4. Our Vision And How We Will Achieve It

4.1 The Values Underlying Our Vision: Equitable Engagement and Investment

The *Connect 2050* Plan began from a different foundation than previous metropolitan transportation plans. Instead of relying on a conventional perspective that prioritizes faster car travel and less congested roads, this plan used a lens that also focused on the mobility and accessibility concerns of people who are less likely to own cars and have a greater propensity to use transit, walking and bicycling to meet their travel needs.

Traditional road congestion and vehicle speed concerns are still addressed, but they are balanced by concerns for safer streets, user-focused transit services, more connected bicycle and pedestrian networks, and greater access to job hubs from traditionally under-represented neighborhoods – places that have historically borne an outsized burden of the impacts of highway projects. Environmental justice communities -- and the REINVEST Neighborhoods that represent the most significant combinations of individual environmental justice communities -- served as important determinants for the equity of the investments this plan includes.

The planning process was different, too. Although traditional public comment periods and public hearings were still held, new methods designed for more equitable engagement were undertaken: collaborations with trusted community-based partners, attending community events, scheduling "pop-up" engagement activities where people congregate, and extracting engagement results from related planning efforts to minimize "engagement fatigue." Much of this work was affected by the limitations inherent in planning during a pandemic, but the results are that traditionally under-represented voices were prominent in the development of this plan.

4.2 Our Vision

The region has a common vision of what it wants its transportation system to be:

a seamlessly integrated set of transportation services that provide travel choices to support economic development and that:

- *are compatible with the character and development of our communities,*
- *are sensitive to the environment,*
- *improve quality of life, and*
- *are safe and accessible for all.*

The *Connect 2050 Metropolitan Transportation Plan* commits our region to transportation services and patterns of development that contribute to a distinctive place where people can successfully pursue their daily activities.

4.3 Goals and Objectives

The two MPOs worked together to develop a consistent set of goals and objectives designed to achieve the region's vision. Where the language of the goals and objectives differ, DCHC MPO ones are highlighted in green and CAMPO ones in yellow. Goals are short statements of intent; objectives state the priorities within each goal on which the MPOs intend to focus. This plan is based on eight goals and their supporting objectives:

1. Connect People and Places. 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 communities of concern.
   - Achieve zero disparity of access to jobs, education, and other important destinations by race, income or other marginalized groups.

2. Promote and Expand Multimodal and Affordable Travel Choices. Ensure That All People Have Access to Multimodal and Affordable Transportation Choices. Objectives:
   - Enhance transit services, amenities and facilities.
   - Improve bicycle and pedestrian facilities.
   - Increase utilization of affordable non-auto travel modes.

3. Manage Congestion and System Reliability. Objectives:
   - Allow people and goods to move with minimal congestion and time delay, and with greater predictability. Allow people and goods to move with 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.
   - Increase efficiency of the existing transportation system through strategies such as Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS).

4. Stimulate Inclusive Economic Vitality and Opportunity. Objectives:
   - Improve freight movement.
   - Link land use and transportation.
   - Improve project delivery for all modes.
   - Target funding to the most cost-effective solutions. Invest in cost-effective solutions to improve travel reliability and safety.
   - Ensure equitable distribution of transportation investments especially to communities of concern.

5. Ensure Equity and Participation. Objectives:
   - Ensure that transportation investments do not create a disproportionate burden for any community.
   - Enhance public participation among all communities. Ensure equitable public participation among communities of concern.

6. Improve Infrastructure Condition and Resilience. 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.

7. Protect the Human and Natural Environment and Minimize Climate Change. Objectives:
   - Reduce negative impacts on the natural and cultural environments.
   - Reduce mobile source emissions, greenhouse gas emissions and energy consumption. Reduce transportation sector emissions.
   - Achieve net zero carbon emissions.
   - Connect transportation and land use.

8. Promote Safety, Health and Well-Being. Objectives:
   - Increase the safety of travelers and residents. Achieve zero deaths and serious injuries on our transportation system.
   - Promote public health through transport choices. Provide all residents with active transport choices.

4.4 Performance Measures and Target Values

As part of the process for creating the Goals & Objectives, the MPOs developed a set of common Performance Measures related to the objectives to enable tracking progress over time. Measures fall into one of three categories: i) those that can be determined quantitatively using analytic methods and data already available, ii) those that can be determined quantitatively, but will require new analysis methods and/or additional data, or iii) those that would need to use more qualitative methods, such as surveys or focus groups, to judge progress.

Performance measures that are currently quantifiable were determined for three comparative conditions:

- 2020 – This is the base condition. It is the 2020 population and employment using the 2020transportation network (e.g., highways and transit service).
- 2050 E+C – This is the "Existing plus Committed" (E+C) network which includes the existing and under-construction transportation network and the 2050 population and employment.
- 2050 – This is the 2050 MTP transportation network plan as adopted by the two MPOs using the 2050 population and employment.

Although the measures are common to both MPOs, each MPO may choose different target values they wish to achieve for each measure based on conditions and priorities specific to each MPO. The two MPOs will continue to develop or refine specific target values and to use these values in prioritizing the implementation of projects.

The performance measures have been crafted to align with new and developing performance requirements under the Federal FAST Act, the nation's transportation law. Both MPOs have approved FAST Act compliant performance measures and targets for transit asset state-of-good-repair, transit safety, roadway and bicycle and pedestrian safety, infrastructure condition, and travel reliability.

The following measures are used for this plan; some of the measures support more than one objective. Appendix 13 includes the values of federally-required performance measures at the time of this plan's initial adoption. As values are updated or new ones are added, they can be found on each MPO's web site, and are incorporated by reference in the 2050 MTP.

Performance Measure	***FAST Act Target***
% of work and non-work trips by auto that take less than 30 minutes by MPO, low-income, minority and zero-car households	
% of work and non-work trips by transit that take less than 40 minutes by MPO, low-income, minority and zero-car households	
% of planned investment in existing roadways (versus new alignment)	
Percentage of transit and bicycle/pedestrian mode shares in "travel choice neighborhoods:" areas accessible to light rail, bus rapid transit, commuter rail and frequent bus service (½ mile to stations, ¼ mile to frequent bus service)	
Percentage of jobs within 1/4 mile of frequent bus transit service (15min) or 1/2 mile of fixed guideway stations (BRT/CRT)	
Per capita transit service hours	
Total transit boardings per capita	
MPO total programming per capita on bicycle and pedestrian facilities	
% of jurisdictions with ordinance requirements for sidewalk construction or in-lieu fees	
Daily minutes of delay per capita	
Interstate Level of Travel Time Reliability	2-year and 4-year
Non-Interstate NHS Level of Travel Time Reliability	2-year and 4-year
% of peak-hour travelers driving alone	
Total individuals provided TDM program and activity support	
Vehicle miles of travel (VMT) per capita and total	

Performance Measure	*FAST Act Target*
Amount of ITS investments	
Percent of interstate pavement in good and poor condition	2-year and 4-year
Percent of pavements on the non-Interstate National Highway System (NHS) in good and poor condition	2-year and 4-year
Percent of NHS bridges classified as in good and poor condition	2-year and 4-year
% of transit equipment meeting or exceeding useful life benchmark	✓
% of transit vehicles by asset class meeting or exceeding useful life benchmark	✓
% of transit facilities with condition rating below 3.0 on Federal Transit Administration Transit Economic Requirements Model scale	✓
At least 80% of Public Involvement Plan (PIP) requirements are met	
Environmental Justice requirements met by 2050 MTP	
# of non-motorized fatalities and serious injuries	✓
# of total fatalities	✓
Total fatalities rate (per 100 million vehicle miles traveled)	✓
# of total serious injuries	✓
Total serious injuries rate (per 100 million vehicle miles traveled)	✓
Fixed-route and non fixed-route fatality total and rate	✓
Fixed-route and non fixed-route injury total and rate	✓
Fixed-route and non fixed-route safety events total and rate	✓
Fixed-route and non fixed-route distance between mechanical failures	✓
Interstate Truck Travel Time Reliability	2-year and 4-year
Emissions total and per capita from on-road mobile sources (ozone, carbon monoxide, particulate matter, greenhouse gases)	
Energy consumption total and per capita from transportation sources	

This report includes a detailed analysis of Environmental Justice issues in section 9.3 – *Environmental Justice (EJ)*, and provides a comparison of the location of 2050 MTP projects and EJ populations in Appendix 12.

KEY POINTS FROM THIS SECTION:

- The *Connect 2050* Plan was built on a new foundation of equitable engagement and investment.
- Our MPOs have a common vision for what our region's transportation system should achieve.
- Both MPOs adopted consistent goals and objectives to accomplish this vision, and a common set of performance measures to track progress towards the goals and objectives.
- Each MPO may choose different target values they wish to achieve, based on the conditions and priorities of the different MPOs.
- Performance measures are designed to align with Federal requirements under the FAST Act, the federal transportation law; and targets for safety and transit asset state of good repair are included as part of this version of the 2050 Metropolitan Transportation Plan