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 <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.	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)	Alternatives Analysis Yes Preferred Option Yes
		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)	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	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)	Alternatives Analysis Yes Preferred Option Yes
	groups	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 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.	
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

- Fised-route IRN and demand response IDN total statistics and fatalities per suble vehicle revenue limits (VM) - Fix and DN total safety were miles (VMM) - Fix and DN total safety were and safety events per 100k VMM - Fix and DN system reliability (distance between major mechanical follures) - This performance measure is new - it was not in the 2045 MTP. 1b) Provide all residents with active transportation choices - This performance measure for Goal IV, Objective C Not applicable - Percent of interstatic pavement in good and poor condition of Ondition and Resilience - Percent of Interstate pavement in good and poor condition - Percent of Interstate pave	DCHC Goals	DCHC Objectives	Performance Measures	Production
VI. a) Increase proportion of highways and highways and highway assets in 'Good' condition and Resilience			 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) 	Alternatives Analysis No Preferred Option Yes
inprove infrastructure Condition and Resilience condition and Resilience condition and Resilience condition condition and Resilience condition con			See performance measure for Goal IV, Objective C.	Not applicable
facilities, and amenities in the best operating condition 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 revenue vehicles within a particular asset class that have met or exceeded their ULB Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB Percentage of revenue vehicles with a condition rating below 3 on the Federal Transit Agency's Transit Economic Requirements Model (TERM) See performance measure for Goal IV, Objective B (per capita programming on bicycle and pedestrian facilities) Alternatives Analysis — Preferred Option — No Note: This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods. VII. a) Allow people and goods to move with greater reliability Alternatives Analysis — Preferred Option — No Note: This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods. VII. a) Allow people and goods to move with greater reliability a) Allow people and goods to move with greater reliability a) FHWA TPMs: (Ithere are 2- and 4-year targets for Interstate) Interstate LOTTR (level of travel time reliability) Alternatives Analysis — Preferred Option — Yes WPO, and by low-income, minority and zero-car households) Demand Management (TIOM) and intelligent Transportation Systems b) Precentage of peak-hour travelers driving alone (use peak period, Alternatives Analysis — Preferred Option — Yes b) Total individuals provided TDM support via programs and activities b) Total individuals provided TDM support via programs and Alternatives Analysis — Preferred Option — Yes b) ITS investments Note: This measure is unlikely to be available for 2050 MTP. Staff is Alternatives Analysis — Preferred Option — Yes	Improve Infrastructure	and highway assets in 'Good'	 Percent of interstate pavement in good and poor condition Percent of National Highway System (NHS) pavement in good and poor condition 	Alternatives Analysis No Preferred Option Yes
and pedestrian facilities and amenities d) Promote resilience planning and practices d) Promote resilience planning and practices e) Support autonomous, connected, and electric vehicles (a) Allow people and goods to move with greater reliability WII. a) Allow people and goods to move with greater reliability b) Increase efficiency of existing transportation system through strategies such as Transportation pemand Management (TDM) and Intelligent Transportation Systems (ITS) b) Total individuals provided TDM support via programs and activities programming on bicycle and pedestrian facilities) Note: This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods. Note: This measure is unlikely to be available for 2050 MTP. Staff is hereferred Option No Preferred Option No Preferred Option No Alternatives Analysis Non-interstate NHS LOTTR 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) Preferred Option Yes which is more readily available) b) Total individuals provided TDM support via programs and activities b) Total individuals provided TDM support via programs and activities b) ITS investments Note: This measure is unlikely to be available for 2050 MTP. Staff is		facilities, and amenities in the best	 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 	,
practices investigating feasible methods.		and pedestrian facilities and		Not applicable
connected, and electric vehicles investigating feasible methods. VII. a) Allow people and goods to move with greater reliability Manage Congestion & System Reliability b) Increase efficiency of existing transportation yestrategies such as Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS) b) Total individuals provided TDM support via programs and activities connected, and electric vehicles investigating feasible methods. Preferred Option No Alternatives Analysis N Preferred Option Yes Preferred Option Yes Alternatives Analysis N Preferred Option Yes Alternatives Analysis N Preferred Option Yes D) Percentage of peak-hour travelers driving alone (use peak period, which is more readily available) Alternatives Analysis N Preferred Option Yes D) Total individuals provided TDM support via programs and activities D) Total individuals provided TDM support via programs and activities Analysis N Preferred Option Yes Alternatives Analysis N Preferred Option Yes D) Total individuals provided TDM support via programs and activities Analysis N Preferred Option Yes Alternatives Analysis N Preferred Option Yes Alternatives Analysis N Preferred Option No				Alternatives Analysis No Preferred Option No
Manage Congestion & System Reliability - Interstate LOTTR (level of travel time reliability) - Non-interstate NHS LOTTR 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) Total individuals provided TDM support via programs and activities c) Dits investments b) ITS investments Dits investments Alternatives Analysis Note Preferred Option Note Pr				Alternatives Analysis No Preferred Option No
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) Total individuals provided TDM support via programs and activities b) Total individuals provided TDM support via programs and activities c) Total individuals provided TDM support via programs and activities d) Alternatives Analysis No Preferred Option Yes Alternatives Analysis No Preferred Option No Note: This measure is unlikely to be available for 2050 MTP. Staff is	Manage Congestion &		- Interstate LOTTR (level of travel time reliability)	Alternatives Analysis No Preferred Option Yes
b) Increase efficiency of existing transportation system through strategies such as Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS) b) Total individuals provided TDM support via programs and activities b) ITS investments b) Percentage of peak-hour travelers driving alone (use peak period, which is more readily available) Preferred Option Yes Preferred Option No Preferred Option No Preferred Option No Note: This measure is unlikely to be available for 2050 MTP. Staff is				Alternatives Analysis Yes Preferred Option Yes
transportation system through strategies such as Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS) b) Total individuals provided TDM support via programs and activities b) ITS investments b) ITS investments Alternatives Analysis Noute: This measure is unlikely to be available for 2050 MTP. Staff is			This performance measure is new - it was not in the 2045 MTP.	
b) ITS investments Alternatives Analysis No Note: This measure is unlikely to be available for 2050 MTP. Staff is		transportation system through strategies such as Transportation Demand Management (TDM) and Intelligent Transportation Systems		Alternatives Analysis Yes Preferred Option Yes
Preferred Option No <u>Note</u> : This measure is unlikely to be available for 2050 MTP. Staff is				Alternatives Analysis No Preferred Option Yes
				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 Adopted MTP - Yes	Stimulate Inclusive	transportation investments especially to communities of	equitable distribution of transportation investments, thus, a separate performance measure is not needed. The <i>EJ</i> report will be updated	
b) Improve freight movement b) FHWA TPM : (there is a 2- and 4-year target) Alternatives Analysis N - Interstate truck TTR Preferred Option Yes		b) Improve freight movement		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	Note: 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	Note: This measure is unlikely to be available for 2050 MTP. Staff is investigating feasible methods.	Alternatives Analysis No Preferred Option No