

# Goals and Objectives

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## Background

The MPO Goals and Objectives are notable for three reasons:

- Development process -- The Goals and Objectives were developed using an extensive public input process that included a public workshop, an MPO Board workshop, a public hearing and an online survey that received more than 800 responses. The following 2045 MTP Web page has detailed information on the development process: <http://bit.ly/DCHC-MTP-Goals>
- Alignment -- The Goals and Objectives will be aligned with a set of performance measures and targets. For example, a performance measure such as “mobile energy consumption per capita” might be aligned with Objective 1A Reduce mobile source emissions. This alignment will make it easier to evaluate how the 2045 MTP meets the Goals and Objectives.
- Regional coordination – The DCHC MPO and Capital Area MPO (Raleigh area) have had a joint 2045 MTP development process and final plan for almost a decade. However, the Goals and Objectives have been separate. In this long-range update, the two MPOs will have the same Goals and Objectives.

## 2045 MTP Support of the Goals

The DCHC MPO strongly supports transit, non-motorized transportation modes such as bicycling and walking, and the transportation needs of low-income families, and endeavors to minimize transportation impacts on the environment. This support is clear in the language of the Goals and Objectives.

At the same time, federal rules that guide the development of these long-range plans require that the MTP use reasonable assumptions in the financial plan. This requirement effectively means that the financial plan needs to abide by the current North Carolina Strategic Transportation Investment (STI) law. The STI and the project prioritization methodology that implements the STI do not permit the MPO to completely carry out its Goals and Objectives. The STI, for example: limits state funding for fixed-guideway capital expenses to ten percent of the total project capital; limits non-highway funding to eight percent of total STI funding; and, favors highway projects over transit and other non-highway modes in the prioritization methodology.

In the Preferred Option, the MPO has endeavored to the greatest extent possible to make sure that the 2045 MTP transportation projects and budget reflect these Goals and Objectives despite the constraints imposed by the current STI.

## 2045 MTP Goals and Objectives

<b>Goals</b>	<b>Objectives</b>
<b>I. Protect Environment and Minimize Climate Change</b>	A. Reduce mobile source emissions, GHG, and energy consumption B. Reduce the negative impacts on the natural and cultural environment
<b>II. Connect People</b>	A. Connect people to jobs, education and other important destinations using all modes B. Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities)
<b>III. Promote Multimodal and Affordable Travel Choices</b>	A. Enhance transit services, amenities and facilities B. Improve bicycle and pedestrian facilities C. Increase utilization of affordable non-auto travel modes
<b>IV. Manage Congestion &amp; System Reliability</b>	A. Allow people and goods to move with minimal congestion and time delay, and greater predictability. B. Promote Travel Demand Management (TDM, such as carpool, vanpool and park-and-ride) C. Enhance Intelligent Transportation Systems (ITS, such as ramp metering, dynamic signal phasing and vehicle detection systems)
<b>V. Improve Infra- structure Condition</b>	A. Increase proportion of highways and highway assets in 'Good' condition B. Maintain transit vehicles, facilities and amenities in the best operating condition. C. Improve the condition of bicycle and pedestrian facilities and amenities D. Improve response time to infrastructure repairs

<b>Goals</b>	<b>Objectives</b>
<b>VI. Ensure Equity and Participation</b>	<ul style="list-style-type: none"> <li>A. Ensure that transportation investments do not create a disproportionate burden for any community</li> <li>B. Enhance public participation among all communities</li> </ul>
<b>VII. Promote Safety and Health</b>	<ul style="list-style-type: none"> <li>A. Increase safety of travelers and residents</li> <li>B. Promote public health through transportation choices</li> </ul>
<b>VIII. Stimulate Economic Vitality</b>	<ul style="list-style-type: none"> <li>A. Improve freight movement</li> <li>B. Link land use and transportation</li> <li>C. Target funding to the most cost-effective solutions</li> <li>D. Improve project delivery for all modes</li> </ul>