

DRAFT 2045 MTP Goals, Objectives, and Performance Measures

| GOALS | OBJECTIVES | Performance Measures |
|--|---|--|
| Protect Environment and Minimize Climate Change | <div>A. Reduce mobile source emissions, GHG, and energy consumption</div> <div>B. Reduce the impact on the natural and cultural environment</div> | <div>A –</div> <div>1. Transportation GHG emissions per capita</div> <div>2. Transportation ozone and CO emissions per capita</div> <div>3. Mobile energy consumption per capita</div> <div>B—</div> <div>1. Lane miles per capita</div> <div>2. Proportion of transportation projects that don’t need an environmental permit</div> |
| Connect People | <div>A. Connect people to jobs, education and other important destinations using all modes</div> | <div>A—</div> <div>1. Percentage of work and non-work trips by auto less than 30 minutes</div> <div>2. Percentage of work and non-work trips by transit less than 45 minutes</div> <div>3. Average bicycle and pedestrian trip time</div> <div>4. Miles of sidewalks and bike lanes</div> <div>5. Ratio of sidewalk, bike lanes and multi use paths to population</div> <div>6. Proportion of TIP projects with bicycle and pedestrian elements</div> |
| Promote Multimodal and Affordable Travel Choices | <div>A. Enhance transit services, amenities and facilities</div> <div>B. Improve bicycle and pedestrian facilities</div> <div>C. Increase utilization of affordable non-auto travel modes</div> | <div>A—</div> <div>1. Local per capita expenditures on transit operations</div> <div>2. Per capita transit service hours</div> <div>3. Total transit boardings</div> <div>B—</div> <div>1. Local per capita expenditures on bicycle and pedestrian facilities</div> <div>2. % increase in separated bicycle facilities</div> <div>3. Percentage of parcels within census-defined area (UA) that have sidewalks</div> <div>C—</div> <div>1. Percentage of transit, bicycle and pedestrian mode shares</div> <div>2. Percentage of transit, bicycle and pedestrian mode shares in transit corridors</div> <div>3. Percentage of transit, bicycle and pedestrian mode shares for work commute</div> |
| Manage Congestion & System Reliability | <div>A. Allow people and goods to move with minimal congestion and time delay, and greater predictability.</div> <div>B. Promote Travel Demand Management (TDM, such as carpool, vanpool and park-and-ride)</div> <div>C. Enhance Intelligent Transportation Systems (ITS, such as ramp metering, dynamic signal phasing and vehicle detection systems)</div> | <div>A—</div> <div>1. Average work-trip travel time during peak hours for each mode</div> <div>2. Percentage of peak period VMT at congestion (V/C > =1.2)</div> <div>3. Average clearance time for crashes on principal roadways</div> <div>4. Annual hours of delay per auto commuter</div> <div>B—</div> <div>1. Percentage of commuter driving alone</div> <div>2. Average number of vehicle occupants</div> <div>3. Number of employees included in TDM plans</div> <div>4. Number of work places promoting TDM</div> <div>C—</div> <div>1. Percentage of VMT on roadways with real-time transportation information</div> |

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| Improve Infrastructure Condition | <div>A. Increase proportion of highways and highway assets in 'Good' condition</div> <div>B. Maintain transit vehicles, facilities and amenities in the best operating condition.</div> <div>C. Improve the condition of bicycle and pedestrian facilities and amenities</div> <div>D. Improve response time to infrastructure repairs</div> | <div>A—<div>1. Lane miles of streets (thoroughfare and above) with unacceptable pavement condition ratings by NCDOT</div><div>2. Percent of structurally deficient and functionally obsolete bridges</div><div>3. Transportation Improvement Program (TIP) (10-year) expenditures in MPO for roadway maintenance</div></div> <div>B—<div>1. Percentage of transit vehicles being used beyond life cycle</div></div> <div>C—<div>(no measure identified)</div></div> <div>D—<div>(no measure identified)</div></div> |
| Ensure Equity | <div>A. Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities)</div> <div>B. Minimize the negative effects of transportation investments to local communities</div> <div>C. Ensure that transportation investments do not create a disproportionate burden for any community</div> <div>D. Enhance public participation among all communities</div> | <div>A—<div>1. Percentage of Environmental Justice (EJ) population and total population within census-defined urban area (UA) that is within ½ mile of bus transit service or 1 mile of rail transit service</div><div>2. Highway and transit investment in communities of concern are similar to the general population in the Metropolitan Transportation Plan (MTP)</div></div> <div>B—<div>(no measure identified)</div></div> <div>C—<div>1. Does the 2045 MTP meet Environmental Justice requirements?</div></div> <div>D—<div>1. Number of participants in public meetings, public hearings and surveys during the 2045 MTP development process</div><div>2. Number of Web site views and participation level in social media</div></div> |
| Promote Safety and Health | <div>A. Increase safety of travelers and residents</div> <div>B. Promote public health through transportation choices</div> | <div>A—<div>1. Number of vehicle crashes, serious injury and fatalities per million vehicle miles traveled</div><div>2. Pedestrian and bicycle crashes, serious injuries and fatalities per capita</div></div> <div>B—<div>1. Percentage of adults who are physically inactive in the region</div></div> |
| Stimulate Economic Vitality | <div>A. Improve freight movement</div> <div>B. Link land use and transportation</div> <div>C. Increase funding and funding sources for all transportation modes (some staff and Board members have suggested deleting this Objective)</div> <div>D. Improve project delivery for all modes</div> | <div>A—<div>1. Truck hours of delay per trip</div><div>2. Average truck speed on appropriate freight corridors</div></div> <div>B—<div>1. Vehicle Miles Traveled (VMT) per capita</div><div>2. Average trip time (in minutes) for each mode</div><div>3. Average trip distance for each mode</div><div>4. Percentage of population within ½ mile of high-end bus transit service or 1 mile of rail transit service</div><div>5. Mode share in transit corridors for transit, bicycle and walking</div><div>6. Percentage of population within ¾ mile of bike facilities</div></div> <div>C—<div>1. Transportation Improvement Program (TIP) (10-year) expenditures in MPO as a percent of the 2045 MTP costs</div><div>2. (Objective C might be deleted.)</div></div> <div>D—<div>1. Percentage of TIP highway projects completed on-time (or, NCDOT project delivery measure)</div><div>2. Percentage of STP-DA funding that is obligated</div></div> |