VISION, MISSION, AND GOALS

The Farmington Metropolitan Transportation Plan is shaped within the framework of the MPO's vision, mission and goals. These were developed in response to the Federal Government's Transportation Equity Act for the 21st Century planning factors and in part through the efforts of the MPO Technical Committee, the MPO Policy Committee, MPO staff, and the general public.

Vision

The Farmington Metropolitan Planning Organization vision is for a safe, efficient and reliable multi-modal transportation system that meets the needs of residents and visitors in the region.

Mission Statement

Provide a forum to develop an effective transportation system to move people and goods safely, economically and efficiently while maintaining a high quality of life.

Goals

- Support the economic vitality of the Farmington region by providing a balanced, multi-modal transportation system that moves people, goods and information safely, economically and efficiently.
- Foster regional coordination and transportation system continuity.
- Develop and connect transportation systems and associated facilities into a cohesive intemodal system.
- Minimize congestion on the transportation system.
- Provide reasonable access to services and jobs for all of the region's residents, regardless of age, income or disability.
- Minimize negative environmental impacts and enhance the environmental quality of the Farmington region.

Vision, Mission, and Goals

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- Identify and develop funding sources adequate to build, operate and maintain the metropoltan transportation system.
- Identify and implement new technology for balanced multi-modal transportation.
- Develop a transportation system that maintains and/or enhances the existing quality of life and works in concert with cultural and environmental resources and adopted local plans.

TEA-21 Planning Factors

Pursuant to the Transportation Equity Act for the 21st Century (TEA-21), 23 USC 134(f), an MPO is required to consider 7 specific factors within the Metropolitan planning process in the development of their Long Range Transportation Plans. These seven strategies are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve the quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

The TEA-21 Seven Planning Factors were considered throughout the Metropolitan Transportation Plan planning process. These factors were integrated with the MPO's goals, objectives and evaluation criteria.

Farmington MPO Goals and TEA-21 Planning Factors

Farmington MPO Goals	TEA-21 Planning Factors / Metropolitan Transportation Plan Evaluation Categories								
	Economic Vitality	Safety & Security	Accessibility, Mobility & Congestion	Environment	Integration & Connectivity	Preservation, Efficiency & Technology	Funding & Costs	Multi Modal	Land Development Policies
• Support the economic vitality of the Farmington region by providing a balanced, multi-modal transportation system that moves people, goods and information safely, economically and efficiently.	X	X	X			X		X	X
• Foster regional coordination and transportation system continuity.					X				X
• Develop and connect transportation systems and associated facilities into a cohesive intermodal system.			X		X			X	
• Minimize congestion on the transportation system.		X	X			X	X		
• Provide reasonable access to services and jobs for all of the region's residents, regardless of age, income or disability.	X		X					X	X
• Minimize negative environmental impacts and enhance the environmental quality of the Farmington region.				X					X
• Identify and develop funding sources adequate to build, operate and maintain the metropolitan transportation system.						X	X		
• Identify and implement new technology for balanced multi-modal transportation.		X	X		X	X		X	X

Objectives and Evaluation Criteria

TEA-21 Planning Factors / Metropolitan Transportation Plan Evaluation Categories	Objective		Evaluation Criteria
Economic Vitality	1	Provide adequate land area and access for commercial opportunities to serve future population growth.	GIS analysis of commercial land within proximity to customers and traffic model average commercial trip length and travel time.
	2	Minimize congestion to improve delivery of goods and services.	System wide average vehicle travel time and/or average travel speed.
Safety & Security	3	Improve system safety through improved levels of service and reduced congestion.	System wide level of service and congestion delay
	4	Minimize emergency vehicle response time.	System wide average travel speed.
Accessibility, Mobility & Congestion	5	Minimize congestion	Vehicle Miles of Travel (VMT) by arterial type and level of service.
	6	Minimize delay	System wide total travel time minus free flow travel time.
Environment	7	Minimize air quality impacts.	Total vehicle miles of travel along congested roads.
	8	Minimize impacts to existing neighborhoods:	Traffic growth and roadway widening within existing neighborhoods.
Integration & Connectivity	9	Increase transit, bicycle and pedestrian connections.	Number and location of pedestrian and bicycle connections to transit.
	10	Improve multi-modal street design for high activity areas.	Miles of arterial street along mixed use development areas and corridors.
Preservation, Efficiency & Technology	11	Maximize use of current transportation system.	Increased travel speed and level of service through Transportation System Management (TSM) and Intelligent Transportation Systems (ITS)
	12	Minimize access to adjacent developments along key arterials to maximize capacity.	Number of access locations per mile.
Funding & Costs	13	Minimize total transportation system costs	Total improvement costs.
	14	Maximize transportation system performance per project costs	Average increase in travel speed or reduction in total system delay per dollar of investment.
Multi Modal	15	Increase mode split.	Total number of transit, bicycle and pedestrian trips divided by total person trips.
	16	Increased multi-modal accessibility.	Percent of total population and employment within proximity of transit stops, bicycle network and pedestrian system.
Land Development Policies	17	Transportation system supports adopted local plans.	Develop a transportation system that is in concert with adopted local plans.