DCHC MPO -- Goals/Objectives/Performance Measures

DCHC Goals	DCHC Objectives	Performance Measures	Production
I. Protect the Human and Natural Environment and Minimize Climate Change	a) Reduce transportation sector emissions b) Achieve net zero carbon emissions	a) and b) Total and per capita transportation GHG (CO2) featured. Also calculate ozone (NOx), CO (carbon monoxide), and particulate matter emissions, and energy consumption (in vehicles)	Alternatives Analysis -- Yes Preferred Option -- Yes
	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)	Alternatives Analysis -- Yes Preferred Option -- Yes
		c) Vehicle Miles Traveled (VMT) per capita (add per employee and total)	Alternatives Analysis -- Yes Preferred Option -- Yes
II. Ensure Equity and Participation	a) Ensure that transportation investments do not create disproportionate negative impacts for communities of concern	The *Environmental Justice (EJ)* report for the 2045 MTP assesses equitable distribution of transportation investments, thus, a separate performance measure is not needed. The *EJ* report will be updated for the 2050 MTP.	Alternatives Analysis -- No Preferred Option -- No Adopted MTP - Yes
	b) Ensure equitable public participation among communities of concern	At least 80% of Public Involvement Plan (PIP) requirements are met [insert link to PIP]	Alternatives Analysis -- No Preferred Option -- Yes
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.	Alternatives Analysis -- Yes Preferred Option -- Yes
		a) Percentage of jobs within 1/4 mile of frequent bus transit service (15min) or 1/2 mile of fixed guideway stations (BRT/CRT)	Alternatives Analysis -- Yes Preferred Option -- Yes
	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.	Alternatives Analysis -- Yes Preferred Option -- Yes
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 Note: Staff is assessing the feasibility of adding "per capita expenditure for amenities and facilities."	Alternatives Analysis -- Yes Preferred Option -- Yes
	b) Improve bicycle and pedestrian facilities	b) MPO total programming per capita on bicycle and pedestrian facilities Note: This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.	Alternatives Analysis -- No Preferred Option -- No
		b) Proportion of jurisdictions that have an ordinance requiring developers to build or pay in lieu for sidewalks	Alternatives Analysis -- No Preferred Option -- Yes
	c) Increase utilization of affordable non-auto travel modes	c) Total transit boardings per capita	Alternatives Analysis -- Yes Preferred Option -- Yes
		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) This performance measure is new - it was not in the 2045 MTP.	Alternatives Analysis -- Yes Preferred Option -- Yes

V.
Promote Safety, Health and Well-Being
	a) Achieve zero deaths and serious injuries on our transportation system	a) FHWA TPMs (highway)
		  - 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)
			Alternatives Analysis -- No
			Preferred Option -- Yes

DCHC MPO -- Goals/Objectives/Performance Measures

DCHC Goals	DCHC Objectives	Performance Measures	Production

		a) FHWA TPMs (transit)
		   - 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)
		
		This performance measure is new - it was not in the 2045 MTP.
			Alternatives Analysis -- No
			Preferred Option -- Yes

	b) Provide all residents with active transportation choices	See performance measure for Goal IV, Objective C.	Not applicable

VI.
Improve Infrastructure Condition and Resilience
	a) Increase proportion of highways and highway assets in 'Good' condition	a) FHWA TPMs
		   - 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
			Alternatives Analysis -- No
			Preferred Option -- Yes

	b) Maintain transit vehicles, facilities, and amenities in the best operating condition	b) FTA TPMs:
		   - 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)
			Alternatives Analysis -- No
			Preferred Option -- Yes

	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)	Not applicable
	d) Promote resilience planning and practices	<u>Note</u>: This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.	Alternatives Analysis -- No Preferred Option -- No
	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.	Alternatives Analysis -- No Preferred Option -- No

VII.
Manage Congestion & System Reliability
	a) Allow people and goods to move with greater reliability	a) FHWA **TPM**s: (there are 2- and 4-year targets for Interstate)
		   - Interstate LOTTR (level of travel time reliability)
		   - Non-interstate NHS LOTTR
			Alternatives Analysis -- No
			Preferred Option -- Yes

		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.	Alternatives Analysis -- Yes Preferred Option -- Yes
	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)	Alternatives Analysis -- Yes Preferred Option -- Yes
		b) Total individuals provided TDM support via programs and activities	Alternatives Analysis -- No Preferred Option -- Yes
		b) ITS investments <u>Note</u>: This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.	Alternatives Analysis -- No Preferred Option -- No
VIII. Stimulate Inclusive Economic Vitality	a) Ensure equitable distribution of transportation investments especially to communities of concern	The *Environmental Justice (EJ)* report for the 2045 MTP assesses equitable distribution of transportation investments, thus, a separate performance measure is not needed. The *EJ* report will be updated for the 2050 MTP.	Alternatives Analysis -- No Preferred Option -- No Adopted MTP - Yes
	b) Improve freight movement	b) FHWA **TPM**: (there is a 2- and 4-year target) - Interstate truck TTR	Alternatives Analysis -- No Preferred Option -- Yes

DCHC MPO -- Goals/Objectives/Performance Measures

DCHC Goals	DCHC Objectives	Performance Measures	Production
	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)	Not applicable
	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.	Alternatives Analysis -- No Preferred Option -- No
	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.	Alternatives Analysis -- No Preferred Option -- No