Draft Performance Measures for 2055 MTP Goals & Objectives

September 2024

Notations:

[1] Required performance measures (FHWA/FTA)

[2] Current conditions and short-term trends only

[3] Transportation model (G2) output (2020, 2055)

Goal: Connect People and Places

CAMPO Objectives	DCHC MPO Objectives
➢ Connect people to jobs, education and other important destinations using all modes. ➢ Ensure transportation needs are met for all populations, especially the aging and youth, economically disadvantaged, mobility impaired and minorities.	➢ Increase mobility options for all communities, particularly underrepresented communities. ➢ Achieve zero disparity of access to jobs, education, and other important destinations by race, income or other marginalized groups.
Performance Measures	
1) # of jobs within 30 min by transit/auto/walk for communities of concern/underrepresented communities [A,3] 2) % of jobs/population in Travel Choice Neighborhoods [B,3] 3) % of communities of concern/underrepresented communities in Travel Choice Neighborhoods [3] 4) % of communities of concern/underrepresented communities with "good" or "excellent" transit and/or walk access [3] 5) % of communities of concern/underrepresented communities with greater-than-average work-trip travel times [3]	

[A] **Communities of concern (CAMPO) and underrepresented communities (DCHC MPO)** are communities with high concentrations of one or more of the following: minority residents (non-White race and/or Hispanic/Latino residents), low-income households, seniors, residents with limited English proficiency, or households with no vehicles. Data source: U.S. Census Bureau, 2022 American Community Survey 5-Year Estimates.

[B] **Travel Choice Neighborhoods** are neighborhoods located within ¼ mile of existing or planned high-frequency (headways of 15 minutes or less during peak period) bus *routes* or within ½ mile of planned premium transit *stations* (bus rapid transit or passenger rail).

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Goal: CAMPO: Promote and Expand Multimodal and Affordable Transportation Choices; DCHC MPO: Ensure That All People Have Access to Multimodal and Affordable Transportation Choices

CAMPO Objectives	DCHC MPO Objectives
➢ Enhance transit services, amenities and facilities. ➢ Improve bicycle and pedestrian facilities. ➢ Increase utilization of affordable non-auto travel modes.	➢ Enhance transit services, amenities and facilities. ➢ Improve bicycle and pedestrian facilities. ➢ Increase utilization of affordable non-auto travel modes.

Performance Measures
1) % of bus stops that meet ADA requirements[2]
2) Transit service miles (total and high-frequency routes)[3]
3) Bus average on-time performance[2]
4) MPO total programming per capita on bicycle and pedestrian facilities
5) Proportion of jurisdictions that have an ordinance requiring developers to build or pay in lieu for sidewalks[2]
6) Bike/Ped level of traffic stress[2]
7) Transit ridership/Total transit boardings per capita[3]
8) Transit and non-motorized mode share in Travel Choice Neighborhoods[3]

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Goal: Manage Congestion and System Reliability

CAMPO Objectives	DCHC MPO Objectives
➢ Allow people and goods to move with minimal congestion, time delay, and greater reliability. ➢ Promote Travel Demand Management (TDM), such as carpooling, vanpooling and park-and-ride. ➢ Enhance Intelligent Transportation Systems (ITS), such as ramp metering, dynamic signal phasing and vehicle detection systems.	➢ Allow people and goods to move with greater reliability. ➢ Increase efficiency of the existing transportation system through strategies such as Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS). ➢ Increase travel choices and travel reliability while prioritizing multi-modal improvements.

Performance Measures

FHWA PMs[1,2]

1) Interstate LOTTR (level of travel time reliability)
2) Non-interstate NHS LOTTR

Other PMs

3) Total and per capita minutes of delay for all trips/non-auto (transit & non-motorized) mode trips[3]
4) Average congested travel time for auto/transit (AM)[3]
5) Number of alternative transportation users supported by the TDM program/VMT reduced[2]
6) ITS Investments ($) per capita or ITS treatment miles by freeway and arterial

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Goal: Promote Safety, Health and Well-being

CAMPO Objectives	DCHC MPO Objectives
➢ Increase the safety of travelers and residents. ➢ Promote public health through transport choices.	➢ Achieve zero deaths and serious injuries on our transportation system. ➢ Provide all residents with active transport choices. ➢ Improve project design and traffic operations to minimize human error. ➢ Increase accessibility via universal design.

Performance Measures

FHWA PMs (Highway)[1,2]

1) Number of non-motorized fatalities and serious injuries (total and in communities of concern/underrepresented communities; rate per 100k population)

2) Number of motorized fatalities

3) Rate of motorized fatalities (per 100m VMT)

4) Number of motorized serious injuries

5) Rate of motorized serious injuries (per 100m VMT)

FHWA PMs (Transit)[1,2]

6) Fixed-route (FR) and demand response (DR) total fatalities and fatalities per 100k vehicle revenue miles (VRM)

7) FR and DR total injuries and injuries per 100k VRM

8) FR and DR total safety events and safety events per 100k VRM

9) FR and DR system reliability (distance between major mechanical failures)

Other PMs

10) Bike/ped facility density[2]

Goal: **CAMPO**: Stimulate Economic Vitality and Opportunity;
DCHC MPO: Stimulate Inclusive Economic Vitality

CAMPO Objectives	DCHC MPO Objectives
➢ Improve freight movement. ➢ Coordinate land use and transportation. ➢ Improve project delivery for all modes. ➢ Target funding to the most cost-effective solutions.	➢ Improve freight movement. ➢ Coordinate land use and transportation. ➢ Improve project delivery for all modes. ➢ Invest in cost-effective solutions to improve travel reliability and safety. ➢ Ensure equitable distribution of transportation investments especially for underrepresented communities.
Performance Measures	

1) Interstate truck TTR (travel time reliability)[1,2]
2) Total VMT and VMT per capita[3]
3) Average travel distance for work trips[3]
4) % of TIP projects completed on time[2]

Goal: Ensure Equity and Participation

CAMPO Objectives	DCHC MPO Objectives
➢ Ensure that transportation investments do not create disproportionate negative impacts for any community, especially communities of concern. ➢ Promote equitable public participation among all communities, especially communities of concern.	➢ Ensure that transportation investments do not create disproportionate negative impacts for underrepresented communities. ➢ Ensure equitable public participation among underrepresented communities.
Performance Measures	

1) Impact of planned highway improvements on communities of concern/underrepresented communities
2) % of communities of concern with greater-than-average minutes of delay per capita[3]
3) % of public engagement/involvement plan requirements met[2]
4) EJ report

Goal: Improve Infrastructure Condition and Resilience

CAMPO Objectives	DCHC MPO Objectives
➢ Increase the proportion of highways and highway assets rated in 'Good' condition. ➢ Maintain transit vehicles, facilities and amenities in the best operating condition. ➢ Improve the condition of bicycle and pedestrian facilities and amenities. ➢ Promote resilience planning and practices. ➢ Support autonomous, connected and electric vehicles.	➢ Increase the proportion of highways and highway assets rated in 'Good' condition. ➢ Maintain transit vehicles, facilities and amenities in the best operating condition. ➢ Improve the condition of bicycle and pedestrian facilities and amenities. ➢ Promote resilience planning and practices. ➢ Support autonomous, connected and electric vehicles. ➢ Create an accessible EV infrastructure network and prioritize alternative fuel sources.

Performance Measures

FHWA PMs (Highway)[1,2]

1) Percent of interstate pavement in good and poor condition
2) Percent of National Highway System (NHS) pavement in good and poor condition
3) Percent of NHS bridges in good and poor condition

FHWA PMs (Transit)[1,2]

4) Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark (ULB)
5) Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
6) Percentage of facilities with a condition rating below 3 on the Federal Transit Agency's Transit Economic Requirements Model (TERM)

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Goal: Protect the Human and Natural Environment and Minimize Climate Change

CAMPO Objectives	DCHC MPO Objectives
➢ Reduce negative impacts on the natural and cultural environments. ➢ Reduce mobile source emissions, greenhouse gas emissions and energy consumption. ➢ Connect transportation and land use.	➢ Reduce negative impacts on the natural and cultural environments. ➢ Reduce transportation sector emissions. ➢ Achieve net zero carbon emissions.

Performance Measures
1) % of planned investment in existing roadways 2) Total and per capita transportation GHG emissions[3] 3) Total and per capita energy consumption from transportation sources [3]

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