

Goals and Objectives

Background

The MPO Goals and Objectives are notable for several reasons:

- Development process -- The Goals and Objectives were developed using an extensive public input process that included: a review of recent public engagement content and summaries of similar planning processes in the Triangle area; a public hearing; and, an online survey that received over 2,000 responses. The 2050 MTP Goals web page at this [LINK](#) has detailed information on the development process and results.
- Alignment -- The Goals and Objectives are aligned with a set of performance measures. For example, a performance measure to calculate greenhouse gas is under the “reduce transportation section emission” objective, which is one of the objectives under “Protect the human and natural environment, and minimize climate change.” This alignment will make it easier to evaluate how the 2050 MTP meets the Goals and Objectives.
- Regional coordination – The DCHC MPO and Capital Area MPO (Raleigh area) have virtually the same set of Goals, Objectives and performance measures.
- Vision – The Goals push for change in issues related to climate change, racial equity and participation, safety, and health.

2050 MTP Goals and Objectives

The aligned Goals, Objectives and Performance Measures are displayed on the following pages.

DCHC MPO -- Goals, Objectives, Performance Measures

DCHC Goals	DCHC Objectives	Performance Measures
I. Protect the Human and Natural Environment and Minimize Climate Change	a) Reduce transportation sector emissions	a) and b) Total and per capita transportation GHG (CO ₂) featured. Also calculate ozone (NO _x), CO (carbon monoxide), and particulate matter emissions, and energy consumption (in vehicles)
	b) Achieve net zero carbon emissions	
	c) Reduce negative impacts on natural and cultural environment	c) Proportion of planned investment in existing highways (i.e., dollars for existing highways, as opposed to new highways)
		c) Vehicle Miles Traveled (VMT) per capita (add per employee and total)
II. Ensure Equity and Participation	a) Ensure that transportation investments do not create disproportionate negative impacts for communities of concern	The <i>Environmental Justice (EJ)</i> report for the 2045 MTP assesses equitable distribution of transportation investments, thus, a separate performance measure is not needed. The <i>EJ</i> report will be updated for the 2050 MTP.
	b) Ensure equitable public participation among communities of concern	At least 80% of Public Involvement Plan (PIP) requirements are met [insert link to PIP]
III. Connect People and Places	a) Increase mobility options for all communities -- particularly communities of concern	a) Percentage of work and non-work trips by transit less than 40 minutes (change to average minutes) (by MPO, and by low-income, minority and zero-car households) This performance measure is new - it was not in the 2045 MTP.
		a) Percentage of jobs within 1/4 mile of frequent bus transit service (15min) or 1/2 mile of fixed guideway stations (BRT/CRT)
	b) Achieve zero disparity of access to jobs, education, and other important destinations by race, income, or other marginalized groups	b) Percentage of work and non-work trips by auto less than 20 minutes (change to average minutes) (by MPO, and by low-income, minority and zero-car households) This performance measure is new - it was not in the 2045 MTP.
IV. Ensure That All People Have Access to Multimodal and Affordable Transportation Choices	a) Enhance transit services, amenities and facilities	a) Per capita transit service hours <u>Note:</u> Staff is assessing the feasibility of adding "per capita expenditure for amenities and facilities."
	b) Improve bicycle and pedestrian facilities	b) MPO total programming per capita on bicycle and pedestrian facilities <u>Note:</u> This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.
		b) Proportion of jurisdictions that have an ordinance requiring developers to build or pay in lieu for sidewalks
	c) Increase utilization of affordable non-auto travel modes	c) Total transit boardings per capita

DCHC MPO -- Goals, Objectives, Performance Measures

DCHC Goals	DCHC Objectives	Performance Measures
		<p>c) Percentage of transit and bicycle/pedestrian mode shares in Travel Choice Neighborhoods (TCN) (staff checking relevance and feasibility by MPO, and by low-income, minority and zero-car households)</p> <p>This performance measure is new - it was not in the 2045 MTP.</p>
V. Promote Safety, Health and Well-Being	a) Achieve zero deaths and serious injuries on our transportation system	a) FHWA TPMs (highway) <ul style="list-style-type: none"> - Number of non-motorized fatalities and serious injuries (by low-income, minority and zero car households) - Number of motorized fatalities - Rate of motorized fatalities (per 100m VMT) - Number of motorized serious injuries - Rate of motorized serious injuries (per 100m VMT)
		a) FHWA TPMs (transit) <ul style="list-style-type: none"> - Fixed-route (FR) and demand response (DR) total fatalities and fatalities per 100k vehicle revenue miles (VRM) - FR and DR total injuries and injuries per 100k VRM - FR and DR total safety events and safety events per 100k VRM - FR and DR system reliability (distance between major mechanical failures) <p>This performance measure is new - it was not in the 2045 MTP.</p>
	b) Provide all residents with active transportation choices	See performance measure for Goal IV, Objective C.
VI. Improve Infrastructure Condition and Resilience	a) Increase proportion of highways and highway assets in 'Good' condition	a) FHWA TPMs <ul style="list-style-type: none"> - Percent of interstate pavement in good and poor condition - Percent of National Highway System (NHS) pavement in good and poor condition - Percent of NHS bridges in good and poor condition
	b) Maintain transit vehicles, facilities, and amenities in the best operating condition	b) FTA TPMs: <ul style="list-style-type: none"> - Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark (ULB) - Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB - Percentage of facilities with a condition rating below 3 on the Federal Transit Agency's Transit Economic Requirements Model (TERM)
	c) Improve the condition of bicycle and pedestrian facilities and amenities	See performance measure for Goal IV, Objective B (per capita programming on bicycle and pedestrian facilities)
	d) Promote resilience planning and practices	<u>Note:</u> This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.
	e) Support autonomous, connected, and electric vehicles	<u>Note:</u> This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.
VII. Manage Congestion & System Reliability	a) Allow people and goods to move with greater reliability	a) FHWA TPMs : (there are 2- and 4-year targets for Interstate) <ul style="list-style-type: none"> - Interstate LOTTR (level of travel time reliability) - Non-interstate NHS LOTTR

DCHC MPO -- Goals, Objectives, Performance Measures

DCHC Goals	DCHC Objectives	Performance Measures
		a) Daily minutes of delay per capita (staff is checking reliability by MPO, and by low-income, minority and zero-car households) This performance measure is new - it was not in the 2045 MTP.
	b) Increase efficiency of existing transportation system through strategies such as Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS)	b) Percentage of peak-hour travelers driving alone (use peak period, which is more readily available)
		b) Total individuals provided TDM support via programs and activities
		b) ITS investments <u>Note:</u> This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.
VIII. Stimulate Inclusive Economic Vitality	a) Ensure equitable distribution of transportation investments especially to communities of concern	The <i>Environmental Justice (EJ)</i> report for the 2045 MTP assesses equitable distribution of transportation investments, thus, a separate performance measure is not needed. The <i>EJ</i> report will be updated for the 2050 MTP.
	b) Improve freight movement	b) FHWA TPM: (there is a 2- and 4-year target) - Interstate truck TTR
	c) Coordinate land use and transportation	See performance measure for Goal I, Objective C (vehicle miles of travel per capita); Goal III, Objectives A, B and C (percentage of jobs near transit, and percentage of trips under specified travel time)
	d) Invest in cost-effective solutions to improve travel reliability and safety	<u>Note:</u> This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.
	e) Improve project delivery for all modes	<u>Note:</u> This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.