

DCHC MPO -- Draft 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 (fossil fuel?) |
| | b) Achieve net zero carbon emissions | |
| | c) Reduce negative impacts on natural and cultural environment | c) Proportion of planned investment in existing highways |
| | | c) Vehicle Miles Traveled (VMT) per capita |
| II. Ensure Equity and Participation | a) Ensure that transportation investments do not create disproportionate negative impacts for communities of concern | Assessing equitable distribution of transportation investments is the central objective of the <i>Environmental Justice</i> report. Thus, no separate performance measure is needed. |
| | b) Ensure equitable public participation among communities of concern | Staff are investigating feasible measures for this Objective. |
| 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 (by MPO, and by low-income, minority and zero-car households). |
| | | a) Percentage of jobs within 1/4 mile of frequent bus transit service (15min) or 1/2 mile of fixed guideway transit service |
| | 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 (by MPO, and by low-income, minority and zero-car households). |
| 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 |
| | 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 |

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| | | c) Percentage of transit and bicycle/pedestrian mode shares in Travel Choice Neighborhoods (TCN) (by MPO, and by low-income, minority and zero-car households). |
| 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 - 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) |
| | 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 |
| | | a) Daily minutes of delay per capita (by MPO, and possibly by low-income, minority and zero-car households) |

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| | 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 |
| | | 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 | Assessing equitable distribution of transportation investments is the central objective of the <i>Environmental Justice</i> report. Thus, no separate performance measure is needed. |
| | 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. |

PM - MPO Performance Measure

TPM - Transportation Performance Measures required by federal rules and adopted by MPO

Def - Performance Measure to be used in Deficiency Analysis and Needs Assessment stage of MTP process (spring 2021)

Alts - Performance Measure to be used in Alternatives Analysis stage of MTP process (summer 2021)

PrefOpt - Performance Measure to be used in Preferred Option stage of MTP process (fall 2021)