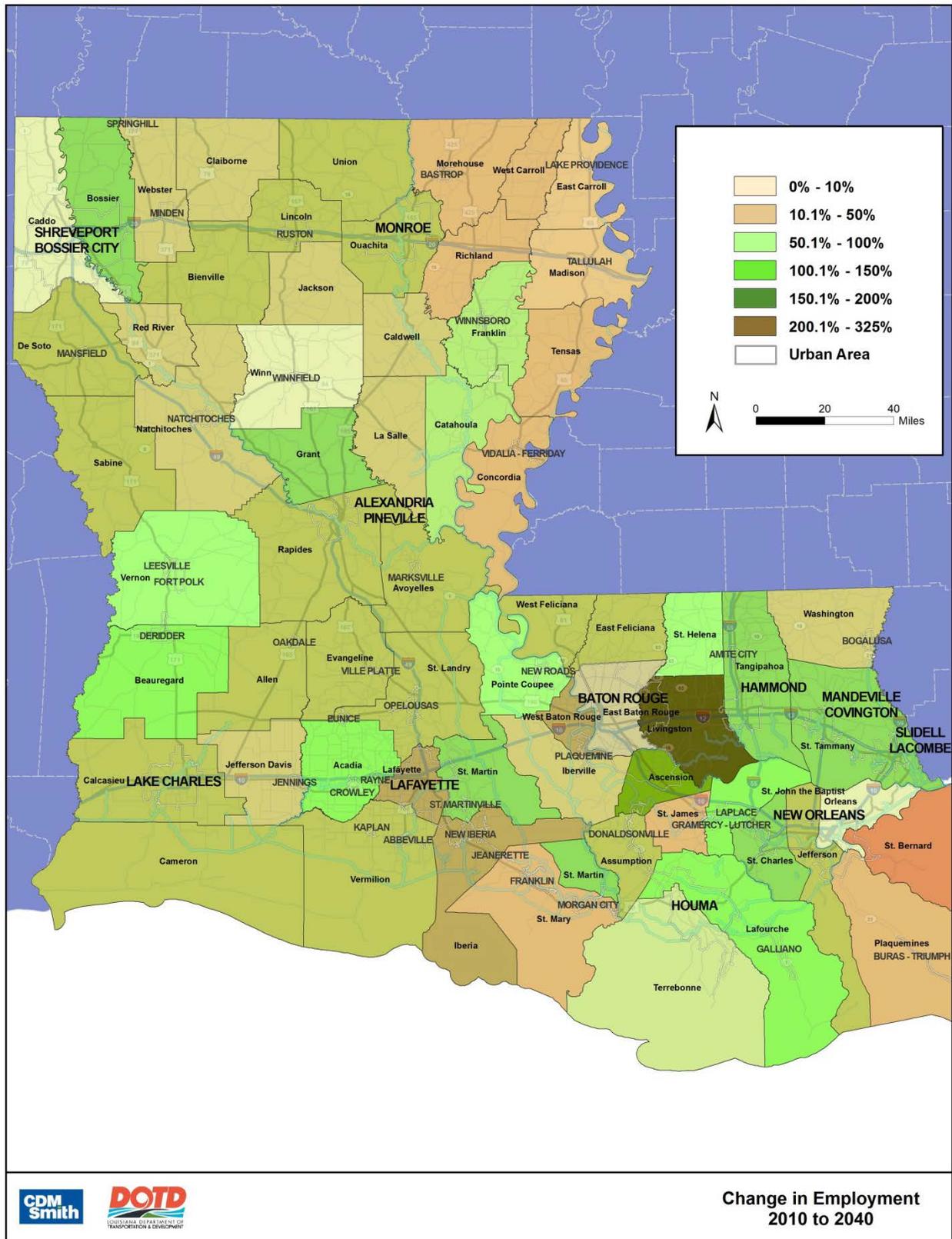


Source: GCR Inc., CDM Smith and Woods and Poole Inc., 2014

Note: Louisiana employment forecasts reflect historical trends, MPO forecasts, and consultant team’s analysis of future growth potential.

Figure 2-19 shows the estimated change in jobs from 2010 to 2040. According to the 2040 forecasts, Louisiana’s job growth is expected to grow from 1.8 million to more than 2.4 million jobs over the next 30 years, with most of the growth concentrated in Livingston and Ascension Parishes.

Figure 2-19: Change in Employment by Parish, 2010-2040, Louisiana



Source: GCR Inc., CDM Smith, and Woods and Poole Inc., 2015.

2.3.2 Challenges

Over the next 30 years, Louisiana's population will grow, shift, and diversify, and its economy will change. The Plan identifies a number of specific transportation challenges that have been caused in part by changing demographics and economic factors. These challenges also reflect the range of issues identified during the visioning process and early public involvement activities. The vision was formulated, in part, to address these issues and challenges and to capture opportunities, including:

- Asset management
- Mobility
- Governance
- Safety
- Revenue
- Return on investment



Asset Management: maintaining what exists in good condition



Mobility: to support and encourage economic growth and quality of life



Governance: more cooperation and collaboration, especially relative to land use and transportation



Safety: developing programs and practices that deal with changing times – more elderly, more trucks, etc.



Revenue: developing sustainable funding options



Return on Investment: targeting dollars toward greatest economic and quality of life benefit

2.4 Louisiana's Vision

The vision for Louisiana is a forward-thinking statement of the ideal Louisiana that citizens seek. It is a culmination of feedback – from DOTD staff, stakeholders, and partners – realized through goals, objectives, and performance measures.

LOUISIANA'S VISION

Louisianians enjoy the quality of life offered by both the urban and rural areas of the state. Louisiana will nurture and support a continuation of small- and medium-sized towns and cities with open space between them. The State's economy will prosper, due in large part to an integrated, connected, safe and secure, well-maintained, and balanced transportation system that moves people and freight effectively from, within, and between Louisiana's urban and rural areas via land, water, and air.

Louisiana recognizes that while a majority of the State's residents prefer to live and work in small- and medium-sized communities, some of the State's citizens also desire to live and work in more dense

or compact urban environments. Both futures require more local decision-making and responsibility regarding transportation investments and local land use planning, along with an increased emphasis on quality of life and passenger travel choices, in partnership with DOTD.

Louisiana will continue to support its extractive and other key industries (agribusiness, mining, heavy manufacturing, transshipment, and other port related activities, etc.) as the major economic drivers in the State. However, the potential for increased economic activity associated with arts and entertainment, retirement, tourism, and research and technology in select areas also will be reflected in freight and passenger transportation services and infrastructure investments.

2.5 Goals, Objectives, and Performance Measures

The Plan's goals build on the existing goals of the DOTD, the results of legislative and public polling, feedback from stakeholders during the visioning workshop, advisory council meetings, and information gathered from a review of current state agency plans. They reflect the elements of the vision and provide a structure for implementing objectives and establishing performance measures. Goals should not be limited to a reaction of a trend in the past, but should reflect the new challenges the State is facing.

Objectives are tightly bound to the goals and are the foundation for linking the more conceptual elements of a long-range plan, vision, and goals to program and project implementation. Objectives for the Plan define the outcomes that DOTD intends to achieve related to each goal; each goal can have multiple, associated objectives. Objectives are measurable and lead directly to the formulation of performance measures that provide a "dashboard" to indicate how progress is being made toward a goal. In effect, performance measures "operationalize" the objectives and define the desired outcome and how, when, and where they will be measured, monitored, and reported.

Objectives for the Plan were identified through the visioning process with DOTD and stakeholders external to DOTD. Those objectives having quantifiable metrics have potential performance measures assigned to them for implementation purposes. It is important to recognize that plans often include commitments that cannot be quantified by data. Therefore, in addition to measurable objectives, this Plan includes recommendations in **Chapter 8** to describe DOTD's interest in infrastructure and services it needs to coordinate with other agencies.

2.5.1 Goal #1: Infrastructure Preservation and Maintenance

Preserve Louisiana’s multimodal infrastructure in a state-of-good-repair through timely maintenance of existing infrastructure.

Context: The focus of this goal area is on sustaining existing infrastructure through adequate financial resource allocation and asset management practices that achieve the greatest benefit at the least cost, as opposed to a simple “worst first” prioritization approach.

Table 2-3: Infrastructure Preservation and Maintenance Objectives and Performance Measures

Objectives	Performance Measures
Keep Louisiana’s state highway pavement, bridges, and highway related assets in good condition.	<ul style="list-style-type: none"> Percent of State-owned highways meeting pavement condition targets, by system tier – Interstate Highway System (IHS), National Highway System (NHS), Statewide Highway System (SHS), and Regional Highway System (RHS) Percent of structurally deficient bridges by deck area for each tier
Assist modal partners in achieving state-of-good-repair for aviation, port, rail, transit, and navigable waterway infrastructure.	<ul style="list-style-type: none"> Percent of publicly owned airports meeting the State’s standard Percent of public transit fleets meeting applicable condition standards
Assist local roadway departments in achieving state-of-good-repair for locally owned roads and streets.	<ul style="list-style-type: none"> Percent of locally owned NHS mileage meeting pavement condition targets Percent of structurally deficient locally owned bridges by deck area

2.5.2 Goal #2: Safety

Provide safe and secure travel conditions across all transportation modes through physical infrastructure improvements, operational controls, programs, and public education and awareness.

Context: The focus of this goal area is on maintaining and improving transportation safety through a range of approaches, many of which include working with public safety partners.

Table 2-4: Safety Objectives and Performance Measures

Objectives	Performance Measures
Reduce the number and rate of highway-related crashes, fatalities, and serious injuries.	<ul style="list-style-type: none"> Highway fatalities and serious injuries (number and rate) Crashes involving trucks (number and rate)
Reduce the number of pedestrian and bicycle crashes.	<ul style="list-style-type: none"> Number of crashes involving pedestrians and bicyclists
Assist modal partners in achieving safe and secure aviation, port, rail, transit, and waterway performance.	<ul style="list-style-type: none"> Number of crashes involving transit vehicles Number of crashes at rail crossings Number of collisions on waterways (12-year rolling average)

2.5.3 Goal #3: Economic Competitiveness

Provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism.

Context: This goal area focuses on transportation investments to support and enhance Louisiana's economy.

Table 2-5: Economic Competitiveness Objectives and Performance Measures

Objectives	Performance Measures
Improve the efficiency of freight transportation and the capacity of freight related infrastructure throughout Louisiana.	<ul style="list-style-type: none"> Percent of principal arterial highways with acceptable volume to capacity ratios Annual tonnage and value of freight moved at Louisiana marine ports Annual tonnage and value of freight moved at Louisiana airports Percent of short line freight rail system capable of supporting 286,000-lb. cars Place holder for any MAP-21 freight efficiency measurement requirements developed by FHWA
Improve access to intermodal facilities and the efficiency of intermodal transfers.	<ul style="list-style-type: none"> Number of freight bottlenecks addressed Percent of navigable waterway miles maintained to federally authorized dimensions
Provide predictable, reliable travel times throughout Louisiana.	<ul style="list-style-type: none"> Annual hours of delay from incidents on freeways
Ensure small urban areas (5,000+ population) are well connected with one another and with large urban employment centers.	<ul style="list-style-type: none"> Percent of highways connecting urban areas that meet minimum state standards

2.5.4 Goal #4: Community Development and Enhancement

Provide support for community transportation planning, infrastructure, and services.

Context: The focus of this goal area is on coordination and collaboration with local and regional transportation partners.

Table 2-6: Community Development and Enhancement Objectives and Performance Measures

Objectives	Performance Measures
Cooperate with and support MPOs, state planning and development districts, and local governments with the establishment and refinement of land use, transportation, and community development plans.	<ul style="list-style-type: none"> Percent of parishes and municipalities with local comprehensive plans
Increase options available to local governments to seek sustainable revenue for local transportation needs.	Performance measure to be determined
Continue the Road Transfer Program as a voluntary program to assist local governments in addressing local transportation needs.	Performance measure to be determined

Objectives	Performance Measures
Reduce barriers to state and local collaboration.	Performance measure to be determined
Enhance access to jobs for both urban and rural populations.	<ul style="list-style-type: none"> Number of parishes with general transit service
Improve modal options associated with supporting the economy and quality of life regardless of age, disability, or income.	<ul style="list-style-type: none"> Number of parishes with elderly and handicapped transit service Number of parishes with general transit service
Identify methods to preserve the integrity and character of “town centers” and preserve open space, or the appearance of open space, between them.	Performance measure to be determined

2.5.5 Goal #5: Environmental Stewardship

Ensure transportation policies and investments are sensitive to Louisiana’s environment, history, and culture.

Context: The focus of this goal area is on delivering transportation projects and programs in a way that minimizes or mitigates their negative impacts.

Table 2-7: Environmental Stewardship Objectives and Performance Measures

Objectives	Performance Measures
Minimize the environmental impacts of building, maintaining, and operating Louisiana’s transportation system.	<ul style="list-style-type: none"> Percent of DOTD fleet converted to alternative fuels Percent of state and local public fleets converted to alternative fuels Acres of wetlands impacted by DOTD or DOTD-funded projects relative to investment
Comply with all federal and state environmental regulations.	<ul style="list-style-type: none"> Number of parishes that meet NAAQS mobile source emissions standards Place holder for any MAP-21 air quality measurement requirements

2.6 MAP-21 Context

The Plan team analyzed MAP-21’s federal requirements for their alignment with the Plan’s vision, goals, objectives, and performance measures. MAP-21, signed into law in 2012, places an increased emphasis on performance management within the federal-aid highway program and transit programs.¹ MAP-21 enhances the metropolitan and statewide planning process by incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection.

2.6.1 MAP-21 Performance Management

The cornerstone of the MAP-21 highway program transformation is the transition to a performance and outcome-driven decision-making process. States are directed to invest resources in projects that

¹ USDOT FHWA, “Performance-Based Planning and Programming Guidebook,” September 2013.

collectively make progress toward national and statewide goals.² **Figure 2-20** and **Table 2-8** compare the MAP-21 national performance goals for federal highway programs with Louisiana’s Plan goals.

Figure 2-20: Comparison of MAP-21 Goals and Louisiana Plan Goals

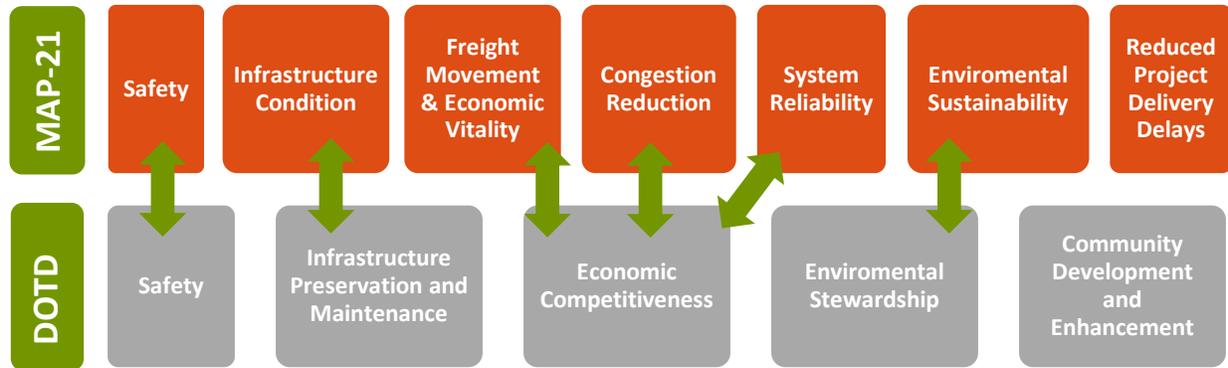


Table 2-8: Comparison of MAP-21 and Louisiana Plan Goals

MAP-21 Goals	Louisiana Plan Goals
Safety — To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Safety – Provide safe and secure travel conditions across all transportation modes through physical infrastructure improvements, operational controls, programs, and public education and awareness.
Infrastructure Condition — To maintain the highway infrastructure asset system in a state of good repair.	Infrastructure Preservation and Maintenance – Sustain Louisiana’s multimodal infrastructure in a state-of-good-repair through timely maintenance of existing infrastructure.
Congestion Reduction — To achieve a significant reduction in congestion on the NHS.	Economic Competitiveness – Provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism.
System Reliability — To improve the efficiency of the surface transportation system.	Economic Competitiveness – Provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism.
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.	Economic Competitiveness – Provide a transportation system that fosters diverse economic and job growth, international and domestic commerce, and tourism.
Environmental Sustainability — To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Environmental Stewardship – Ensure transportation policies and investments are sensitive to Louisiana’s environment, history, and culture.

² <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>.

MAP-21 Goals	Louisiana Plan Goals
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.	<i>Not appropriate for state long-range plan</i>
	Community Development and Enhancement – Provide support for community transportation planning, infrastructure, and services.

Source: www.FHWA.dot.gov.

The USDOT – in consultation with states, MPOs, and other stakeholders – is issuing nine rulemakings to establish the performance measures of MAP-21. FHWA is leading six of the rulemakings, the Federal Transit Administration (FTA) is leading two rulemakings, and the National Highway Traffic Safety Administration (NHTSA) is leading one rulemaking. The nine interrelated rules will cover 12 performance measures and have been grouped into three groupings for release (**Table 2-9**).

Table 2-9: FHWA Performance Measure Groupings

Program	Measure Category
Status I	Serious injuries per vehicle miles traveled (VMT)
	Fatalities per VMT
	Number of serious injuries
	Number of fatalities
Status II	Pavement condition on the interstates
	Pavement condition on the non-interstate NHS
	Bridge condition on the NHS
Status III	Traffic congestion
	On-road mobile source emissions
	Freight movement
	Performance of the IHS
	Performance of the non-interstate NHS

Louisiana will be required to report the progress made in achieving the performance targets. According to the FHWA, if a state’s report shows inadequate progress in some areas, the state may be compelled to undertake corrective actions, such as the following:

- National Highway Performance Program (NHPP): If no significant progress is made toward targets for NHS pavement and bridge condition, the state must document in its next report the actions it will take to achieve the targets.
- Highway Safety Improvement Program (HSIP): If no significant progress is made toward targets for fatalities or serious injuries, the state must dedicate a specified amount of obligation authority to safety projects and prepare an annual implementation plan.

In addition, due to the critical focus on infrastructure condition, MAP-21 requires that each state maintain minimum standards for interstate pavement and NHS bridge conditions.